

**Major Transit
Station Area
Focus Area**
Policy Directions Report

May 2020



This policy background paper (including any attachments) has been prepared using information current to the report date. It provides an assessment of provincial policy conformity requirements, recognizing that Provincial plans and policies were under review and are potentially subject to change. The proposed direction contained in this discussion paper will be reviewed to ensure that any implementing amendments to the Regional Official Plan will conform or be consistent with the most recent in-effect provincial policy statement, plans and legislation. Additional changes will not be made to the contents of this discussion paper.

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Appendix I – Potential Major Transit Station Areas in Peel

Appendix II – Major Transit Station Area Profiles

1. Introduction

The Region of Peel’s Regional Official Plan (ROP) is the long-term policy framework for land use planning decision-making. It sets the Regional context for detailed planning by protecting the environment, managing resources, directing growth and setting the basis for providing Regional services in an efficient and effective manner. The *Planning Act* requires municipalities to update their Official Plan every five years to ensure that the policies remain current and are consistent with Provincial plans and policy statements in order to achieve the stated goals and objectives. The review of the current ROP, referred to as *Peel 2041: Regional Official Plan Review*, is being undertaken with the intent to plan for growth to the year 2041.

Peel 2041 includes a focused review of thirteen focus areas to ensure conformity with a number of recent updates to Provincial Plans and policies.

The ROP is being reviewed for conformity with recent policy amendments including the *Provincial Policy Statement (PPS), 2020*, the *Growth Plan for the Greater Golden Horseshoe (2019)*, the *Greenbelt Plan (2017)*, the *Oak Ridges Moraine Conservation Plan (2017)* and the *Niagara Escarpment Plan (2017)*.

This policy backgrounder discusses potential additional policy changes that have emerged as a result of this Provincial conformity exercise.

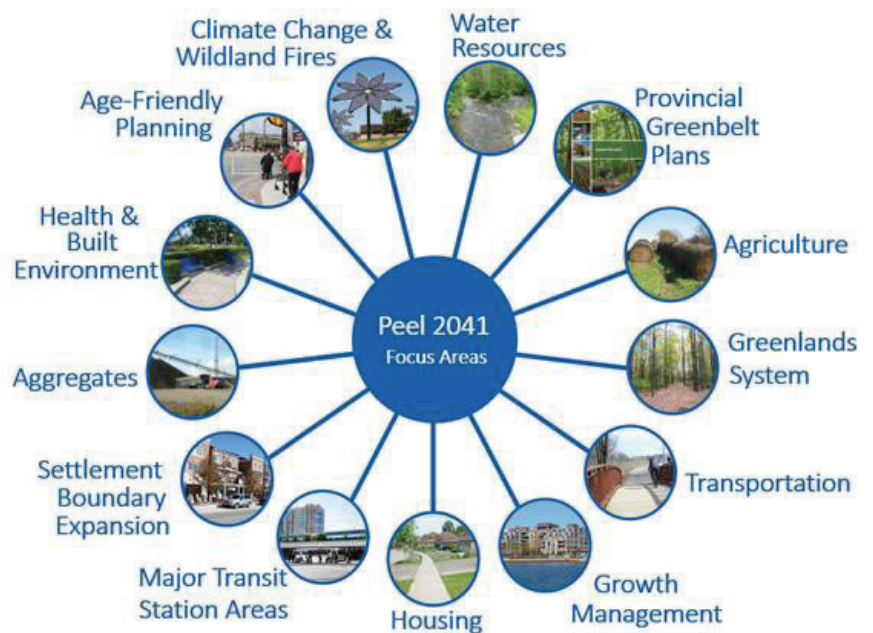
The Major Transit Station Area Focus

Area will examine transit stations and stops across the Region that are supported by existing or planning higher order transit and develop a policy framework to facilitate development in accordance with provincial policy requirements and good planning.

The resulting official plan amendment will establish a policy framework to guide the development of Major Transit Station Areas across the Region, delineate station area boundaries, and establish minimum density targets.

Purpose

The purpose of this paper is to provide background information and identify Major Transit Station Area directions for the ROP as part of the *Peel 2041: Regional Official Plan Review* process. This will also include policy issues and updates necessary to reflect Provincial policy direction and conformity.



Background

On July 1, 2017 an updated Growth Plan for the Greater Golden Horseshoe came into force and effect. The updated growth plan introduced a new section titled “Transit Corridor and Station Areas” which directs upper- and single-tier municipalities in consultation with lower-tier municipalities to delineate the boundaries of Major Transit Station Areas on priority transit corridors and establish minimum and alternative density targets through a municipal comprehensive review.

Staff presented [a draft Growth Management Regional Official Plan Amendment \(ROPA\)](#) to Regional Council on October 26, 2017, which included a series of policies to conform with the growth-related policies in Growth Plan, 2017 including Major Transit Station Areas. The draft ROPA conceptually identified Major Transit Stations Areas in the Region and provided policy direction for the Region to delineate, in consultation with the local municipalities, the boundaries of the Major Transit Station Areas shown conceptually on the proposed *Schedule D6 – Strategic Growth Areas*.

Bill 139 – Building Better Communities and Conserving Watersheds Act received Royal Assent on December 12, 2017 and introduced several new policies to the *Planning Act R.S.O 1990*. The Act established a policy framework for Protected Major Transit Station Areas to be implemented without appeal to certain elements of an upper- or lower-tier official plan amendment. *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 major transit station area*. The new planning act provisions are applicable across all municipalities in Ontario and provided a framework for identifying Major Transit Stations outside of a *municipal comprehensive review* or requirements of the Growth Plan.

On April 10, 2018 Staff brought forward a report to [Regional Council on the implications of current provincial planning on major planning initiatives in Peel](#). The Report included a recommendation for Major Transit Station Areas to be added as a focus area to the Peel 2041 Official Plan Review to meet new provincial policy and guidance requirements and support the need for additional information on demonstrating how intensification will occur across the Region.

In response to the changing policy regime and requirements, Regional staff worked in the collaboration with the local municipalities to develop a scope of work and retain a consultant to undertake a study on Major Transit Station Areas to meet the objectives of provincial plans and reflect Regional and local priorities.

This background and policy direction report will set the direction to update Major Transit Station Area policies in the ROP based on study findings to date and inform further work to be completed to finalize the study and develop draft official plan policies.

2. Policy Framework

The following section provides an overview of the provincial policy framework that guides planning and managing growth.

Planning Act

The Planning Act sets out Provincial interests and directions on many issues, including: the adequate provision and efficient use of transportation, the appropriate location of growth and development, and the promotion of development that is designed to support public transit be oriented to pedestrians. In 2017, a series of changes were made to the Planning Act, through Bill 139 – Building Better Communities and Conserving Watershed Act, 2017.

The Act further sets out enabling policies for major transit station areas inclusive of:

- Upper-tier municipalities protecting and delineating the boundaries of existing or planned higher order transit stations or stops
- Upper-tier municipalities setting minimum people and jobs per hectare for the planning areas
- Requiring the official plan of applicable lower tier municipalities to include policies that authorize the use of land for building and structures that support minimum densities
- One-year timeframe for the lower-tier municipalities to implement the delineations, minimum densities, and permitted uses once the upper-tier policies are in-effect
- Outline the policies for major transit station areas planning that are not subject to appeal or amendment from a person or public body
- the adoption of inclusionary zoning policies within major transit station areas

While the Planning Act policies are not requirements for municipalities, they do represent tools that can be utilized to ensure certainty with respect to municipal objectives around leveraging transit investment by enabling transit support uses and densities.

Provincial Policy Statement

The Provincial Policy Statement is a part of Ontario's policy-led provincial planning approach to supporting strong, healthy, and livable communities. The document provides direction on matters of provincial interest related to land use planning. All decisions related to planning and development must be consistent with the PPS. Where planning matters identified in the PPS overlap with a more detailed provincial plan such as the Growth Plan, the policies of the more detailed plan prevail.

The current Regional Official Plan is consistent with the Provincial Policy Statement, 2006. In 2014 the PPS was updated as a part of a 5-year review process and then updated again in March of 2020. The updated PPS policies add an increased emphasis on encouraging land use patterns that are transit supportive and optimize transit investments, inclusive of a new definition for 'transit supportive'.

| Section | Policy Requirement |
|--|--|
| 1.1 Managing and Directing Land use to Achieve Efficient and Resilient Development and Land Use Patterns - 1.1.1.E | promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs |
| 1.1.3 Settlement Areas - 1.1.3.3 | Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs. |
| 1.2 Coordination - 1.2.4.D | Where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with lower-tier municipalities shall: (D)where major transit corridors exist or are to be developed, identify density targets for areas adjacent or in proximity to these corridors and stations, including minimum targets that should be met before expansion of the boundaries of settlement areas is permitted in accordance with policy 1.1.3.8; and |
| 1.4 Housing - 1.4.3.E | requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; |
| Definition – Transit Supportive | in regard to land use patterns, means development that makes transit viable, optimizes investments in transit infrastructure, and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities, including air rights development, in proximity to transit stations, corridors and associated elements within the transportation system. Approaches may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives. |

A Place to Grow: Growth Plan for the Greater Golden Horseshoe

The main objective of the Growth Plan is to create compact, complete communities across the Greater Golden Horseshoe (GGH). To achieve this objective, the Growth Plan promotes an integrated approach to planning for complete communities that requires intensification of the existing built-up areas, more compact greenfield development, better alignment between land use and transit planning, and the protection of employment areas.

In order to achieve its objectives, the plan allocates population and employment growth forecasts to upper- and single-tier municipalities, establishes a hierarchy of policy areas, and specifies minimum growth and density targets that are critical indicators in creating compact and complete communities. The targets and policy areas are a major driver when updating Official Plans.

The current Region of Peel official plan conforms with the requirements of the 2006 Growth Plan. Since regional conformity, the Growth Plan has been updated twice, in 2017 and again in 2019. As it applies to the Major Transit Station Area focus area, the Growth Plan, 2019 now provided strong policy guidance on the integration of land use planning and transit investment to support the intensification objectives on the plan for to create compact and complete communities.

The 2019 update calls for upper-tier municipalities to have an increased role in managing growth by requiring planning work to be undertaken for additional policy areas such as Major Transit Station Areas. This includes a requirement for Major Transit Station Areas on Priority Transit Corridors as shown on Schedule 5 of the Plan to be delineated and minimum or alternative densities (approved by Minister) to be prescribed in collaboration with the lower-tier municipalities. The following Priority Corridors are identified in Peel:

- Lakeshore West Go
- Hurontario LRT
- Kitchener Go
- 403 BRT

The Growth Plan, 2019 provides the following policy directions for planning Major Transit Station Areas.

| Section | Policy Requirement |
|---|--|
| 2.2.4 Transit Corridors and Station Areas – Section 2.2.4.1 | The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station areas on priority transit corridors, including zoning in a manner that implements the policies of this Plan |
| 2.2.4 Transit Corridors and Station Areas – Section 2.2.4.2 | Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of: a) 200 residents and jobs combined per hectare for those that are served by subways; b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or c) 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network. |

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| <p>2.2.4 Transit Corridors and Station Areas – Section 2.2.4.3</p> | <p>Within settlement areas growth will be focused in</p> <ul style="list-style-type: none"> i. delineated built-up areas ii. strategic growth areas iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned iv. areas with existing or planned public service facilities |
| <p>2.2.4 Transit Corridors and Station Areas – Section 2.2.4.4</p> | <p>For a particular major transit station area, the Minister may approve a target that is lower than the applicable target established in policy 2.2.4.3, where it has been demonstrated that this target cannot be achieved because: a) development is prohibited by provincial policy or severely restricted on a significant portion of the lands within the delineated area; or b) there are a limited number of residents and jobs associated with the built form, but a major trip generator or feeder service will sustain high ridership at the station or stop.</p> |
| <p>2.2.4 Transit Corridors and Station Areas – Section 2.2.4.5</p> | <p>Notwithstanding policies 5.2.3.2 b) and 5.2.5.3 c), upper- and single-tier municipalities may delineate the boundaries of major transit station areas and identify minimum density targets for major transit station areas in advance of the next municipal comprehensive review, provided it is done in accordance with subsections 16(15) or (16) of the Planning Act, as the case may be.</p> |
| <p>2.2.4 Transit Corridors and Station Areas – Section 2.2.4.7</p> | <p>Within major transit station areas on priority transit corridors or subway lines, land uses and built form that would adversely affect the achievement of the minimum density targets in this Plan will be prohibited.</p> |
| <p>2.2.4 Transit Corridors and Station Areas – Section 2.2.4.8</p> | <p>All major transit station areas will be planned and designed to be transit supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate:</p> <ul style="list-style-type: none"> a) connections to local and regional transit services to support transit service integration; b) infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and c) commuter pick-up/drop-off areas. |
| <p>2.2.4 Transit Corridors and Station Areas – Section 2.2.4.9</p> | <p>Within all major transit station areas, development will be supported, where appropriate, by: a) planning for a diverse mix of uses, including second units and affordable housing, to support existing and planned transit service levels; b) fostering collaboration between public and private sectors, such as joint development projects; c) providing alternative development standards, such as reduced parking standards; and d) prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.</p> |
| <p>2.2.4 Transit Corridors and Station Areas – Section 2.2.4.10</p> | <p>Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.</p> |

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| <p>2.2.4 Transit Corridors and Station Areas – Section 2.2.4.11</p> | <p>In planning lands adjacent to or near higher order transit corridors and facilities, municipalities will identify and protect lands that may be needed for future enhancement or expansion of transit infrastructure, in consultation with Metrolinx, as appropriate.</p> |
| <p>2.2.5 Employment – Section 2.2.5.2</p> | <p>Major office and appropriate major institutional development will be directed to urban growth centres, major transit station areas or other strategic growth areas with existing or planned frequent transit service.</p> |
| <p>3.2.3 Moving People – Section 3.2.3.E</p> | <p>facilitating improved linkages between and within municipalities from nearby neighbourhoods to urban growth centres, major transit station areas, and other strategic growth areas;</p> |
| <p>5.2.3 Co-ordination – Section 5.2.3.B</p> | <p>Upper-tier municipalities, in consultation with lower-tier municipalities, will, through a municipal comprehensive review, provide policy direction to implement this Plan, including...</p> <p>b) identifying minimum density targets for strategic growth areas, including any urban growth centres or major transit station areas, in accordance with this Plan;</p> |
| <p>5.2.5 Targets – Section 5.2.5.3</p> | <p>For the purposes of implementing the minimum intensification and density targets in this Plan, upper- and single-tier municipalities will, through a municipal comprehensive review, delineate the following in their official plans, where applicable:</p> <p>a) delineated built-up areas;</p> <p>b) urban growth centres;</p> <p>c) major transit station areas;</p> <p>d) other strategic growth areas for which a minimum density target will be established; and</p> <p>e) excess lands.</p> |
| <p>Chapter 7 - Definitions</p> | <p>Major Transit Station Area 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.</p> |

Region of Peel Official Plan

The Region of Peel Official Plan currently conforms with the Growth Plan, 2006 and the Provincial Policy Statement, 2005. The current official plan policies do not reflect the new PPS and Growth plan requirements around planning for major transit station areas.

Existing policies in the plan refer to supporting planning for major transit station areas as a part of the Regions strategy for supporting intensification but no specific MTSAs are identified in the Regions plans.

| Section | Policy Requirement |
|--|---|
| 5.3.3 Urban Growth Centres and Regional Intensification Corridor - Section 5.5.3.2.3 | Accommodate intensification within urban growth centres, intensification corridors nodes and major transit station areas and any other appropriate areas within the built-up area. |
| 5.3.3 Urban Growth Centres and Regional Intensification Corridor Section - 5.3.3.2.5 | requires the area municipalities where appropriate to identify major transit station areas in their official plans to support increased densities and the viability of transit. |
| 5.5 Growth Management - 5.5.3.2.7 | Require the area municipalities to develop intensification strategies that, among other things, identify intensification areas such as urban growth centres, intensification corridors, urban nodes, major transit station areas and other intensification areas to support a mix of residential, employment, office, institutional and commercial development where appropriate, and to ensure development of a viable transit system. |
| 5.5 Growth Management - Section 5.5.1.1 | To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification particularly the urban growth centres, intensification corridors, and major transit service areas. |
| 5.5 Growth Management - Section 5.5.3.2.8 | Require the area municipalities to identify and establish minimum density targets for intensification areas which may include urban growth centres, intensification corridors, and major transit station areas. |
| 5.5 Growth Management - Section 5.5.4.2.5 | Encourage the area municipalities to require development around major transit station areas within the designated greenfield area to achieve a minimum density of 100 residents and jobs combined per hectare |
| 5.6 Employment Areas - 5.6.2.10 | Encourage high density employment uses such as major office and appropriate major institutional development to locate in urban growth centres, in proximity to major transit station areas, mobility hubs and areas |

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| | with existing frequent transit service or existing or planned higher order transit service. |
| 5.9 The Transportation System in Peel - 5.9.9.2.9 | Encourage parking operators at mobility hubs, major transit station areas and major commercial and employment areas to provide priority spaces for carpool and car-share vehicles. (Adopted and approved ROPA 22) |
| 7.7 Regional Planning Initiatives - Section 7.7.2.28 | Provide and support, where feasible, new, required improvements to, and upgrades of Regional infrastructure and services in urban growth centres, intensification corridors, urban nodes, major transit station areas, mobility hubs, and other intensification areas identified in Regional and area municipal official plans, and the Metrolinx Regional Transportation Plan. |
| 7.7 Regional Planning Initiatives - Section 7.7.2.29 | Develop and implement, in collaboration with the area municipalities, planning and financial tools, incentives and arrangements to promote and support intensification in urban growth centres, intensification corridors, urban nodes, major transit station areas, mobility hubs, and other intensification areas identified in Regional and area municipal official plans, and the Metrolinx Regional Transportation Plan |
| 7.7 Regional Planning Initiatives - Section 7.7.2.31 | Work in collaboration with different levels of government to provide incentives to attract high-density employment uses such as government and office buildings, and institutional, cultural, and entertainment facilities to urban growth centres, intensification corridors, urban nodes, major transit station areas, mobility hubs, and other intensification areas identified in Regional and area municipal official plans, and the Metrolinx Regional Transportation Plan. |
| Glossary - Major Transit Station Area | The area including and around any existing or planned rapid transit station or the area including and around a major bus depot in an urban core. Station areas are generally defined as the area within an approximate 500 metre radius of a transit station, representing about a 10-minute walk. |

The Regions Official Plan provides directions for the local municipalities to plan for and support development within MTSA. Specifically, the identification of Major Transit Station Areas as a part of an intensification strategy and encourages a minimum density of 100 residents and jobs per hectare in designated greenfield areas.

The directions as currently written are permissive and do not provide requirements to delineate and prescribe minimum densities for specific station areas.

Town of Caledon

The Town of Caledon's Official Plan provides direction on planning for MTSA through *Section 4.1.6 – Major Transit Station Study Areas*. The Caledon Official Plan identifies potential major transit station areas to support a Go Rail transit station in Bolton and enhanced bus service in Bolton. The potential station would serve as a transit-oriented development node to support growth in the Mayfield West and Bolton Rural Service Centres which are the focal points for growth in Caledon.

Further policies in the Town of Caledon official plan conceptually identify the study area of the Bolton and Mayfield West potential major transit station areas and provide direction for the Town to undertake a study to identify the boundaries, planned function, and develop a secondary plan for the area. Figure 1 of the Caledon Official Plan conceptually identifies a Major Transit Station Area in Bolton, but no conceptual location is identified in Mayfield West.

City of Brampton

The Official Plan for the City of Brampton identifies major transit station areas and mobility hubs as a part of their strategy for accommodate intensification, encourage transit-oriented development, and support the City's transit network. *Section 3.2.4 Major Transit Station Areas* identifies the following areas as major transit station areas:

- Bram West
- Fletcher's south at the Courthouse
- Bram East
- Bramalea City Centre
- Trinity Commons

Further direction is provided for each of the nodes identified to have their own mix of uses, scale, and densities based on each unique station function.

The Brampton Official Plan also includes *Section 3.2.5 - Mobility Hubs*. The term mobility hub is defined in the Brampton plan as major transit station areas where different modes of movement seamlessly intersect.

Mobility hubs are classified as Gateway hub which have an existing or planned level of regional rapid transit services and Anchor hubs which have regional rapid transit serviced by Go Transit and Brampton's higher order transit program. The following are the mobility hubs identified in Brampton's Official Plan:

- Steeles/Hurontario (Gateway Station)
- Bramalea Go (Gateway Station)
- Mt. Pleasant Go (Gateway Station)
- Downtown Brampton GO (Anchor Station)

The policies of Brampton's plan define station areas based on 'general walking distance' and encourage a planned density of 100 to 150 people and jobs per hectare for Gateway Stations and lands within the

vicinity of an Anchor Hub to be planned for the highest densities within an Urban Growth Centre (200 people and jobs per hectare).

Major Transit Station Areas and Mobility Hubs are identified on Schedule 1 – City Concept of the City of Brampton Official Plan.

City of Mississauga

The City of Mississauga Official Plan identifies Major Transit Station Areas as a part of their strategy to direct intensification growth. Schedule 2 – Intensification Areas identifies the following areas:

- Lakeshore West Go Line (2 stations)
- Hurontario LRT (21 stations)
- Milton Go Line (7 stations)
- 403 BRT (14 stations)
- 407 Transit Way (2 stations)
- Kitchener Go Line (1 station)

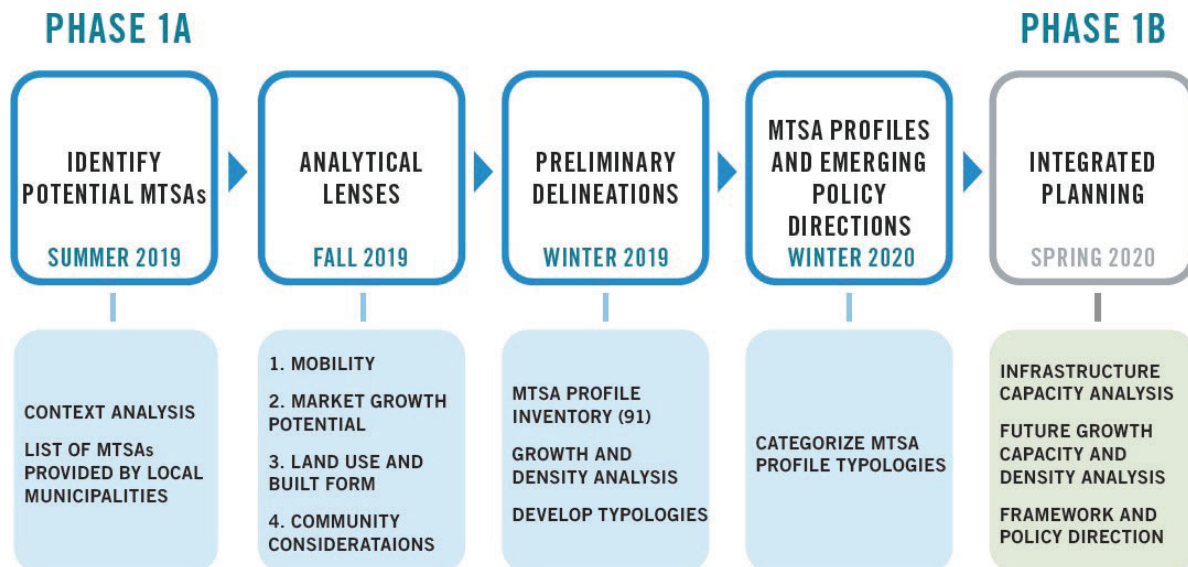
Section 5.5.3 of the City’s Official Plan states that planning studies will be completed to delineate the boundaries of Major Transit Station Areas and identify appropriate densities, land uses, and building heights. This includes the preparation of a local area plan as required for Major Transit Station Areas.

3. Regional Study

In 2019, the Region of Peel commenced a study as a part of the Peel 2041 Official Plan Review to examine Major Transit Station Areas across the Region to meet the new requirements and directions for major transit station areas. The objectives of the Regional study is to work collaboratively with the local municipalities to identify, delineate, prioritize, and develop a regional planning framework for MTSAs.

The study consists of two phases aimed at assessing the current conditions of MTSAs in Peel and developing a policy framework to prioritize the various stations across peel. See work program below:

Figure 1 – Study Process



Background

Working collaboratively with the local municipalities the Region has completed the [Regional Major Transit Station Area Phase 1A Report](#). The Report identifies 9 potential corridors and 4 transit hubs to be assessed and considered across the Region. This includes the corridors/stations identified in the official plans of the local municipalities, corridors identified as priority in the Growth Plan, 2019, and emerging corridors being considered through local study such as Dundas Street in Mississauga and Queen Street in Brampton. The table below lists the corridors/hubs and basis in the study:

| Corridors/Hubs | Municipality | Basis |
|--|-------------------------|--|
| Hurontario | Mississauga Brampton | <ul style="list-style-type: none"> Local Official Plan Growth Plan, 2019 |
| Lakeshore West Go | Mississauga | <ul style="list-style-type: none"> Local Official Plan Growth Plan, 2019 |
| Kitchener Go | Mississauga Brampton | <ul style="list-style-type: none"> Local Official Plan Growth Plan, 2019 |
| Milton Go | Mississauga | <ul style="list-style-type: none"> Local Official Plan |
| 403 BRT/Eglington West LRT | Mississauga | <ul style="list-style-type: none"> Local Official Plan Growth Plan, 2019 |
| 407 BRT | Mississauga Brampton | <ul style="list-style-type: none"> Local Official Plan (Miss) Local request in study |
| Lakeshore Road BRT | Mississauga | <ul style="list-style-type: none"> Local request in study |
| Transit Hubs - <i>Bramalea</i> - <i>Trinity Common</i> - <i>Steeles/Mississauga Rd</i> - <i>Mayfield West</i> | Brampton Caledon | <ul style="list-style-type: none"> Local Official Plan |
| Dundas BRT | Mississauga | <ul style="list-style-type: none"> Local request in study |
| Queen Street BRT | Brampton | <ul style="list-style-type: none"> Local request in study |

Along each corridor and transit hub there is a total of approximately 91 major transit station areas identified, profiled, assessed and grouped in the Phase 1A report (See **Appendix I** for potential MTSAs in Peel). The Phase 1A report assessment and directions will provide the basis to inform the integrated planning work to be undertaken in Phase 1B of the study.

Phase 1A Report Assessment

Each station area as identified through the profiles, is assessed based on a framework of analytical criteria to determine current conditions and groupings for future direction. The assessment lens included consideration for:

- Mobility
- Market Growth and Potential
- Land Use and Built Form
- Community Considerations

The initial finding and subsequent groupings outline a consistent message that each station has its own unique circumstances that will require a tailored approach to addresses opportunities and constraints

across the station areas. The grouping referred to as ‘MTSA types’ represent a general distinction between MTSA categories to inform the necessary strategic planning to unlock station potential that reflects the community context and vision. For example, the ‘Flood Risk’ category is intended to group stations where existing TRCA data shows some vulnerabilities, however this does not preclude future planning, but informs additional consideration to confirm existing mitigation measures.

Figure 2 – Station Types

| | | |
|---|---|--|
| <p>STATION READY</p> <p>Station Ready MTSA score highly across all four analytical lenses. They exhibit strong mobility and connections, market potential, land use and community considerations.</p> | <p>STRONG MOBILITY / COMMUNITY</p> <p>Strong Mobility and Community MTSA score well in the mobility and community lenses, but poorly when it comes to market potential and land use.</p> | <p>MARKET PUSH</p> <p>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 land and land parcel characteristics support intensification.</p> |
| <p>STRATEGIC ALIGNMENT</p> <p>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.</p> | <p>MARKET LAG</p> <p>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, the development pipeline and land parcel characteristics.</p> | <p>FLOOD RISK</p> <p>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.</p> |
| <p>STRONG MARKET / PLANNING</p> <p>The Strong Market and Planning type score well in the market and land use planning lens but poorly in the mobility and community lenses.</p> | <p>LIMITED POTENTIAL</p> <p>Limited Potential MTSA score poor to moderately across all analytical lenses. They exhibit poor mobility and connections, market potential, land use and community considerations.</p> | |

The MTSA types groupings start to craft a narrative regarding the strategic approach required to support each station to support the objectives of major transit station area. The ‘station ready’ grouping is identified as stations that are well positioned across all of the analytical lens and could proceed as a MTSA today.

Delineation and densities

The process undertaken by the Region and local municipalities to delineate the boundaries of the major transit station areas was a stepped approach. Consideration was given to an area within an 800m radius of a station or stop with consideration for key opportunities and constraints on the boundary periphery and the location of community assets and facilities within the station areas. Figure 2 illustrates a conceptual example.

91 MTSA were profiled based on feedback received from the location municipalities with 84 stations having preliminary boundaries. I should be noted that the conceptual example in *figure 2* represented a best-case scenario. In application, delineations are more complex and factors such as

Figure 3 – Conceptual delineation



Source: Ministry of Municipal Affairs, Guide to Intensification and Density Targets 2018

infrastructure and highway corridors, environmental features, built forms with limited potential, and employment areas limit having uniform boundary delineations.

As part of the MTSA profiles, the number of persons and jobs per hectare has 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 the target density identified in *A Place to Grow: Growth Plan for the Greater Golden Horseshoe*. It should be noted that the target density is only applicable to the preliminary delineated area, and the 800m density is provided for context only. As a part of the Phase 1B work, the preliminary boundary and existing densities will be examined to determine the appropriate transit-supportive density for each station area. See **Appendix II** for MTSA profiles.

Emerging Framework

The Phase 1A report concludes with an emerging framework that denotes where policy and implementation priorities are in close alignment to support Major Transit Station Areas in the near term. This includes both policy structure, land use and built form, and higher order transit delivery to establish a preliminary prioritization of stations (high, medium, low) to frame station conditions based on the current context.

The majority of high priority MTSA's are located within existing Growth Plan policy areas such as Urban Growth Centres (i.e. downtown Mississauga and downtown Brampton) where planning work has already been undertaken to support transit supportive built forms and existing policies support higher density-built forms. In addition, high priority areas are generally supported by existing frequent and planned higher order transit infrastructure such as the Light Rail Transit infrastructure to be constructed along the Hurontario Street corridor.

The following stations are identified as high priority based on current conditions and are well positioned to support the objectives of Major Transit Station Areas based on the emerging framework of the Phase 1A Study:

| Station Name | Corridor | Municipality | GP Priority | *Estimated density |
|------------------------------|-----------------------|--------------|----------------|--------------------|
| 68- Fairview | Hurontario | Mississauga | Y | 177 p/j per ha |
| 69- Burnhamthorpe | Hurontario | Mississauga | Y | 376 p/j per ha |
| 72 - Robert Speck | Hurontario | Mississauga | Y | 211 p/j per ha |
| 75 - Matheson | Hurontario | Mississauga | Y | 160 p/j per ha |
| 66 - Queensway | Hurontario | Mississauga | Y | 359 p/j per ha |
| 83 - North Service | Hurontario | Mississauga | Y | 473 p/j per ha |
| 71 - Duke of York | Hurontario | Mississauga | N | 206 p/j per ha |
| 70 - Main | Hurontario | Mississauga | N | 273 p/j per ha |
| 10 - Mount Pleasant | Kitchener Go | Brampton | Y | 18 p/j per ha |
| 13 - Gateway Terminal | Hurontario | Brampton | Y | 85 p/j per ha |
| 55 - City Centre | Hurontario/403 BRT | Mississauga | Y | 55 p/j per ha |
| 73 - Eglinton | Hurontario | Mississauga | Y | 142 p/j per ha |
| 11 - Brampton | Kitchener Go | Brampton | Y | 60 p/j per ha |
| 80 - Dundas | Hurontario | Mississauga | Y | 204 p/j per ha |

*2016 data, GP – Growth Plan

The emerging framework also identified a number of stations within the low and medium prioritization grouping based on the current conditions. These stations are not quite ‘station ready’ and require further discussion with the local municipalities and stakeholders to determine the type of policy intervention or level of investment that would be required to support the evolution of the transit station or stop to support the policy objectives of major transit station areas. The emerging framework is cap stoned with general recommendations to be followed up in Phase 1B of the study.

The next phase of the MTSA study (Phase 1B) will advance the current conditions analysis and emerging framework by strategically accessing how the stations identified may advance during and beyond the planning horizon and the opportunities and constraints that may impact timing. This will include and assessment on growth capacity, infrastructure needs and timing, and future land uses to determine the needs of each station to meet the intent and objectives of major transit station areas.

The study will conclude with final policy directions to inform Regional Official Plan policy on the identification and delineation on major transit station areas, minimum/alternative densities, and a framework to guide the local municipalities undertaking implementation planning.

4. Policy Directions

The provincial planning framework for Major Transit Station Areas has evolved since previous iterations. Policies in the Planning Act, Provincial Policy Statement 2020, and Growth Plan, 2019 place an increased emphasis on the integration of land use planning and transit to support higher density employment and residential development that can leverage transit investments.

While both the Region and local official plans have policies that require the identification on Major Transit Station Areas and encourage transit-supportive development, new provincial policies require more detailed planning work to be undertaken to ensure Regional policies and local official plan and zoning by-laws provide an as-of-right policy framework to facilitate transit-supportive development where higher-order transit currently exists or is planned.

To respond to the new policy regime around Major Transit Station Areas, the Region in collaboration with the local municipalities are undertaking a study to support a made in Peel approach to planning for Major Transit Stations and future transit investments. The following policy directions reflect the new requirements in provincial planning and preliminary findings from the Phase 1A MTSA Study.

| Proposed Directions |
|---|
| As a part of Phase 1B, work with the local municipalities to build on the emerging framework to identify the (low, medium, and high) priority Major Transit Station Areas that will be delineated in the Regions Official Plan based on provincial requirements and broader considerations including local priorities and strategic opportunities |
| Establish minimum and/or alternative density targets for the MTSAs that will be delineated in the Regions Plan |

| |
|---|
| Consolidate the existing policies on Major Transit Station Areas in the Regional Official Plan into a new section as a part of the 'Urban System' that addresses the new provincial requirements. |
| Create a new schedule in the Regional Official Plan to accommodate the delineation of Major Transit Station Areas in the Region |
| Add a policy in the Regional Official Plan that outlines a high-level typology for consideration of the different types of MTSAs across the Region and their potential to accommodate transit supportive densities. |
| Work with the local municipalities to identify minimum and/or alternative planned densities for Major Transit Station Areas through Phase 1B of the Regional Major Transit Station Areas Study |
| Work with the local municipalities to identify and determine which MTSAs will be conceptually identified in the Regional Official Plan for future transit supportive development. |
| Create a new table in the Official Plan that prescribes the minimum densities for all Major Transit Station Areas to be delineated in the Regional Official Plan |
| Update the definition of Major Transit Station Areas to reflect the new definition prescribed in the Growth Plan, 2019 |
| Add a definition for higher order transit as defined in the Growth Plan, 2019 |
| Add a new policy to the Regional Official Plan that requires the local municipalities to undertake detailed implementation planning for Major Transit Stations delineated in the Regional Official Plan |
| Add policies in the Regional Official Plan that protects MTSAs for future transit supportive uses |

5. Next Steps

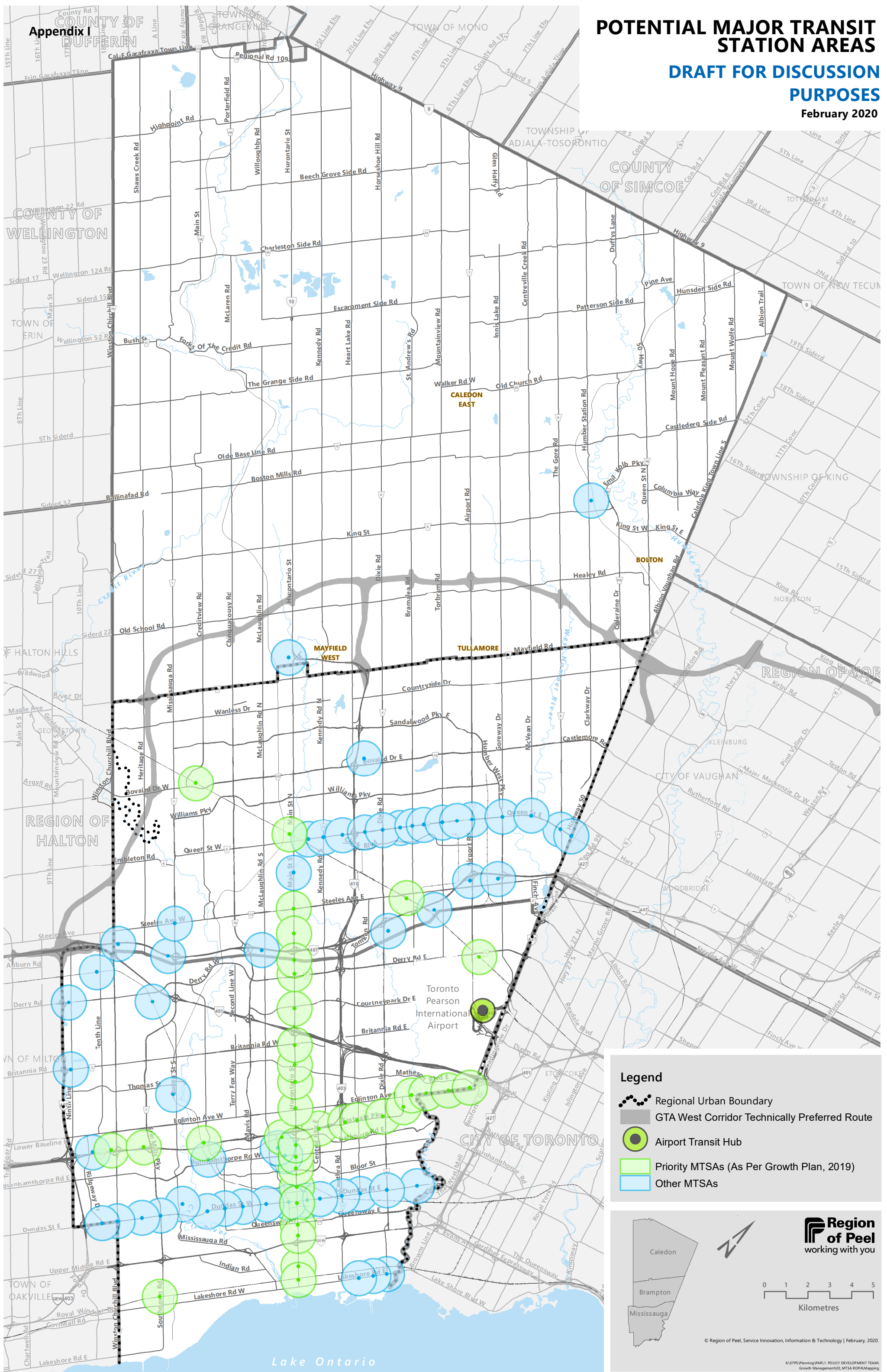
Planning for Major Transit Station Areas are an integral part of the intensification strategy of municipalities to achieve the objectives of the Growth Plan, 2019 to develop compact communities that leverage transit supportive communities. The development of station areas in Peel will support transit supportive mixed-use developments and could be an important catalyst for office development.

Staff will continue to work with the local municipalities to finalize Phase 1B of the Regional Major Transit Station Area study to develop a made in Peel policy framework that utilizes the planning tools available to meet provincial, regional, and local priorities and objectives. This includes providing direction on Major Transit Station Areas that are within Provincially Significant Employment Zones or viable employment areas and distinguishing between the MTSA that will be delineated in the Regions plan and the stations identified for future transit supportive development.

POTENTIAL MAJOR TRANSIT STATION AREAS

DRAFT FOR DISCUSSION PURPOSES

February 2020



Legend

- Regional Urban Boundary
- GTA West Corridor Technically Preferred Route
- Airport Transit Hub
- Priority MTSAs (As Per Growth Plan, 2019)
- Other MTSAs

Region of Peel
working with you

0 1 2 3 4 5
Kilometres

© Region of Peel, Service Innovation, Information & Technology | February, 2020.

KLETPS (Planning) PAR 1. POLICY DEVELOPMENT TEAM
Growth Management 033_MTSA ROPM Mapping

**Major Transit
Station Area
Focus Area**
Policy Directions Report



Appendix II – Draft MTSA Profiles

May 2020

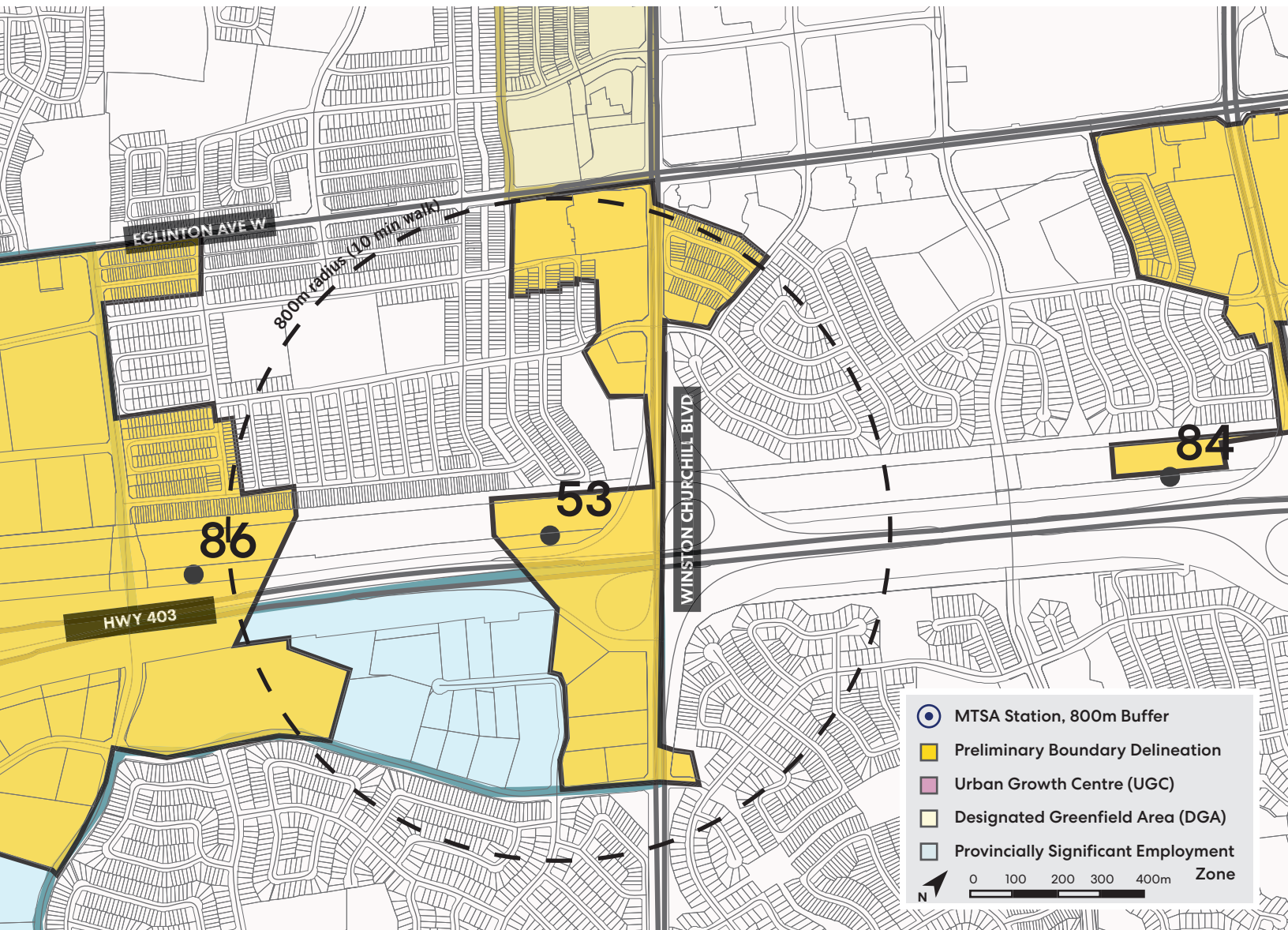
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Section 1: Map of MTSAs by Transit Line

Section 2: 403 Bus Rapid Transit / Mississauga Transitway

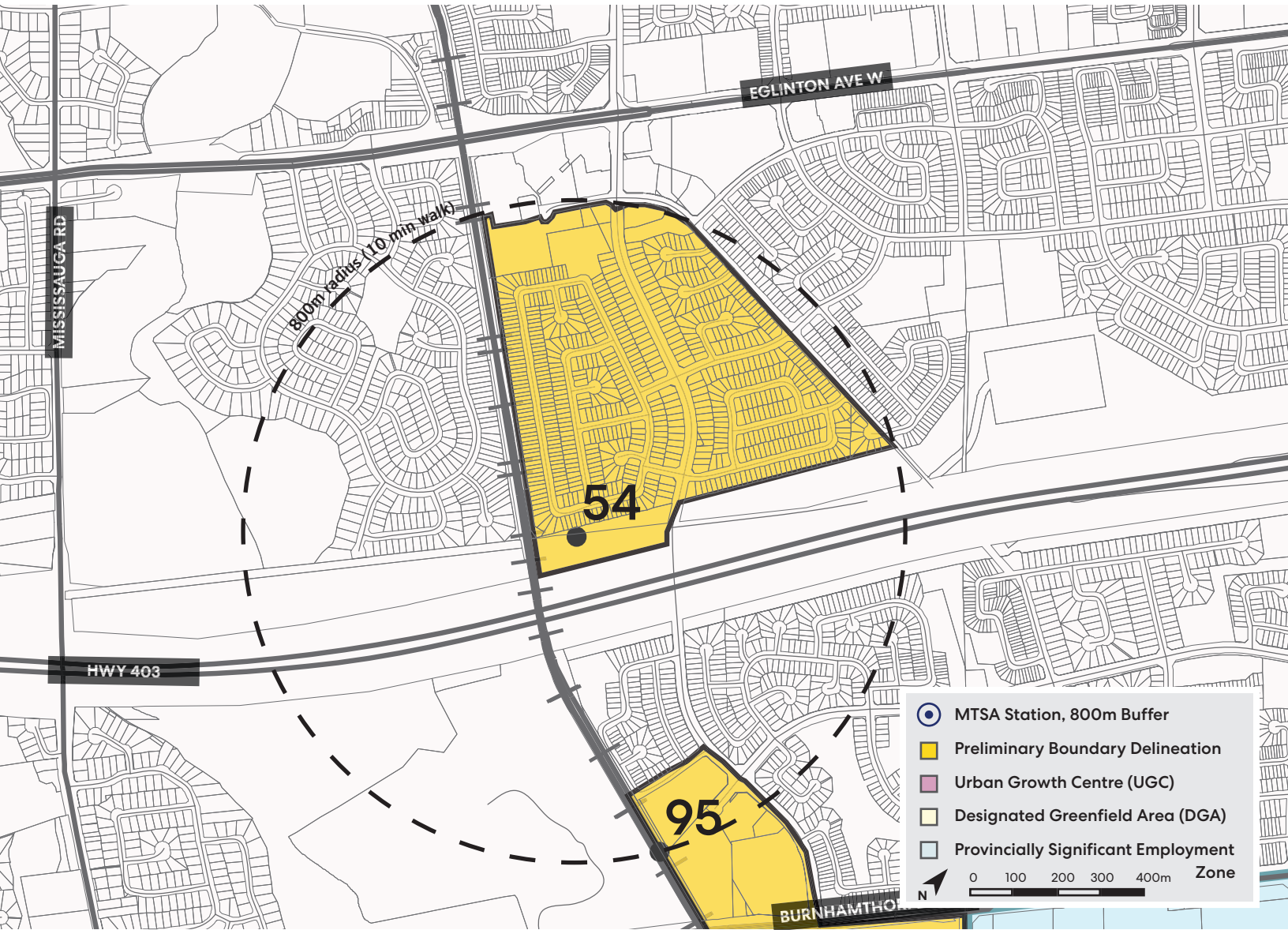


| | |
|--|--------------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 39 |
| Population | 1,409 |
| Employment | 535 |
| Total Density (ppj/ha) | 50.3 |
| Additional People and Jobs to Achieve Target Density (ppj) | 4,200 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 7,790 |
| Employment | 2,044 |
| Total Density (ppj/ha) | 48.9 |

| | | | |
|----------------------|----------------------------|--------------------------|----------------------------------|
| Station: | Winston Churchill | Corridor Type: | Priority Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | 403 BRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Strategic Alignment |
| MOBILITY | <ul style="list-style-type: none"> Winston Churchill Transitway Station, 403 BRT Hwy 403 Interchange, poor pedestrian and cyclist facilities and experience |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> High availability of vacant land No current development pipeline activity Irregular parcel configurations |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Low flood risk Provincially Significant Employment Zone, GP Built Up Urban Area, Designated Greenfield Area |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Proximity to sports and recreational facilities (Jon C Pallett Park), north of Hwy 403 Proximity to elementary schools north of Hwy 403 |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

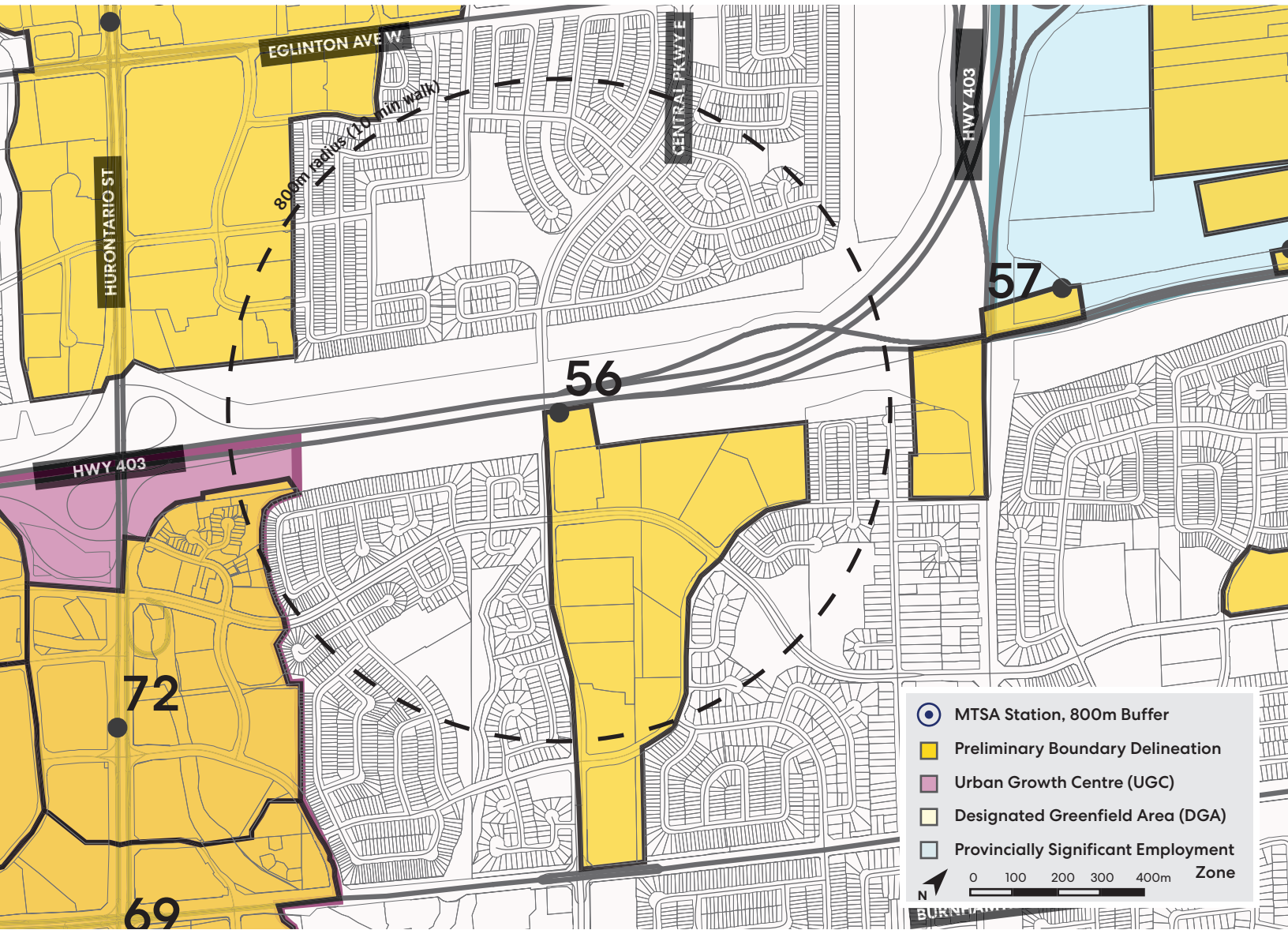


| | |
|--|--------------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 51 |
| Population | 2,048 |
| Employment | 128 |
| Total Density (ppj/ha) | 42.5 |
| Additional People and Jobs to Achieve Target Density (ppj) | 6,000 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 6,417 |
| Employment | 496 |
| Total Density (ppj/ha) | 34.4 |

| | | | |
|----------------------|---------------------|--------------------------|---------------------------|
| Station: | Creditview | Corridor Type: | Priority Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | 403 BRT | Target Density: | 160 ppj/ha |





| | |
|------------------------------------|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Limited Potential |
| MOBILITY | <ul style="list-style-type: none"> No direct access to MTSA Little to no potential for mobility improvements Barrier to access across GO rail corridor east-west |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> No availability of vacant land No development pipeline activity Limited parcels for intensification |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Low flood risk Primarily low-density residential GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Proximity to sports and recreational facilities |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

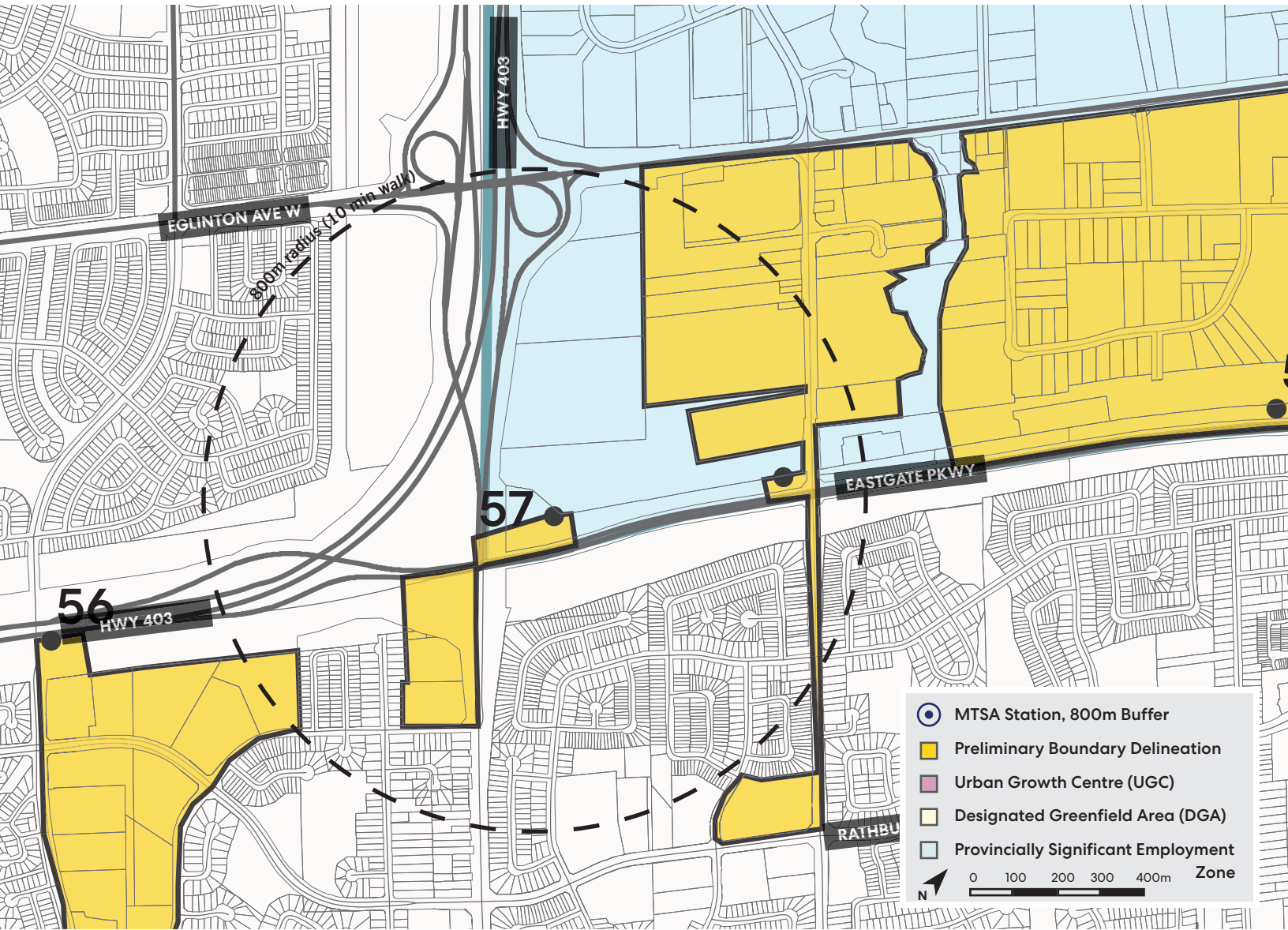


| | |
|--|--------------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 35 |
| Population | 1,557 |
| Employment | 138 |
| Total Density (ppj/ha) | 48.6 |
| Additional People and Jobs to Achieve Target Density (ppj) | 3,900 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 8,752 |
| Employment | 970 |
| Total Density (ppj/ha) | 48.4 |

| | | | |
|----------------------|---------------------|--------------------------|---------------------------|
| Station: | Central Parkway | Corridor Type: | Priority Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | 403 BRT | Target Density: | 160 ppj/ha |

| | |
|--|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Strong Mobility and Community |
| MOBILITY  | <ul style="list-style-type: none"> MiWay Bus service Pedestrian and cyclist infrastructure |
| MARKET AND GROWTH POTENTIAL  | <ul style="list-style-type: none"> Low availability of vacant land No development pipeline activity Current uses include schools |
| LAND USE AND BUILT FORM  | <ul style="list-style-type: none"> Moderate flood risk and environmentally sensitive lands Barrier for concentrated growth north of Hwy 403 Urban Growth Centre, GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS  | <ul style="list-style-type: none"> Proximity to sports and recreational facilities Community serving amenities and schools |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

