

# Major Transit Station Areas

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## Phase 1A: Preliminary MTSA Review

April 2020



# ACKNOWLEDGEMENTS

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# 1.0 / INTRODUCTION AND PURPOSE

## 1.1 PURPOSE OF THE STUDY

Within the the evolving landscape of the Greater Golden Horseshoe, the Region of Peel experiences unique patterns of goods and people movement. Peel Region is home to Canada’s busiest airport (Lester B. Pearson International Airport); is criss-crossed by the regional GO Transit train system; and is home to two of Ontario’s largest municipal transit systems (MiWay and Züm).

Peel Region is also characterized by a unique diversity of built and natural environments across the three-municipality geography, from significant heritage landscapes in Caledon to the intensifying waterfront and downtown areas of Mississauga. The Region is home to over 1.4 million people and is expected to continue to grow, placing additional pressure on existing resources and presenting new opportunities for the growth of a strong, integrated regional economy.

**Key to the success of Peel Region and a connected future is the movement of people.** With continued population growth, the Region has an opportunity to support existing and future communities through well-planned transit infrastructure that reinforces sustainable development patterns. Attracting, sustaining, and accommodating future growth in Peel Region will rely on intensification that is well supported by transit. As part of a commitment to supporting healthy places to live and work, the Region is studying the role and function of Major Transit Station Areas (MTSAs) across the many different communities in the Region.

**The purpose of the Peel MTSA Study is to collaborate with local stakeholders to study, delineate, prioritize, and develop policies for transit areas that are key to the Region’s future.** These policies will support emerging, regional strategies for transit-oriented development in the Region’s ongoing Official Plan Review, in accordance with provincial policy that includes the Growth Plan (2019). The Region’s role will be to continue to focus on growth and infrastructure,

complemented by the completion of local planning and implementation activities by Local Municipalities.

### KEY OBJECTIVES OF THE PROJECT

- Identify and prioritize MTSAs across Peel Region
- Delineate MTSA boundaries
- Provide direction on the development of minimum and/or alternative densities
- Guide the development of Regional Official Plan policies that encourage transit-supportive development
- Support the municipal policy development processes of Mississauga, Caledon, and Brampton and other planning initiatives underway with key transportation stakeholders (e.g. Metrolinx’s Mobility Hub Studies).



**6.5%**

Between 2011-2016, the population of Peel grew from 1,296,809 to 1,381,739, a growth rate of 6.5%. During the same period, Brampton grew by 13.3% and Caledon by 11.4% - in comparison to the national growth average of 5.8% for central municipalities.<sup>1</sup>



**45 million**

Peel is home to Canada’s busiest airport: Lester B Pearson International Airport. With over 45 million total passengers in 2017, Pearson served approximately 30% of total air passengers to Canada in 2017<sup>2</sup>

1. Statistics Canada, Census (2006-2016) / 2. Statistics Canada, Air passenger traffic at Canadian airports, annual (2019).

## 1.2 STUDY PROCESS

The Peel MTSA Study began in January 2019 and will be completed in 2 phases:

- **Phase 1A: Preliminary review of existing and proposed MTSA's and other Strategic Growth Areas**
- **Phase 1B: Integrated Land Use, Transportation Infrastructure, and Financial Planning for MTSA's**

Both of these phases represent a series of analytical tasks and consultation events with Regional staff, Local Municipal staff, development and transportation stakeholders, and the general public. This report details the approach and findings for Phase 1A, which represents 4 Tasks:

- **Task 1:** Preliminary MTSA Boundary Delineations
- **Task 2:** Preliminary MTSA Growth Capacities & Densities (Analytical Lenses)
- **Task 3:** MTSA Profiles
- **Task 4:** Framework and Policy Direction - Prioritized MTSA's for Implementation Planning

Figure 1 below details how these tasks and related activities fit together to inform a framework and subsequent policy direction for a finalized list of MTSA's that has been rationalized through analysis and consultation. The Consultation Plan details how these activities occur in tandem with stakeholder, public, and Regional Council consultation throughout 2019.

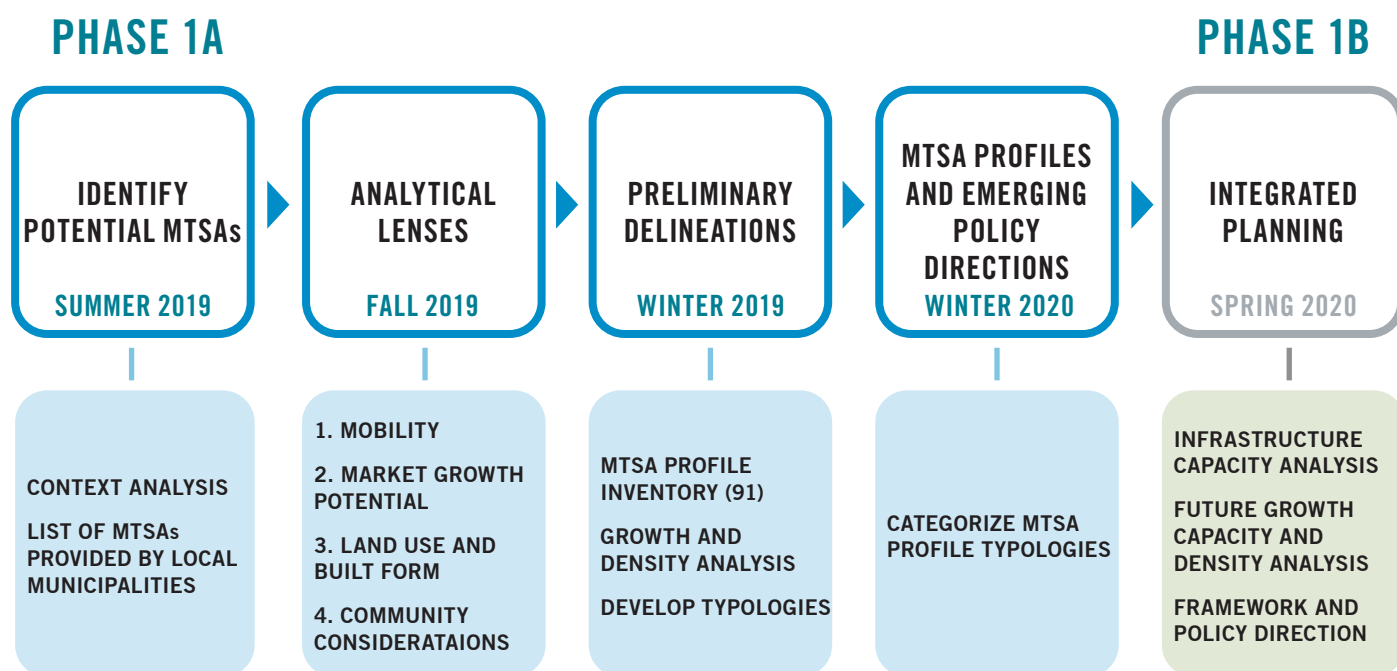


Figure 1. MTSA Phase 1A Study Process

## 2.0 / CONTEXT AND PLANNING ASSUMPTIONS

### 2.1 PROVINCIAL POLICIES

The Province has been very active since the mid-2000s in establishing a coordinated and comprehensive policy regime to guide land use and infrastructure planning, environmental protections, and rapid transit delivery across the Greater Toronto and Hamilton Region (GTAH). Common across these policies is containing growth within existing settlement areas, and investing in higher-order transit and encouraging denser mixed-use development to lessen reliance on the automobile.

On-going is a review by the Province of this policy framework, which has since the beginning of 2019 produced a number of proposed changes to key growth- and infrastructure-related legislation and programs. While these proposed changes do not, so far, fundamentally change growth and investment priorities across the GTHA, the new and/or revised policies will continue to shape planning and development processes by upper- and lower-tier municipalities.

#### **(A) PROVINCIAL POLICY STATEMENT, 2020**

The Provincial Policy Statement (PPS) is a broad, high-level document which establishes matters of Provincial interest with which planning, development, and infrastructure decisions must be consistent. Among these stated interests are to provide a range and mix of housing types (1.4.1), protect natural features for the long term (2.1.1) and conserve significant cultural landscapes (2.6.1). Specific to the Study are those related to transportation systems, including to:

- Make efficient use of existing and planned infrastructure (1.6.1);
- Promote land use patterns and development densities that minimize the length and number of vehicle trips (1.6.3); and

- Integrate transportation and land use considerations at all stages of the planning process (1.6.4).
- Major facilities and sensitive land uses, should be planned to ensure land use compatibility to minimize risk to public health and safety and ensure long-term viability of major facilities (1.2.6.1)
- Coordinate emergency management and other economic, environmental and social planning considerations to support efficient and resilient communities (1.2.3)

#### **(B) PLACES TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2019**

The Growth Plan directs a significant portion new growth to existing built-up areas towards achieving the 2041 population and employment targets for upper tier municipalities. In turn, most of that growth is directed to Strategic Growth Areas, with high development potential and well-served by transit, which include Urban Growth Centres and Major Transit Station Areas. More specific to this Study are those policies that:

- Establish target densities of 200 people and jobs per hectare (ppj/ha) at and around subway stations, 160 ppj/ha for light rail transit (LRT) and bus rapid transit (BRT) stations, and 150/ ppj/ha for GO Transit rail stations (2.2.4.3); and
- Define MTSAs as an area of 500 to 800 metres around each station, or approximately a 10-minute walk.

It is important to note that the Growth Plan defines MTSAs as the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.

The Growth Plan 2019 defines MTSA as stations located on Priority Transit Corridors (Schedule 5 – Moving People), being those GO Transit rail, subway, LRT and BRT lines identified for a combination of major investment through the Provincial transit agency, Metrolinx, and/or having planning in place for a high magnitude of transit-oriented development. Consistent with the Growth Plan approach, the following in Peel Region are identified as Transit Priority Corridors:

- Highway 403 Transitway;
- Hurontario LRT; and
- Lakeshore West and Kitchener GO Transit rail lines.

In addition to planning for MTSA in these priority corridors, this Study is also applying the MTSA planning methodology to stations in emerging transit corridors identified by the area municipalities as rapid transit and intensification corridors, including Queen Street in Brampton.

The Growth Plan also identifies Urban Growth Centres in response to where growth should be directed and how to grow. Urban Growth Centres will be planned as focal areas for investment to accommodate and support the transit network at the regional scale. Urban Growth Centres will be planned to achieve, by 2031 or earlier, minimum density targets of:

- 200 residents and jobs combined per hectare (ppj/ha) for Urban Growth Centres identified within Peel Region (2.2.3.2b)

With the new update to the Growth Plan released May 2019, policies guiding the planning of MTSA remain largely unchanged, including the density targets, however the proposed changes are noteworthy:

- Councils of upper- and single-tier municipalities may request an alternative to the target (established in policy 2.2.2.1) where it is demonstrated that this target cannot be achieved and that the alternative target will be appropriate given the size, location and capacity of the delineated built-up area (policy 2.2.2.4)

- Allowing upper- and lower-tier municipalities to establish density targets for MTSA in advance of completing a Municipal Comprehensive Review (proposed 2.2.4.5); and
- Widening the area around each station to between 500 and 800 metres.

### (C) REGIONAL TRANSPORTATION PLAN, 2018

The Regional Transportation Plan (RTP) is a document prepared by the Province's transit agency, Metrolinx, to serve as a vehicle for outlining the Province's transportation infrastructure and service investments priorities across the GTHA to 2041. It is a non-statutory document intended to provide information and guidance to the general public and municipalities on how to move, plan, and develop in ways that reduce reliance on the private automobile. As such, the RTP illustrates and recommends a number of project priorities and implementation strategies to:

- Provide more seamless mobility choices to travellers, across a variety of modes;
- Better integrate land use planning and transit, especially at rapid transit stations;
- Improve the “first and last mile” connections; and
- Prepare the transportation system for an uncertain future, which includes making infrastructure and services resilient to climate change, and unforeseen changes to the economy and growth trends.

Worthwhile to note that the Ontario Ministry of Transportation (MTO) is currently undertaking the Planning Phase, the Environmental Assessment (EA) and the Preliminary Design for the 407 Transitway from west of Brant Street to west of Winston Churchill Boulevard. This transitway is a component within the official plans of the stakeholder municipalities and of the Province's commitment to support transit initiatives in the Greater Golden Horseshoe through the Metrolinx Regional Transportation Plan.

## 2.2 PEEL REGION

### (A) GROWTH MANAGEMENT POLICY DEVELOPMENT

Growth management is “a dynamic process, incorporating a variety of plans, regulations and programs, in which governments anticipate and seek to accommodate community development in ways that balance competing land use goals and coordinate local with regional interests” (Porter, 2008). The Growth Management Strategy approach was developed to manage growth surrounding growth related infrastructure debt, complexity of Provincial policies and increasing emphasis on intensification within Peel Region.

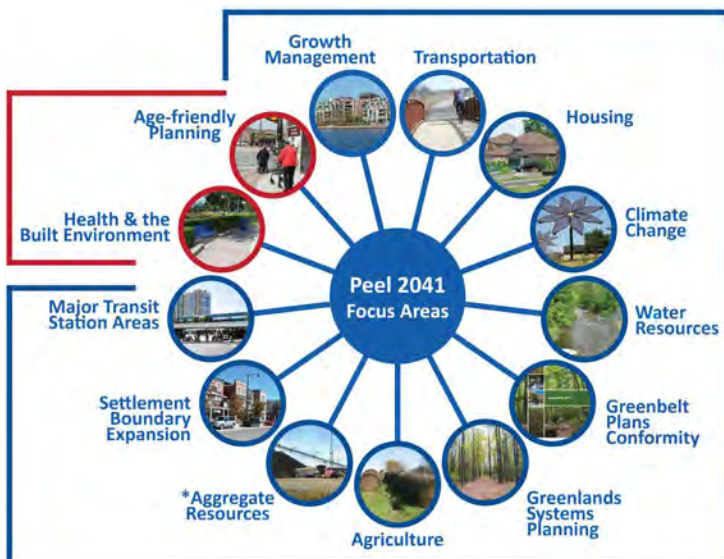
The previous growth management strategy entailed a more linear approach to growth allocations with less consideration towards financial and infrastructure implications. With endorsement from the Growth Management Committee, the new approach seeks to be more externally and internally collaborative in integrating various planning, infrastructure, development, and finance disciplines in achieving growth to 2041.

In response to these challenges, the policies establish principles for regional designations and provide a flexible framework in collaboration with area municipalities in defining details surrounding the newer Regional Official Plan elements, including Major Transit Station Areas.

On October 26, 2017, staff presented a draft Growth Management Regional Official Plan Amendment (GMROPA) to Regional Council which included a series of policies to conform with the growth-related policies in Growth Plan, 2017. The draft GMROPA conceptually identified the location of MTSA in Peel Region and provides policy direction for the Agency, in consultation with the Area Municipalities, to delineate the boundaries of the MTSA.

On April 3, 2018, Bill 73 introduced several new policies to the *Planning Act*. Section 16(16) of the Planning Act now states that the official plan of an upper-tier municipality may include policies that identify the area surrounding and including an existing or planned higher order transit station or stop as a protected MTSA. This provision allows for the protection of MTSA not located on priority transit corridors identified in the Growth Plan 2019.

On April 26, 2018, staff presented a report to regional council titled “Implications of the Current Provincial Planning Context on Major Planning Initiatives in Peel”. The report identified MTSA planning as an additional component to the Official Plan Review (Peel 2041) work program.



**ROPA 27** Council Adoption  
**Q1 2017** approved and in effect

**Municipal Comprehensive Review**  
**ROPA** Council Adoption  
**2020-2021**

Figure 1. Peel 2041 Amendment Adoption Schedule (revised work plan, Municipal Comprehensive Review ROPA)



## **2.3 LOCAL/AREA MUNICIPAL CONFORMITY PLANNING & ACTIVE CORRIDOR STUDIES**

### **(B) REGIONAL OFFICIAL PLAN AND ROPA PROCESS**

The Peel 2041 Regional Official Plan Review (Peel 2041) is a municipal comprehensive review of the Regional Official Plan. According to the *Planning Act*, the Regional Official Plan (ROP) should be reviewed to conform to Provincial policies by 2022, through several policy review projects that will result in Regional Official Plan Amendments (ROPA). The ROPAs will subsequently bring the existing Official Plan in conformity with provisions of the Growth Plan 2017, Provincial Policy Statement 2014 (PPS), *Affordable Housing Act* 2011 (Bill 140) and other Provincial policy initiatives.

In 2013, Peel Regional Council approved a work program as the basis for the Peel 2041 Official Plan Review. The work program included 9 focus areas; additions to the work program were endorsed by Council in 2015 to include 13 focus areas, including Major Transit Station Areas (integrated into the Growth Plan Implementation ROPA). Figure 7 highlights the comprehensive nature of these focus areas.

The Region continues to advance with the Province to approach a Municipal Comprehensive Review through staged amendments in order to allow Local Municipal priorities to advance subsequent official plan processes at the local level.

