Peel2041
Regional Official Plan Review

Major Transit Station Areas

Phase 1B Report

AUGUST, 2021

Region of Peel
working with you

ACKNOWLEDGEMENTS

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This report builds on the Phase 1A Report, completed in April 2020, that included chapters 1 through 6. Please refer to [https://www.peelregion.ca/officialplan/review/pdf/attachment1-peel-MTSA-phase-1A.pdf] for Phase 1A Report

7.1 / MTSA CLASSIFICATION FRAMEWORK

Building on the multi-dimensional analysis completed in Phase 1A of this Study [April, 2020], the Intensification Memo [December, 2020], that reviewed the overall framework for intensification in Peel Region and the detailed technical analysis completed in the Appendix of this report, the following summary outlines a prioritized framework for 91 Major Transit Station Areas (MTSAs) across Peel Region. The framework provides a renewed regional planning and investment policy regime.

Developing an understanding of the future role, function and potential of each MTSA is critical in the establishment of a prioritized course of action for the Region and local municipalities. To this end, a high-level strategic office market trends assessment, based on broad economic and leasing trends, growth capacity, infrastructure, transportation, policy, and market demands, both residential and office, was undertaken. Opportunities and constraints for MTSAs over the planning horizon are also identified.

Policy 2.2.4.3 of the Growth Plan 2019 establishes density targets of 160 ppj/ha for light rail transit (LRT) and bus rapid transit (BRT) stations, and 150/ppj/ha for GO Transit rail stations. In addition to addressing these specific density targets, the Regional MTSA policy framework will also evolve to include additional directions for land use mix, built form, community services and facilities, and improved connectivity. Each MTSA reflects one of the station classifications outlined below to support transit-oriented development and increased ridership based on the form and function of the station:

Primary Station – Areas delineated in this plan that have existing or planned transit supportive built forms and can meet or exceed the minimum transit supportive density target.

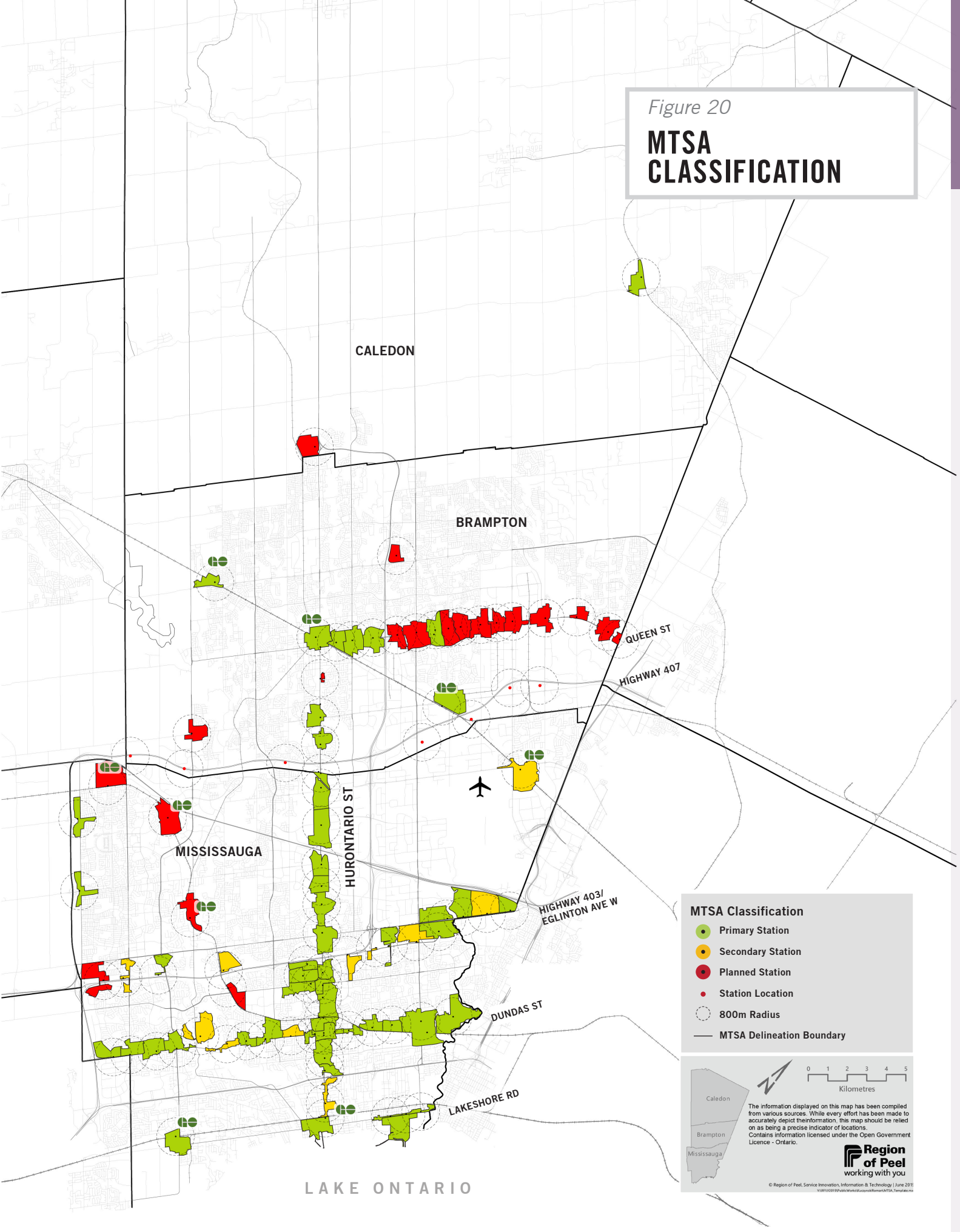
Secondary Station – Areas delineated in this plan that are constrained by existing land use patterns and built forms and may require an alternative density target. These stations may take on a commuter station function with a mix of uses that support increased transit ridership.

Planned Station – Areas identified in the Regional Official Plan which are intended to become Major Transit Station Areas that are not yet delineated, but will be when infrastructure planning and investment and/or land use changes unlock potential.

The following sections outline the detailed analysis for Phase 1B, which includes development capacity, infrastructure/servicing capacity and existing policy which helped inform the aforementioned classification.

Figure 20

MTSA CLASSIFICATION



The following table summarizes the 91 MTSAs into a prioritized framework that incorporates the work from the Phase 1A Report [April, 2020], Intensification Memo [December, 2020] and technical analysis of the development capacity, zoning capacity, and infrastructure capacity costs. Based on this, the MTSAs are classified into Primary, Secondary and Planned Stations.

Each MTSA has been classified an MTSA Type that is based on the analysis completed in Phase 1A and captures a variety of factors including Mobility, Market and Growth Potential, Land Use and Built Form and Community Considerations. Detailed descriptions of the MTSA Types are included on the following page.

The **Development Capacity Analysis** looks at the density (number of persons and jobs per hectare) that could be accommodated in each MTSA based on various built forms. Development Capacity is categorised into three levels:

- Meets or exceeds density target with minimal or no intensification
- Potential to meet density target with intensification or land assembly
- May not meet density target despite intensification or land assembly

Refer to Section 8.2.2. in the Appendix for further information.

The **Zoning Capacity Analysis** looks at the existing zoning by-laws for the City of Missisauga, City of Brampton and the Town of Caledon to determine if the current zoning in those areas support the envisioned densities. Zoning Capacity is categorised into two levels:

- Additional residential and employment uses may be required to meet target
- Supports Density Target

For further high-level information refer to Section 8.2.2 in the Appendix.

The **Infrastructure Capacity Costs** analyse the current water, wastewater and stormwater infrastructure, in the Growth Plan Priority Corridor, to determine the costs of undertaking utility upgrades to meet the minimum density target. Infrastructure Capacity Costs are categorised into three levels:

- Low
- Medium
- High

For further high-level information refer to Section 8.3 in the Appendix.

STATION READY

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

LIMITED MOBILITY

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

STRATEGIC ALIGNMENT

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

SENSITIVE LANDS

Sensitive Lands MTSAs score highly across all analytical lenses, with the exception of the Land Use lens. They exhibit strong mobility and connections, market potential and community considerations, however, they can be constrained by relative flood risk together with environmentally sensitive lands.

STRONG MARKET / PLANNING

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

STRONG MOBILITY / COMMUNITY

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

MARKET LAG

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

MARKET PUSH

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

LIMITED POTENTIAL

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

Table 1. MTSA Classification Summary

NO.	MTSA	TYPE	DEVELOPMENT CAPACITY	ZONING CAPACITY ANALYSIS	INFRASTRUCTURE CAPACITY COSTS	RECOMMENDATIONS	CLASSIFICATION
HLRT - 1	Port Credit GO	Sensitive Lands	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	Medium	Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density. Site-specific zoning may need to be updated to support intensification. An upgrade to storm-water facilities may be required to mitigate potential flood risk and to achieve its full potential. Additional water and wastewater infrastructure is required.	**Primary**
HLRT - 2	Mineola	Strong Mobility and Community	May not meet density target despite intensification or land assembly	Additional residential uses may be required to meet target	Medium	Planning policy framework and infrastructure is in-place to support development. Mineola's growth and development is limited by the low availability of vacant land and surrounding low-density areas.	**Secondary**
HLRT - 3	North Service	Strong Mobility and Community	Meets or exceeds density target with minimal or no intensification	Supports Density Target	Low	This MTSA already meets density targets. However, regular monitoring and other maintenance-type measures should be explored to support and enhance existing conditions and activities. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
HLRT - 4	Queensway	Strong Mobility and Community	Potential to meet density target with intensification or land assembly	Supports Density Target	Low	This MTSA meets Growth Plan density targets but not targets in the Regional Official Plan. On-going development review in support of target densities to be maintained. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
HLRT - 5	Dundas	Sensitive Lands	Meets or exceeds density target with minimal or no intensification	Supports Density Target	Low	Flood mitigation strategies need to be implemented to support further intensification. Update Secondary Plan to support intensification. Additional water and wastewater infrastructure is required. An upgrade to stormwater facility may be required. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
HLRT - 6	Cooksville GO	Station Ready	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	Medium	This MTSA meets Growth Plan density targets but not targets in the Regional Official Plan. On-going development review in support of target densities to be maintained with focus on high-rise building types. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
HLRT - 7	Fairview (Central Parkway)	Station Ready	Potential to meet density target with intensification or land assembly	Supports Density Target	Low	This MTSA meets Growth Plan density targets but not targets in the Regional Official Plan. On-going development review in support of target densities to be maintained. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**

NO.	MTSA	TYPE	DEVELOPMENT CAPACITY TYPE	ZONING CAPACITY ANALYSIS	INFRASTRUCTURE CAPACITY COSTS	RECOMMENDATIONS	CLASSIFICATION
HLRT - 8	Burnhamthorpe (Matthews Gate)	Station Ready	Potential to meet density target with intensification or land assembly	Supports Density Target	Low	This MTSA already meets density targets. However, regular monitoring and other maintenance-type measures should be explored to support and enhance existing conditions and activities. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan and Regional Official Plan minimum density.	**Primary**
HLRT - 9	Main	Station Ready	Meets or exceeds density target with minimal or no intensification	Supports Density Target	-	This MTSA already meets density targets. However, regular monitoring and other maintenance-type measures should be explored to support and enhance existing conditions and activities. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
HLRT - 10	Duke of York	Station Ready	Meets or exceeds density target with minimal or no intensification	Supports Density Target	-	This MTSA already meets density targets. However, regular monitoring and other maintenance-type measures should be explored to support and enhance existing conditions and activities. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
HLRT - 11	City Centre	Station Ready	Potential to meet density target with intensification or land assembly	Supports Density Target	Medium	Continue working with area landowners to implement proposed master planning initiatives to achieve density targets. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
HLRT - 12	Robert Speck	Market Lag	Meets or exceeds density target with minimal or no intensification	Supports Density Target	Low	This MTSA already meets density targets. However, regular monitoring and other maintenance-type measures should be explored to support and enhance existing conditions and activities. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
HLRT - 13	Eglinton	Station Ready	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	Low	This MTSA meets Growth Plan density targets but not targets in the Regional Official Plan. On-going development review in support of target densities to be maintained. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
HLRT - 14	Bristol	Market Lag	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	High	Further study will be required to align policy objectives and in turn increase development and market potential. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density. Redevelopment of all commercial lands located within this MTSA is required to meet minimum density target.	**Primary**
HLRT - 15	Matheson	Station Ready	Meets or exceeds density target with minimal or no intensification	Additional residential uses may be required to meet target	Low	Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**

NO.	MTSA	TYPE	DEVELOPMENT CAPACITY TYPE	ZONING CAPACITY ANALYSIS	INFRASTRUCTURE CAPACITY COSTS	RECOMMENDATIONS	CLASSIFICATION
HLRT - 16	Britannia	Strong Market and Planning	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	Medium	Planning policy framework is in-place to support development. Update zoning and land use to support intensification. Integrate investments in the public realm and community services that support intensification. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
HLRT - 17	Courtney Park	Strong Market and Planning	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	Medium	Planning policy framework is in-place to support development. Update zoning and land use to support intensification. Integrate investments in the public realm and community services that support intensification. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
HLRT - 18	Derry	Strong Market and Planning	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	Medium	Planning policy framework is in-place to support development. Update zoning and land use to support intensification. Integrate investments in the public realm and community services that support intensification. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
HLRT - 19	Highway 407	Strong Market and Planning	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	Medium	Planning policy framework is in-place to support development. Update zoning and land use to support intensification. Integrate investments in the public realm and community services that support intensification. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
HLRT - 20	Ray Lawson	Market Lag	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	Medium	Further study will be required to align policy objectives and in turn increase development and market potential. Updates to zoning and land use incompatible with density targets will be required to support intensification. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
HLRT - 21	Sir Lou					**Combined with HLRT - 20: Ray Lawson**	
HLRT - 22	Gateway Terminal	Station Ready	Meets or exceeds density target with minimal or no intensification	Additional residential uses may be required to meet target	Medium	No apparent policy or implementation barriers exist. However, regular monitoring and other maintenance-type measures should be explored to support and enhance existing conditions and activities. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
HLRT - 23	Charolais					**Combined with HLRT - 22: Gateway Terminal**	

NO.	MTSA	TYPE	DEVELOPMENT CAPACITY TYPE	ZONING CAPACITY ANALYSIS	INFRASTRUCTURE CAPACITY COSTS	RECOMMENDATIONS	CLASSIFICATION
HLRT - 24	Nanwood	Limited Potential	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	-	Land use needs to be updated to permit mixed-use intensification and meet density targets. Update Secondary Plan to support intensification. In the short term, investments in the public realm that support increased connectivity to transit stations, should be planned. This station requires significant land use changes, infrastructure planning, and investment, prior to being delineated.	**Planned**
HLRT - 25	Queen at Wellington					**Combined with KIT - 3: Brampton**	
MIL - 1	Lisgar GO	Strategic Alignment	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	-	Planning policy framework is in-place to support development Complete comprehensive master plan in partnership with major stakeholders, including Metrolinx, and establish land use and zoning to support density targets. Re-evaluate market demand once planning framework has been updated. Integrate investments in the public realm and community services that support intensification. This station requires significant land use changes, infrastructure planning, and investment, prior to being delineated.	**Planned**
MIL - 2	Meadowvale GO	Strategic Alignment	May not meet density target despite intensification or land assembly	Additional residential uses may be required to meet target	-	Planning policy framework is in-place to support development Complete comprehensive master plan in partnership with major stakeholders, including Metrolinx, and establish land use and zoning to support density targets. Re-evaluate market demand once planning framework has been updated. Integrate investments in the public realm and community services that support intensification. This station requires significant land use changes, infrastructure planning, and investment, prior to being delineated.	**Planned**
MIL - 3	Streetsville GO	Limited Mobility	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	-	Transit facilities and services, including accessibility and frequency, need significant improvement to sustain current and planned development activities. This station requires significant land use changes, infrastructure planning, and investment, prior to being delineated.	**Planned**
MIL - 4	Erindale GO	Station Ready	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	-	No apparent policy or implementation barriers exist. However, regular monitoring and other maintenance-type measures should be explored to support and enhance existing conditions and activities. This station requires significant land use changes, infrastructure planning, and investment, prior to being delineated.	**Planned**
MIL - 5	Cooksville GO					**Combined with HLRT - 6: Cooksville GO**	
MIL - 6	Dixie GO					**Combined with DUN - 16: Dixie GO**	