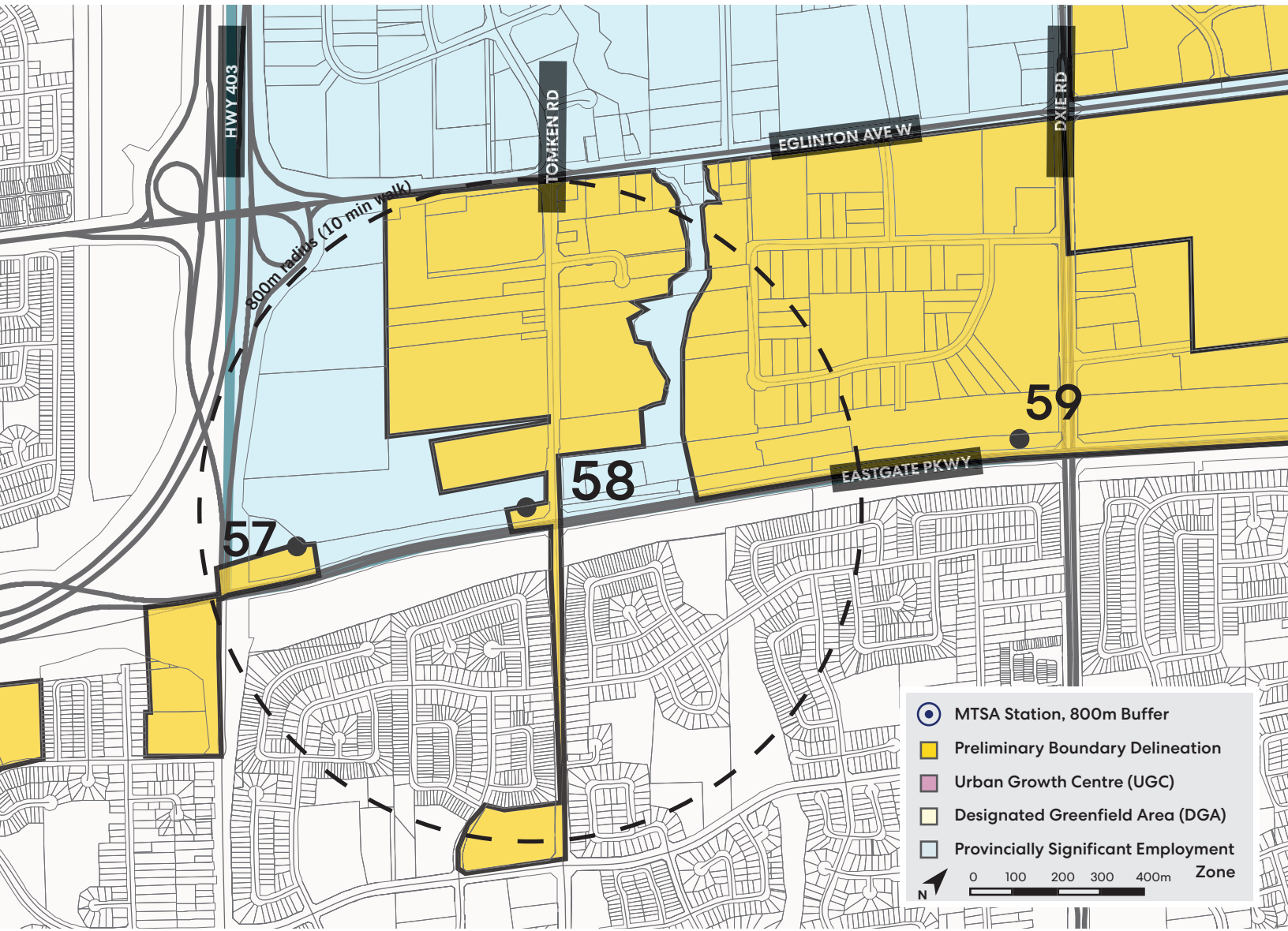




| | |
|--|-------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 8 |
| Population | 291 |
| Employment | 57 |
| Total Density (ppj/ha) | 42.0 |
| Additional People and Jobs to Achieve Target Density (ppj) | 1,000 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 5,179 |
| Employment | 1,655 |
| Total Density (ppj/ha) | 34.0 |

| | | | |
|----------------------|---------------------|--------------------------|---------------------------|
| Station: | Cawthra | Corridor Type: | Priority Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | 403 BRT | Target Density: | 160 ppj/ha |





| | |
|------------------------------------|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Limited Potential |
| MOBILITY | <ul style="list-style-type: none"> Cawthra Transitway Station 403 BRT Limited pedestrian and cyclist infrastructure Access barrier at Hwy 403 interchange |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> High availability of vacant land No development pipeline activity Irregular parcel configuration |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Moderate flood risk GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Limited sports and recreational facilities Limited community facilities and amenities |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

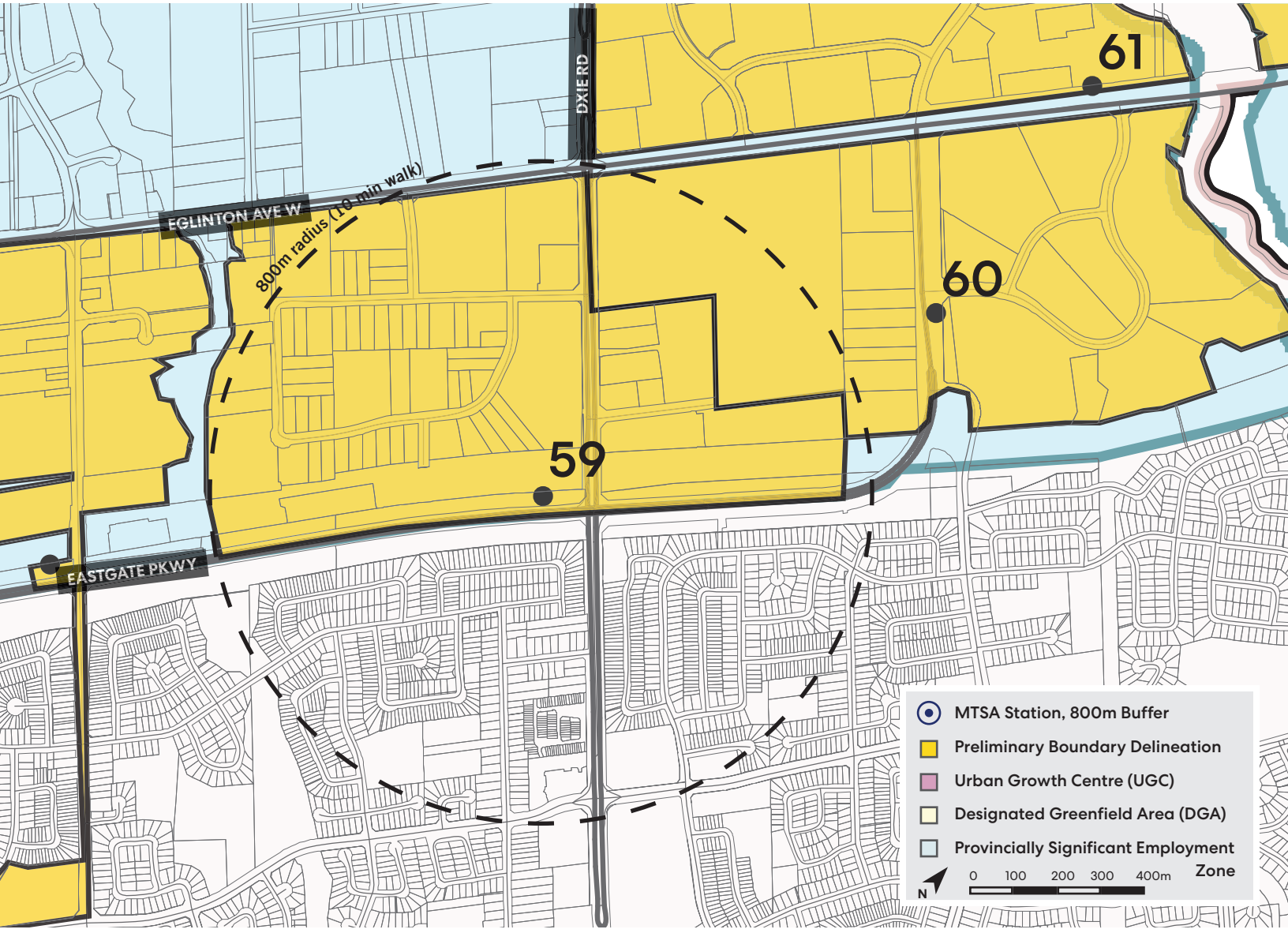


| | |
|--|--------------|
| MTSA Preliminary Boundary Delineation  | |
| Area (ha) | 49 |
| Population | 198 |
| Employment | 832 |
| Total Density (ppj/ha) | 21.1 |
| Additional People and Jobs to Achieve Target Density (ppj) | 6,800 |
| MTSA 800m Radius  | |
| Area (ha) | 201 |
| Population | 3,691 |
| Employment | 2,284 |
| Total Density (ppj/ha) | 29.7 |

| | | | |
|----------------------|---------------------|--------------------------|---------------------------|
| Station: | Tomken | Corridor Type: | Priority Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | 403 BRT | Target Density: | 160 ppj/ha |

| | |
|--|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Market Push |
| MOBILITY  | <ul style="list-style-type: none"> Cawthra Transitway Station 403 BRT Limited pedestrian and cyclist infrastructure |
| MARKET AND GROWTH POTENTIAL  | <ul style="list-style-type: none"> High availability of vacant land No development pipeline activity Irregular parcel configuration |
| LAND USE AND BUILT FORM  | <ul style="list-style-type: none"> Moderate flood risk Provincially Significant Employment, GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS  | <ul style="list-style-type: none"> Limited sports and recreational facilities Limited community facilities and amenities |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

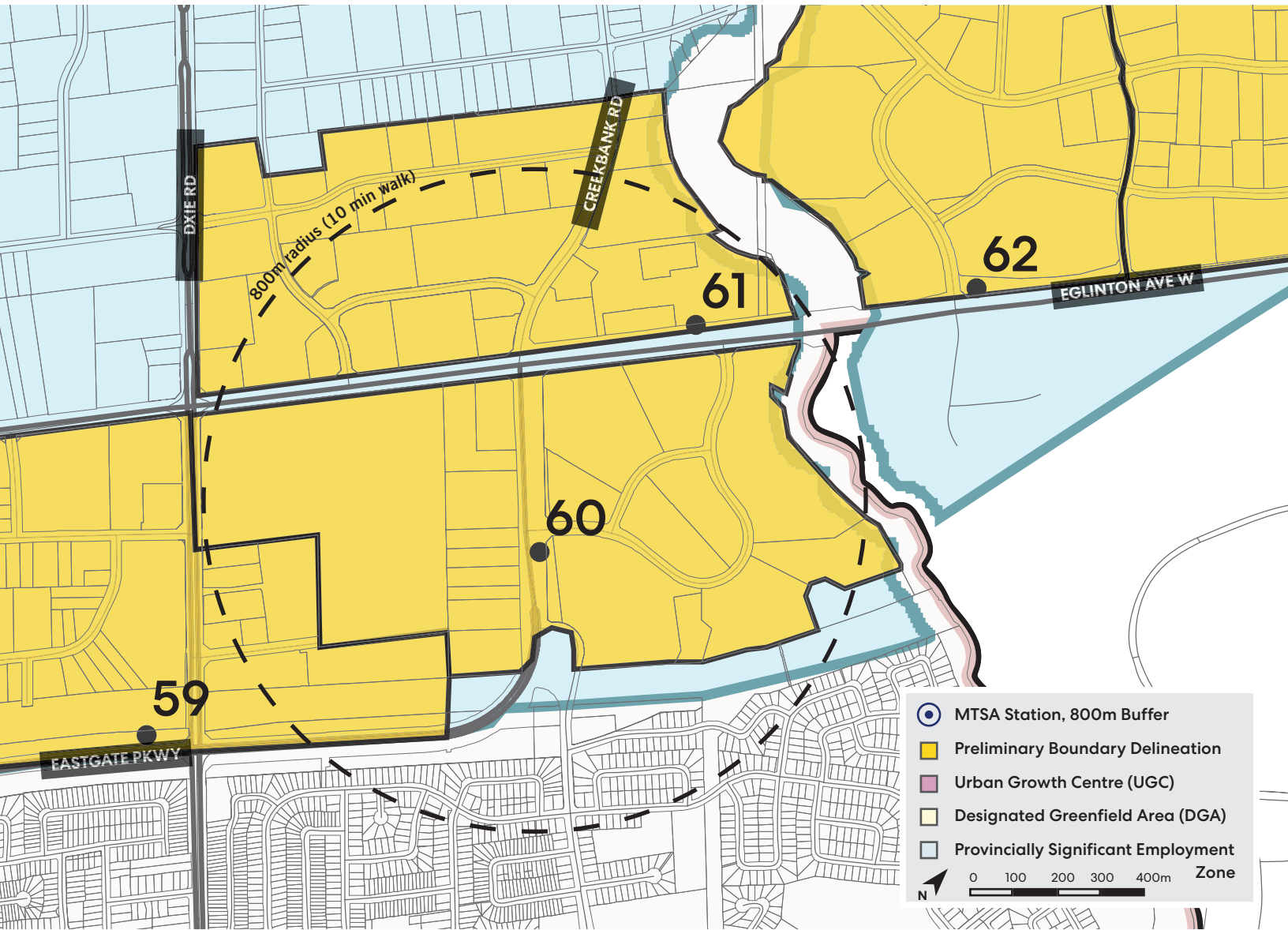




| | |
|--|--------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 93 |
| Population | 32 |
| Employment | 2,520 |
| Total Density (ppj/ha) | 27.4 |
| Additional People and Jobs to Achieve Target Density (ppj) | 12,400 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 3,649 |
| Employment | 4,047 |
| Total Density (ppj/ha) | 38.3 |

| | | | |
|----------------------|---------------------|--------------------------|---------------------------|
| Station: | Dixie | Corridor Type: | Priority Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | 403 BRT | Target Density: | 160 ppj/ha |





| | |
|------------------------------------|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Limited Potential |
| MOBILITY | <ul style="list-style-type: none"> Dixie Transitway Station 403 BRT Limited pedestrian and cyclist infrastructure |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> Moderate availability of vacant land No development pipeline activity |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Moderate flood risk Provincially Significant Employment, GP Built Up Urban Area Existing Light Industrial Use |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Limited sports and recreational facilities Landmarks: Dixie Park Mall |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

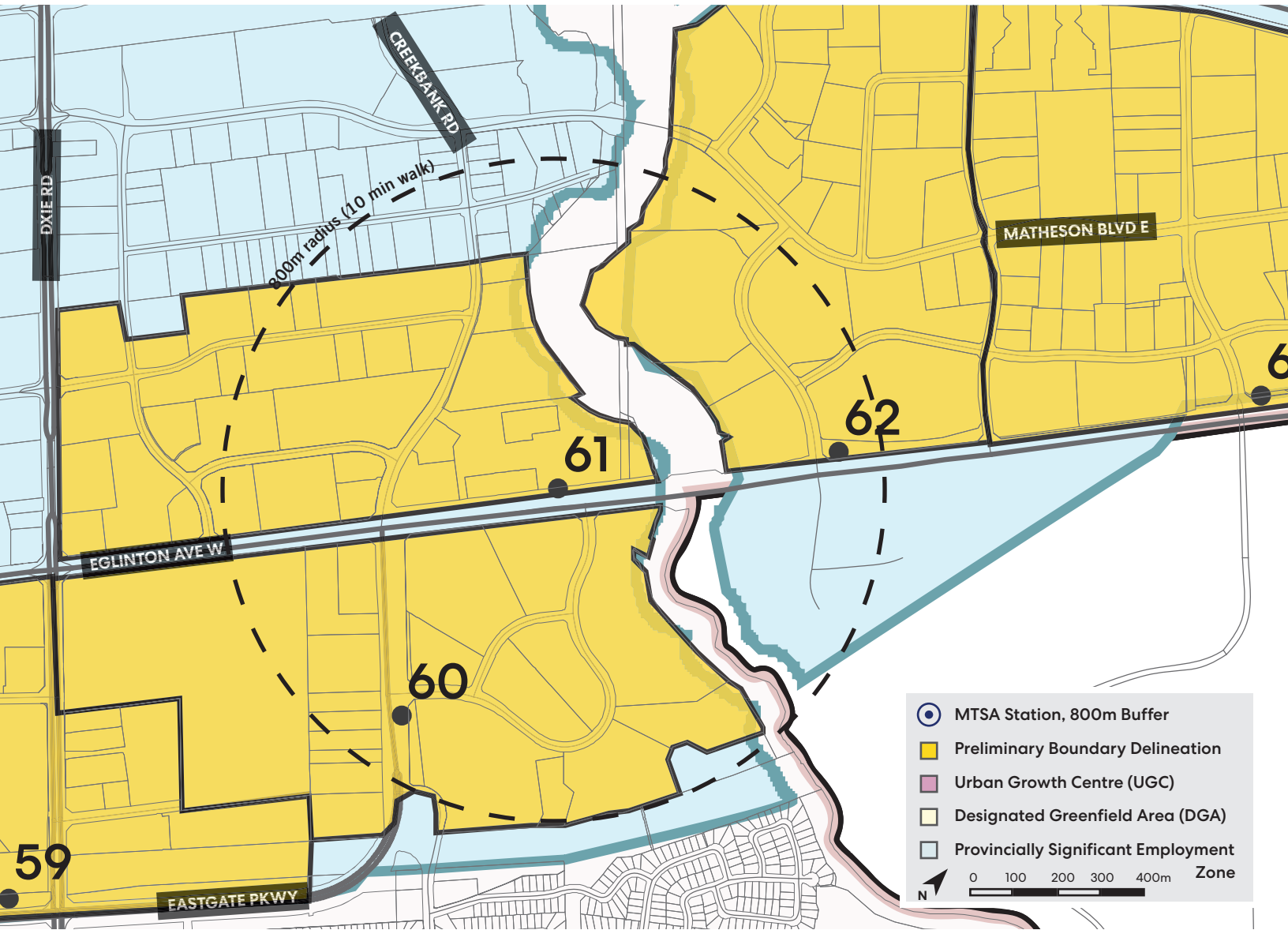


| | |
|--|--------|
| MTSA Preliminary Boundary Delineation  | |
| Area (ha) | 92 |
| Population | 0 |
| Employment | 5,687 |
| Total Density (ppj/ha) | 61.8 |
| Additional People and Jobs to Achieve Target Density (ppj) | 9,000 |
| MTSA 800m Radius  | |
| Area (ha) | 199 |
| Population | 1,735 |
| Employment | 13,461 |
| Total Density (ppj/ha) | 76.3 |

| | | | |
|----------------------|---------------------|--------------------------|---------------------------|
| Station: | Tahoe | Corridor Type: | Priority Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | 403 BRT | Target Density: | 160 ppj/ha |

| | |
|--|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Market Push |
| MOBILITY  | <ul style="list-style-type: none"> Etobicoke Creek Transitway Station 403 BRT Limited pedestrian and cyclist infrastructure |
| MARKET AND GROWTH POTENTIAL  | <ul style="list-style-type: none"> High availability of vacant land No development pipeline activity |
| LAND USE AND BUILT FORM  | <ul style="list-style-type: none"> Moderate flood risk Provincially Significant Employment, GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS  | <ul style="list-style-type: none"> Limited sports and recreational facilities Landmarks: TD Creekside Office, Canada Post Distribution Centre |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)



- MTSA Station, 800m Buffer
- Preliminary Boundary Delineation
- Urban Growth Centre (UGC)
- Designated Greenfield Area (DGA)
- Provincially Significant Employment Zone

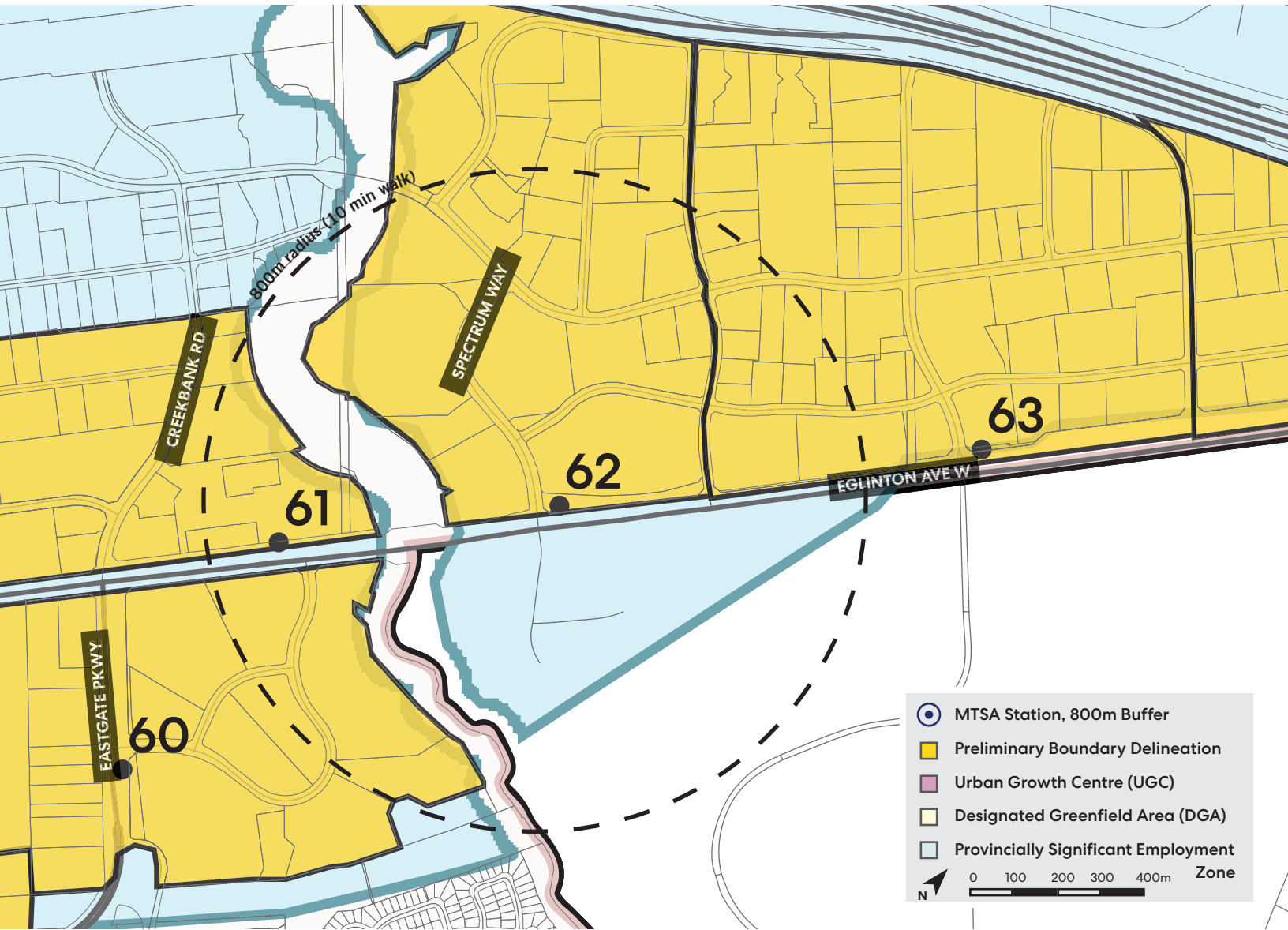
0 100 200 300 400m

| | |
|--|--------|
| MTSA Preliminary Boundary Delineation | |
| Area (ha) | 72 |
| Population | 0 |
| Employment | 7,143 |
| Total Density (ppj/ha) | 99.8 |
| Additional People and Jobs to Achieve Target Density (ppj) | 4,300 |
| MTSA 800m Radius | |
| Area (ha) | 178 |
| Population | 0 |
| Employment | 15,760 |
| Total Density (ppj/ha) | 88.3 |

| | | | |
|----------------------|---------------------|--------------------------|---------------------------|
| Station: | Etobicoke Creek | Corridor Type: | Priority Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | 403 BRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Market Push |
| MOBILITY | <ul style="list-style-type: none"> Etobicoke Creek Transitway Station 403 BRT Limited pedestrian and cyclist infrastructure |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> High availability of vacant land No development pipeline activity |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Moderate flood risk Provincially Significant Employment, GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Limited sports and recreational facilities Proximity to Etobicoke Creek Recreational Trail |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

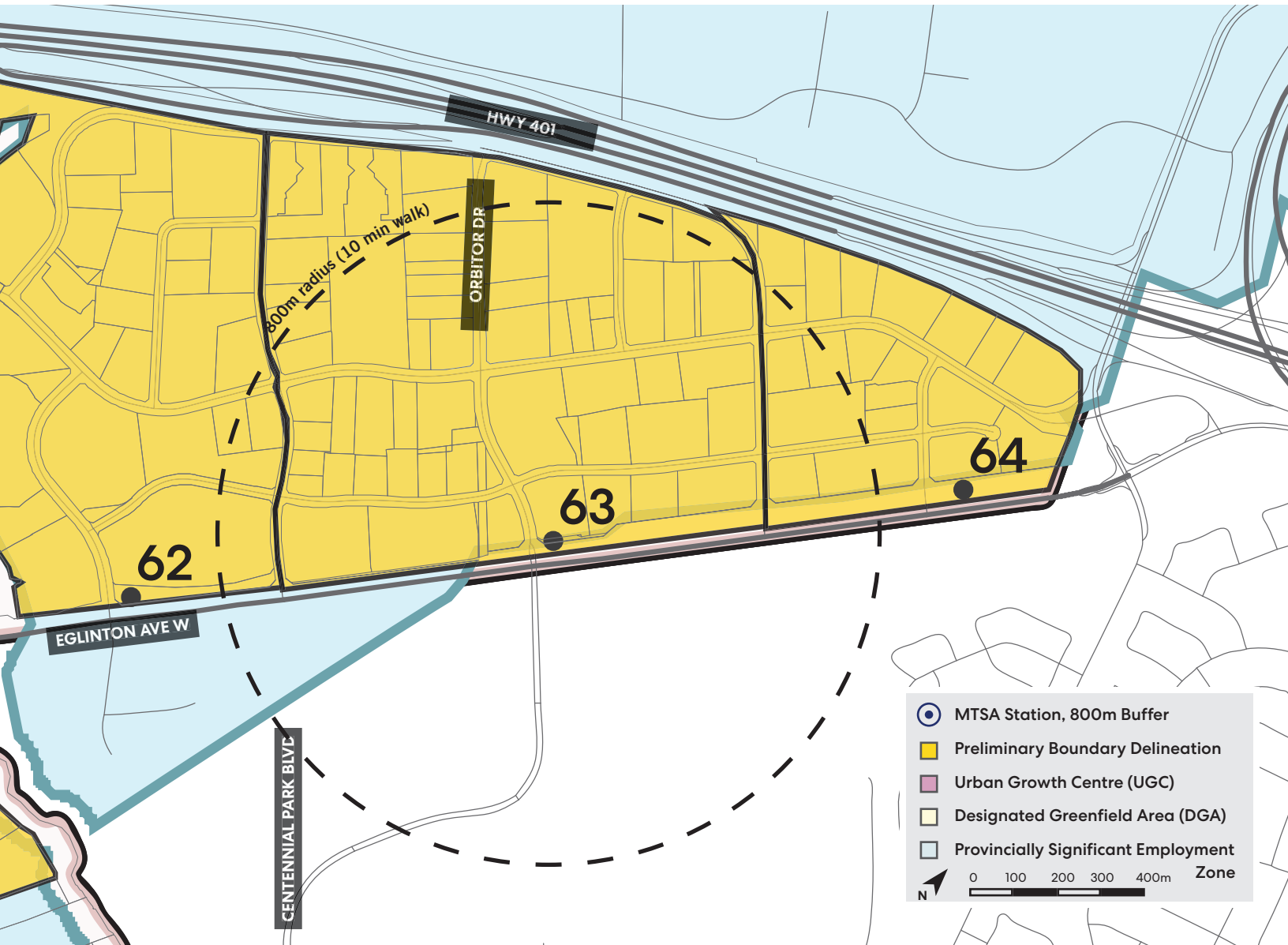


| | |
|--|--------------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 92 |
| Population | 0 |
| Employment | 5,919 |
| Total Density (ppj/ha) | 64.6 |
| Additional People and Jobs to Achieve Target Density (ppj) | 8,700 |
| MTSA 800m Radius ● | |
| Area (ha) | 130 |
| Population | 0 |
| Employment | 11,618 |
| Total Density (ppj/ha) | 89.6 |

| | | | |
|----------------------|---------------------|--------------------------|---------------------------|
| Station: | Spectrum | Corridor Type: | Priority Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | 403 BRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Limited Potential |
| MOBILITY | <ul style="list-style-type: none"> Spectrum Transitway Station 403 BRT Limited pedestrian and cyclist infrastructure |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> High availability of vacant land No development pipeline activity |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Moderate flood risk Provincially Significant Employment, GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Limited sports and recreational facilities Proximity to Etobicoke Creek Recreational Trail |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

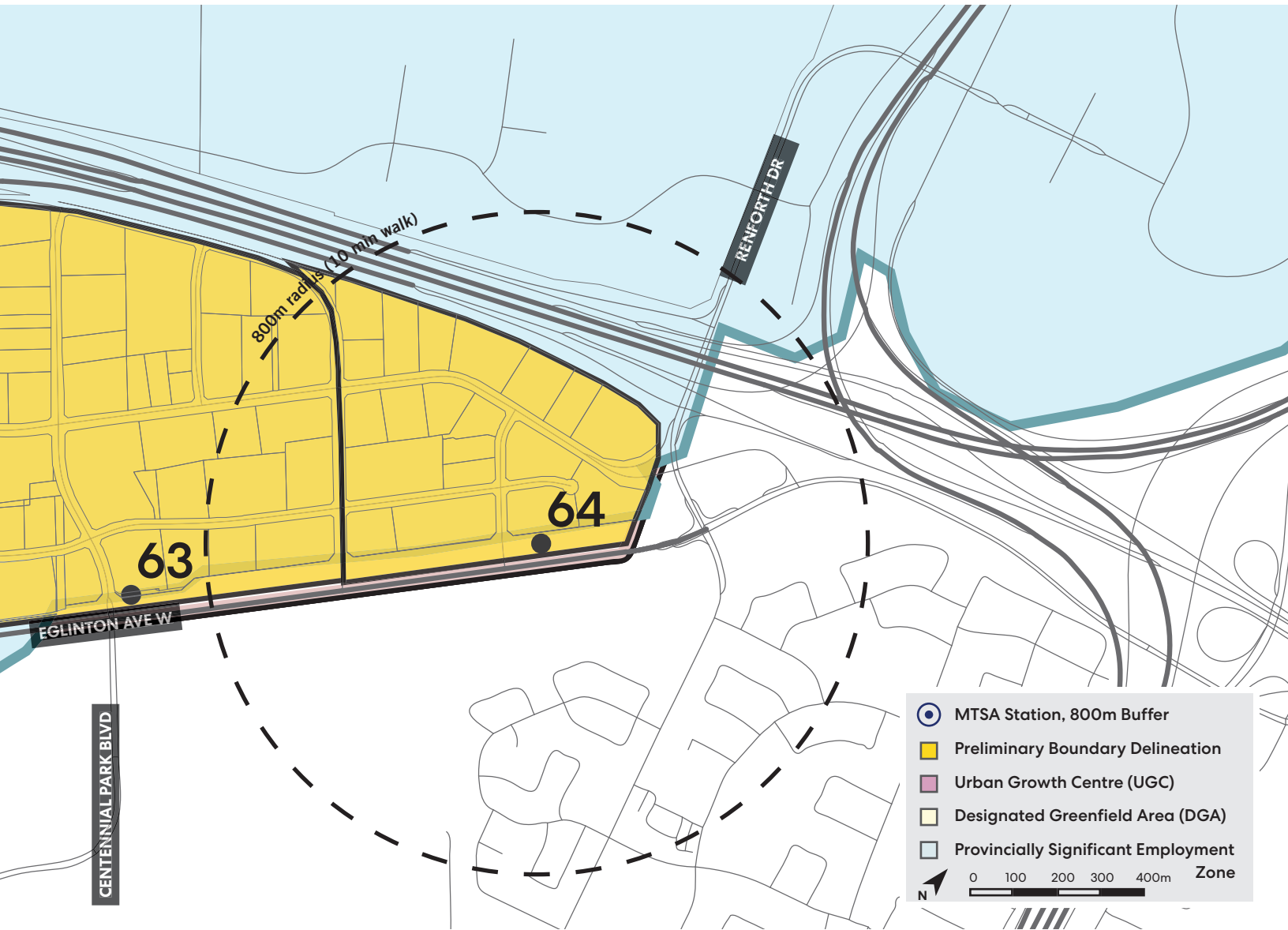


| | |
|--|--------------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 109 |
| Population | 0 |
| Employment | 9,416 |
| Total Density (ppj/ha) | 86.7 |
| Additional People and Jobs to Achieve Target Density (ppj) | 8,000 |
| MTSA 800m Radius ● | |
| Area (ha) | 106 |
| Population | 0 |
| Employment | 9,594 |
| Total Density (ppj/ha) | 90.1 |

| | | | |
|----------------------|----------------------------|--------------------------|----------------------------------|
| Station: | Orbitor | Corridor Type: | Priority Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | 403 BRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Limited Potential |
| MOBILITY | <ul style="list-style-type: none"> Orbitor Transitway Station 403 BRT Limited pedestrian and cyclist infrastructure |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> Moderate availability of vacant land No development pipeline activity |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Moderate flood risk Provincially Significant Employment, GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Proximity to sports and recreational facilities Landmarks: Centennial Park (City of Toronto) |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

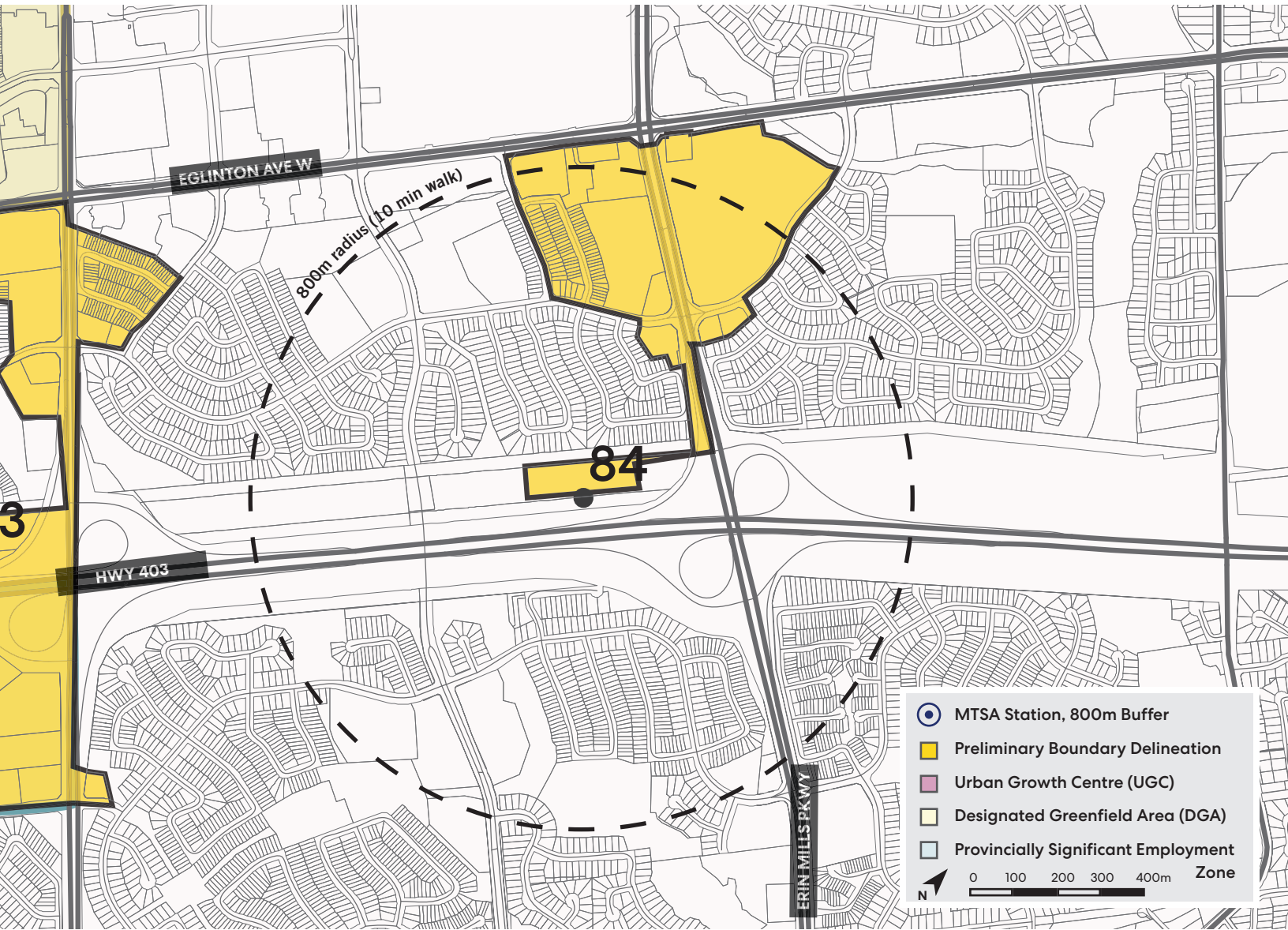


| | |
|--|-------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 61 |
| Population | 0 |
| Employment | 4,431 |
| Total Density (ppj/ha) | 72.2 |
| Additional People and Jobs to Achieve Target Density (ppj) | 5,400 |
| MTSA 800m Radius ● | |
| Area (ha) | 83 |
| Population | 0 |
| Employment | 7,748 |
| Total Density (ppj/ha) | 93.7 |

| | | | |
|----------------------|----------------------------|--------------------------|----------------------------------|
| Station: | Renforth | Corridor Type: | Priority Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | 104/Renforth |
| Corridor: | 403 BRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Limited Potential |
| MOBILITY | <ul style="list-style-type: none"> Renforth Transitway Station 403 BRT Limited pedestrian and cyclist infrastructure |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> Moderate availability of vacant land No development pipeline activity |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Moderate flood risk Provincially Significant Employment, GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Proximity to sports and recreational facilities Landmarks: Centennial Park (City of Toronto) |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)



MTSA Preliminary Boundary Delineation ■

| | |
|------------------------|-------|
| Area (ha) | 31 |
| Population | 445 |
| Employment | 1,649 |
| Total Density (ppj/ha) | 66.7 |

Additional People and Jobs to Achieve Target Density (ppj) 2,900

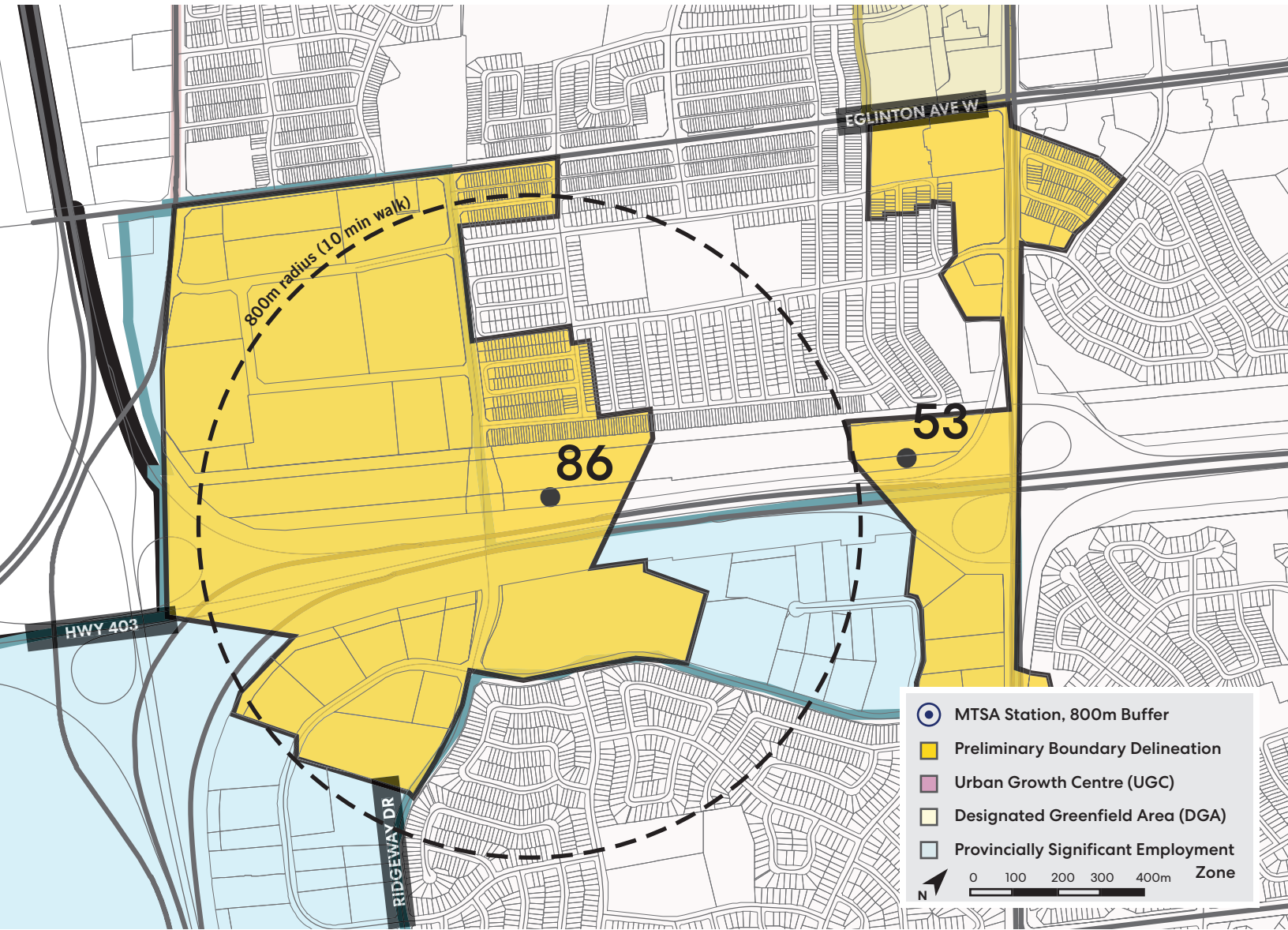
MTSA 800m Radius ●

| | |
|------------------------|-------|
| Area (ha) | 201 |
| Population | 5,733 |
| Employment | 1,437 |
| Total Density (ppj/ha) | 35.7 |

| | | | |
|----------------------|---------------------|--------------------------|---------------------------|
| Station: | Erin Mills | Corridor Type: | Priority Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | 403 BRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Strategic Alignment |
| MOBILITY | <ul style="list-style-type: none"> Erin Mills Transitway Station 403 BRT Limited pedestrian and cyclist infrastructure Primary Truck Route |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> Low availability of vacant land No development pipeline activity |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Low flood risk GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Landmarks: Credit Valley Hospital Limited access to sports and recreation facilities |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)



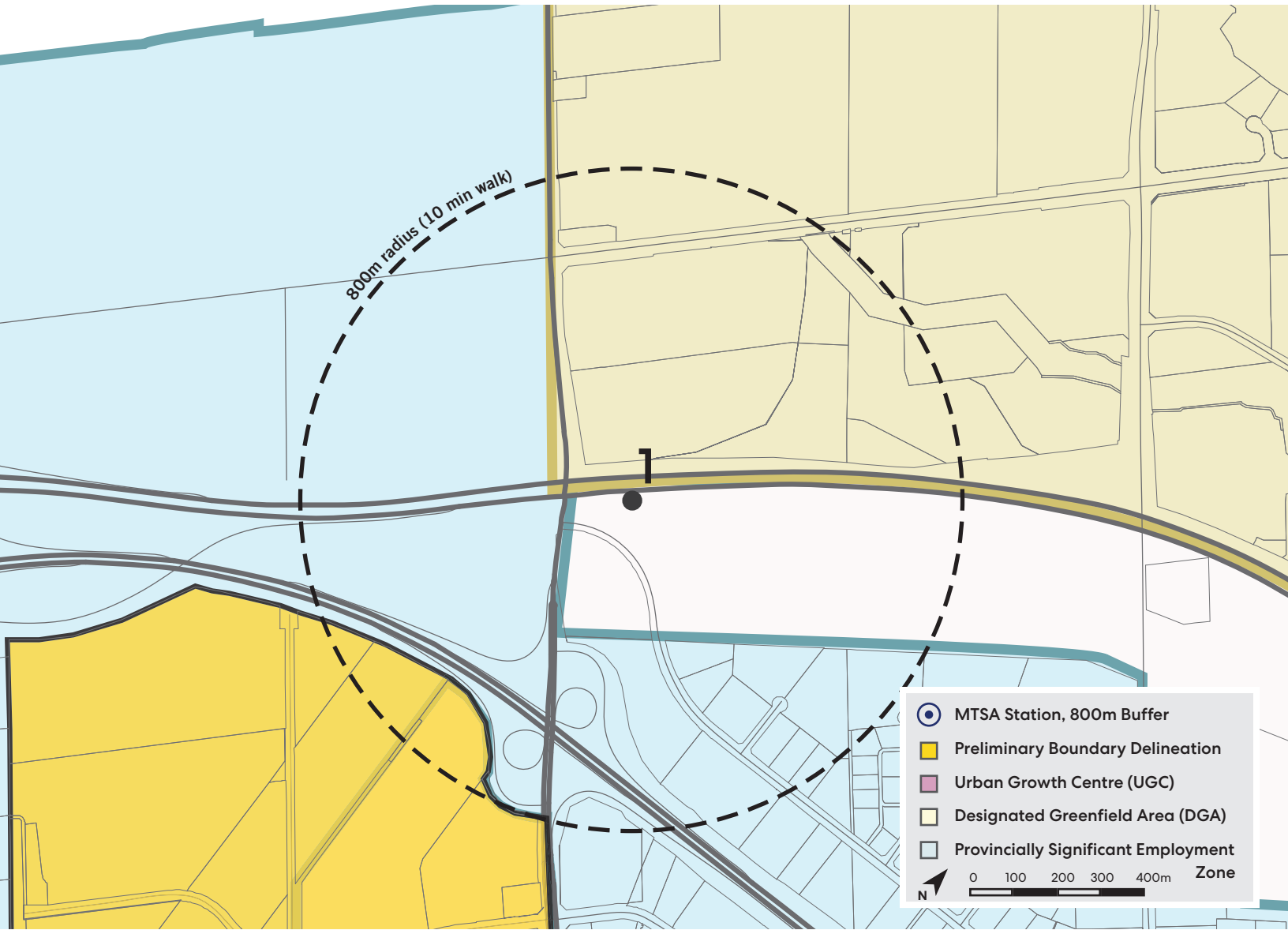
| | |
|--|---------------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 127 |
| Population | 1,233 |
| Employment | 1,361 |
| Total Density (ppj/ha) | 20.4 |
| Additional People and Jobs to Achieve Target Density (ppj) | 17,700 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 5,667 |
| Employment | 2,296 |
| Total Density (ppj/ha) | 39.6 |

| | | | |
|----------------------|----------------------------|--------------------------|-------------------------------|
| Station: | Ridgeway | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | 403 BRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Limited Mobility |
| MOBILITY | <ul style="list-style-type: none"> Winston Churchill Transitway Station, 403 BRT Hwy 403 Interchange, poor pedestrian and cyclist facilities and experience |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> High availability of vacant land No current development pipeline activity Large parcel size and configurations |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Low flood risk Provincially Significant Employment Zone, GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Limited sports and recreational facilities Limited connections to community amenities |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

Section 3: 407 Bus Rapid Transit

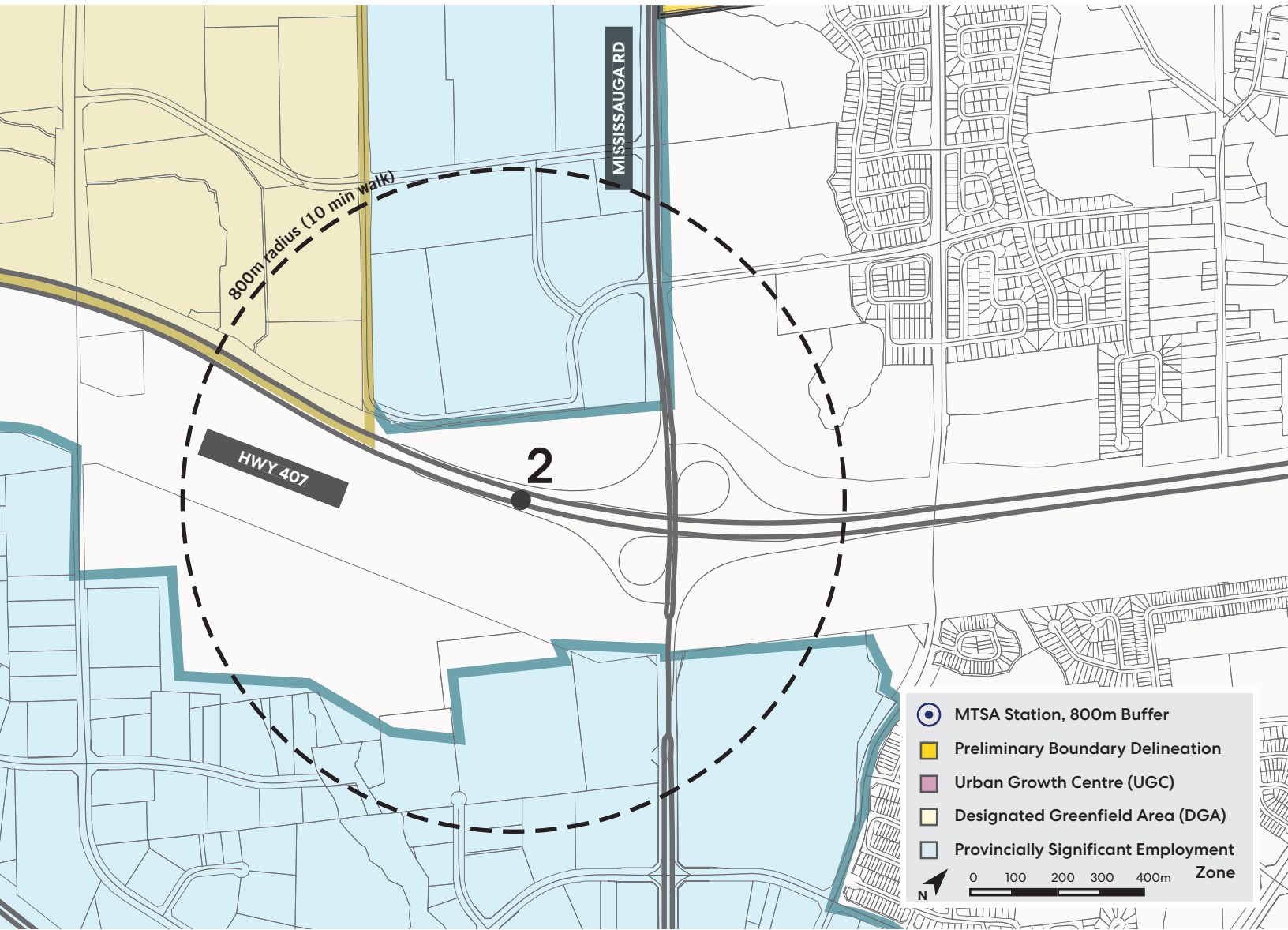


| | |
|--|-------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | N/A |
| Population | N/A |
| Employment | N/A |
| Total Density (ppj/ha) | N/A |
| Additional People and Jobs to Achieve Target Density (ppj) | N/A |
| MTSA 800m Radius ● | |
| Area (ha) | 146 |
| Population | 7 |
| Employment | 1,951 |
| Total Density (ppj/ha) | 13.4 |

| | | | |
|----------------------|-------------------|--------------------------|------------------------|
| Station: | Winston Churchill | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Brampton | Combined Station: | n/a |
| Corridor: | 407 BRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Market Push |
| MOBILITY | <ul style="list-style-type: none"> 407 Bus Rapid Transit Corridor Limited pedestrian and cycling facilities |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> High availability of vacant land No development pipeline activity Large parcel size, limited by highway corridors |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Low flood risk GP Built Up Urban Area, Designated Greenfield Area, Provincially Significant Employment, No Preliminary Boundary |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Lack of community amenities Hydro corridor may limit community amenities Streetsville Glen Golf Club |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)



- MTSA Station, 800m Buffer
- Preliminary Boundary Delineation
- Urban Growth Centre (UGC)
- Designated Greenfield Area (DGA)
- Provincially Significant Employment Zone

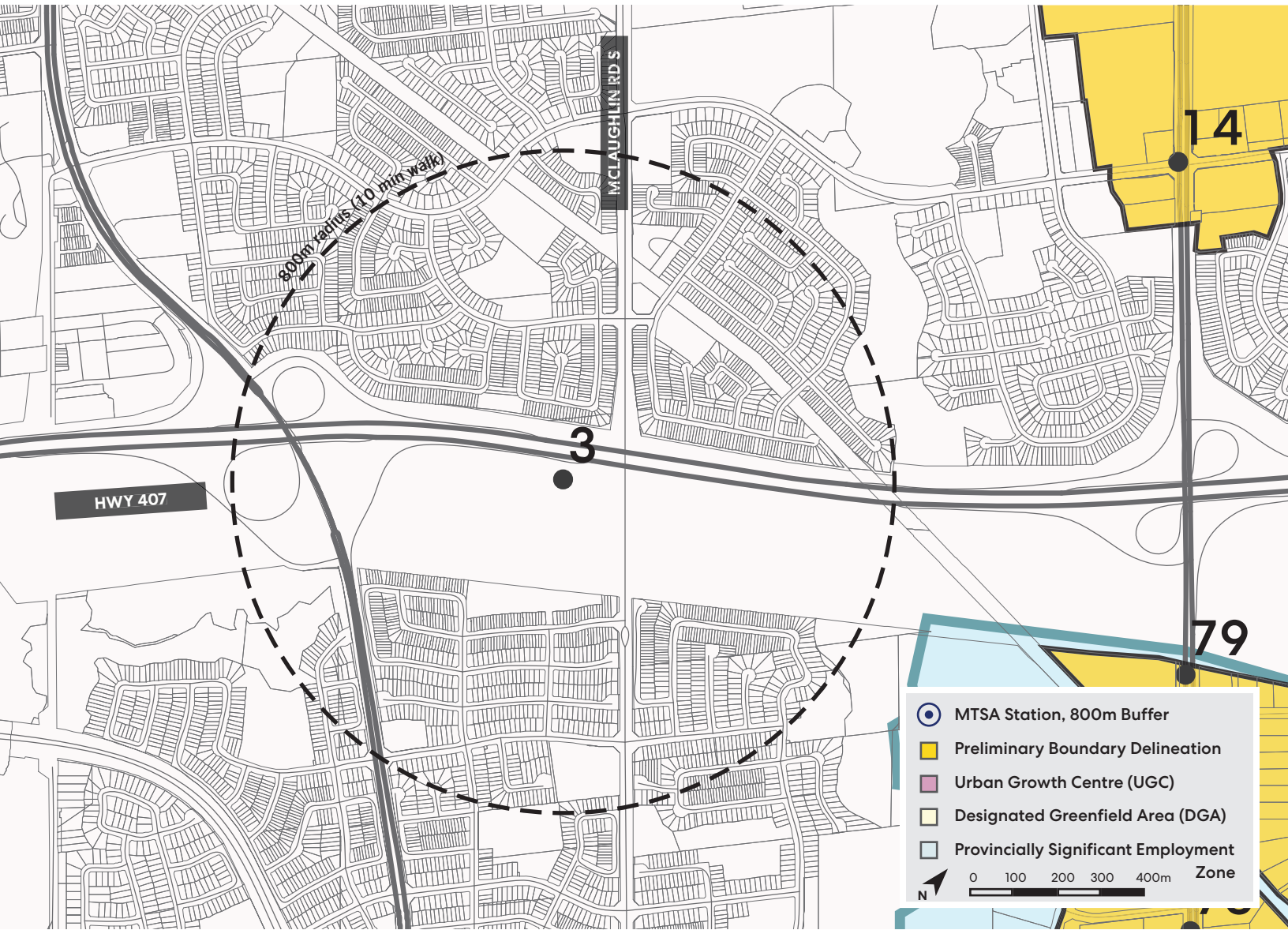
0 100 200 300 400m



| | |
|--|-------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | N/A |
| Population | N/A |
| Employment | N/A |
| Total Density (ppj/ha) | N/A |
| Additional People and Jobs to Achieve Target Density (ppj) | N/A |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 421 |
| Employment | 4,597 |
| Total Density (ppj/ha) | 25.0 |

| | | | |
|----------------------|------------------|--------------------------|------------------------|
| Station: | Mississauga Road | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Brampton | Combined Station: | n/a |
| Corridor: | 407 BRT | Target Density: | 160 ppj/ha |





| | |
|------------------------------------|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Market Push |
| MOBILITY | <ul style="list-style-type: none"> 407 Bus Rapid Transit Corridor Limited pedestrian and cycling facilities |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> High availability of vacant land No development pipeline activity Large parcel size, limited by highway corridors |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Low flood risk GP Built Up Urban Area, Designated Greenfield Area, Provincially Significant Employment, No Preliminary Boundary |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Lack of community amenities Hydro corridor may limit community amenities Streetsville Glen Golf Club |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

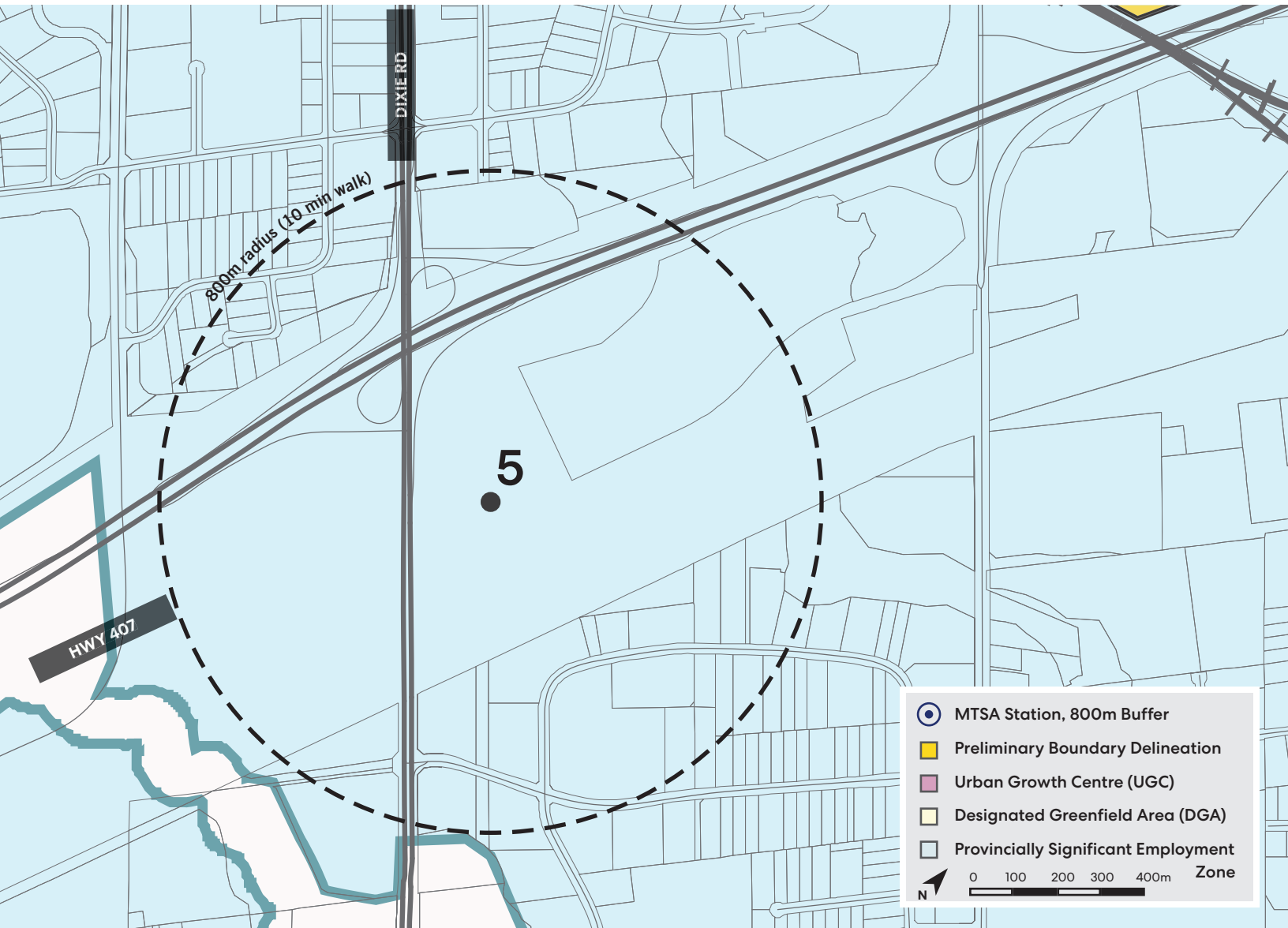


| | |
|--|--------|
| MTSA Preliminary Boundary Delineation  | |
| Area (ha) | N/A |
| Population | N/A |
| Employment | N/A |
| Total Density (ppj/ha) | N/A |
| Additional People and Jobs to Achieve Target Density (ppj) | N/A |
| MTSA 800m Radius  | |
| Area (ha) | 201 |
| Population | 37,441 |
| Employment | 1,631 |
| Total Density (ppj/ha) | 194.5 |

| | | | |
|----------------------|------------------|--------------------------|------------------------|
| Station: | Mavis | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Brampton | Combined Station: | n/a |
| Corridor: | 407 BRT | Target Density: | 160 ppj/ha |

| | |
|--|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Strategic Alignment |
| MOBILITY  | <ul style="list-style-type: none"> 407 Bus Rapid Transit Corridor Moderate pedestrian and cycling facilities |
| MARKET AND GROWTH POTENTIAL  | <ul style="list-style-type: none"> Low availability of vacant land Low development pipeline activity Limited parcels for optimization |
| LAND USE AND BUILT FORM  | <ul style="list-style-type: none"> Low flood risk Primarily low-density residential GP Built Up Urban Area, No Preliminary Boundary |
| COMMUNITY CONSIDERATIONS  | <ul style="list-style-type: none"> Proximity to elementary school north of Hwy 407 Mississauga YMCA, Gurudwara Proximity to multiple parks |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