This study represents an important regional level effort to coordinate and provide direction on how regional land use and growth management policy can support development around localized destinations. Completed under the Region of Peel's Planning Services, the study will feed into overall work programs to make recommendations on community development and growth in Peel through the responsibilities of three groups: Development Services, Regional Planning and Growth Management, and Transportation Planning. These responsibilities are complemented by municipal planning activities and roles of Mississauga, Brampton, and Caledon. The staff of the Local Municipalities continue to embark on similar planning efforts to guide local policy and service delivery. The following section details some of these key efforts.

### **(A) MISSISSAUGA**

The City of Mississauga is planned to be rapid transit- and intensification-ready. Its Official Plan sets out an Urban System, consistent with the Growth Plan and Peel Region Official Plan, of intensification nodes and corridors which are aligned with Provincial transit priorities (e.g. Lakeshore West GO Transit Regional Express Rail) and which also include City priorities such as the integration of rapid transit and intensification in the Dundas Street corridor (i.e. Dundas Connects).

The City is quite advanced in MTSA planning for both Growth Plan-designated Transit Priority Corridors and City-designated, through the Official Plan, intensification and rapid transit corridors. In all, the City of Mississauga is in various stages of planning for 59 MTSA on 8 corridors. Of those, 31 stations on 4 corridors are designated MTSA and Priority Transit Corridors under the Growth Plan, within Mississauga respectively.

## **Growth Plan Priority Transit Corridors**

### **Kitchener GO Rail**

- > Study complete for My Malton

### **Lakeshore West GO Rail**

- > Study complete for Port Credit. Clarkson study initiated in 2018 and is ongoing.

### **Hurontario Main Street LRT**

- > The Hurontario Main Street Masterplan is complete and implementation is underway, including updates to the Downtown21 Master Plan. Important to note that 9 stations fall within the Mississauga Urban Growth Centre, and are being planned to achieve a density target of 200 people/jobs per hectare (pjh)

### **Mississauga 403 Transitway**

- > There was no comprehensive land use study completed but transit service is functional. Landuse study is to be undertaken as a part of an MTSA study. No MTSA study is planned for 403 corridor at the local municipal level, however alternative targets will be requested through the ongoing MTSA ROPA work.

## **Mississauga Priority Corridors (in addition to Growth Plan Transit Priority Corridors)**

### **Milton GO Rail**

- > Ongoing studies for Cooksville GO (note: is part of Mississauga Urban Growth Centre and must achieve a density of 200 pjh).
- > Flood Mitigation Feasibility Study for Little Etobicoke Creek is currently underway. Dixie GO examined as part of the Dundas Connects Study, however existing flood plain implications need to be further examined. Studies for Erindale, Streetsville and Lisgar not yet initiated.

### **Dundas BRT**

- > Study is complete and implementation is underway. Important to note that 3 stations are within the Mississauga UGC, and must achieve a density of 200 ppj/ha.

### **Highway 407 Transitway**

- > Detailed land use study completed for Britannia and Derry via “Shaping the Ninth Line” study. Detailed landuse study and delineation to be undertaken as part of MTSA study. No further studies being undertaken other than delineation via this MTSA ROPA.

### **Lakeshore BRT**

- > No Environmental Assessment (EA) has been issued yet regarding Lakeshore BRT.

## (B) BRAMPTON

### Queen Street Transit Master Plan Study

The Queen Street Transit Master Plan Study (Queen Street Study), led by the City of Brampton, provides a framework for advancing rapid transit in the Queen Street-Highway 7 corridor. The initiative will provide recommendations for a preferred approach to upgrading the existing Zum “Priority Bus” service in the corridor from mixed-traffic operation to full rapid transit standard with dedicated transit lanes. With the Queen Street Rapid Transit, the area around each rapid transit stop will be considered an MTSA as part of the Queen Street Study. Subsequently, all of the existing Zum stops on Queen Street are being considered as potential rapid transit stops, and potential MTSA. Given that the current distances between existing Zum stops on Queen Street have already achieved the recommended minimums for a limited-stop, higher-speed service, no new rapid transit stops are being proposed as part of the Queen Street Study.

Of the potential MTSA identified along the Queen Street Rapid Transit corridor, the following 8 have been identified as Focus Areas: Brampton GO, Queen Street Central, Bramalea, Gateway Boulevard Node, Goreway Drive and The Gore. Focus Areas are defined as areas that have a capacity to accommodate future residential, mixed-use or employment growth - and where transit services converge, although they may differ in land use context and planning priorities. The Study has also defined potential station area boundaries around each of the potential MTSA for analysis purposes.

Figure 1. Key Plan of Potential Major Transit Station Areas (Brampton Committee of Council Report 7.2.1-1 Appendix G)



### Queen Street Corridor Land Use Study

In October 2019, City Council approved an Official Plan Amendment and a Zoning By-law Amendment along Queen Street East (between Etobicoke Creek and Highway 410). The purpose of the amendments is to manage interim commercial uses as the Queen Street Corridor transitions over time, recognizing that there are existing low-order commercial uses that may continue to operate over time and to enable development that helps the City achieve its long-term planning objectives for the area.

The Land Use Study also acknowledges the evolution of the corridor as whole; from the mixed use development along the corridor and planned rapid transit as they relate to increase density guidelines around MTSA.

### Queen Street East Community Planning Permit System By-law

City Council is interested in implementing a Community Planning Permit System (CPPS) By-law for a portion of the Queen Street East Corridor (between Etobicoke Creek and Highway 410) as a way to facilitate and streamline development, improve certainty, and improve development outcomes that will help attract investment and employment in the City.

A preliminary Queen Street East Precinct Plan has been approved by Council in January 2020 that includes nine guiding principles that address the area’s-built form, height, scale, transition among buildings, movement of people, streetscapes, transit connections, and the relationship between buildings and the street. The preliminary Precinct Plan will provide the foundation for the preparation of the CPPS By-law.

## **(C) CALEDON**

### **Mayfield West Phase 2 Secondary Plan**

In 2008, the Mayfield West Phase 2 Secondary Plan (MW2) was initiated by the Town of Caledon to implement new population and employment growth, and to provide direction on the appropriate location in the area. The Town has revised the population forecast for Mayfield West for 2021 from 13,100 to 17,000 (the population increase of 3,900 has been reallocated from elsewhere in the Town) and allocated a further 9,838 population to Mayfield West for the planning period 2021 to 2031. In April 2009, Town Council approved revisions to key milestone events in the MW2 work program and schedule. In 2016, Town Council adopted the development of 206 hectares of developable land to proceed under ROPA 29 in order to achieve Region-wide intensification and Greenfield density targets. In July 2018, an environmental assessment for the widening of McLaughlin Road and the construction of the new east-west Spine Road from Hurontario Street to Chinguacousy Road was completed.

Metrolinx has identified north extension of Hurontario Transit to Mayfield West Community in Caledon within the horizon of the Metrolinx RTP. Furthermore, the Town of Caledon has recently released the Draft Transit Feasibility Study which reinforces that transit services to Mayfield West (MW) community are imminent and feasible. One of these routes within MW is being implemented at the earliest with collaboration of Brampton Transit. Both MW phases 1 and 2 collectively have a population of approximately 25,000 people. This service is anticipated to have a significant ridership and make the service feasible.

### **Caledon Transit Feasibility Study**

The Caledon Transit Feasibility Study (TFS) was undertaken to identify the need and potential demand for local transit services within Caledon for residents and local communities. The TGS examined the existing and projected demographics and travel patterns within Caledon and reviewed transit provision in similar municipalities. Based on the analysis, a set of potential options were examined alongside a financial plan describing capital costs, operating costs, estimated farebox revenue, and municipal subsidy requirements for the proposed services.

Key findings from the TFS reveal that the policy framework at the provincial, regional and municipal level all support the provision of local transit service in Caledon. Various policy documents such as the Province's Growth Plan for the Greater Golden Horseshoe, Provincial Policy Statement, Caledon Official Plan, Caledon Transportation Master Plan, and other subarea Transportation Master Plans in Bolton and Mayfield West Phase 2 provide policies which strategically support growth and prioritize planning for complete communities and transit-supportive design.

With forecasts expecting the population and employment to grow, there will be an increased travel demand and need for transit. The TFS recommends a staged order for transit service implementation that prioritizes services with highest priority implementing: local service between Mayfield West and Brampton Transit's Heart Lake Terminal, and a connector between downtown Bolton and Hwy 50 Zum station in Brampton, where passengers can transfer to services to the subway or surrounding employment areas. Ultimately, the TFS evaluation process revealed preliminary prioritizations through an evaluation process rooted in engagement and analysis.

## 3.0 / REGIONAL M TSA ANALYTICAL LENSE

### 3.1 LIST OF M TSAs

A preliminary list of M TSAs was developed by Peel Region staff and presented for discussion in a Project Team consultation in March 2019. This event brought together regional and local municipal staff to discuss the merits of the preliminary M TSA list, other locations that should fall under consideration, and the analytical considerations that should inform a refinement of the list. Based on this consultation, feedback from the municipalities of Brampton, Mississauga, and Caledon, and review from Peel Region, the final draft list of M TSAs is 91 stations. The following maps detail the original and expanded list developed through consultation.

The appended table of 91 M TSA entries is inclusive of the expanded list of M TSAs arrived at through consultation with local municipal staff. This expanded list is represented in the following pages. Based on the feedback and consultation collected, the expanded list of M TSAs will be advanced for future study:

- 2 M TSAs in Caledon
- 59 M TSAs in Mississauga
- 30 M TSAs in Brampton

#### Transit Hub

20 Mayfield West

#### Future GO Station

21 Bolton

#### 407 BRT

- 1 Winston Churchill
- 2 Mississauga Rd.
- 3 Mavis
- 4 Hurontario
- 5 Dixie
- 6 Bramalea/Torbram
- 7 Airport Rd.
- 8 Goreway
- 9 Highway 50

#### Kitchener GO

- 10 Mount Pleasant
- 11 Brampton
- 12 Bramalea

#### Hurontario LRT

- 13 Gateway Terminal
- 14 Ray Lawson
- 19 Sir Lou Dr
- 36 Charolais
- 37 Nanwood
- 38 Queen/Wellington

#### Queen St BRT

- 18 The Gore
- 22 Centre St.
- 23 Kennedy
- 24 Rutherford
- 25 Laurelcrest
- 26 Central Park
- 27 Dixie
- 28 Bramalea
- 29 Glenvale-Finchgate
- 30 Torbram
- 31 Airport
- 32 Goreway
- 33 Mcvean
- 34 Highway 50
- 35 Chrysler-Gateway

#### Transit Hub

- 15 Bramalea Terminal
- 16 Trinity Common Terminal
- 17 Steeles Ave At Mississauga Rd

BRAMPTON

GALEDON

**403 BRT**

- 53 Winston Churchill
- 54 Creditview
- 55 City Centre
- 56 Central Parkway
- 57 Cawthra
- 58 Tomken
- 59 Dixie
- 60 Tahoe
- 61 Etobicoke Creek
- 62 Spectrum
- 63 Orbitor
- 64 Renforth
- 84 Erin Mills
- 86 Ridgeway

**407 BRT**

- 81 Britannia
- 82 Derry

**Dundas BRT**

- 39 Tomken
- 40 Cawthra
- 41 Kirwin
- 42 Hurontario
- 43 Confederation Parkway
- 44 Clayhill
- 45 Wolfedale
- 46 Erindale Station
- 47 Credit Woodlands
- 48 UTM
- 49 Erin Mills
- 50 Glen Erin
- 51 Winston Churchill
- 52 Ridgeway
- 87 Grenville
- 100 Wharton
- 101 Dixie GO

**Eglinton West LRT**

- 104 Renforth (Potential)
- 105 Convair (Potential)

**Hurontario LRT**

- 65 Mineola
- 66 Queensway
- 67 Cooksville GO
- 68 Fairview (Central Parkway)
- 69 Burnhamthorpe (Matthews Gate)
- 70 Main
- 71 Duke Of York
- 72 Robert Speck
- 73 Eglinton
- 74 Bristol
- 75 Matheson
- 76 Britannia
- 77 Courtney Park
- 78 Derry
- 79 Highway 407-Hurontario
- 80 Dundas
- 83 North Service
- 85 Port Credit GO