NO.	MTSA	TYPE	DEVELOPMENT CAPACITY TYPE	ZONING CAPACITY ANALYSIS	INFRASTRUCTURE CAPACITY COSTS	RECOMMENDATIONS	CLASSIFICATION
KIT - 1	Malton GO	Limited Potential	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	Medium	Land use needs to be updated to permit mixed-use intensification and meet density targets. In the short term, investments in the public realm that support increased connectivity to transit stations, should be planned. Malton GO's growth and development is limited by the Pearson International Airport Operating Area.	**Secondary**
KIT - 2	Bramalea GO	Limited Potential	May not meet density target despite intensification or land assembly	Additional residential uses may be required to meet target	Medium	In this specific case, minimum densities can be met if land use is updated, via an MCR, to support high intensification employment areas. Based on the development and infrastructure capacity of the MTSA and future updates to regional and local land use planning, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
KIT - 3	Brampton GO	Sensitive Lands	Potential to meet density target with intensification or land assembly	Supports Density Target	Medium	Flood mitigation strategies, including the Downtown Brampton Flood Protection Project and Riverwalk project, need to be implemented to meet density targets. Complete Queen Street Corridor Land Use Study and update Secondary Plan to support intensification. Additional water and wastewater infrastructure is required. An upgrade to stormwater facility may be required. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
KIT - 4	Mount Pleasant GO	Station Ready	Meets or exceeds density target with minimal or no intensification	Supports Density Target	Low	No apparent policy or implementation barriers exist. However, regular monitoring and other maintenance-type measures should be explored to support and enhance existing conditions and activities. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
LWGO - 1	Port Credit GO					**Combined with HLRT - 1: Port Credit**	
LWGO - 2	Clarkson GO	Strategic Alignment	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	Medium	Planning policy framework is in-place to support development. Complete comprehensive master plan in partnership with major stakeholders, including Metrolinx, and establish land use and zoning to support density targets. Re-evaluate market demand once planning framework has been updated. Integrate investments in the public realm and community services that support intensification. Based on the development and infrastructure capacity of the MTSA and future updates to regional and local land use planning, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
403 - 1	Ridgeway	Limited Mobility	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	-	Transit facilities and services, including accessibility and frequency, need significant impro vement to sustain current and planned development activities. This station requires significant land use changes, infrastructure planning, and investment, prior to being delineated.	**Planned**

NO.	MTSA	TYPE	DEVELOPMENT CAPACITY TYPE	ZONING CAPACITY ANALYSIS	INFRASTRUCTURE CAPACITY COSTS	RECOMMENDATIONS	CLASSIFICATION
403 - 2	Winston Churchill	Strategic Alignment	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	Medium	Planning frameworks, including zoning and/or guidelines, should be reviewed to ensure supportive alignment with emerging conditions and needs. This MTSA's development and density is limited provincially significant employment zone and Highway 403 right of way.	**Secondary**
403 - 3	Erin Mills	Strategic Alignment	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	Medium	Planning policy framework is in-place to support development Comprehensive master plan together with updated zoning and/or land use to support intensification to be developed in collaboration with Credit Valley Hospital. Re-evaluate market demand once planning framework has been updated. Integrate investments in the public realm and community services that support intensification, particularly between station and Eglinton Avenue. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
403 - 4	Creditview	Limited Potential	May not meet density target despite intensification or land assembly	Additional residential uses may be required to meet target	Medium	Land use needs to be updated, via an MCR, to permit mixed-use intensification and meet density targets. Based on the development and infrastructure capacity of the MTSA, it will be delineated but may require a lower alternative density than the Growth Plan minimum. Creditview's development and density is limited by the limited number of parcels for intensification, and restricted access across the GO rail corridor and Highway 403.	**Secondary**
403 - 5	City Centre					**Combined with HLRT – 11: City Centre**	
403 - 6	Central Parkway	Strong Mobility and Community	May not meet density target despite intensification or land assembly	Additional residential uses may be required to meet target	Medium	Comprehensive master plan and update zoning to support intensification. Evaluate potential flood risk and environmentally sensitive lands, and identify potential infrastructure improvements to support intensification. Re-evaluate market demand once planning framework has been updated. Based on the development and infrastructure capacity of the MTSA, it will be delineated but may require a lower alternative density than the Growth Plan minimum. Central Parkway's growth and development is limited by moderate flood risk, environmentally sensitive lands and barriers for concentrated growth north of Highway 403.	**Secondary**
403 - 7	Cawthra	Limited Potential	May not meet density target despite intensification or land assembly	Additional residential uses may be required to meet target	-	Land use needs to be updated to permit mixed-use intensification and meet density targets. In the short term, investments in the public realm that support increased connectivity to transit stations, should be planned. Based on the development and infrastructure capacity of the MTSA, it will be delineated but may require a lower alternative density than the Growth Plan minimum. Cawthra's growth and development is limited by moderate flood risk, the Highway 403, and irregular parcel size and availability for intensification.	**Secondary**

NO.	MTSA	TYPE	DEVELOPMENT CAPACITY TYPE	ZONING CAPACITY ANALYSIS	INFRASTRUCTURE CAPACITY COSTS	RECOMMENDATIONS	CLASSIFICATION
403 - 8	Tomken	Market Push	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	Medium	In the long term, public infrastructure invesment, in combination with updated planning policies and land uses, are required to match market demands for development. In the short term, investments in the public realm that support increased connectivity to transit stations, should be planned. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
403 - 9	Dixie	Limited Potential	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	Medium	Land use needs to be updated to permit mixed-use intensification and meet density targets. In the short term, investments in the public realm that support increased connectivity to transit stations, should be planned. Dixie's growth and development is limited by moderate flood risk and limited sports and recreational facilities.	**Secondary**
403 - 10	Tahoe	Market Push	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	Medium	In the long term, public infrastructure invesment, in combination with updated planning policies and land uses, are required to match market demands for development. In the short term, investments in the public realm that support increased connectivity to transit stations, should be planned. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
403 - 11	Etobicoke Creek	Market Push	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	Medium	In the long term, public infrastructure invesment, in combination with updated planning policies and land uses, are required to match market demands for development. In the short term, investments in the public realm that support increased connectivity to transit stations, should be planned. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
403 - 12	Spectrum	Limited Potential	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	Medium	Land use needs to be updated to permit mixed-use intensification and meet density targets. In the short term, investments in the public realm that support increased connectivity to transit stations, should be planned. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
403 - 13	Orbitor	Strategic Alignment	May not meet density target despite intensification or land assembly	Additional residential uses may be required to meet target	Medium	Land use needs to be updated to permit mixed-use intensification and meet density targets. In the short term, investments in the public realm that support increased connectivity to transit stations, should be planned. Based on the development and infrastructure capacity of the MTSA, it will be delineated but may require a lower alternative density than the Growth Plan minimum. Orbitor's growth and development is limited by moderate flood risk.	**Secondary**

NO.	MTSA	TYPE	DEVELOPMENT CAPACITY TYPE	ZONING CAPACITY ANALYSIS	INFRASTRUCTURE CAPACITY COSTS	RECOMMENDATIONS	CLASSIFICATION
403 - 14	Renforth	Strategic Alignment	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	Medium	Land use needs to be updated to permit mixed-use intensification and meet density targets. In the short term, investments in the public realm that support increased connectivity to transit stations, should be planned. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
DUN - 1	Ridgeway	Limited Mobility	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	-	Transit facilities and services, including accessibility and frequency, need significant impro vement to sustain current and planned development activities. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
DUN - 2	Winston Churchill	Market Lag	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	Medium	Updates to zoning and land use compatible with minimum densities, and building on Dundas Connects planning study, will be required to support intensification. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
DUN - 3	Glen Erin	Market Lag	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	-	Updates to zoning and land use compatible with density targets, and building on Dundas Connects planning study, will be required to support intensification. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
DUN - 4	Erin Mills	Station Ready	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	-	No apparent policy or implementation barriers exist. However, regular monitoring and other maintenance-type measures should be explored to support and enhance existing conditions and activities. Update zoning to support intensification. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
DUN - 5	UTM	Limited Potential	May not meet density target despite intensification or land assembly	Additional residential uses may be required to meet target	-	Land use needs to be updated to permit mixed-use intensification and meet density targets. In the short term, investments in the public realm that support increased connectivity to transit stations, should be planned. Based on the development and infrastructure capacity of the MTSA, it will be delineated but may require a lower alternative density than the Growth Plan minimum. UTM's growth and development is limited by the Wolfedale Creek to the east, moderate flood risk and significant grade separation.	**Secondary**
DUN - 6	Credit Woodlands	Limited Potential	May not meet density target despite intensification or land assembly	Additional residential uses may be required to meet target	-	Land use needs to be updated to permit mixed-use intensification and meet density targets. In the short term, investments in the public realm that support increased connectivity to transit stations, should be planned. Based on the development and infrastructure capacity of the MTSA, it will be delineated but may require a lower alternative density than the Growth Plan minimum. Credit Woodlands' growth and development is limited by the Wolfedale Creek, moderate flood risk and significant grade separation.	**Secondary**

NO.	MTSA	TYPE	DEVELOPMENT CAPACITY TYPE	ZONING CAPACITY ANALYSIS	INFRASTRUCTURE CAPACITY COSTS	RECOMMENDATIONS	CLASSIFICATION
DUN - 7	Erindale Station	Market Lag	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	-	Further study will be required to align policy objectives and in turn increase development and market potential. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
DUN - 8	Wolfedale	Market Lag	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	-	Further study will be required to align policy objectives and in turn increase development and market potential. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
DUN - 9	Clayhill	Market Lag	May not meet density target despite intensification or land assembly	Additional residential uses may be required to meet target	-	Further study will be required to align policy objectives and in turn increase development and market potential. Based on the development and infrastructure capacity of the MTSA, it will be delineated but may require a lower alternative density than the Growth Plan minimum. Clayhill's growth and development is limited by moderate flood risk and significant grade separation.	**Secondary**
DUN - 10	Confederation Parkway	Station Ready	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	-	No apparent policy or implementation barriers exist. However, regular monitoring and other maintenance-type measures should be explored to support and enhance existing conditions and activities. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
DUN - 11	Hurontario					**Combined with HLRT - 5: Dundas**	
DUN - 12	Kirwin	Station Ready	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	-	No apparent policy or implementation barriers exist. However, regular monitoring and other maintenance-type measures should be explored to support and enhance existing conditions and activities. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
DUN - 13	Grenville	Strategic Alignment	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	-	Planning policy framework is in-place to support development. Update zoning and/or land use consistent with Dundas Connects planning Study to support intensification. Re-evaluate market demand once planning framework has been updated. Integrate investments in the public realm and community services that support intensification. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**

NO.	MTSA	TYPE	DEVELOPMENT CAPACITY TYPE	ZONING CAPACITY ANALYSIS	INFRASTRUCTURE CAPACITY COSTS	RECOMMENDATIONS	CLASSIFICATION
DUN - 14	Cawthra	Limited Mobility	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	Medium	Transit facilities and services, including accessibility and frequency, need significant improvement to sustain current and planned development activities. Update zoning to support intensification. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
DUN - 15	Tomken	Limited Potential	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	-	Land use needs to be updated to reflect Dundas Connects Master Plan, via an MCR, to permit mixed-use intensification and meet density targets. In the short term, investments in the public realm that support increased connectivity to transit stations, should be planned. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
DUN - 16	Dixie GO	Limited Potential	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	Medium	Land use needs to be updated to permit mixed-use intensification and meet density targets. In the short term, investments in the public realm that support increased connectivity to transit stations, should be planned. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density. An upgrade to storm-water facilities may be required to mitigate potential flood risk and to achieve its full potential.	**Primary**
DUN - 17	Wharton	Limited Potential	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	-	Land use needs to be updated to to reflect Dundas Connects Master Plan, permit mixed-use intensification and meet minimum densities. In the short term, investments in the public realm that support increased connectivity to transit stations, should be planned. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density. Specific policies can be refined as the redevelopment plan for the Twin Pines property is further developed. An upgrade to storm-water facilities may be required to mitigate potential flood risk and to achieve its full potential	**Primary**
QUE - 1	Centre St.	Strong Mobility and Community	Meets or exceeds density target with minimal or no intensification	Additional residential uses may be required to meet target	-	Planning policy framework and infrstructure is in-place to support development. Complete Queen Street Corridor Land Use Study and update zoning to support intensification. Re-evaluate market demand once planning framework has been updated. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**

NO.	MTSA	TYPE	DEVELOPMENT CAPACITY TYPE	ZONING CAPACITY ANALYSIS	INFRASTRUCTURE CAPACITY COSTS	RECOMMENDATIONS	CLASSIFICATION
QUE - 2	Kennedy	Strategic Alignment	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	-	Planning policy framework is in-place to support development Complete Queen Street Corridor Land Use Study and update zoning and/or land use to support intensification. Evaluate potential flood risk and identify potential infrastructure improvements to support intensification. Re-evaluate market demand once planning framework has been updated. Integrate investments in the public realm and community services that support intensification. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
QUE - 3	Rutherford	Station Ready	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	-	No apparent policy or implementation barriers exist. However, regular monitoring and other maintenance-type measures should be explored to support and enhance existing conditions and activities. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
QUE - 4	Laurelcrest	Strategic Alignment	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	-	Planning policy framework is in-place to support development. Update zoning and/or land use to support intensification. Evaluate potential flood risk and identify potential infrastructure improvements to support intensification. Re-evaluate market demand once planning framework has been updated. Integrate investments in the public realm and community services that support intensification. This station requires significant land use changes, infrastructure planning, and investment, prior to being delineated.	**Planned**
QUE - 5	Dixie	Strong Mobility and Community	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	Medium	Planning policy framework is in-place to support development. Update zoning to support intensification. Evaluate potential flood risk and identify potential infrastructure improvements to support intensification. Re-evaluate market demand once planning framework has been updated. This station requires significant land use changes, infrastructure planning, and investment, prior to being delineated.	**Planned**
QUE - 6	Central Park (Bramalea Terminal)	Strong Mobility and Community	Meets or exceeds density target with minimal or no intensification	Additional residential uses may be required to meet target	-	Planning policy framework is in-place to support development. Update zoning to support intensification. Evaluate potential flood risk and identify potential infrastructure improvements to support intensification. Re-evaluate market demand once planning framework has been updated. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**

NO.	MTSA	TYPE	DEVELOPMENT CAPACITY TYPE	ZONING CAPACITY ANALYSIS	INFRASTRUCTURE CAPACITY COSTS	RECOMMENDATIONS	CLASSIFICATION
QUE - 7	Bramalea	Strong Mobility and Community	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	-	Planning policy framework is in-place to support development. Update zoning to support intensification. Evaluate potential flood risk and identify potential infrastructure improvements to support intensification. Re-evaluate market demand once planning framework has been updated. This station requires significant land use changes, infrastructure planning, and investment, prior to being delineated.	**Planned**
QUE - 8	Glenvale-FInchgate	Market Lag	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	-	Further study will be required to align policy objectives and in turn increase development and market potential. This station requires significant land use changes, infrastructure planning, and investment, prior to being delineated.	**Planned**
QUE - 9	Torbram	Market Lag	May not meet density target despite intensification or land assembly	Additional residential uses may be required to meet target	-	Further study will be required to align policy objectives and in turn increase development and market potential. This station requires significant land use changes, infrastructure planning, and investment, prior to being delineated.	**Planned**
QUE - 10	Chrysler-Gateway	Strategic Alignment	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	-	Planning policy framework is in-place to support development. Update zoning and/or land use to support intensification. Re-evaluate market demand once planning framework has been updated. Integrate investments in the public realm and community services that support intensification. This station requires significant land use changes, infrastructure planning, and investment, prior to being delineated.	**Planned**
QUE - 11	Airport	Strong Market and Planning	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	-	Planning policy framework is in-place to support development. Update zoning and land use to support intensification. Evaluate potential flood risk and identify potential infrastructure improvements to support intensification. Integrate investments in the public realm and community services that support intensification. This station requires significant land use changes, infrastructure planning, and investment, prior to being delineated.	**Planned**
QUE - 12	Goreway	Strong Market and Planning	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	-	Planning policy framework is in-place to support development. Update zoning and land use to support intensification. Evaluate potential flood risk and identify potential infrastructure improvements to support intensification. Integrate investments in the public realm and community services that support intensification. This station requires significant land use changes, infrastructure planning, and investment, prior to being delineated.	**Planned**