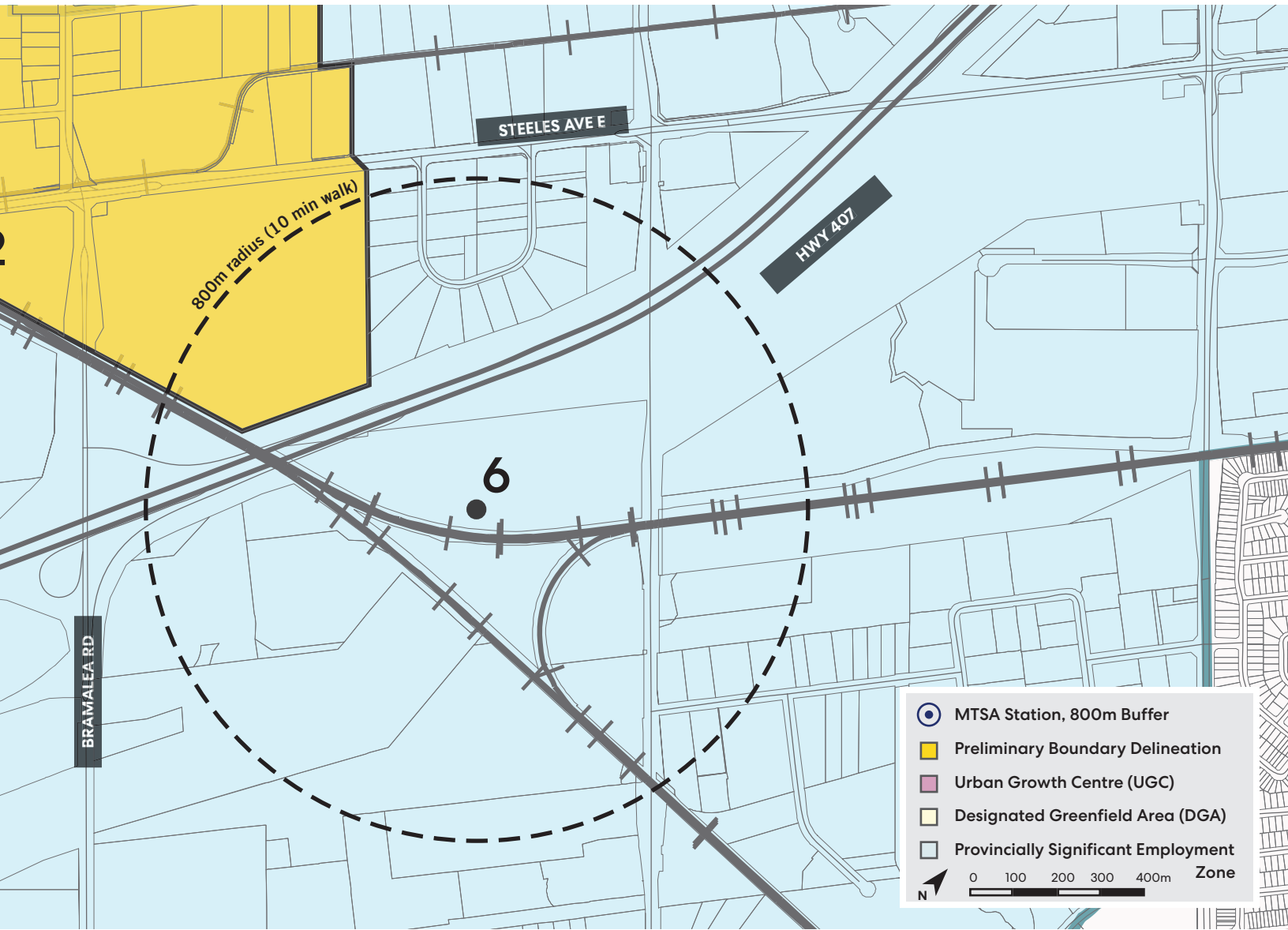


| | |
|--|-------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | N/A |
| Population | N/A |
| Employment | N/A |
| Total Density (ppj/ha) | N/A |
| Additional People and Jobs to Achieve Target Density (ppj) | N/A |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 1 |
| Employment | 2,710 |
| Total Density (ppj/ha) | 13.5 |

| | | | |
|----------------------|------------------|--------------------------|------------------------|
| Station: | Dixie | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Brampton | Combined Station: | n/a |
| Corridor: | 407 BRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Market Push |
| MOBILITY | <ul style="list-style-type: none"> 407 Bus Rapid Transit Corridor Limited pedestrian and cycling facilities |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> Moderate availability of vacant land No development pipeline activity Large parcel size, limited by highway corridors |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Moderate flood risk GP Built Up Urban Area, Provincially Significant Employment Zone, No Preliminary Boundary |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Dixie 407 soccer fields Active Hydro corridor |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

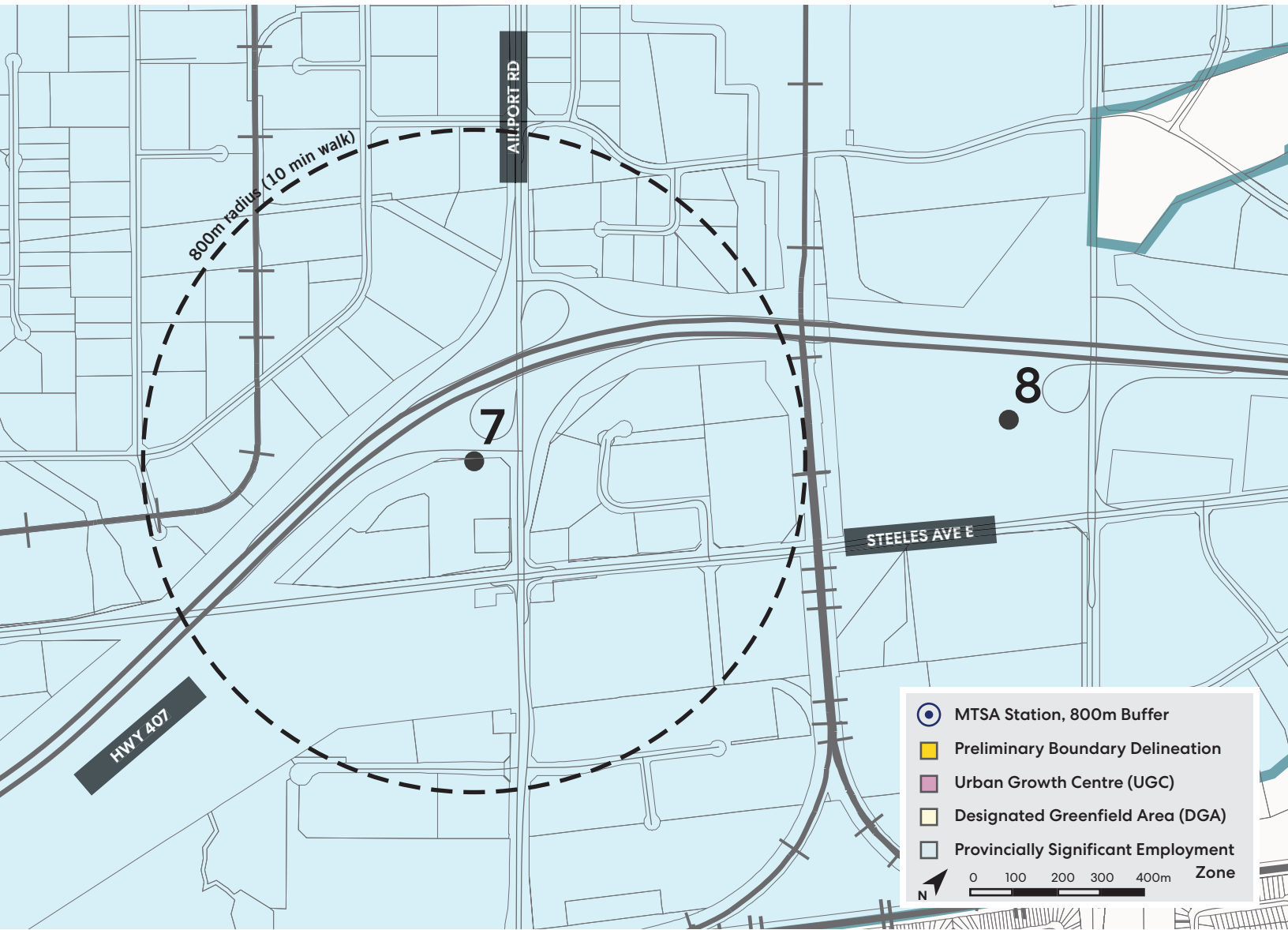


| | |
|--|-------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | N/A |
| Population | N/A |
| Employment | N/A |
| Total Density (ppj/ha) | N/A |
| Additional People and Jobs to Achieve Target Density (ppj) | N/A |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 0 |
| Employment | 2,016 |
| Total Density (ppj/ha) | 10.0 |

| | | | |
|----------------------|-------------------------|--------------------------|-------------------------------|
| Station: | Bramalea-Torbram | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Brampton | Combined Station: | n/a |
| Corridor: | 407 BRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Strategic Alignment |
| MOBILITY | <ul style="list-style-type: none"> 407 Bus Rapid Transit Corridor Limited pedestrian and cycling facilities |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> Moderate availability of vacant land No development pipeline activity Large parcel size, limited by highway corridors |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Low- Moderate flood risk GP Built Up Urban Area, Provincially Significant Employment Zone, No Preliminary Boundary |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Active Hydro corridor Lack of community amenities and facilities |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

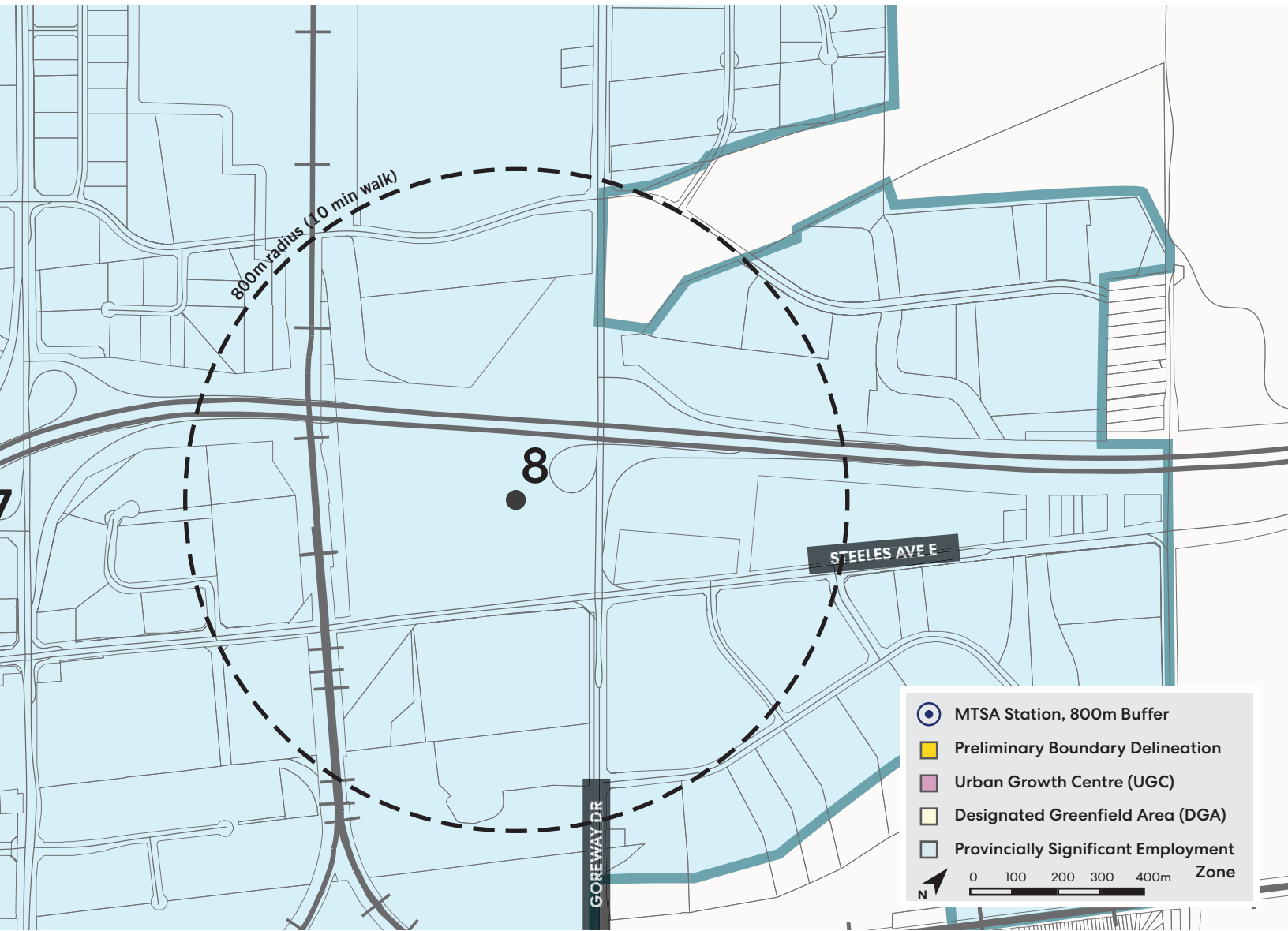




| | |
|--|-------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | N/A |
| Population | N/A |
| Employment | N/A |
| Total Density (ppj/ha) | N/A |
| Additional People and Jobs to Achieve Target Density (ppj) | N/A |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 11 |
| Employment | 9,700 |
| Total Density (ppj/ha) | 48.3 |

| | | | |
|----------------------|-------------------------|--------------------------|-------------------------------|
| Station: | Airport Road | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Brampton | Combined Station: | n/a |
| Corridor: | 407 BRT | Target Density: | 160 ppj/ha |





| | |
|------------------------------------|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Strategic Alignment |
| MOBILITY | <ul style="list-style-type: none"> 407 Bus Rapid Transit Corridor Limited pedestrian and cycling facilities |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> Moderate availability of vacant land No development pipeline activity Large parcel size, limited by highway corridors |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Low flood risk GP Built Up Urban Area, Provincially Significant Employment Zone, No Preliminary Boundary |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Lack of community amenities and facilities Landmark : Hilton Garden Inn, Pearson Convention Centre |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

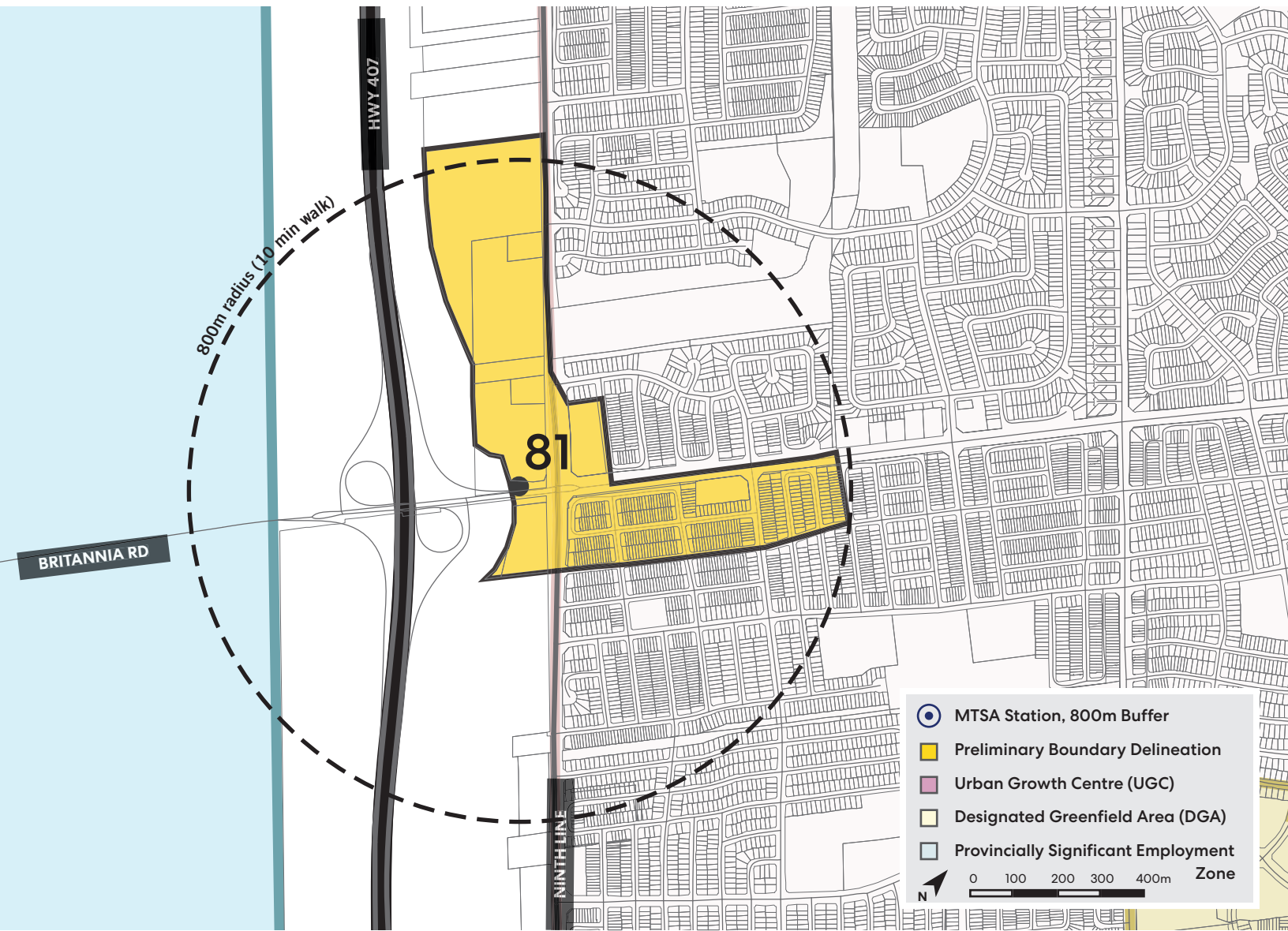


| | |
|--|--------|
| MTSA Preliminary Boundary Delineation  | |
| Area (ha) | N/A |
| Population | N/A |
| Employment | N/A |
| Total Density (ppj/ha) | N/A |
| Additional People and Jobs to Achieve Target Density (ppj) | N/A |
| MTSA 800m Radius  | |
| Area (ha) | 201 |
| Population | 31 |
| Employment | 17,289 |
| Total Density (ppj/ha) | 86.2 |

| | | | |
|----------------------|------------------|--------------------------|------------------------|
| Station: | Goreway | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Brampton | Combined Station: | n/a |
| Corridor: | 407 BRT | Target Density: | 160 ppj/ha |





| | |
|--|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Limited Potential |
| MOBILITY  | <ul style="list-style-type: none"> 407 Bus Rapid Transit Corridor Limited pedestrian and cycling facilities |
| MARKET AND GROWTH POTENTIAL  | <ul style="list-style-type: none"> Moderate availability of vacant land No development pipeline activity Large parcel size, limited by highway corridors |
| LAND USE AND BUILT FORM  | <ul style="list-style-type: none"> Low-Moderate flood risk GP Built Up Urban Area, Provincially Significant Employment Zone, No Preliminary Boundary |
| COMMUNITY CONSIDERATIONS  | <ul style="list-style-type: none"> Lack of community amenities and facilities |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

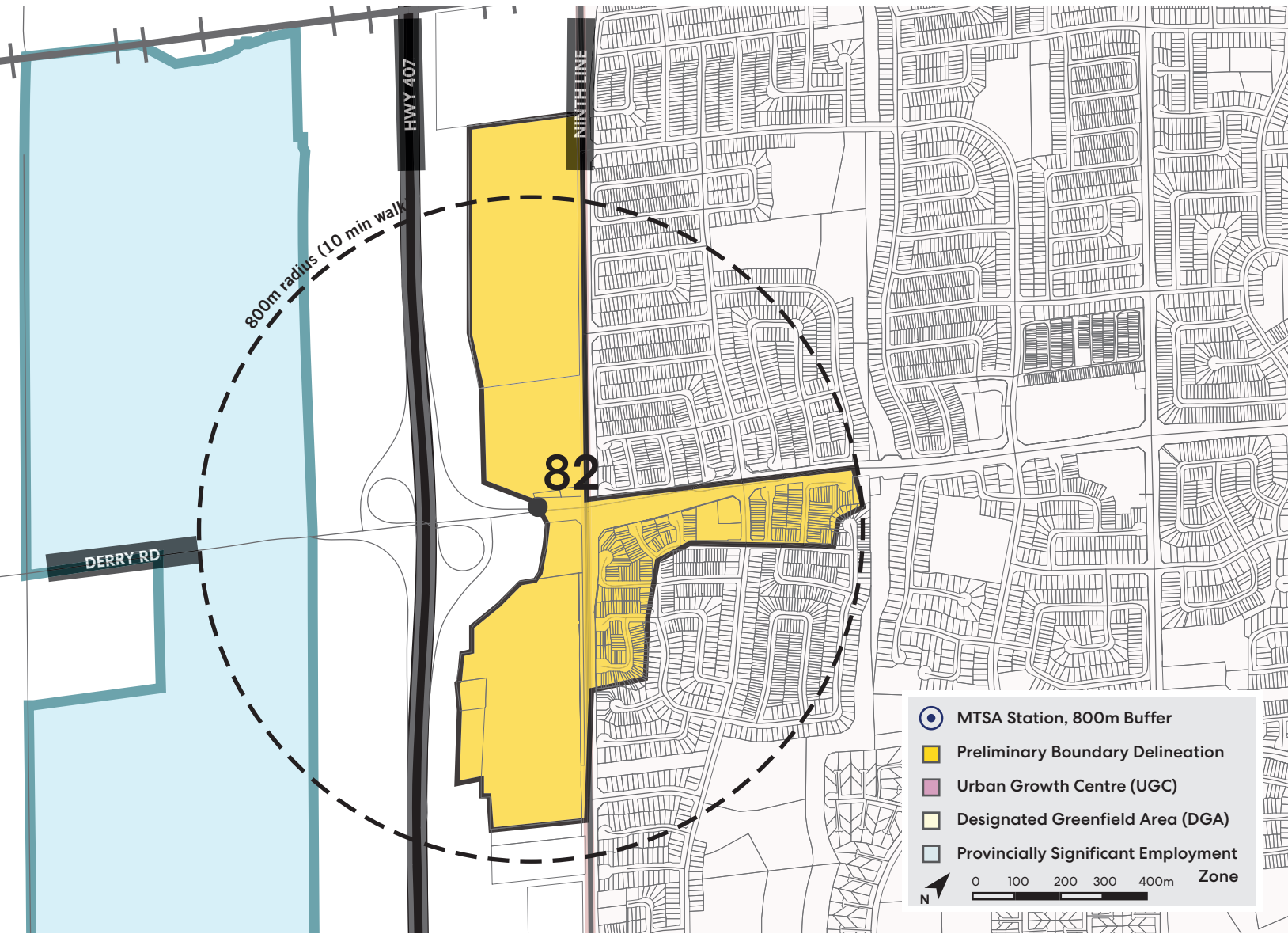


| | |
|--|-------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 37 |
| Population | 1,169 |
| Employment | 181 |
| Total Density (ppj/ha) | 35.8 |
| Additional People and Jobs to Achieve Target Density (ppj) | 4,600 |
| MTSA 800m Radius ● | |
| Area (ha) | 149 |
| Population | 7,015 |
| Employment | 755 |
| Total Density (ppj/ha) | 52.1 |

| | | | |
|----------------------|---------------------|--------------------------|------------------------|
| Station: | Ridgeway | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | 407 BRT | Target Density: | 160 ppj/ha |

| | |
|--|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Limited Potential |
| MOBILITY  | <ul style="list-style-type: none"> Existing MiWay transit, Hwy 407 Provincial Truck Route Lisgar Meadow Brook Trail |
| MARKET AND GROWTH POTENTIAL  | <ul style="list-style-type: none"> Moderate availability of vacant land Limited development pipeline activity Large parcel sizes appropriate for intensification |
| LAND USE AND BUILT FORM  | <ul style="list-style-type: none"> Limited flood risk, significant grade separation GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS  | <ul style="list-style-type: none"> Limited sports and recreational facilities Adjacency to Hwy 407 corridor, limited neighborhood connection to the west |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)



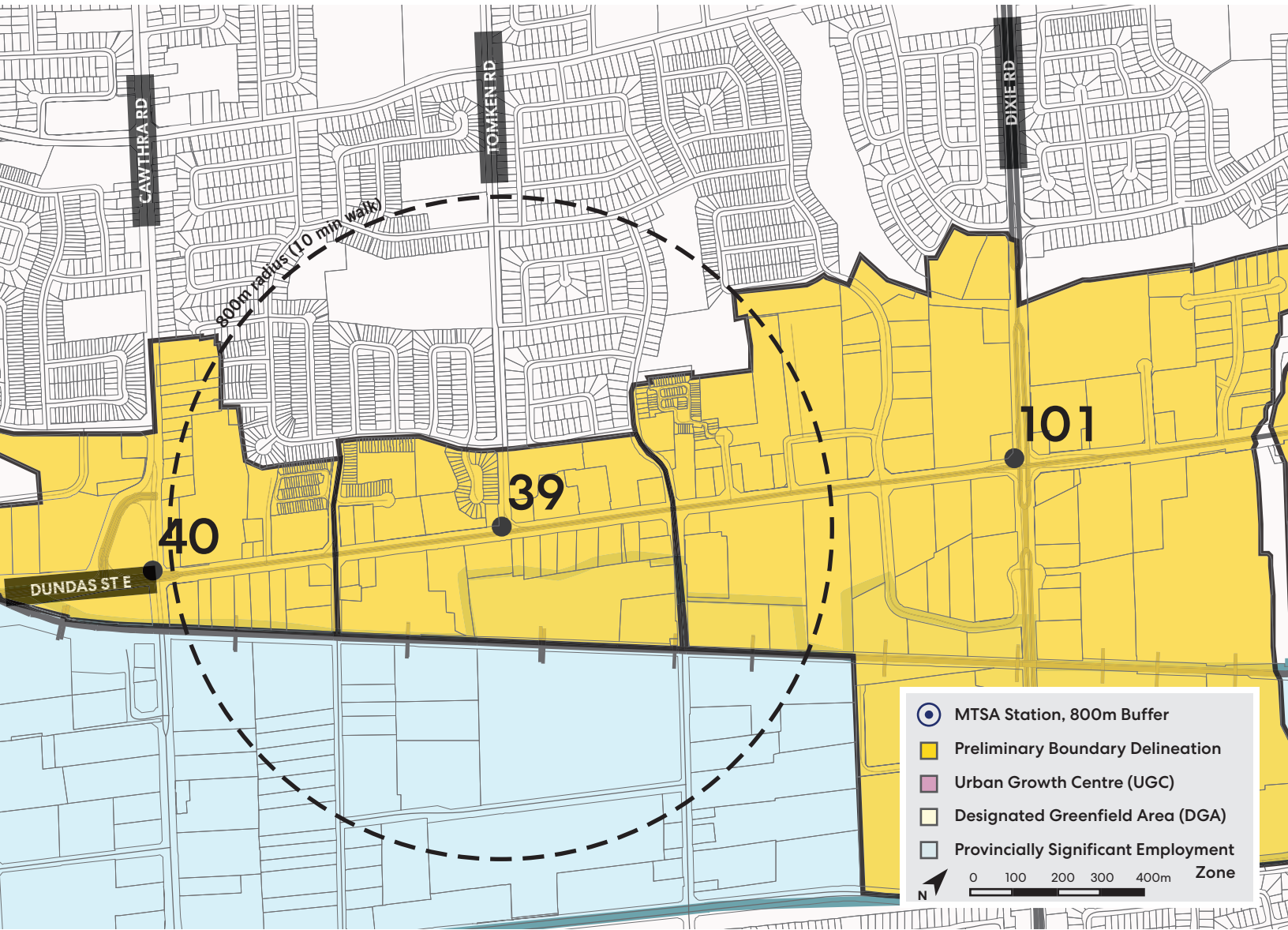
| | |
|--|--------------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 56 |
| Population | 882 |
| Employment | 56 |
| Total Density (ppj/ha) | 16.8 |
| Additional People and Jobs to Achieve Target Density (ppj) | 8,000 |
| MTSA 800m Radius ● | |
| Area (ha) | 146 |
| Population | 2,869 |
| Employment | 194 |
| Total Density (ppj/ha) | 21.0 |

| | | | |
|----------------------|----------------------------|--------------------------|-------------------------------|
| Station: | Derry | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | 407 BRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Strong Market and Planning |
| MOBILITY | <ul style="list-style-type: none"> Existing MiWay transit, Hwy 407 Provincial Truck Route Pedestrian and cycling multi-use trail system |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> Moderate availability of vacant land Limited development pipeline activity |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Limited flood risk, significant grade separation Existing woodlot and environmentally sensitive land GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Proximity to sports and recreational facilities Adjacency to Hwy 407 corridor, limited neighborhood connection to the west |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

Section 4: Dundas Bus Rapid Transit



- MTSA Station, 800m Buffer
- Preliminary Boundary Delineation
- Urban Growth Centre (UGC)
- Designated Greenfield Area (DGA)
- Provincially Significant Employment Zone

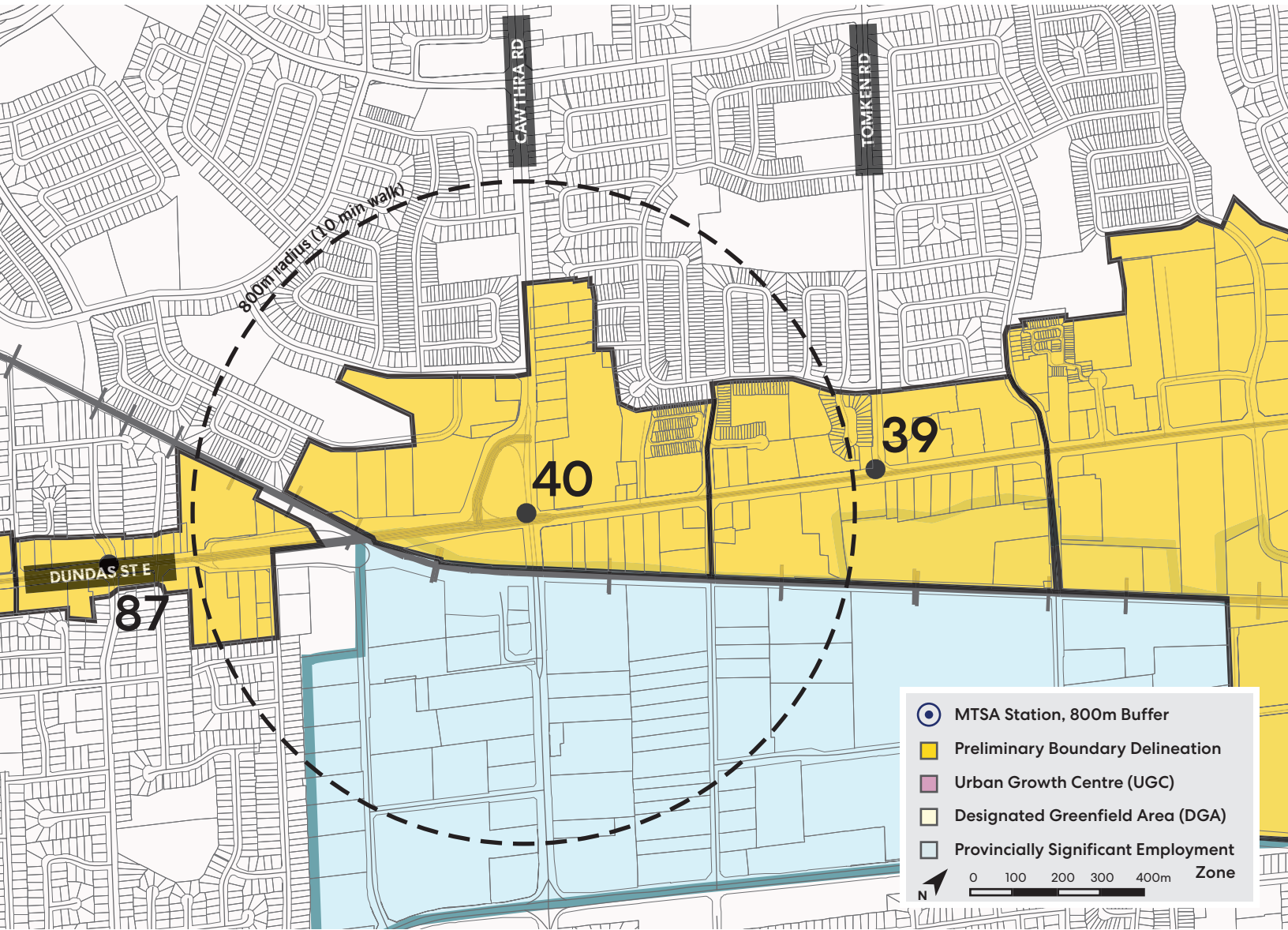
0 100 200 300 400m

| | |
|---|--------------|
| MTSA Preliminary Boundary Delineation | |
| Area (ha) | 38 |
| Population | 2,266 |
| Employment | 882 |
| Total Density (ppj/ha) | 82.4 |
| Additional People and Jobs to Achieve Target Density (ppj) | 3,000 |
| MTSA 800m Radius | |
| Area (ha) | 201 |
| Population | 6,074 |
| Employment | 4,440 |
| Total Density (ppj/ha) | 52.3 |

| | | | |
|----------------------|---------------------|--------------------------|------------------------|
| Station: | Tomken | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | Dundas BRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Limited Potential |
| MOBILITY | <ul style="list-style-type: none"> Current MiWay bus service, Connector Truck Route Pedestrian infrastructure in place |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> Low to moderate availability of vacant land Moderate current development pipeline activity Existing parcel size and configuration appropriate for intensification |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Moderate flood risk GP Built Up Urban Area, Provincially Significant Employment Zone Development south of Dundas limited by rail corridor |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Limited proximity to sports and recreational facilities Moderate neighborhood amenities in place |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

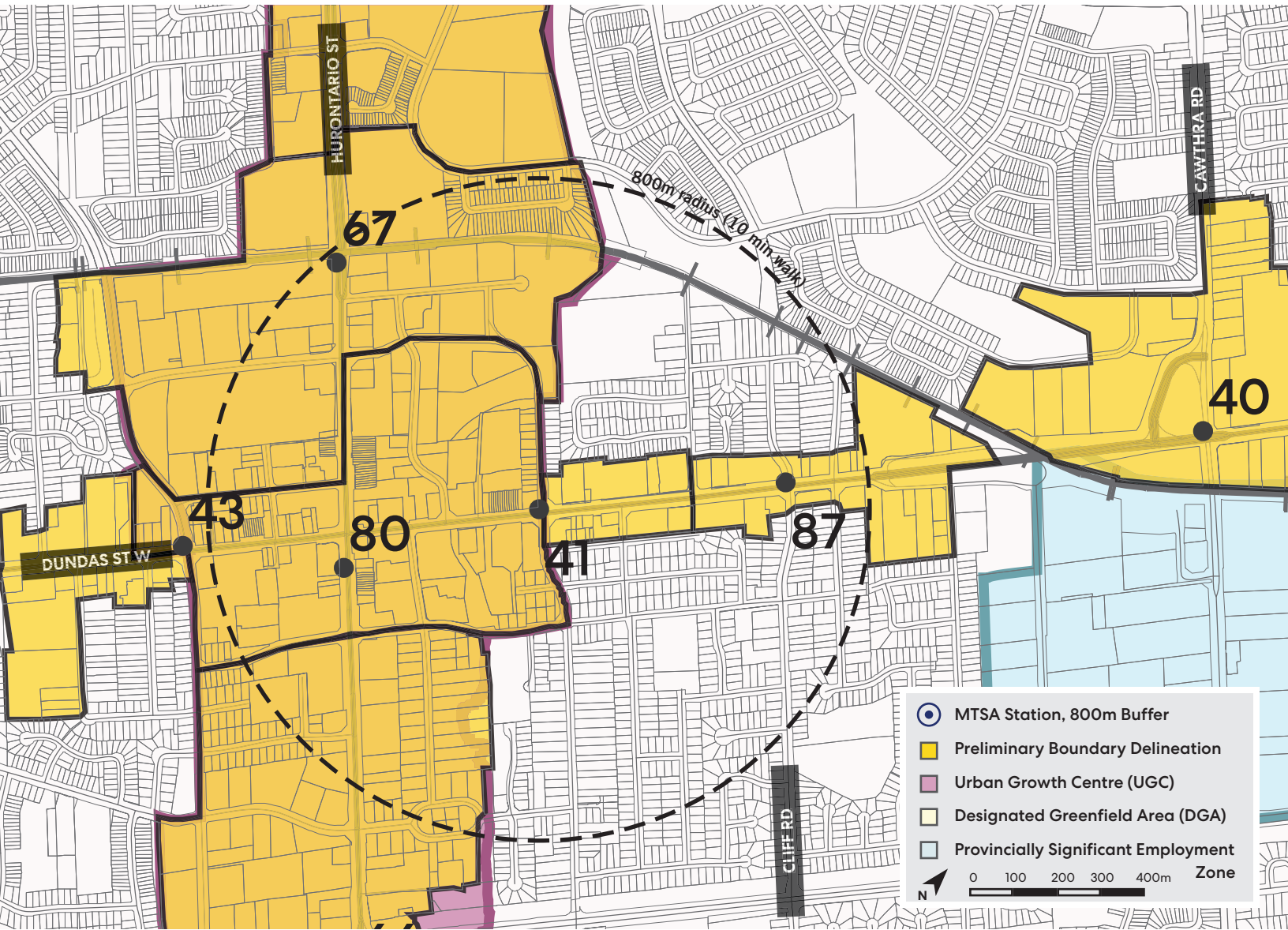


| | |
|--|--------------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 41 |
| Population | 1,739 |
| Employment | 762 |
| Total Density (ppj/ha) | 60.4 |
| Additional People and Jobs to Achieve Target Density (ppj) | 4,100 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 5,834 |
| Employment | 4,114 |
| Total Density (ppj/ha) | 49.5 |

| | | | |
|----------------------|----------------------------|--------------------------|-------------------------------|
| Station: | Cawthra | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | Dundas BRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Limited Mobility |
| MOBILITY | <ul style="list-style-type: none"> Current MiWay bus service, Connector Truck Route Pedestrian infrastructure in place |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> Low to moderate availability of vacant land Moderate current development pipeline activity Existing parcel size and configuration appropriate for intensification, with consideration to topography |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Moderate flood risk, significant grade separation GP Built Up Urban Area, Provincially Significant Employment Zone Development south of Dundas limited by rail corridor |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Limited proximity to sports and recreational facilities Moderate neighborhood amenities in place |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

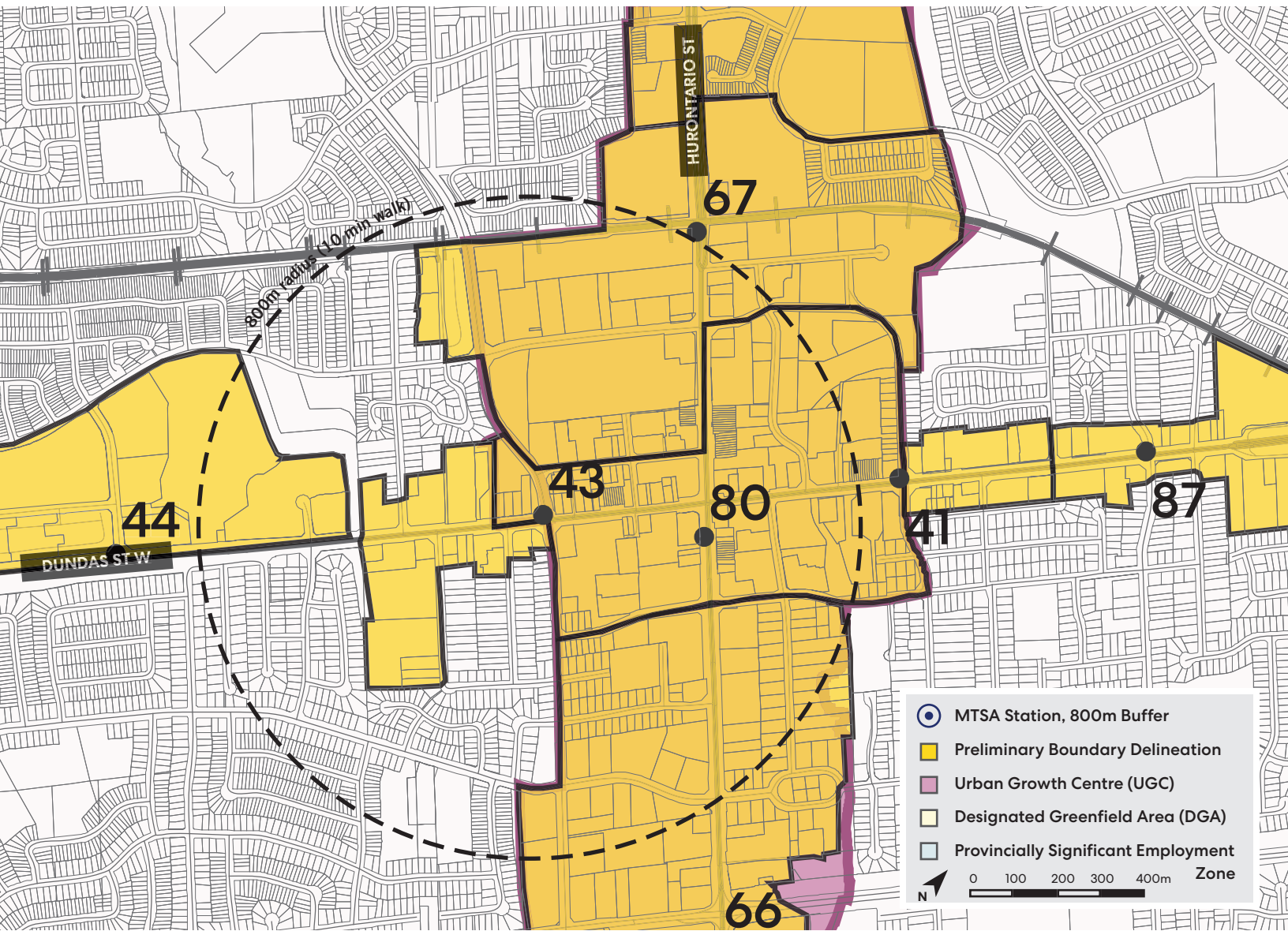


| | |
|--|--------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 7 |
| Population | 155 |
| Employment | 92 |
| Total Density (ppj/ha) | 36.6 |
| Additional People and Jobs to Achieve Target Density (ppj) | 800 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 11,857 |
| Employment | 4,043 |
| Total Density (ppj/ha) | 79.1 |

| | | | |
|----------------------|---------------------|--------------------------|------------------------|
| Station: | Kirwin | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | Dundas BRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Station Ready |
| MOBILITY | <ul style="list-style-type: none"> Existing MiWay transit, proximity to planned Hurontario LRT, Connector Truck Route Pedestrian infrastructure in place |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> High availability of vacant land Moderate current development pipeline activity Optimal land parcels and configuration |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Moderate to high flood risk Urban Growth Centre, GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Availability of community amenities and facilities Sports and recreational facilities |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

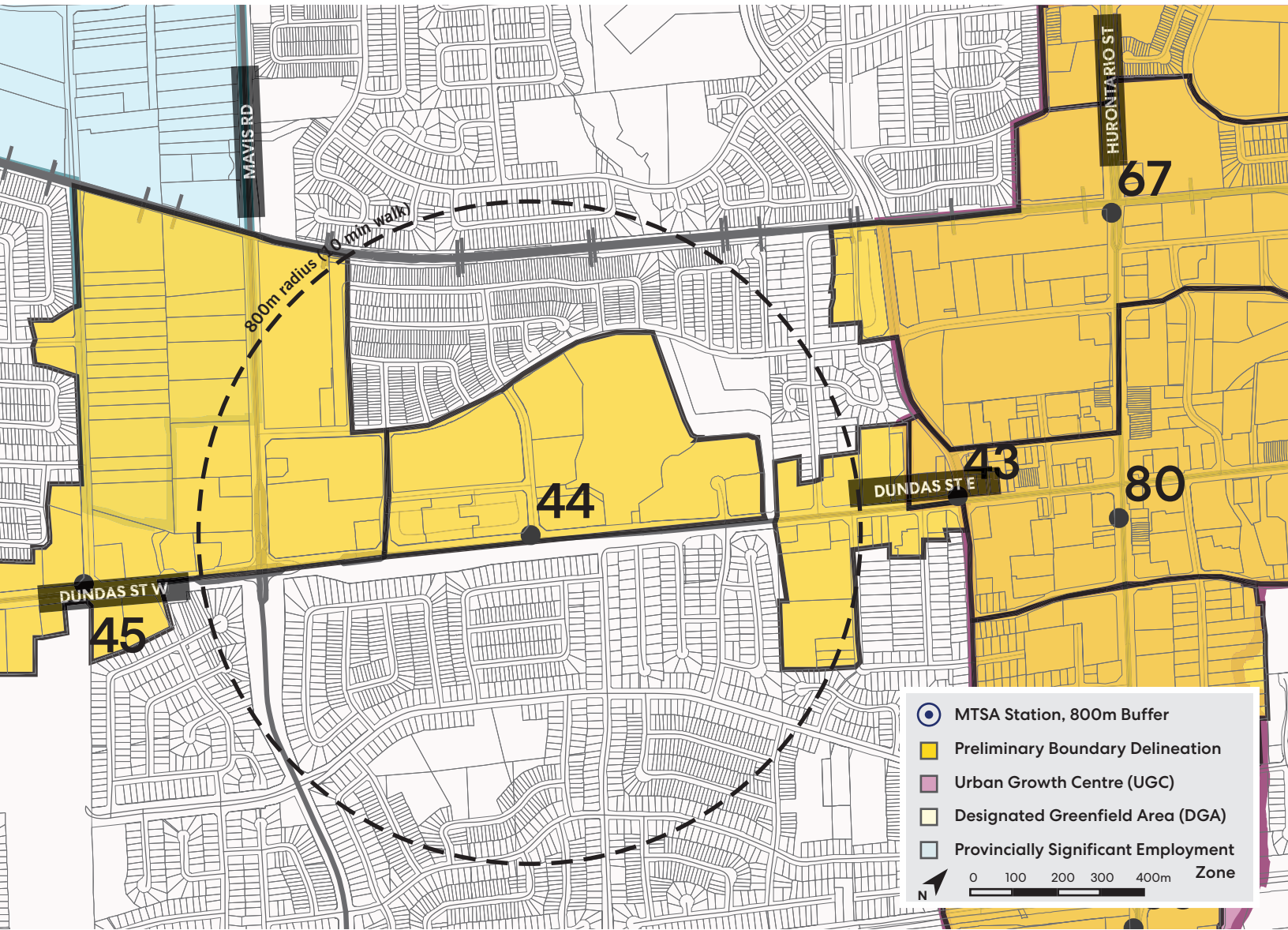


| | |
|--|--------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 14 |
| Population | 1,245 |
| Employment | 112 |
| Total Density (ppj/ha) | 96.8 |
| Additional People and Jobs to Achieve Target Density (ppj) | 900 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 18,271 |
| Employment | 4,548 |
| Total Density (ppj/ha) | 113.6 |

| | | | |
|----------------------|----------------------------|--------------------------|------------------------|
| Station: | Confederation PKW Corridor | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | Dundas BRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Station Ready |
| MOBILITY | <ul style="list-style-type: none"> Existing MiWay transit, proximity to planned Hurontario LRT, Connector Truck Route Cycling and pedestrian infrastructure in place |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> High availability of vacant land Moderate current development pipeline activity Optimal land parcels and configuration |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Moderate flood risk Urban Growth Centre, GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Availability of community amenities and facilities Sports and recreational facilities |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

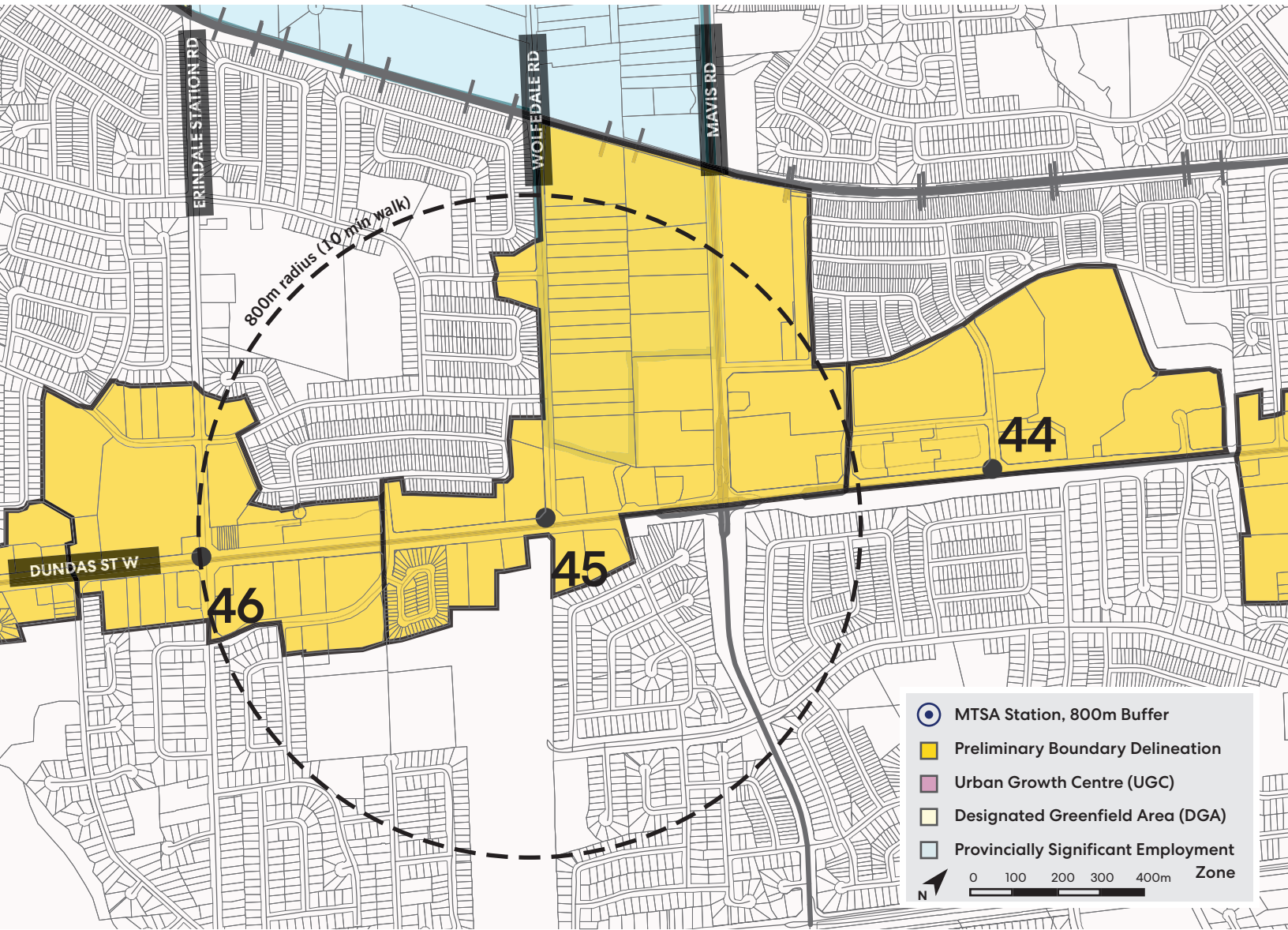


| | |
|--|--------------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 32 |
| Population | 1,573 |
| Employment | 539 |
| Total Density (ppj/ha) | 67.0 |
| Additional People and Jobs to Achieve Target Density (ppj) | 2,900 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 10,017 |
| Employment | 1,745 |
| Total Density (ppj/ha) | 58.5 |

| | | | |
|----------------------|----------------------------|--------------------------|-------------------------------|
| Station: | Clayhill | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | Dundas BRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Market Lag |
| MOBILITY | <ul style="list-style-type: none"> Existing MiWay transit, Connector Truck Route Cycling and pedestrian infrastructure in place |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> Moderate availability of vacant land Moderate current development pipeline activity Existing parcel size and configuration appropriate for intensification, with consideration to topography |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Moderate flood risk, significant grade separation GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Availability of community amenities and facilities Sports and recreational facilities Landmarks: Huron Park, Woodlands Meadows Park |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)



MTSA Preliminary Boundary Delineation ■

| | |
|------------------------|-------|
| Area (ha) | 73 |
| Population | 2,143 |
| Employment | 1,635 |
| Total Density (ppj/ha) | 51.6 |

Additional People and Jobs to Achieve Target Density (ppj) 7,900

MTSA 800m Radius ●

| | |
|------------------------|-------|
| Area (ha) | 201 |
| Population | 8,374 |
| Employment | 1,958 |
| Total Density (ppj/ha) | 51.4 |

| | | | |
|----------------------|---------------------|--------------------------|------------------------|
| Station: | Wolfedale | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | Dundas BRT | Target Density: | 160 ppj/ha |

ANALYTICAL LENS

- Market Lag

MOBILITY

- Existing MiWay transit, Connector Truck Route
- Cycling and pedestrian infrastructure in place

MARKET AND GROWTH POTENTIAL

- Low availability of vacant land
- No current development pipeline activity
- Existing parcel size and configuration appropriate for intensification

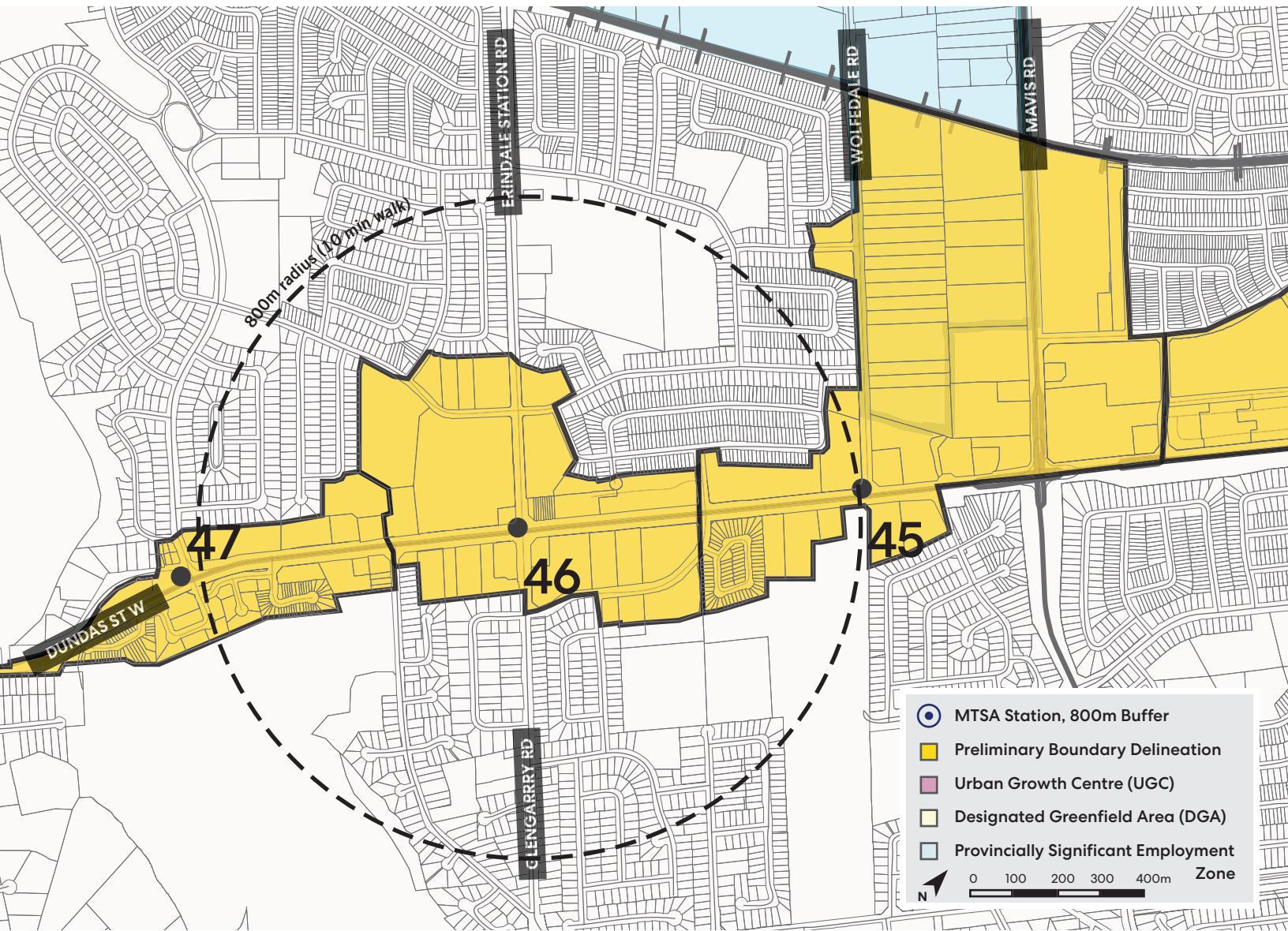
LAND USE AND BUILT FORM

- Moderate flood risk
- GP Built Up Urban Area, partially within Provincially Significant Employment Zone

COMMUNITY CONSIDERATIONS

- Availability of community amenities and facilities
- Sports and recreational facilities
- Landmarks: Huron Park, Woodlands Meadows Park

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)



Legend

- MTSA Station, 800m Buffer
- Preliminary Boundary Delineation
- Urban Growth Centre (UGC)
- Designated Greenfield Area (DGA)
- Provincially Significant Employment Zone