**Kitchener GO**

- 96 Malton GO

**Lakeshore BRT**

- 88 Dixie
- 89 Haig
- 90 Lakefront Promenade

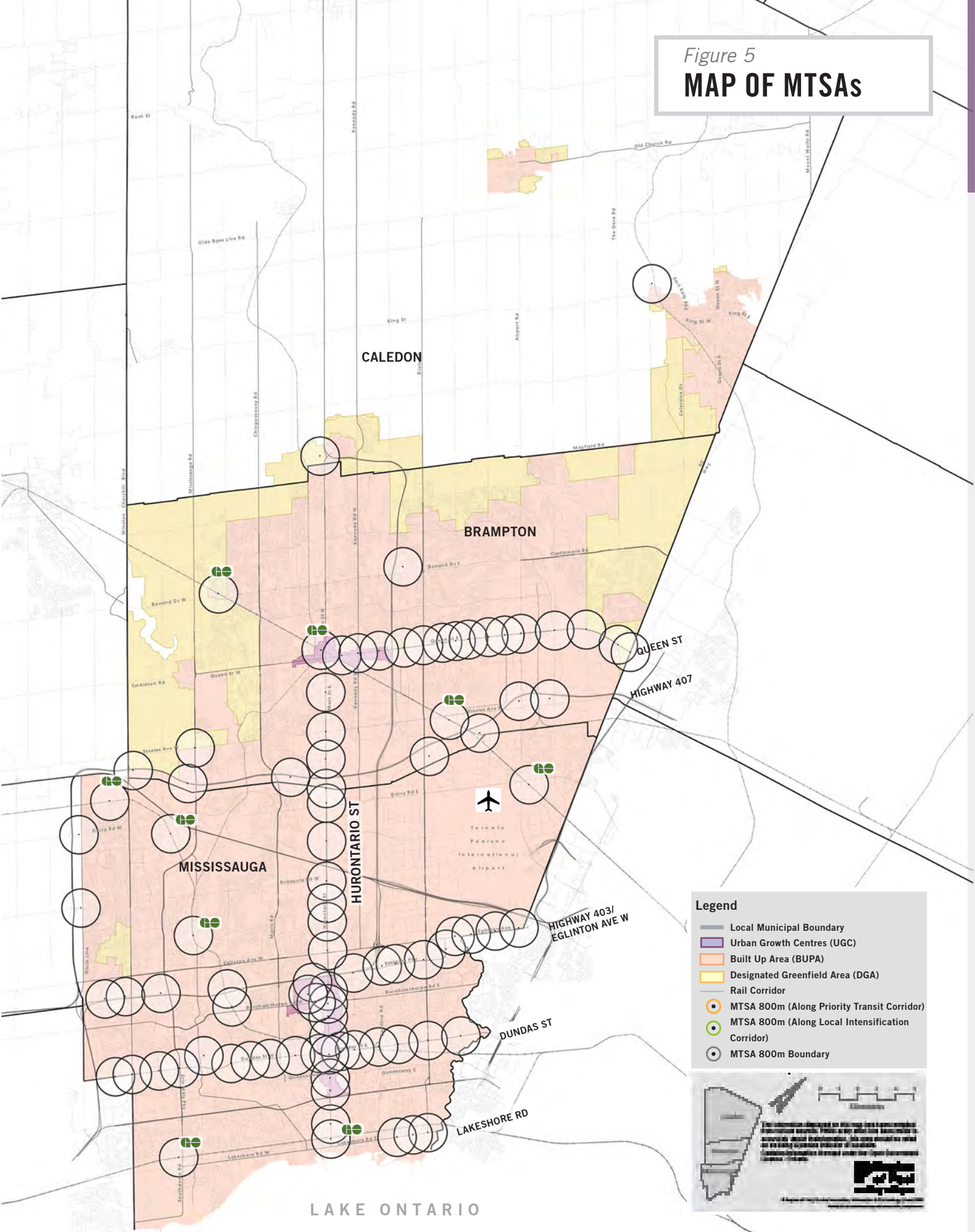
**Lakeshore GO**

- 92 Clarkson GO

**Milton GO**

- 93 Meadowvale GO
- 95 Erindale GO
- 97 Streetsville GO
- 99 Lisgar GO

Figure 5  
**MAP OF MTSAs**



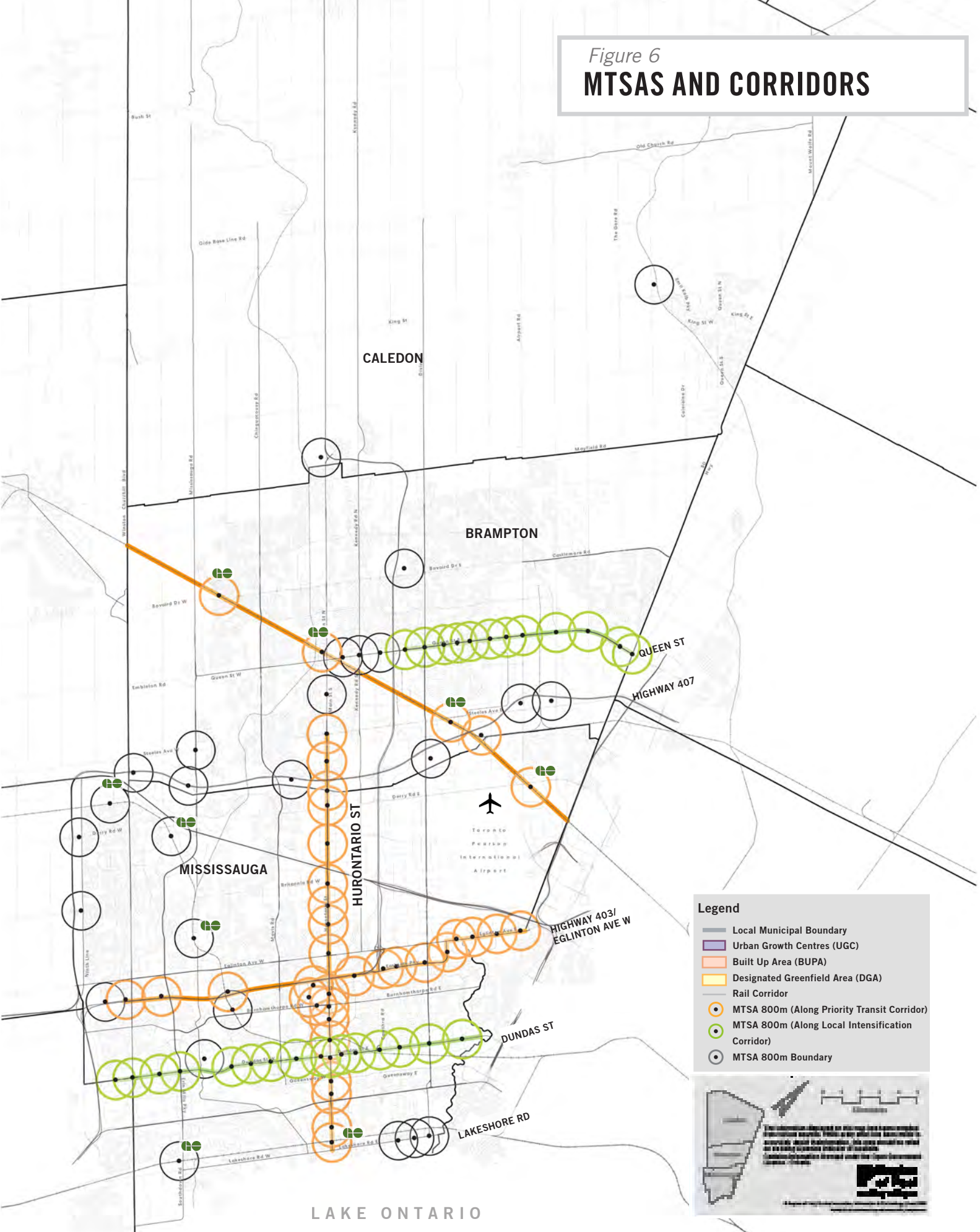
**Legend**

- Local Municipal Boundary
- Urban Growth Centres (UGC)
- Built Up Area (BUPA)
- Designated Greenfield Area (DGA)
- Rail Corridor
- MTSA 800m (Along Priority Transit Corridor)
- MTSA 800m (Along Local Intensification Corridor)
- MTSA 800m Boundary

Scale: 0 to 1 Kilometre

**NOTES:**  
 This information developed on this map has been compiled from various sources. While every effort has been made to ensure the accuracy of the information, the user should be aware that the data may be subject to change without notice. The information is provided as a service and is not intended to constitute a contract or any other legal instrument.

Figure 6  
**MTSAS AND CORRIDORS**



**Legend**

- Local Municipal Boundary
- Urban Growth Centres (UGC)
- Built Up Area (BUPA)
- Designated Greenfield Area (DGA)
- Rail Corridor
- MTSA 800m (Along Priority Transit Corridor)
- MTSA 800m (Along Local Intensification Corridor)
- MTSA 800m Boundary

The inset map shows the location of the study area within the province of Ontario. A scale bar indicates distances in kilometers.

**Disclaimer:**  
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## 3.2 ANALYTICAL LENSES

The multitude of areas identified as potential MTSA across Peel Region raises several practical policy implementation questions. Given current transit infrastructure and predictions of the future, where is intensification most likely to occur and where would it be most beneficial to encourage future growth around transit infrastructure? Is it beneficial to spread growth across 90+ MTSA or focus support for transit-oriented growth on a smaller number of priority areas?

Providing insight on these questions requires an analytical approach that explores the different systems and expectations that contribute to the unique growth patterns in Peel Region. To further understand and define the MTSA identified in Peel Region, the goal of this analytical exercise is two-fold:

- To determine – from a place-making perspective – which of the areas are best-suited and most strategic for intensification; and
- To inform different typologies/categories of short-term and mid-term MTSA.

The following approach is designed as a series of 4 ‘analytical lenses’ that will be applied to the preliminary list of MTSA:

### (1) Mobility

### (2) Land Use & Built Form

### (3) Market and Potential Growth

### (4) Community Considerations/Dynamics

Each analytical lens is designed as a bundle of Measurement Indicators that build insight on current and future potential. Using a range of data sources – from public commentary to intensification in different areas, geospatial data, and policy overlays – the research output of each analytical lens will qualify a range of condition that will begin to allow a ‘sorting’ or categorization process to begin. The analytical lenses outline the framework and emerging typologies for analysis, and is not a singular evaluation tool for prioritization. It is worth noting that this exercise was undertaken at a high-level based on quantifiable characteristics, however, additional qualitative and concurrent planning studies should be reviewed in order to identify the most promising MTSA for future development. With MTSA that have overlapping 800m radius boundaries, individual potential intensification boundaries are identified for each MTSA profile. In instances where MTSA points are within close proximity, some stations have been amalgamated, as identified in the MTSA profiles.



#### MOBILITY

|  
Level of  
connectedness



#### MARKET AND GROWTH POTENTIAL

|  
Market readiness



#### LAND USE AND BUILT FORM

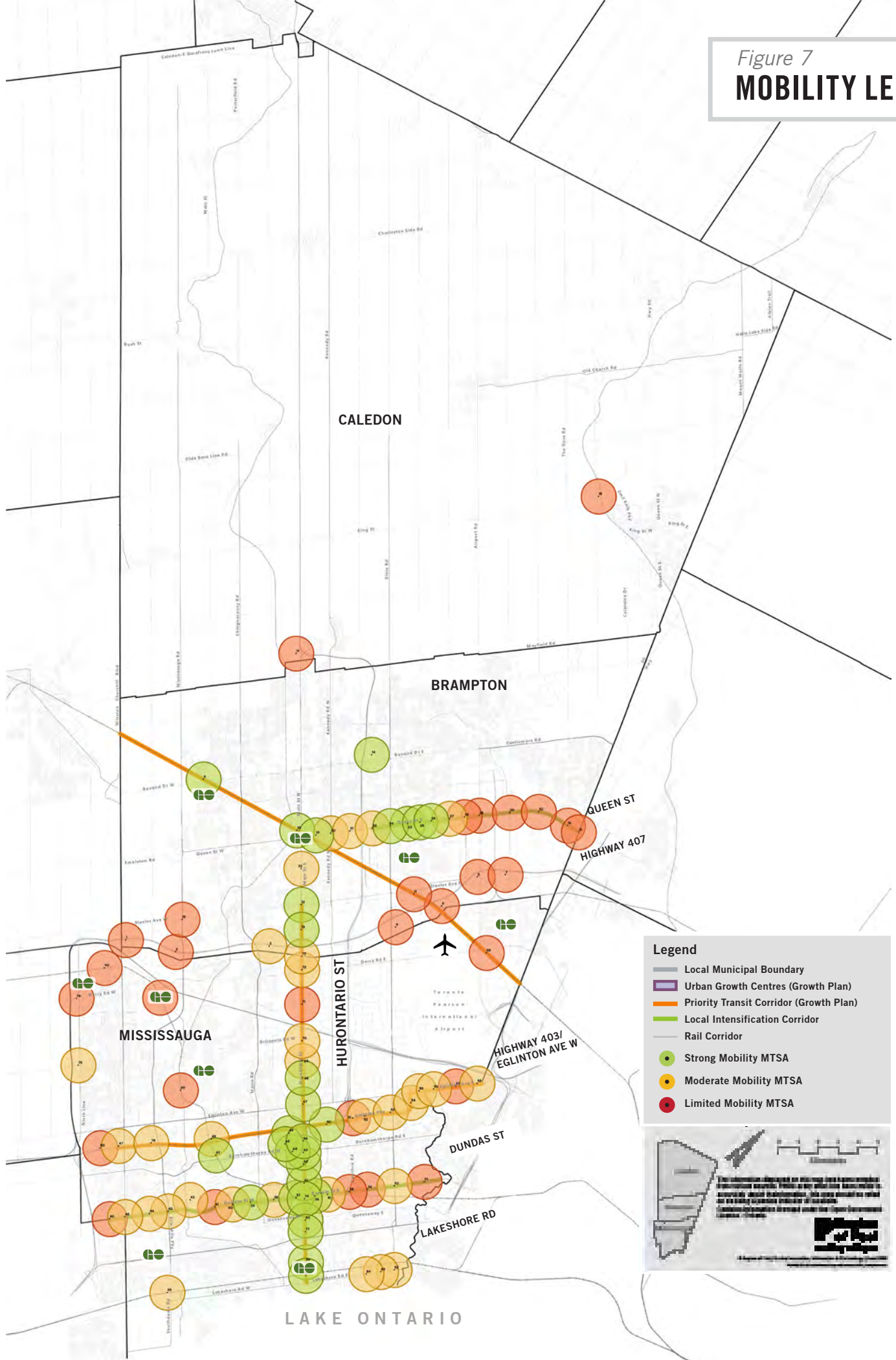
|  
Favourable local  
context



#### COMMUNITY CONSIDERATIONS

|  
Public need or  
opportunity

Figure 7  
**MOBILITY LENSE**



# 1 ANALYTICAL LENS: MOBILITY



## MOBILITY

Level of  
connectedness

### DESCRIPTION

Mobility and level of connectness for each MTSA was reviewed and analyzed based on:

- > The existing level of transit service and project timing;
- > The existing cycling and pedestrian connections; and
- > The existing vehicular road network and truck routes.

Based on these characteristics, the MTSAs were categorized as having either Limited, Moderate or Strong mobility potential. The analysis considered existing transit and active transportation facilities, along with non-auto mode shares and expected transit improvements. It should be noted that the quantitative analysis is limited to existing data available and did not quantify planned or future transit connections; factors which will be accounted for in later stages of work in the development of policy recommendations. As shown in Figure 7, several clusters of MTSAs with Strong development potential emerged from the market analysis, which include:

#### **Hurontario St LRT and Queen St BRT**

Priority should be given to those MTSAs that already exist or are near term (such as Hurontario LRT), with high levels of transit service and walkability, generally located on the well established transportation corridors. These existing and near term MTSAs with significant transit investment generally perform better, reflecting their relative importance in wider transportation terms and proximity to relatively mature areas.

#### **Downtown Brampton and Mississauga City Centre**

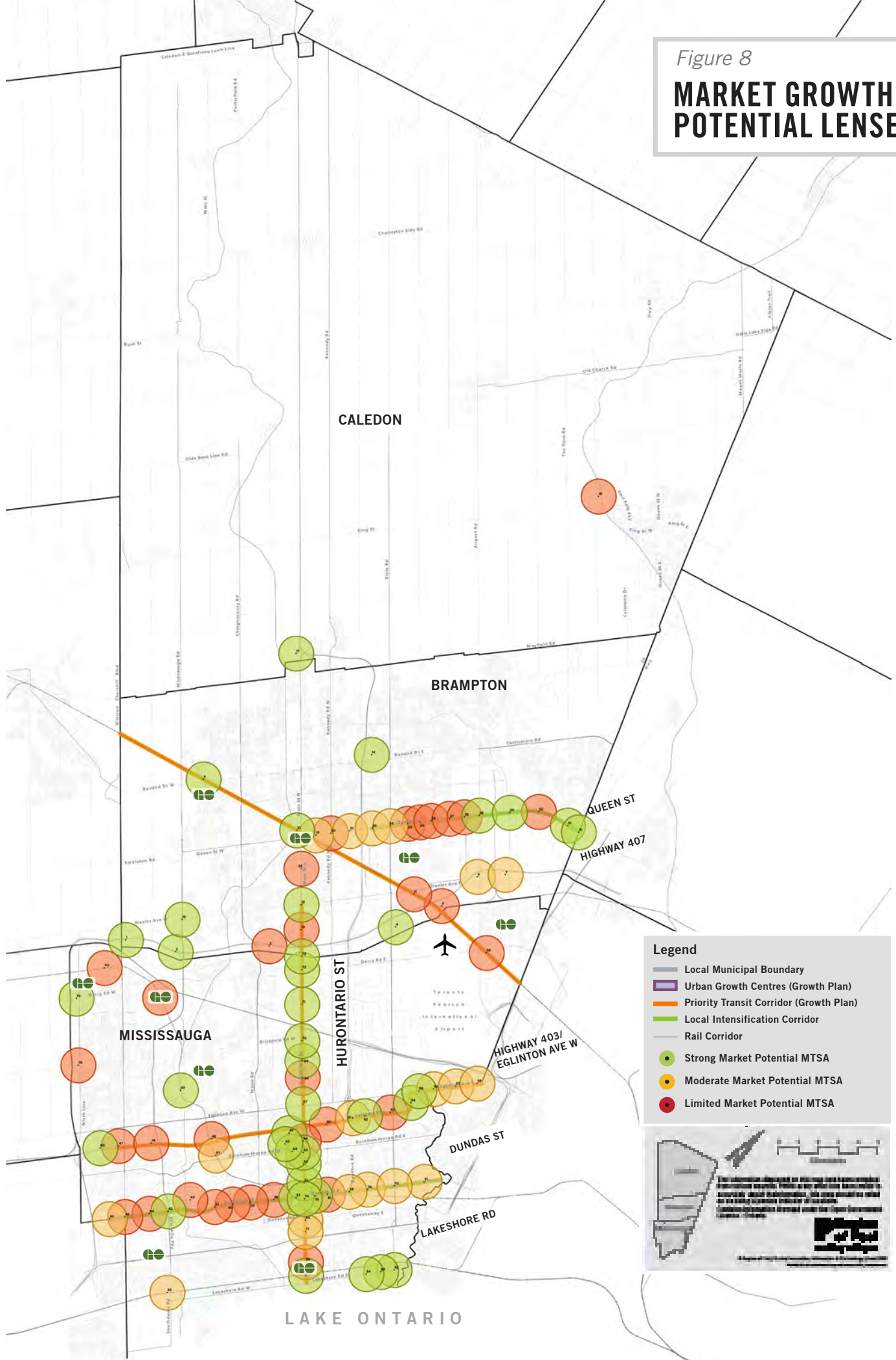
As important community nodes, the MTSAs with proximity to these downtown cores support a higher level of transit, walk and cycle facilities which is favourable for a stronger mobility score. Furthermore, a finer grained road network supports better connections within and throughout the MTSA.

MTSAs performing moderately are generally located along the lower density parts of the aforementioned corridors and the secondary transportation corridors (such as Dundas St), while the poorly performing MTSAs are more widespread with no discernable pattern.

However, the ability to intensify may be more constrained at these locations, as they tend to be more mature, and so the overall prioritization should be cognizant of the existing land use and built form, and market potential at the respective MTSAs. To a reasonable degree, the overall mobility at a MTSA can be enhanced to suit the needs of the area given the presence of the MTSA to anchor that enhancement.

Figure 8

# MARKET GROWTH AND POTENTIAL LENSE



### Legend

- Local Municipal Boundary
- Urban Growth Centres (Growth Plan)
- Priority Transit Corridor (Growth Plan)
- Local Intensification Corridor
- Rail Corridor
- Strong Market Potential MTSA
- Moderate Market Potential MTSA
- Limited Market Potential MTSA

0 1 2 3 4 5 Kilometers

This information developed as a strategic planning tool and is not intended to be used as a basis for any legal or financial decision. It is not intended to be used as a basis for any legal or financial decision. It is not intended to be used as a basis for any legal or financial decision.

## 2 ANALYTICAL LENS: MARKET AND GROWTH POTENTIAL



### MARKET AND GROWTH POTENTIAL

Market readiness

#### METHODOLOGY & FINDINGS

Market potential for growth for each MTSa was reviewed and analyzed based on:

- > The availability of vacant land, vacant sites and under-utilized sites;
- > Development pipeline activity; and,
- > Land parcel characteristics.

Based on these characteristics, the MTSAs were categorized as having either Limited, Moderate or Strong market development potential. As shown in Figure 8, several clusters of MTSAs with **Strong** development potential emerged from the market analysis, which include:

#### **Hurontario Street north of Highway 403**

The MTSAs in this area currently have relatively low development pipeline activity, however, most of the MTSAs have a good supply of vacant and under-utilized land with ownership types and parcel sizes favourable for development.