NO.	MTSA	TYPE	DEVELOPMENT CAPACITY TYPE	ZONING CAPACITY ANALYSIS	INFRASTRUCTURE CAPACITY COSTS	RECOMMENDATIONS	CLASSIFICATION
QUE - 13	McVean	Limited Potential	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	-	Land use needs to be updated, via an MCR, to permit mixed-use intensification and meet density targets. Update Secondary Plan to support intensification. In the short term, investments in the public realm that support increased connectivity to transit stations, should be planned. This station requires significant land use changes, infrastructure planning, and investment, prior to being delineated.	**Planned**
QUE - 14	The Gore	Market Push	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	-	In the long term, public infrastructure invesment, in combination with updated planning policies and land uses, are required to match market demands for development. In the short term, investments in the public realm that support increased connectivity to transit stations, should be planned. This station requires significant land use changes, infrastructure planning, and investment, prior to being delineated.	**Planned**
QUE - 15	Highway 50	Market Push	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	-	In the long term, public infrastructure invesment, in combination with updated planning policies and land uses, are required to match market demands for development. In the short term, investments in the public realm that support increased connectivity to transit stations, should be planned. This station requires significant land use changes, infrastructure planning, and investment, prior to being delineated.	**Planned**
407 - 1	Britannia	Limited Potential	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	Medium	Planning policy framework is in-place to support development along Ninth Line. Update zoning and land use to support intensification. Integrate investments in the public realm and community services that support intensification. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
407 - 2	Derry	Strong Market and Planning	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	Medium	Planning policy framework is in-place to support development along Ninth Line. Update zoning and land use to support intensification. Integrate investments in the public realm and community services that support intensification. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
407 - 3	Winston Churchill	Market Push	May not meet density target despite intensification or land assembly	Additional residential uses may be required to meet target	Medium	Given the mix of land uses and strategic framework for this MTSA, no delineation boundary has been identified. In the long term, public infrastructure invesment, in combination with updated planning policies and land uses, are required to match market demands for development. In the short term, investments in the public realm that support increased connectivity to transit stations, should be planned. This station requires significant land use changes, infrastructure planning, and investment, prior to being delineated.	**Planned**

NO.	MTSA	TYPE	DEVELOPMENT CAPACITY TYPE	ZONING CAPACITY ANALYSIS	INFRASTRUCTURE CAPACITY COSTS	RECOMMENDATIONS	CLASSIFICATION
407 - 4	Missisauga Rd.	Market Push	May not meet density target despite intensification or land assembly	Additional residential uses may be required to meet target	-	Given the mix of land uses and strategic framework for this MTSA, no delineation boundary has been identified. In the long term, public infrastructure invesment, in combination with updated planning policies and land uses, are required to match market demands for development. In the short term, investments in the public realm that support increased connectivity to transit stations, should be planned. This station requires significant land use changes, infrastructure planning, and investment, prior to being delineated.	**Planned**
407 - 5	Mavis	Strategic Alignment	May not meet density target despite intensification or land assembly	Additional residential uses may be required to meet target	-	Given the mix of land uses and strategic framework for this MTSA, no delineation boundary has been identified. Planning frameworks, including zoning and/or guidelines, should be reviewed to ensure supportive alignment with emerging conditions and needs. This station requires significant land use changes, infrastructure planning, and investment, prior to being delineated.	**Planned**
407 - 6	Hurontario					**Combined with HLRT - 19: Highway 407**	
407 - 7	Dixie	Market Push	May not meet density target despite intensification or land assembly	Additional residential uses may be required to meet target	Medium	Given the mix of land uses and strategic framework for this MTSA, no delineation boundary has been identified. In the long term, public infrastructure invesment, in combination with updated planning policies and land uses, are required to match market demands for development. In the short term, investments in the public realm that support increased connectivity to transit stations, should be planned. This station requires significant land use changes, infrastructure planning, and investment, prior to being delineated.	**Planned**
407 - 8	Bramalea/Torbram	Strategic Alignment	May not meet density target despite intensification or land assembly	Additional residential uses may be required to meet target	-	Given the mix of land uses and strategic framework for this MTSA, no delineation boundary has been identified. Planning frameworks, including zoning and/or guidelines, should be reviewed to ensure supportive alignment with emerging conditions and needs. This station requires significant land use changes, infrastructure planning, and investment, prior to being delineated.	**Planned**
407 - 9	Airport Rd.	Strategic Alignment	May not meet density target despite intensification or land assembly	Additional residential uses may be required to meet target	-	Given the mix of land uses and strategic framework for this MTSA, no delineation boundary has been identified. Planning frameworks, including zoning and/or guidelines, should be reviewed to ensure supportive alignment with emerging conditions and needs. This station requires significant land use changes, infrastructure planning, and investment, prior to being delineated.	**Planned**

NO.	MTSA	TYPE	DEVELOPMENT CAPACITY TYPE	ZONING CAPACITY ANALYSIS	INFRASTRUCTURE CAPACITY COSTS	RECOMMENDATIONS	CLASSIFICATION
407 - 10	Goreway	Limited Potential	May not meet density target despite intensification or land assembly	Additional residential uses may be required to meet target	-	Given the mix of land uses and strategic framework for this MTSA, no delineation boundary has been identified. Land use needs to be updated, via an MCR, to permit mixed-use intensification and meet density targets. Update Secondary Plan to support intensification. In the short term, investments in the public realm that support increased connectivity to transit stations, should be planned. This station requires significant land use changes, infrastructure planning, and investment, prior to being delineated.	**Planned**
LBRT - 1	Dixie	Market Push	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	Medium	In the long term, public infrastructure invesment, in combination with updated planning policies and land uses, are required to match market demands for development. In the short term, investments in the public realm that support increased connectivity to transit stations, should be planned. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
LBRT - 2	Haig	Market Push	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	-	Public infrastructure invesment, in combination with updated planning policies and land uses, are required to match market demands for development. Concurrent investments in the public realm that support increased connectivity to transit stations, should be planned. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**
LBRT - 3	Lakefront Promenade	Market Push	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	-	Public infrastructure invesment, in combination with updated planning policies and land uses, are required to match market demands for development. Concurrent investments in the public realm that support increased connectivity to transit stations, should be planned. Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.	**Primary**

NO.	MTSA	TYPE	DEVELOPMENT CAPACITY TYPE	ZONING CAPACITY ANALYSIS	INFRASTRUCTURE CAPACITY COSTS	RECOMMENDATIONS	CLASSIFICATION
HUB - 1	Bolton GO*	Strategic Alignment**	Potential to meet density target with future development	Updated zoning for additional uses required to meet target	-	As the station is now in the settlement boundary, prepare a transit-oriented secondary plan to permit mixed-use development and meet Growth Plan minimum densities. Engage with transit agencies on status of the proposed GO station and encourage rail service to this area. While recognizing the strategic importance of this station for serving growth in Bolton, significant land use change, significant infrastructure planning and investment is required to support the significant development potential of this primary MTSA.	**Primary**
HUB - 2	Mayfield West	Market Push	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	-	In the long term, public infrastructure invesment is required in combination with development of the Mayfield West Phase 2 secondary plan. In the short term, investments in the public realm that support increased connectivity to transit stations, should be planned. This station requires significant land use changes, infrastructure planning, and investment, prior to being delineated.	**Planned**
HUB - 3	Steeles at Mississauga	Market Push	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	-	In the long term, public infrastructure invesment, in combination with updated planning policies and land uses, are required to match market demands for development. In the short term, investments in the public realm that support increased connectivity to transit stations, should be planned. This station requires significant land use changes, infrastructure planning, and investment, prior to being delineated.	**Planned**
HUB - 4	Trinity Common Terminal	Station Ready	Potential to meet density target with intensification or land assembly	Additional residential uses may be required to meet target	-	No apparent policy barriers exist. However, regular monitoring and other maintenance-type measures should be explored to support and enhance existing conditions and activities. This station requires significant land use changes, infrastructure planning, and investment, prior to being delineated.	**Planned**
HUB - 5	Bramalea Terminal					**Combined with QUE - 6: Central Park (Bramalea Terminal)**	

** This MTSA is subject to O. Reg. 171-21, enacted through a Minister's Zoning Oder (MZO) on March 7, 2021. The MZO permits a range of land uses and development densities consistent with the MTSA policies of the Growth Plan 2019, in anticipation of a future Caledon GO rail line within the 2051 planning horizon. Consequently, Regional and Local municipal planning documents will be prepared to support the implementation of this planned station, in a manner consistent with the MZO and supportive policies. The Report recommendations therefore still apply towards preparing this MTSA for future growth.*

*** Since completion of the Phase 1 analysis, ROPA 30 has revised the land use planning framework for the Bolton GO MTSA and increased market interest has been manifested through development applications. For these reasons, the MTSA Type has been revised to "Strategic Alignment".*

7.2 / FINDINGS AND RECOMMENDATIONS

This Study evaluated over 100 potential Major Transit Station Areas (MTSA) across Peel Region, representing a variety of community contexts and transit services, through the following criteria or lenses:

1. **Mobility:** Level and quality of transportation options and connections
2. **Market and Growth Potential:** Ability and readiness to develop
3. **Land Use and Built Form:** Physical surroundings and activities
4. **Community Considerations:** Facilities and services to support people

These criteria, established in consultation with staff from Peel Region and the area municipalities, represent considerations that are important for planning and building places that are compact, mixed-use, accessible and support the surrounding area including established neighbourhoods, areas undergoing redevelopment and employment districts.

This approach is consistent with the in-force and emerging Regional Structure objectives and policies of the Regional Official Plan, forming part of the in-progress Municipal Comprehensive Review process to conform to the Provincial Growth Plan (2019) including the Section 2.2.4 policies specific to MTSAs. While this policy regime (Section 2.2.4) does specify minimum density targets for MTSAs, based on the level of existing or planned rapid transit, our analysis and prioritization of the MTSAs in Peel Region was not a "numbers-driven" exercise; in our view, through applying the applicable Provincial and Regional policies, the planned role and function of MTSAs requires good design, connectivity, public amenities and services, and a mix of land uses in addition to transit-supportive densities. In fact, a transit-supportive density without those other attributes would likely not make for a successful transit station area. Therefore, we concluded that a condition-focused and strategic approach would best serve the achievement of Provincial and Regional planning objectives.

Ultimately, we determined that ability of each MTSA to achieve mixed-use intensification and improve neighbourhood connectivity in the near- and long-term were key considerations for determining how to plan for and support the role and function of MTSAs across the Region. Furthermore, we found that most MTSAs could meet, and in some cases far exceed, the density targets by the 2041 (the Growth Plan planning horizon in place while this Study was ongoing) and 2051 (in effect at the time of finalization) time periods.

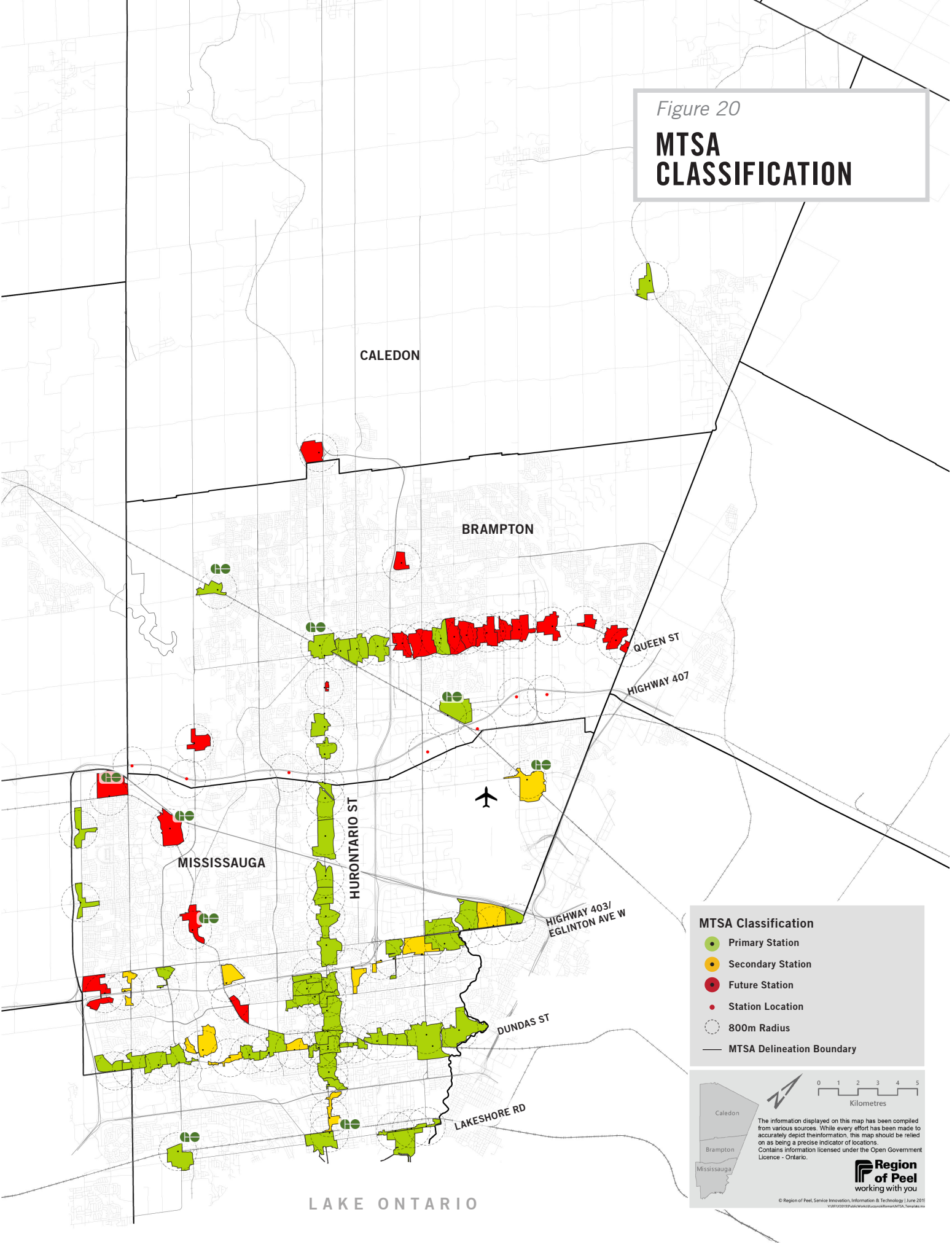
While MTSAs in Urban Growth Centres such as Mississauga City Centre and Downtown Brampton, and along some segments of the Hurontario corridor, are meeting or close to meeting the Provincial Growth Plan density targets, most stations are at different stages in their growth and evolution towards achieving the target densities within the 2051 planning horizon. Please note that the minimum densities do not have to be met within the Planning Horizon.

Adding to the potential of MTSAs to meet and exceed development and density expectations, especially in the two Urban Growth Centres and Hurontario/Main Street corridor is Peel Region's strong employment growth. MTSAs in Peel Region have many site selection characteristics that are desirable for new office locations, as they will have access to higher-order public transit and will generally be located in mixed-use urban communities with access to restaurants, retail, recreation and public realm amenities.

Evaluating the over 100 MTSAs resulted in a comprehensive categorization of each station area in consideration of overall development potential, alignment with municipal and provincial planning policies, and infrastructure capacity. What resulted, through Phase 1B of this Study, was the "filtering" of the stations into three classifications:

Figure 20

MTSA CLASSIFICATION



Primary Station: Areas delineated in this plan that have existing or planned transit supportive built forms and can meet or exceed the minimum transit supportive density target.

Secondary Station: Areas delineated in this plan that are constrained by existing land use patterns and built forms and may require an alternative density target. These stations may take on a commuter station function with a mix of uses that support increased transit ridership.

Planned Station: Areas identified in the Regional Official Plan which are intended to become Major Transit Station Areas that are not yet delineated, but will be when infrastructure planning and investment and/or land use changes unlock potential.