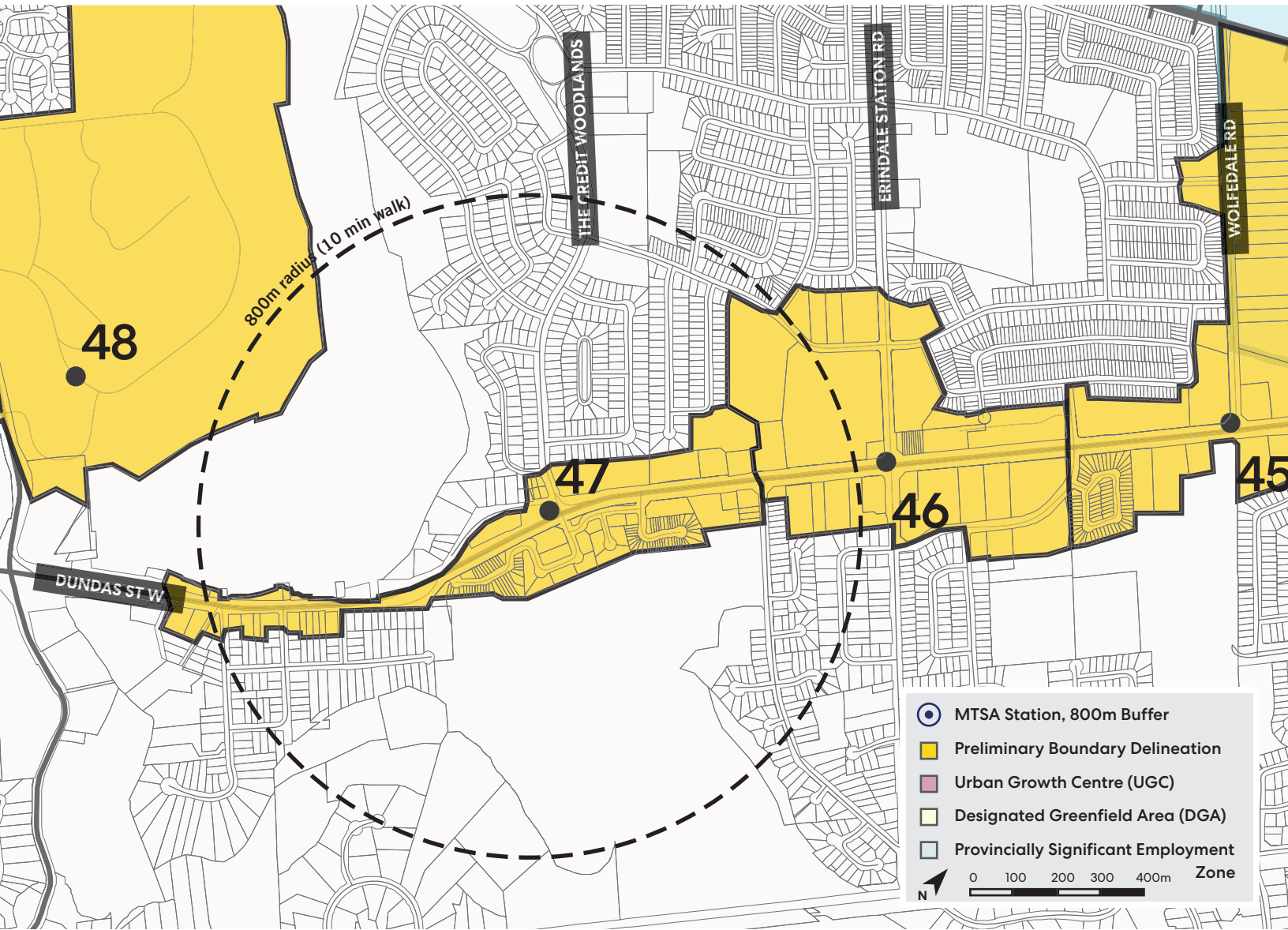
Scale: 0 100 200 300 400m

| | |
|---|--------------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 36 |
| Population | 2,381 |
| Employment | 266 |
| Total Density (ppj/ha) | 72.9 |
| Additional People and Jobs to Achieve Target Density (ppj) | 3,200 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 10,163 |
| Employment | 1,188 |
| Total Density (ppj/ha) | 56.5 |

| | | | |
|----------------------|---------------------|--------------------------|------------------------|
| Station: | Erindale Station | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | Dundas BRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Market Lag |
| MOBILITY | <ul style="list-style-type: none"> Existing MiWay transit, Connector Truck Route Cycling and pedestrian infrastructure in place |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> Moderate availability of vacant land Limited current development pipeline activity Existing parcel size and configuration appropriate for intensification |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Low flood risk GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Availability of community amenities and facilities Sports and recreational facilities Landmarks: St. Martin Secondary School |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

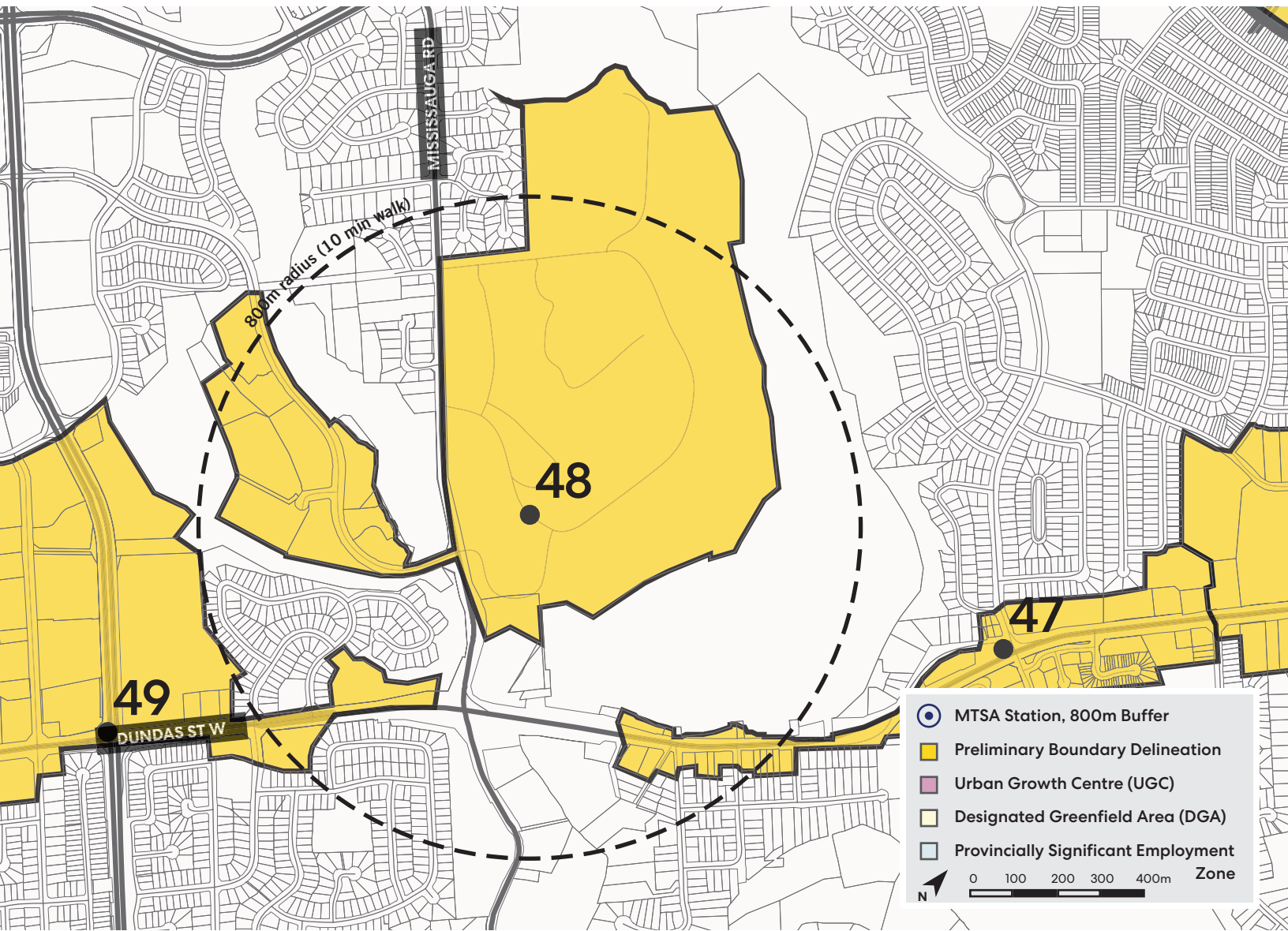


| | |
|--|-------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 23 |
| Population | 1,022 |
| Employment | 152 |
| Total Density (ppj/ha) | 50.9 |
| Additional People and Jobs to Achieve Target Density (ppj) | 2,500 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 5,634 |
| Employment | 921 |
| Total Density (ppj/ha) | 32.6 |

| | | | |
|----------------------|---------------------|--------------------------|------------------------|
| Station: | Credit Woodlands | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | Dundas BRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Limited Potential |
| MOBILITY | <ul style="list-style-type: none"> Existing MiWay transit, Connector Truck Route Cycling and pedestrian infrastructure in place |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> Moderate availability of vacant land No current development pipeline activity Irregular parcel size and configuration |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Moderate flood risk, grade separation GP Built Up Urban Area Wolfedale Creek |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Availability of community amenities and facilities Sports and recreational facilities Landmarks: Credit Valley Golf and Country Club |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

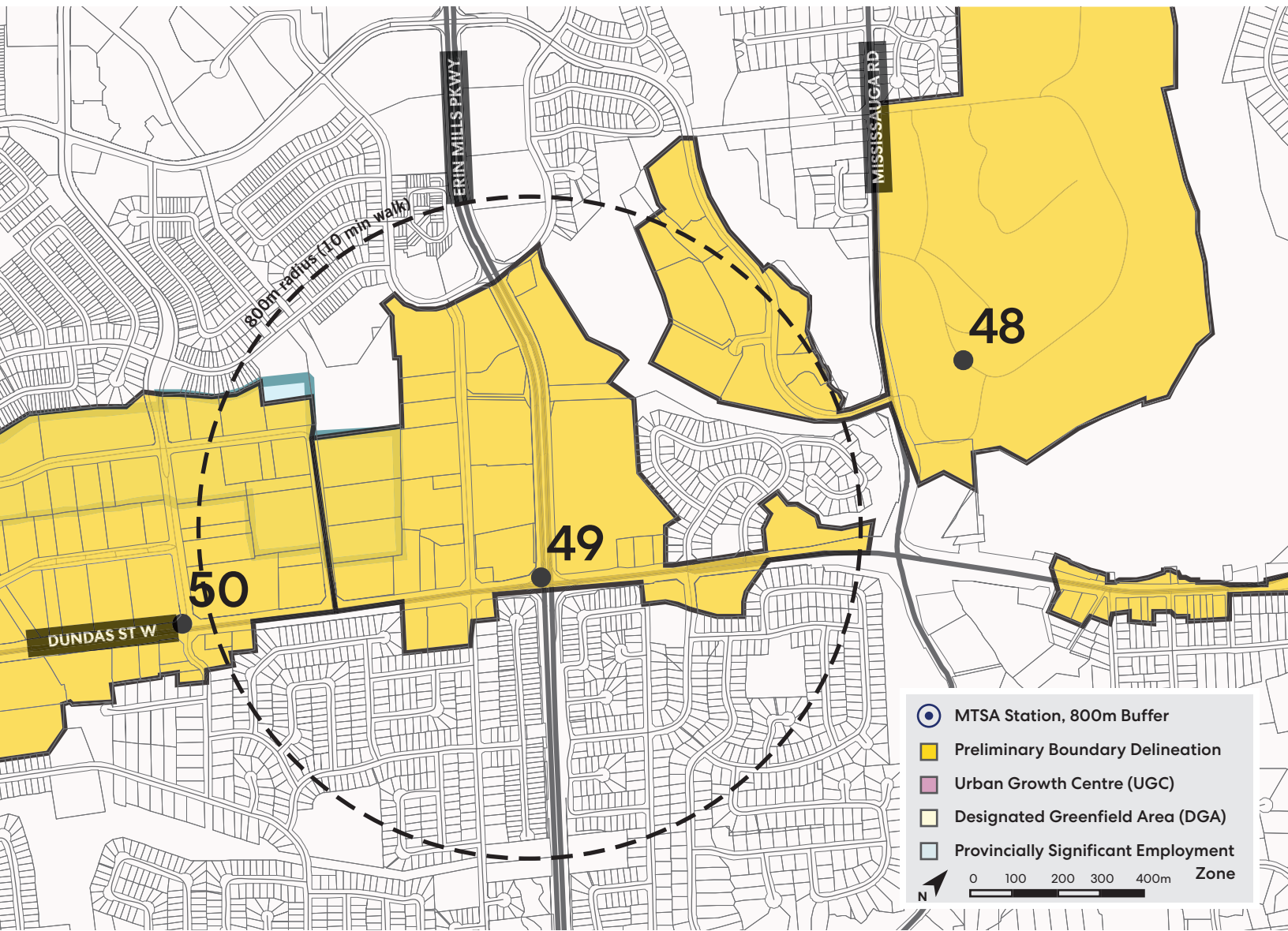


| | |
|--|---------------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 97 |
| Population | 880 |
| Employment | 1,886 |
| Total Density (ppj/ha) | 28.5 |
| Additional People and Jobs to Achieve Target Density (ppj) | 12,800 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 2,459 |
| Employment | 1,863 |
| Total Density (ppj/ha) | 21.5 |

| | | | |
|----------------------|---------------------|--------------------------|------------------------|
| Station: | UTM | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | Dundas BRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Limited Potential |
| MOBILITY | <ul style="list-style-type: none"> Existing MiWay transit, Connector Truck Route Cycling and pedestrian infrastructure in place |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> Moderate availability of vacant land Limited current development pipeline activity Parcel ownership by University of Toronto |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Moderate flood risk, grade separation GP Built Up Urban Area Wolfedale Creek to the east |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Availability of community amenities and facilities Sports and recreational facilities Landmarks: University of Toronto Mississauga campus |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

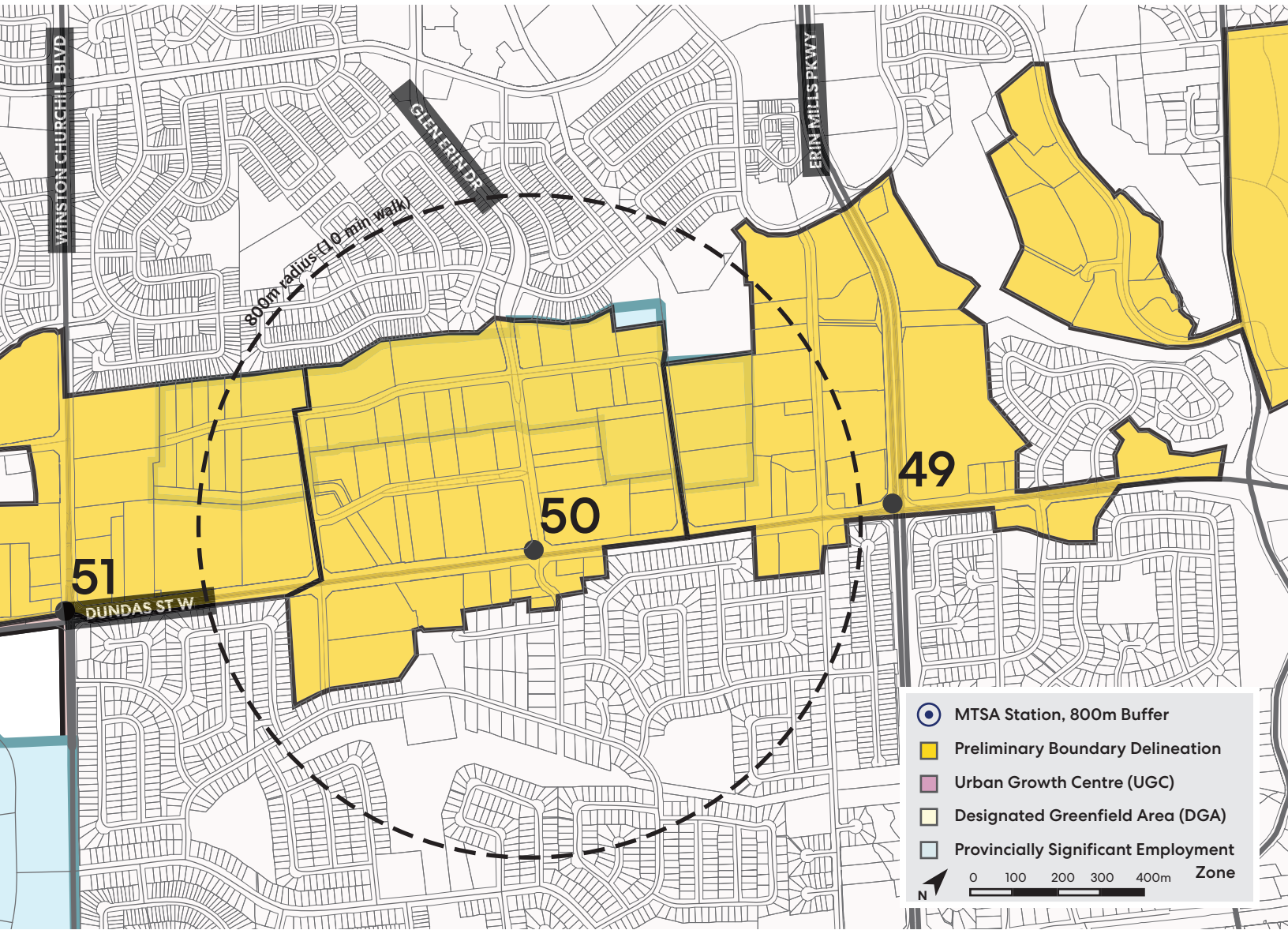


| | |
|--|-------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 56 |
| Population | 1,780 |
| Employment | 1,271 |
| Total Density (ppj/ha) | 54.4 |
| Additional People and Jobs to Achieve Target Density (ppj) | 5,900 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 5,413 |
| Employment | 2,756 |
| Total Density (ppj/ha) | 40.7 |

| | | | |
|----------------------|---------------------|--------------------------|------------------------|
| Station: | Erin Mills | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | Dundas BRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Station Ready |
| MOBILITY | <ul style="list-style-type: none"> Existing MiWay transit, Primary Truck Route Cycling and pedestrian infrastructure in place |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> Moderate availability of vacant land Moderate current development pipeline activity Existing parcel size and configuration appropriate for intensification |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Low flood risk GP Built Up Urban Area, Provincially Significant Employment Zone |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Availability of community amenities and facilities Sports and recreational facilities Landmarks: Erindale Secondary School |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

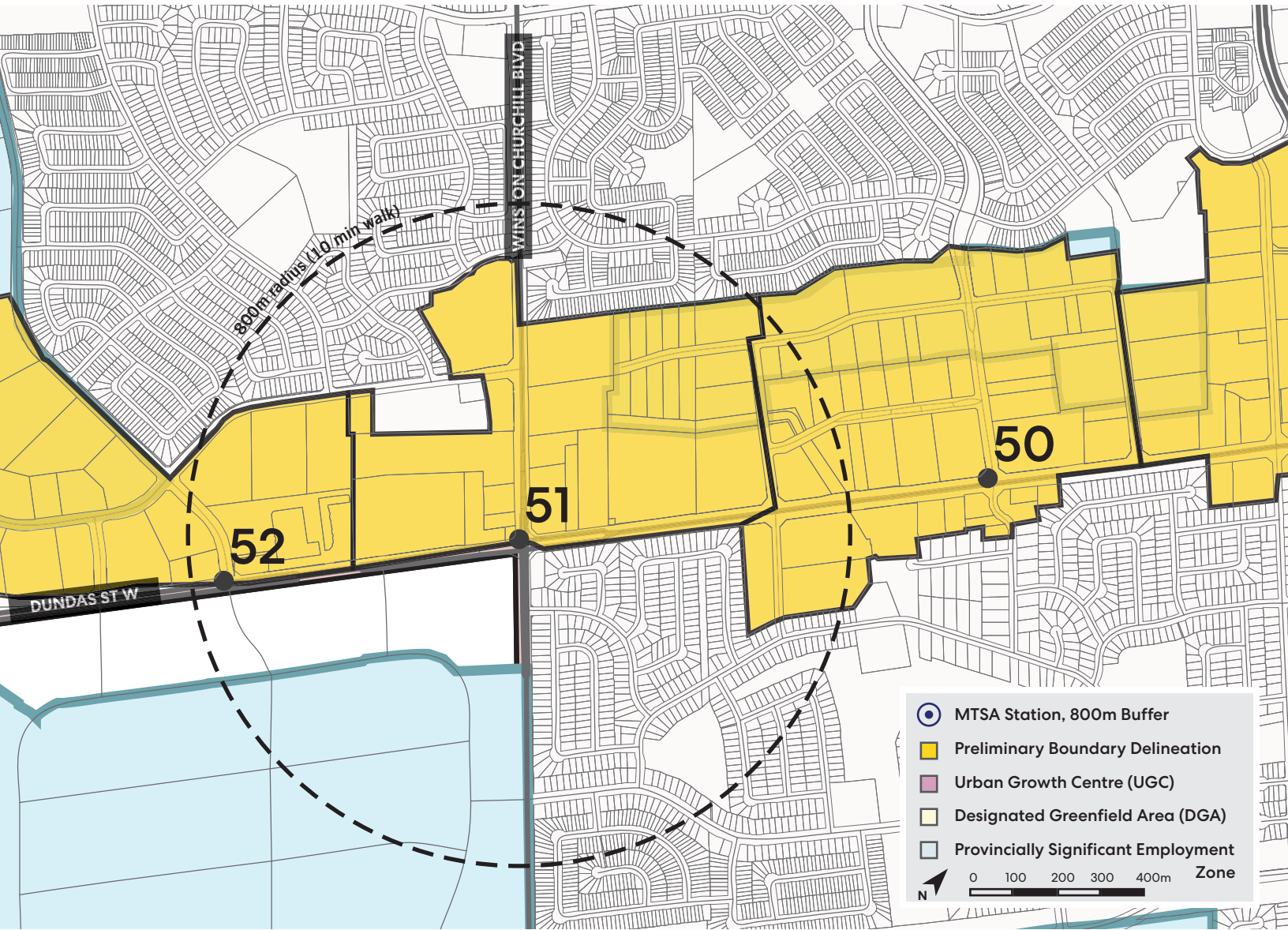


| | |
|--|--------------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 61 |
| Population | 383 |
| Employment | 2,852 |
| Total Density (ppj/ha) | 53.3 |
| Additional People and Jobs to Achieve Target Density (ppj) | 6,500 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 4,882 |
| Employment | 4,865 |
| Total Density (ppj/ha) | 48.5 |

| | | | |
|----------------------|---------------------|--------------------------|------------------------|
| Station: | Glen Erin | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | Dundas BRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Market Lag |
| MOBILITY | <ul style="list-style-type: none"> Existing MiWay transit, Primary Truck Route Cycling and pedestrian infrastructure in place |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> Moderate availability of vacant land No current development pipeline activity Existing parcel size and configuration optimal for intensification |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Low flood risk GP Built Up Urban Area, Provincially Significant Employment Zone |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Limited availability of community amenities and facilities Sports and recreational facilities |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

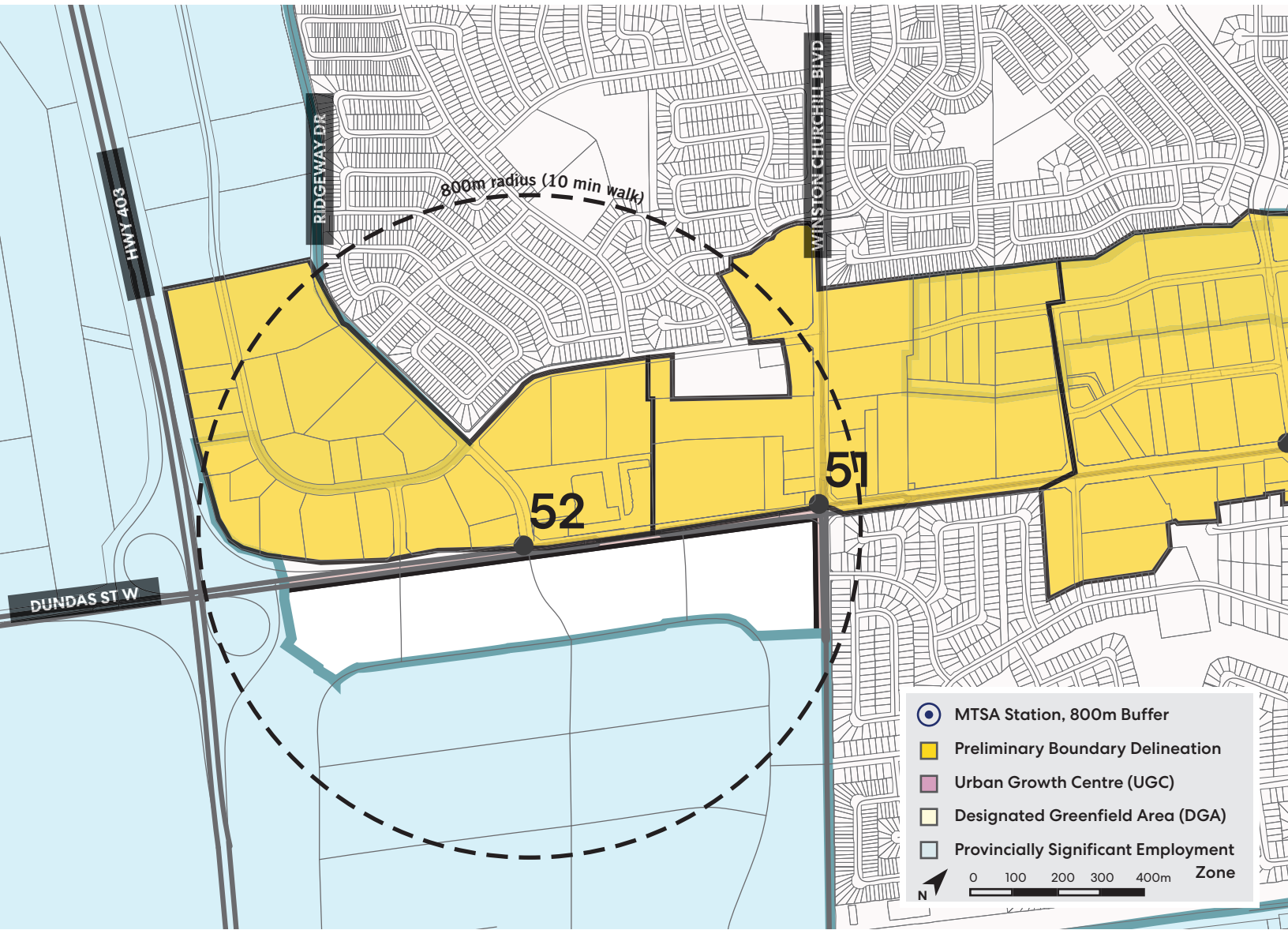


| | |
|--|-------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 50 |
| Population | 325 |
| Employment | 1,953 |
| Total Density (ppj/ha) | 45.7 |
| Additional People and Jobs to Achieve Target Density (ppj) | 5,700 |
| MTSA 800m Radius ● | |
| Area (ha) | 155 |
| Population | 3,335 |
| Employment | 3,478 |
| Total Density (ppj/ha) | 44.0 |

| | | | |
|----------------------|---------------------|--------------------------|------------------------|
| Station: | Winston Churchill | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | Dundas BRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Market Lag |
| MOBILITY | <ul style="list-style-type: none"> Existing MiWay transit, Primary Truck Route Cycling and pedestrian infrastructure in place |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> High availability of vacant land Moderate current development pipeline activity Existing parcel size and configuration optimal for intensification |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Low flood risk GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Availability of community amenities and facilities, proximity to sports and recreational facilities Landmarks: Churchill Crossing |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

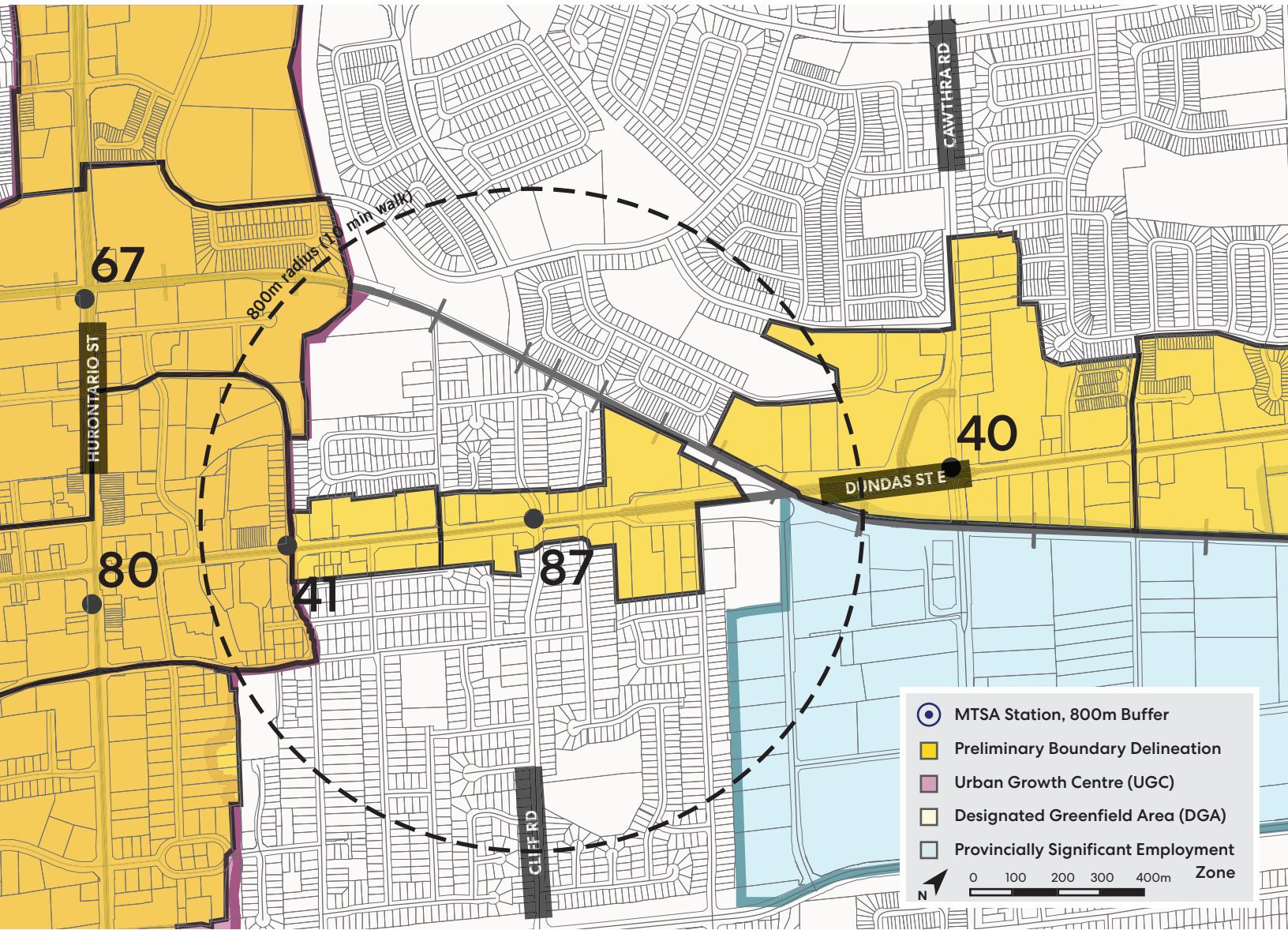


| | |
|--|--------------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 53 |
| Population | 5 |
| Employment | 1,517 |
| Total Density (ppj/ha) | 28.5 |
| Additional People and Jobs to Achieve Target Density (ppj) | 7,000 |
| MTSA 800m Radius ● | |
| Area (ha) | 104 |
| Population | 2,016 |
| Employment | 2,224 |
| Total Density (ppj/ha) | 40.9 |

| | | | |
|----------------------|---------------------|--------------------------|------------------------|
| Station: | Ridgeway | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | Dundas BRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Limited Mobility |
| MOBILITY | <ul style="list-style-type: none"> Existing MiWay transit, Primary Truck Route Limited cycling and pedestrian infrastructure |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> Moderate availability of vacant land No current development pipeline activity Existing parcel size and configuration optimal for intensification |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Low flood risk, significant grade separation GP Built Up Urban Area, Provincially Significant Employment Zone |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Availability of community amenities and facilities, Limited sports and recreational facilities Proximity to highway interchange |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

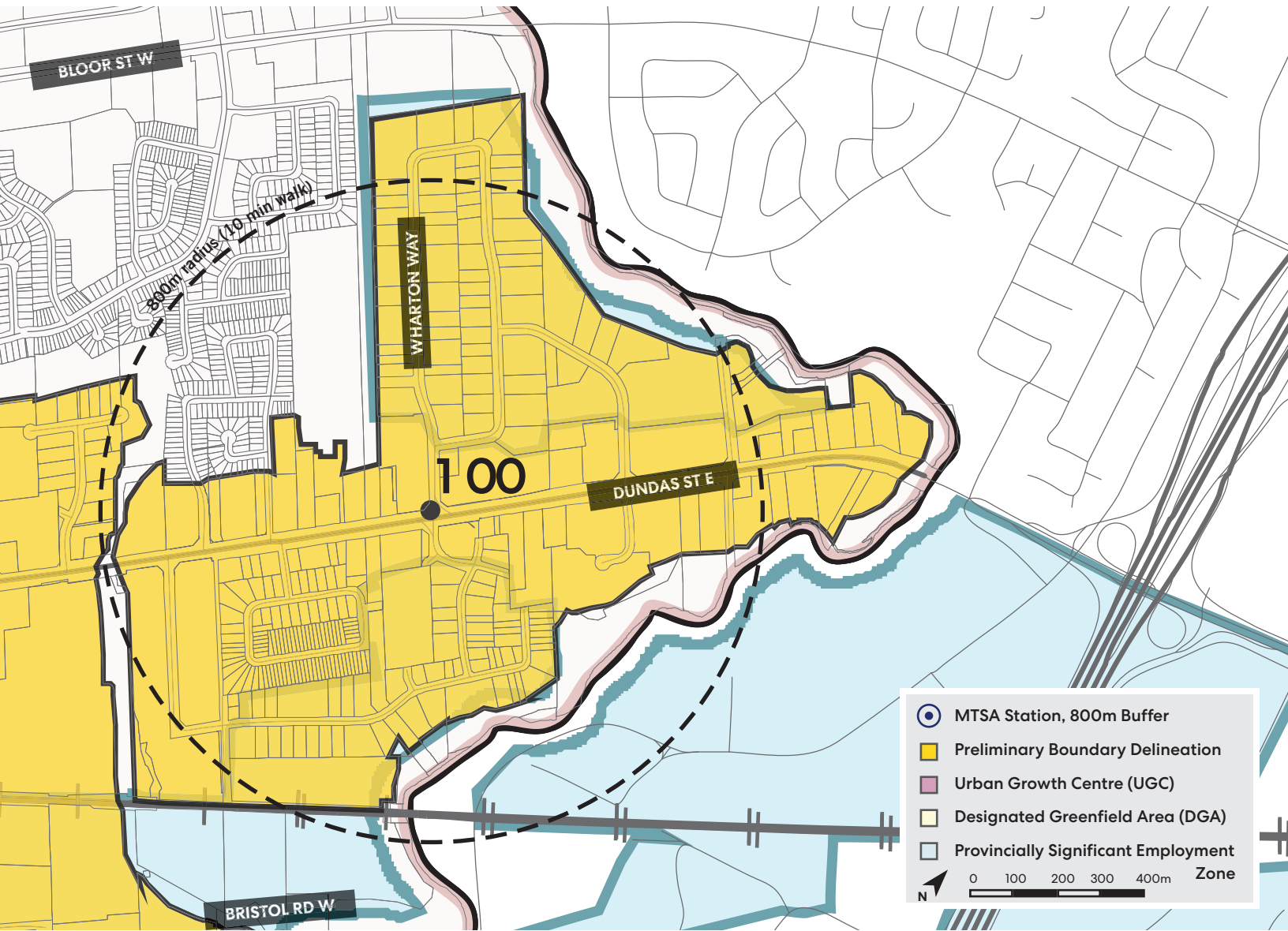


| | |
|--|--------------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 16 |
| Population | 350 |
| Employment | 216 |
| Total Density (ppj/ha) | 36.3 |
| Additional People and Jobs to Achieve Target Density (ppj) | 1,900 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 8,409 |
| Employment | 2,532 |
| Total Density (ppj/ha) | 54.5 |

| | | | |
|----------------------|---------------------|--------------------------|------------------------|
| Station: | Grenville | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | Dundas BRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Strategic Alignment |
| MOBILITY | <ul style="list-style-type: none"> Existing MiWay transit, Connector Truck Route Pedestrian infrastructure in place |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> Moderate availability of vacant land Low current development pipeline activity Land parcels and configuration limited by rail corridor north of Dundas St |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Moderate to high flood risk Urban Growth Centre, GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Availability of community amenities and facilities Proximity to sports and recreational facilities |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)



- MTSA Station, 800m Buffer
- Preliminary Boundary Delineation
- Urban Growth Centre (UGC)
- Designated Greenfield Area (DGA)
- Provincially Significant Employment Zone

0 100 200 300 400m

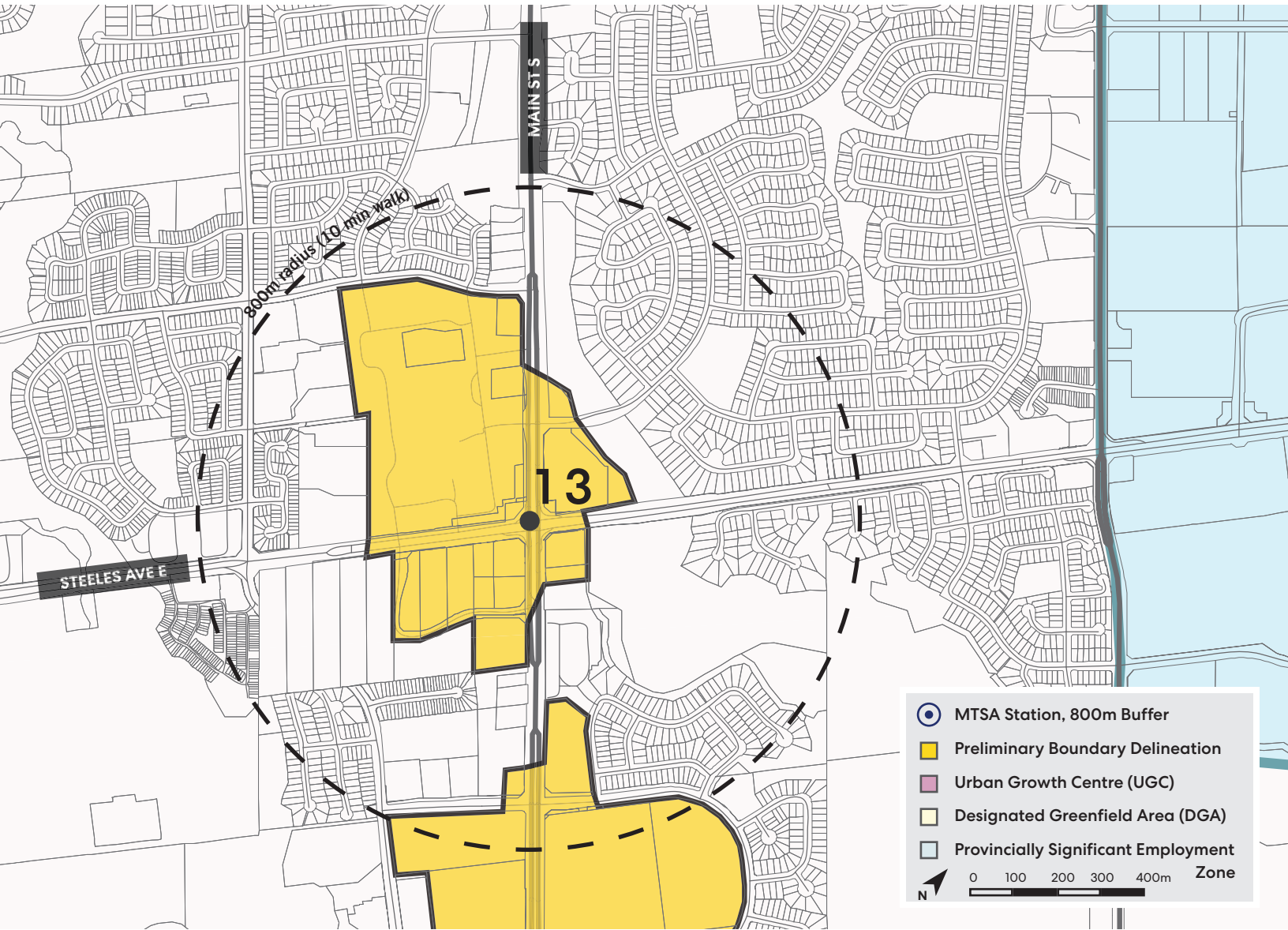
| | |
|---|--------|
| MTSA Preliminary Boundary Delineation | |
| Area (ha) | 150 |
| Population | 505 |
| Employment | 4,386 |
| Total Density (ppj/ha) | 32.5 |
| Additional People and Jobs to Achieve Target Density (ppj) | 19,200 |
| MTSA 800m Radius | |
| Area (ha) | 176 |
| Population | 2,502 |
| Employment | 4,320 |
| Total Density (ppj/ha) | 38.7 |

| | | | |
|----------------------|----------------------------|--------------------------|-------------------------------|
| Station: | Wharton | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | Dundas BRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Limited Potential |
| MOBILITY | <ul style="list-style-type: none"> Dundas BRT and MiWay Transit Pedestrian and pedestrian infrastructure in place |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> High availability of vacant land Limited development pipeline activity Parcel size and configuration for intensification |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> High flood risk, proximity to Etobicoke Creek GP Built Up Urban Area, Provincially Significant Employment Zone |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Limited access to sports and recreation facilities Limited proximity to community amenities and parks |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

Section 5: Hurontario Light Rail Transit

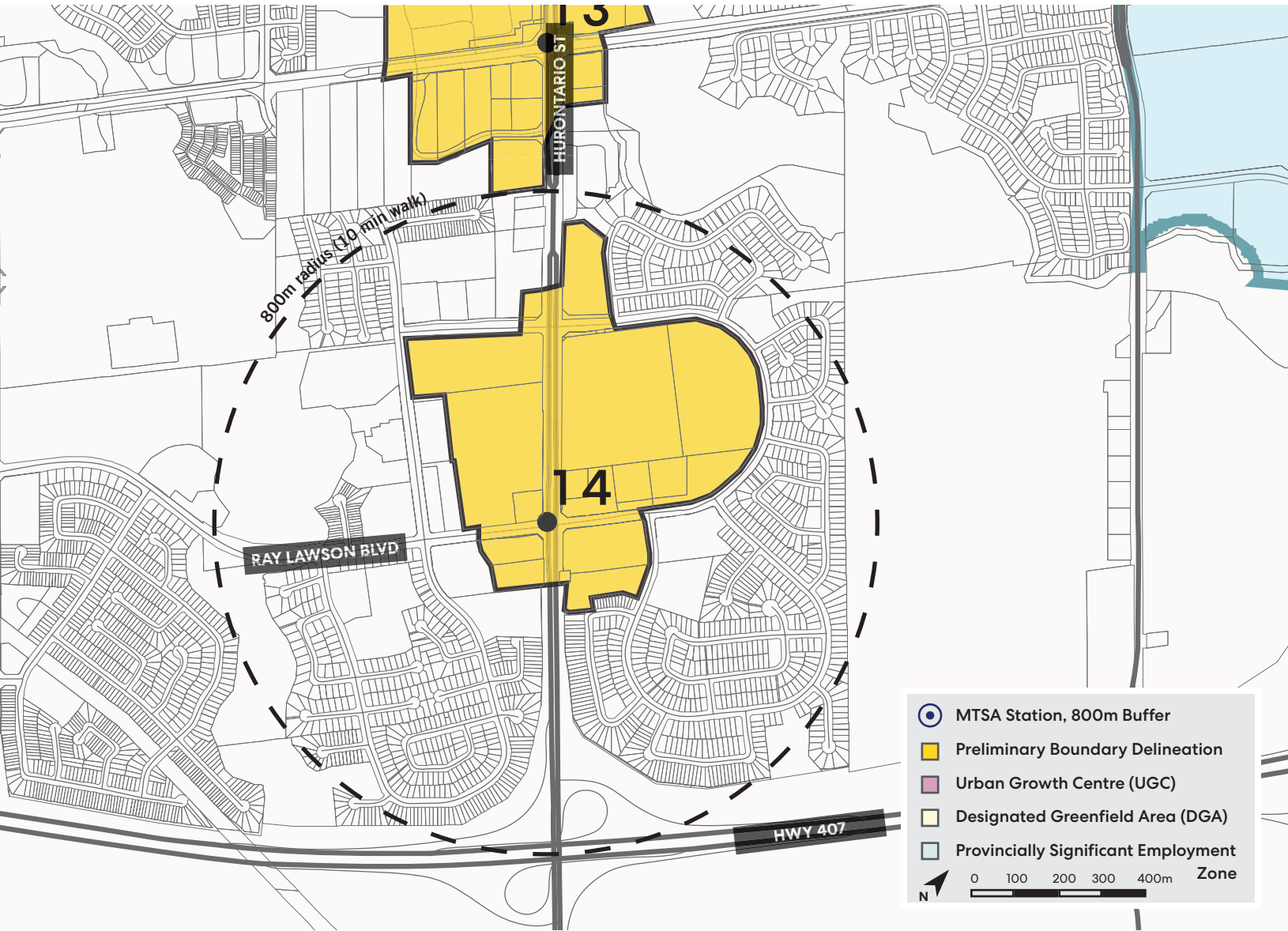


| | |
|--|--------------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 41 |
| Population | 824 |
| Employment | 2,157 |
| Total Density (ppj/ha) | 85.0 |
| Additional People and Jobs to Achieve Target Density (ppj) | 3,000 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 8,884 |
| Employment | 5,103 |
| Total Density (ppj/ha) | 69.6 |

| | | | |
|----------------------|-------------------------|--------------------------|----------------------------------|
| Station: | Gateway Terminal | Corridor Type: | Priority Transit Corridor |
| Municipality: | City of Brampton | Combined Station: | 36/Charolais |
| Corridor: | Hurontario LRT | Target Density: | 160 ppj/ha |





| | |
|------------------------------------|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Station Ready |
| MOBILITY | <ul style="list-style-type: none"> ZUM bus terminal and frequent bus service Cycling and pedestrian infrastructure |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> High availability of vacant land High development pipeline activity Parcel configuration optimal for redevelopment |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Low flood risk GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Community-serving amenities and facilities Landmarks: Shoppers World Brampton, Peel Village Golf Course |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

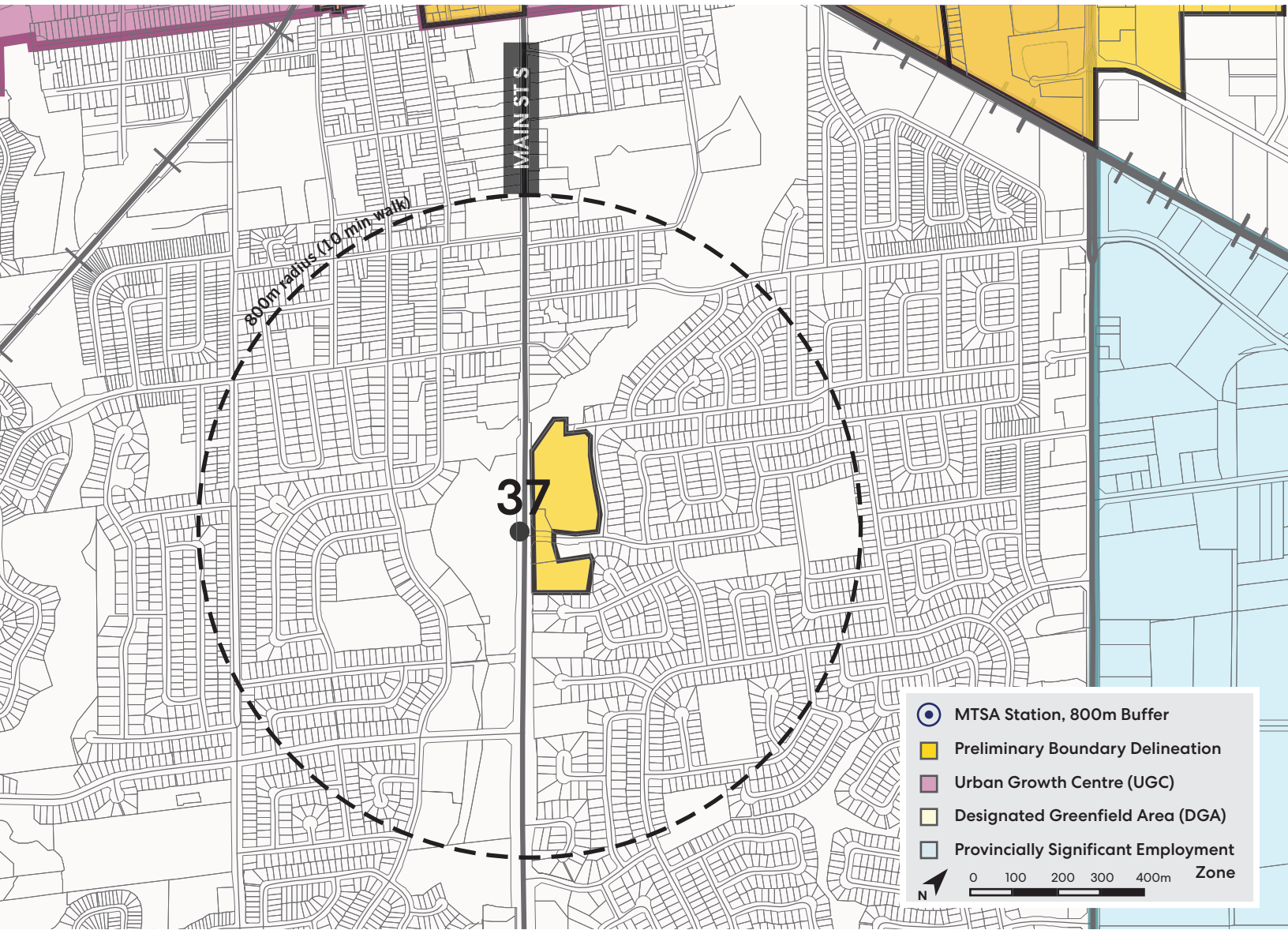


| | |
|--|--------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 43 |
| Population | 1,772 |
| Employment | 2,216 |
| Total Density (ppj/ha) | 92.4 |
| Additional People and Jobs to Achieve Target Density (ppj) | 2,900 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 10,192 |
| Employment | 5,074 |
| Total Density (ppj/ha) | 76.0 |

| | | | |
|----------------------|------------------|--------------------------|---------------------------|
| Station: | Ray Lawson | Corridor Type: | Priority Transit Corridor |
| Municipality: | City of Brampton | Combined Station: | 19/Sir Lou Dr |
| Corridor: | Hurontario LRT | Target Density: | 160 ppj/ha |





| | |
|--|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Market Lag |
| MOBILITY  | <ul style="list-style-type: none"> Current ZUM bus service, Planned Hurontario LRT Regional Major Road and Connector Truck Route |
| MARKET AND GROWTH POTENTIAL  | <ul style="list-style-type: none"> High availability of vacant land Low development pipeline activity Large parcel sizes within 800m radius |
| LAND USE AND BUILT FORM  | <ul style="list-style-type: none"> Low flood risk GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS  | <ul style="list-style-type: none"> Proximity to sports and recreational facilities Provision of community amenities ie. grocery stores Landmarks: 22 Division Peel Police Centre |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

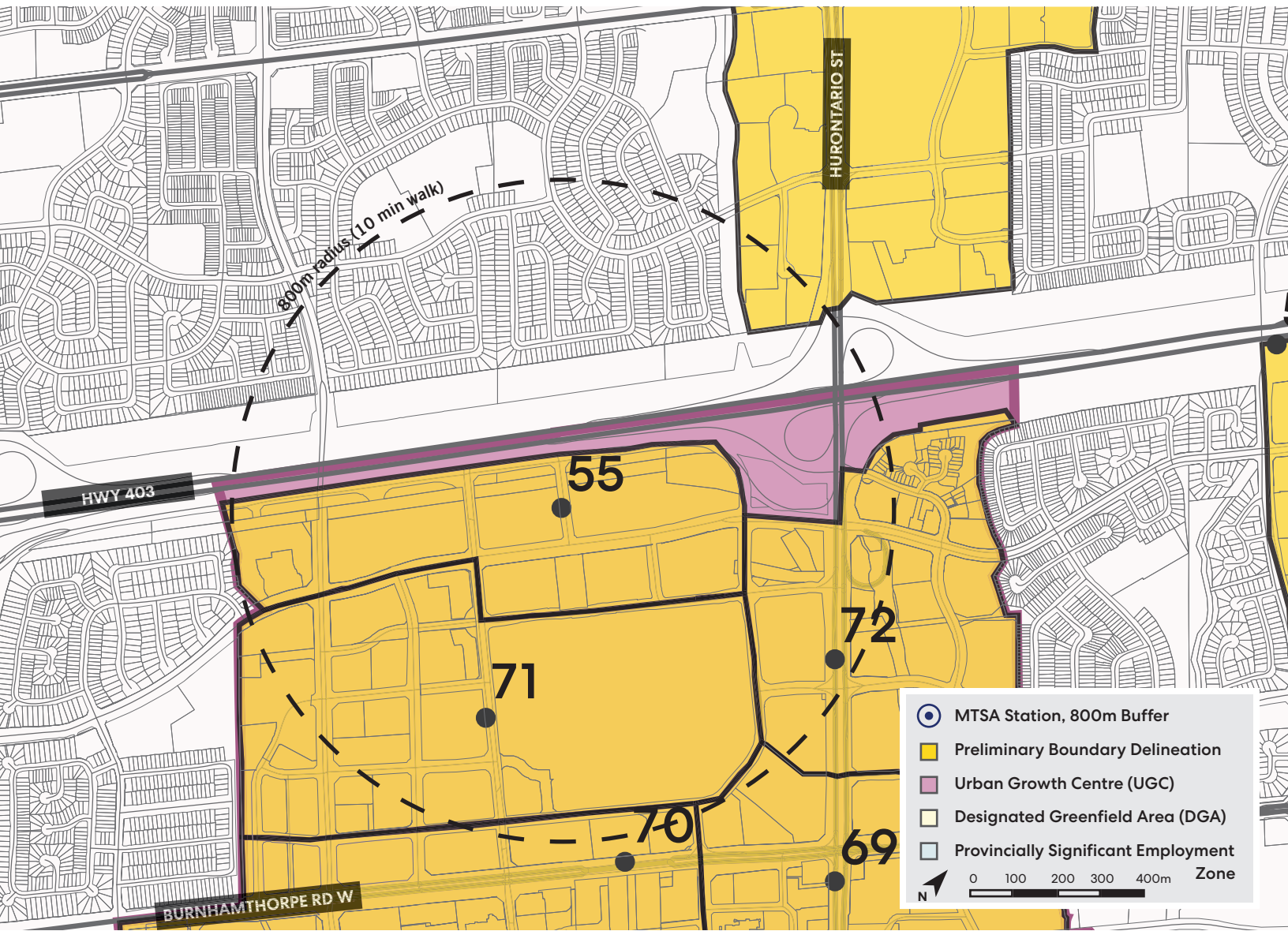


| | |
|--|-------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 5 |
| Population | 42 |
| Employment | 248 |
| Total Density (ppj/ha) | 56.5 |
| Additional People and Jobs to Achieve Target Density (ppj) | 500 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 6,211 |
| Employment | 704 |
| Total Density (ppj/ha) | 34.4 |

| | | | |
|----------------------|------------------|--------------------------|------------------------|
| Station: | Nanwood | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Brampton | Combined Station: | n/a |
| Corridor: | Hurontario LRT | Target Density: | 160 ppj/ha |

| | |
|--|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Limited Potential |
| MOBILITY  | <ul style="list-style-type: none"> Current ZUM bus service, Primary Truck Route Pedestrian and multi-use trail network |
| MARKET AND GROWTH POTENTIAL  | <ul style="list-style-type: none"> Low availability of vacant land No current development pipeline activity Limited parcels appropriate for intensification |
| LAND USE AND BUILT FORM  | <ul style="list-style-type: none"> Moderate flood risk, proximity to Etobicoke Creek GP Built Up Urban Area Surrounded by low-density residential |
| COMMUNITY CONSIDERATIONS  | <ul style="list-style-type: none"> Proximity to sports and recreational facilities Etobicoke Creek multi-use trail system |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)



MTSA Preliminary Boundary Delineation ■

| | |
|------------------------|-------|
| Area (ha) | 75 |
| Population | 2,155 |
| Employment | 1,762 |
| Total Density (ppj/ha) | 52.1 |

Additional People and Jobs to Achieve Target Density (ppj) 8,100

MTSA 800m Radius ●

| | |
|------------------------|--------|
| Area (ha) | 201 |
| Population | 8,852 |
| Employment | 12,560 |
| Total Density (ppj/ha) | 106.6 |

| | | | |
|----------------------|---------------------|--------------------------|---------------------------|
| Station: | City Centre | Corridor Type: | Priority Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | 102/City Centre |
| Corridor: | Hurontario LRT | Target Density: | 160 ppj/ha |

ANALYTICAL LENS

- Station Ready

MOBILITY

- Mississauga City Centre Transit Terminal
- Strong mobility potential

MARKET AND GROWTH POTENTIAL

- High availability of vacant land
- High development pipeline activity
- Large parcel sizes appropriate for intensification

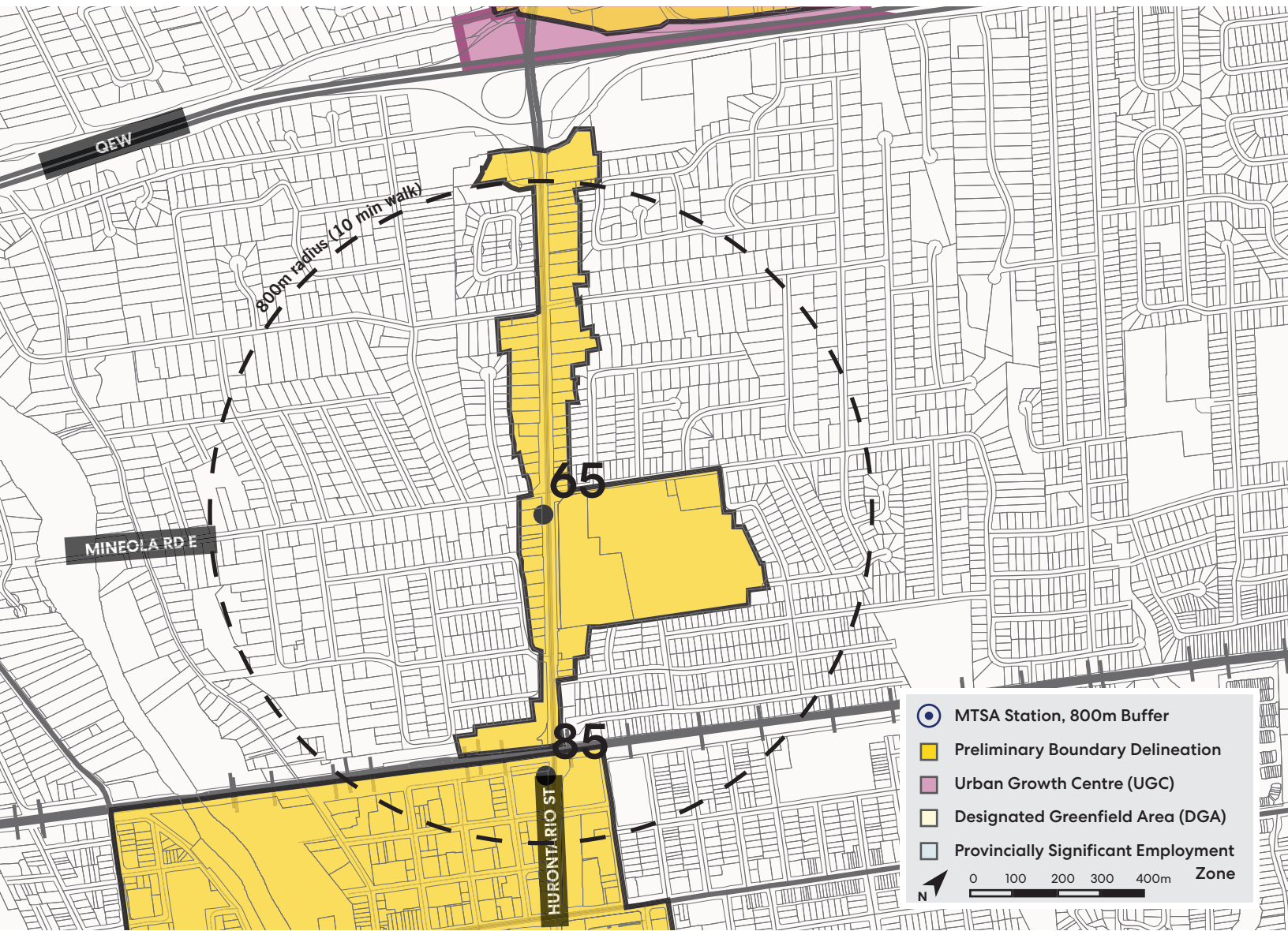
LAND USE AND BUILT FORM

- Moderate flood risk
- Urban Growth Centre, GP Built Up Urban Area

COMMUNITY CONSIDERATIONS

- Proximity to sports and recreational facilities
- Potential master planned neighbourhood
- Landmarks: Square One Shopping Centre

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)



- MTA Station, 800m Buffer
- Preliminary Boundary Delineation
- Urban Growth Centre (UGC)
- Designated Greenfield Area (DGA)
- Provincially Significant Employment Zone