#### **Hurontario Street at Mississauga City Centre**

Some of the MTSAs in this area have seen increased development activity as of late, while the other MTSAs make up for their lower development pipeline activity with strong vacant and under-utilized land supply and land characteristics which are favourable for development.

#### **Hurontario Street at Dundas Street**

Similar to the stretch of Hurontario Street north of Highway 403, MTSAs in this area currently have relatively low development pipeline activity, however, most of the MTSAs have a good supply of vacant and under-utilized land with ownership types and parcel sizes favourable for development.

#### **Hurontario Street at Lakeshore Road**

The MTSAs in this area—at the foot of the future Hurontario LRT—have seen moderate development pipeline activity, however, their supply of vacant and under-utilized land is favourable for development, as is the land parcel characteristics.

#### **Lakeshore Road east of Hurontario Street**

Located along the Lakeshore BRT, these MTSAs are already beginning to see significant development pipeline activity (e.g., the Lakeview Village Master Plan) and possess a good supply of vacant and under-utilized land with favourable characteristics for development.

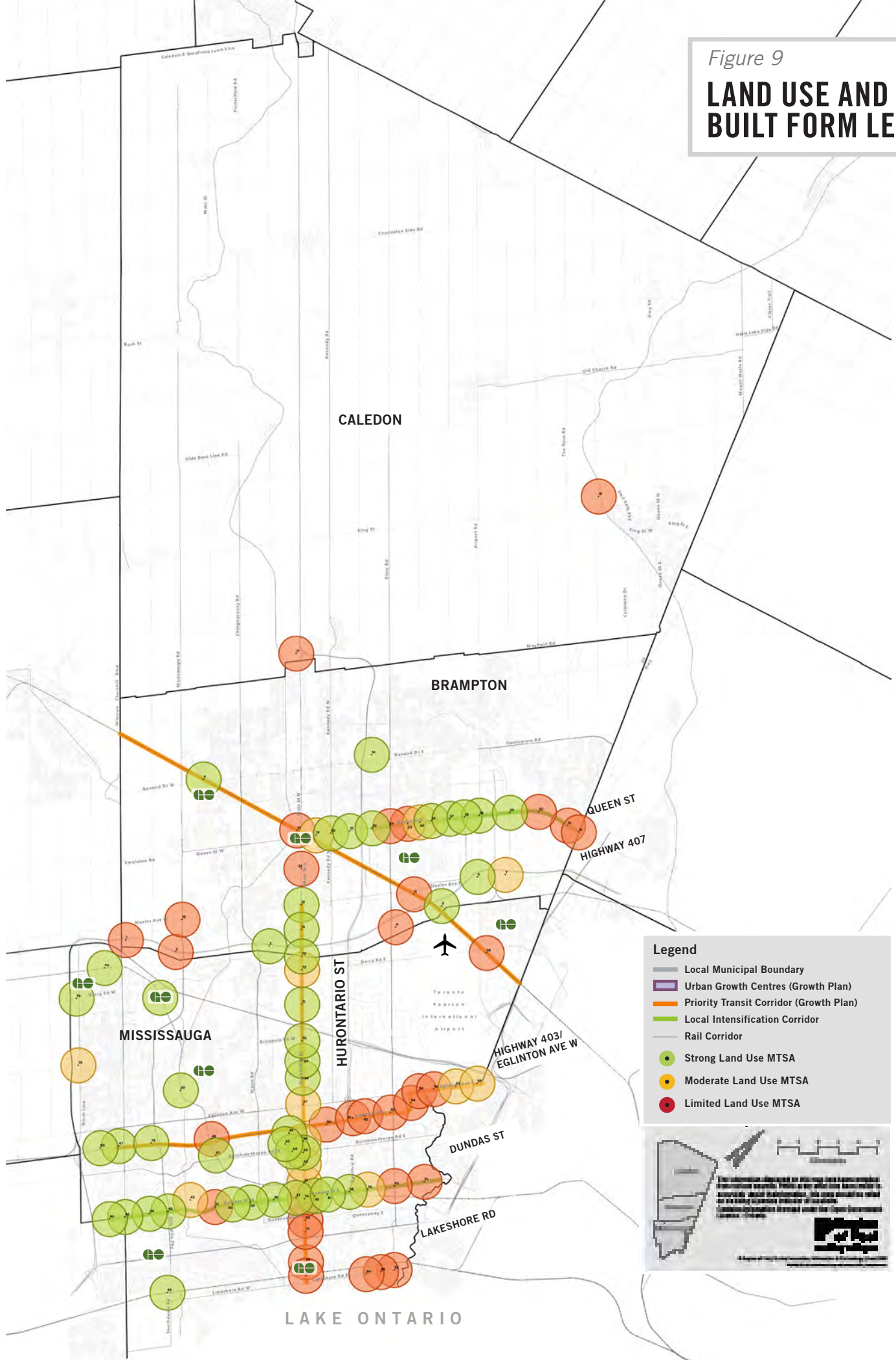
#### **Eastgate Parkway to Eglinton Avenue**

Although there is currently no development Pipeline in these MTSAs, these MTSAs along the 403 BRT have a supply of large land parcels and vacant/under-utilized lands favourable for development, resulting in Strong development potential overall.

#### **Queen Street east of Airport Road**

Also located along a BRT route, these MTSAs already have some development pipeline activity, contain large land parcels and a supply of vacant and under-utilized lands favourable for development.

Figure 9  
**LAND USE AND BUILT FORM LENSE**



**Legend**

- Local Municipal Boundary
- Urban Growth Centres (Growth Plan)
- Priority Transit Corridor (Growth Plan)
- Local Intensification Corridor
- Rail Corridor
- Strong Land Use MTSA
- Moderate Land Use MTSA
- Limited Land Use MTSA

0 1 2 3 4 5 6 7 8 9 10 Kilometers

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# 3 ANALYTICAL LENS: LAND USE AND BUILT FORM



## LAND USE AND BUILT FORM



Favourable local context

### METHODOLOGY & FINDINGS

Land Use and Built Form intensification potential for each MTSA was reviewed and analyzed based on:

- > The flood risk of parcels within 800m radius;
- > The presence or proximity of environmentally sensitive lands;
- > Growth Plan policies including Designated Greenfield Areas (DGA), Built Up Area (BUA), Provincially Significant Employment Zones, Urban Growth Centre (UGC), Priority Transit Corridors; and,
- > Local municipal policies including existing land use and intensification corridors.

Based on these characteristics, the MTSA's were categorized as having either Limited, Moderate or Strong land use and built form potential. Several clusters of MTSA's with Strong land use and built form emerged from the analysis including:

#### Hurontario St Corridor north of Dundas

The Growth Plan identifies Hurontario St as a Priority Transit Corridor. Land use generally aligns with the urban structure and matches supportive land use policies that encourage growth and development along the corridor.

#### Queen St BRT Corridor

Queen Street is identified as a local intensification corridor that supports higher order bus rapid transit. Priority is given to MTSA's along this corridor, which aligns with concurrent master planning efforts.

#### GO Train Stations

Existing GO train stations that are identified as mobility hubs serve a critical function in the regional transportation system and support land use policies that encourage intensification.

MTSA's that have high flood risk and presence of environmentally sensitive lands scored poorly were identified as Limited potential, albeit supportive land use policies that encourage supportive growth. Unless appropriate flood mitigation infrastructure and technical solutions can be identified with significant investments, these MTSA's are less favored from a land use and built form perspective. As shown in Figure 9, several clusters of MTSA's with Limited land use and built form emerged from the analysis, which include:

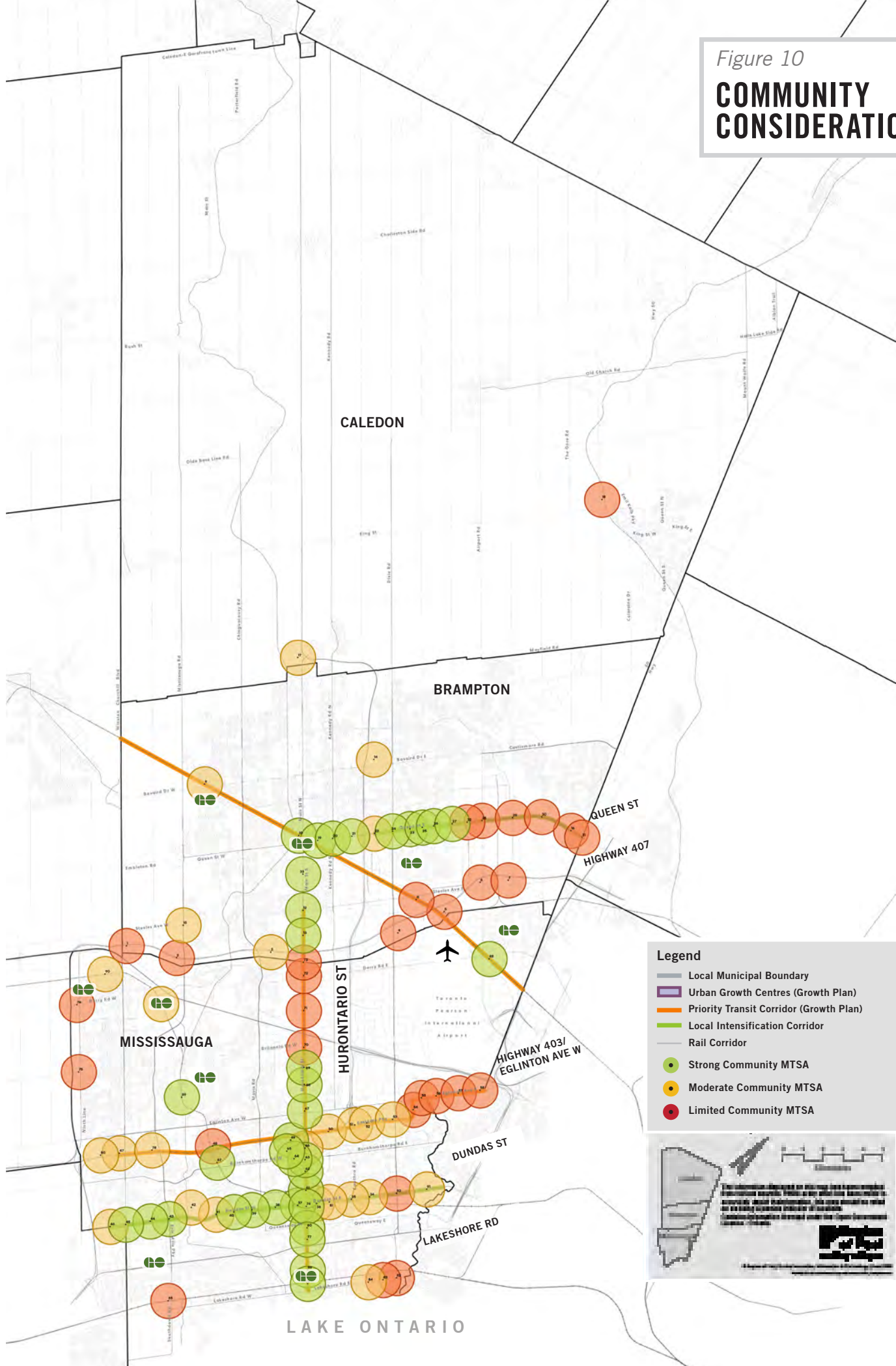
#### Credit Valley Conservation Watershed and Etobicoke Creek

Development is not feasible in the current condition, and should intensification be pursued, would require more detailed study of potential flood mitigation infrastructure and associated investments.

#### Lakeshore BRT

Should intensification of these areas be pursued, further studies would be required regarding flood mitigation infrastructure and associated investments as flooding issues are common

Figure 10  
**COMMUNITY CONSIDERATIONS**



**Legend**

- Local Municipal Boundary
- Urban Growth Centres (Growth Plan)
- Priority Transit Corridor (Growth Plan)
- Local Intensification Corridor
- Rail Corridor
- Strong Community MTSA
- Moderate Community MTSA
- Limited Community MTSA

0 1 2 3 4 5 6 7 8 9 10 Kilometers

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# 4 ANALYTICAL LENS: COMMUNITY CONSIDERATIONS



## COMMUNITY CONSIDERATIONS

Public need or opportunity

### METHODOLOGY & FINDINGS

Community considerations for each MTSA were reviewed and analyzed based on:

- > The availability of programmed sports and recreational facilities;
- > The presence of a school and student capacity;
- > The presence of a shopping centre as a frequent community node;
- > The presence of arts and culture facilities;
- > The presence of medical facilities and emergency services (including hospitals and medical clinics); and
- > The presence of a library or community centre as a community destination.

Based on these characteristics and criteria, the MTSA were categorized as having either Limited, Moderate or Strong community considerations. The MTSA were evaluated on the availability of frequent and important community facilities within an 800m walking radius, or 10 minute walk. As shown in Figure 10, several clusters of MTSA with Strong community considerations have emerged from the analysis, which include:

#### **Hurontario St south of Hwy 401, and north of Hwy 407**

The MTSA along the Hurontario corridor exhibit strong scores for community considerations with the presence of many frequent community nodes and destinations. The presence of retail along the corridor, especially clustered around Square One Shopping Centre and downtown Brampton, make Hurontario St a desired and necessary destination for many residents' daily needs. The existing investment of community assets, such as schools, medical facilities and community centres further validate Hurontario St as a vital corridor for the community. The limited scoring portions of Hurontario St between Hwy 401 and Hwy 407 are currently employment lands which are not compatible with community activities, nor encourage residential intensification.

#### **Queen St west of Torbram**

Bookended by two strong retail community destinations between downtown Brampton and Brampton City Centre, the Queen St corridor scores strongly from a community considerations perspective. Clustered along the Queen St corridor are existing investments in retail, commercial and institutional uses which serve residents' daily needs. To the east of Torbram on Queen St, the land is currently zoned for industrial uses which are not conducive to residential intensification, nor serve as a node for community activities.

#### **Dundas St west of Hurontario St**

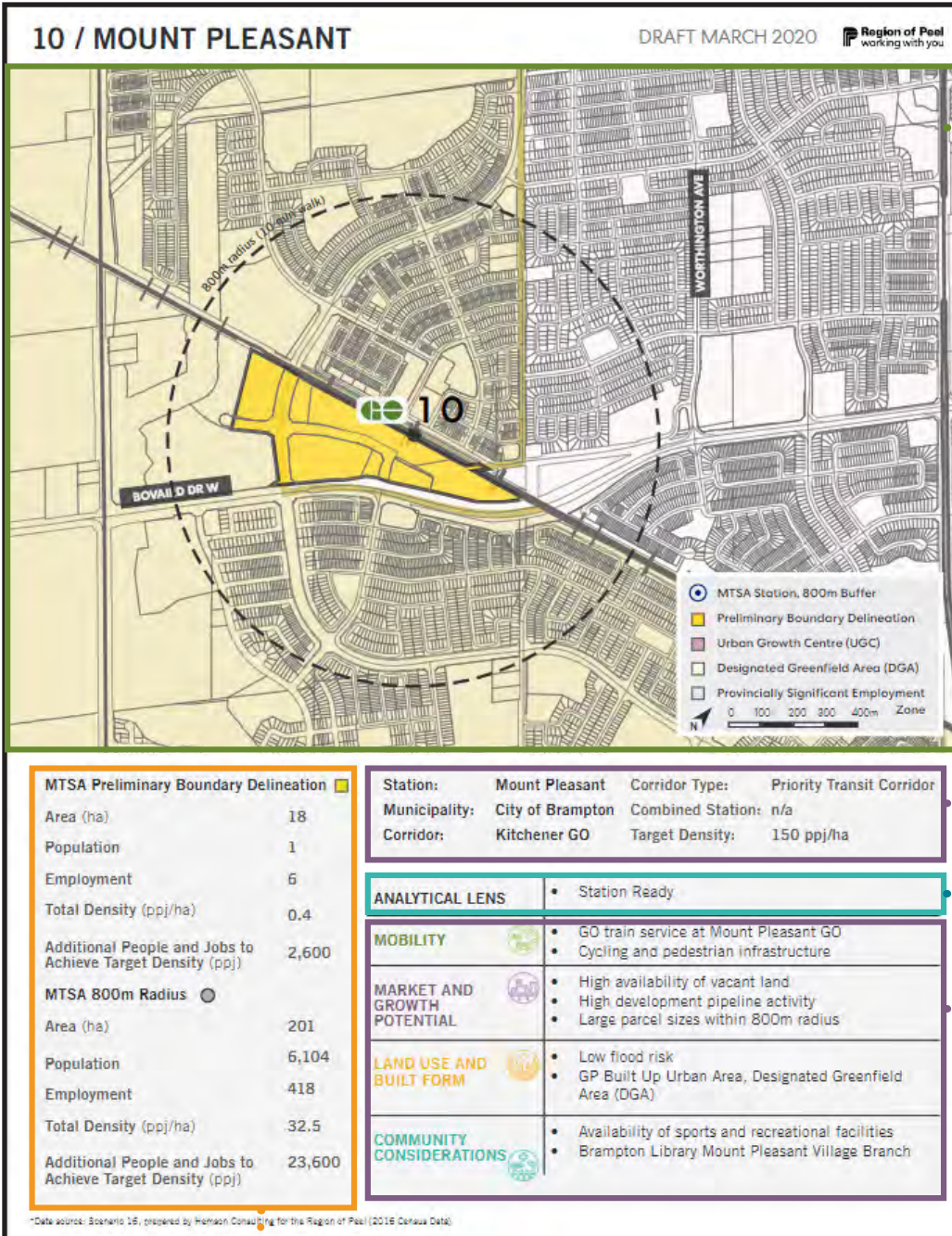
Dundas St scores strongly for community considerations due to proximity to a retail corridor and schools with adequate capacity. MTSA were favoured strongly for proximity to sports and recreational facilities such as Erindale Park and Huron Park Recreation Centre. Areas that scored poorly from a community considerations perspective generally were within employment lands and zoned for industrial uses.