The MTSAs within each category, determined through the analyses and classification process, shown in Figure 20 MTSA Classification Map, are located along 7 priority transit corridors. Our approach is designed to enable the Region and the area municipalities to make the right decisions at the right time, to support the planning and implementation of transit-oriented communities at both neighbourhood and regional scales. To that end, and in conclusion:

1. Categorizing the over 100 MTSAs in Peel Region as being either "Primary", Secondary" or "Planned", and assigning the appropriate level of policy and implementation support to each, is most appropriate given the number of stations, different community contexts, and ranges of market maturity across the Region. This allows the Region, in cooperation with the area municipalities, to focus resources on those station areas which are best-positioned to accommodate growth and transit ridership in the near- to medium-term. This approach would also provide some measure of predictability to area residents, businesses, and potential developers about how and the degree to which an area will likely change.
2. The current proposed Section 5.6 – Major Transit Station Areas policies of the draft Regional Official Plan (December, 2020) have been coordinated with, informed by, and are generally consistent with the Study findings and recommendations, arising from Phases 1A and 1B. Of particular note, the draft policies:
    a. Acknowledge, in the preamble, that each station area "will be unique and be influenced by its local condition and growth potential."
    b. Prioritize, by delineating station area boundaries and specific policies, Primary and Secondary MTSAs which will be subject to more detailed policies in local municipal official plans and implementation strategies.
    c. Protect for the longer-term implementation of Planned MTSAs, possibly beyond the 2051 horizon, by prohibiting land uses which may preclude the type and magnitude of transit-oriented development envisioned in the Growth Plan.
    d. Pay particular attention to connectivity, especially for pedestrians and cyclists, within the station area and the surrounding community.
    e. Overall, contain the appropriate level of detail to establish a clear Regional vision and role for MTSAs while at the same time enabling and supporting the area municipalities to undertake more detailed planning and implementation approaches, to best respond to local contexts, needs, and opportunities.

3. The Study, based on a comprehensive and multi-faceted analysis, provides sufficient information to support further MTSA planning by the Region and area municipalities. Should a station be "promoted" from a Future or Secondary MTSA to a Primary MTSA, for example, the analyses and findings summarized in Table 1 and Chapter 8 contain specific steps or needs required to enhance and/or accelerate a station's build-out potential. In some cases a station area may require flood mitigation to achieve its full potential, and in others a combination of infrastructure and community linkages may be required. In any case, decision-makers will be able to make informed decisions.
4. The Region and its area municipalities are well-positioned to achieve the planning vision, including minimum target densities, of Growth Plan priority MTSAs within the current 2051 planning horizon. Where barriers exist or may arise in the future, the Study identifies a range of appropriate interventions that may be undertaken to facilitate fuller implementation. It is to be noted that some stations may take a little longer to evolve and the minimum density may not be met within the Planning Horizon.

08.
APPENDIX

8.1 / OFFICE MARKET TRENDS

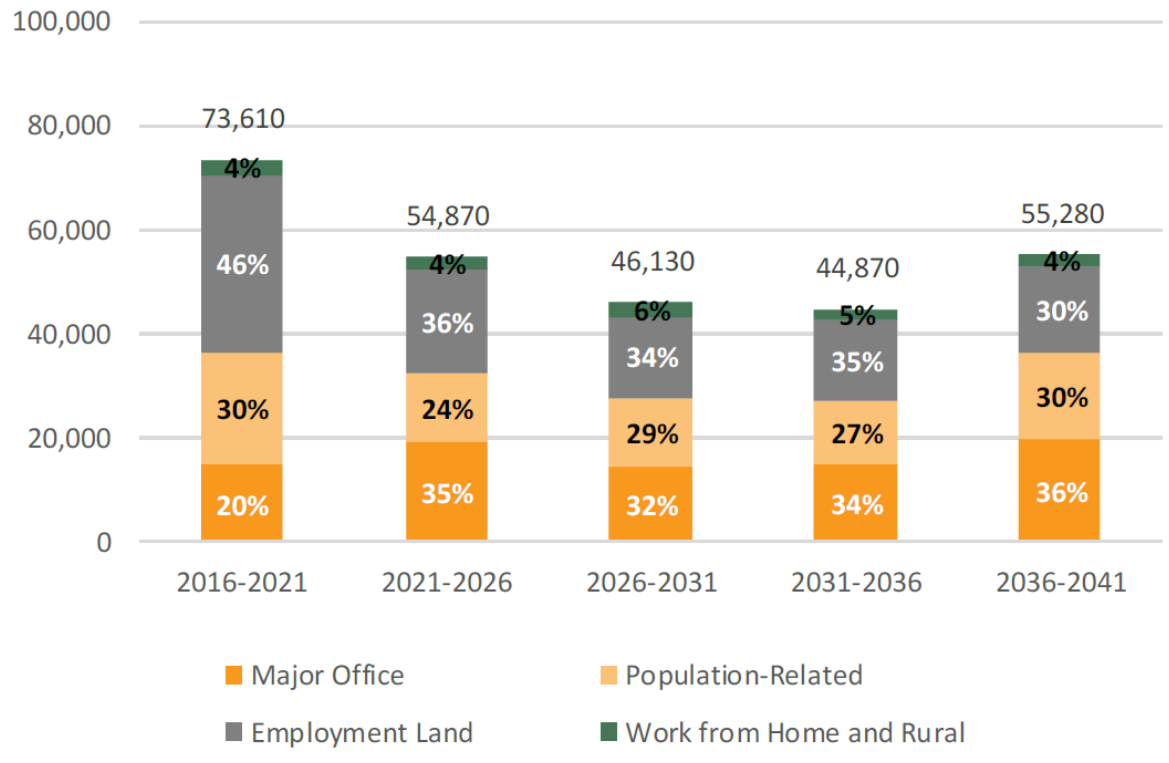
urbanMetrics inc. has undertaken a high-level strategic office market assessment based on broad economic and leasing trends, to identify opportunities and constraints that could influence the amount of office space that could be accommodated within the MTSAs over the planning horizon.

Significant employment growth is forecast in Peel Region, and MTSAs are well positioned to accommodate a sizeable share of major office and population-related employment growth. MTSAs in Peel Region have many site selection characteristics that are desirable for new office locations, as they will have access to higher-order public transit and will generally be located in mixed-use urban communities with access to restaurants, retail, recreation and public realm amenities.

As shown in Figure 1-1, major office employment is expected to account for a larger share of employment growth going forward. Peel Region is forecast to add as many 84,000 major office jobs between 2016 and 2041. As such, there will increasingly be opportunities to accommodate this office employment growth, along with population-related employment growth within MTSAs and along transit corridors. The Region is monitoring the impacts of the COVID-19 pandemic on the office market and continues to plan to meet office employment forecasts within the planning horizon.

The office market trends are already starting to materialize in Peel Region, with the proposed redevelopment of both Shoppers World Brampton and Square One including office components that compliment population-related employment opportunities and residential units.

Figure 21. Employment Growth, 2016-2041



SOURCE: urbanMetrics based on Peel Region 2041 Growth Allocations – Scenario 16.

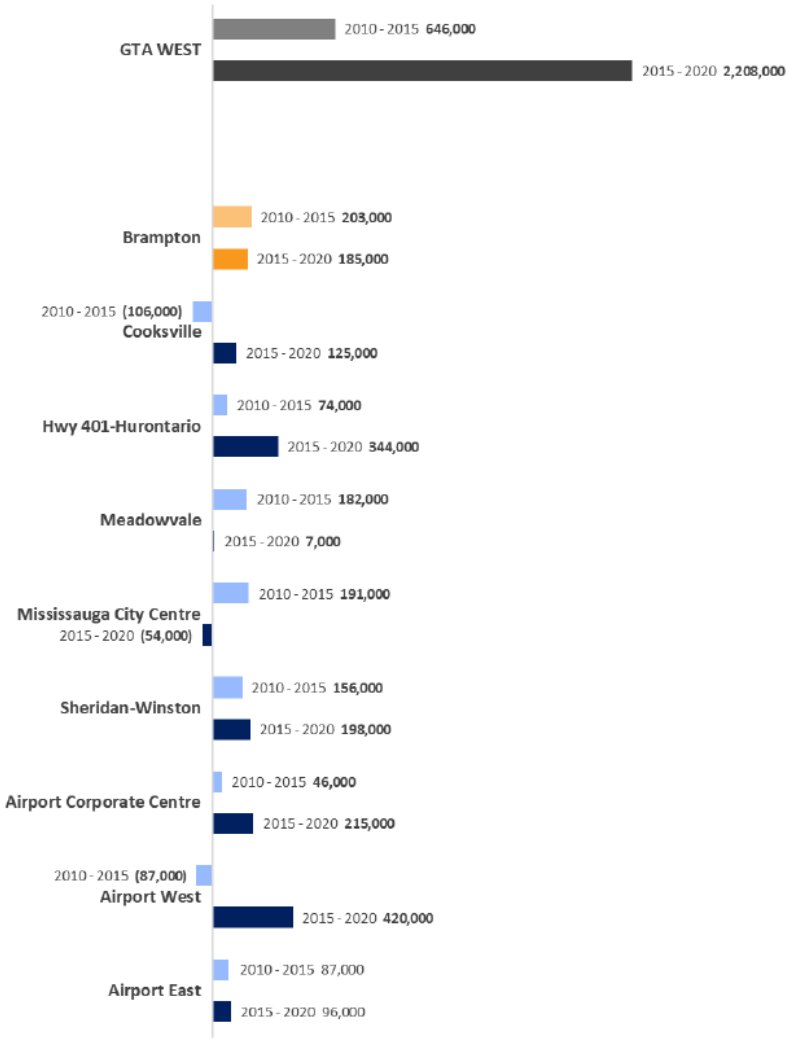
8.1.1 / OFFICE MARKET METRICS

To identify the MTSAs that are likely to see the strongest opportunity for new office construction, we have examined various office market metrics, including vacancy rates, average net lease rates and growth in lease rates.

Colliers International ("Colliers") tracks the total amount of office space (in buildings over 20,000 square feet) across its GTA West submarket, which includes Mississauga and Brampton, in addition to Etobicoke, Halton Hills, Milton, Oakville and Burlington.[1]

Figure 22 illustrates the average annual growth in office space across the Colliers submarkets located–at least in part–in Peel over the past 10 years. Over the past 10 years the GTA West submarket has added some 14.3 million square feet of office space or some 1.43 million square feet per year. As shown in Figure 1-2, construction of new office space has accelerated in recent years.

Figure 22. Average Annual Office Space Growth



SOURCE: urbanMetrics inc., based on Colliers International office market data, Q1 2010 to Q1 2020.

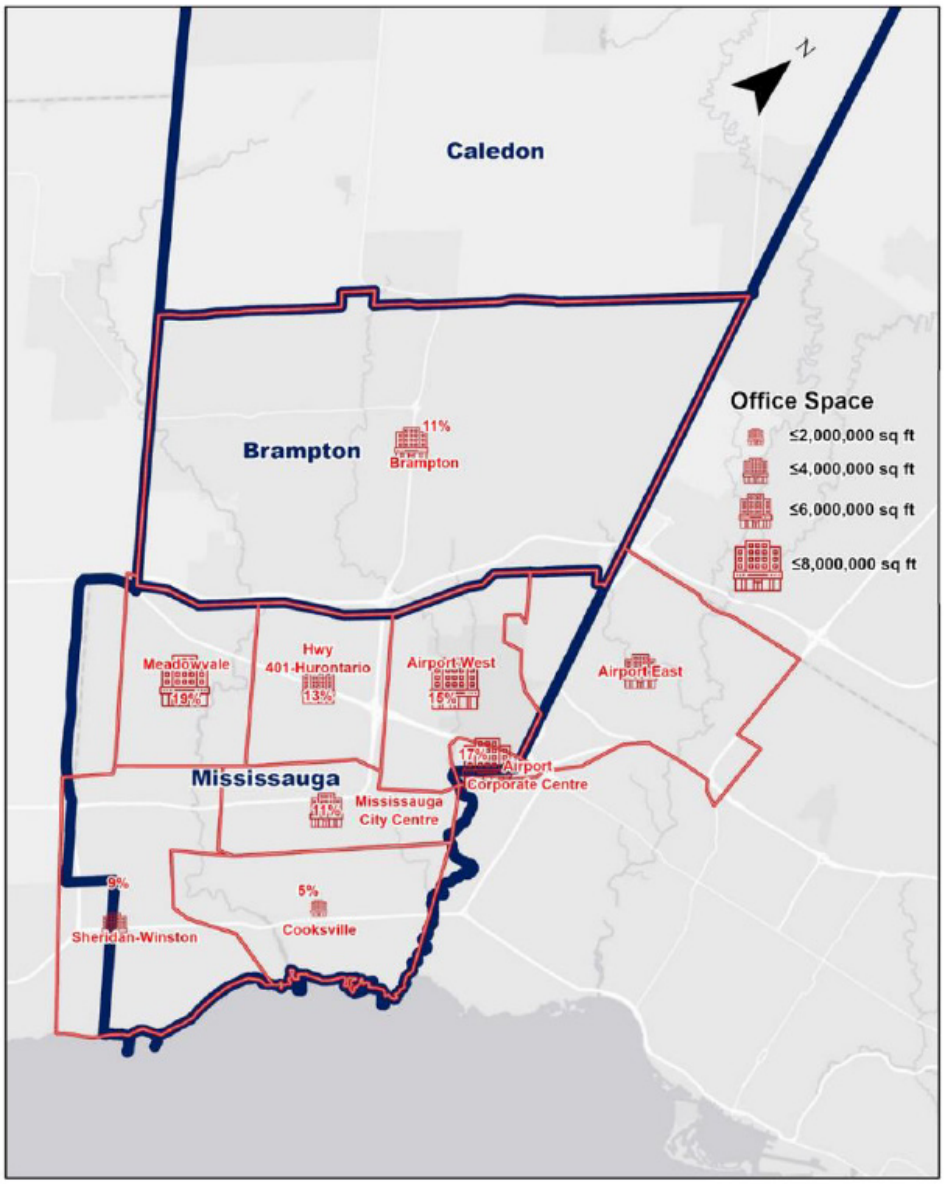
[1] The boundaries for the various sub-market geographies within Peel Region is illustrated in Figure 23.

Most office space constructed over the past 10 years, about 1.0 million square feet per year, was added in Peel Region with approximately 860,000 square feet per year constructed in Mississauga and approximately 190,000 square feet per year constructed in Brampton.[2]

As shown, while some submarkets experienced fairly steady growth over the period (e.g., Brampton, Sheridan-Winston, Airport East), some submarkets have seen new office construction accelerate, including Cooksville, Airport West, Airport Corporate Centre and Hwy 401-Hurontario.

Figure 23 illustrates the current distribution of office space across the submarkets, as well as their respective percentage allocation of the Peel office space supply. We note that the four submarkets located along Highway 401 contain most of Peel's office space, accounting for approximately 72% or 26.4 million square feet of the Region's office space. The concentration of space in these submarkets is likely due to many suburban office workers' use of private automobiles in their daily commutes.

Figure 23. Existing Office Space (Q1 2020)

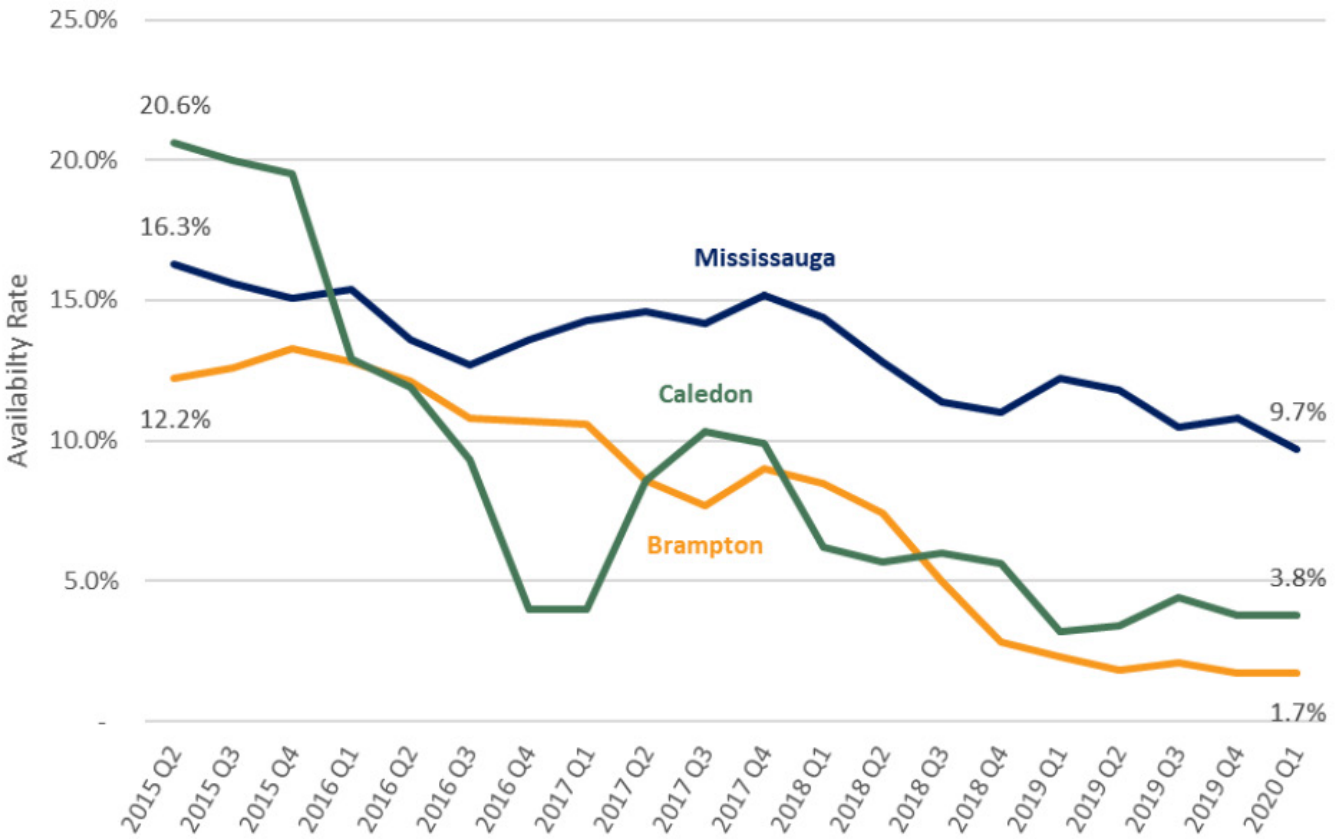


SOURCE: urbanMetrics inc., based on Colliers International office market data, Q1 2020.