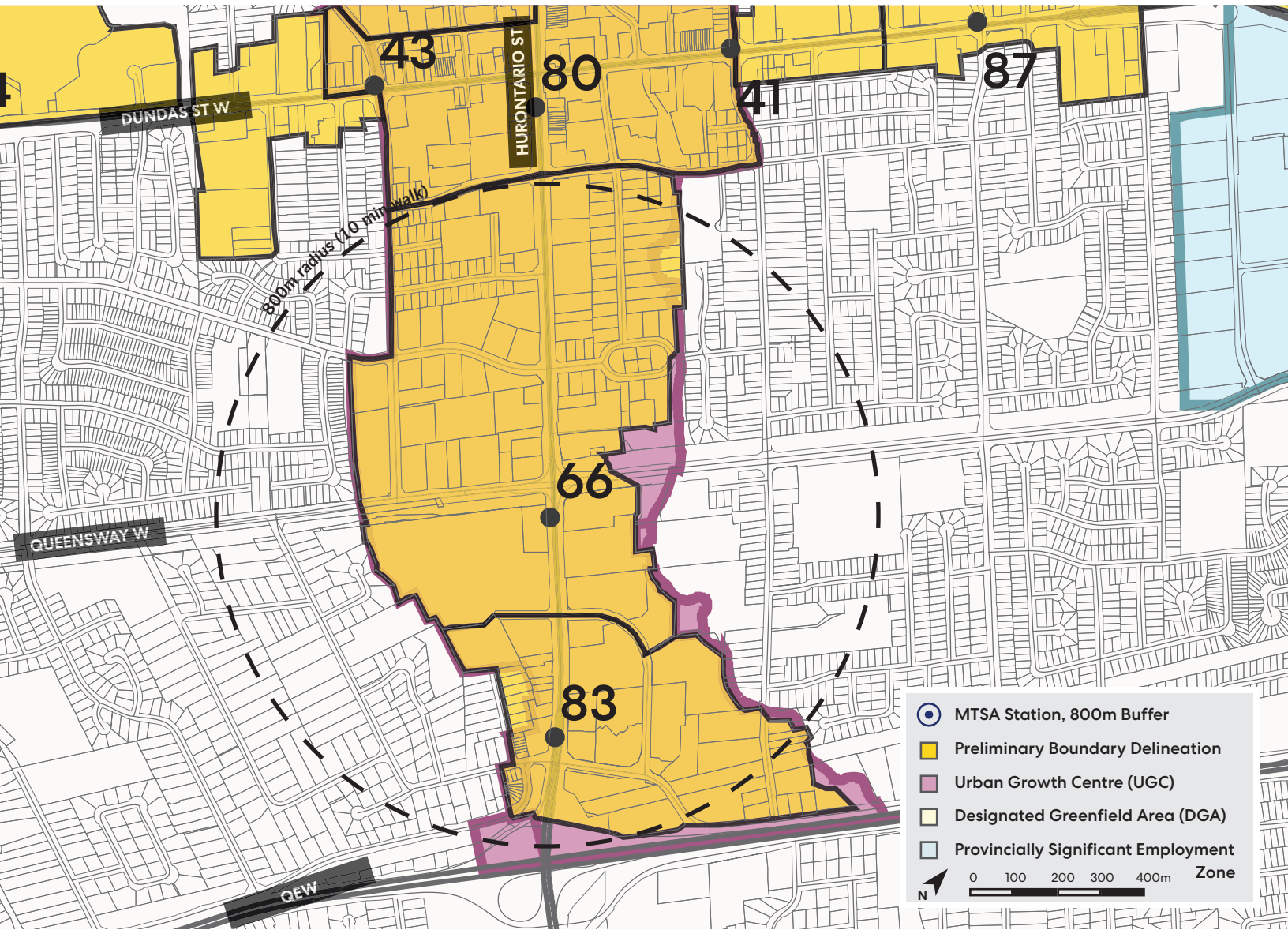
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| | |
|---|--------------|
| MTSA Preliminary Boundary Delineation | |
| Area (ha) | 33 |
| Population | 597 |
| Employment | 209 |
| Total Density (ppj/ha) | 24 |
| Additional People and Jobs to Achieve Target Density (ppj) | 4,559 |
| MTSA 800m Radius | |
| Area (ha) | 201 |
| Population | 4,774 |
| Employment | 1,312 |
| Total Density (ppj/ha) | 30.3 |

| | | | |
|----------------------|---------------------|--------------------------|---------------------------|
| Station: | Mineola | Corridor Type: | Priority Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | Hurontario LRT | Target Density: | 160 ppj/ha |



| | |
|------------------------------------|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Strong Mobility and Community |
| MOBILITY | <ul style="list-style-type: none"> Existing MiWay transit, planned Hurontario LRT Pedestrian and cycling infrastructure in place |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> Limited availability of vacant land No development pipeline activity |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Low flood risk GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Proximity to sports and recreational facilities Port Credit Secondary School, Mineola Public School |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

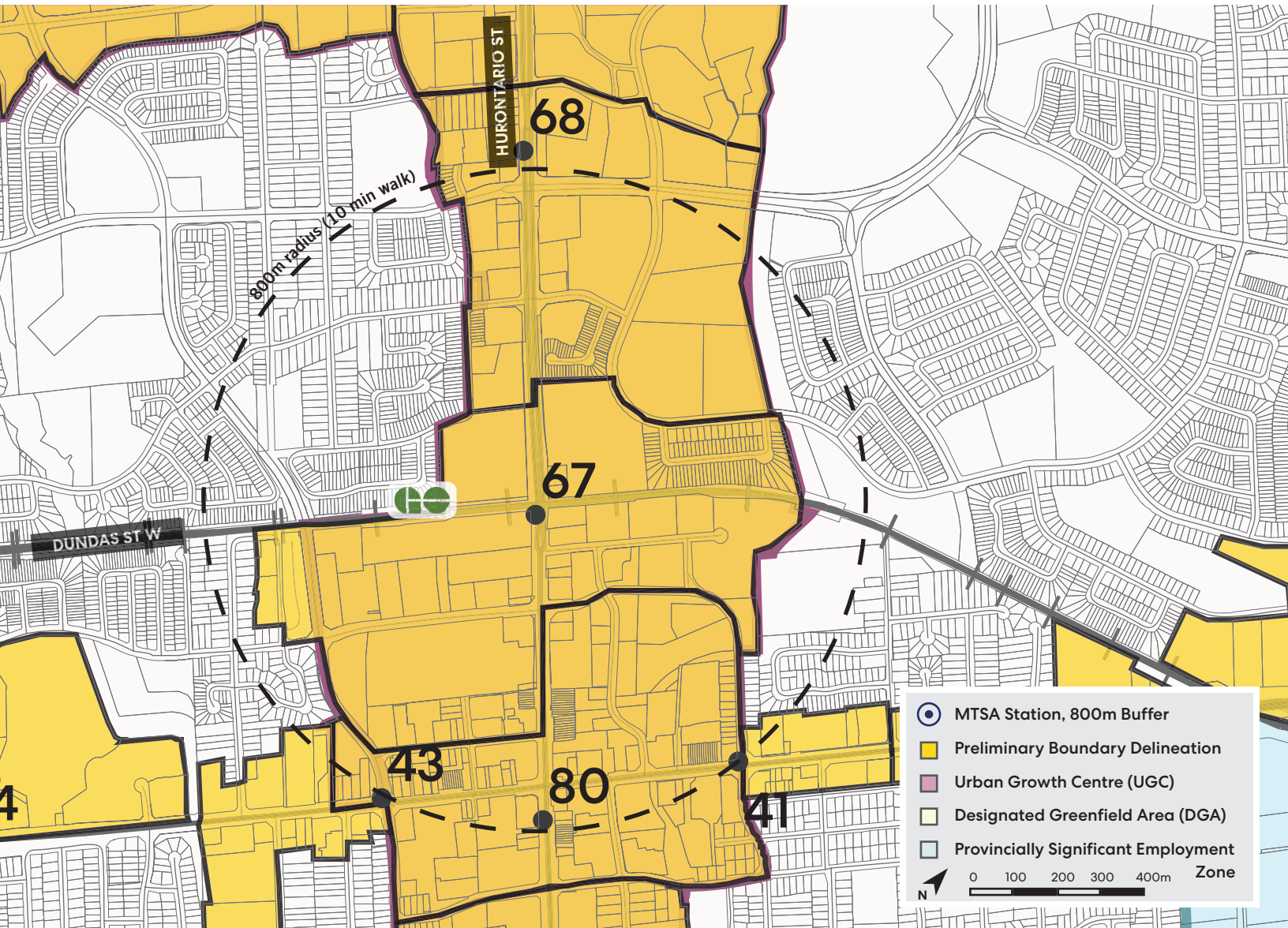


| | |
|--|--------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 71 |
| Population | 13,691 |
| Employment | 12,081 |
| Total Density (ppj/ha) | 358.5 |
| Additional People and Jobs to Achieve Target Density (ppj) | 0 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 14,753 |
| Employment | 11,132 |
| Total Density (ppj/ha) | 128.8 |

| | | | |
|----------------------|---------------------|--------------------------|---------------------------|
| Station: | Queensway | Corridor Type: | Priority Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | Hurontario LRT | Target Density: | 160 ppj/ha |

| | |
|--|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Strong Mobility and Community |
| MOBILITY  | <ul style="list-style-type: none"> Existing MiWay transit, planned Hurontario LRT Pedestrian infrastructure in place Limited cycling infrastructure |
| MARKET AND GROWTH POTENTIAL  | <ul style="list-style-type: none"> Moderate availability of vacant land Limited development pipeline activity Large parcel consolidation for intensification |
| LAND USE AND BUILT FORM  | <ul style="list-style-type: none"> Moderate to high flood risk Urban Growth Centre, GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS  | <ul style="list-style-type: none"> Proximity to sports and recreational facilities Landmarks: Credit Valley Hospital, Camilla Park |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

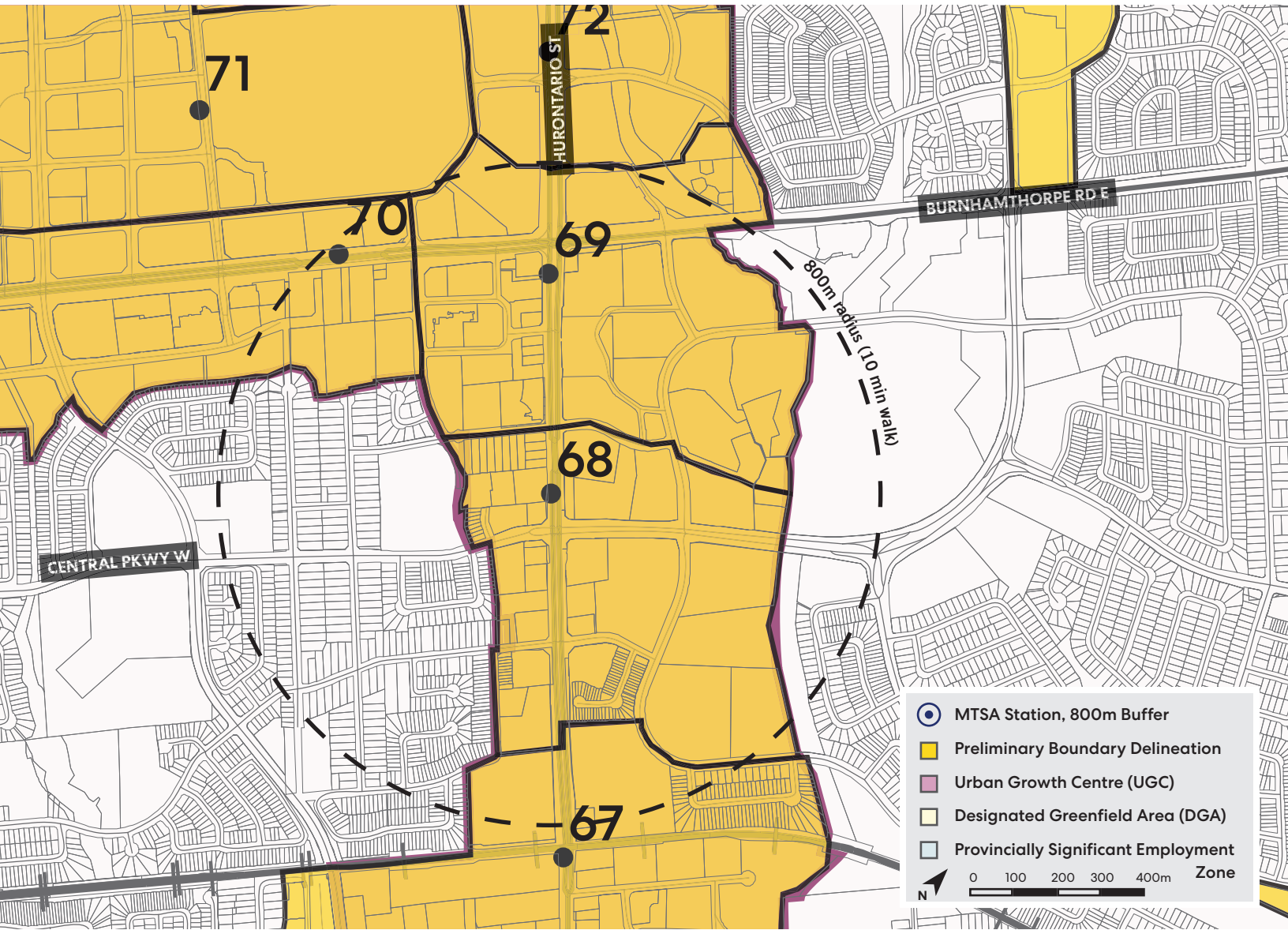


| | |
|--|--------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 65 |
| Population | 7,955 |
| Employment | 1,171 |
| Total Density (ppj/ha) | 140.9 |
| Additional People and Jobs to Achieve Target Density (ppj) | 1,200 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 17,411 |
| Employment | 3,750 |
| Total Density (ppj/ha) | 105.3 |

| | | | |
|----------------------|----------------------------|--------------------------|----------------------------------|
| Station: | Cooksville GO | Corridor Type: | Priority Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | 91/Cooksville GO |
| Corridor: | Hurontario LRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Station Ready |
| MOBILITY | <ul style="list-style-type: none"> Existing MiWay transit, planned Hurontario LRT Cooksville GO Station Pedestrian and cycling infrastructure in place |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> Moderate availability of vacant land Ongoing development pipeline activity Large parcel configuration and size |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Moderate flood risk Urban Growth Centre, GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Proximity to sports and recreational facilities Landmarks: TL Kennedy Secondary School |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

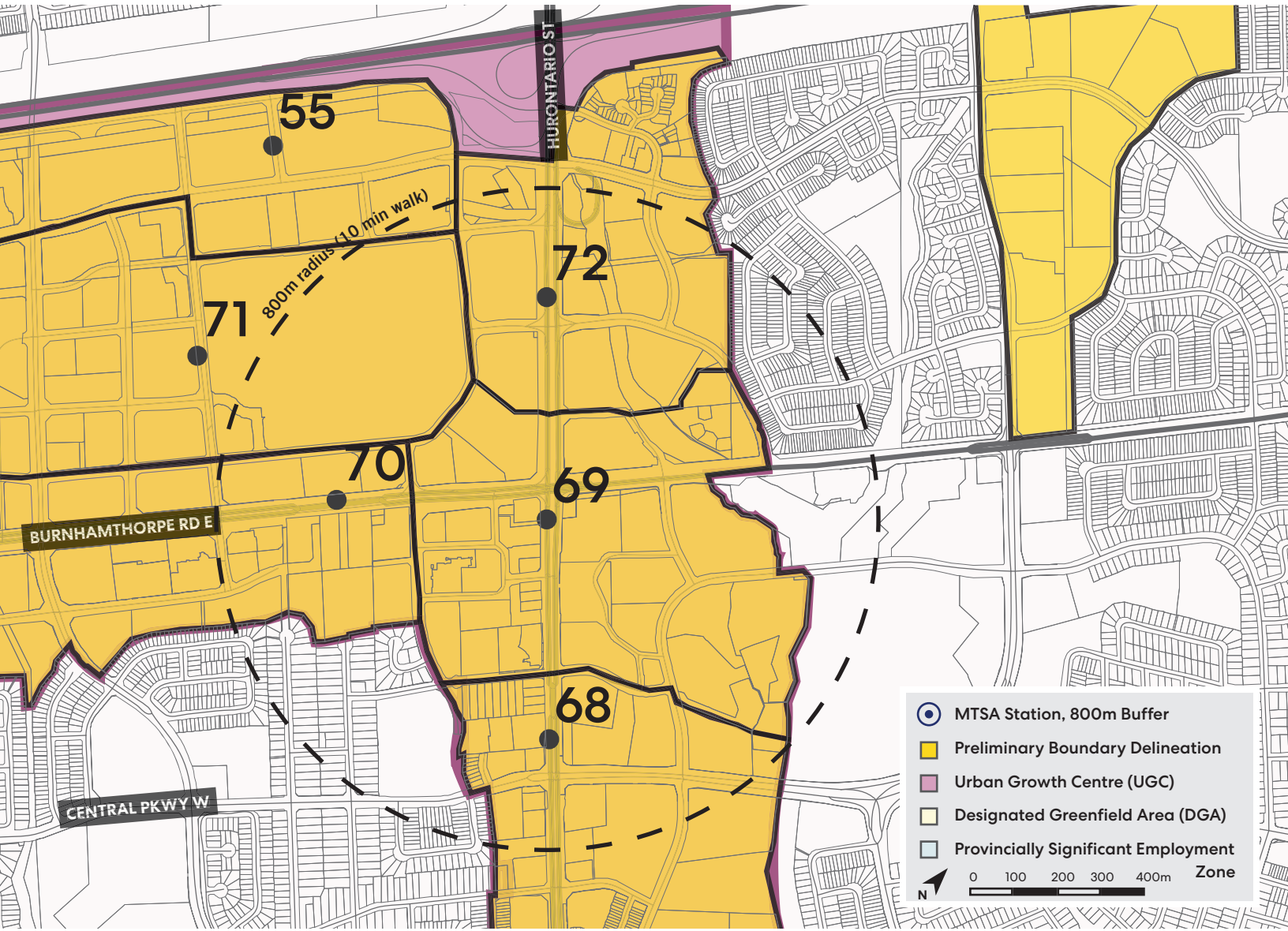


| | |
|--|--------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 51 |
| Population | 8,837 |
| Employment | 701 |
| Total Density (ppj/ha) | 176.8 |
| Additional People and Jobs to Achieve Target Density (ppj) | 0 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 26,416 |
| Employment | 6,324 |
| Total Density (ppj/ha) | 162.9 |

| | | | |
|----------------------|---------------------|--------------------------|---------------------------|
| Station: | Fairview | Corridor Type: | Priority Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | Hurontario LRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Station Ready |
| MOBILITY | <ul style="list-style-type: none"> Existing MiWay transit, planned Hurontario LRT Proximity to Cooksville GO Station Pedestrian infrastructure in place |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> Moderate availability of vacant land Ongoing development pipeline activity Existing apartment neighborhood |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Moderate flood risk Urban Growth Centre, GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Assortment of community amenities, sports and recreation facilities, schools |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)



MTSA Preliminary Boundary Delineation ■

| | |
|------------------------|--------|
| Area (ha) | 58.7 |
| Population | 15,140 |
| Employment | 6,950 |
| Total Density (ppj/ha) | 376.1 |

Additional People and Jobs to Achieve Target Density (ppj) 0

MTSA 800m Radius ●

| | |
|------------------------|--------|
| Area (ha) | 201 |
| Population | 26,171 |
| Employment | 17,519 |
| Total Density (ppj/ha) | 217.4 |

| | | | |
|----------------------|----------------------------|--------------------------|----------------------------------|
| Station: | Burnhamthorpe | Corridor Type: | Priority Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | Hurontario LRT | Target Density: | 160 ppj/ha |

ANALYTICAL LENS

- Station Ready

MOBILITY



- Existing MiWay transit, planned Hurontario LRT
- Primary Truck Route
- Pedestrian and cycling infrastructure in place

MARKET AND GROWTH POTENTIAL



- Moderate availability of vacant land
- Ongoing development pipeline activity
- Existing apartment neighborhood

LAND USE AND BUILT FORM



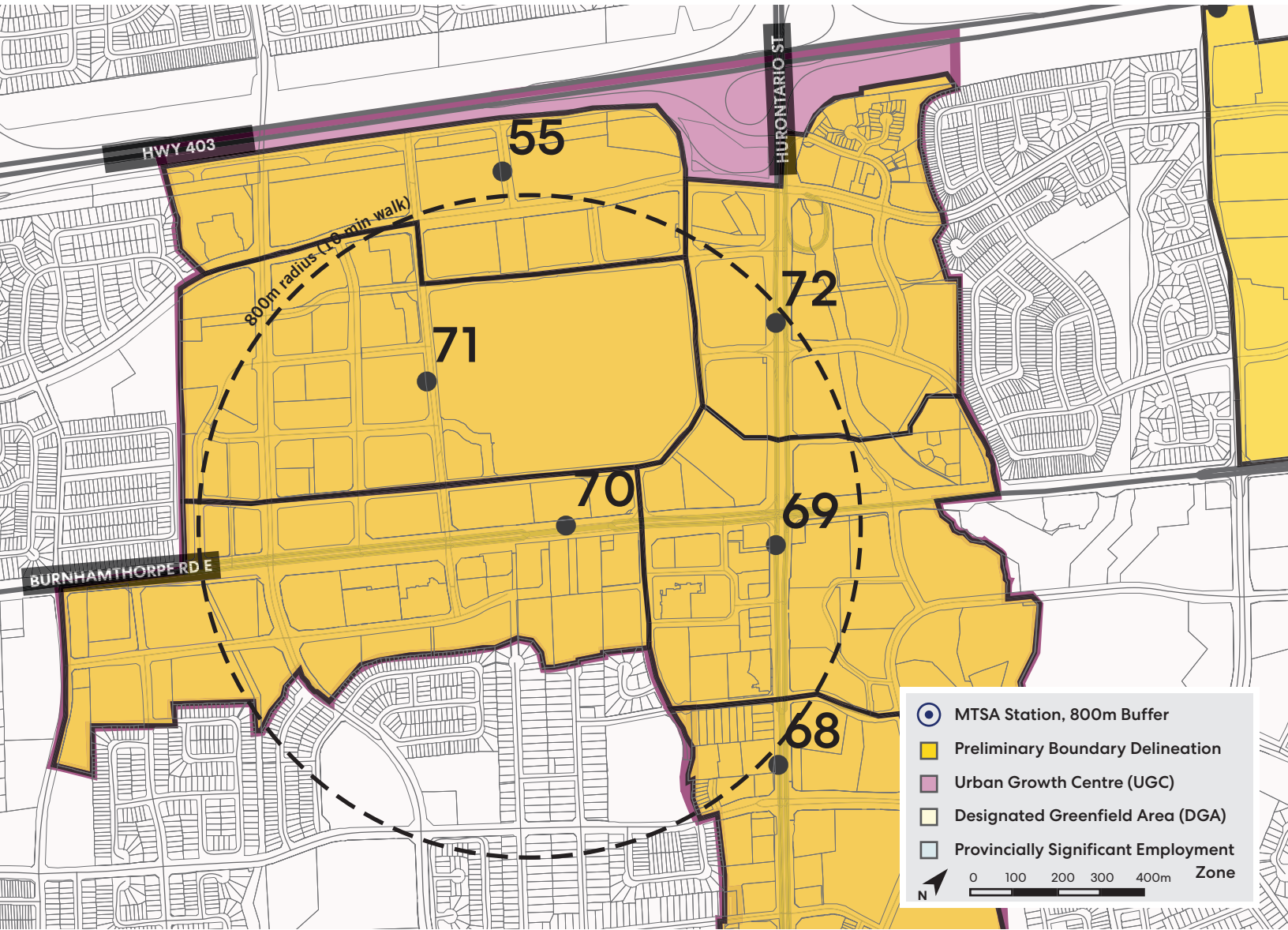
- Moderate flood risk
- Urban Growth Centre, GP Built Up Urban Area

COMMUNITY CONSIDERATIONS



- Assortment of community amenities, sports and recreation facilities, schools
- Landmarks: Square One Shopping Centre

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)



- MTSA Station, 800m Buffer
- Preliminary Boundary Delineation
- Urban Growth Centre (UGC)
- Designated Greenfield Area (DGA)
- Provincially Significant Employment Zone

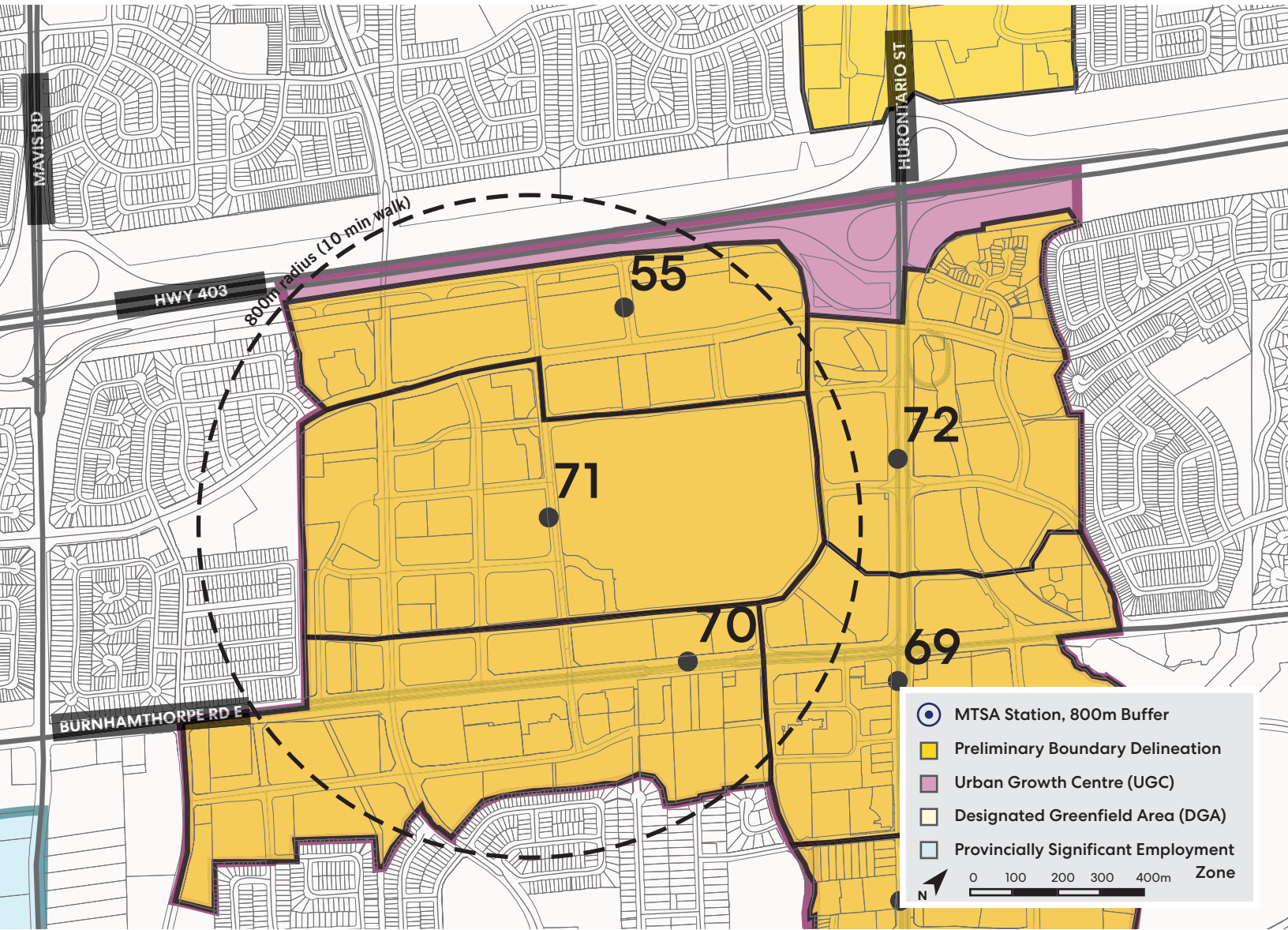
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| | |
|--|--------|
| MTSA Preliminary Boundary Delineation | |
| Area (ha) | 59 |
| Population | 12,891 |
| Employment | 3,189 |
| Total Density (ppj/ha) | 273 |
| Additional People and Jobs to Achieve Target Density (ppj) | 0 |
| MTSA 800m Radius | |
| Area (ha) | 201 |
| Population | 28,201 |
| Employment | 18,313 |
| Total Density (ppj/ha) | 231.5 |

| | | | |
|----------------------|---------------------|--------------------------|------------------------|
| Station: | Main | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | Hurontario LRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Station Ready |
| MOBILITY | <ul style="list-style-type: none"> Mississauga City Centre Transit Terminal Pedestrian and cycling infrastructure in place |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> Moderate to high availability of vacant land Ongoing development pipeline activity Large parcel size and configuration |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Moderate flood risk Urban Growth Centre, GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Community amenities, sports and recreation facilities, community schools Landmarks: Square One Shopping Centre, Fairview Public School |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)



MTSA Preliminary Boundary Delineation ■

| | |
|------------------------|-------|
| Area (ha) | 66 |
| Population | 6,845 |
| Employment | 6,650 |
| Total Density (ppj/ha) | 205.6 |

Additional People and Jobs to Achieve Target Density (ppj) 0

MTSA 800m Radius ●

| | |
|------------------------|--------|
| Area (ha) | 201 |
| Population | 20,943 |
| Employment | 14,905 |
| Total Density (ppj/ha) | 178.4 |

| | | | |
|----------------------|---------------------|--------------------------|------------------------|
| Station: | Duke of York | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | Hurontario LRT | Target Density: | 160 ppj/ha |

ANALYTICAL LENS

- Station Ready

MOBILITY

- Mississauga City Centre Transit Terminal
- Strong mobility potential

MARKET AND GROWTH POTENTIAL

- High availability of vacant land
- High development pipeline activity
- Large parcel sizes appropriate for intensification

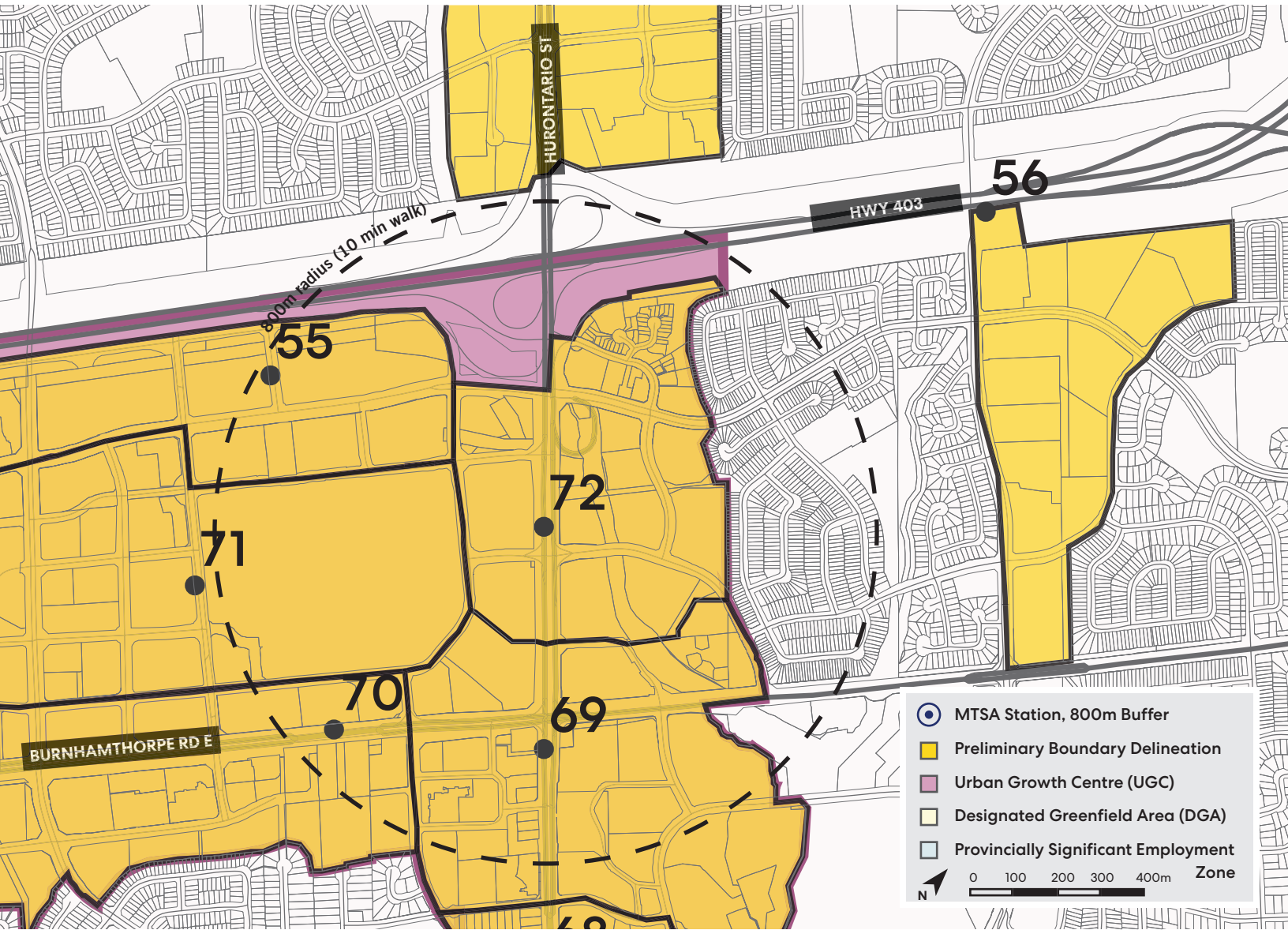
LAND USE AND BUILT FORM

- Moderate flood risk
- Urban Growth Centre, GP Built Up Urban Area

COMMUNITY CONSIDERATIONS

- Proximity to sports and recreational facilities
- Potential master planned neighbourhood
- Landmarks: Square One Shopping Centre

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

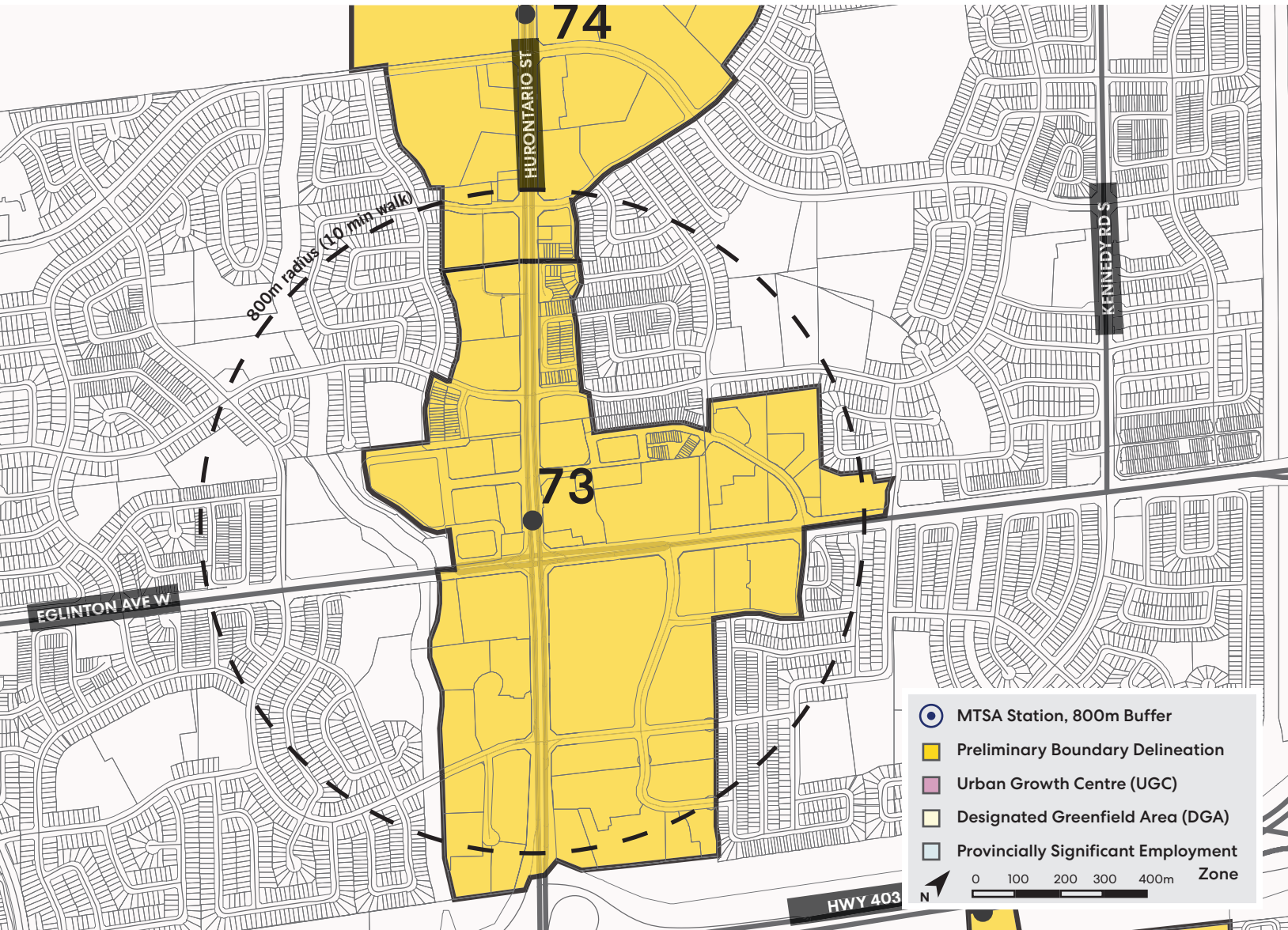


| | |
|--|--------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 43 |
| Population | 1,629 |
| Employment | 7,499 |
| Total Density (ppj/ha) | 211 |
| Additional People and Jobs to Achieve Target Density (ppj) | 0 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 14,005 |
| Employment | 19,621 |
| Total Density (ppj/ha) | 167.4 |

| | | | |
|----------------------|---------------------|--------------------------|---------------------------|
| Station: | Robert Speck | Corridor Type: | Priority Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | Hurontario LRT | Target Density: | 160 ppj/ha |





| | |
|------------------------------------|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Market Lag |
| MOBILITY | <ul style="list-style-type: none"> Mississauga City Centre Transit Terminal Existing MiWay transit, planned Hurontario LRT |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> High availability of vacant land High development pipeline activity Large parcel sizes appropriate for intensification |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Moderate flood risk Urban Growth Centre, GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Proximity to sports and recreational facilities Potential master planned neighbourhood Landmarks: Square One Shopping Centre |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

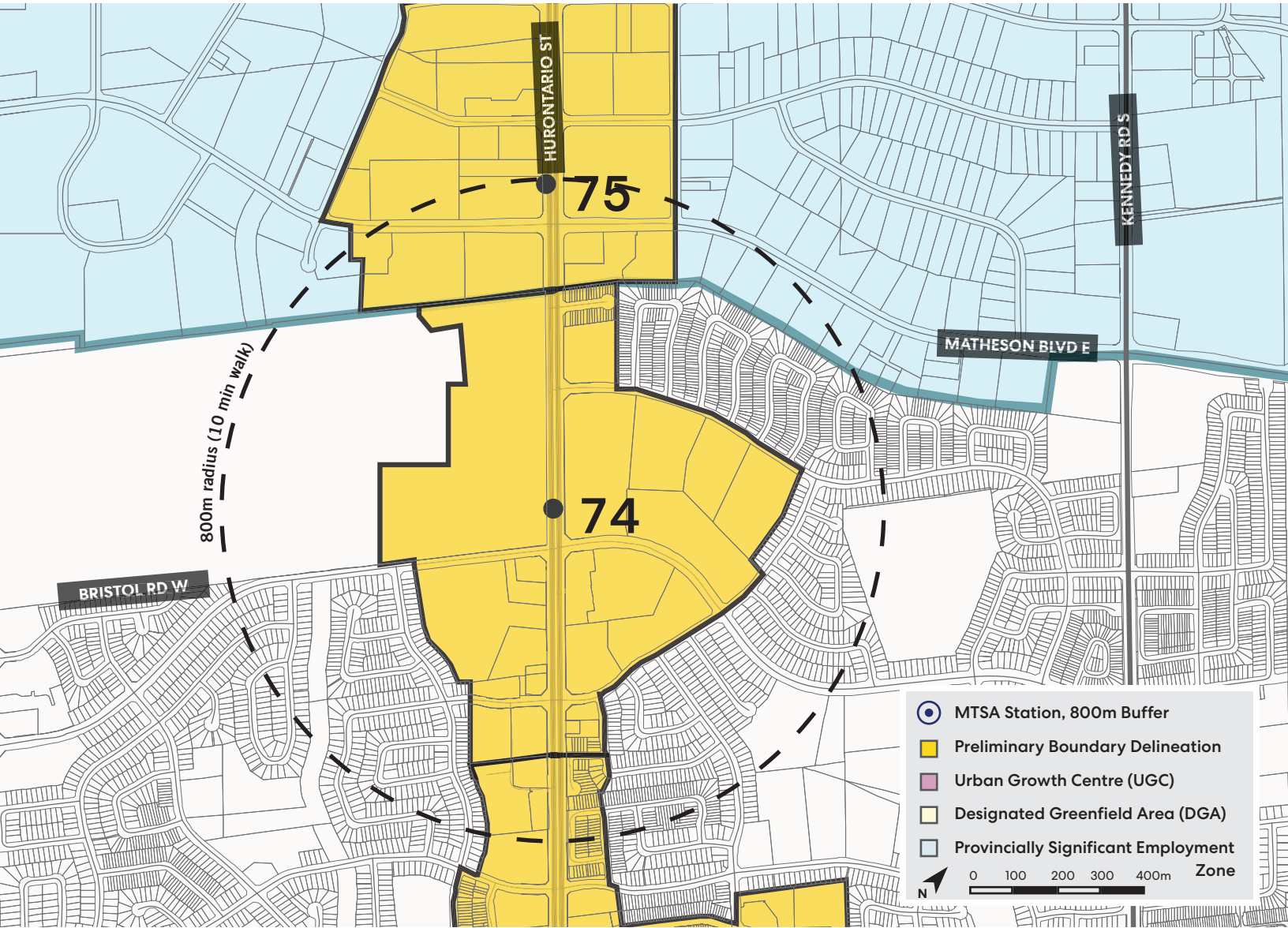


| | |
|--|--------------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 100 |
| Population | 11,728 |
| Employment | 2,484 |
| Total Density (ppj/ha) | 142.1 |
| Additional People and Jobs to Achieve Target Density (ppj) | 1,786 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 16,443 |
| Employment | 2,984 |
| Total Density (ppj/ha) | 96.7 |

| | | | |
|----------------------|---------------------|--------------------------|---------------------------|
| Station: | Eglinton | Corridor Type: | Priority Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | Hurontario LRT | Target Density: | 160 ppj/ha |

| | |
|--|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Station Ready |
| MOBILITY  | <ul style="list-style-type: none"> Existing MiWay transit, planned Hurontario LRT Pedestrian and cycling infrastructure in place |
| MARKET AND GROWTH POTENTIAL  | <ul style="list-style-type: none"> High availability of vacant land High development pipeline activity Large parcel sizes optimal for intensification |
| LAND USE AND BUILT FORM  | <ul style="list-style-type: none"> Low flood risk GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS  | <ul style="list-style-type: none"> Community amenities, sports and recreational facilities, Kingsbridge Common Potential master planned neighbourhood |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

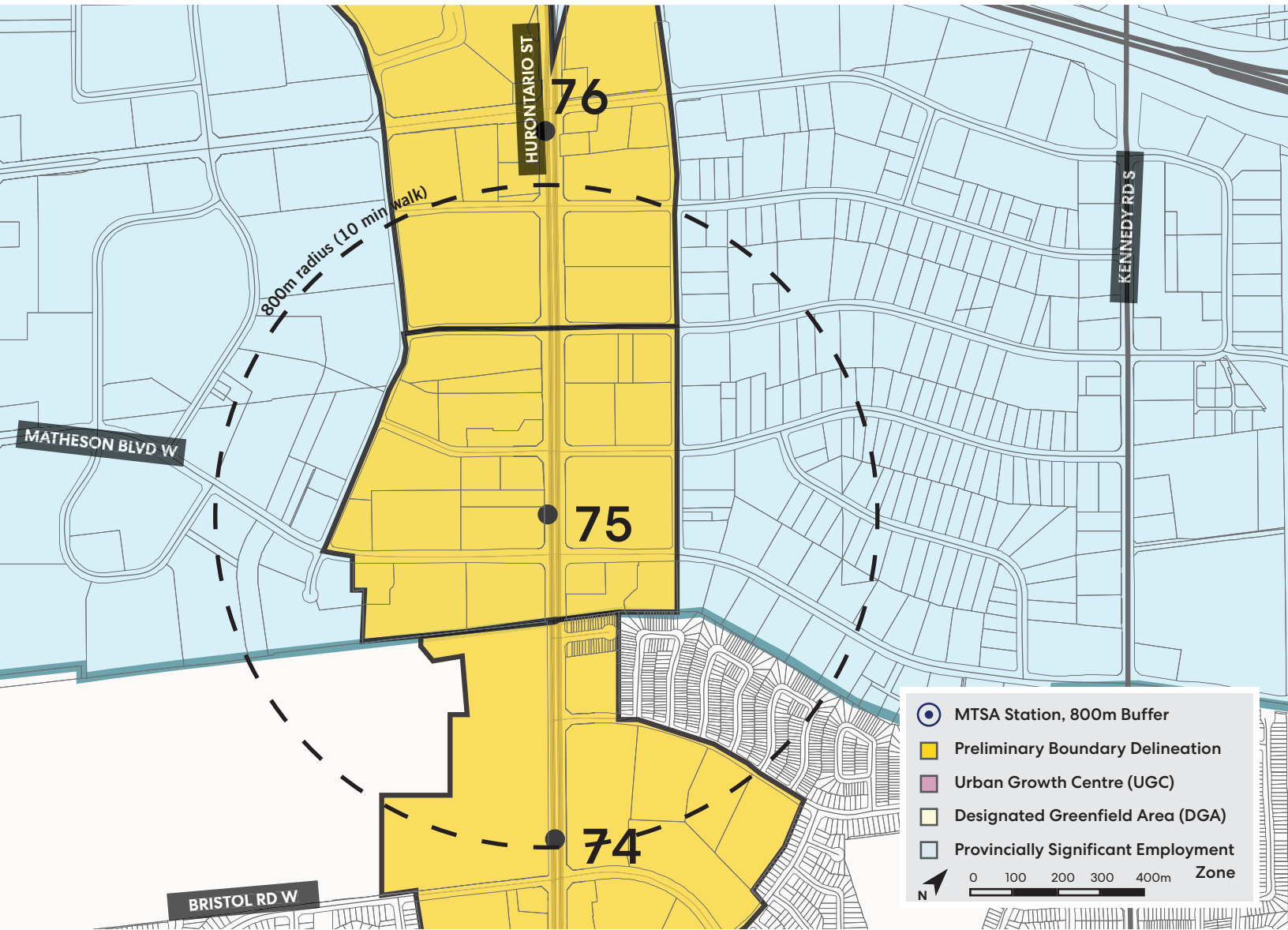


| | |
|--|--------------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 68 |
| Population | 6,068 |
| Employment | 976 |
| Total Density (ppj/ha) | 103 |
| Additional People and Jobs to Achieve Target Density (ppj) | 3,865 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 9,918 |
| Employment | 5,325 |
| Total Density (ppj/ha) | 75.9 |

| | | | |
|----------------------|----------------------------|--------------------------|----------------------------------|
| Station: | Bristol | Corridor Type: | Priority Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | Hurontario LRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Market Lag |
| MOBILITY | <ul style="list-style-type: none"> Existing MiWay transit, planned Hurontario LRT Pedestrian infrastructure in place |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> High availability of vacant land Limited development pipeline activity Large parcel sizes optimal for intensification |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Low flood risk GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Community amenities, sports and recreational facilities Landmarks: St. Francis Xavier Secondary School |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)



- MTSA Station, 800m Buffer
- Preliminary Boundary Delineation
- Urban Growth Centre (UGC)
- Designated Greenfield Area (DGA)
- Provincially Significant Employment Zone

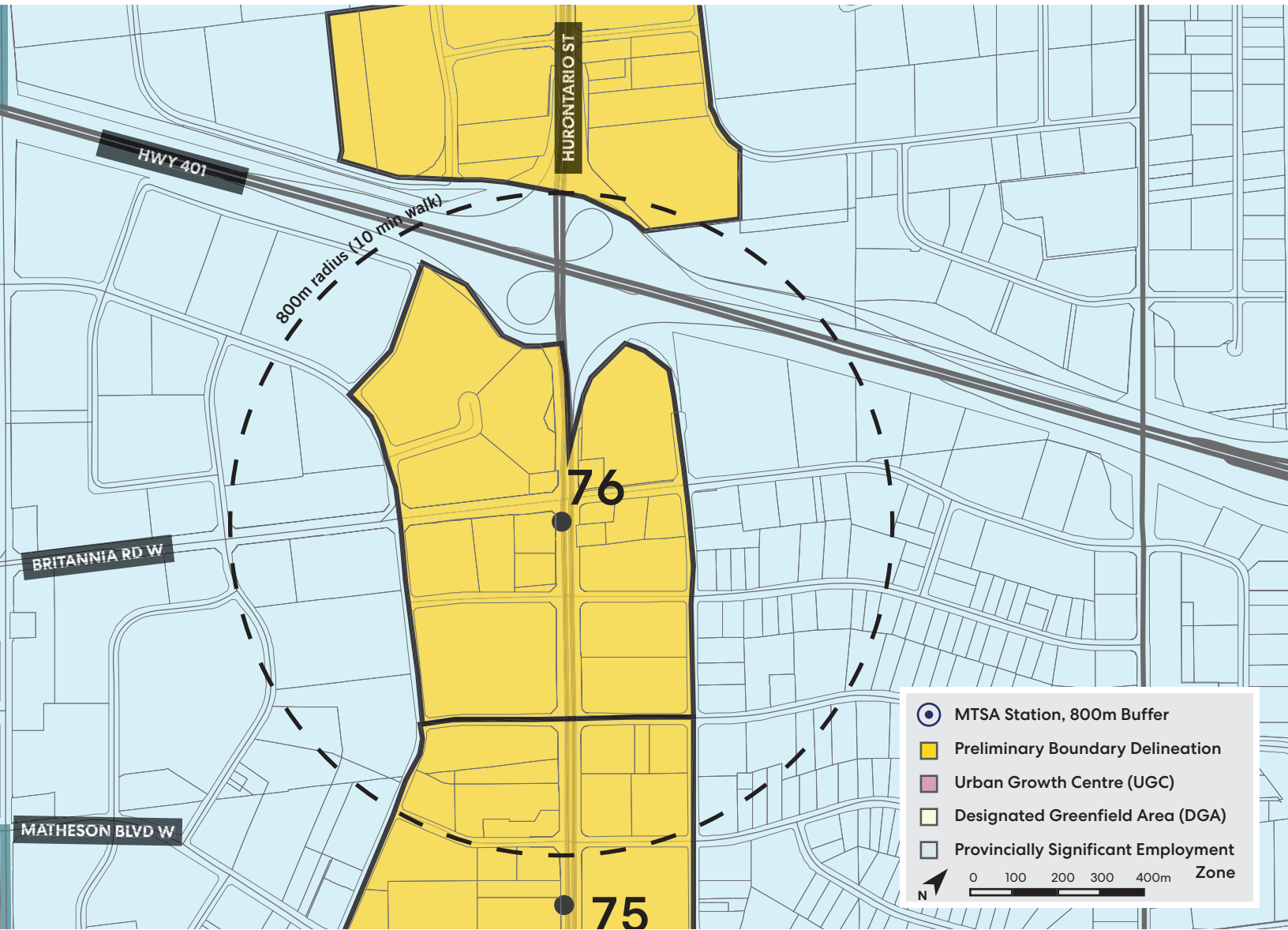
0 100 200 300 400m

| | |
|---|--------|
| MTSA Preliminary Boundary Delineation | |
| Area (ha) | 53 |
| Population | 0 |
| Employment | 8,486 |
| Total Density (ppj/ha) | 160.8 |
| Additional People and Jobs to Achieve Target Density (ppj) | 0 |
| MTSA 800m Radius | |
| Area (ha) | 201 |
| Population | 1,833 |
| Employment | 13,400 |
| Total Density (ppj/ha) | 75.8 |

| | | | |
|----------------------|---------------------|--------------------------|---------------------------|
| Station: | Matheson | Corridor Type: | Priority Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | Hurontario LRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Station Ready |
| MOBILITY | <ul style="list-style-type: none"> Existing MiWay transit, planned Hurontario LRT Pedestrian infrastructure in place |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> High availability of vacant land Limited current development pipeline activity Land parcel characteristics |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Low flood risk Provincially Significant Employment Zone, GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Lack of community amenities and facilities |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

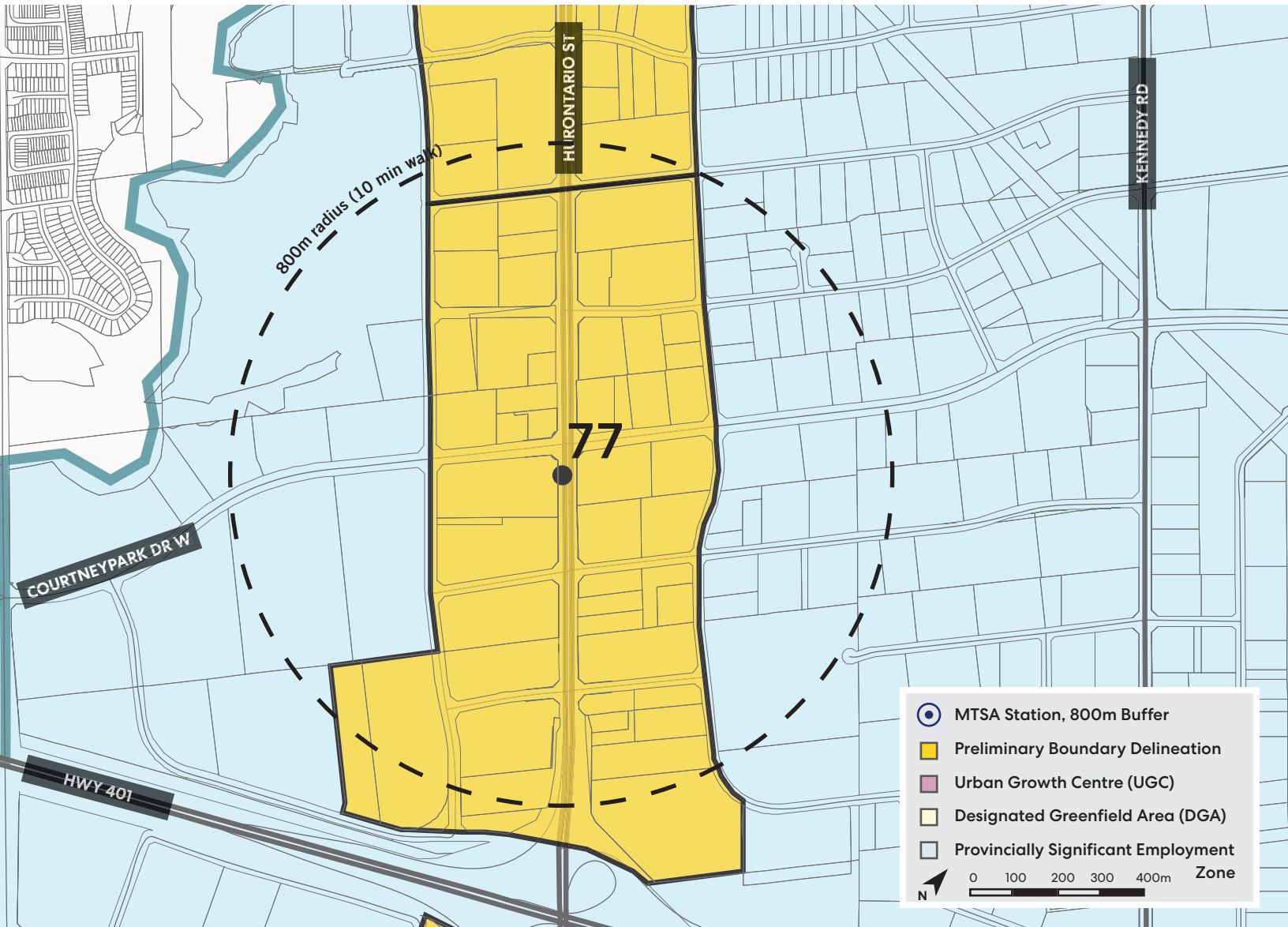


| | |
|--|--------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 64 |
| Population | 0 |
| Employment | 2,908 |
| Total Density (ppj/ha) | 45.5 |
| Additional People and Jobs to Achieve Target Density (ppj) | 7,310 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 0 |
| Employment | 11,201 |
| Total Density (ppj/ha) | 55.7 |

| | | | |
|----------------------|---------------------|--------------------------|---------------------------|
| Station: | Britannia | Corridor Type: | Priority Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | Hurontario LRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Strong Market and Planning |
| MOBILITY | <ul style="list-style-type: none"> Existing MiWay transit, planned Hurontario LRT Limited cycling infrastructure |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> High availability of vacant land Limited current development pipeline activity Large land parcels optimal for |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Low flood risk Provincially Significant Employment Zone, GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Lack of community amenities and facilities |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

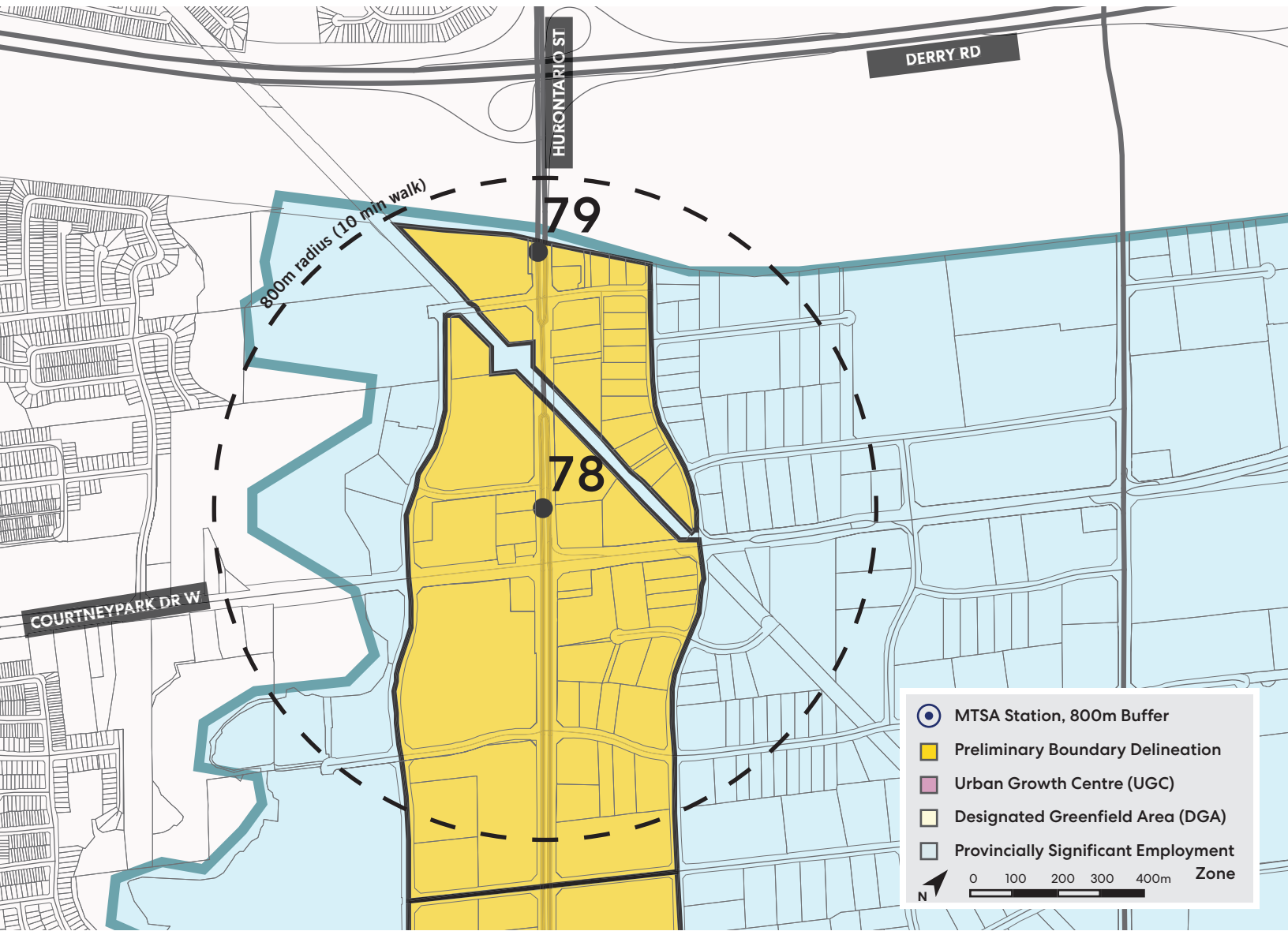


| | |
|--|--------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 115 |
| Population | 0 |
| Employment | 3,601 |
| Total Density (ppj/ha) | 31.2 |
| Additional People and Jobs to Achieve Target Density (ppj) | 14,800 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 0 |
| Employment | 5,910 |
| Total Density (ppj/ha) | 29.4 |

| | | | |
|----------------------|---------------------|--------------------------|---------------------------|
| Station: | Courtney Park | Corridor Type: | Priority Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | Hurontario LRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Strong Market and Planning |
| MOBILITY | <ul style="list-style-type: none"> Existing MiWay transit, planned Hurontario LRT Limited cycling and pedestrian infrastructure |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> High availability of vacant land Limited current development pipeline activity Large land parcels and configuration |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Low flood risk Provincially Significant Employment Zone, GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Lack of community amenities and facilities |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