# 4.0 / M TSA PROFILES

## MTSA Profile Outline

91 MTSA s were profiled based on feedback received from Peel Region and local municipalities. Of the 91 MTSA s, 84 were delineated with a Preliminary Boundary Delineation; while 7 MTSA s along the 407 BRT in Brampton were not delineated as per local municipal direction. The profiles are categorized based on their 'Corridor Type', which refers to the Growth Plan Priority Transit Corridor and Other Transit Corridor designation. Of the 91 MTSA s, 36 were identified as Priority Transit Corridors.

\*Analysis based on shapefile data provided by Peel Region March 11, 2020



91 Total MTSA s profiled  
Number associated with 'OBJECT\_ID' of shapefile

MTSA Description outlined in Section 4

MTSA Types defined in Section 5

Analytical Lens analysis outlined in Section 4

Density calculations based on Preliminary Boundary Delineation and 800m radius

Methodology outlined in Section 4

## Methodology for Calculating Person and Job Density within MTSA Boundary and 800-Metres Radius of MTSA Centroid

As part of the MTSA profiles, the number of persons and jobs at the time of the 2016 Census of Canada have been estimated within both the delineated MTSA boundary and an 800-metre radius (approximately 10-minute walk) of the MTSA centroid. The purpose of this analysis is to provide, at a high level, a general indication of the existing 2016 density of the MTSA in comparison to target density identified in *A Place to Grow: Growth Plan for the Greater Golden Horseshoe*.

To estimate the existing density within the delineated MTSA boundary and an 800-metre radius of the MTSA centroid, we have utilized Small Geographic Unit (SGU) data provided by the Region of Peel from the 2016 Census. Where SGUs that are within the delineated MTSA boundary or the 800-metre radius of the MTSA, the total number of persons and jobs in the SGU are included in the density calculation.

In many cases, the boundaries of the SGUs do not align with the delineated MTSA boundary or the 800-metre radius for the various MTSA. Where the boundaries do not perfectly align, we have calculated the share of the SGU land area that is within the delineated MTSA boundary or 800-metre radius. This share of the land area is then multiplied by the total number of persons and jobs within the SGU to determine the share of these persons and jobs that are within the delineated MTSA boundary or the 800-metre radius. Figure 1 provides an example of how this analysis was conducted for the Malton GO station. As shown, a density of 35.3 persons and jobs per hectare was calculated based on the estimate share of SGU persons and jobs that are assumed to be within the 800-metre radius.

While this methodology implicitly assumes that density is uniform across the entire SGU, which may or may not be accurate, it does provide a general indication of densities across all MTSA within Peel Region to help identify where additional density may be required to achieve target densities identified in *A Place to Grow: Growth Plan for the Greater Golden Horseshoe*.

In instances where a portion of the 800-metre radius is within Lake Ontario or a neighbouring municipality, we have reduced the land area of the MTSA to reflect the area within Peel Region municipalities. Also, in instances where the 800-metre radius of an MTSA overlaps with a neighbouring MTSA, such as along Hurontario, we have still calculated the number of persons and jobs within the 800-metre radius of each MTSA separately (each with a 200.9-hectare land area within the 800-metre radius).



SGU Number	SGU		Land Area within 800-metre radius (ha)	Share of Land Area within MTSA	MTSA		MTSA Density (p/jh)
	Persons	Jobs			Share of Persons	Share of Jobs	
0005	1,000	270	14.1	45.2%	452	122	40.6
0027	0	20	29.9	61.8%	0	12	0.4
0028	0	19,150	55.8	16.0%	0	3,071	55.0
0029	0	3,480	43.7	22.1%	0	769	17.6
0237	640	240	6.9	34.0%	217	82	43.3
0247	5,620	660	50.5	37.7%	2,119	249	46.9
<b>Total</b>	<b>1,640</b>	<b>23,160</b>	<b>200.9</b>		<b>2,789</b>	<b>4,304</b>	<b>35.3</b>

## 5.0 / MTSA ‘TYPES’

The four-lens analysis, described in chapter 4, of the 91 Major Transit Station Areas (MTSA) reveals common but highly diverse station typologies across corridors designated in the Growth Plan as Transit Priority Corridors and additional priority corridors identified by the area municipalities. Emerging are clear distinctions, each with implementation challenges and opportunities, defined by a combination of current and planned transportation connectivity, built form and supportive land use policy, market potential, and community assets and attributes.

This phase of the study identifies 9 MTSA types, which inform how further planning policy and implementation tools may be established to define approaches to best respond to the unique contexts and needs across Peel Region. To that end, what follows are snapshot descriptions of the emerging MTSA types and how the next phase of the study will formulate policy and implementation approaches for each. Roles, responsibilities and approaches by the Region and area municipalities will vary to match the needs and opportunities of each type.

## STATION READY

Station Ready MTSA score highly across all four analytical lenses. They exhibit strong mobility and connections, market potential, land use and community considerations.

## FLOOD RISK

Flood Risk MTSA score highly across all analytical lenses, with the exception of the Land Use lens. They exhibit strong mobility and connections, market potential and community considerations, however, they are constrained by high to moderate flood risk together with environmentally sensitive lands.

## MARKET LAG

Market Lag MTSA score highly across all analytical lenses, with the exception of the Market and Growth Potential lens. They exhibit strong mobility and connections, land use, and community considerations. However, they score poorly when one considers availability of vacant land and under-utilized sites, the development pipeline and land parcel characteristics.

## MARKET PUSH

Market Push MTSA score low across all analytical lenses, with the exception of the Market and Growth Potential lens. These MTSA represent areas where market activity, availability of vacant and under-utilized land, and land parcel characteristics support intensification.

## STRATEGIC ALIGNMENT

Strategic Alignment MTSA score poorly across all analytical lenses, with the exception of Land Use. They represent MTSA where the planning framework is supportive of intensification, however the mobility infrastructure, market factors and community considerations are lacking.

## LIMITED MOBILITY

Limited Mobility MTSA score highly across all analytical lenses, with the exception of the Mobility. The four MTSA in this type represent a diverse range of physical conditions.

## STRONG MARKET / PLANNING

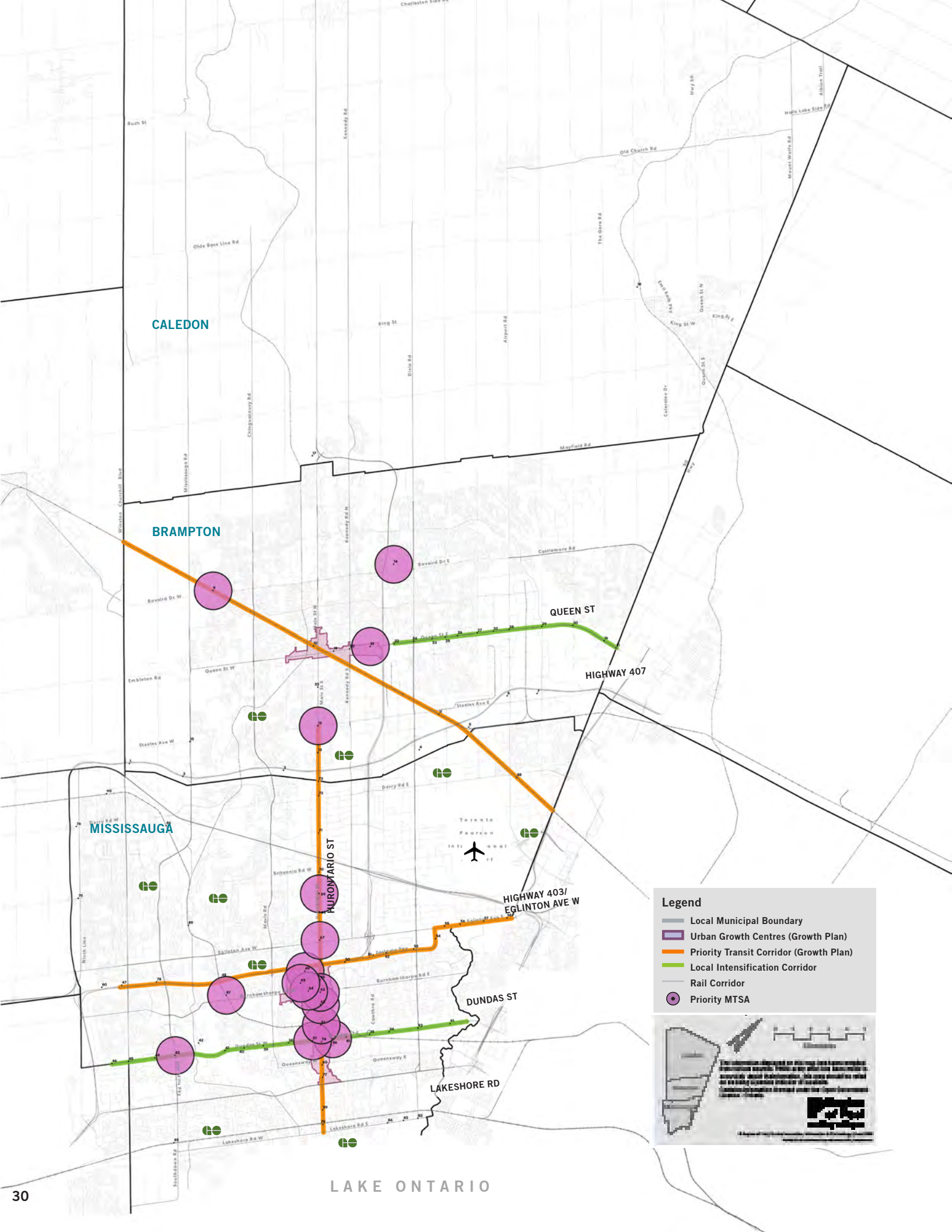
The Strong Market and Planning type score well in the market and land use planning lens but poorly in the mobility and community lenses.

## STRONG MOBILITY / COMMUNITY

Strong Mobility and Community MTSA score well in the mobility and community lenses, but poorly when it comes to market potential and land use.

## LIMITED POTENTIAL

Limited Potential MTSA score poor to moderately across all analytical lenses. They exhibit poor mobility and connections, market potential, land use and community considerations.



CALEDON

BRAMPTON

MISSISSAUGA

LAKE ONTARIO

**Legend**

- Local Municipal Boundary
- Urban Growth Centres (Growth Plan)
- Priority Transit Corridor (Growth Plan)
- Local Intensification Corridor
- Rail Corridor
- Priority MTSA

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# STATION READY

## DESCRIPTION

Priority MTSA score highly across all four analytical lenses. They exhibit strong mobility and connections, market potential, land use and community considerations.

Generally, Priority MTSA are concentrated along the Hurontario LRT corridor and Mississauga Centre in particular. These MTSA are characterized by strong walkability, existing (Transitway) and planned (Hurontario LRT) rapid transit, large parcels, strong market demand and an in-force planning framework that supports high density mixed-use redevelopment.

Other Priority MTSA include the Trinity Common Terminal in Brampton, Mount Pleasant GO Station, Erin Mills (Dundas) and Rutherford (Queen BRT) MTSA that generally share commercial land uses adjacent to transit that have been specifically planned for mixed-use intensification.

## RESPONSE

No apparent policy or implementation barriers exist. However, regular monitoring and other maintenance-type measures should be explored to support and enhance existing conditions and activities.

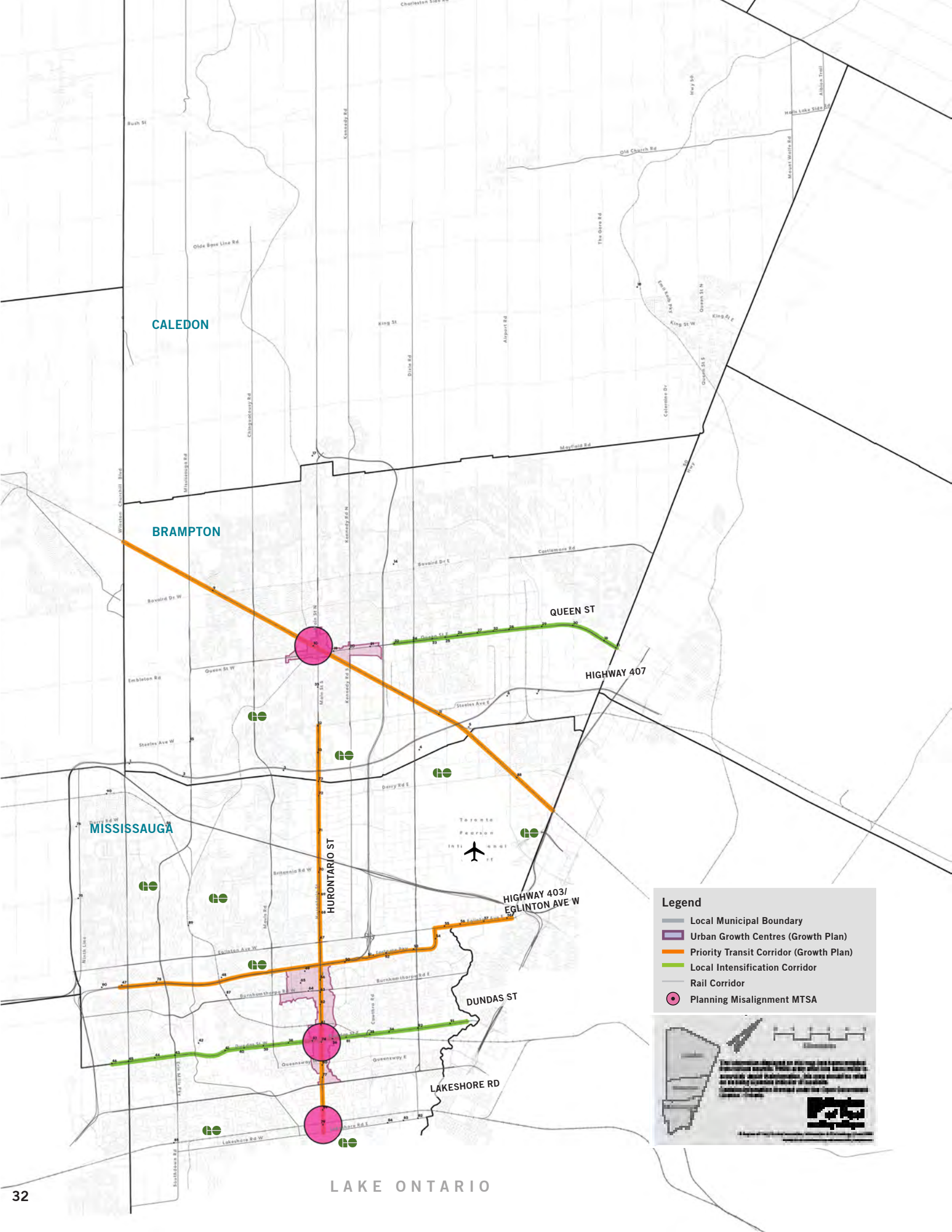
## LIST OF MTSA

### Brampton

10	Mount Pleasant	Kitchener GO
13	Gateway Terminal	Hurontario LRT
16	Trinity Common Terminal	Transit Hub
24	Rutherford	Queen St. BRT

### Mississauga

41	Kirwin	Dundas BRT
43	Confederation Parkway	Dundas BRT
49	Erin Mills	Dundas BRT
55	City Centre	Hurontario LRT
67	Cooksville GO	Hurontario LRT
68	Fairview (Central Parkway)	Hurontario LRT
69	Burnhamthorpe (Matthews Gate)	Hurontario LRT
70	Main	Hurontario LRT
71	Duke Of York	Hurontario LRT
73	Eglinton	Hurontario LRT
75	Matheson	Hurontario LRT
95	Erindale GO	Milton GO



CALEDON

BRAMPTON

MISSISSAUGA

LAKE ONTARIO

**Legend**

- Local Municipal Boundary
- Urban Growth Centres (Growth Plan)
- Priority Transit Corridor (Growth Plan)
- Local Intensification Corridor
- Rail Corridor
- Planning Misalignment MTSA

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# FLOOD RISK

## DESCRIPTION

Flood Risk MTSAs score highly across all analytical lenses, with the exception of the Land Use lens. They exhibit strong mobility and connections, market potential and community considerations, however, they are constrained by high to moderate flood risk together with environmentally sensitive lands.