[2] Colliers does not publish data for Caledon. However, CoStar data suggest that the supply of office space in Caledon has remained flat over the period.

An important indicator in evaluating the need for additional office space in the future, as well as an area's attractiveness to new office development, is the current and trending availability rate (i.e., vacant space and space soon to be available for lease/sublease). As illustrated in Figure 24, all three lower tier municipalities have seen availability rates decline over the past 5 years, based on CoStar data. We note that while the availability rates in Brampton and Caledon are considered low, availability in Mississauga is still slightly above the rate that is often considered indicative of a well-served, balanced market.

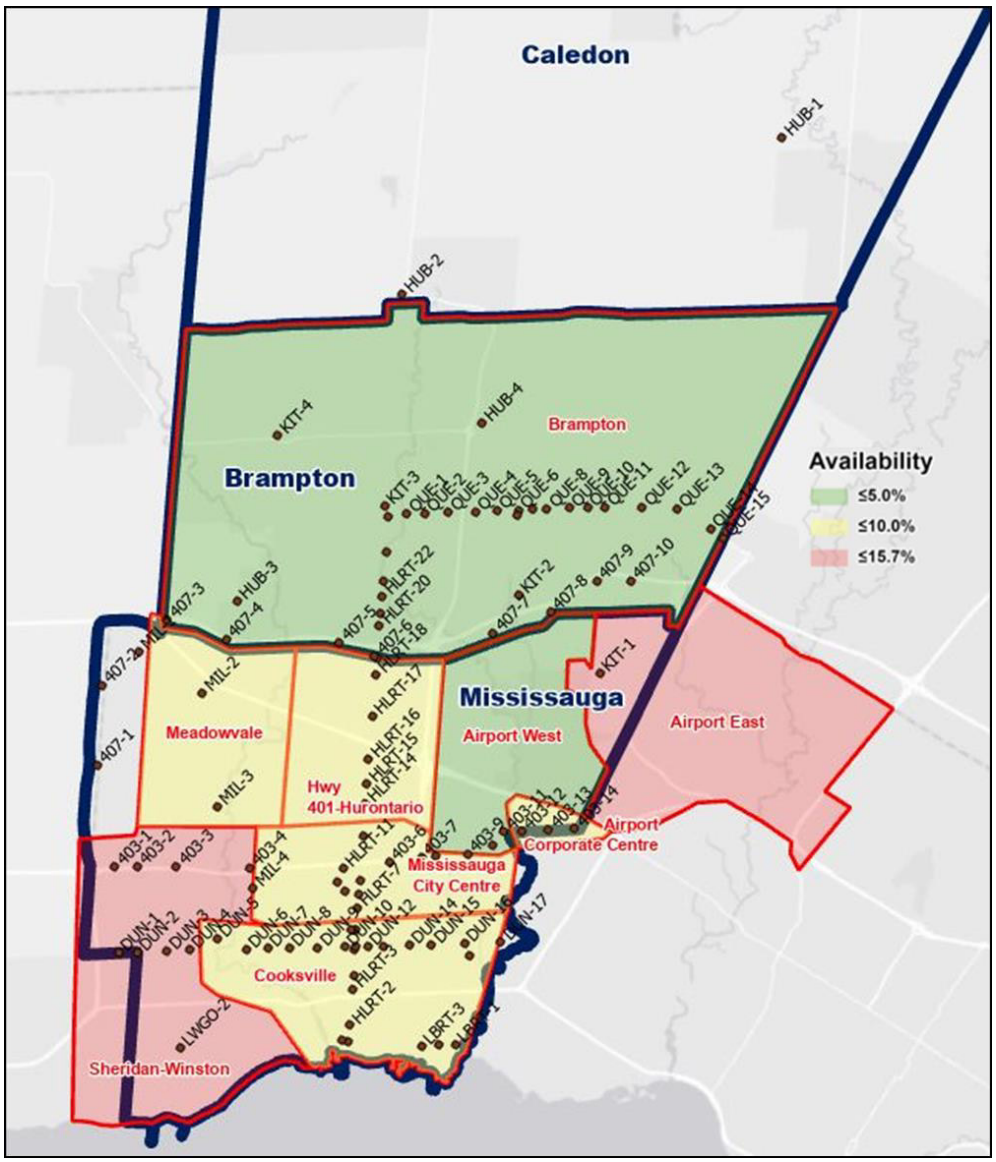
Figure 24. Office Space Availability Rates by Municipality (5-year)



SOURCE: urbanMetrics inc., based on CoStar Realty data.

The submarket maps in Figure 25 identify the average office space availability by submarket. Purely from an availability perspective, submarkets with less than 5% availability are likely to see short-term demand for more office space, submarkets with between 5% and 10% availability may have some demand for new office space, while submarkets with more than 10% availability are less likely to attract new office development in the near future.

Figure 25. Office Space Availability by Submarket (Q1 2020)

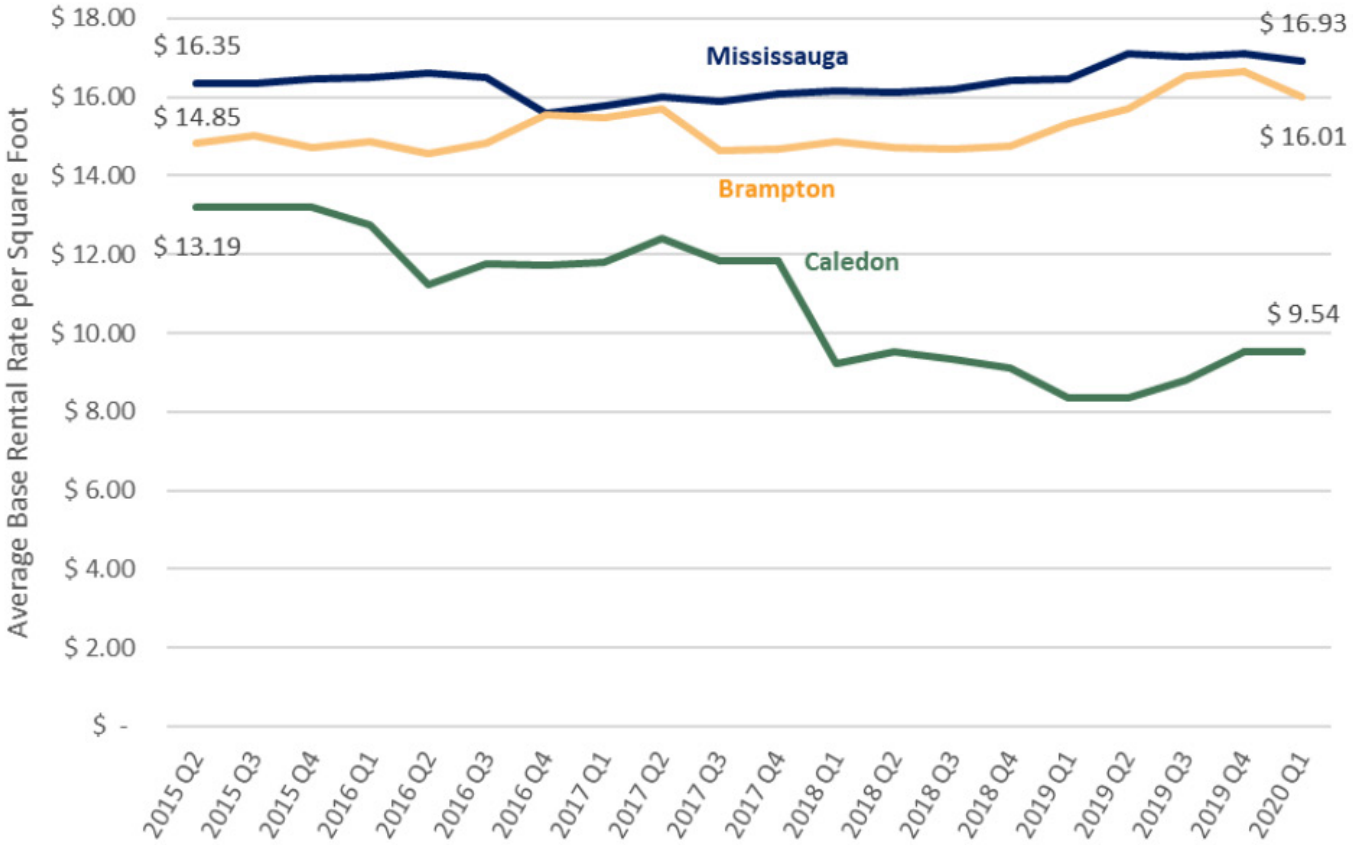


SOURCE: urbanMetrics inc., based on the Colliers International GTA West submarkets. For illustration only. See Appendix A for listing of MTSAs within each submarket.

The availability rate is not the only predictor of a submarket's potential for new office development. The average net lease rate in a submarket is also an indicator of its potential for new development, as the higher net lease rates result in the potential for strong net operating income and building valuations for completed buildings.

As shown in Figure 26, CoStar data on the average base lease rates (i.e., net lease rates) for office space across the three lower-tier municipalities show relatively flat base rates in Mississauga, some growth in office base rates in Brampton, and a decline in base rates in Caledon, albeit the decline in Caledon is due to a small number of transactions.

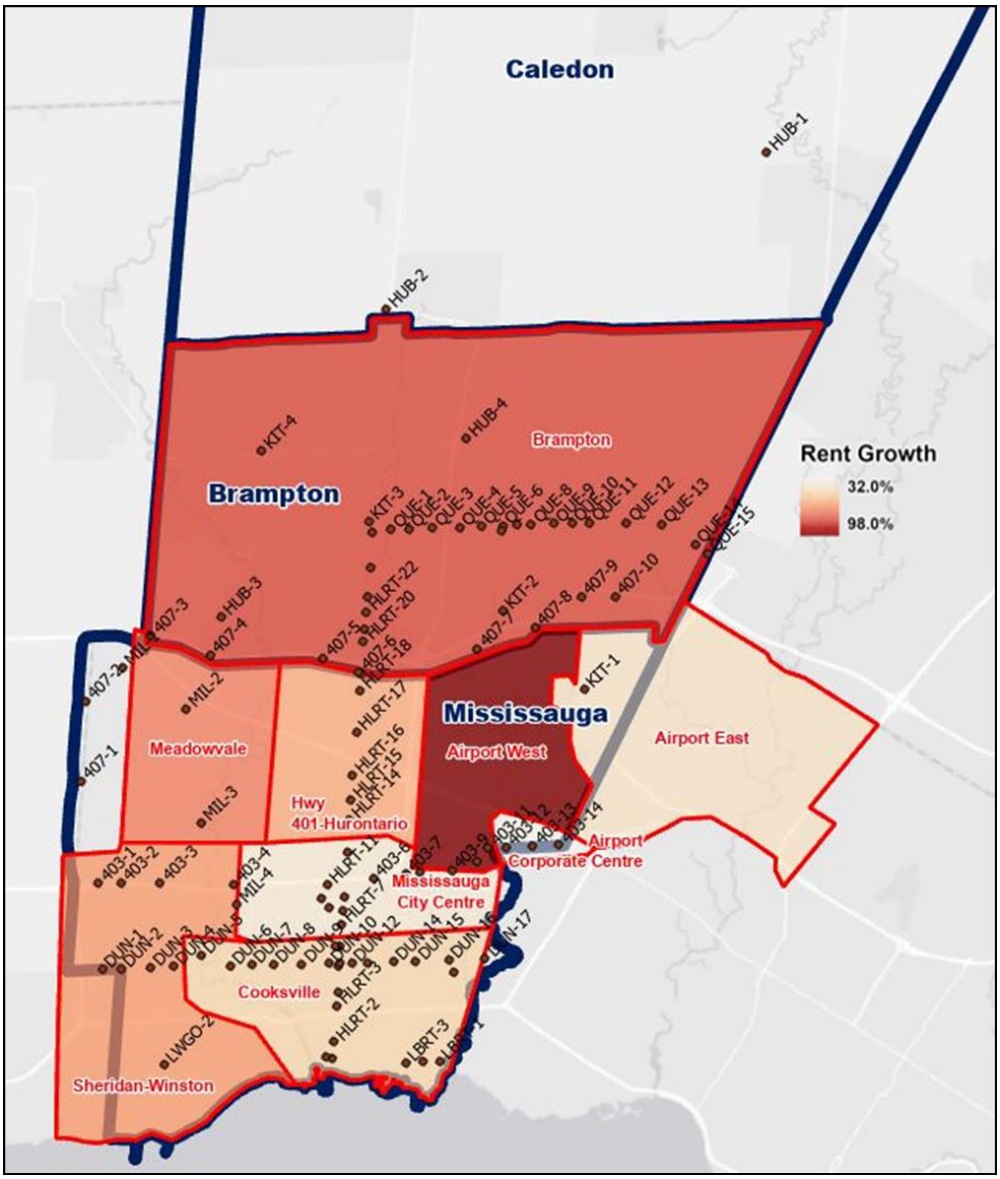
Figure 26. Average Office Base Lease Rates by Municipality



SOURCE: urbanMetrics inc., based on CoStar Realty data.

To identify submarkets that have the highest potential for new office development, we have examined growth in average net lease rates in Figure 27. As shown, the submarkets with the strongest growth in average net lease rates, Brampton and Airport West, also have the lowest office availability rates, which suggests there is relatively strong potential for new office development in these areas.