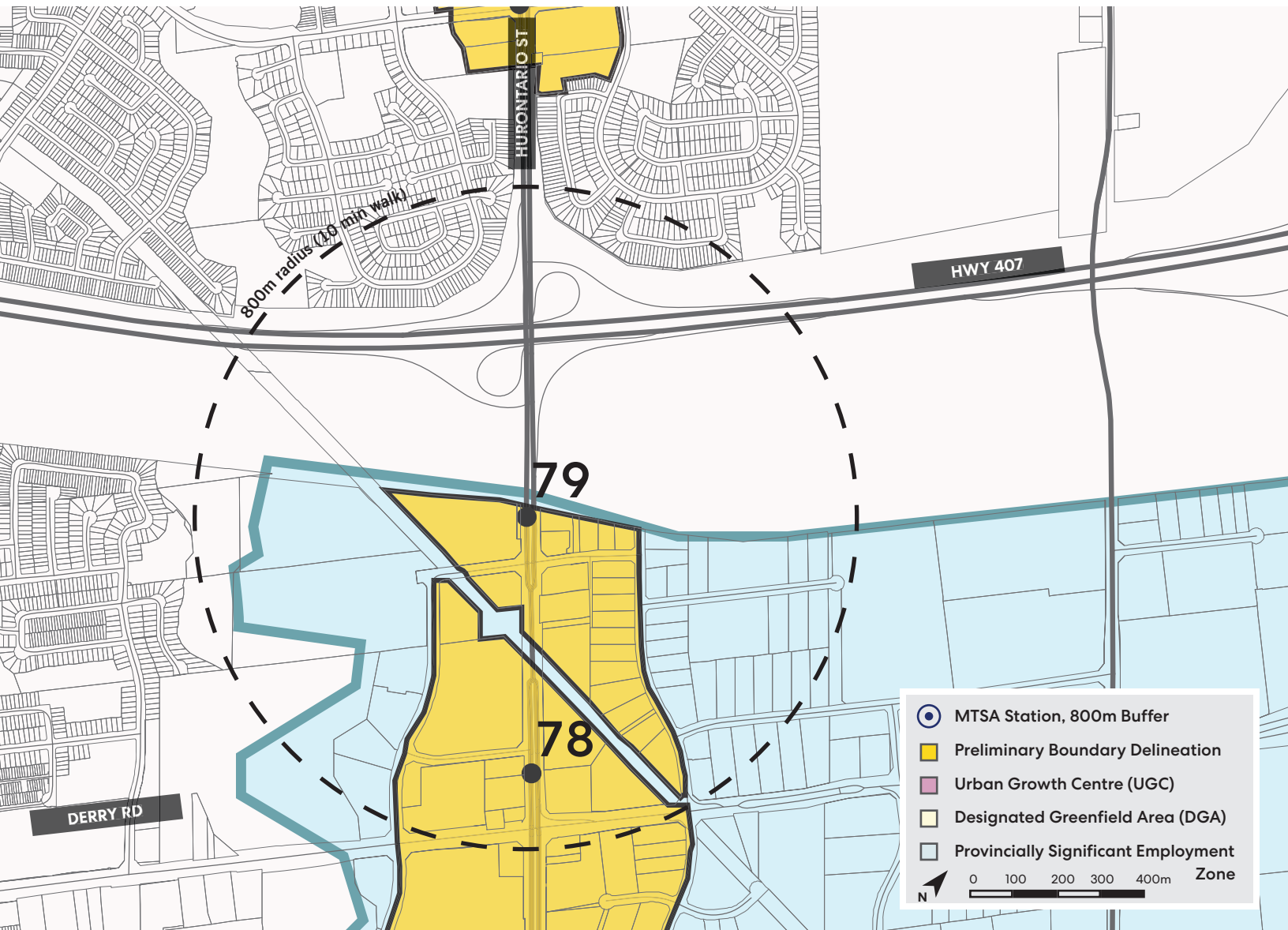


| | |
|--|--------------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 72 |
| Population | 0 |
| Employment | 1,920 |
| Total Density (ppj/ha) | 26.4 |
| Additional People and Jobs to Achieve Target Density (ppj) | 9,700 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 566 |
| Employment | 5,096 |
| Total Density (ppj/ha) | 28.0 |

| | | | |
|----------------------|---------------------|--------------------------|---------------------------|
| Station: | Derry | Corridor Type: | Priority Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | Hurontario LRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Strong Market and Planning |
| MOBILITY | <ul style="list-style-type: none"> Existing MiWay transit, planned Hurontario LRT Limited cycling and pedestrian infrastructure |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> High availability of vacant land High current development pipeline activity Large land parcels and configuration |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Low flood risk Provincially Significant Employment Zone, GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Lack of community amenities and facilities Adjacent to Derry West Greenbelt |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)



- MTSA Station, 800m Buffer
- Preliminary Boundary Delineation
- Urban Growth Centre (UGC)
- Designated Greenfield Area (DGA)
- Provincially Significant Employment Zone

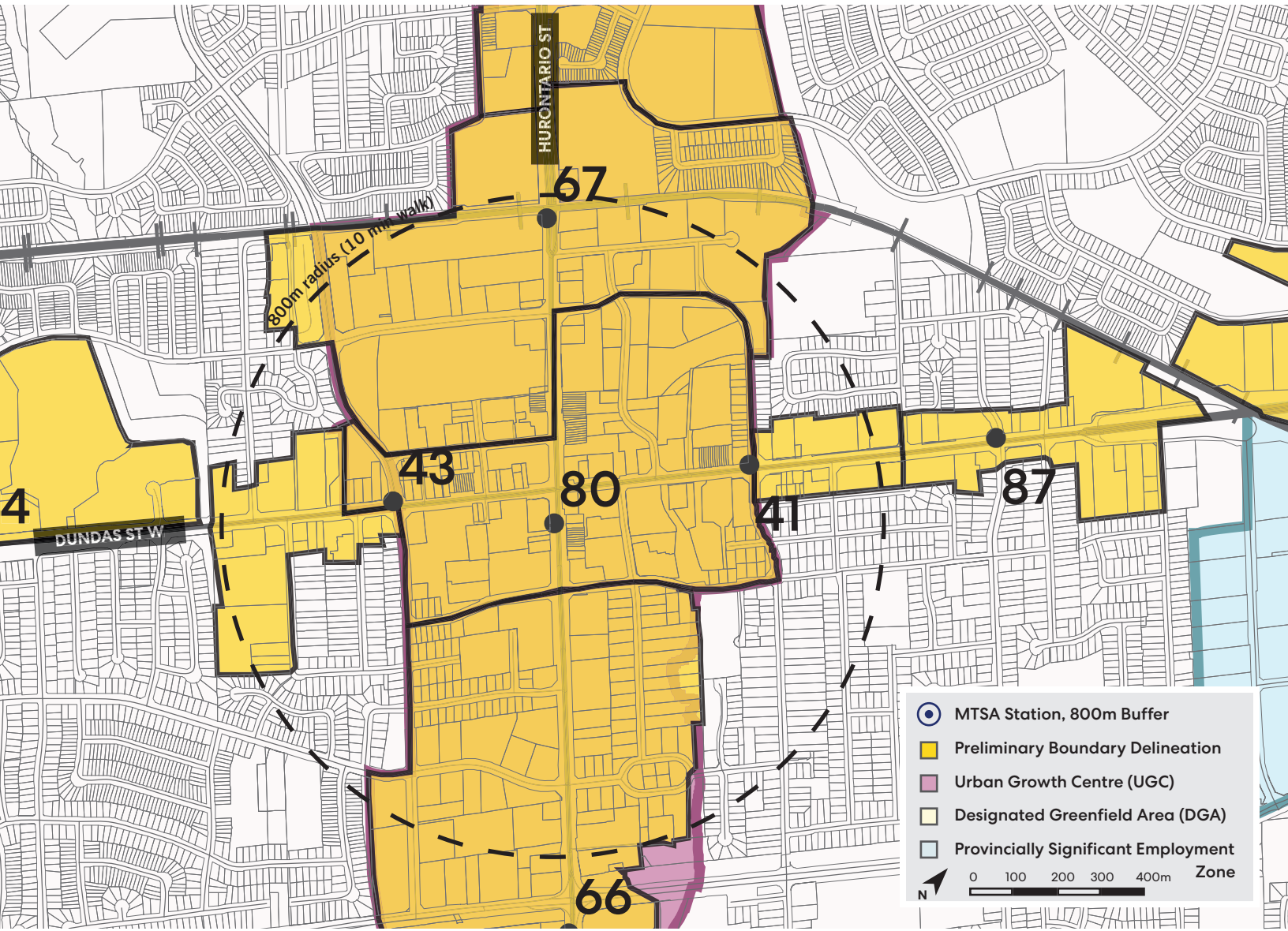
0 100 200 300 400m

| | |
|---|--------------|
| MTSA Preliminary Boundary Delineation | |
| Area (ha) | 19 |
| Population | 0 |
| Employment | 846 |
| Total Density (ppj/ha) | 45 |
| Additional People and Jobs to Achieve Target Density (ppj) | 2,138 |
| MTSA 800m Radius | |
| Area (ha) | 201 |
| Population | 1,461 |
| Employment | 3,018 |
| Total Density (ppj/ha) | 22.3 |

| | | | |
|----------------------|----------------------------|--------------------------|----------------------------------|
| Station: | HWY 407-Hurontario | Corridor Type: | Priority Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | 4/Hurontario |
| Corridor: | Hurontario LRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Strong Market and Planning |
| MOBILITY | <ul style="list-style-type: none"> Existing MiWay transit, planned Hurontario LRT Limited cycling and pedestrian infrastructure |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> High availability of vacant land High current development pipeline activity Large land parcels and configuration |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Low flood risk Provincially Significant Employment Zone, GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Lack of community amenities and facilities Adjacent to Derry West Greenbelt |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

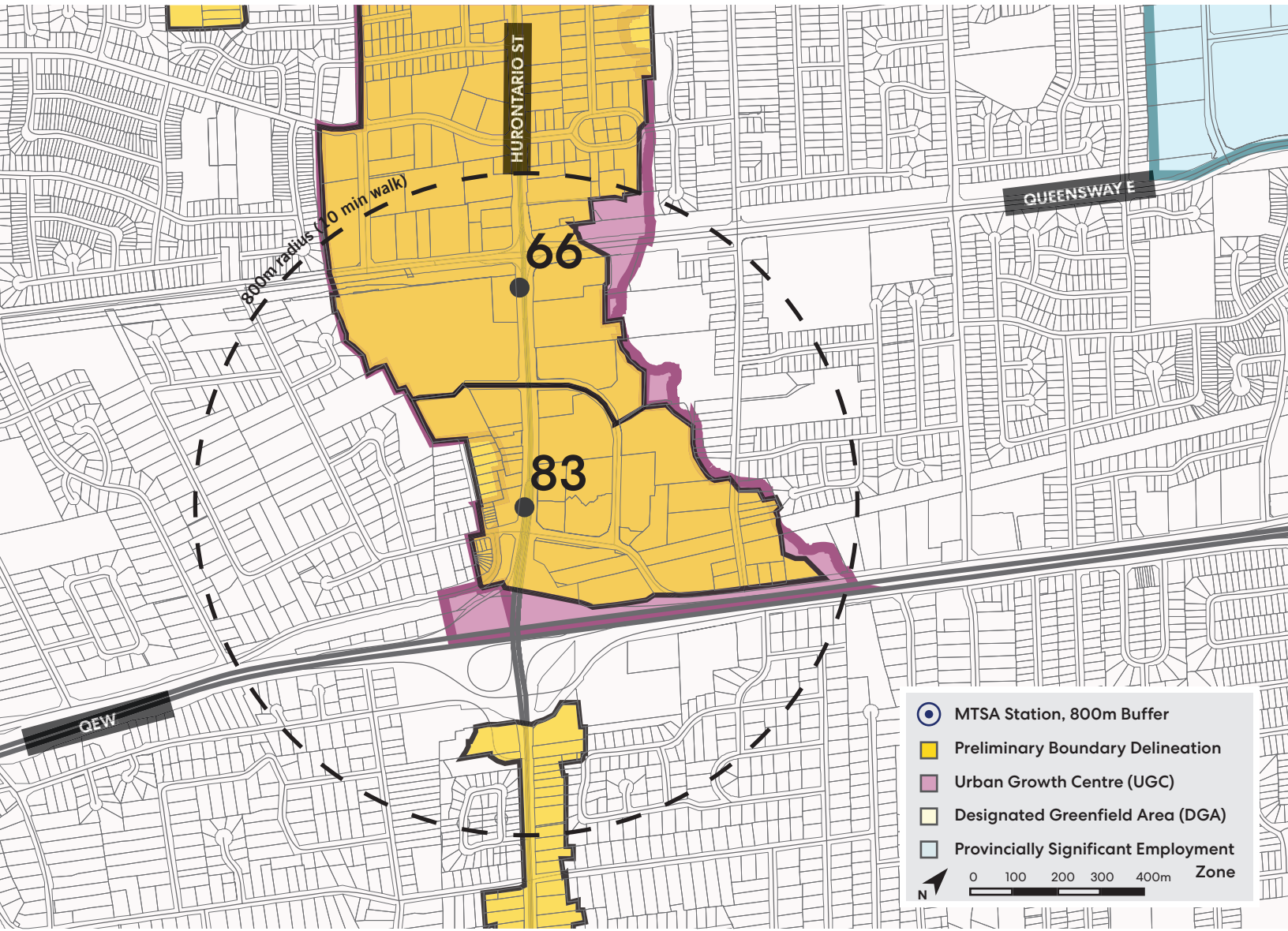


| | |
|--|--------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 49 |
| Population | 7,084 |
| Employment | 3,011 |
| Total Density (ppj/ha) | 204.3 |
| Additional People and Jobs to Achieve Target Density (ppj) | 0 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 18,257 |
| Employment | 4,841 |
| Total Density (ppj/ha) | 115.0 |

| | | | |
|----------------------|---------------------|--------------------------|---------------------------|
| Station: | Dundas | Corridor Type: | Priority Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | 42/Hurontario |
| Corridor: | Hurontario LRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Flood Risk |
| MOBILITY | <ul style="list-style-type: none"> Existing MiWay transit, planned Hurontario LRT Cycling and pedestrian infrastructure in place |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> High availability of vacant land Moderate current development pipeline activity Optimal land parcels and configuration |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Moderate to high flood risk Urban Growth Centre, GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Availability of community amenities and facilities Sports and recreational facilities |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

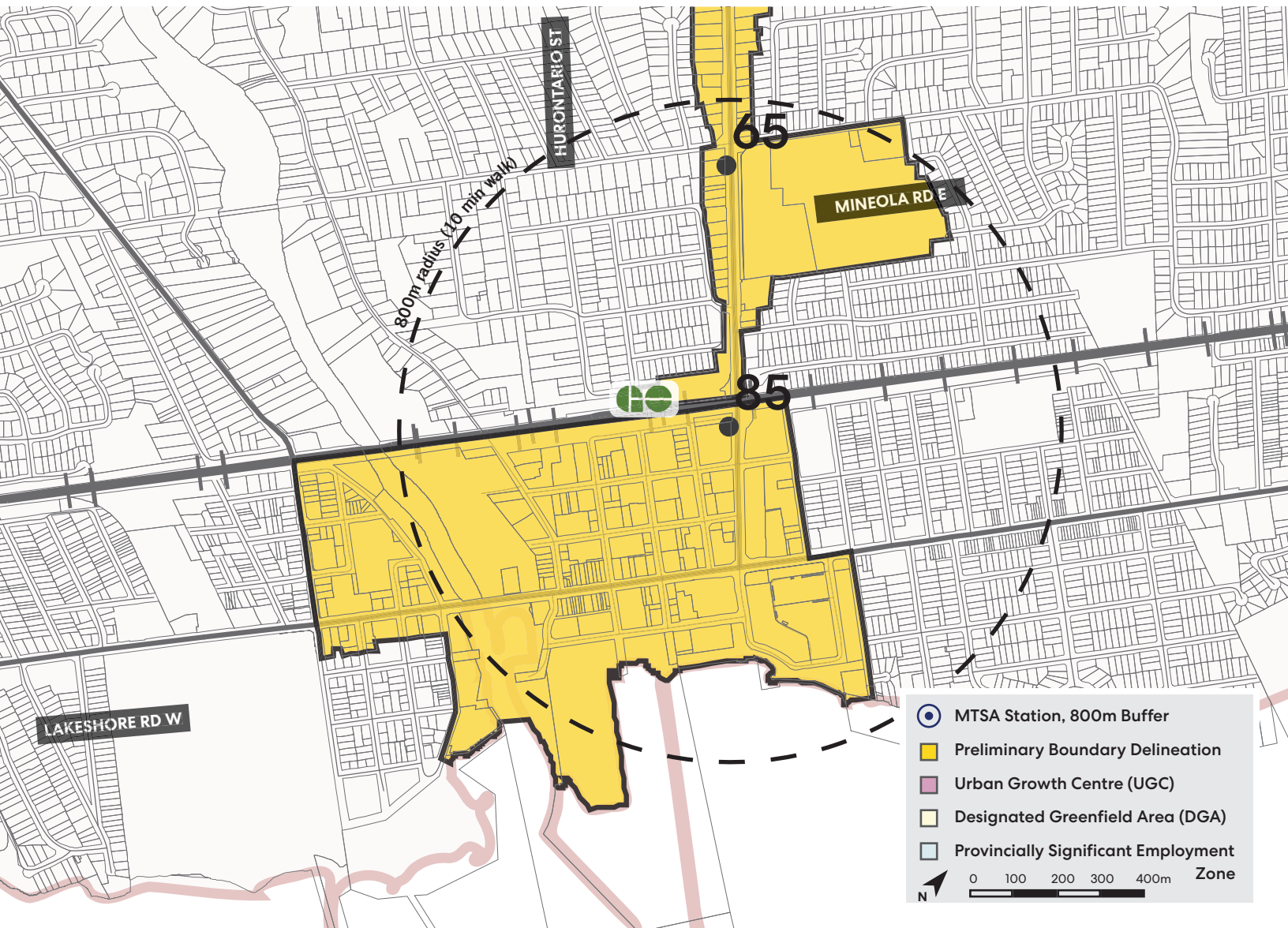


| | |
|--|--------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 32 |
| Population | 5,817 |
| Employment | 9,297 |
| Total Density (ppj/ha) | 472.8 |
| Additional People and Jobs to Achieve Target Density (ppj) | 0 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 10,132 |
| Employment | 10,819 |
| Total Density (ppj/ha) | 104.3 |

| | | | |
|----------------------|---------------------|--------------------------|---------------------------|
| Station: | North Service | Corridor Type: | Priority Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | Hurontario LRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Strong Mobility and Community |
| MOBILITY | <ul style="list-style-type: none"> Existing MiWay transit, planned Hurontario LRT Limited cycling and pedestrian infrastructure |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> High availability of vacant land Limited current development pipeline activity Large land parcels and optimal configuration |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Low flood risk Provincially Significant Employment Zone, GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Proximity to community amenities and facilities Landmarks: Credit Valley Hospital |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)



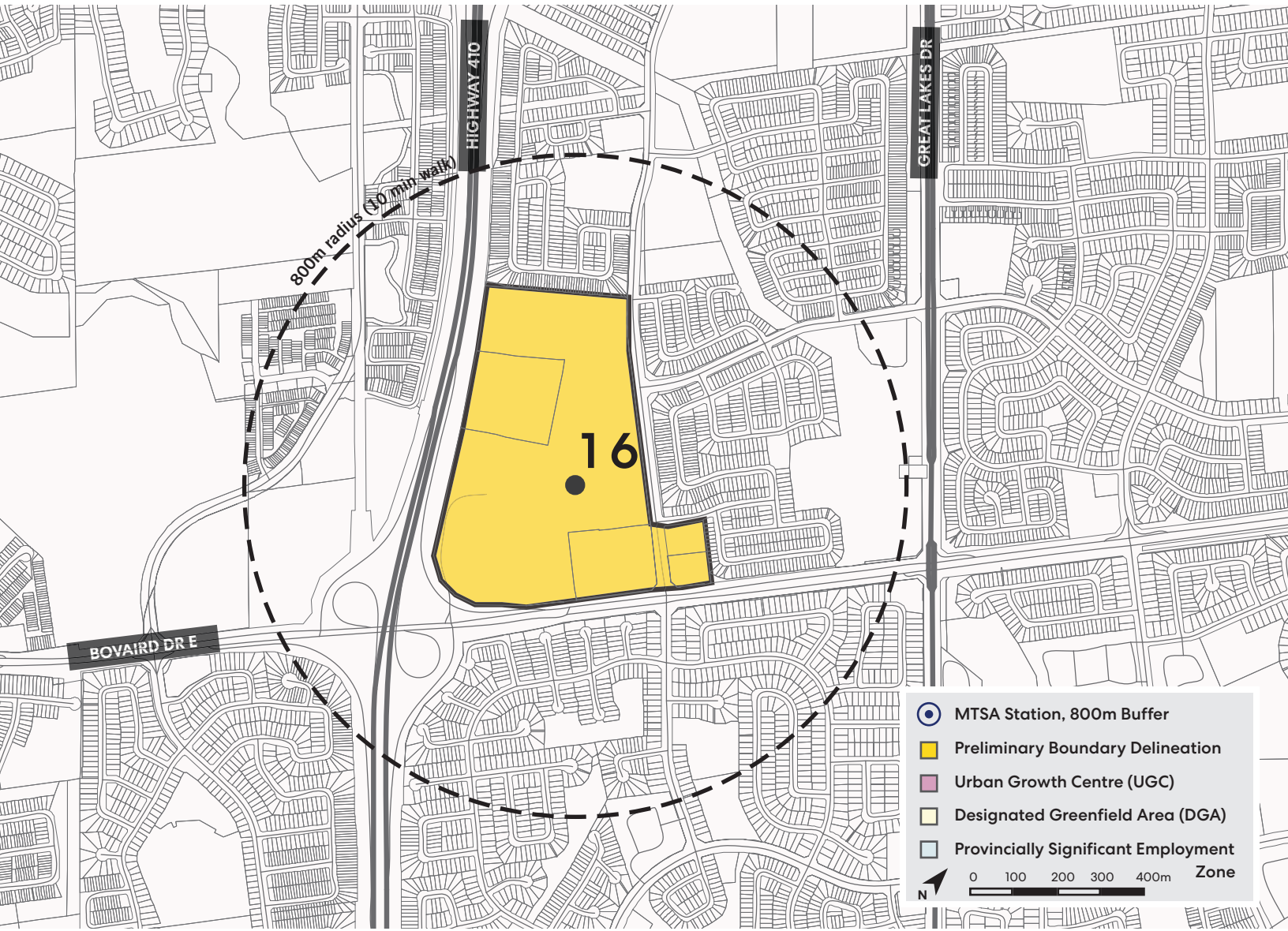
| | |
|--|--------------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 81 |
| Population | 6,000 |
| Employment | 2,600 |
| Total Density (ppj/ha) | 107 |
| Additional People and Jobs to Achieve Target Density (ppj) | 4,304 |
| MTSA 800m Radius ● | |
| Area (ha) | 187 |
| Population | 7,852 |
| Employment | 3,073 |
| Total Density (ppj/ha) | 58.5 |

| | | | |
|----------------------|---------------------|--------------------------|---------------------------|
| Station: | Port Credit | Corridor Type: | Priority Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | 98/Port Credit GO |
| Corridor: | Hurontario LRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Flood Risk |
| MOBILITY | <ul style="list-style-type: none"> Port Credit GO Station |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> High availability of vacant land Moderate development pipeline activity Port Credit West Village master plan development |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Moderate flood risk GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Access to sports and recreation facilities Landmarks: Port Credit Arena, Port Credit Harbour Marina |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

Section 6: Other Transit Hubs



MTSA Preliminary Boundary Delineation ■

| | |
|------------------------|-------|
| Area (ha) | 34 |
| Population | 1,193 |
| Employment | 452 |
| Total Density (ppj/ha) | 48.1 |

Additional People and Jobs to Achieve Target Density (ppj) **3,500**

MTSA 800m Radius ●

| | |
|------------------------|-------|
| Area (ha) | 201 |
| Population | 6,477 |
| Employment | 1,596 |
| Total Density (ppj/ha) | 40.2 |

| | | | |
|----------------------|------------------|--------------------------|------------------------|
| Station: | Trinity Common | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Brampton | Combined Station: | n/a |
| Corridor: | Transit Hub | Target Density: | 150 ppj/ha |

ANALYTICAL LENS

- Station Ready

MOBILITY

- Trinity Transit Hub
- Strong mobility potential

MARKET AND GROWTH POTENTIAL

- Moderate availability of vacant land
- High development pipeline activity
- Limited availability of large parcels

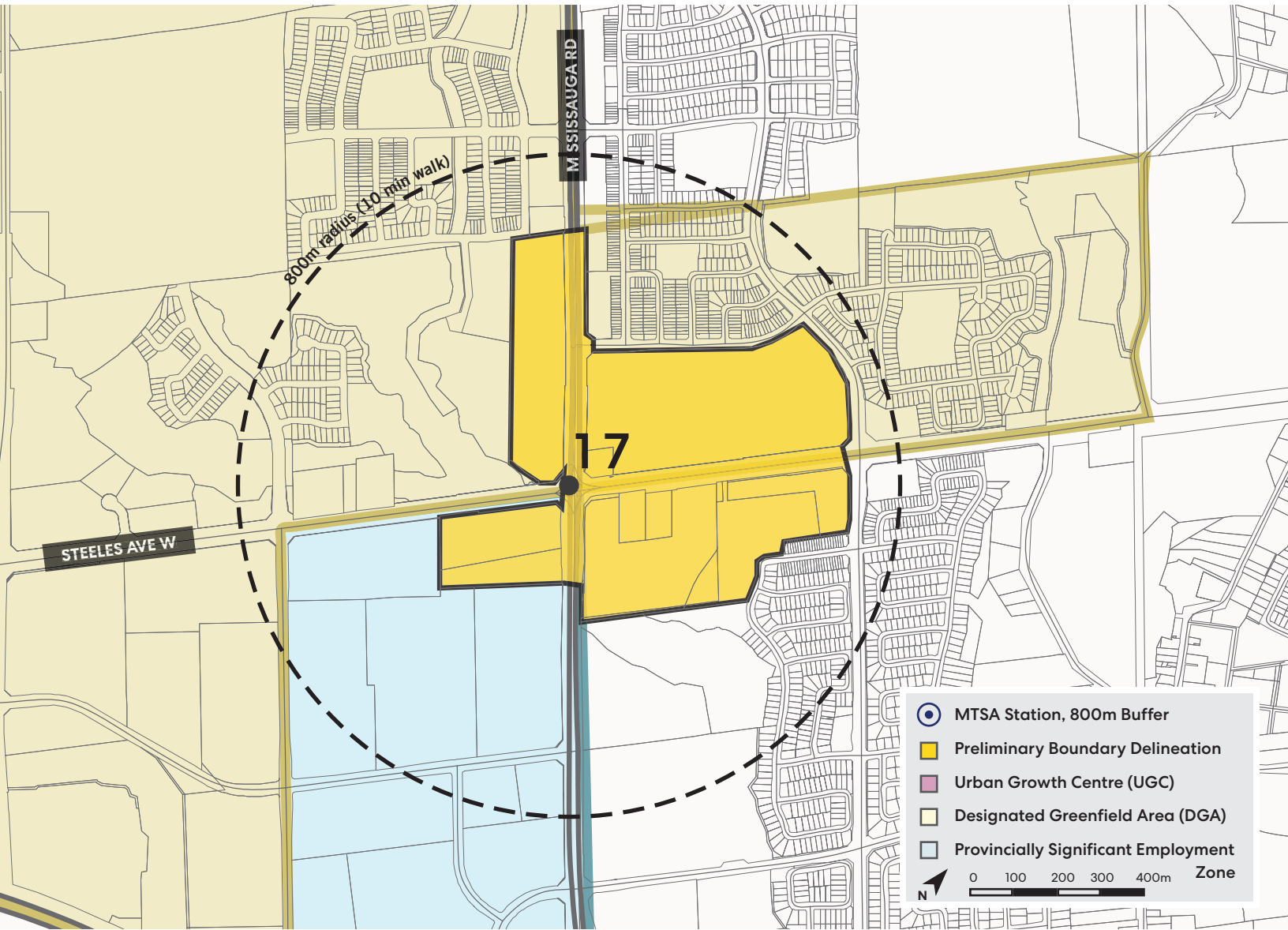
LAND USE AND BUILT FORM

- Low flood risk
- GP Built Up Urban Area

COMMUNITY CONSIDERATIONS

- Trinity Common Mall
- Proximity to sports and recreational facilities
- Proximity to community facilities and schools

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

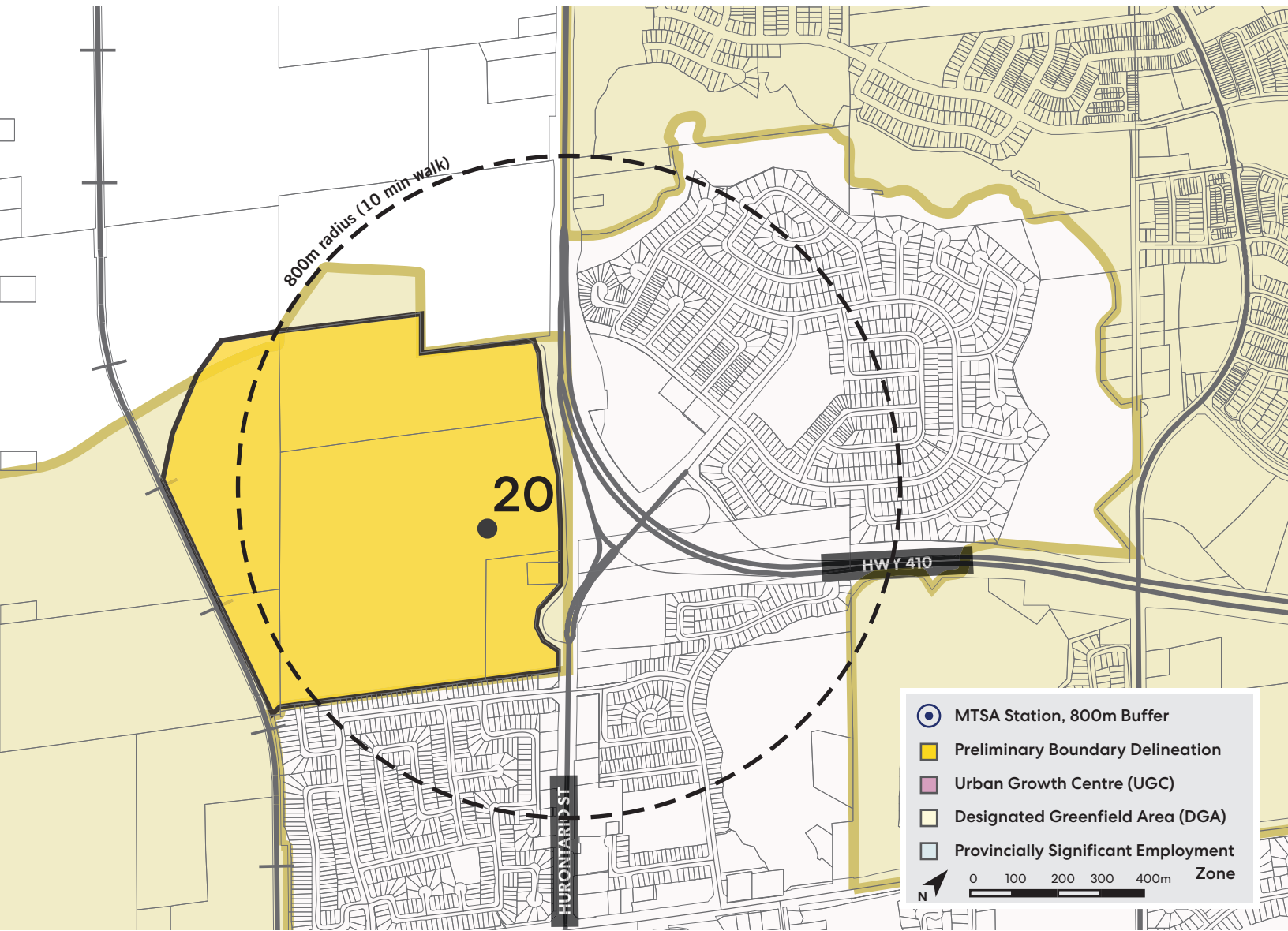


| | |
|--|--------------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 53 |
| Population | 962 |
| Employment | 669 |
| Total Density (ppj/ha) | 30.6 |
| Additional People and Jobs to Achieve Target Density (ppj) | 6,400 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 3,401 |
| Employment | 3,993 |
| Total Density (ppj/ha) | 36.8 |

| | | | |
|----------------------|--------------------------------------|--------------------------|-------------------------------|
| Station: | Steeles Ave At Mississauga Rd | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Brampton | Combined Station: | n/a |
| Corridor: | Transit Hub | Target Density: | 150 ppj/ha |

| | |
|------------------------------------|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Market Push |
| MOBILITY | <ul style="list-style-type: none"> Limited pedestrian and cyclist infrastructure Mississauga Road-Zum Steeles station bus stop |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> High availability of vacant land High development pipeline activity Limited parcels for optimization |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Low-Moderate flood risk GP Built Up Urban Area, Designated Greenfield Area, Provincially Significant Employment Zone |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Limited community facilities and recreational facilities. Landmark: Canon Canada Inc. |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

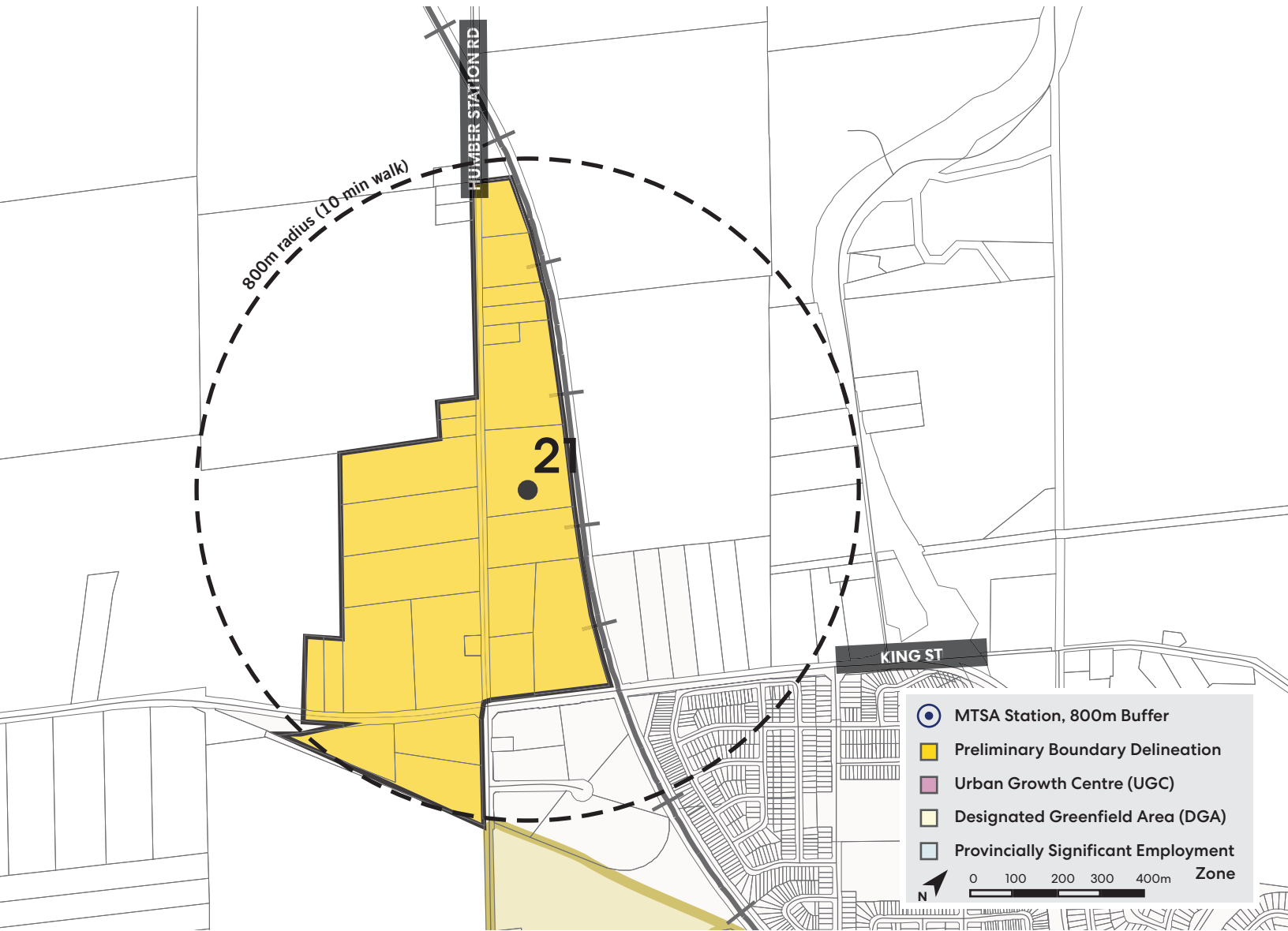


| | |
|--|---------------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 71 |
| Population | 9 |
| Employment | 1 |
| Total Density (ppj/ha) | 0.1 |
| Additional People and Jobs to Achieve Target Density (ppj) | 10,700 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 2,119 |
| Employment | 324 |
| Total Density (ppj/ha) | 12.2 |

| | | | |
|----------------------|-----------------|--------------------------|------------------------|
| Station: | The Gore | Corridor Type: | Other Transit Corridor |
| Municipality: | Town of Caledon | Combined Station: | n/a |
| Corridor: | Transit Hub | Target Density: | 150 ppj/ha |





| | |
|------------------------------------|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Market Push |
| MOBILITY | <ul style="list-style-type: none"> Hurontario St bus station BRT Limited pedestrian and cyclist infrastructure |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> High availability of vacant land Moderate development pipeline activity Limited parcels for optimization |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Low flood risk Low density residential neighbourhood Designated Greenfield Area |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Caledon Fire Station Proximity to recreational and community facilities |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)



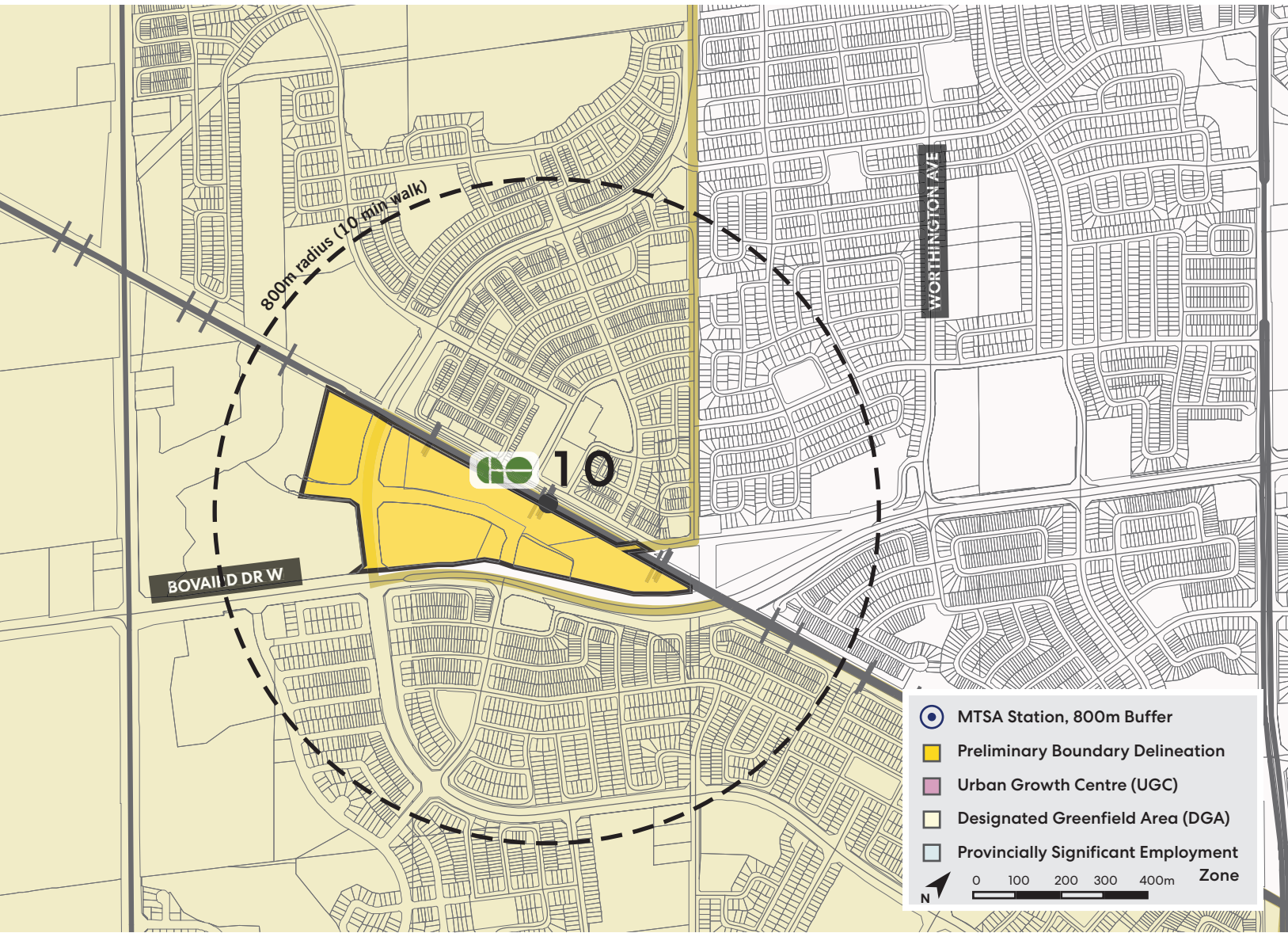
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|--|--------------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 57 |
| Population | 565 |
| Employment | 77 |
| Total Density (ppj/ha) | 11.3 |
| Additional People and Jobs to Achieve Target Density (ppj) | 7,900 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 1,440 |
| Employment | 187 |
| Total Density (ppj/ha) | 8.1 |

| | | | |
|----------------------|------------------------|--------------------------|-------------------------------|
| Station: | Bolton | Corridor Type: | Other Transit Corridor |
| Municipality: | Town of Caledon | Combined Station: | n/a |
| Corridor: | Future GO Train | Target Density: | 150 ppj/ha |

| | |
|--|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Limited Potential |
| MOBILITY  | <ul style="list-style-type: none"> Limited pedestrian and cyclist infrastructure Little to no potential for mobility improvements |
| MARKET AND GROWTH POTENTIAL  | <ul style="list-style-type: none"> Limited availability of vacant land No development pipeline activity Limited parcels for intensification |
| LAND USE AND BUILT FORM  | <ul style="list-style-type: none"> Low flood risk Partially within the Bolton Built-Up Area Partially outside of the Bolton Settlement Area |
| COMMUNITY CONSIDERATIONS  | <ul style="list-style-type: none"> Limited community facilities and amenities Limited sports and recreational facilities |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

Section 7: Kitchener GO Line

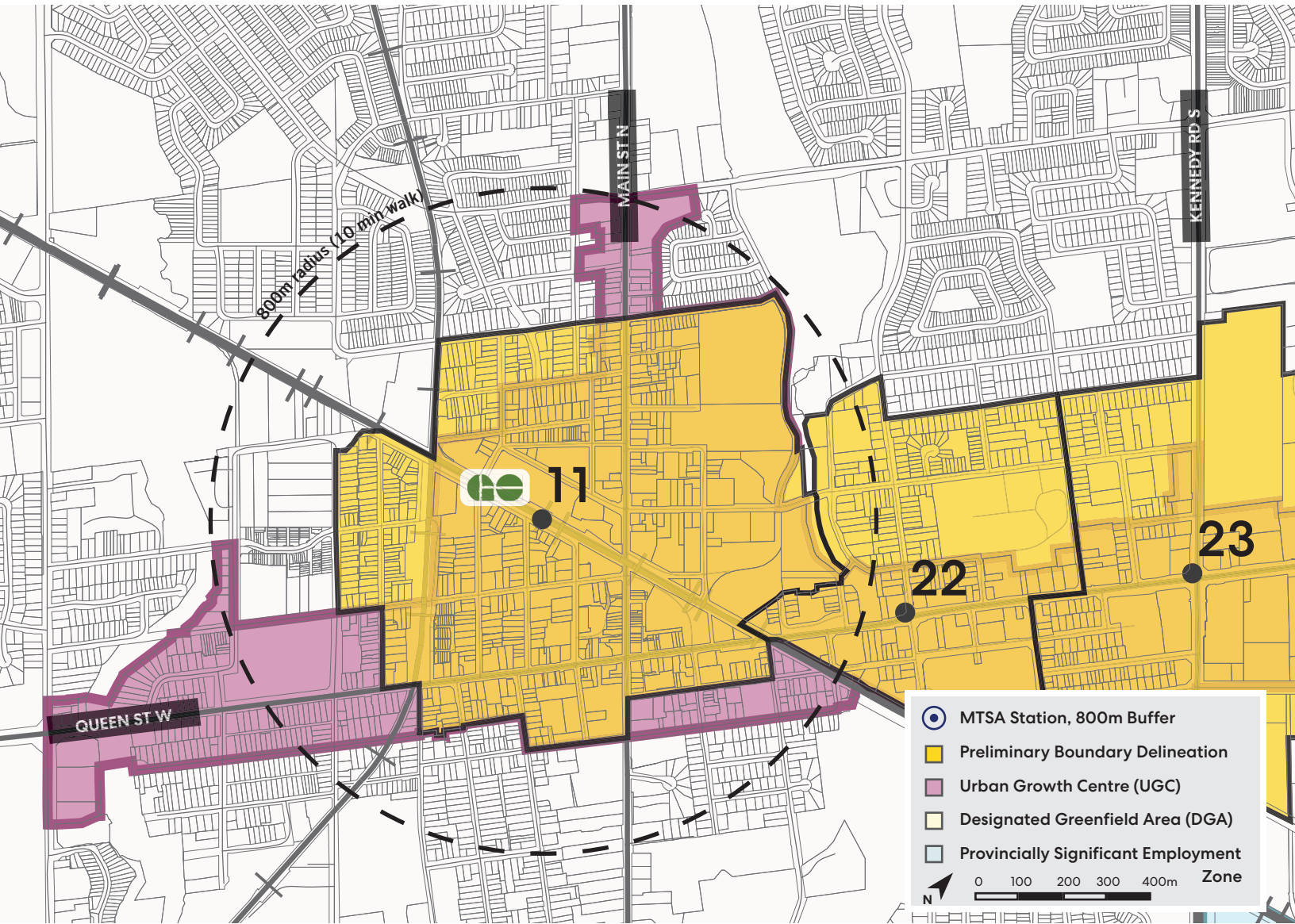


| | |
|--|--------------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 18 |
| Population | 1 |
| Employment | 6 |
| Total Density (ppj/ha) | 0.4 |
| Additional People and Jobs to Achieve Target Density (ppj) | 2,600 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 6,104 |
| Employment | 418 |
| Total Density (ppj/ha) | 32.5 |

| | | | |
|----------------------|------------------|--------------------------|---------------------------|
| Station: | Mount Pleasant | Corridor Type: | Priority Transit Corridor |
| Municipality: | City of Brampton | Combined Station: | n/a |
| Corridor: | Kitchener GO | Target Density: | 150 ppj/ha |

| | |
|------------------------------------|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Station Ready |
| MOBILITY | <ul style="list-style-type: none"> GO train service at Mount Pleasant GO Cycling and pedestrian infrastructure |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> High availability of vacant land High development pipeline activity Large parcel sizes within 800m radius |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Low flood risk GP Built Up Urban Area, Designated Greenfield Area (DGA) |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Availability of sports and recreational facilities Brampton Library Mount Pleasant Village Branch |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

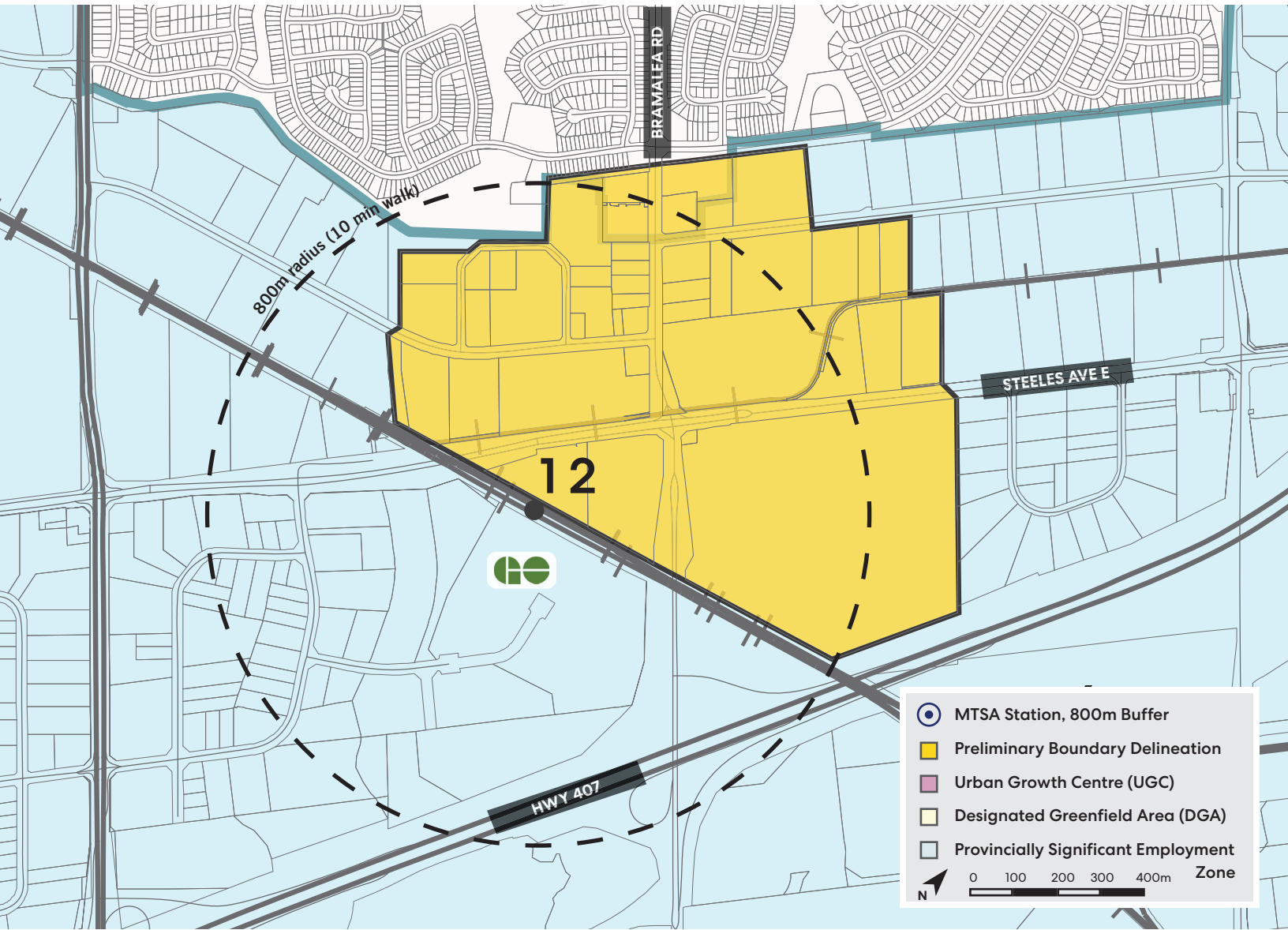


| | |
|--|--------------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 92 |
| Population | 3,353 |
| Employment | 2,157 |
| Total Density (ppj/ha) | 59.8 |
| Additional People and Jobs to Achieve Target Density (ppj) | 8,300 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 7,934 |
| Employment | 3,859 |
| Total Density (ppj/ha) | 58.7 |

| | | | |
|----------------------|-------------------------|--------------------------|----------------------------------|
| Station: | Brampton | Corridor Type: | Priority Transit Corridor |
| Municipality: | City of Brampton | Combined Station: | 38/Queen-Wellington |
| Corridor: | Kitchener GO | Target Density: | 150 ppj/ha |

| | |
|------------------------------------|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Flood Risk |
| MOBILITY | <ul style="list-style-type: none"> Brampton GO Station, ZUM bus service Cycling and pedestrian facilities |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> Moderate availability of vacant land Moderate development pipeline activity Smaller parcel sizes, land consolidation |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Moderate-high flood risk GP Built Up Urban Area, Urban Growth Centre, Queen Street Transit Master Plan Study. Queen Street Corridor Land Use Study |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Proximity to community recreational facilities Brampton YMCA, Four Corners Library and Rose Brampton Theatre |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)



- MTSA Station, 800m Buffer
- Preliminary Boundary Delineation
- Urban Growth Centre (UGC)
- Designated Greenfield Area (DGA)
- Provincially Significant Employment Zone

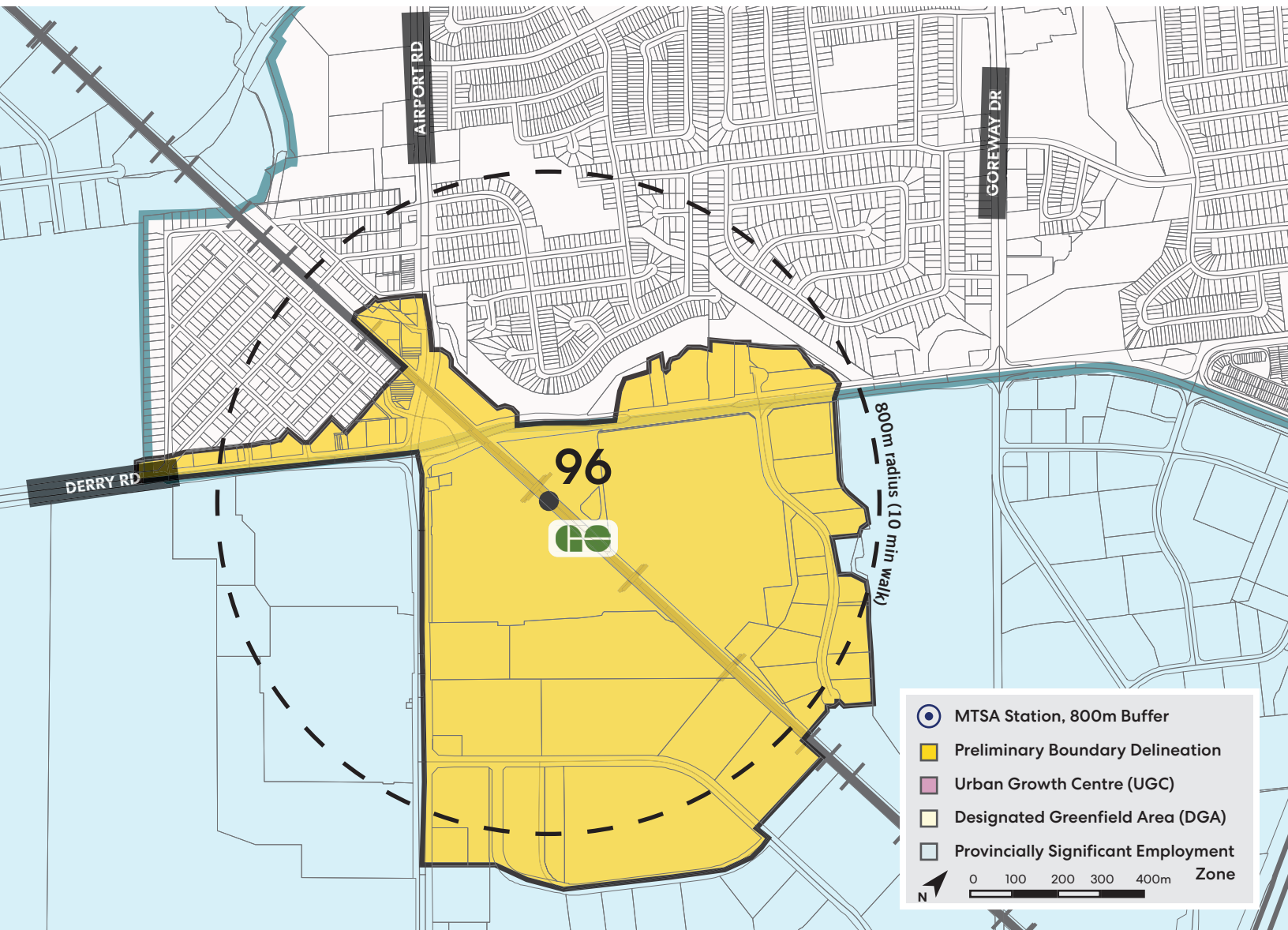
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Zone

| | |
|---|--------|
| MTSA Preliminary Boundary Delineation | |
| Area (ha) | 113 |
| Population | 89 |
| Employment | 1,488 |
| Total Density (ppj/ha) | 13.9 |
| Additional People and Jobs to Achieve Target Density (ppj) | 15,400 |
| MTSA 800m Radius | |
| Area (ha) | 201 |
| Population | 192 |
| Employment | 3,368 |
| Total Density (ppj/ha) | 17.7 |

| | | | |
|----------------------|-------------------------|--------------------------|----------------------------------|
| Station: | Bramalea GO | Corridor Type: | Priority Transit Corridor |
| Municipality: | City of Brampton | Combined Station: | n/a |
| Corridor: | Kitchener GO | Target Density: | 150 ppj/ha |

| | |
|------------------------------------|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Limited Potential |
| MOBILITY | <ul style="list-style-type: none"> ZUM BRT service along Steeles Ave Planned RER service to Bramalea GO Station |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> Low current development activity Limited vacant land, small parcel size |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Moderate flood risk GP Built Up Urban Area, Pearson Airport Operating Area, Provincially Significant Employment Zone Studies: Brampton Gateway Mobility Hubs and Intensification Corridor, Bramalea GO SP Study |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Lack of community amenities Benefit from public realm improvements |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)



- MTSA Station, 800m Buffer
- Preliminary Boundary Delineation
- Urban Growth Centre (UGC)
- Designated Greenfield Area (DGA)
- Provincially Significant Employment Zone