Flood Risk MTSAs are generally located in the historic centres of Peel Region (Downtown Brampton and Port Credit), well-served by rapid transit and benefit from planning frameworks that support intensification.

The Brampton MTSA exhibits the highest level of flood risk in the analysis and planning is underway to mitigate the effects of flooding along Etobicoke Creek. Similarly, the Dundas (Hurontario) MTSA exhibits high levels of flood risk with moderate levels of environmentally sensitive lands. The Port Credit MTSAs (Dundas and GO) are constrained by moderate flood risks together with high percentages of lands that are designated as environmentally sensitive.

## RESPONSE

Supportive and directive planning policies are required to better respond and leverage assets in and surrounding the MTSA. This can include but not be limited to secondary plans, updated zoning and tailored implementation tools. An example may include flood protection investments and guidelines to unlock develop and station access.

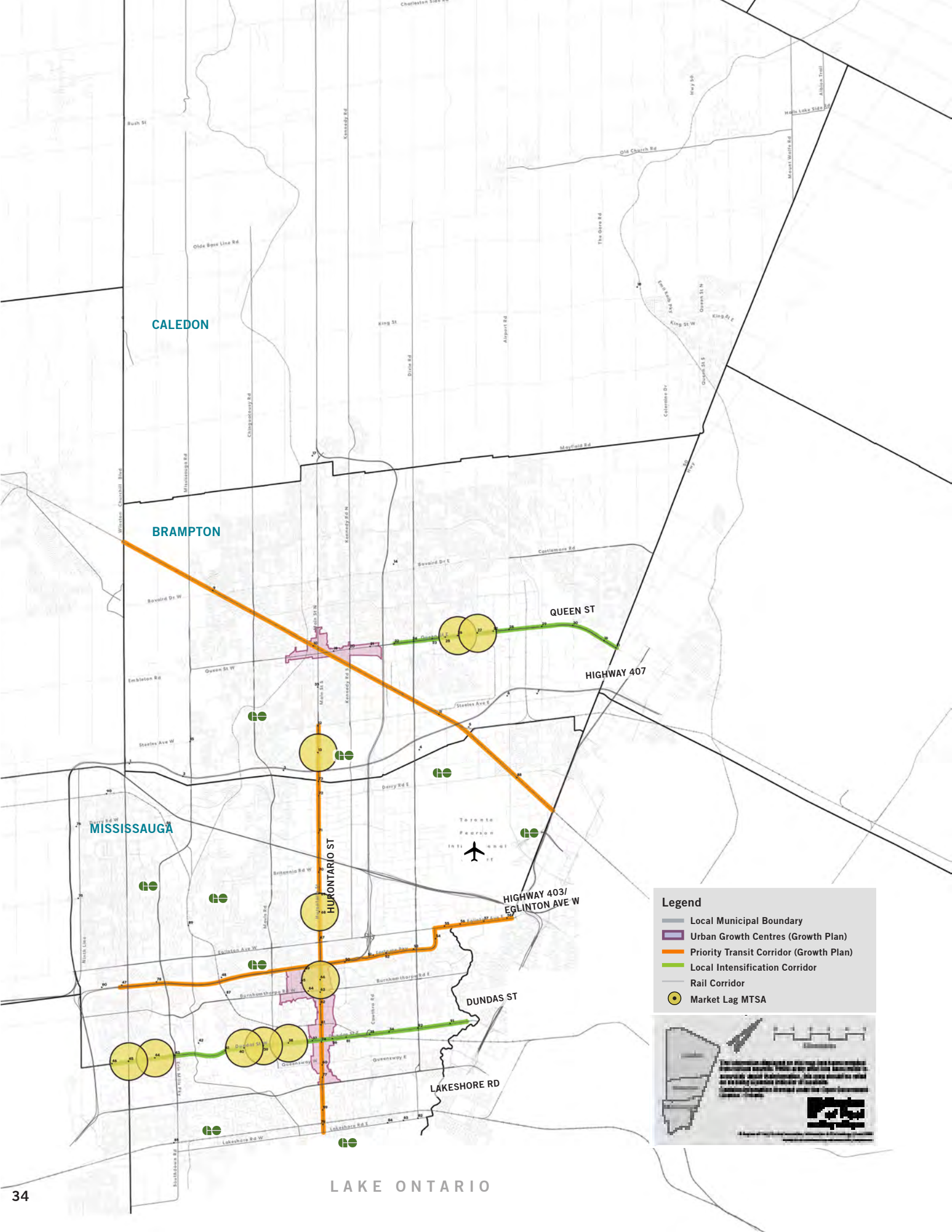
## LIST OF MTSA

### Brampton

11	Brampton	Kitchener GO
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### Mississauga

80	Dundas	Hurontario LRT
85	Port Credit	Hurontario LRT



CALEDON

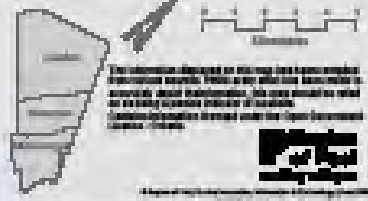
BRAMPTON

MISSISSAUGA

LAKE ONTARIO

**Legend**

-  Local Municipal Boundary
-  Urban Growth Centres (Growth Plan)
-  Priority Transit Corridor (Growth Plan)
-  Local Intensification Corridor
-  Rail Corridor
-  Market Lag MTSA



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# MARKET LAG

## DESCRIPTION

Market Lag MTSA score highly across all analytical lenses, with the exception of the Market and Growth Potential lens. They exhibit strong mobility and connections, land use, and community considerations. However, they score poorly when one considers availability of vacant land and under-utilized sites, the development pipeline and land parcel characteristics.

Market Lag MTSA are found along all rapid transit corridors, and a significant group are characterized by their location along secondary stations like Clayhill, Wolfedale, Glenvale-Finchgate or Charolais that are not major arterials. MTSA like Torbram and Glen Erin are characterized by employment lands that exhibit a unique set of market conditions. Other MTSA's like Erindale Station, Winston Churchill or Robert Speck are located at major stations and on commercial parcels that would appear conducive to redevelopment. A closer review of the particular market conditions at these MTSA is warranted.

## RESPONSE

A combination of financial and other incentives should be explored and targeted to kick-start development. In doing so, various approaches will be explored including identifying appropriate tools and roles at the regional and area municipal levels.

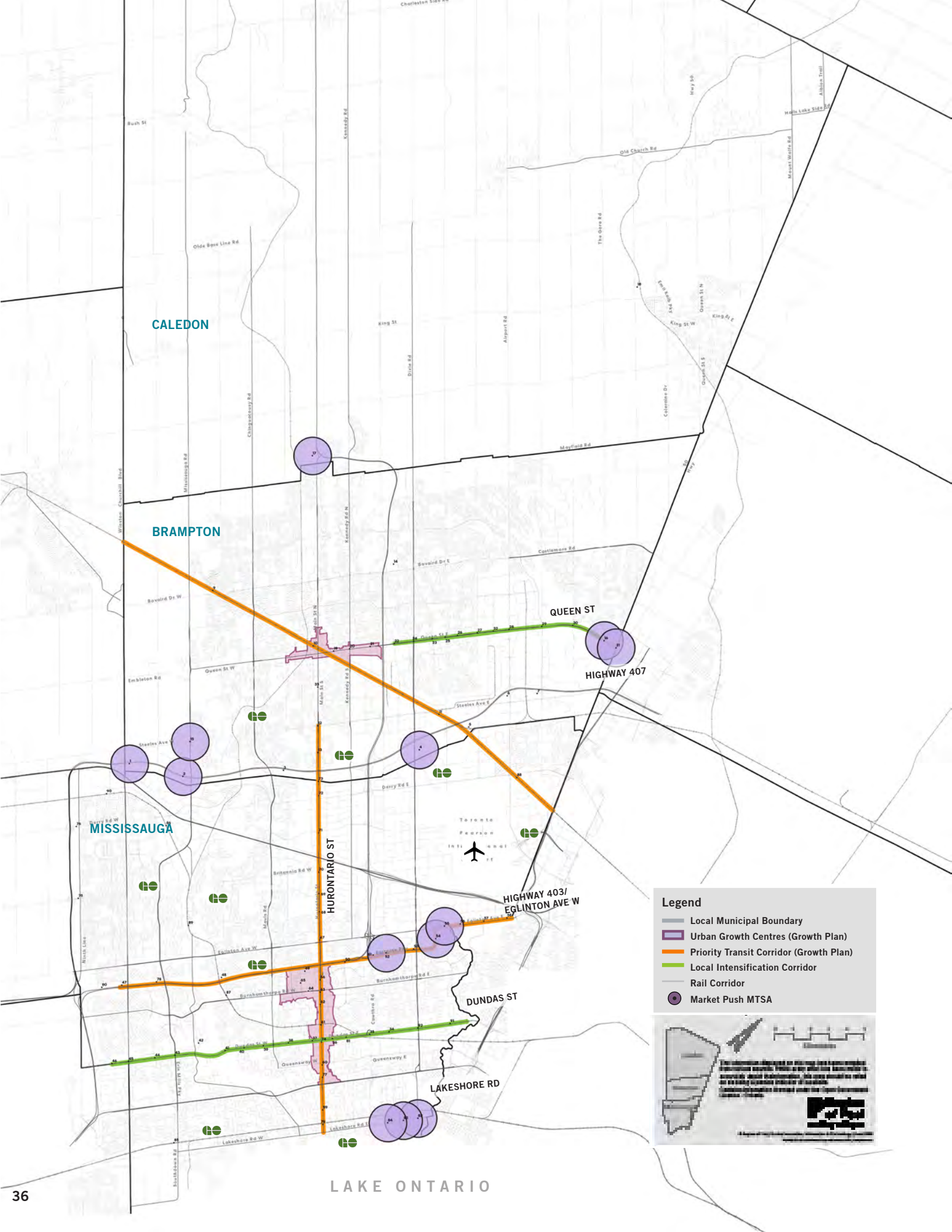
## LIST OF MTSA

### Brampton

14	Ray Lawson	Hurontario LRT
29	Glenvale-Finchgate	Queen St. BRT
30	Torbram	Queen St. BRT

### Mississauga

44	Clayhill	Dundas BRT
45	Wolfedale	Dundas BRT
46	Erindale Station	Dundas BRT
50	Glen Erin	Dundas BRT
51	Winston Churchill	Dundas BRT
72	Robert Speck	Hurontario LRT
74	Bristol	Hurontario LRT



CALEDON

BRAMPTON

MISSISSAUGA

LAKE ONTARIO

**Legend**

- Local Municipal Boundary
- Urban Growth Centres (Growth Plan)
- Priority Transit Corridor (Growth Plan)
- Local Intensification Corridor
- Rail Corridor
- Market Push MTSA

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# MARKET PUSH

## DESCRIPTION

Market Push MTSA's can be considered the 'mirror image' of Market Lag MTSA's in that they score low across all analytical lenses, with the exception of the Market and Growth Potential lens. These MTSA's represent areas where market activity, availability of vacant land and underutilized-sites, and land parcel characteristics support intensification.

Market Push MTSA's represent a diverse set of physical characteristics, but include the following groups: Dixie GO, Lakefront Promenade and Haig MTSA's along the Lakeshore corridor that are clustered next to the Toronto border and share an older brownfield context; the Tomken, Tahoe and Etobicoke Creek MTSA's clustered in the Airport Employment lands along the Mississauga Transitway; and the Winston Churchill, Mississauga Road, Dixie, Steeles Transit Hub, The Gore and Highway 50 MTSA's that are clustered along Highway 407. The Dixie GO Station and Mayfield West MTSA's represent unique examples of this type.

## RESPONSE

Structural improvements including infrastructure and community amenities should be identified and prioritized in a manner to support the current and projected needs of the population, including residents and workers. Overall, better alignment of public and private investments are required.

## LIST OF MTSA

### Caledon

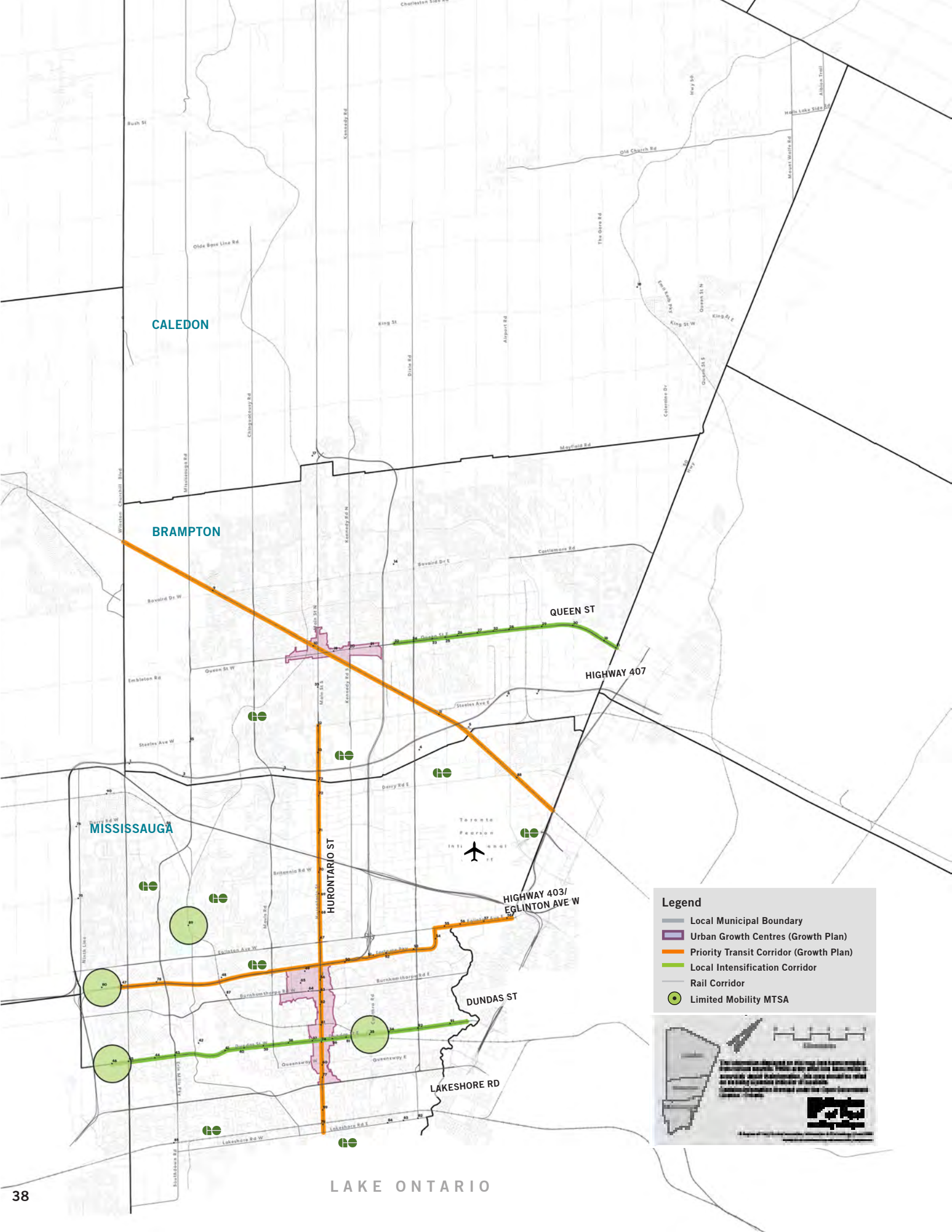
20	Mayfield West	Transit Hub
----	---------------	-------------

### Brampton

1	Winston Churchill	407 BRT
2	Mississauga Rd.	407 BRT
5	Dixie	407 BRT
17	Steeles Ave At Mississauga Rd	Transit Hub
18	The Gore	Queen St. BRT
34	Highway 50	Queen St. BRT

### Mississauga

58	Tomken	403 BRT
60	Tahoe	403 BRT
61	Etobicoke Creek	403 BRT
88	Dixie	Lakeshore BRT
89	Haig	Lakeshore BRT
90	Lakefront Promenade	Lakeshore BRT







CALEDON


BRAMPTON

MISSISSAUGA

LAKE ONTARIO

**Legend**

-  Local Municipal Boundary
-  Urban Growth Centres (Growth Plan)
-  Priority Transit Corridor (Growth Plan)
-  Local Intensification Corridor
-  Rail Corridor
-  Limited Mobility MTSA



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**TRCA**  
Toronto Region Conservation Authority

# LIMITED MOBILITY

## DESCRIPTION

Limited Mobility MTSA score highly across all analytical lenses, with the exception of the Mobility. The four MTSA in this type represent a diverse range of physical conditions. For example, the Streetsville GO Station is well served by a network of walkable streets, however access to the station is limited by the rail corridor itself and surrounding water courses. The Ridgeway and Cawthra MTSA (both on the Dundas BRT corridor) are characterized by auto-oriented commercial land uses with sub-standard pedestrian realms that could be improved through a combination of redevelopment and public realm improvements. The Ridgeway (403) MTSA, on the other hand, is constrained by its location along the Highway 403 right-of-way, and would require improvements in pedestrian and transit connectivity to surrounding amenities and destinations.