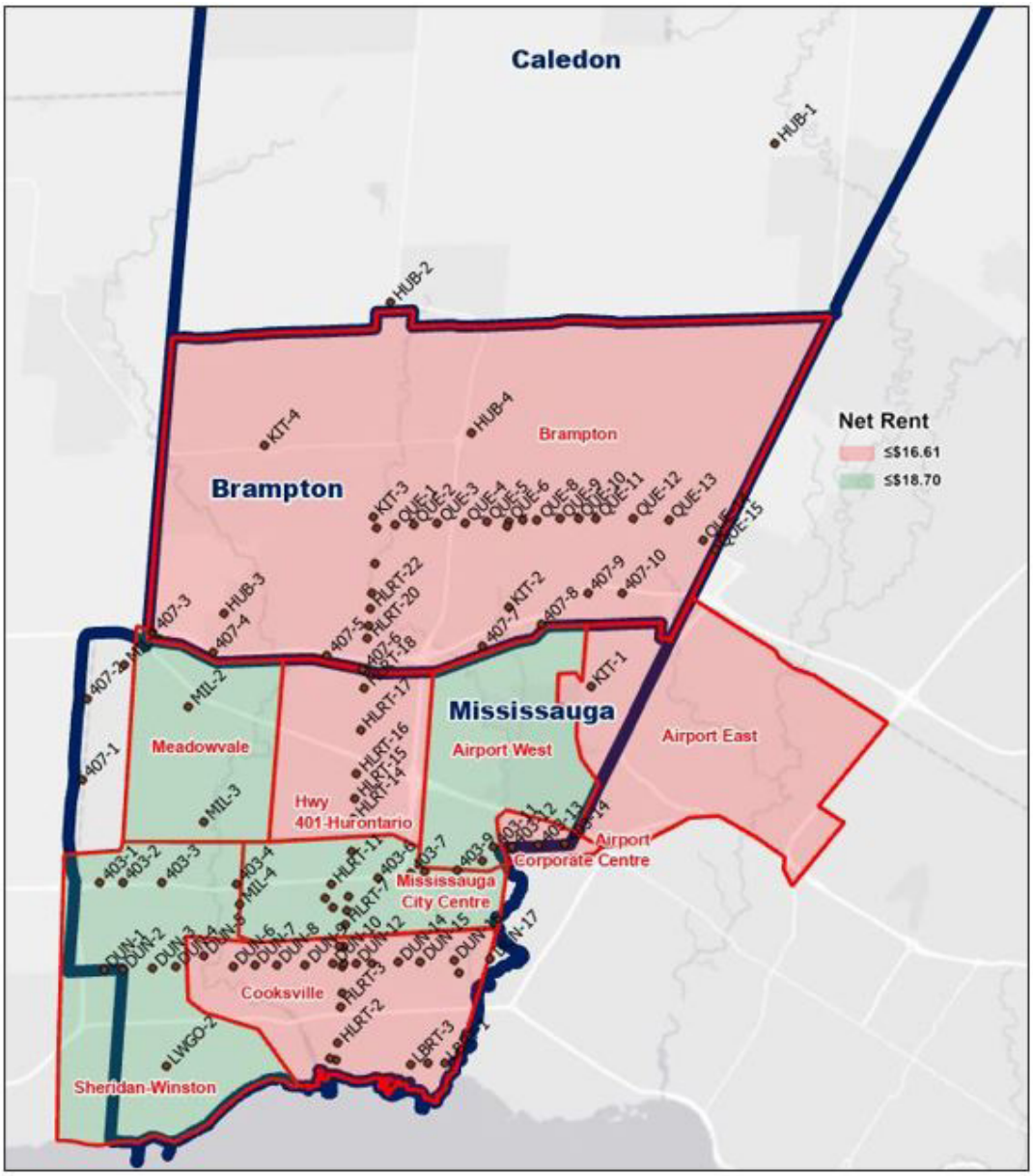
Figure 27. Growth in Office Net Lease Rates by Submarket



SOURCE: urbanMetrics inc., based on the Colliers International GTA West submarkets. For illustration only. See Appendix A for listing of MTSAs within each submarket.

Figure 28 illustrates the current average net lease rate for each of the office submarkets. Submarkets with an average net lease rate higher than the GTA West average of $16.61 per square foot have been identified in green, signifying a higher potential for new office development. Submarkets with a lower average net lease rate than the GTA West submarket have been identified in red, signifying less potential for new development.

Figure 28. Current Average Office Net Lease Rates by Submarket



SOURCE: urbanMetrics inc., based on the Colliers International GTA West submarkets. For illustration only. See Appendix A for listing of MTSAs within each submarket.

8.1.2 / OPPORTUNITIES AND CONSTRAINTS

There are several factors that are expected to impact the construction of office space within each of the submarkets in Peel Region based on this

As shown, the Airport West submarket, which includes MTSAs along the Highway 403 BRT, have the highest potential for new office development. The market metrics suggest that MTSAs located in Brampton, as well as the Meadowvale, Mississauga City Centre and Sheridan-Winston submarkets also have near-term potential for new office construction.

The construction of the Hurontario LRT will likely increase the office market potential in submarkets located along these corridors. This is already evident from recently applications to incorporate office space into the Shoppers World Brampton and Square One redevelopments. The significant investments being made by Brampton in their downtown are also likely to help attract office tenants and future office development.

Submarkets	Vacancy Rate	Net Lease Rate	Growth in Lease Rates	Overall
Brampton				
Cooksville				
Highway 401-Hurontario				
Meadowvale				
Mississauga City Centre				
Sheridan- Winston				
Airport Corporate Centre				
Airport West				

8.1.3 / OFFICE SUBMARKETS

Colliers Submarket	MTSA ID	MTSA Name
Airport Corporate Centre	403 - 14	Renforth
	403 - 13	Orbitor
	403 - 12	Spectrum
Airport East	KIT - 1	Malton GO
Airport West	403 - 10	Tahoe
	403 - 11	Etobicoke Creek
Brampton	KIT - 3	Brampton GO
	QUE - 1	Centre St.
	QUE - 2	Kennedy
	QUE - 3	Rutherford
	QUE - 4	Laurelcrest
	QUE - 5	Dixie
	QUE - 6	Central Park (Bramalea Terminal)
	QUE - 7	Bramalea
	QUE - 8	Glenvale-Finchgate
	QUE - 9	Torbram
	QUE - 10	Chrysler-Gateway
	QUE - 11	Airport
	QUE - 12	Goreway
	QUE - 13	McVean
	QUE - 14	The Gore
	QUE - 15	Highway 50
	KIT - 4	Mount Pleasant GO
	HUB - 4	Trinity Common Terminal
	HLRT - 24	Nanwood
	HUB - 3	Steeles at Mississauga
	HLRT - 22	Gateway Terminal
	KIT - 2	Bramalea GO
	HLRT - 20	Ray Lawson
	407 - 3	Winston Churchill
	407 - 4	Mississauga Rd.
	407 - 5	Mavis
	407 - 7	Dixie
	407 - 8	Bramalea/Torbram
	407 - 9	Airport Rd.
	407 - 10	Goreway

Colliers Submarket	MTSA ID	MTSA Name
Cooksville	DUN - 12	Kirwin
	DUN - 15	Tomken
	DUN - 14	Cawthra
	DUN - 13	Grenville
	DUN - 10	Confederation Parkway
	DUN - 9	Clayhill
	DUN - 8	Wolfedale
	DUN - 7	Erindale Station
	DUN - 5	UTM
	LBRT - 3	Lakefront Promenade
	LBRT - 2	Haig
	LBRT - 1	Dixie
	DUN - 6	Credit Woodlands
	DUN - 16	Dixie GO
	HLRT - 6	Cooksville GO
	HLRT - 1	Port Credit GO
	HLRT - 4	Queensway
	HLRT - 2	Mineola
	HLRT - 5	Dundas
	HLRT - 3	North Service
Hwy 401-Hurontario	HLRT - 14	Bristol
	HLRT - 18	Derry
	HLRT - 16	Britannia
	HLRT - 15	Matheson
	HLRT - 17	Courtney Park
	HLRT - 19	Highway 407
Meadowvale	MIL - 2	Meadowvale GO
	MIL - 3	Streetsville GO
Mississauga City Centre	HLRT - 13	Eglinton
	HLRT - 8	Burnhamthorpe (Matthews Gate)
	HLRT - 11	City Centre
	HLRT - 10	Duke of York
	HLRT - 9	Main
	HLRT - 12	Robert Speck
	HLRT - 7	Fairview (Central Parkway)
	403 - 6	Central Parkway
	403 - 7	Cawthra
	403 - 8	Tomken
	403 - 9	Dixie
Sheridan-Winston	DUN - 4	Erin Mills
	DUN - 3	Glen Erin
	DUN - 2	Winston Churchill
	DUN - 1	Ridgeway
	MIL - 4	Erindale GO
	LWGO - 2	Clarkson GO
	403 - 1	Ridgeway
	403 - 2	Winston Churchill
	403 - 3	Erin Mills
	403 - 4	Creditview

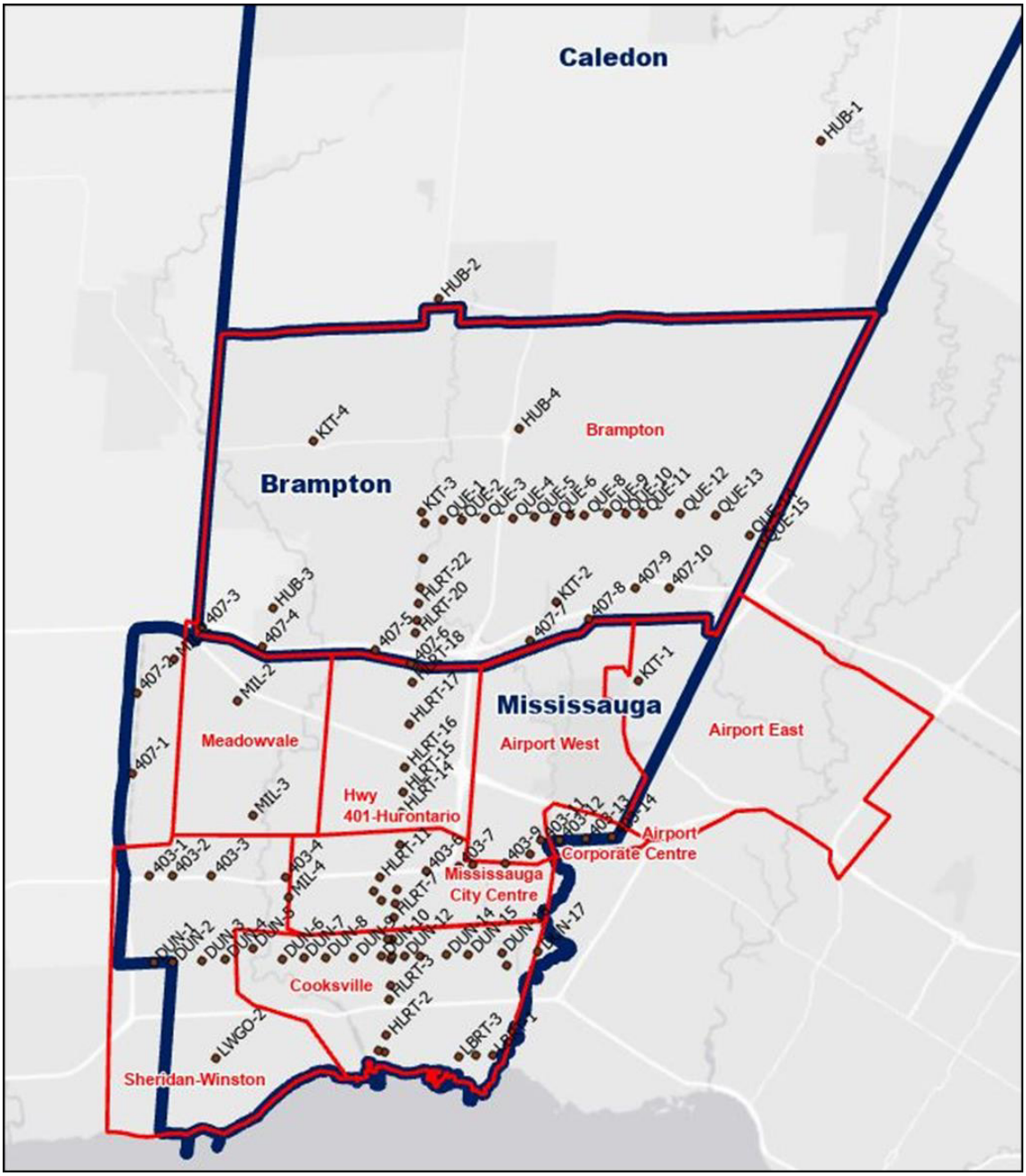


Figure 29. Office Submarkets. Source: urbanMetrics inc.

8.2 / DEVELOPMENT CAPACITY ANALYSIS

Development capacity is just one of the considerations that goes into identifying the final capacity that can be accommodated within an MTSA. As such, it is just one piece of an overall larger puzzle that includes factors such as community considerations, servicing capacity, mobility/transportation capacity, etc.

The timely and responsive implementation of Peel Region's MTSA policy framework and priorities is critical for achieving the vision for compact, mixed use and connected communities. Local municipal zoning by-laws are important tools for achieving the Regional vision at the neighbourhood level; for ensuring that planned land use mix and density, in combination with good design and connectivity, is implemented through the development process. While some MTSAs have "as-of-right" zoning already largely in-place to implement the Provincial and Regional density targets and land use policies, many stations, especially outside of Urban Growth Centres and developed hubs, do not. Many stations, as noted in Table 1, have a combination of zoning categories and densities which are not optimal for achieving the desired land use and density thresholds for MTSAs. Low-density residential and less intensive commercial zoning, for example, still predominates in many areas; this is especially the case outside of the Mississauga and Brampton Urban Growth Centres, and the Hurontario Street Corridor. Municipal-initiated zoning by-law reviews, to align development permissions with official plan policies for MTSA-focused intensification, are encouraged to facilitate the build-out of Growth Plan priority MTSAs, and other areas desirable for more intensive mixed-use development.

While this Development Capacity Analysis looks at the number of persons and jobs that could be accommodated in each MTSA based on various built forms, it does not consider market potential for these forms of development. The market potential for various residential built forms was previously considered as part of the Strategic Market Capacities report prepared by urbanMetrics. As part of the Strategic Market Capacities report, it was identified that demographic and affordability considerations are generally supportive of accommodating higher rates of intensification within MTSAs across Peel Region. As discussed earlier in this report, it may be more challenging to accommodate new office construction in each of the MTSAs located across Peel Region. Therefore, the focus should be on accommodating office growth in the MTSAs that have the greatest market potential, while providing opportunities to accommodate office in all MTSAs over the long term.

The Capacity Analysis completed here was done a gross level across the Region of Peel for the purposes of prioritization and policy development. More detailed analysis at specific MTSAs will provide a more nuanced result that reflects local zoning, policies and/or market demand.

8.2.1/ DEVELOPMENT CAPACITY APPROACH

The following steps outline the general approach that was utilized to identify, at a high level, the capacity of each of MTSA to accommodate additional persons and jobs over the planning horizon.

Existing and Planned Density

To determine existing and planned densities within each of the 91 MTSAs, we relied on data from:

1. the 2016 Census of Canada reported by Small Geographic Unit (SGU),
2. building permits issued between January 2016 and mid-2020; and,
3. development application data provided by each of the local municipalities.

To determine the base year 2016 number of residents and jobs, we have relied on SGU data from the Census of Canada. The approach used to determine base year 2016 population and employment estimates is consistent with the methodology used as part of the Intensification Analysis Validation and Documentation, completed by the Consulting Team. To estimate the current and future planned number of persons and jobs within each MTSA, we have relied upon building permit and development application data. Both the building permit and development application data provided by the Region identified the number of residential units (by unit type) and non-residential gross floor area (GFA) by use. The residential units were converted to population based on person per unit (PPU) factors and non-residential GFA was converted into jobs based on the appropriate floor space per worker ratios. This analysis resulted in the existing and planned density within each of the MTSAs across Peel Region.

Vacant Lands

To determine the potential of each MTSA to accommodate growth, we have considered both vacant lands that could accommodate development as well as lands that could be redeveloped. The inventory of vacant lands within each MTSA is based on information provided by each of the local municipalities. As there are transformative developments planned in Peel Region to propose the redevelopment of commercial lands, our analysis has also considered the redevelopment of commercial lands within each MTSA. Commercial lands were identified based on the Official Plan land use schedules provided by each local municipality. The analysis has not assumed the redevelopment of industrial lands with higher-density employment uses. Although this could occur over planning horizon, as higher land prices and the need for last mile distribution facilities could result in the intensification of uses on industrial lands.

Although it is unlikely that all commercial lands within MTSAs will be redeveloped by 2051, it is reasonable to assume that a portion of these lands could accommodate additional residential units and non-residential GFA over the planning horizon. The inclusion of commercial lands in the development capacity analysis is an important consideration along corridors such as the Dundas BRT, where there are very few vacant sites, but significant potential for the redevelopment of existing commercial buildings.

MTSA Development Capacity

To determine the theoretical number of persons and jobs that could be accommodated within each MTSA, we have considered a variety of residential and non-residential built forms, which could be accommodated on vacant lands and commercial lands for redevelopment. The densities utilized in the development capacity analysis are summarized in Figure 29 along with demonstration images.

The residential built forms considered as part of this analysis include stacked townhomes, mid-rise apartments, and high-rise apartments. For non-residential built forms, we have considered commercial uses and mid-rise office uses. Within some MTSAs along non-priority corridors, there may also be potential for industrial development given the strong current market characteristics. That being said, along priority MTSAs, most of the development potential will likely be for commercial and mid-rise office buildings.