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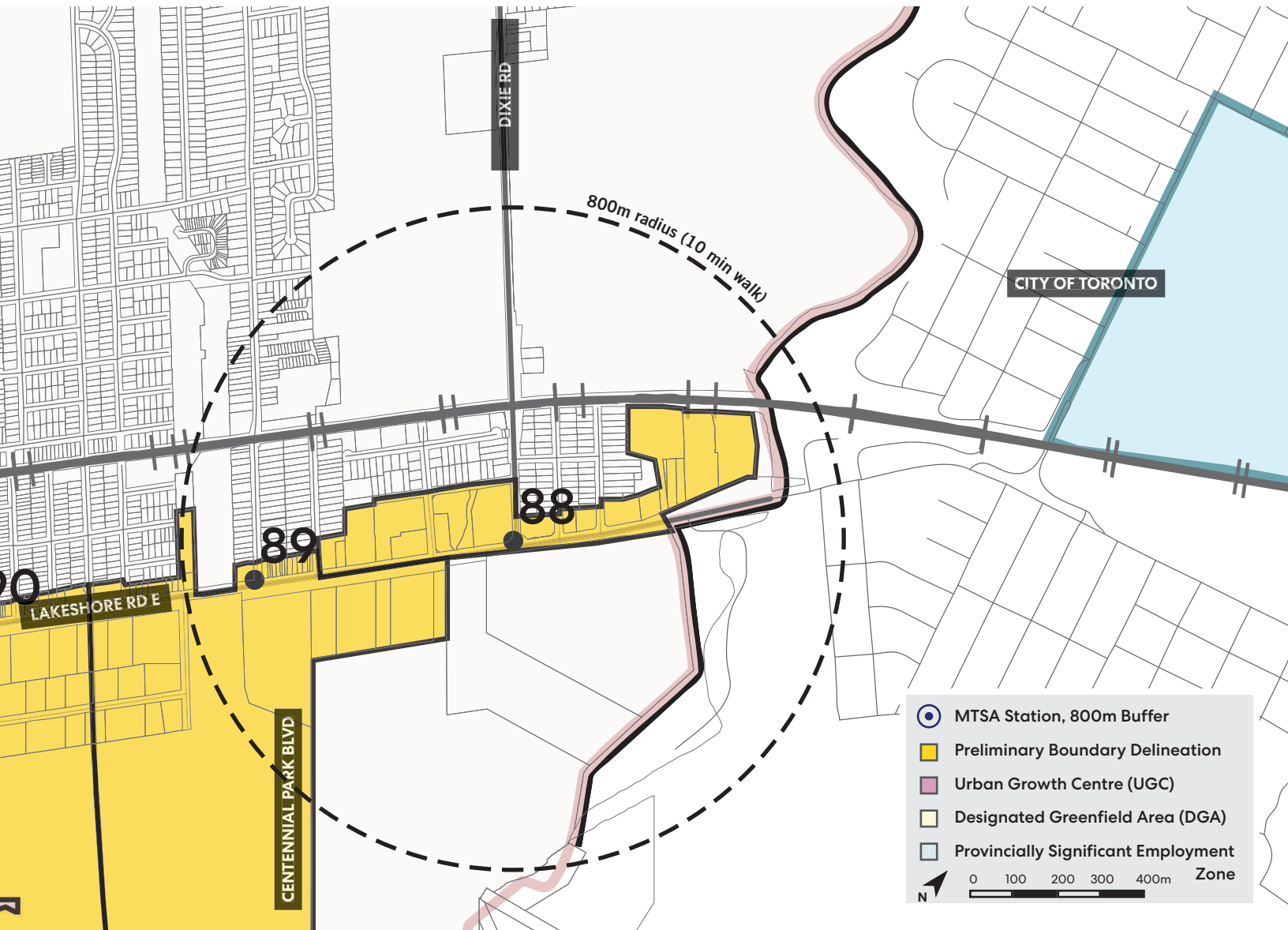
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|---|--------|
| MTSA Preliminary Boundary Delineation | |
| Area (ha) | 125 |
| Population | 649 |
| Employment | 4,497 |
| Total Density (ppj/ha) | 41 |
| Additional People and Jobs to Achieve Target Density (ppj) | 13,540 |
| MTSA 800m Radius | |
| Area (ha) | 201 |
| Population | 2,789 |
| Employment | 4,304 |
| Total Density (ppj/ha) | 35.3 |



| | | | |
|----------------------|----------------------------|--------------------------|----------------------------------|
| Station: | Malton GO | Corridor Type: | Priority Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | Kitchener GO | Target Density: | 150 ppj/ha |

| | |
|------------------------------------|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Limited Potential |
| MOBILITY | <ul style="list-style-type: none"> Malton GO Station, MiWay Transit, VIA Rail Corridor Limited pedestrian and cycling infrastructure in place |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> Moderate availability of vacant land No current development pipeline activity Large parcel size and configuration |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Moderate to high flood risk, Malton Greenway Provincially Significant Employment Zone, GP Built Up Urban Area, Pearson International Airport Operating Area |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Limited sports and recreation facilities |





*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

Section 8: Lakeshore Bus Rapid Transit

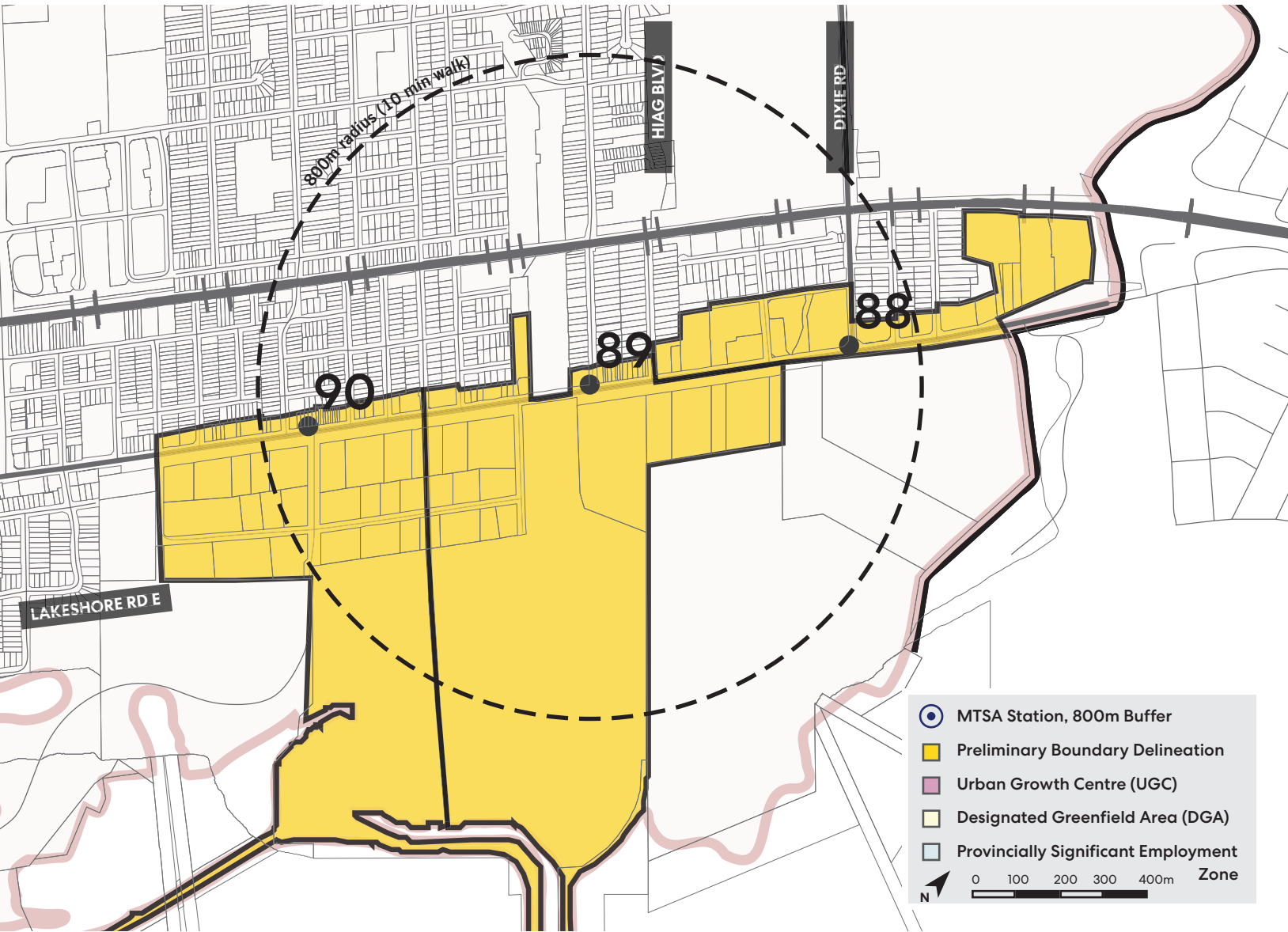







| | |
|--|-------|
| MTSA Preliminary Boundary Delineation  | |
| Area (ha) | 16 |
| Population | 1,063 |
| Employment | 73 |
| Total Density (ppj/ha) | 71.1 |
| Additional People and Jobs to Achieve Target Density (ppj) | 1,400 |
| MTSA 800m Radius  | |
| Area (ha) | 164 |
| Population | 3,697 |
| Employment | 827 |
| Total Density (ppj/ha) | 27.6 |

| | | | |
|----------------------|---------------------|--------------------------|------------------------|
| Station: | Dixie | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | Lakeshore BRT | Target Density: | 160 ppj/ha |



| | |
|--|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Market Push |
| MOBILITY  | <ul style="list-style-type: none"> Lakeshore BRT transit Pedestrian and Cycling Multi-use Waterfront Trail |
| MARKET AND GROWTH POTENTIAL  | <ul style="list-style-type: none"> High availability of vacant land High development pipeline activity Parcel size and configuration for intensification |
| LAND USE AND BUILT FORM  | <ul style="list-style-type: none"> High flood risk, proximity to Etobicoke Creek and Lake Ontario GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS  | <ul style="list-style-type: none"> Access to sports and recreation facilities Community amenities and parks Landmarks: Lakeview Golf Course, Lakeview Wastewater Treatment Plant, Applewood Creek, Lakeshore Park |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)







-  MTSA Station, 800m Buffer
-  Preliminary Boundary Delineation
-  Urban Growth Centre (UGC)
-  Designated Greenfield Area (DGA)
-  Provincially Significant Employment Zone

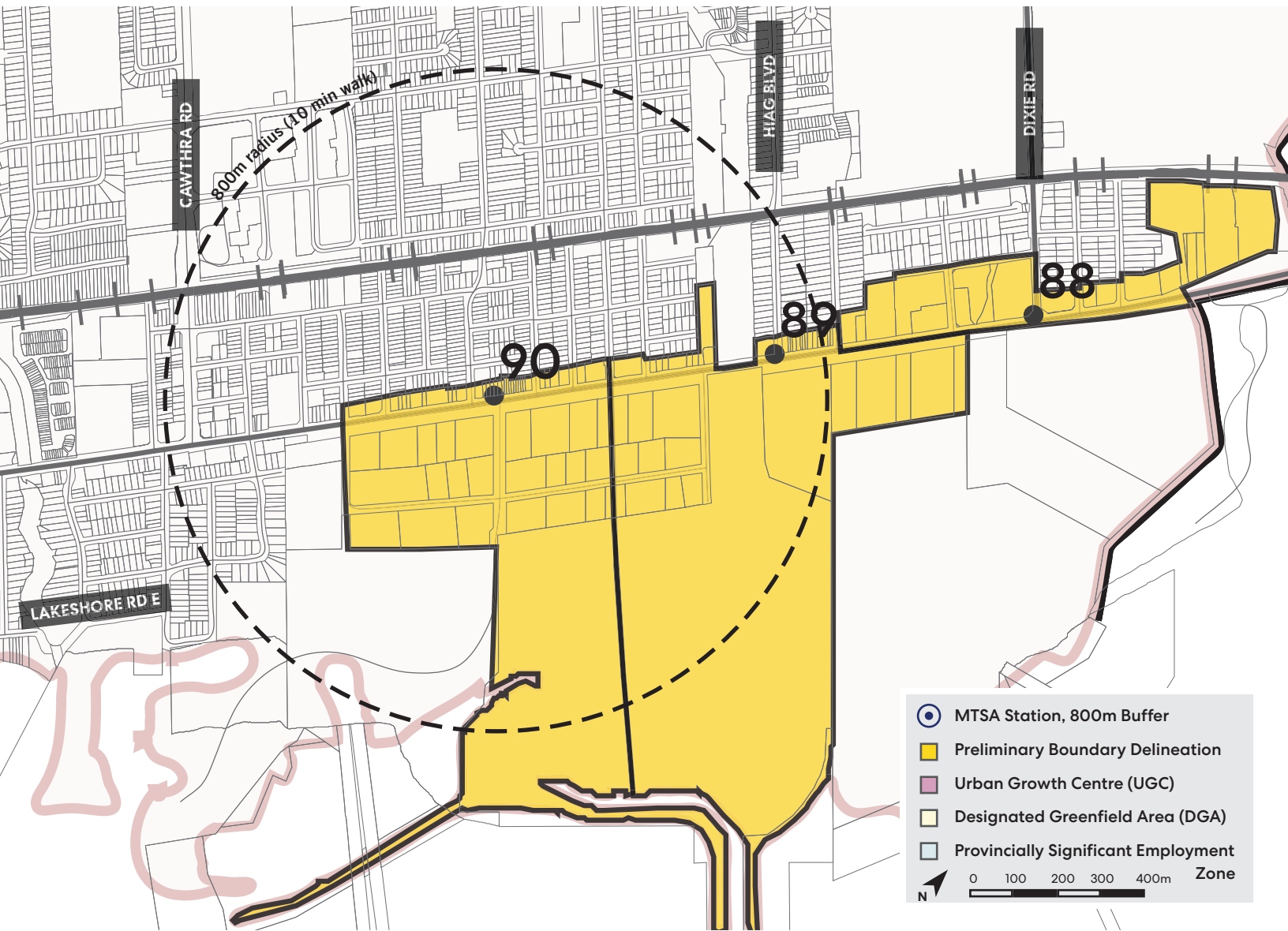
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N

| | |
|--|--------------|
| MTSA Preliminary Boundary Delineation  | |
| Area (ha) | 64 |
| Population | 159 |
| Employment | 967 |
| Total Density (ppj/ha) | 17.7 |
| Additional People and Jobs to Achieve Target Density (ppj) | 9,100 |
| MTSA 800m Radius  | |
| Area (ha) | 201 |
| Population | 3,904 |
| Employment | 1,791 |
| Total Density (ppj/ha) | 28.3 |

| | | | |
|----------------------|---------------------|--------------------------|------------------------|
| Station: | Haig | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | Lakeshore BRT | Target Density: | 160 ppj/ha |

| | |
|--|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> • Market Push |
| MOBILITY  | <ul style="list-style-type: none"> • Lakeshore BRT transit • Pedestrian and Cycling Multi-use Waterfront Trail |
| MARKET AND GROWTH POTENTIAL  | <ul style="list-style-type: none"> • High availability of vacant land • High development pipeline activity • Parcel size and configuration for intensification |
| LAND USE AND BUILT FORM  | <ul style="list-style-type: none"> • High flood risk, proximity to Etobicoke Creek and Lake Ontario • GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS  | <ul style="list-style-type: none"> • Access to sports and recreation facilities • Community amenities and parks • Landmarks: Lakeview Golf Course, Applewood Creek, Lakeshore Park |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)



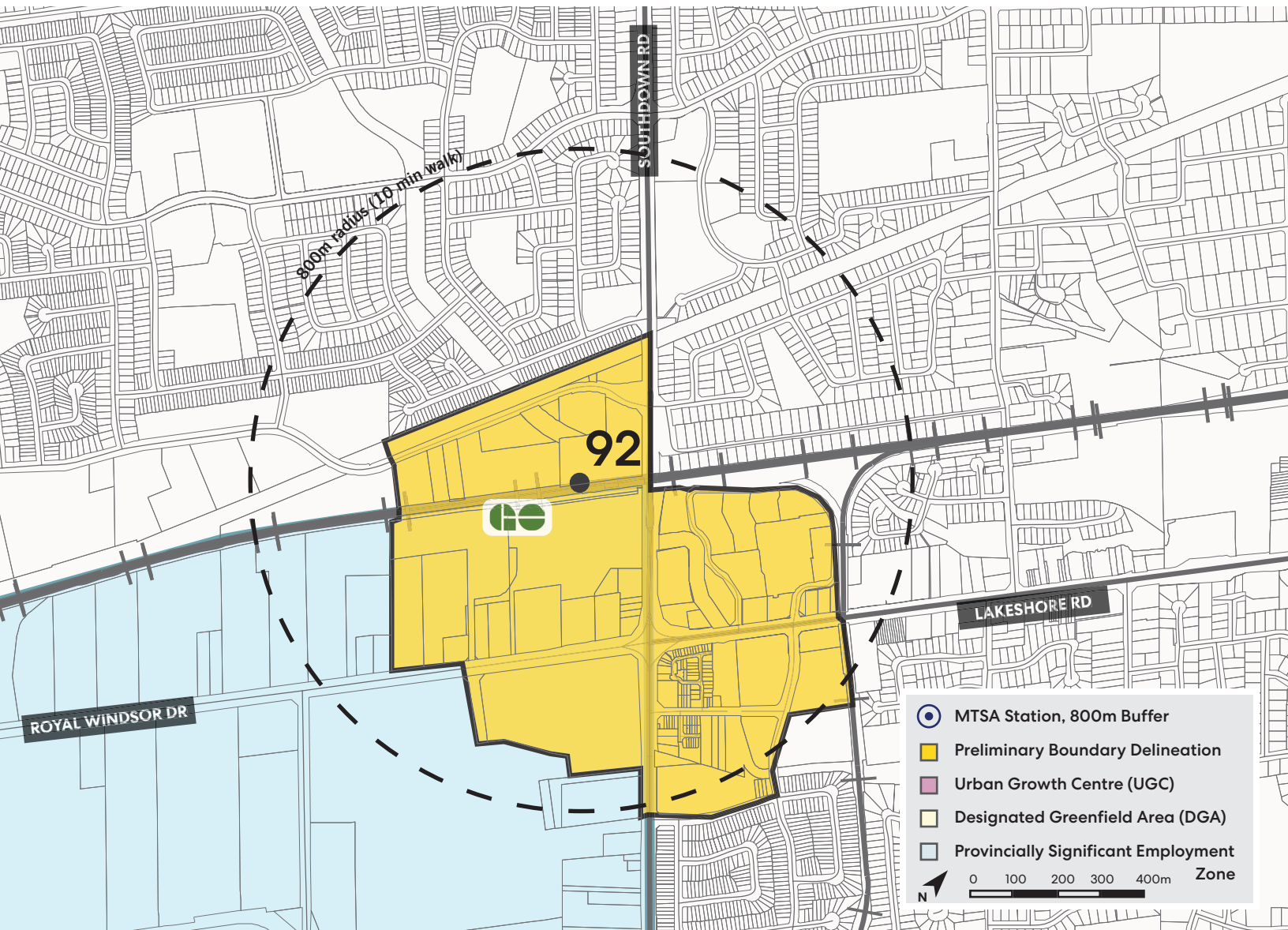
| | |
|--|--------------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 49 |
| Population | 127 |
| Employment | 748 |
| Total Density (ppj/ha) | 18.0 |
| Additional People and Jobs to Achieve Target Density (ppj) | 6,900 |
| MTSA 800m Radius ● | |
| Area (ha) | 199 |
| Population | 3,735 |
| Employment | 2,191 |
| Total Density (ppj/ha) | 29.8 |

| | | | |
|----------------------|---------------------|--------------------------|------------------------|
| Station: | Lakefront Promenade | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | Lakeshore BRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Market Push |
| MOBILITY | <ul style="list-style-type: none"> Lakeshore BRT transit Pedestrian and Cycling Multi-use Waterfront Trail |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> High availability of vacant land High development pipeline activity Parcel size and configuration for intensification |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> High flood risk, proximity to Lake Ontario GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Access to sports and recreation facilities Community amenities and parks Landmarks: Lakeview Water Treatment Plant, Cooksville Creek, Lakefront Promenade Park |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

Section 9: Lakeshore GO Line (Clarkson GO Station)



MTSA Preliminary Boundary Delineation ■

| | |
|------------------------|-------|
| Area (ha) | 83 |
| Population | 2,438 |
| Employment | 887 |
| Total Density (ppj/ha) | 40.2 |

Additional People and Jobs to Achieve Target Density (ppj) 9,100

MTSA 800m Radius ●

| | |
|------------------------|-------|
| Area (ha) | 201 |
| Population | 6,180 |
| Employment | 1,911 |
| Total Density (ppj/ha) | 40.3 |

| | | | |
|----------------------|----------------------------|--------------------------|----------------------------------|
| Station: | Clarkson GO | Corridor Type: | Priority Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | Lakeshore GO | Target Density: | 150 ppj/ha |

ANALYTICAL LENS

- Strategic Alignment

MOBILITY

- Clarkson GO Station, MiWay Transit connections
- Pedestrian and cycling infrastructure in place

MARKET AND GROWTH POTENTIAL

- Low to moderate availability of vacant land
- Moderate development pipeline activity
- Optimal parcel size and configuration

LAND USE AND BUILT FORM

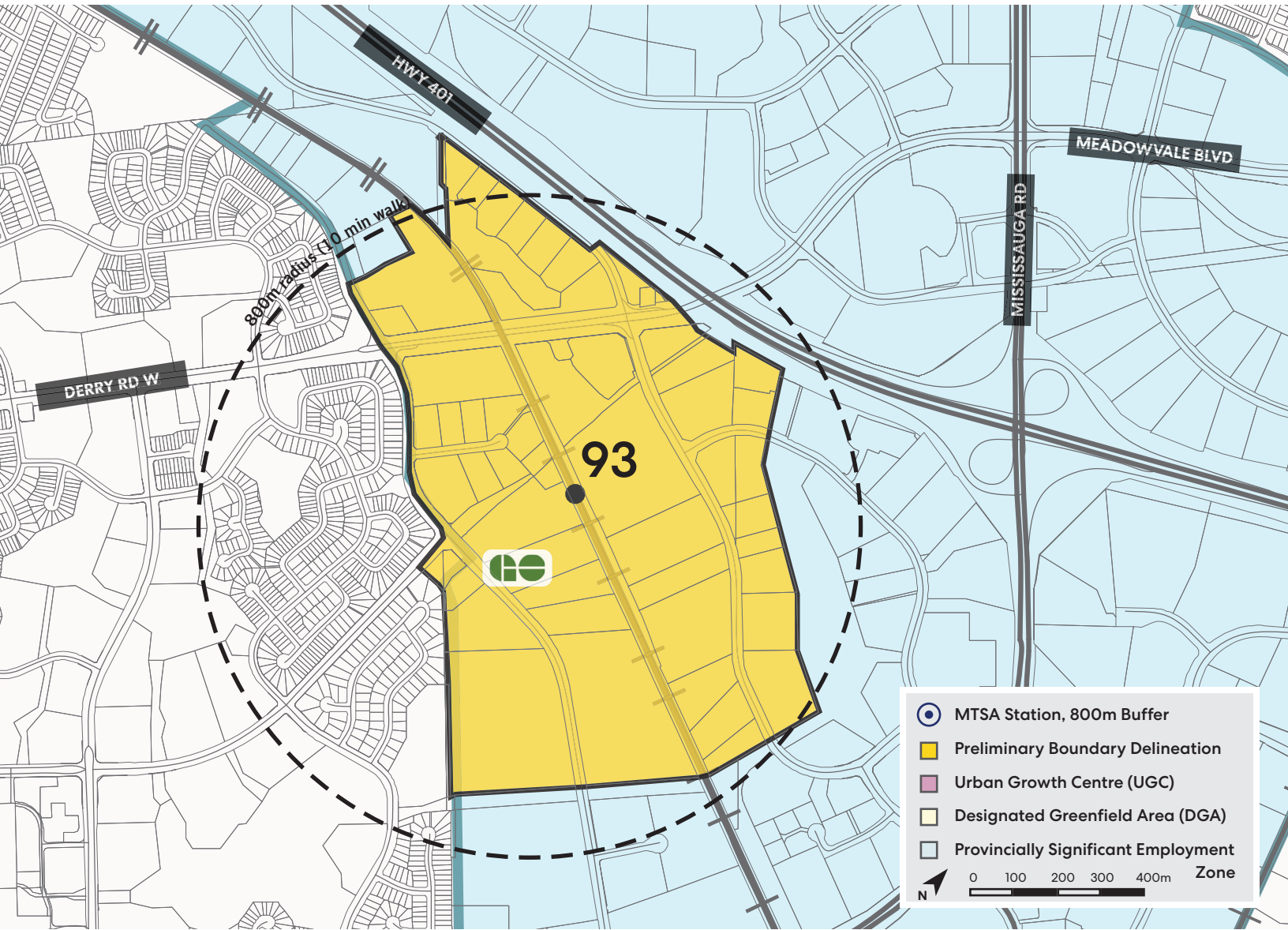
- Low flood risk
- Provincially Significant Employment Zone, GP Built Up Urban Area

COMMUNITY CONSIDERATIONS

- Access to sports and recreation facilities
- Landmarks: Sheridan Creek

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

Section 10: Milton GO Line

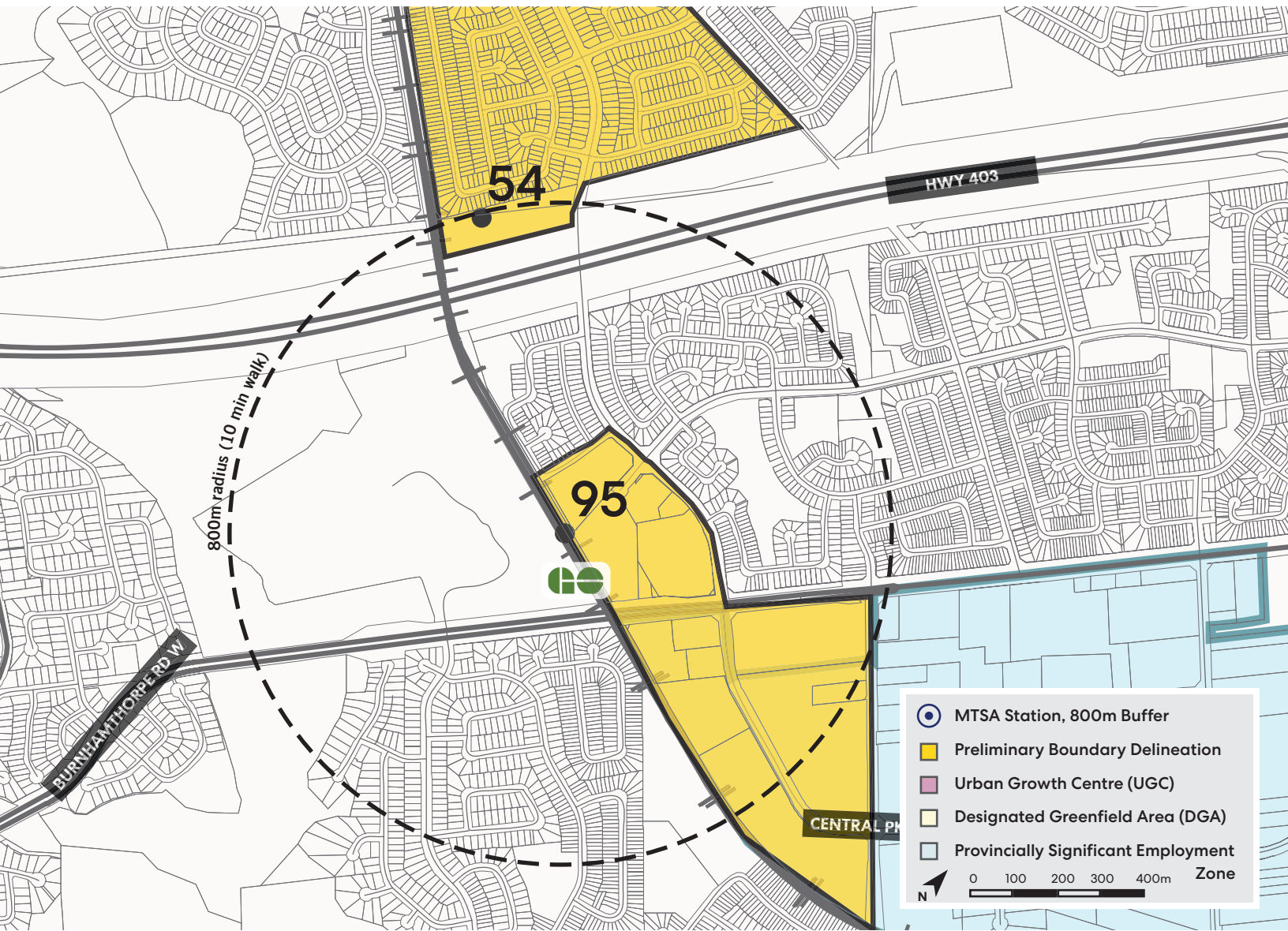


| | |
|---|--------|
| MTSA Preliminary Boundary Delineation | |
| Area (ha) | 110 |
| Population | 49 |
| Employment | 5,174 |
| Total Density (ppj/ha) | 47.5 |
| Additional People and Jobs to Achieve Target Density (ppj) | 11,300 |
| MTSA 800m Radius | |
| Area (ha) | 201 |
| Population | 2,234 |
| Employment | 8,230 |
| Total Density (ppj/ha) | 52.1 |

| | | | |
|----------------------|---------------------|--------------------------|------------------------|
| Station: | Meadowvale GO | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | Milton GO | Target Density: | 150 ppj/ha |

| | |
|------------------------------------|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Strategic Alignment |
| MOBILITY | <ul style="list-style-type: none"> Meadowvale GO Station, MiWay Transit Pedestrian and Cycling Multi-use Trail |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> Moderate availability of vacant land Low development pipeline activity Optimal parcel size and configuration for intensification |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Low flood risk, proximity to Mullett Creek GP Built Up Urban Area, Provincially Significant Employment Zone |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Access to quality sports and recreation facilities Proximity to community amenities and parks Landmarks: Meadowvale Community Centre |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)



- MTSA Station, 800m Buffer
- Preliminary Boundary Delineation
- Urban Growth Centre (UGC)
- Designated Greenfield Area (DGA)
- Provincially Significant Employment Zone

0 100 200 300 400m

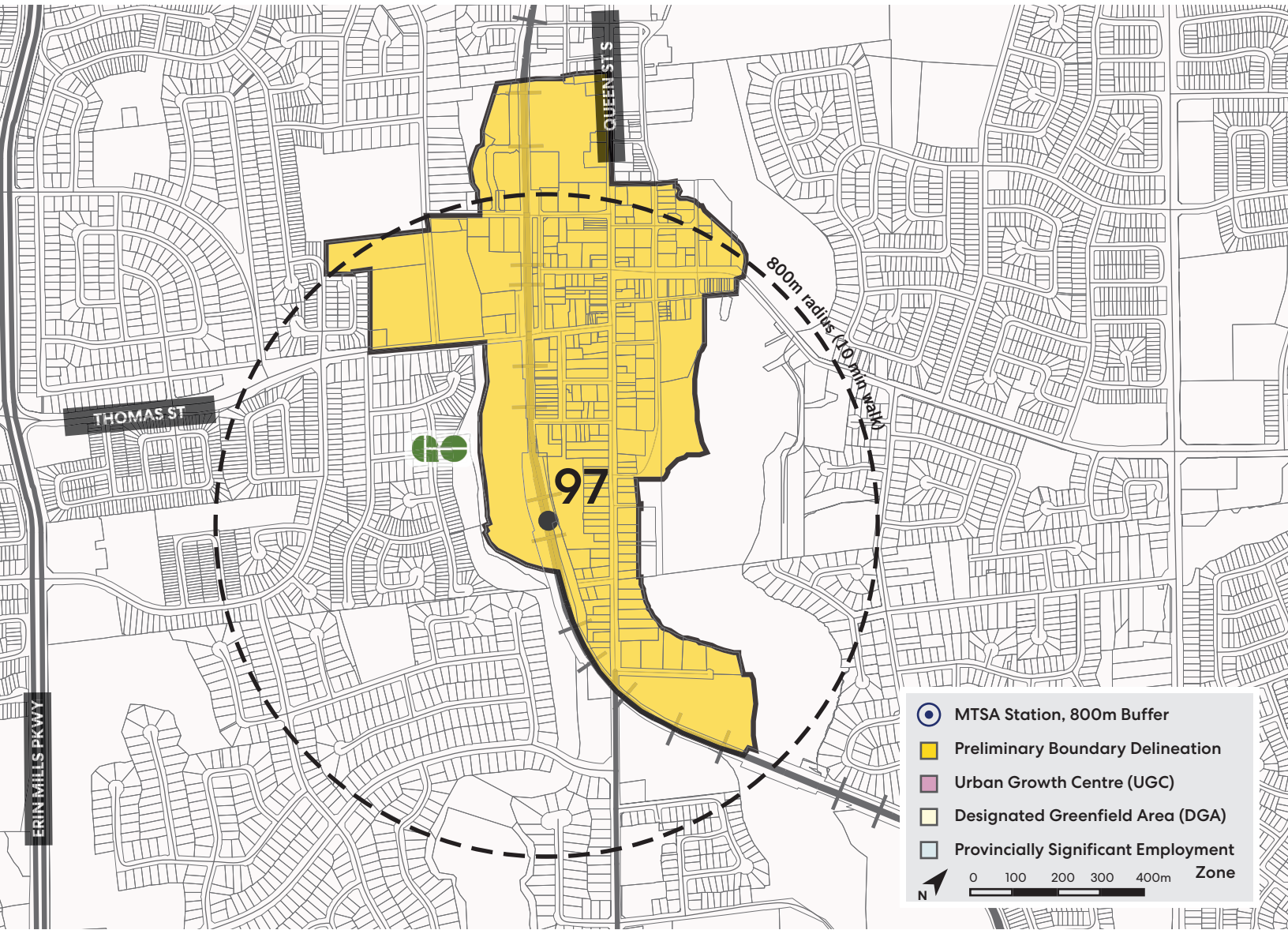
N

| | |
|---|-------|
| MTSA Preliminary Boundary Delineation | |
| Area (ha) | 42 |
| Population | 474 |
| Employment | 2,458 |
| Total Density (ppj/ha) | 70.8 |
| Additional People and Jobs to Achieve Target Density (ppj) | 3,300 |
| MTSA 800m Radius | |
| Area (ha) | 201 |
| Population | 4,895 |
| Employment | 2,312 |
| Total Density (ppj/ha) | 35.9 |

| | | | |
|----------------------|---------------------|--------------------------|------------------------|
| Station: | Erindale GO | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | Milton GO | Target Density: | 150 ppj/ha |

| | |
|------------------------------------|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Station Ready |
| MOBILITY | <ul style="list-style-type: none"> Erindale GO Station, MiWay Transit Station Pedestrian and Cycling Multi-use Trail |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> High availability of vacant land Low development pipeline activity Parcel size and configuration for intensification |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Low flood risk, significant grade separation GP Built Up Urban Area, Provincially Significant Employment Zone West of Significant Natural Area and Green Space |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Access to sports and recreation facilities Proximity to community amenities and parks Landmarks: Erindale Park |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)



- MTSA Station, 800m Buffer
- Preliminary Boundary Delineation
- Urban Growth Centre (UGC)
- Designated Greenfield Area (DGA)
- Provincially Significant Employment Zone

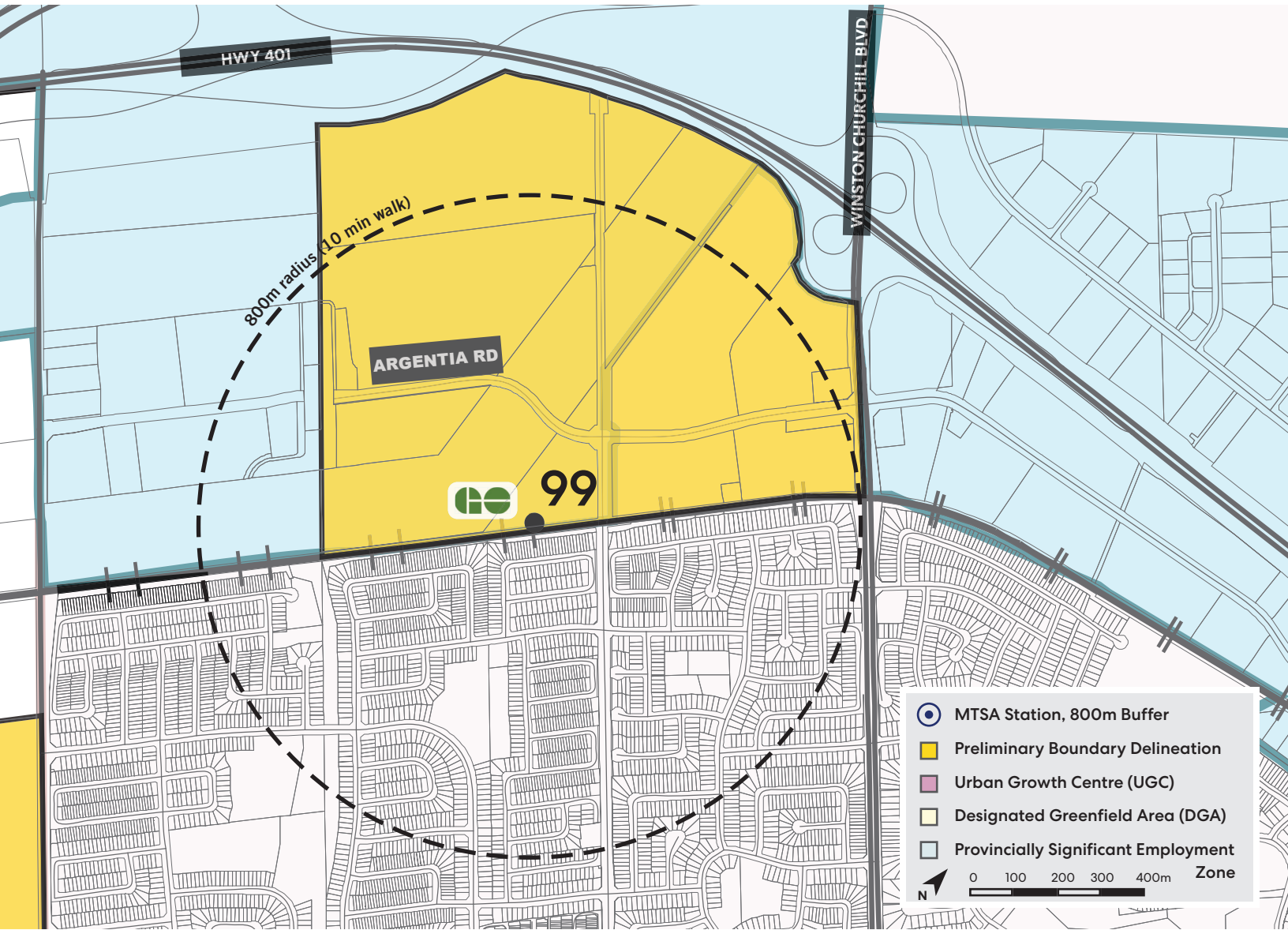
0 100 200 300 400m

| | |
|---|--------------|
| MTSA Preliminary Boundary Delineation | |
| Area (ha) | 72 |
| Population | 1,561 |
| Employment | 1,454 |
| Total Density (ppj/ha) | 41.6 |
| Additional People and Jobs to Achieve Target Density (ppj) | 7,900 |
| MTSA 800m Radius | |
| Area (ha) | 201 |
| Population | 4,776 |
| Employment | 1,587 |
| Total Density (ppj/ha) | 31.7 |

| | | | |
|----------------------|----------------------------|--------------------------|-------------------------------|
| Station: | Streetsville GO | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | Milton GO | Target Density: | 150 ppj/ha |

| | |
|------------------------------------|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Limited Mobility |
| MOBILITY | <ul style="list-style-type: none"> Streetsville GO Station, MiWay Transit Limited pedestrian and pedestrian infrastructure |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> High availability of vacant land High development pipeline activity Parcel size and configuration for intensification |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Low to moderate flood risk GP Built Up Urban Area Surrounded by low-density residential development |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Access to sports and recreation facilities Proximity to community amenities and parks Landmarks: Erindale Park, Vic Johnston Community Centre |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)



MTSA Preliminary Boundary Delineation ■

| | |
|------------------------|-------|
| Area (ha) | 120 |
| Population | 7 |
| Employment | 1,515 |
| Total Density (ppj/ha) | 12.7 |

Additional People and Jobs to Achieve Target Density (ppj) 16,500

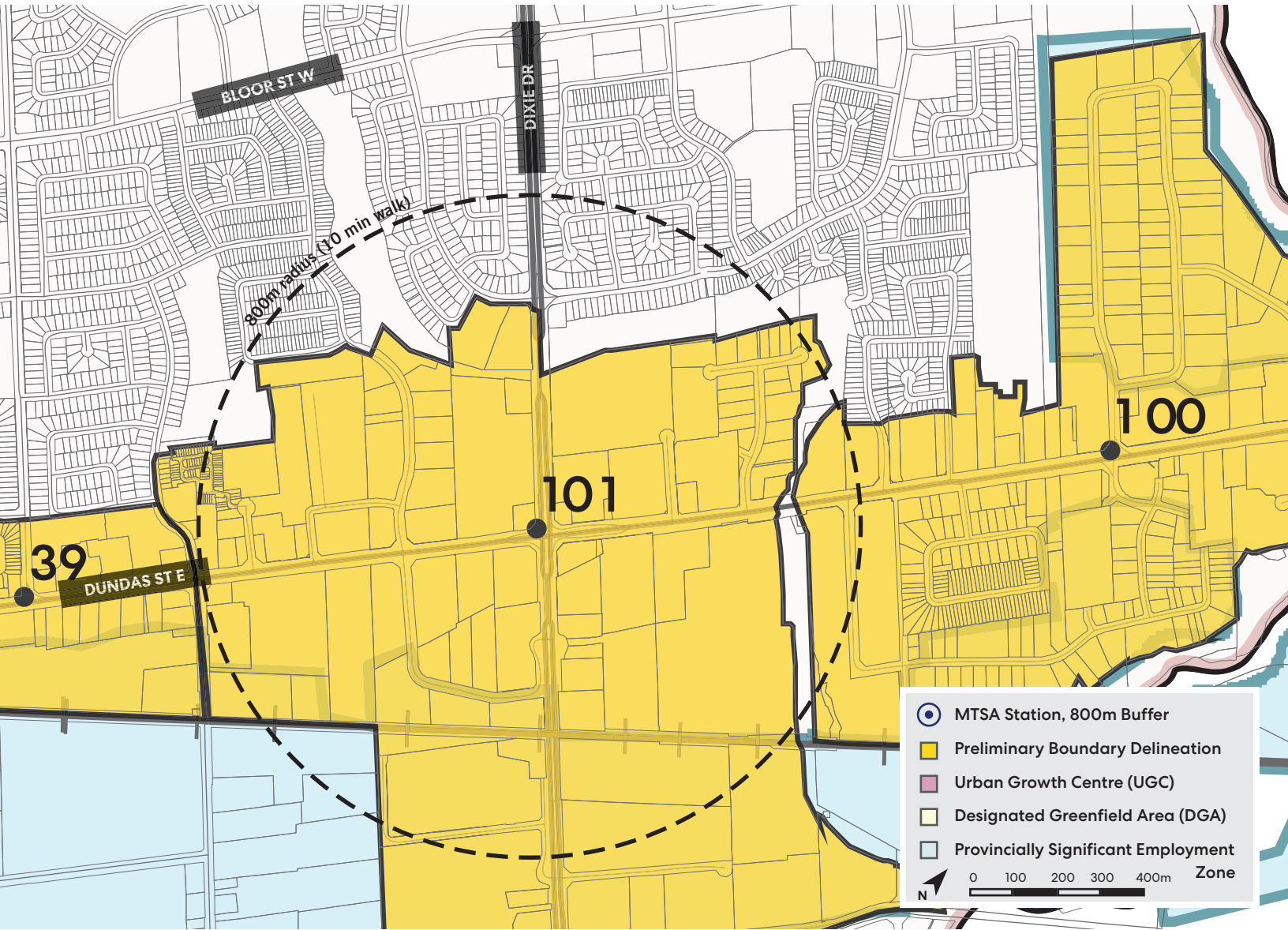
MTSA 800m Radius ●

| | |
|------------------------|-------|
| Area (ha) | 201 |
| Population | 6,144 |
| Employment | 1,345 |
| Total Density (ppj/ha) | 37.3 |

| | | | |
|----------------------|---------------------|--------------------------|------------------------|
| Station: | Lisgar GO | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | n/a |
| Corridor: | Milton GO | Target Density: | 150 ppj/ha |

| | |
|------------------------------------|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Strategic Alignment |
| MOBILITY | <ul style="list-style-type: none"> Lisgar GO Station, MiWay Transit Pedestrian and pedestrian infrastructure in place |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> High availability of vacant land Limited development pipeline activity Parcel size and configuration for intensification |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Low to moderate flood risk GP Built Up Urban Area Active hydro corridor intersects site, limited neighborhood connections from physical barriers |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Limited access to sports and recreation facilities Proximity to community amenities and parks |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)



- MTSA Station, 800m Buffer
- Preliminary Boundary Delineation
- Urban Growth Centre (UGC)
- Designated Greenfield Area (DGA)
- Provincially Significant Employment Zone

0 100 200 300 400m

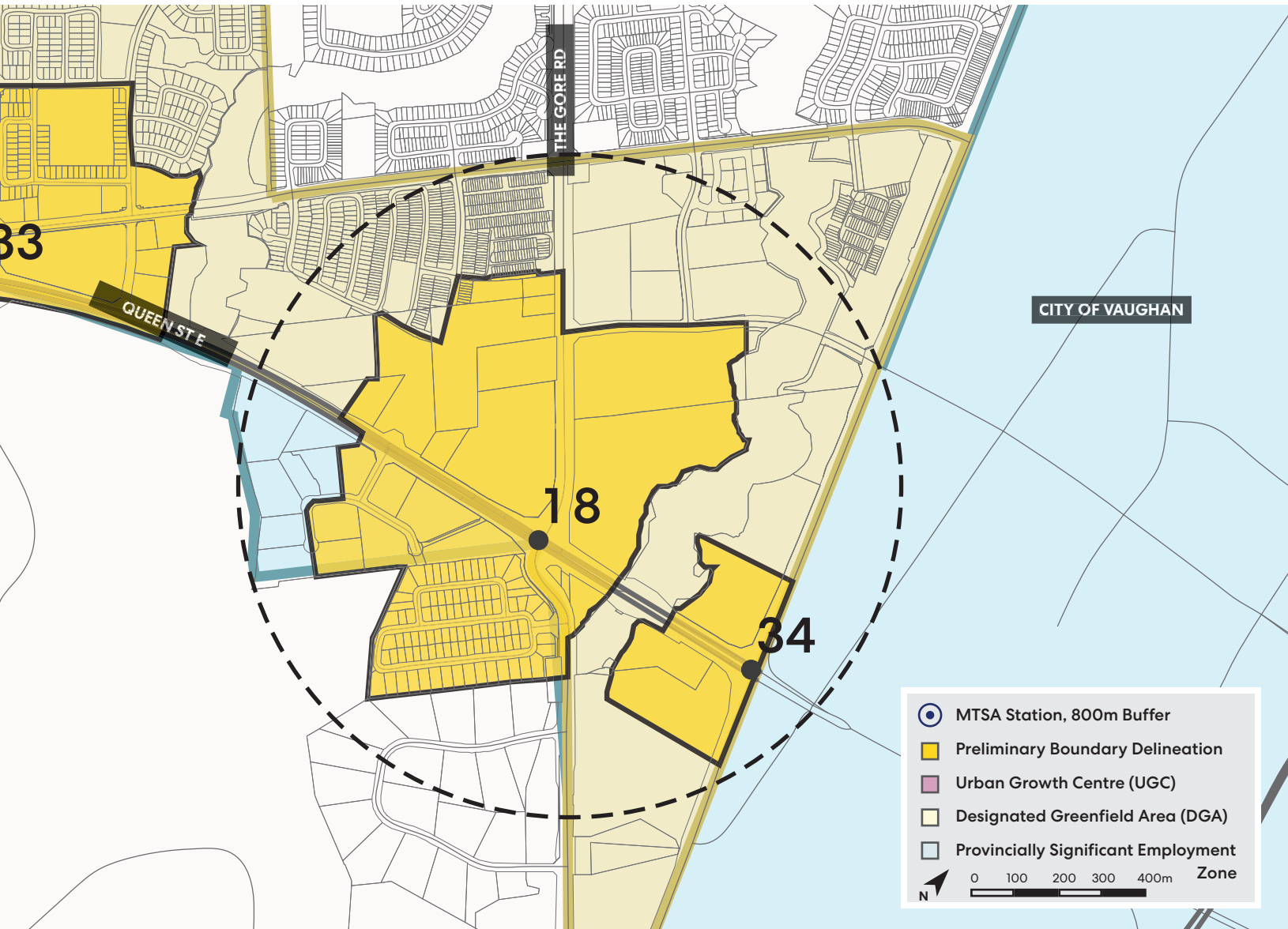
| | |
|---|--------|
| MTSA Preliminary Boundary Delineation | |
| Area (ha) | 190 |
| Population | 3,538 |
| Employment | 5,748 |
| Total Density (ppj/ha) | 49.0 |
| Additional People and Jobs to Achieve Target Density (ppj) | 21,000 |
| MTSA 800m Radius | |
| Area (ha) | 201 |
| Population | 5,367 |
| Employment | 5,312 |
| Total Density (ppj/ha) | 53.1 |

| | | | |
|----------------------|---------------------|--------------------------|------------------------|
| Station: | Wharton | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Mississauga | Combined Station: | 94/Dixie GO |
| Corridor: | Milton GO | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Limited Potential |
| MOBILITY | <ul style="list-style-type: none"> Dixie GO train station and MiWay Transit Pedestrian and pedestrian infrastructure in place |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> Moderate availability of vacant land Limited development pipeline activity Limited parcel configuration for intensification |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> High flood risk, proximity to Etobicoke Creek GP Built Up Urban Area, Provincially Significant Employment Zone Existing condition surrounded by light industrial |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Limited access to sports and recreation facilities Limited proximity to community amenities and parks |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

Section 11: Queen Street Bus Rapid Transit

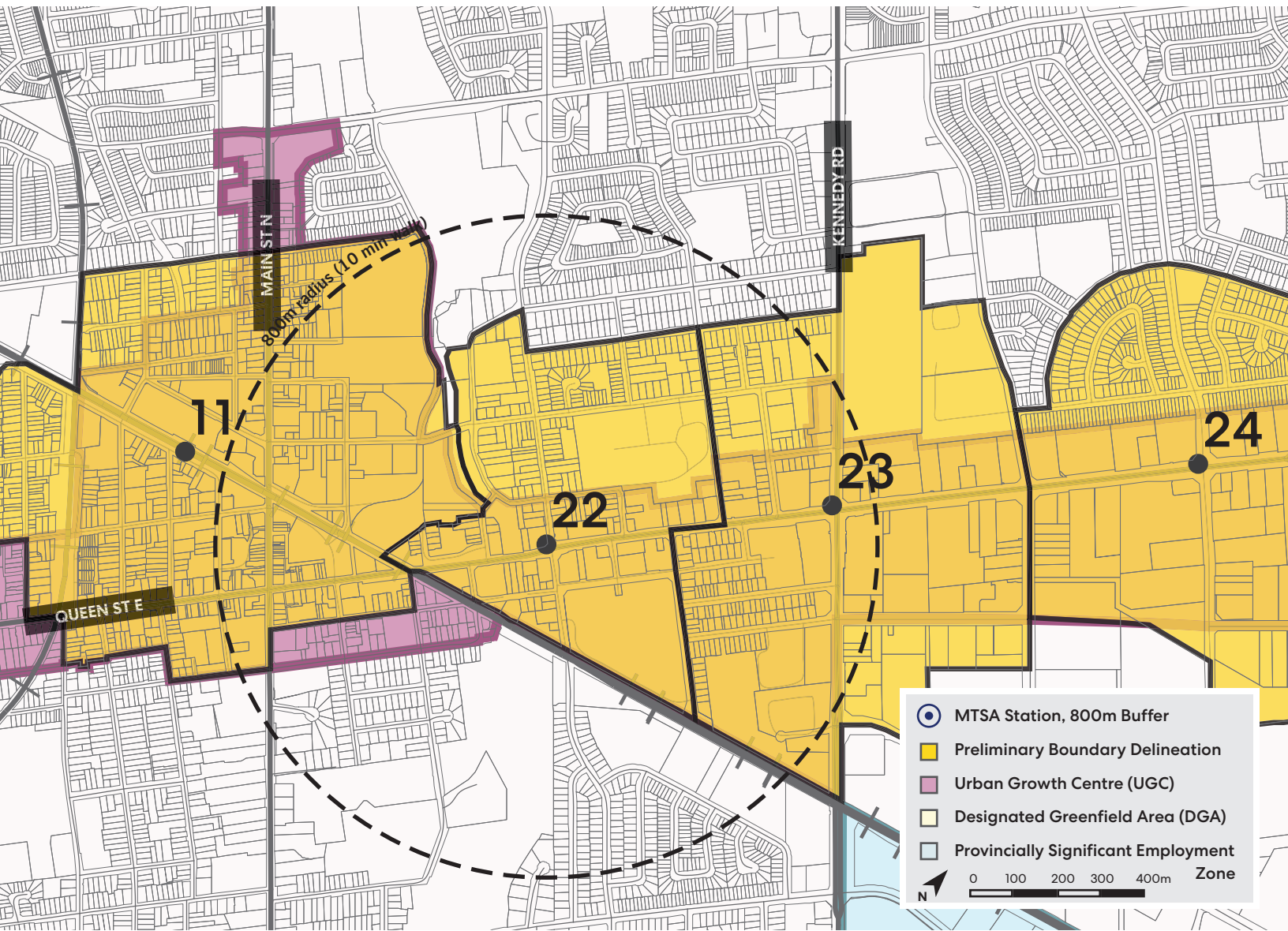


| | |
|--|--------------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 67 |
| Population | 1,363 |
| Employment | 603 |
| Total Density (ppj/ha) | 29.4 |
| Additional People and Jobs to Achieve Target Density (ppj) | 8,700 |
| MTSA 800m Radius ● | |
| Area (ha) | 185 |
| Population | 2,275 |
| Employment | 964 |
| Total Density (ppj/ha) | 17.5 |

| | | | |
|----------------------|------------------|--------------------------|------------------------|
| Station: | The Gore | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Brampton | Combined Station: | n/a |
| Corridor: | Queen St. BRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Market Push |
| MOBILITY | <ul style="list-style-type: none"> Queen Street bus station BRT Limited pedestrian and cyclist infrastructure |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> Moderate availability of vacant land Moderate development pipeline activity Large parcel sizes available |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Low flood risk GP Built Up Urban Area, Designated Greenfield Area, Provincially Significant Employment Zone |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Claireville Conservation Area Limited recreational facilities, schools |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

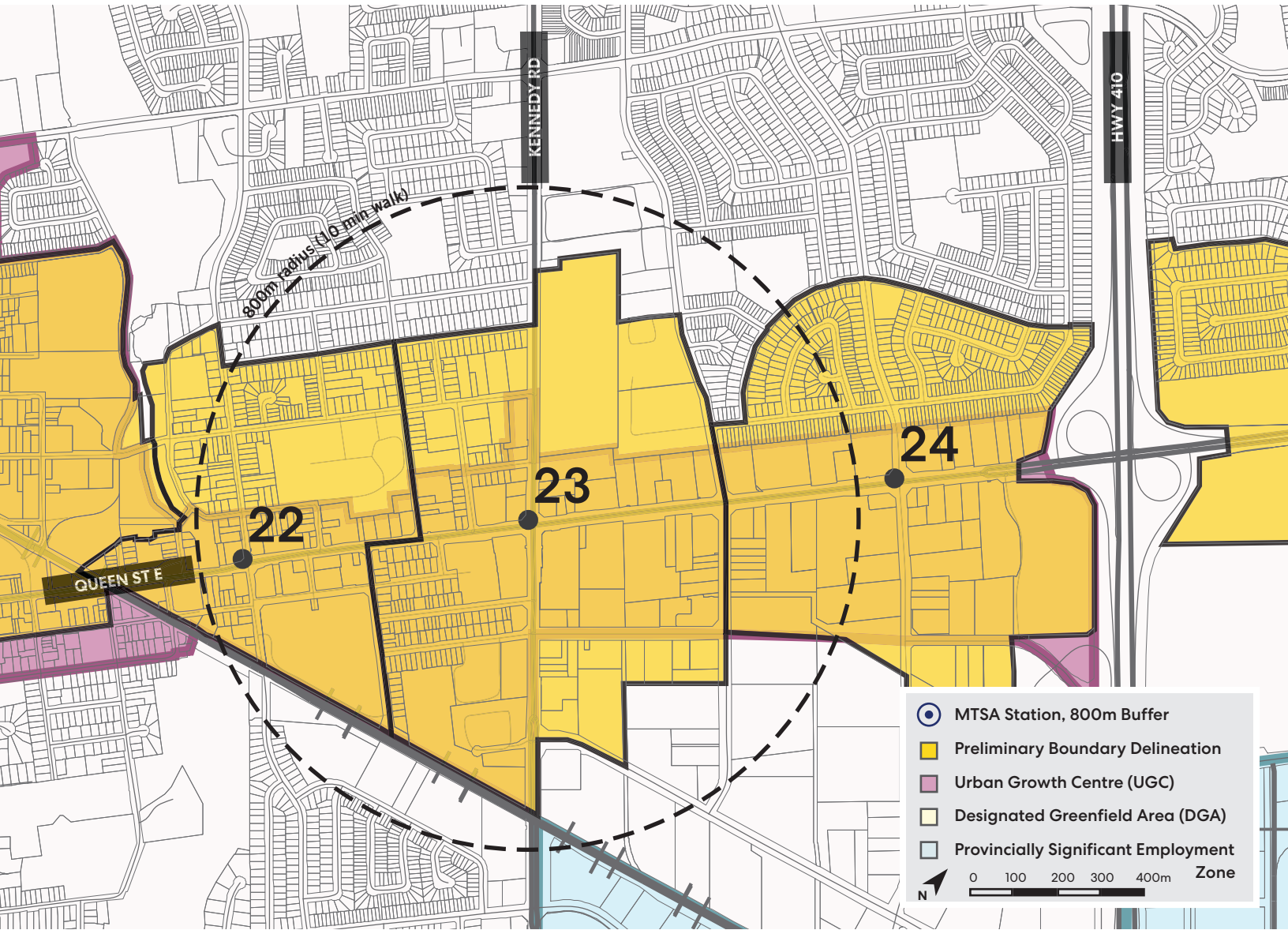


| | |
|--|--------------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 45 |
| Population | 1,703 |
| Employment | 1,545 |
| Total Density (ppj/ha) | 71.7 |
| Additional People and Jobs to Achieve Target Density (ppj) | 4,000 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 9,480 |
| Employment | 3,210 |
| Total Density (ppj/ha) | 63.2 |

| | | | |
|----------------------|------------------|--------------------------|------------------------|
| Station: | Centre Street | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Brampton | Combined Station: | n/a |
| Corridor: | Queen St. BRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Strong Mobility and Community |
| MOBILITY | <ul style="list-style-type: none"> Moderate pedestrian and cyclist infrastructure Centre-Zum Queen Station Stop BRT |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> Moderate availability of vacant land Limited development pipeline activity Limited parcels for intensification |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Moderate-High flood risk GP Built Up Urban Area, Urban Growth Centre |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Proximity to sports and recreational facilities Proximity to community facilities and amenities Landmarks: Sajjad Ebrahim & Family Urgent Care Centre |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