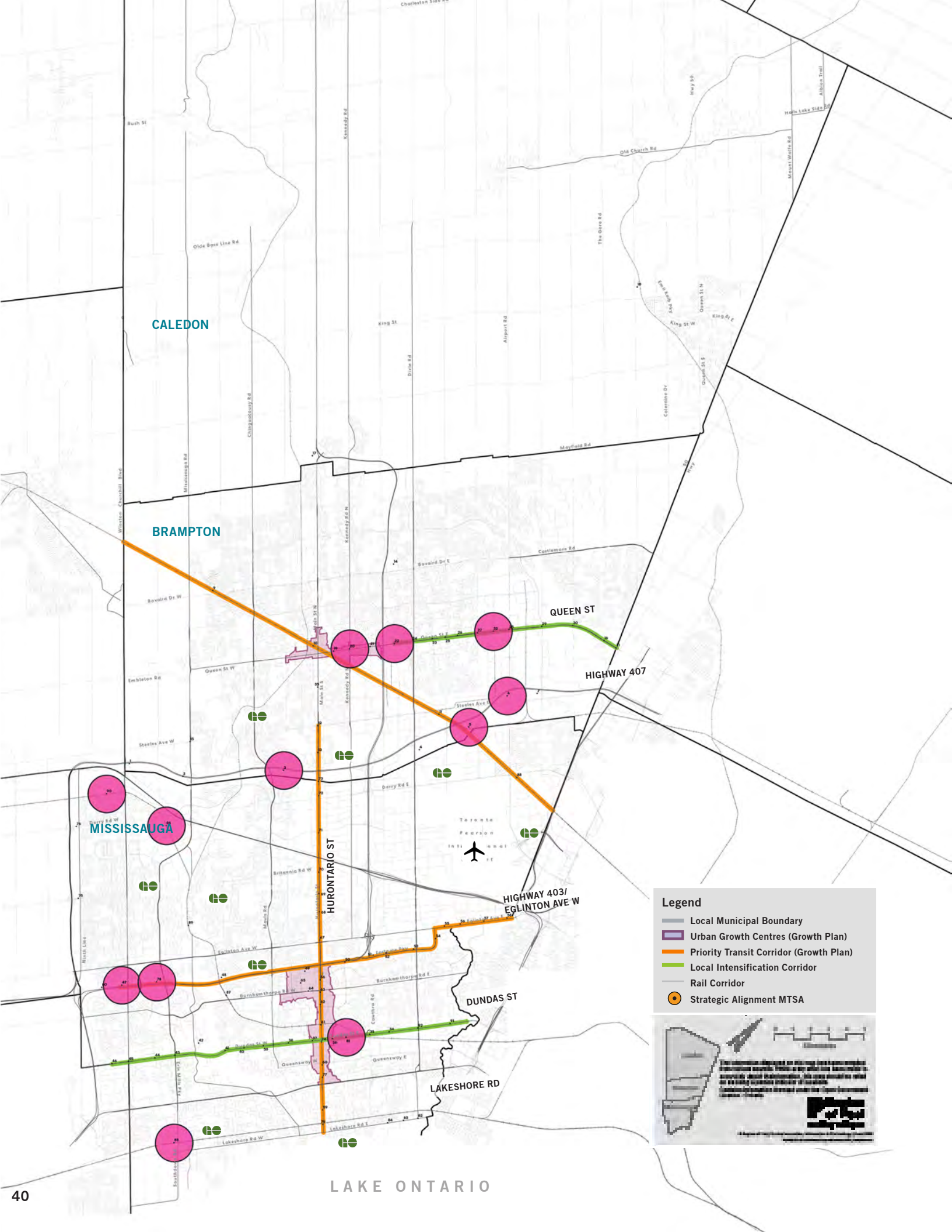
## RESPONSE

Transit facilities and services, including accessibility and frequency, need significant improvement to sustain current and planned development activities. In doing so, specific roles and responsibilities, by government and/or agency responsibility, will be identified.

## LIST OF MTSA

### Mississauga

40	Cawthra	Dundas BRT
52	Ridgeway	Dundas BRT
86	Ridgeway	403 BRT
97	Streetsville GO	Milton GO



CALEDON

BRAMPTON

MISSISSAUGA

LAKE ONTARIO

**Legend**

- Local Municipal Boundary
- Urban Growth Centres (Growth Plan)
- Priority Transit Corridor (Growth Plan)
- Local Intensification Corridor
- Rail Corridor
- Strategic Alignment MTSA

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# STRATEGIC ALIGNMENT

## DESCRIPTION

Strategic Alignment MTSA score poorly across all analytical lenses, with the exception of Land Use. They represent MTSA where the planning framework is supportive of intensification, however the mobility infrastructure, market factors and community considerations are lacking.

This MTSA type includes a diverse list of MTSA that include all corridors except the Hurontario LRT, a wide range of modes and land uses across the Region in a manner that cannot be grouped into obvious clusters.

Note: MTSA in this type are generally characterized by moderate scoring in the sub-criteria related to intensification potential, together with high scoring in the flood risk sub-criteria. Together, the combination of these two factors elevated these MTSA in the Land Use lens when compared to MTSA in Urban Growth Centres that are in high-rise flood areas (ex.: Brampton, Centre Street, Queen Wellington, Queensway or Kirwin). The relative weighting of these sub-criteria should be reviewed in later phases of this study.

## RESPONSE

In-force planning frameworks, including zoning and/or guidelines, should be reviewed to ensure supportive alignment with emerging conditions and needs. Such could include collecting community and development information with the aim to re-align policies and implementation approaches.

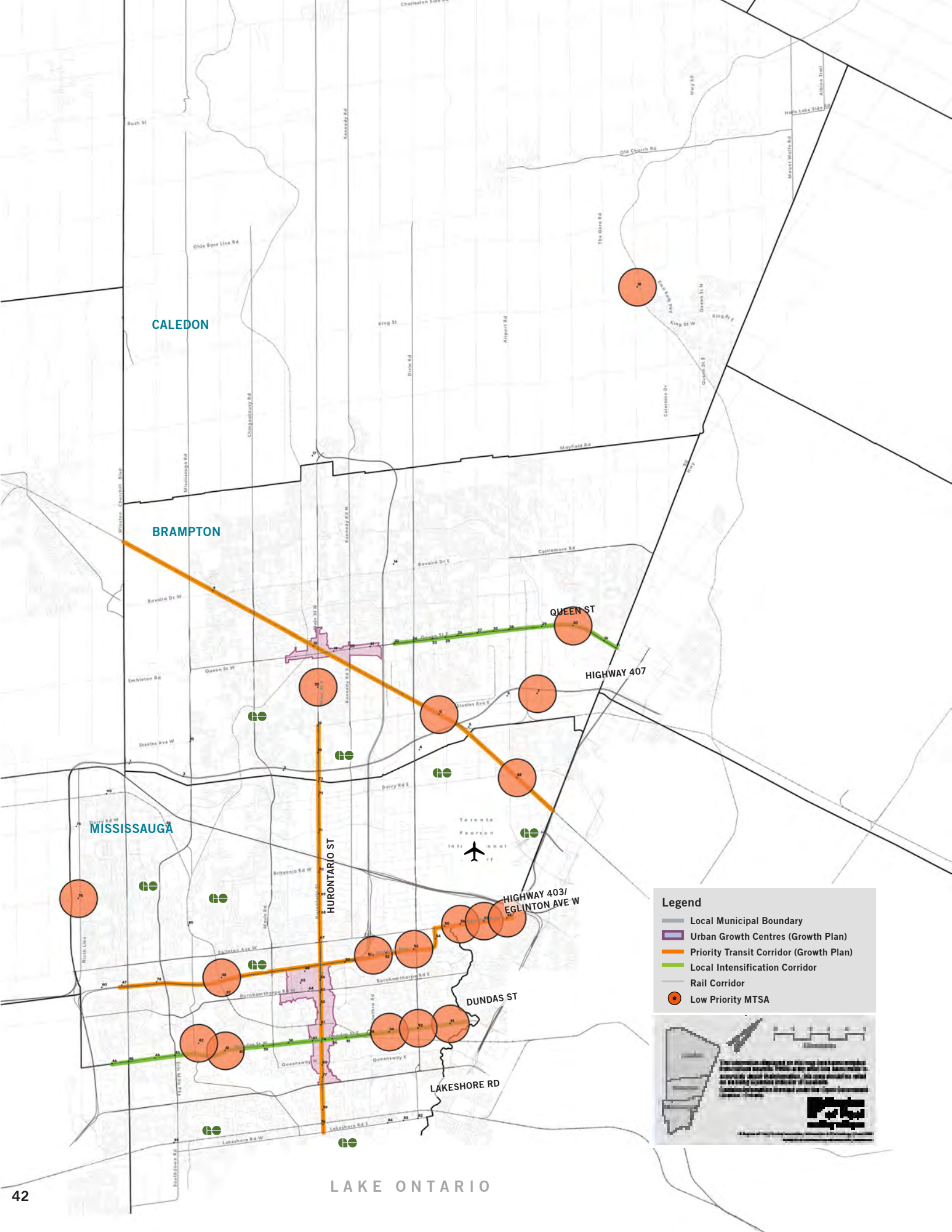
## LIST OF MTSA

### Brampton

3	Mavis	407 BRT
6	Bramalea/Torbram	407 BRT
7	Airport Rd.	407 BRT
23	Kennedy	Queen St. BRT
25	Laurelcrest	Queen St. BRT
35	Chrysler-Gateway	Queen St. BRT

### Mississauga

53	Winston Churchill	403 BRT
84	Erin Mills	403 BRT
87	Grenville	Dundas BRT
92	Clarkson GO	Lakeshore GO
93	Meadowvale GO	Milton GO
99	Lisgar GO	Milton GO



CALEDON

BRAMPTON

MISSISSAUGA

LAKE ONTARIO

**Legend**

- Local Municipal Boundary
- Urban Growth Centres (Growth Plan)
- Priority Transit Corridor (Growth Plan)
- Local Intensification Corridor
- Rail Corridor
- Low Priority MTSAs

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## LIMITED POTENTIAL / LOW PRIORITY

### DESCRIPTION

Limited Potential MTSA score poor to moderately across all analytical lenses. They exhibit poor mobility and connections, market potential, land use and community considerations.

MTSAs in this type also include a diverse set of characteristics, however a significant number appear to be within existing employment/industrial lands and clustered into the following major sub-groups: the Airport Employment Lands (Airport Transit Hub, Malton GO Station, Renforth, Convair, Renforth 403, Orbitor and Spectrum); the Dundas BRT corridor (Tomken, Wharton, Dixie, UTM and Credit Woodlands); and the Highway 403 BRT (Creditview, Cawthra and Dixie).

The Bramalea GO Station MTSA is a unique MTSA that requires further review in response to recent and proposed infrastructure investments and upcoming planning work (Secondary Plan update) that may shift scoring in certain lens. Similarly, MTSA along the Dundas corridor should be reviewed in light of the Dundas Connects study to accurately reflect the latest Land Use considerations.

### RESPONSE

Inventories of current and planned infrastructure improvements, with an emphasis on pedestrian and cycling connectivity, should be undertaken with the aim to target station access improvements as well as overall improved access in the adjacent neighbourhoods including employment areas.

### LIST OF MTSA

#### Caledon

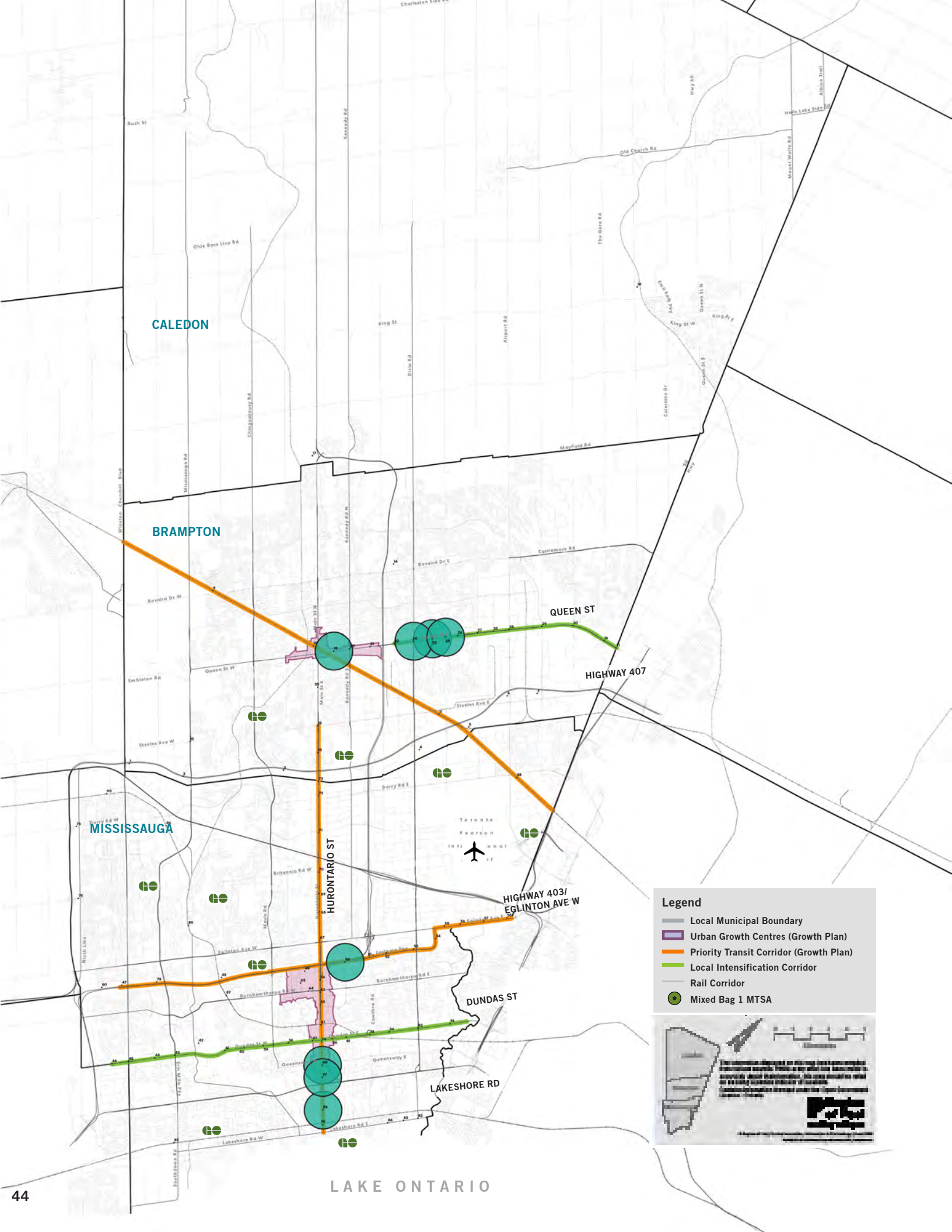
21	Bolton Future GO	GO Train
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#### Brampton

8	Goreway	407 BRT
12	Bramalea GO	Kitchener GO
33	Mcvean	Queen St. BRT
37	Nanwood	Hurontario LRT

#### Mississauga

39	Tomken	Dundas BRT
47	Credit Woodlands	Dundas BRT
48	UTM	Dundas BRT
54	Creditview	403 BRT
57	Cawthra	403 BRT
59	Dixie	403 BRT
62	Spectrum	403 BRT
63	Orbitor	403 BRT
64	Renforth	403 BRT
81	Britannia	407 BRT
96	Malton GO	Kitchener GO
100	Wharton	Dundas BRT
101	Dixie	Dundas BRT



CALEDON

BRAMPTON

MISSISSAUGA

LAKE ONTARIO

**Legend**

- Local Municipal Boundary
- Urban Growth Centres (Growth Plan)
- Priority Transit Corridor (Growth Plan)
- Local Intensification Corridor
- Rail Corridor
- Mixed Bag 1 M TSA

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# STRONG MOBILITY AND COMMUNITY

## DESCRIPTION

Strong Mobility and Community MTSA score well in the mobility and community lenses, but poorly when it comes to market potential and land use. They represent MTSA where public investments in infrastructure and community facilities can be leveraged to support greater intensification.

MTSAs in this type generally located along Priority Transit corridors (Hurontario and 403) with a secondary cluster along the Queen BRT corridor. The primary groupings include the southern leg of the Hurontario LRT corridor (south of Dundas) where flood risks and strategic growth policies act as constraints on growth; MTSA with the Brampton Urban Growth Centre that are limited by flood risk and poor land availability; and Bramalea.

## RESPONSE

Character- and need-driven approaches, with an emphasis on development incentives, should be identified and prioritized on a case-by-case basis.