Figure 29. Built Form and Density Assumptions

	Stacked Townhomes	Mid-Rise Apartments	High-Rise Apartments
Building Height (Storeys)	4 Storeys	4 to 5 Storeys	15 to 20 Storeys
Building Density (Units/Ha)	120	150	400
Persons Per Unit (PPU)	2.54	2.11	2.11
Persons Per Ha[1]	300	320	840

	Commercial	Mid-Rise Office
Building Height (Storeys)	1	5
Coverage	0.3	0.25
Building Density (Sq.m./Ha)	3,000	12,500
Floor Space Per Worker (Sq.m./Employee)	37	23
Jobs Per Ha[1]	80	540

[1] Rounded to nearest 10 persons or jobs.

To determine the additional development capacity, we have applied the built form density assumptions in Figure 2-1 to the amount of vacant land and commercial lands that could be redeveloped in each MTSA. We have considered a variety of scenarios to determine the minimum and maximum additional density that could be accommodated within each MTSA if all vacant lands were developed and all commercial lands were redeveloped. The actual density accommodated within each MTSA will likely fall somewhere between the minimum and maximum. The three scenarios that have been utilized in this Development Capacity Analysis are summarized below:

Scenario 1 Lowest Density Scenario

This is the lowest density scenario. It assumes all vacant residential lands are developed with stacked TH units and all vacant non-residential lands are developed with commercial uses. This scenario does not assume the redevelopment of commercial lands.



Scenario 2 Medium Density Scenario

This scenario assumes that all vacant residential lands are developed with mid-rise apartments and all vacant non-residential lands are developed with commercial uses. This scenario also assumes that all commercial lands are redeveloped with mid-rise apartments.

Scenario 3 High Density Scenario

This is the highest density scenario. It assumes that all vacant residential lands are developed with high-rise apartments and all vacant non-residential lands are developed with mid-rise office uses. This scenario also assumes that all commercial lands are redeveloped with high-rise apartments.



8.2.2 / MTSA DEVELOPMENT CAPACITY

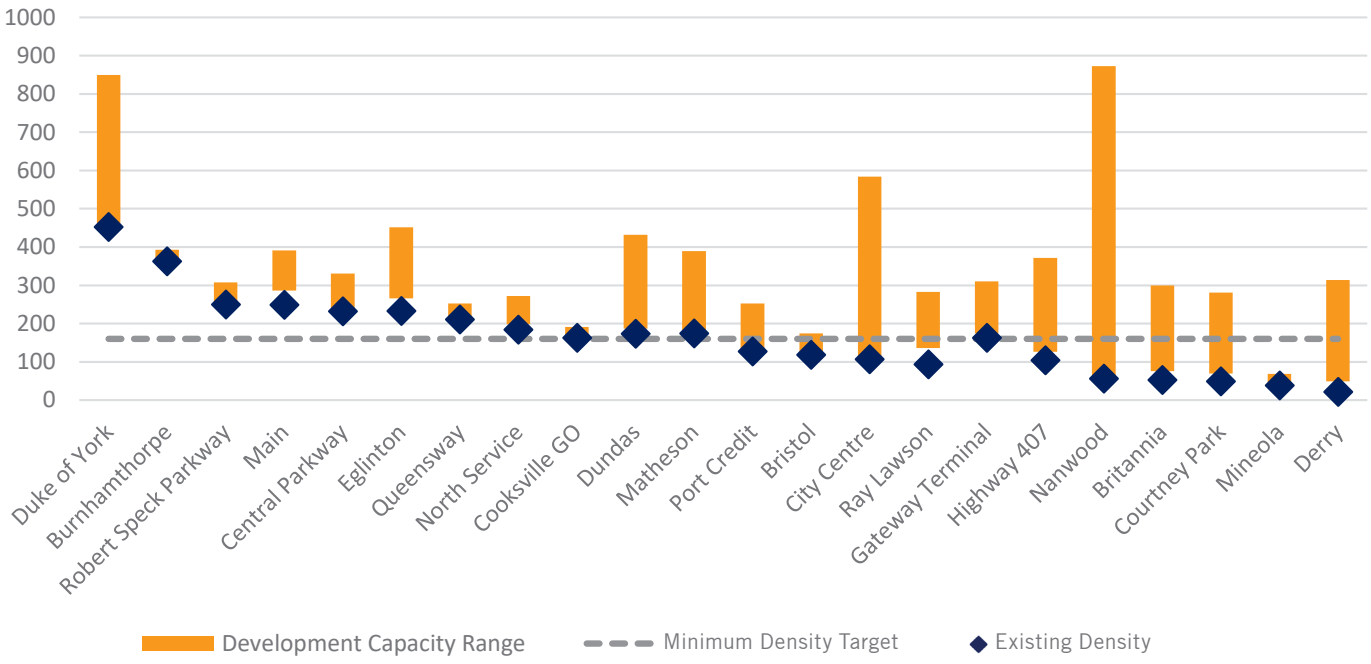
Based on these scenarios outlined in Section 8.1, the following figures summarize the minimum and maximum development capacities within each of the MTSAs with detailed tables included in Section 8.2.3. Each of the following figures identify:

1. The existing and planned density within each MTSA;
2. The minimum density target based on A Place to Grow, which identifies a minimum density of 150 residents and jobs per hectare for stations that are served by the GO Transit rail network and a minimum density of 160 residents and jobs per hectare for stations that are served by light rail transit and bus rapid transit; and,
3. The development capacity range, which is the minimum and maximum density that could be accommodated within each MTSA based on the three scenarios identified above.

Hurontario LRT

Figure 30 summarizes the development capacity in each MTSA along the Hurontario LRT. As shown, aside from Mineola, all MTSAs could meet or exceed the minimum density target. For Bristol station to meet the minimum density target, it would require the redevelopment of all commercial lands located within the MTSA. Therefore, Bristol station could also have difficulty achieving the minimum density target.

Figure 30. Hurontario LRT – Development Capacity (Persons and Jobs Per Hectare)



*Existing density refers to the development that currently exists within the MTSA, as well as sites with active development applications

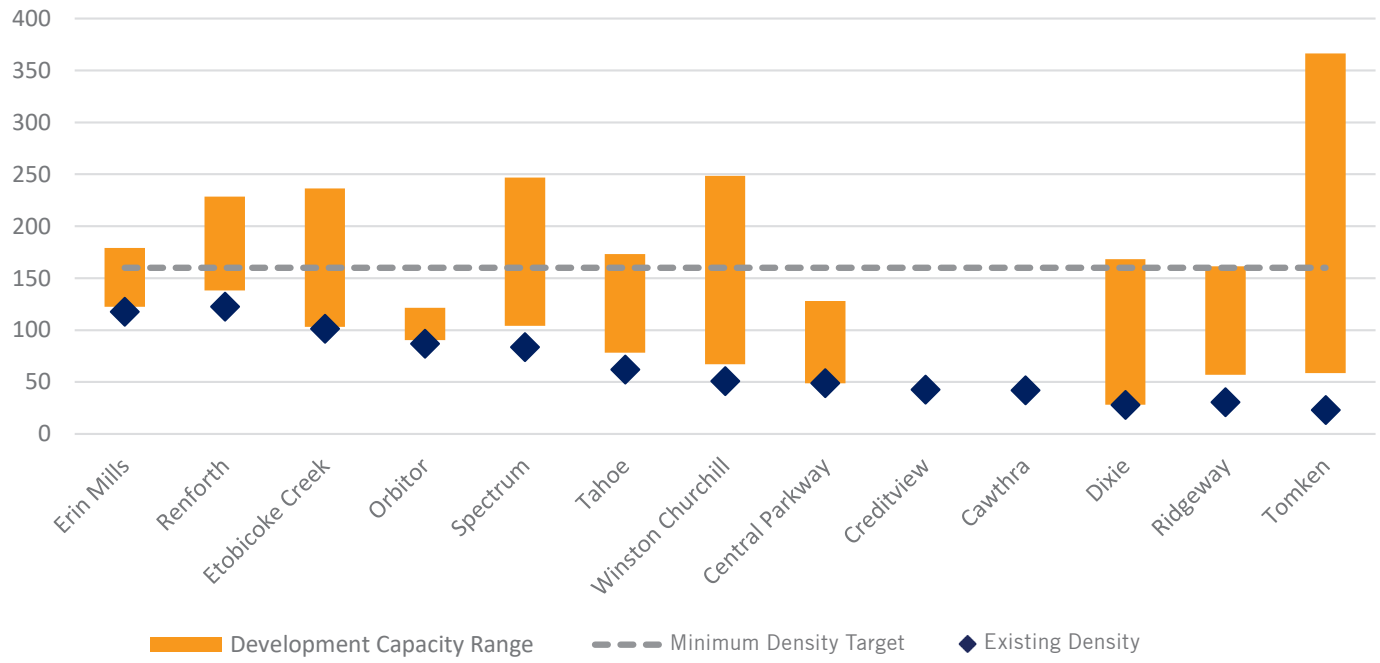
403 BRT

Along the 403 BRT, the majority of MTSAs could meet or exceed the target density based on our development capacity analysis. However, there are some MTSAs, such as Orbitor, Creditview and Cawthra, where meeting the density target will be more challenging.

Within the Orbitor MTSA, there is very little vacant land and commercial land. Therefore, meeting the minimum density target would likely require the redevelopment of existing office and industrial lands with higher-density forms of office development or the construction of office buildings on surface parking lots.

Cawthra is one of the smallest MTSA in terms of land area. To achieve the density target within this MTSA would require the redevelopment of the existing institutional lands located within the MTSA. Within the Creditview MTSA, most of the lands are currently built-out with medium and low-density residential uses. Therefore, achieving the minimum density target within this MTSA would require significant land assembly.

Figure 31. 403 BRT – Development Capacity (Persons and Jobs Per Hectare)

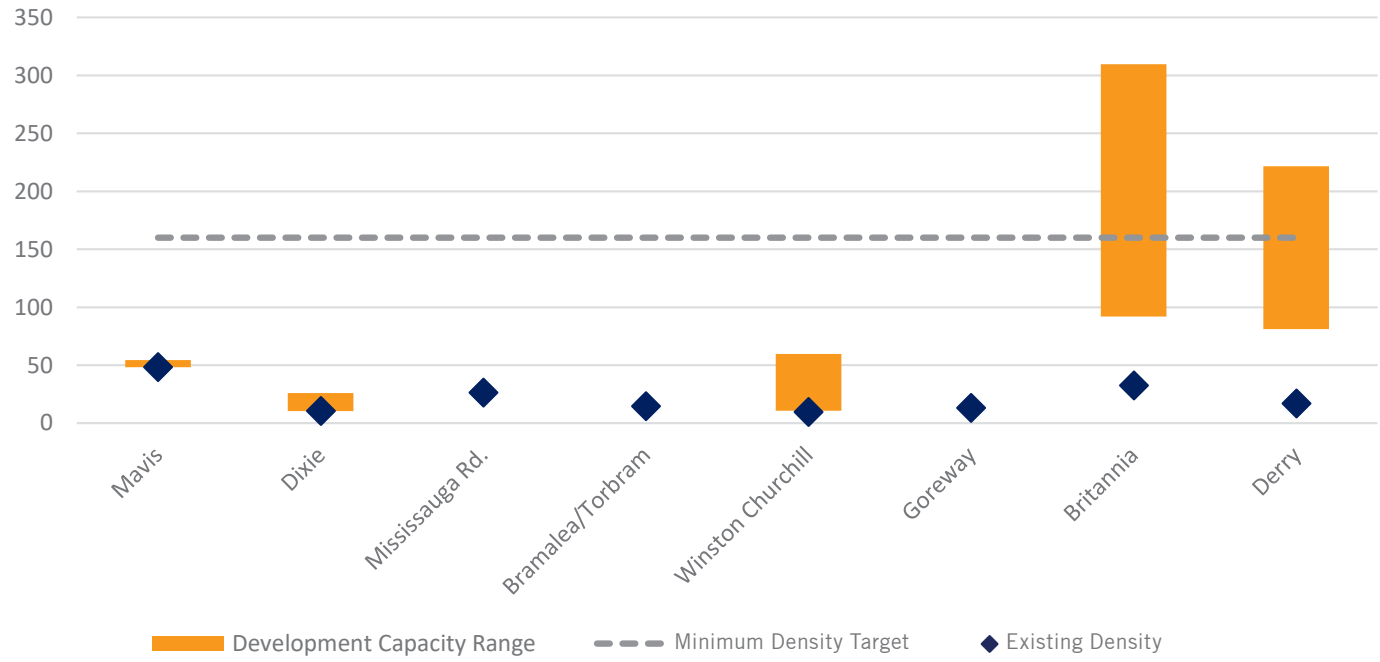


*Existing density refers to the development that currently exists within the MTSA, as well as sites with active development applications

407 BRT

For MTSAs along the 407 BRT, it is important to note that only Britannia and Derry have delineated boundaries. The development capacity analysis demonstrates that it is possible for these two MTSAs to meet or exceed the minimum density target based on the development capacity analysis.

Figure 32. 407 BRT – Development Capacity (Persons and Jobs Per Hectare)



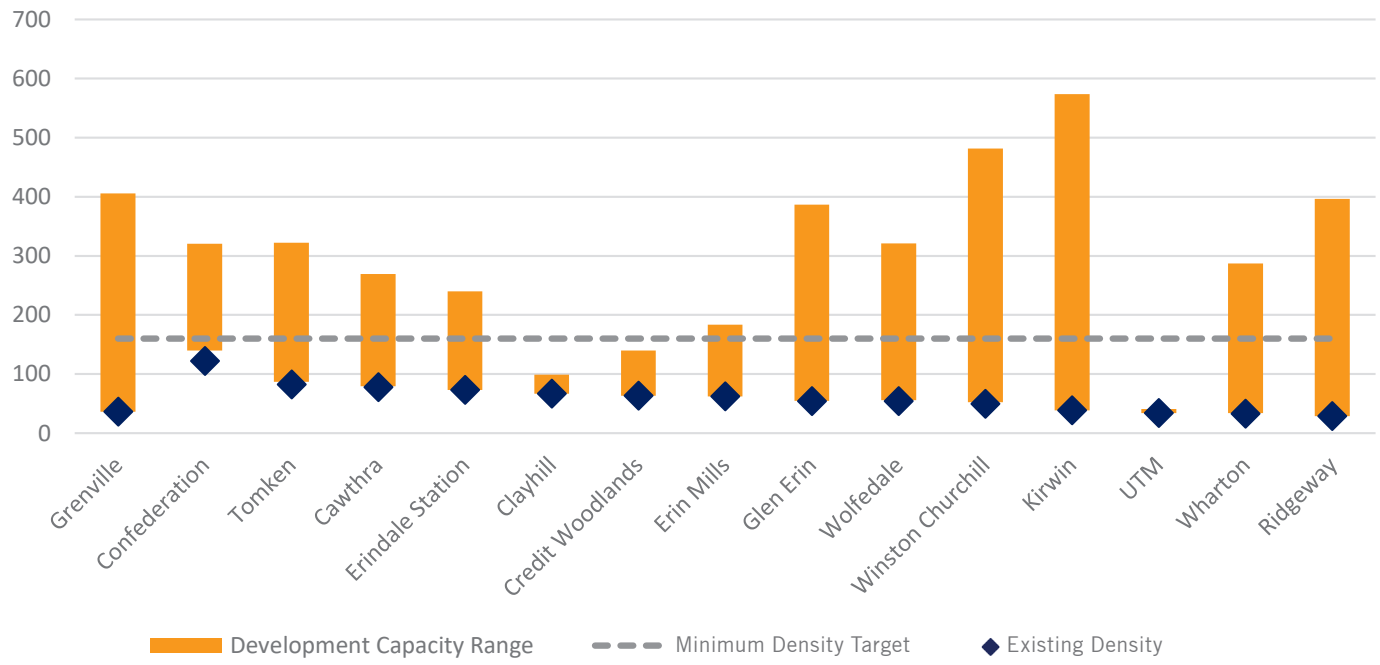
*Existing density refers to the development that currently exists within the MTSA, as well as sites with active development applications

Dundas BRT

Figure 33 summarizes the development capacity of MTSAs along the Dundas BRT. As shown, the majority of MTSAs could meet or exceed the target density based on the amount of vacant and commercial lands within the MTSAs. The only MTSAs that may have difficulty meeting the target density include Clayhill, Credit Woodlands and UTM. The low density within the UTM MTSA is due to students not being included in the Census of Canada.