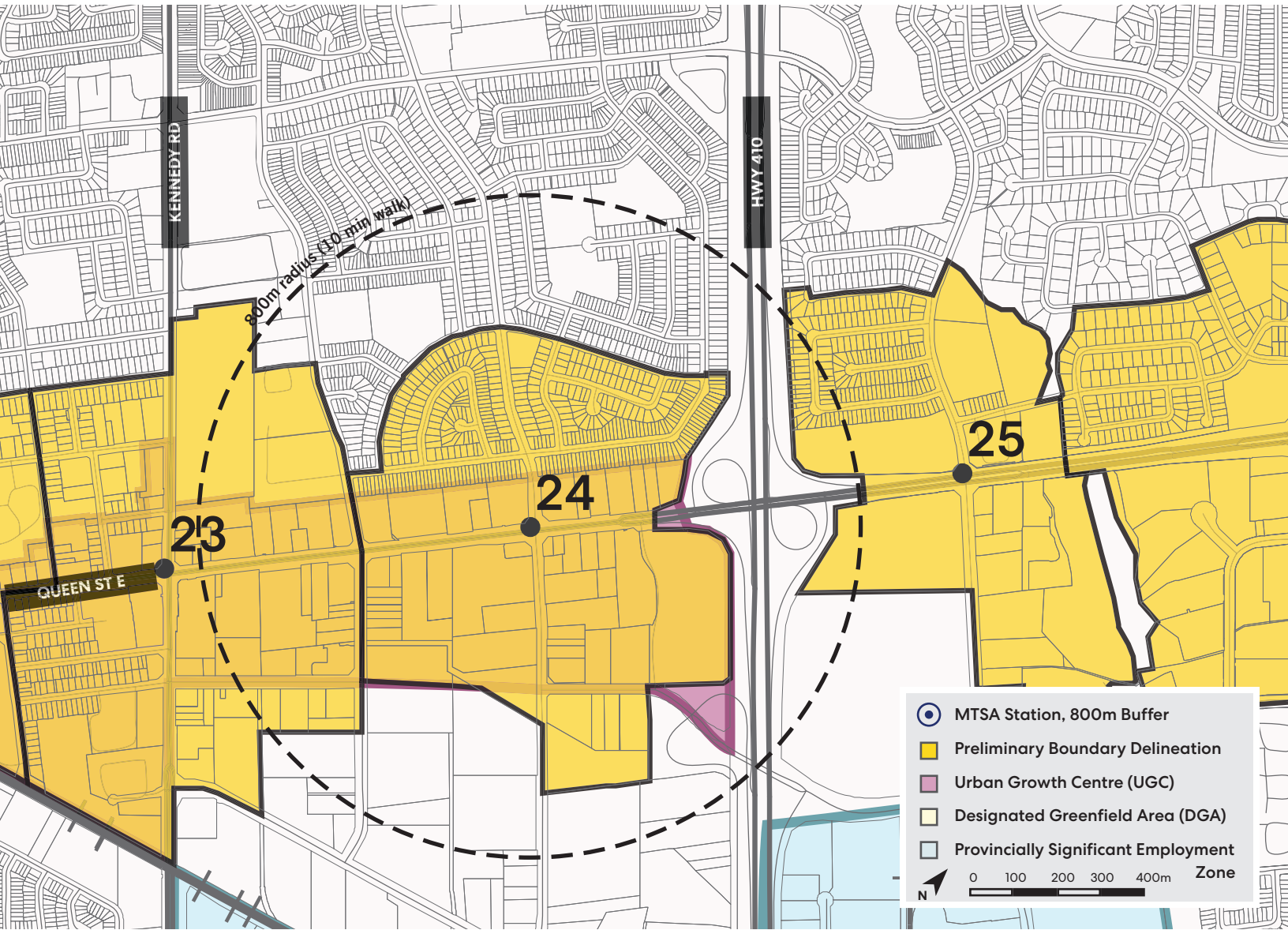


| | |
|--|-------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 45 |
| Population | 1,703 |
| Employment | 1,545 |
| Total Density (ppj/ha) | 71.7 |
| Additional People and Jobs to Achieve Target Density (ppj) | 4,000 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 7,296 |
| Employment | 4,367 |
| Total Density (ppj/ha) | 58.0 |

| | | | |
|----------------------|------------------|--------------------------|------------------------|
| Station: | Kennedy | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Brampton | Combined Station: | n/a |
| Corridor: | Queen St. BRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Strategic Alignment |
| MOBILITY | <ul style="list-style-type: none"> Moderate pedestrian and cyclist infrastructure Kennedy-Zum Queen Station Stop BRT |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> Moderate availability of vacant land Limited development pipeline activity Limited parcels for intensification |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Moderate flood risk GP Built Up Urban Area, Urban Growth Centre |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Moderate sports and recreational facilities Moderate community facilities and amenities |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

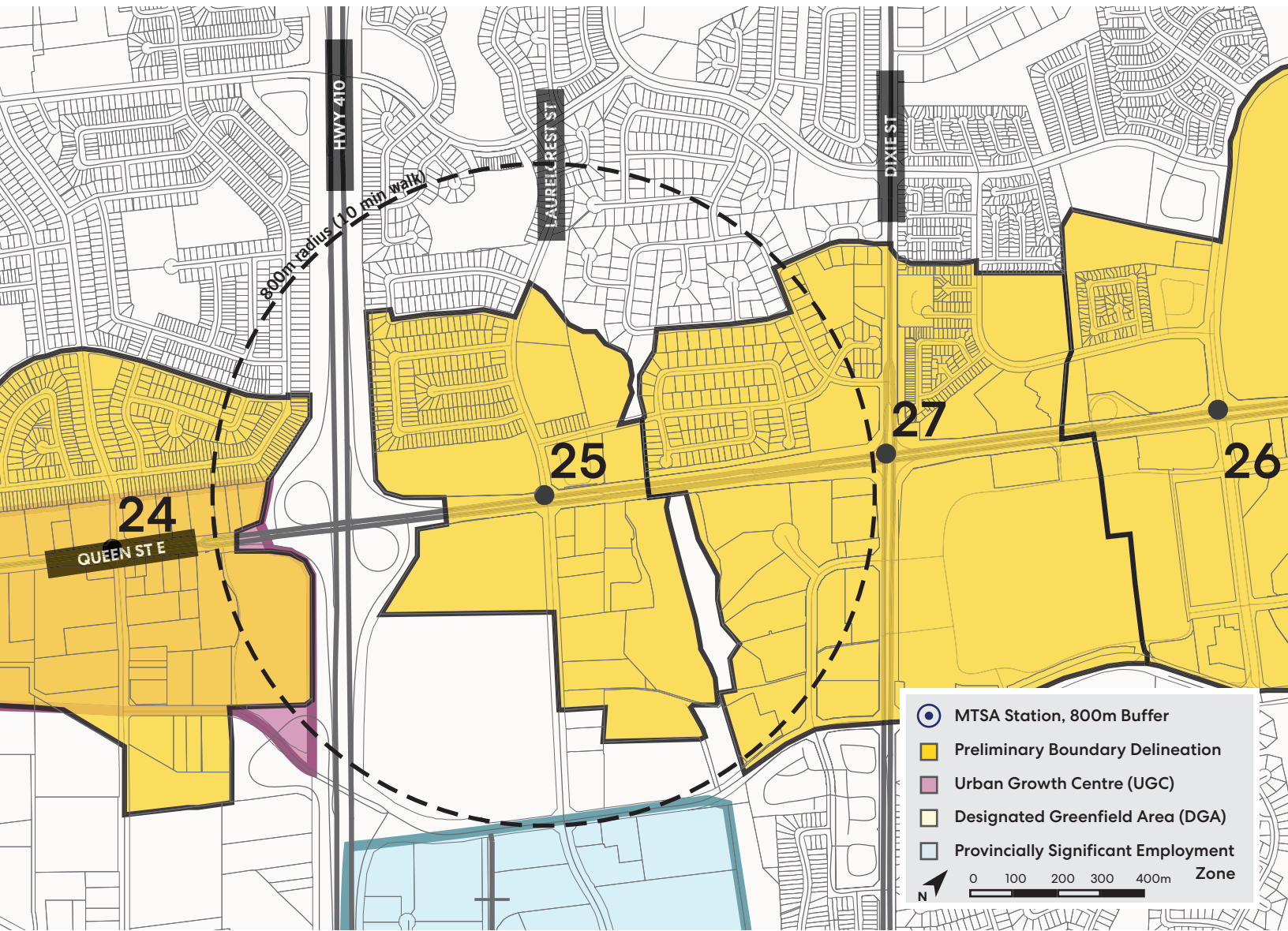


| | |
|--|--------------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 72 |
| Population | 1,142 |
| Employment | 2,121 |
| Total Density (ppj/ha) | 45.1 |
| Additional People and Jobs to Achieve Target Density (ppj) | 8,300 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 3,457 |
| Employment | 4,394 |
| Total Density (ppj/ha) | 39.1 |

| | | | |
|----------------------|------------------|--------------------------|------------------------|
| Station: | Rutherford | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Brampton | Combined Station: | n/a |
| Corridor: | Queen St. BRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Station Ready |
| MOBILITY | <ul style="list-style-type: none"> Moderate pedestrian and cyclist infrastructure BRT Station Stops |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> Moderate availability of vacant land No development pipeline activity Limited parcels for intensification |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Moderate flood risk GP Built Up Urban Area, Urban Growth Centre |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Proximity to sports and recreational facilities Proximity to community facilities and amenities |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

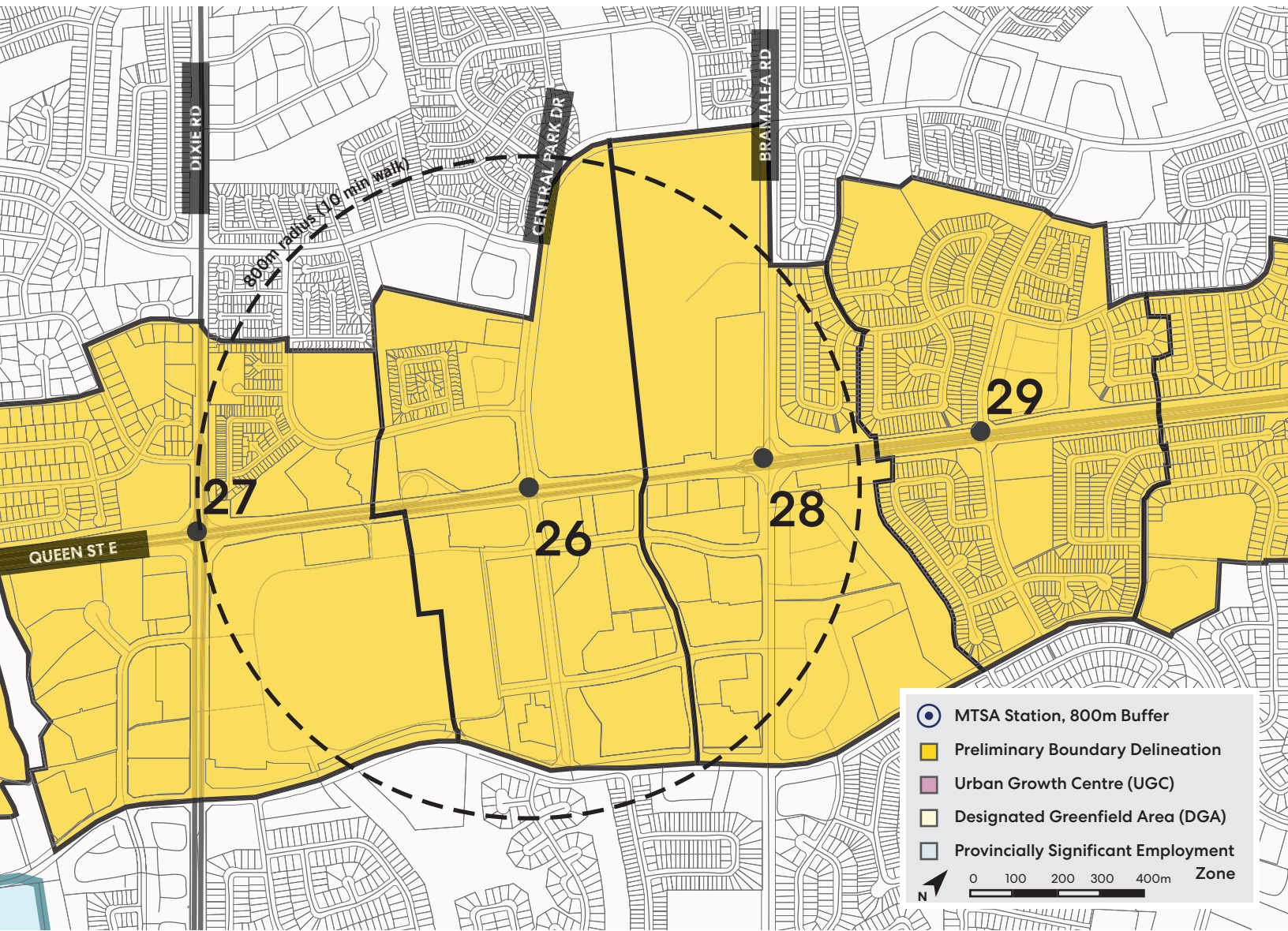


| | |
|--|--------------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 55 |
| Population | 928 |
| Employment | 666 |
| Total Density (ppj/ha) | 29.2 |
| Additional People and Jobs to Achieve Target Density (ppj) | 7,100 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 9,144 |
| Employment | 2,732 |
| Total Density (ppj/ha) | 59.1 |

| | | | |
|----------------------|------------------|--------------------------|------------------------|
| Station: | Laurelcrest | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Brampton | Combined Station: | n/a |
| Corridor: | Queen St. BRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Strategic Alignment |
| MOBILITY | <ul style="list-style-type: none"> Moderate pedestrian and cyclist infrastructure BRT Station Stops |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> Moderate availability of vacant land High development pipeline activity Large parcel sizes appropriate for intensification |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Moderate flood risk GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Proximity to recreational facilities Limited community facilities and amenities |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)



- MTSA Station, 800m Buffer
- Preliminary Boundary Delineation
- Urban Growth Centre (UGC)
- Designated Greenfield Area (DGA)
- Provincially Significant Employment Zone

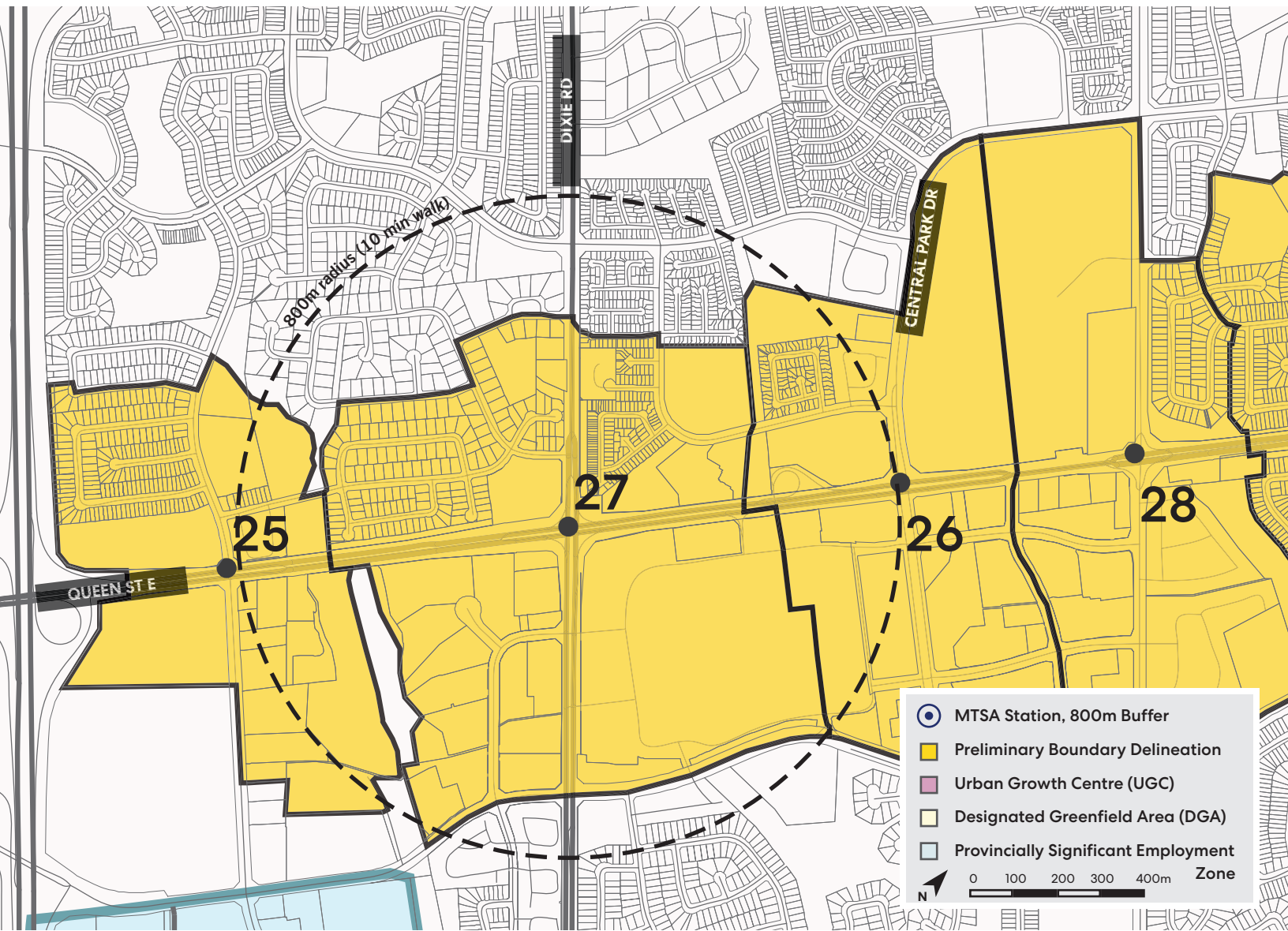
0 100 200 300 400m

| | |
|---|--------|
| MTSA Preliminary Boundary Delineation | |
| Area (ha) | 72 |
| Population | 6,530 |
| Employment | 3,125 |
| Total Density (ppj/ha) | 134.1 |
| Additional People and Jobs to Achieve Target Density (ppj) | 1,900 |
| MTSA 800m Radius | |
| Area (ha) | 201 |
| Population | 14,165 |
| Employment | 7,779 |
| Total Density (ppj/ha) | 109.2 |

| | | | |
|----------------------|------------------|--------------------------|------------------------|
| Station: | Central Park | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Brampton | Combined Station: | 15/Bramalea Terminal |
| Corridor: | Queen St. BRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Strong Mobility and Community |
| MOBILITY | <ul style="list-style-type: none"> Existing Bramalea Terminal, BRT Stations Pedestrian infrastructure in place Limited cycling infrastructure |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> Limited availability of vacant land No development pipeline activity Limited parcels for intensification |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Moderate flood risk GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Proximity to sports and recreational facilities Proximity to community facilities and amenities Landmarks: Peel Regional Police Station, Brampton Library-Chinguacousy Branch, Bramalea City Centre |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

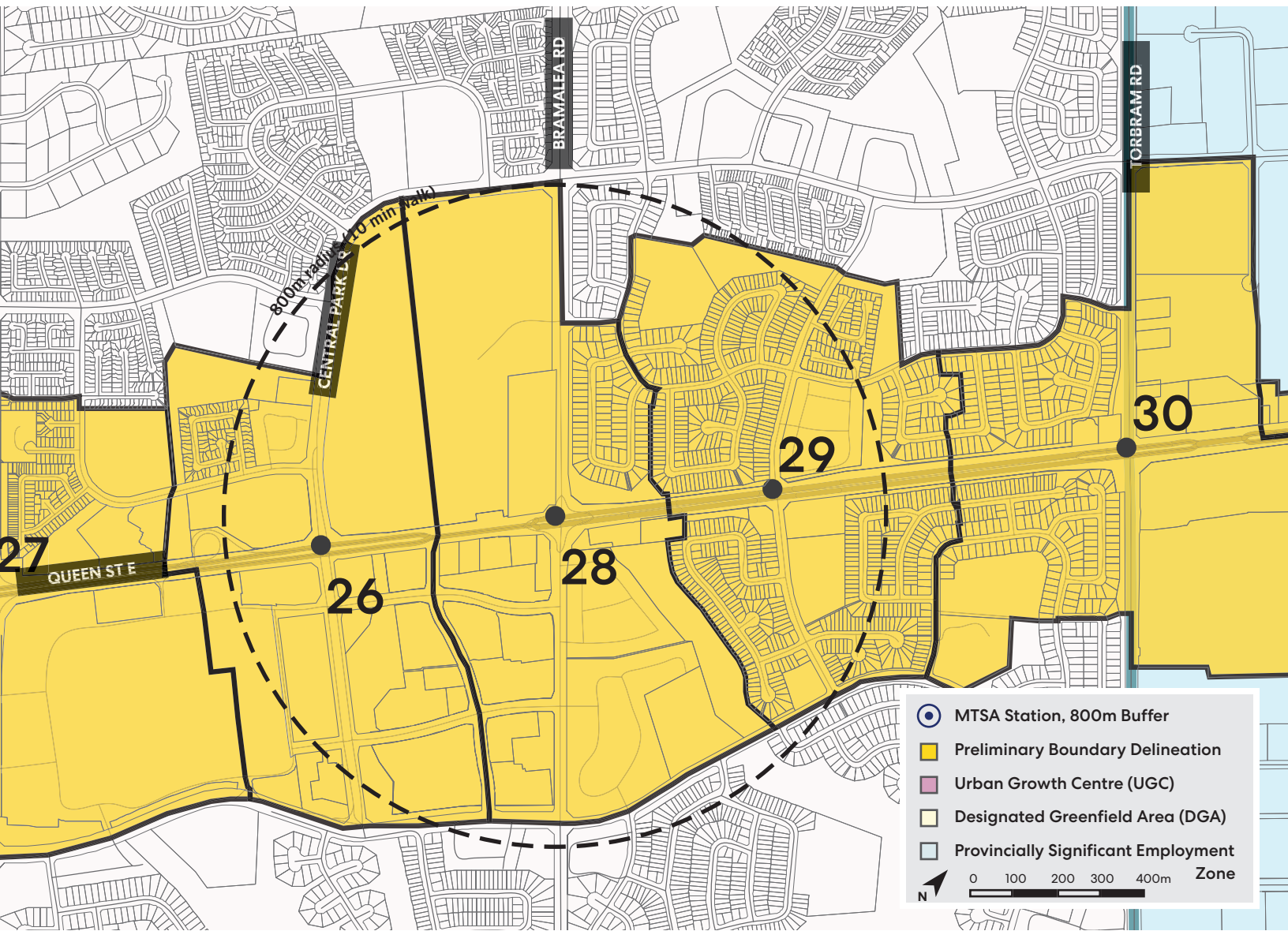


| | |
|--|--------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 105 |
| Population | 8,816 |
| Employment | 5,659 |
| Total Density (ppj/ha) | 138.5 |
| Additional People and Jobs to Achieve Target Density (ppj) | 2,300 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 12,237 |
| Employment | 8,938 |
| Total Density (ppj/ha) | 105.4 |

| | | | |
|----------------------|------------------|--------------------------|------------------------|
| Station: | Dixie | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Brampton | Combined Station: | n/a |
| Corridor: | Queen St. BRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Strong Mobility and Community |
| MOBILITY | <ul style="list-style-type: none"> BRT Bus Stations Pedestrian infrastructure in place Limited cycling infrastructure |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> Limited availability of vacant land No development pipeline activity Limited parcels for intensification |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Moderate flood risk GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Landmark: Bramalea Baptist Church Proximity to sports and recreational facilities Proximity to community facilities and amenities |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

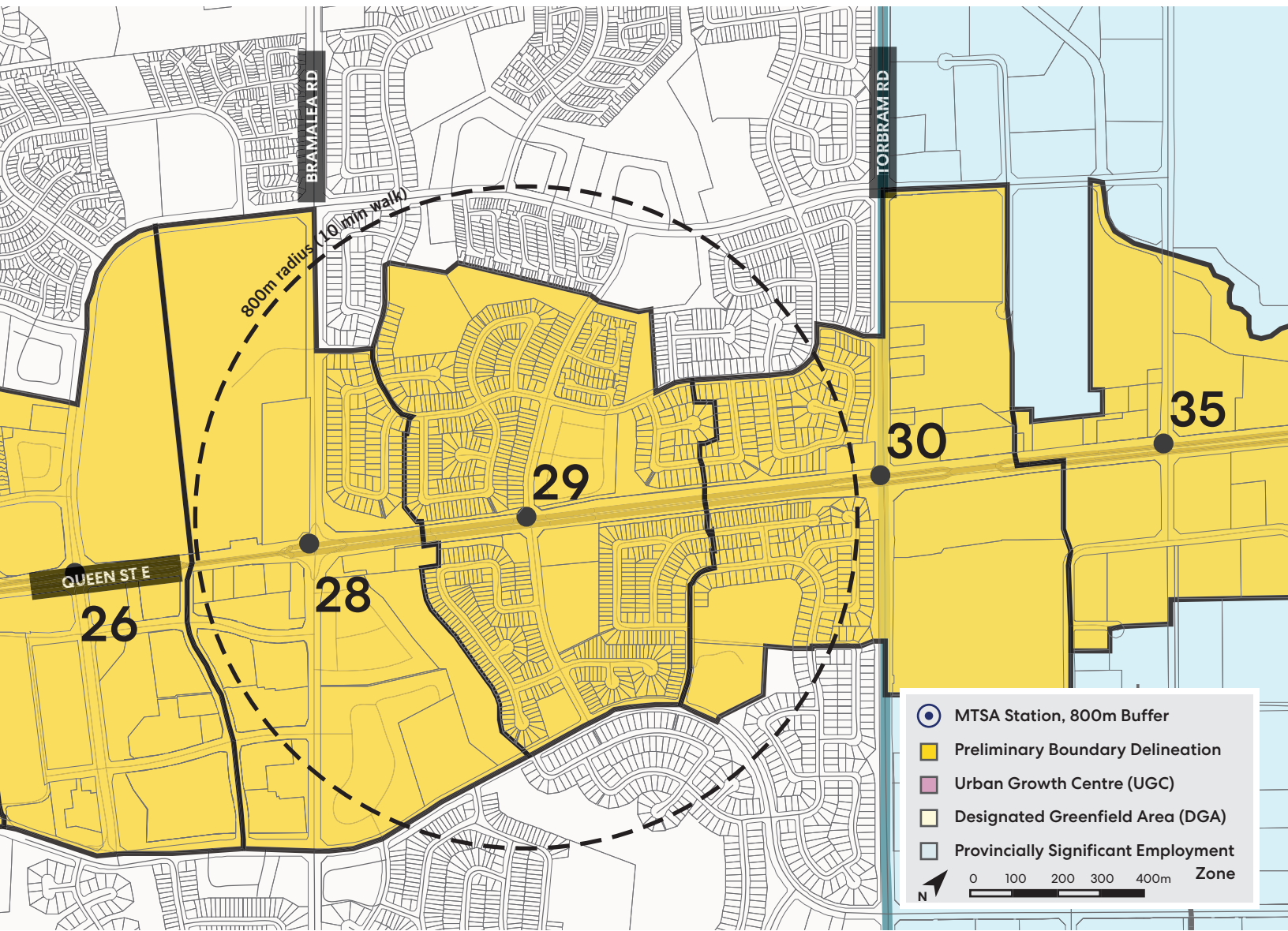


| | |
|--|--------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 79 |
| Population | 6,740 |
| Employment | 689 |
| Total Density (ppj/ha) | 94.0 |
| Additional People and Jobs to Achieve Target Density (ppj) | 5,200 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 16,994 |
| Employment | 2,949 |
| Total Density (ppj/ha) | 99.3 |

| | | | |
|----------------------|-------------------------|--------------------------|-------------------------------|
| Station: | Bramalea | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Brampton | Combined Station: | n/a |
| Corridor: | Queen St. BRT | Target Density: | 160 ppj/ha |

| | |
|--|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Strong Mobility and Community |
| MOBILITY  | <ul style="list-style-type: none"> BRT Bus Stations Pedestrian infrastructure in place Limited cycling infrastructure |
| MARKET AND GROWTH POTENTIAL  | <ul style="list-style-type: none"> Limited availability of vacant land No development pipeline activity Large parcel sizes optimal for intensification |
| LAND USE AND BUILT FORM  | <ul style="list-style-type: none"> Moderate flood risk GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS  | <ul style="list-style-type: none"> Proximity to sports and recreational facilities Proximity to community facilities and amenities Landmarks: Terry Fox Track & Field Stadium, Chinguacousy |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)



MTSA Preliminary Boundary Delineation ■

| | |
|------------------------|-------|
| Area (ha) | 68 |
| Population | 3,862 |
| Employment | 219 |
| Total Density (ppj/ha) | 60.4 |

Additional People and Jobs to Achieve Target Density (ppj) 6,700

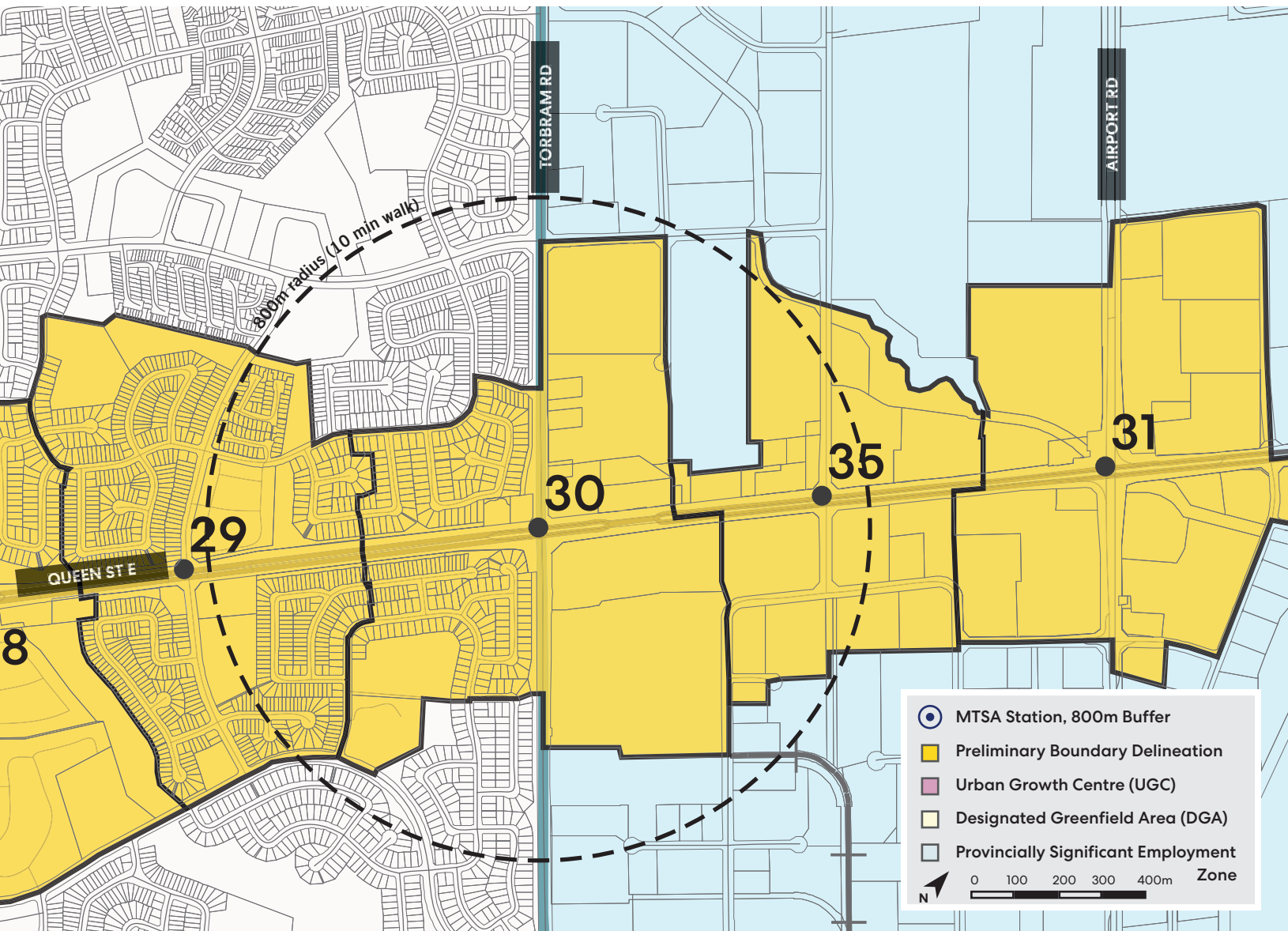
MTSA 800m Radius ●

| | |
|------------------------|--------|
| Area (ha) | 201 |
| Population | 14,333 |
| Employment | 1,648 |
| Total Density (ppj/ha) | 79.5 |

| | | | |
|----------------------|--------------------|--------------------------|------------------------|
| Station: | Glenvale-Finchgate | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Brampton | Combined Station: | n/a |
| Corridor: | Queen St. BRT | Target Density: | 160 ppj/ha |

| | |
|------------------------------------|---|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Market Lag |
| MOBILITY | <ul style="list-style-type: none"> BRT Bus Stations Pedestrian infrastructure in place Limited cycling infrastructure |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> Limited availability of vacant land No development pipeline activity Large parcel sizes optimal for intensification |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Moderate flood risk GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Landmark: LifeLabs Medical Laboratory Services, All People's Church Proximity to sports and recreational facilities Proximity to community facilities and amenities |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)



- MTSA Station, 800m Buffer
- Preliminary Boundary Delineation
- Urban Growth Centre (UGC)
- Designated Greenfield Area (DGA)
- Provincially Significant Employment Zone

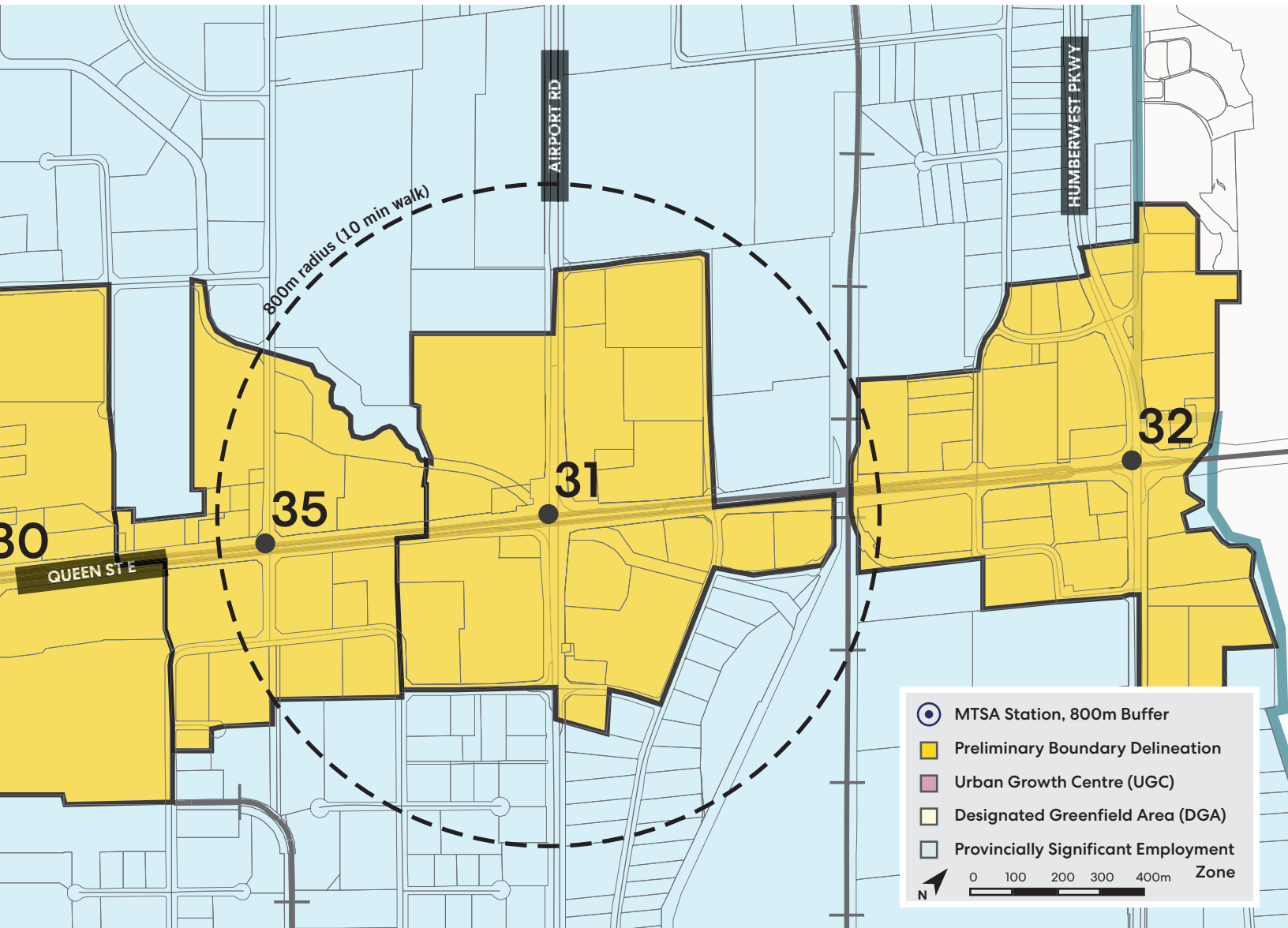
0 100 200 300 400m

| | |
|---|--------------|
| MTSA Preliminary Boundary Delineation | |
| Area (ha) | 78 |
| Population | 1,886 |
| Employment | 1,671 |
| Total Density (ppj/ha) | 45.8 |
| Additional People and Jobs to Achieve Target Density (ppj) | 8,900 |
| MTSA 800m Radius | |
| Area (ha) | 201 |
| Population | 5,925 |
| Employment | 4,028 |
| Total Density (ppj/ha) | 49.5 |

| | | | |
|----------------------|------------------|--------------------------|------------------------|
| Station: | Torbram | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Brampton | Combined Station: | n/a |
| Corridor: | Queen St. BRT | Target Density: | 160 ppj/ha |

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|------------------------------------|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Market Lag |
| MOBILITY | <ul style="list-style-type: none"> BRT Bus Station and shelter Pedestrian infrastructure in place, limited cycling infrastructure, channelized right turn intersection |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> Limited availability of vacant land No development pipeline activity Large parcel sizes optimal for intensification |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Moderate flood risk GP Built Up Urban Area |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Limited sports and recreational facilities Proximity to community facilities and amenities |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)



MTSA Preliminary Boundary Delineation ■





| | |
|------------------------|-------|
| Area (ha) | 72 |
| Population | 5 |
| Employment | 1,963 |
| Total Density (ppj/ha) | 27.2 |

Additional People and Jobs to Achieve Target Density (ppj) 9,600

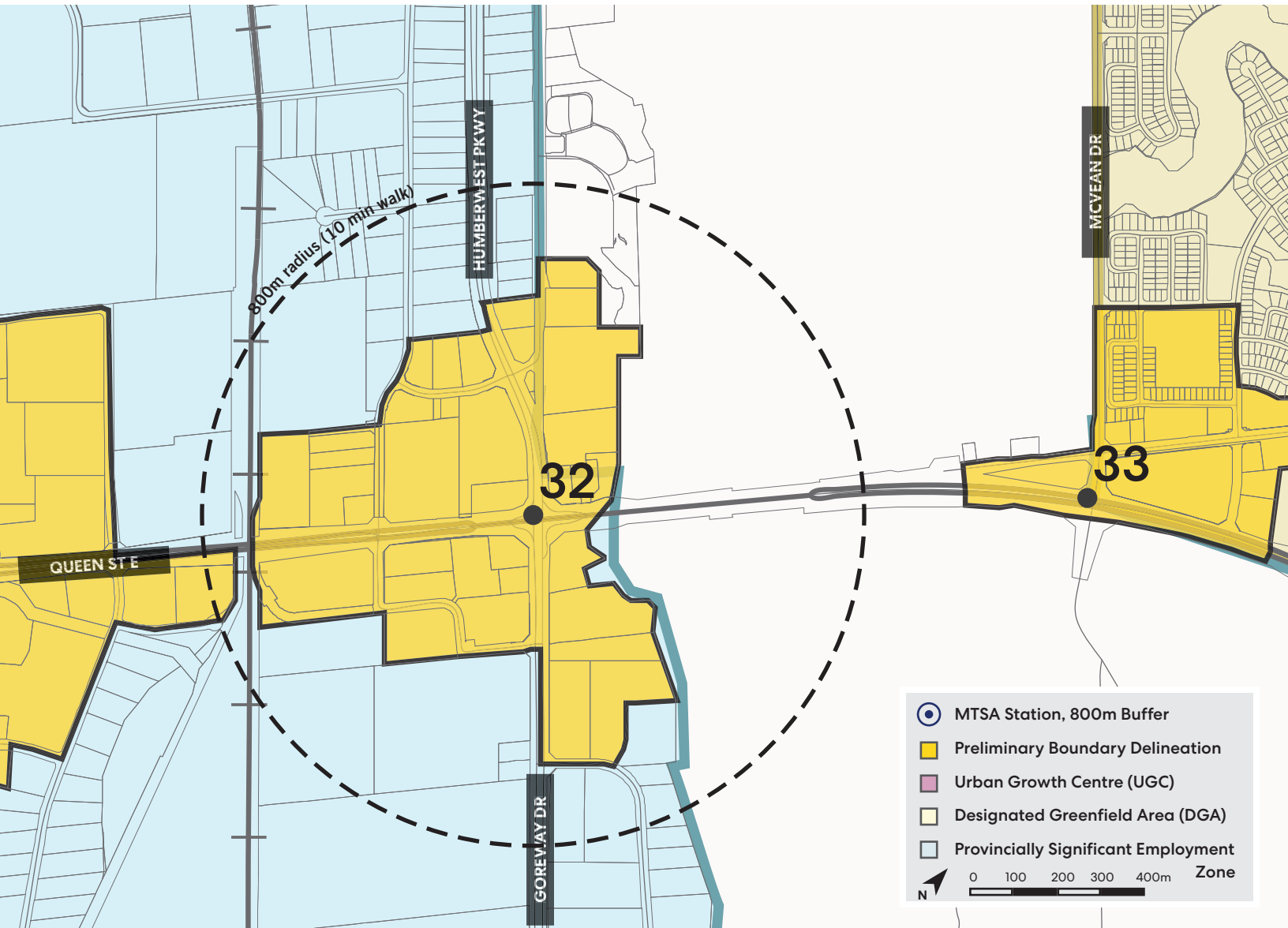
MTSA 800m Radius ●

| | |
|------------------------|--------|
| Area (ha) | 201 |
| Population | 33 |
| Employment | 17,860 |
| Total Density (ppj/ha) | 89.1 |

| | | | |
|----------------------|-------------------------|--------------------------|-------------------------------|
| Station: | Airport | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Brampton | Combined Station: | n/a |
| Corridor: | Queen St. BRT | Target Density: | 160 ppj/ha |

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| ANALYTICAL LENS | <ul style="list-style-type: none"> Strong Market and Planning |
| MOBILITY  | <ul style="list-style-type: none"> BRT Bus Station and shelter Pedestrian infrastructure in place Limited cycling infrastructure |
| MARKET AND GROWTH POTENTIAL  | <ul style="list-style-type: none"> High availability of vacant land No development pipeline activity Large parcel sizes optimal for intensification |
| LAND USE AND BUILT FORM  | <ul style="list-style-type: none"> Moderate flood risk GP Built Up Urban Area, Provincially Significant Employment Zone |
| COMMUNITY CONSIDERATIONS  | <ul style="list-style-type: none"> Limited sports and recreational facilities Limited community facilities and amenities |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

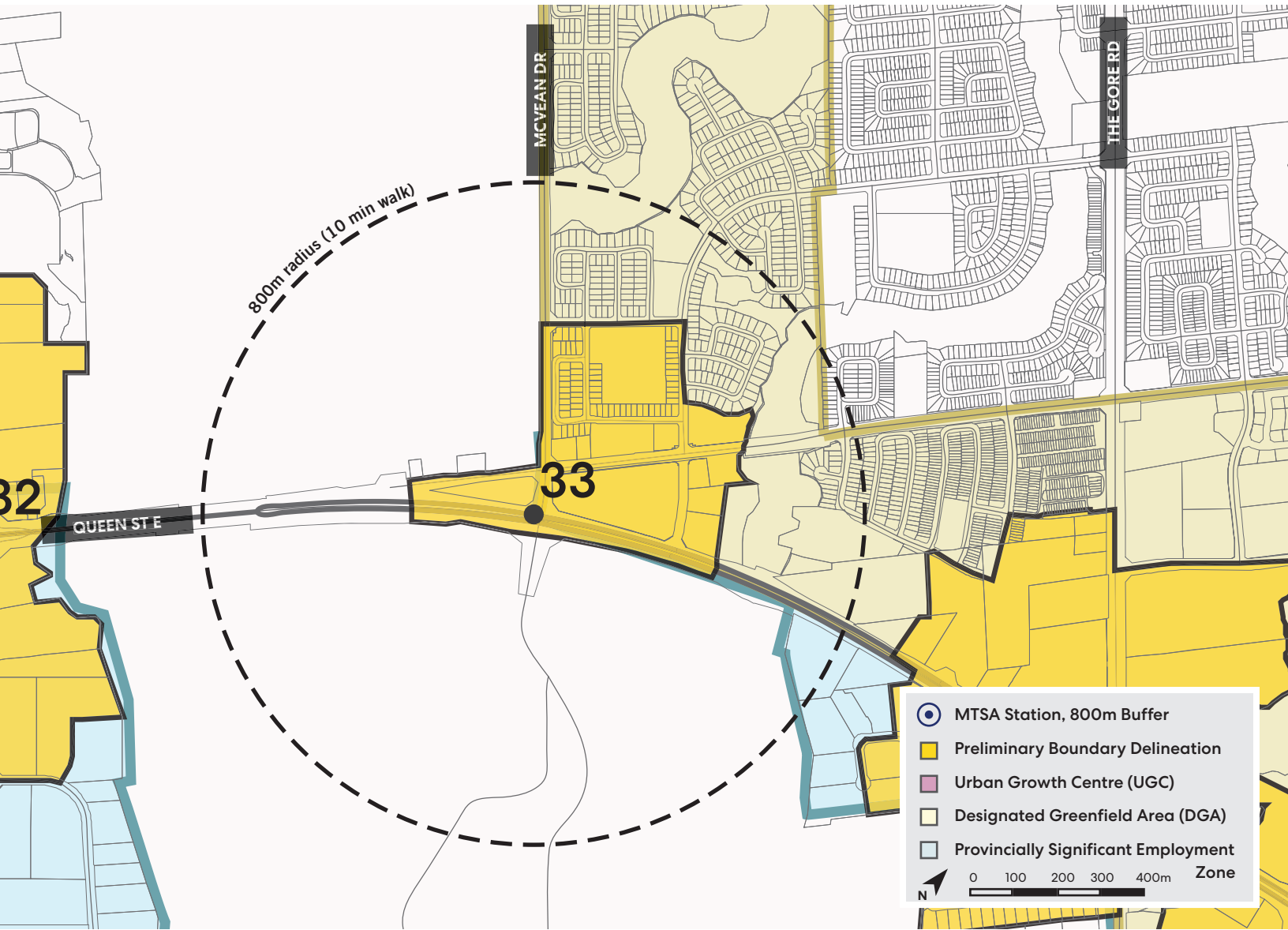


| | |
|--|--------------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 67 |
| Population | 177 |
| Employment | 1,415 |
| Total Density (ppj/ha) | 23.2 |
| Additional People and Jobs to Achieve Target Density (ppj) | 9,100 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 613 |
| Employment | 14,989 |
| Total Density (ppj/ha) | 77.7 |

| | | | |
|----------------------|-------------------------|--------------------------|-------------------------------|
| Station: | Goreway | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Brampton | Combined Station: | n/a |
| Corridor: | Queen St. BRT | Target Density: | 160 ppj/ha |





| | |
|------------------------------------|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Strong Market and Planning |
| MOBILITY | <ul style="list-style-type: none"> BRT Bus Station and shelter Pedestrian infrastructure in place Limited cycling infrastructure |
| MARKET AND GROWTH POTENTIAL | <ul style="list-style-type: none"> High availability of vacant land Moderate development pipeline activity Large parcel sizes optimal for intensification |
| LAND USE AND BUILT FORM | <ul style="list-style-type: none"> Moderate flood risk GP Built Up Urban Area, Provincially Significant Employment Zone |
| COMMUNITY CONSIDERATIONS | <ul style="list-style-type: none"> Limited sports and recreational facilities Limited community facilities and amenities |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

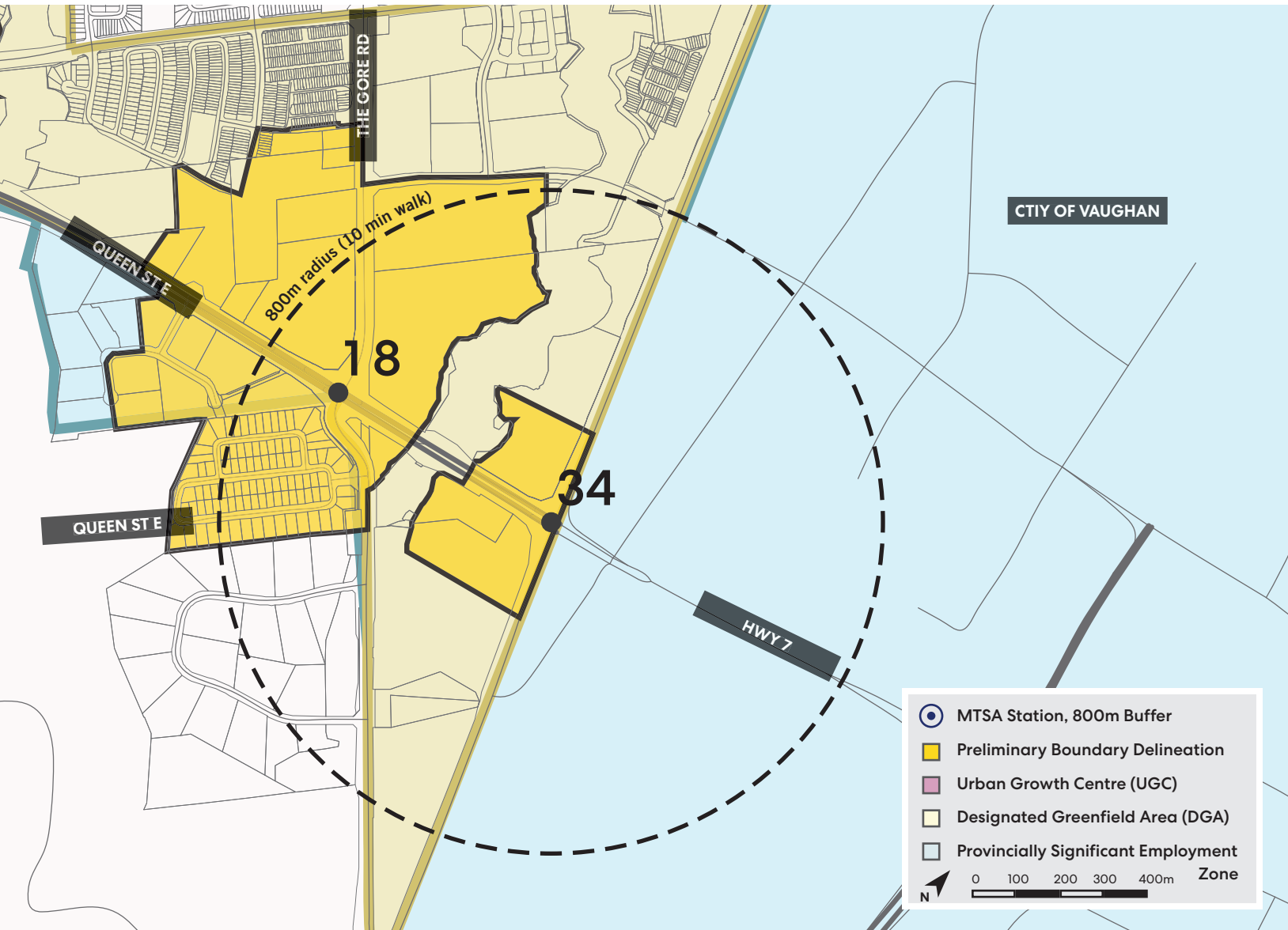


| | |
|--|--------------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 27 |
| Population | 781 |
| Employment | 72 |
| Total Density (ppj/ha) | 31.4 |
| Additional People and Jobs to Achieve Target Density (ppj) | 3,500 |
| MTSA 800m Radius ● | |
| Area (ha) | 201 |
| Population | 2,830 |
| Employment | 300 |
| Total Density (ppj/ha) | 15.6 |

| | | | |
|----------------------|------------------|--------------------------|------------------------|
| Station: | McVean | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Brampton | Combined Station: | n/a |
| Corridor: | Queen St. BRT | Target Density: | 160 ppj/ha |





| | |
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| ANALYTICAL LENS | <ul style="list-style-type: none"> Limited Potential |
| MOBILITY  | <ul style="list-style-type: none"> BRT Bus Station Pedestrian infrastructure in place Limited cycling infrastructure |
| MARKET AND GROWTH POTENTIAL  | <ul style="list-style-type: none"> Low availability of vacant land Low development pipeline activity Irregular street grid and small parcel size |
| LAND USE AND BUILT FORM  | <ul style="list-style-type: none"> Moderate flood risk GP Built Up Urban Area, Provincially Significant Employment Zone, Designated Greenfield Area |
| COMMUNITY CONSIDERATIONS  | <ul style="list-style-type: none"> Clairville Conservation Area Limited sports and recreational facilities Limited community facilities and amenities |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

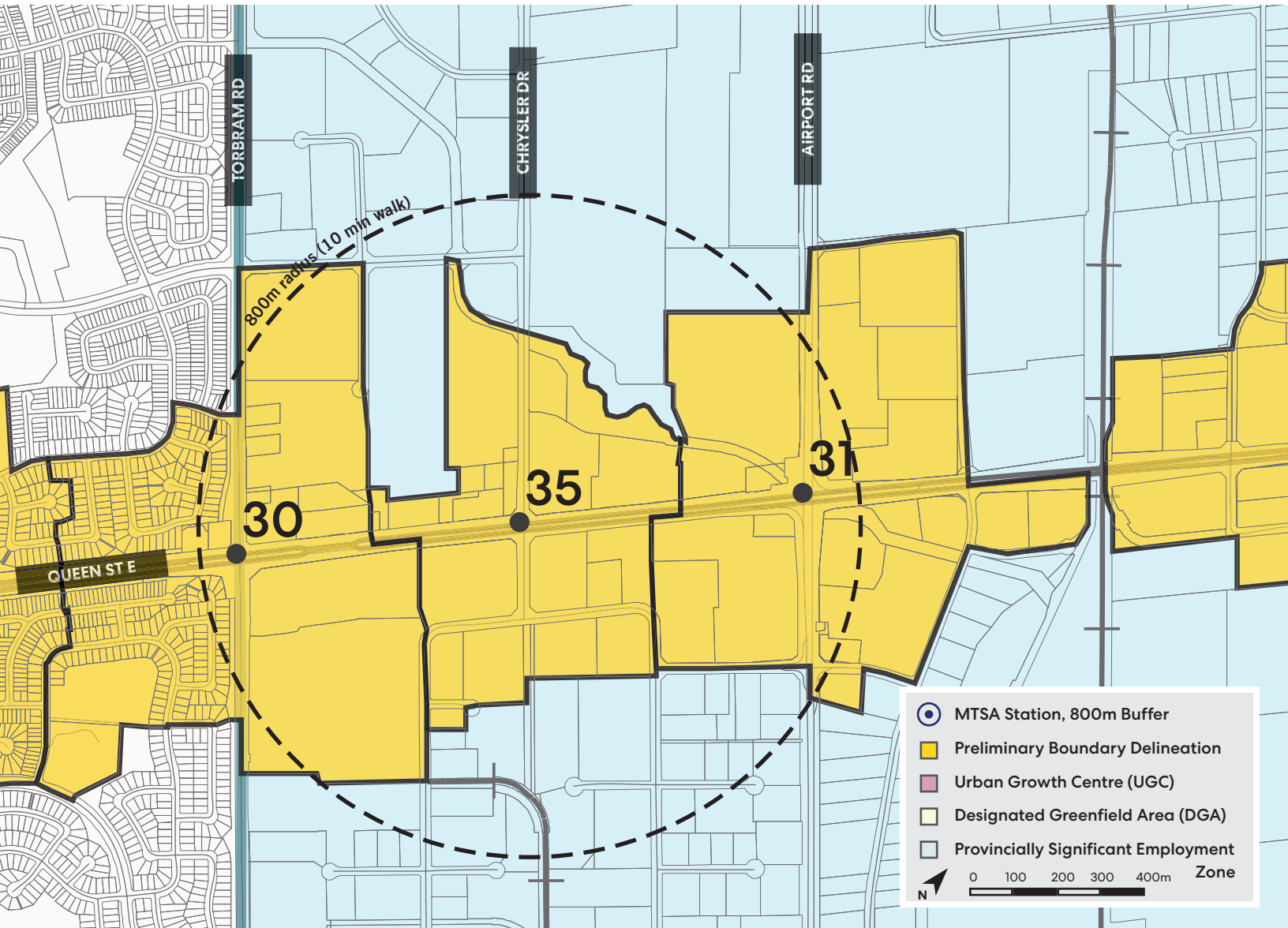


| | |
|--|--------------|
| MTSA Preliminary Boundary Delineation ■ | |
| Area (ha) | 12 |
| Population | 3 |
| Employment | 4 |
| Total Density (ppj/ha) | 0.6 |
| Additional People and Jobs to Achieve Target Density (ppj) | 1,900 |
| MTSA 800m Radius ● | |
| Area (ha) | 101 |
| Population | 420 |
| Employment | 302 |
| Total Density (ppj/ha) | 7.1 |

| | | | |
|----------------------|-------------------------|--------------------------|-------------------------------|
| Station: | Highway 50 | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Brampton | Combined Station: | n/a |
| Corridor: | Queen St. BRT | Target Density: | 160 ppj/ha |

| | |
|--|--|
| ANALYTICAL LENS | <ul style="list-style-type: none"> Market Push |
| MOBILITY  | <ul style="list-style-type: none"> BRT Bus Station Pedestrian infrastructure in place Limited cycling infrastructure |
| MARKET AND GROWTH POTENTIAL  | <ul style="list-style-type: none"> High availability of vacant land Low development pipeline activity Moderate parcel sizes and configuration |
| LAND USE AND BUILT FORM  | <ul style="list-style-type: none"> Moderate flood risk, environmentally sensitive lands GP Built Up Urban Area, Provincially Significant Employment Zone, Designated Greenfield Area |
| COMMUNITY CONSIDERATIONS  | <ul style="list-style-type: none"> Clairville Conservation Area Limited sports and recreational facilities Limited community facilities and amenities |

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)



MTSA Preliminary Boundary Delineation

| | |
|--|-------|
| Area (ha) | 46 |
| Population | 4 |
| Employment | 1,650 |
| Total Density (ppj/ha) | 36.0 |
| Additional People and Jobs to Achieve Target Density (ppj) | 5,700 |
| MTSA 800m Radius | |
| Area (ha) | 201 |
| Population | 417 |
| Employment | 6,249 |
| Total Density (ppj/ha) | 33.2 |

| | | | |
|----------------------|-------------------------|--------------------------|-------------------------------|
| Station: | Chrysler-Gateway | Corridor Type: | Other Transit Corridor |
| Municipality: | City of Brampton | Combined Station: | n/a |
| Corridor: | Queen St. BRT | Target Density: | 160 ppj/ha |

ANALYTICAL LENS

- Strategic Alignment

MOBILITY



- BRT Bus Station and shelter
- Pedestrian infrastructure in place
- Limited cycling infrastructure

MARKET AND GROWTH POTENTIAL



- No availability of vacant land
- No development pipeline activity
- Large parcel sizes optimal for intensification

LAND USE AND BUILT FORM



- Low flood risk
- GP Built Up Urban Area, Provincially Significant Employment Zone

COMMUNITY CONSIDERATIONS



- Limited sports and recreational facilities
- Limited community facilities and amenities

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)