## LIST OF MTSA

### Brampton

22	Centre St.	Queen St. BRT
26	Central Park	Queen St. BRT
27	Dixie	Queen St. BRT
28	Bramalea	Queen St. BRT

### Mississauga

56	Central Parkway	403 BRT
65	Mineola	Hurontario LRT
66	Queensway	Hurontario LRT
83	North Service	Hurontario LRT



CALEDON

BRAMPTON

QUEEN ST

HIGHWAY 407

MISSISSAUGA

HURONTARIO ST

HIGHWAY 403/  
EGLINTON AVE W


DUNDAS ST

LAKESHORE RD


LAKE ONTARIO

**Legend**

-  Local Municipal Boundary
-  Urban Growth Centres (Growth Plan)
-  Priority Transit Corridor (Growth Plan)
-  Local Intensification Corridor
-  Rail Corridor



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# STRONG MARKET AND PLANNING

## DESCRIPTION

The Strong Market and Planning type can be considered the ‘mirror’ of the Strong Mobility and Community type, in that MTSAs in this category score well in the market and land use planning lens but poorly in the mobility and community lenses. These MTSAs represent areas where investments in community facilities and infrastructure for active transportation could help trigger market demand to meeting land use policy objectives.

MTSAs in the type are generally located in employment areas and clustered in the northern portion of the Hurontario LRT corridor (Highway 401 to 407), and the eastern end of the Queen BRT corridor (Airport and Goreway MTSAs).

The Derry (407) MTSA is a unique exception that lies at the edge of the built up urban area, along the Highway 407 corridor in north-west Mississauga.

## RESPONSE

Character- and need-driven approaches, with an emphasis on improving access and community amenities, should be identified and prioritized on a case-by-case basis.

## LIST OF MTSA

### Brampton

31	Airport	Queen St. BRT
32	Goreway	Queen St. BRT

### Mississauga

76	Britannia	Hurontario LRT
77	Courtney Park	Hurontario LRT
78	Derry	Hurontario LRT
79	Highway 407-Hurontario	Hurontario LRT
82	Derry	407 BRT

## 6.0 / EMERGING FRAMEWORK

The multi-dimensional analysis of the 91 MTSA's across Peel Region has revealed common sets of station types across which policy and implementation priorities are emerging. Concluding this first phase of work, which assessed the current and future potential conditions of the station areas, a clearer picture of MTSA roles, functions and priorities has emerged.

From this point, leading into the second phase of work, a framework for a renewed Regional planning and investment policy regime, to support and guide local municipal priorities, will be developed. To that end, the following matrix organizes the 91 MTSA's into distinct and actionable categories from which a detailed and prioritized framework will be delivered in the next phase of work.

DENSITY	PRIORITY	TYPE	MTSA
Meets Growth Plan Density Target	Priority Transit Corridor (Growth Plan)	Station Ready	68 Fairview 69 Burhamthorpe 75 Matheson
		Flood Risk	80 Dundas
		Market Lag	72 Robert Speck
		Market Push	
		Limited Mobility	
		Strategic Alignment	
		Strong Mobility & Community	66 Queensway 83 North Service
		Strong Market & Planning	
Limited Potential			

Meets Growth Plan Density Target	Other Transit Corridor (Growth Plan)	Station Ready	70 Main 71 Duke of York
		Flood Risk	
		Market Lag	
		Limited Mobility	
		Strategic Alignment	
		Strong Mobility & Community	
		Strong Market & Planning	
		Limited Potential	



RECOMMENDATIONS	PRIORITIZATION
Continue, and enhance where there are opportunities, existing planning and development approaches that meet and/or exceed Growth Plan density targets.	High
Continue, and enhance where there are opportunities, existing planning and development approaches that meet and/or exceed Growth Plan density targets.	High
Continue, and enhance where there are opportunities, existing planning and development approaches that meet and/or exceed Growth Plan density targets.	High
Continue with, and enhance where there are opportunities, in-force planning and development approaches that meet and/or exceed Growth Plan density targets.	High

Continue with, and enhance where there are opportunities, in-force planning and development approaches that meet and/or exceed Growth Plan density targets.	High-Medium (i.e. Not a Provincial Priority Transit Corridor)

DENSITY	PRIORITY	TYPE	MTSA
Does Not Meet Growth Plan Density Target	Priority Transit Corridor (Growth Plan)	Station Ready	10 Mount Pleasant 13 Gateway Terminal 55 City Centre 67 Cooksville GO 73 Eglinton
		Flood Risk	11 Brampton 85 Port Credit
		Market Lag	14 Ray Lawson 74 Bristol
		Market Push	58 Tomken 60 Tahoe 61 Etobicoke Creek
		Limited Mobility	
		Strategic Alignment	53 Winston Churchill 84 Erin Mills 92 Clarkson GO
		Strong Mobility & Community	56 Central Parkway 65 Mineola
		Strong Market & Planning	76 Britannia 77 Courtney Park 78 Derry 79 Hwy 407-Hurontario
		Limited Potential	12 Bramalea 54 Creditview 57 Cawthra 59 Dixie 62 Spectrum 63 Orbitor 64 Renforth 96 Malton GO

RECOMMENDATIONS	PRIORITIZATION
In-force planning approaches are consistent with Growth Plan, including density targets. Focus on opportunities and/or incentives for development.	High
Existing and potential flood vulnerability limits short- and longer-term development potential, towards and beyond the Growth Plan density targets without significant infrastructure investments to mitigate floor risk. Alternative density targets leading to and beyond 2041 would be appropriate.	High
Significant public investments, including but not limited to financial incentives, would likely be required to attract a critical mass of development.	Medium: Significant investments required
Public infrastructure investment, in combination with supportive planning policy changes, are required to match market demands for development. Without such measures, development caps may be required to match limits of current infrastructure and service capacities.	Medium: Significant policy changes and investments required
Planning policy changes, in combination community investments including promoting better walkability, would be desirable to unlock development potential in these areas.	Medium: Significant policy changes and investments required
Planning policy framework and infrastructure is in-place to support development. Alternative density targets may be appropriate in the absence of targeted incentives (e.g. financial) to attract demand.	Medium: Significant policy changes and investments required
Community infrastructure investments (e.g active transportation, public realm) would serve to unlock development potential in these “planning- and development-ready” areas.	Medium: Significant investments required
There is very limited market demand for development in these areas in the short- and longer-term. Public investments to improve community connectivity to and from the station areas would optimize the transit assets. Alternative density targets leading to and beyond 2041 would be appropriate.	Low: Limited demand and significant investments required

DENSITY	PRIORITY	TYPE	MTSA
Does Not Meet Growth Plan Density Target	Other Transit Corridor (Growth Plan)	Station Ready	16 Trinity Common 24 Rutherford 41 Kirwin 43 Confederation Parkway 49 Erin Mills 95 Erindale GO
		Flood Risk	
		Market Lag	29 Glenvale-Finchgate 30 Torbram 44 Clayhill 45 Wolfedale 46 Erindale Station 50 Glen Erin 51 Winston Churchill
		Market Push	1 Winston Churchill - No Int 2 Mississauga Road - No Int 5 Dixie - No Int
			17 Steeles Ave /Mississauga 18 The Gore 20 Mayfield West 34 Highway 50 88 Dixie 89 Haig 90 Lakefront Promenade

RECOMMENDATIONS	PRIORITIZATION
<p>In-force planning approaches are consistent with Growth Plan, including density targets. Focus on opportunities and/or incentives for development.</p>	<p><b>Medium: Incentives required and not on a Priority Transit Corridor</b></p>
<p>Significant public investments, including but not limited to financial incentives, would likely be required to attract a critical mass of development.</p>	<p><b>Medium: Significant public investments required and not on a Priority Transit Corridor</b></p>
<p>Long-term viability of development and ridership potential is extremely limited without significant public policy and community infrastructure interventions. Short- and longer-term station and area planning objectives should be re-evaluated.</p>	<p><b>Low: No or limited potential without significant interventions and not a PTC</b></p>
<p>Public infrastructure investment, in combination with supportive planning policy changes, are required to match market demands for development.</p>	<p><b>Medium: Significant public investments and policy changes required, and not a PTC</b></p>

DENSITY	PRIORITY	TYPE	MTSA
Does Not Meet Growth Plan Density Target	Other Transit Corridor (Growth Plan)	Limited Mobility	40 Cawthra 52 Ridgeway 86 Ridgeway 97 Streetsville GO
		Strategic Alignment	3 Mavis - No Int 6 Bramalea-Torbram - No Int 7 Airport Road - No Int
			23 Kennedy 25 Laurelcrest 35 Chrysler-Gateway 87 Grenville 93 Meadowvale GO 99 Lisgar GO
		Strong Mobility & Community	22 Centre Street 26 Central Park 27 Dixie 28 Bramalea
		Strong Market & Planning	31 Airport 32 Goreway 82 Derry
		Limited Potential	8 Goreway - No Int
21 Bolton 33 McVean 37 Nanwood 39 Tomken 47 Credit Woodlands 48 UTM 81 Britannia 100 Wharton 101 Dixie			

RECOMMENDATIONS	PRIORITIZATION
Targeted public investments, including enhancements to current capital projects for these areas, would enhance the impact of in-place planning frameworks and other assets.	<b>Medium: Public investments required and not a PTC</b>
Long-term viability of development and ridership potential is extremely limited without significant public policy and community infrastructure interventions. Short- and longer-term station and area planning objectives should be re-evaluated.	<b>Low: No or limited potential without significant interventions and not a PTC</b>
Planning policy changes, in combination community investments including promoting better walkability, would be desirable to unlock development potential in these areas.	<b>Medium: Public investments required and not a PTC</b>
Planning policy framework and infrastructure is in-place to support development. Alternative density targets may be appropriate in the absence of targeted incentives (e.g. financial) to attract demand.	<b>Low: Limited demand by 2041 to meet density targets and not a PTC</b>
Community infrastructure investments (e.g active transportation, public realm) would serve to unlock development potential in these “planning- and development-ready” areas.	<b>Low: limited demand by 2041 to meet density targets and not a PTC</b>
Long-term viability of development and ridership potential is extremely limited without significant public policy and community infrastructure interventions. Short- and longer-term station and area planning objectives should be re-evaluated.	<b>Low: No or limited potential without significant interventions and not a PTC</b>
There is very limited market demand for development in these areas in the short- and longer-term. Public investments to improve community connectivity to and from the station areas would optimize the transit assets. Alternative density targets leading to and beyond 2041 would be appropriate.	<b>Low: Limited potential without significant interventions and not a PTC</b>

# 7.0 / APPENDIX



Level of  
connectedness

MEASUREMENT INDICATORS	PROPOSED DATA SOURCES
<ul style="list-style-type: none"> <li>&gt; Level of transit service within 800m boundary</li> <li>&gt; Level of cycling infrastructure/amenities within 800m boundary</li> <li>&gt; Level of pedestrian infrastructure/amenities within 800m boundary</li> <li>&gt; Level of auto network infrastructure supply within 800m boundary</li> <li>&gt; Discussion of inter-modal connectivity and station access within 800m boundary</li> <li>&gt; Rate of collisions within 800m boundary</li> <li>&gt; Comments on parking supply context within 800m boundary</li> <li>&gt; Comments on goods movement context within 800m boundary</li> </ul>	<ul style="list-style-type: none"> <li>&gt; GTFS</li> <li>&gt; Cycle Facility Shapefile (Cycle route map)*</li> <li>&gt; Cycle Amenities Shapefile (Cycle parking map)*</li> <li>&gt; Peel road centerline shapefile*</li> <li>&gt; Peel intersection centerline*</li> <li>&gt; Sidewalk Shapefile*</li> <li>&gt; Police collisions shapefile*</li> <li>&gt; Truck routes shapefile*</li> </ul> <p><i>*Pending data availability</i></p>



**(b) Existing connectivity and priority in network**

The current role of the station area will be documented, as a function of the existing traffic demands placed upon it, its priority in the network, and the level of clustering to other nearby transit nodes. This will help establish the current influence of the station area and determine the its potential future growth by identifying opportunities and constraints that could aid or impede investment and redevelopment.



Level of  
connectedness

MEASUREMENT INDICATORS	PROPOSED DATA SOURCES
<ul style="list-style-type: none"> <li>&gt; Current station classification (Anchor point, interchange, terminal)</li> <li>&gt; Level of trip attraction and generation within the station area including demand analysis for each mode</li> <li>&gt; Level of clustering/proximity to other stations/connectivity with wider network</li> </ul>	<ul style="list-style-type: none"> <li>&gt; TTS</li> <li>&gt; Annual/monthly Transit ridership data by line*</li> <li>&gt; Annual/monthly Transit ridership data by station*</li> <li>&gt; Compiled Peel intersection traffic counts (separated by mode)*</li> </ul> <p><i>*Pending data availability</i></p>



|  
**Level of  
connectedness**

**(c) Future connectivity and investment potential**

As a function of current planned transportation improvements and their phasing, the station area’s future priority in the network, and the level of clustering to other nearby transit nodes, will be determined. This will help establish the planned influence of the station area and determine its potential for future growth by identifying its expected priority in the network.

MEASUREMENT INDICATORS	PROPOSED DATA SOURCES
<ul style="list-style-type: none"> <li>&gt; Station classification (Anchor point, interchange, terminal)</li> <li>&gt; Level of clustering/proximity to other stations/connectivity with wider network</li> <li>&gt; Future commitments and dedicated funding with the 2041 planning time horizon</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Regional Growth Plans</li> <li>&gt; Municipal Growth Plans</li> </ul>

## LAND USE AND BUILT FORM

### Analytical lens 2

Peel Region is characterized by a range of urban and suburban landscapes. The existing physical conditions around transit station areas will contribute to the opportunity to intensify and to support transit-oriented development. Whether it is the constraints of adjacent conservation areas or the floodplain, or the presence of a conducive existing urban structure or policy framework - each MTSA will be uniquely positioned to absorb new growth. The following set of measurement indicators will assess the favorability of the local context for this opportunity.



**Favourable local context**

MEASUREMENT INDICATORS	PROPOSED DATA SOURCES
> Infrastructure within 800m boundary	> Utility GIS data (centerline, point and area/polygon data) and associated service provision/catchment
> Land ownership (public vs. private) within 800m boundary	> Parcel shapefiles, limited to parcels in or touching MTSA boundaries
> Landscape constraints within 800m boundary	> Conservation/Protected area GIS data > Flood plain GIS data
> Urban structure and policy significance applicable to 800m boundary geography	> Urban Growth Centres, Strategic Growth Area shapefiles, and local downtown and heritage district overlays
> Overlap and proximity to other MTSAs	> Overlap of 800m boundaries from MTSA centroid shapefile
> Existing land uses	> Zoning and land use GIS data

## **MARKET AND GROWTH POTENTIAL**

### **Analytical Lens 3**

Similar to a unique range of landscape and physical characteristics, Peel Region is characterized by different market dynamics that will continue to impact intensification patterns. Concurrent to this MTSA Study, the Region is finalizing population and employment projections to 2041 and an ultimate build-out scenario associated with these anticipated trends. The patterns of historic intensification is also being investigated and analyzed as part of this MTSA study. Assessing the capacity for different transit stations to absorb this growth is critical to prioritizing MTSA locations and short, mid, and long-term policy responses to guide regional policy. The following set of measurement indicators are designed to assess the level of development potential surrounding MTSA based on localized market characteristics.



**Market readiness**

<b>MEASUREMENT INDICATORS</b>	<b>PROPOSED DATA SOURCES</b>
> Vacant and underutilized land	MPAC data – MPAC has a vacant land code that could help identify MTSA with a large amount of vacant land, 17.LandSupplyforVacant_parcel data - Assessment of vacant parcels, that are identified as ‘Developable’, which excludes Conservation Authority Lands, Municipal Parks, Non-buildable lands for walkways, stormwater management ponds and Lands designated and zoned for open space
> Number of parcels and average parcel size	Parcel fabric and aggregated ownership data from the Local Municipalities – MTSA with a large number of small parcels will be more difficult to redevelopment due to fragmented ownership, in comparison to MTSA with only a few large landowners.
> Recently started/completed residential and non-residential projects	Building permit data
> Active development applications	Development application data

## COMMUNITY CONSIDERATIONS

### Analytical Lens 4

Recognizing that there are different connectivity experiences across Peel Region, one of the key analytical considerations is how MTSAs serve the needs and support the future opportunities of community life. The following set of measurement indicators are designed to assess the existing community assets that provide critical local and regional services, as well as the absence of these assets. Assets such as local schools or institutions not only generate transit ridership, but create destinations that form the foundation of culture and civic life. Political and community appetite or interest in intensification around different transit station areas will also inform this analytical exercise, whereby feedback from the public and local stakeholder consultation process in this study will inform the meaning and importance of different areas in the context of community aspirations.



Public need or opportunity

MEASUREMENT INDICATORS	PROPOSED DATA SOURCES
> Community assets	Proximity to hospitals, schools, malls/neighbourhood shopping centres, parks, and other cultural institutions (geolocation sourced on GIS open data or available shapefiles from Local Municipalities; buffers generated in GIS).
> Public health and affordable housing	To discuss with Peel Region in Phase 1B
> Community/Stakeholder comments	Consultation feedback collected at Public Open House 1 and Stakeholder Workshop 1.
> Climate change significance	To discuss with Peel Region in Phase 1B