The Credit Woodlands MTSA is primarily comprised of low and medium-density residential lands. Therefore, for this MTSA to meet the minimum density target, it would require the assembly and redevelopment of these lands. Within the Clayhill MTSA, Brickyard Park, which comprises a sizable portion of the MTSA could make achieving the minimum density target challenging.

Figure 33. Dundas BRT – Development Capacity (Persons and Jobs Per Hectare)

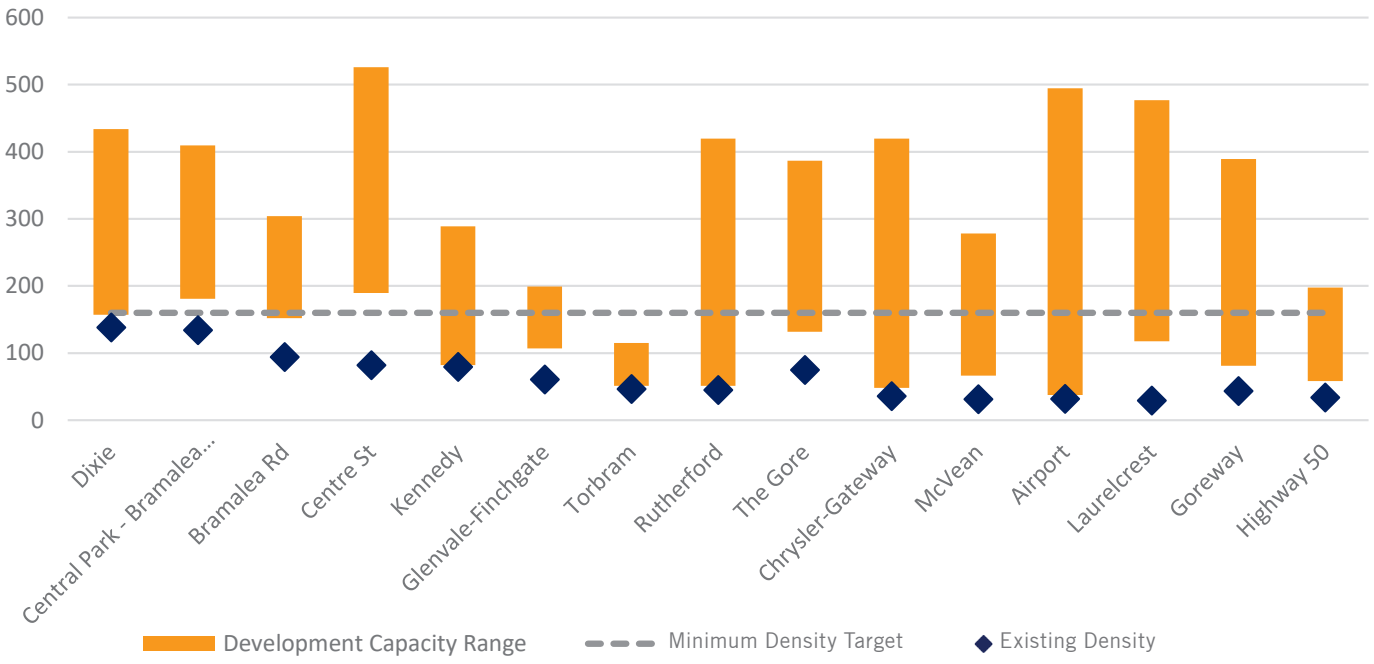


*Existing density refers to the development that currently exists within the MTSA, as well as sites with active development applications

Queen St BRT

The development capacity of MTSAs along the Queen Street BRT are summarized in Figure 34. As shown, all MTSAs, aside from Torbram, have the potential to meet or exceed the minimum density target. Meeting the minimum density target within the Torbram MTSA would require the redevelopment of single-storey industrial buildings with higher-density employment uses.

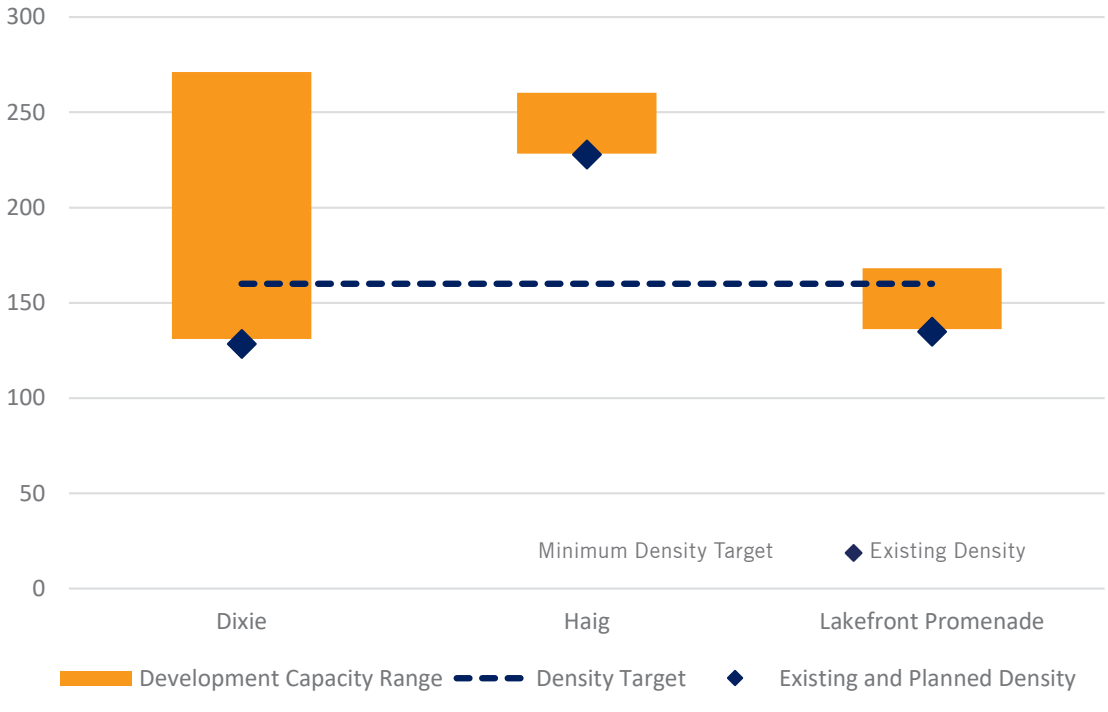
Figure 34. Queen St BRT – Development Capacity (Persons and Jobs Per Hectare)



Lakeshore BRT

There are only three MTSAs along the Lakeshore BRT. As shown in Figure 35, each of these MTSAs are expected to meet or exceed the minimum density target, due, in part to the Inspiration Lakeview development.

Figure 35. Lakeshore BRT – Development Capacity (Persons and Jobs Per Hectare)

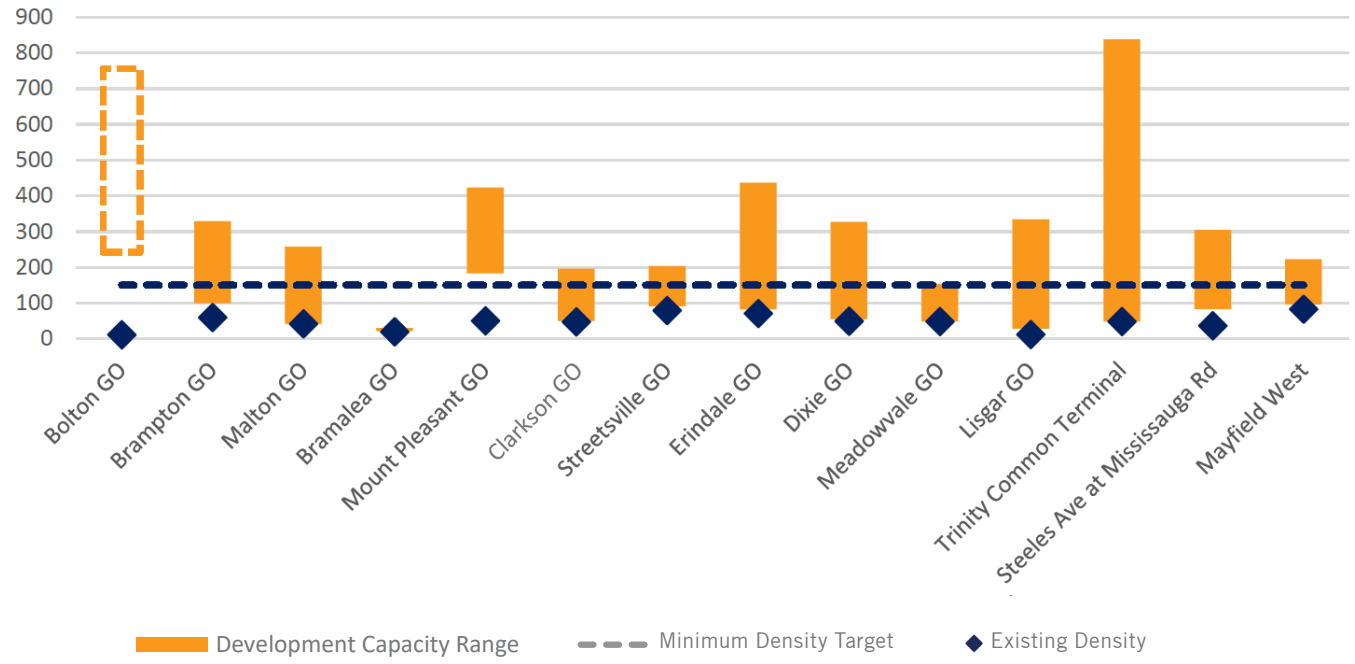


GO Station and Transit Hub

Figure 36 summarizes the development capacity within GO Station MTSAs as well as the Trinity Commons Terminal, Mississauga Road and Mayfield West Transit Hubs. As shown, most GO Transit stations could meet or exceed the minimum density target of 150 persons and jobs per hectare. The exceptions include the future Bolton GO station and the Bramalea GO Station.

The low existing density within the Bolton GO MTSA is due to most lands within the MTSA being designated as Agricultural. If these Agricultural lands were developed with residential uses, the MTSA could exceed the minimum density target under all development scenarios considered (shown as the dashed lines in Figure 2-8). For the Bramalea GO MTSA to exceed the minimum density target, it would require the redevelopment of existing single-storey industrial buildings with higher-density employment uses or the re-designation of employment lands to accommodate residential uses.

Figure 36. GO Station and Transit Hub – Development Capacity (Persons and Jobs Per Hectare)



*Existing density refers to the development that currently exists within the MTSA, as well as sites with active development applications

8.2.1/ DEVELOPMENT CAPACITY DETAILED TABLES

				Existing and Planned Density[1]				Vacant Lands and Designated Commercial Lands (Ha)	Residents			Jobs			Development Capacity		
ID	MTSA	Corridor	Land Area (Ha)[1]	Persons	Jobs	Total P+J	P+J/Ha		Scenario 1 - Lowest Density	Scenario 2 - Medium Density	Scenario 3 - Highest Density	Scenario 1 - Lowest Density	Scenario 2 - Medium Density	Scenario 3 - Highest Density	Scenario 1 - Lowest Density	Scenario 2 - Medium Density	Scenario 3 - Highest Density
403 - 1	Ridgeway	403 BRT	127.0	1,233	2,617	3,850	30	28.0	2,770	2,870	5,540	4,440	4,440	14,950	57	58	161
403 - 2	Winston Churchill	403 BRT	38.7	1,417	545	1,962	51	9.5	1,950	4,100	8,450	640	640	1,160	67	122	249
403 - 3	Erin Mills	403 BRT	31.4	445	3,239	3,684	117	2.5	550	1,050	2,040	3,290	3,290	3,580	122	138	179
403 - 4	Creditview	403 BRT	51.3	2,048	128	2,176	42	0.0	2,050	2,050	2,050	130	130	130	42	42	42
403 - 6	Central Parkway	403 BRT	34.9	1,557	138	1,695	49	3.3	1,560	2,610	4,330	140	140	140	49	79	128
403 - 7	Cawthra	403 BRT	8.3	291	57	349	42	0.0	290	290	290	60	60	60	42	42	42
403 - 8	Tomken	403 BRT	48.9	198	922	1,120	23	25.9	600	3,170	7,990	2,260	2,260	9,920	58	111	366
403 - 9	Dixie	403 BRT	93.3	32	2,559	2,591	28	15.8	30	4,940	12,910	2,590	2,590	2,800	28	81	168
403 - 14	Renforth	403 BRT	40.5	0	4,960	4,960	123	7.9	0	0	0	5,590	5,590	9,250	138	138	228
403 - 13	Orbitor	403 BRT	108.6	0	9,423	9,423	87	6.2	0	420	1,090	9,820	9,820	12,090	90	94	121
403 - 12	Spectrum	403 BRT	91.6	0	7,655	7,655	84	26.1	0	890	2,340	9,520	9,520	20,260	104	114	247
403 - 10	Tahoe	403 BRT	92.1	0	5,687	5,687	62	19.0	0	0	0	7,210	7,210	15,960	78	78	173
403 - 11	Etobicoke Creek	403 BRT	71.6	0	7,236	7,236	101	12.2	0	3,320	8,720	7,380	7,380	8,200	103	150	236
407 - 1	Britannia	407 BRT	37.1	1,058	150	1,208	33	13.2	3,040	4,410	9,870	370	370	1,620	92	129	310
407 - 2	Derry	407 BRT	55.9	887	53	941	17	14.2	4,340	4,890	11,390	190	190	990	81	91	222
407 - 3	Winston Churchill	407 BRT	201.1	7	1,928	1,935	10	13.1	10	3,220	8,430	2,170	2,170	3,560	11	27	60
407 - 4	Mississauga Rd.	407 BRT	201.1	459	4,832	5,291	26	0.0	460	460	460	4,830	4,830	4,830	26	26	26
407 - 5	Mavis	407 BRT	201.1	9,007	672	9,679	48	1.5	9,010	9,490	10,270	670	670	670	48	51	54
407 - 7	Dixie	407 BRT	201.1	1	2,090	2,090	10	3.7	0	1,190	3,110	2,090	2,090	2,090	10	16	26
407 - 8	Bramalea/Torbram	407 BRT	201.1	0	2,944	2,944	15	0.0	0	0	0	2,940	2,940	2,940	15	15	15
407 - 9	Airport Rd.	407 BRT	201.1	0	2,652	2,652	13	0.0	0	0	0	2,650	2,650	2,650	13	13	13
407 - 10	Goreway	407 BRT	201.1	4	2,599	2,603	13	0.0	0	0	0	2,600	2,600	2,600	13	13	13
DUN - 12	Kirwin	Dundas BRT	6.7	155	104	259	38	4.3	160	1,530	3,770	100	100	100	38	242	574
DUN - 17	Wharton	Dundas BRT	150.3	505	4,386	4,891	33	46.2	570	14,770	37,950	4,510	4,510	5,240	34	128	287
DUN - 15	Tomken	Dundas BRT	38.2	2,266	882	3,148	82	11.2	2,370	5,620	11,060	940	940	1,260	87	171	322
DUN - 14	Cawthra	Dundas BRT	41.4	2,420	791	3,210	78	9.5	2,470	5,410	10,260	800	800	890	79	150	269
DUN - 13	Grenville	Dundas BRT	15.6	350	217	567	36	6.8	350	2,540	6,100	220	220	220	36	177	406
DUN - 10	Confederation Parkway	Dundas BRT	14.0	1,589	122	1,711	122	3.4	1,810	2,590	4,210	150	150	280	140	195	320
DUN - 9	Clayhill	Dundas BRT	31.5	1,573	539	2,112	67	1.2	1,570	1,960	2,580	540	540	540	67	79	99
DUN - 8	Wolfedale	Dundas BRT	73.2	2,143	1,799	3,943	54	23.6	2,220	9,390	21,170	1,880	1,880	2,330	56	154	321
DUN - 7	Erindale Station	Dundas BRT	36.3	2,381	266	2,647	73	7.2	2,380	4,690	8,440	270	270	270	73	136	240
DUN - 5	UTM	Dundas BRT	97.1	880	2,424	3,304	34	0.8	880	1,120	1,520	2,420	2,420	2,420	34	37	41
DUN - 4	Erin Mills	Dundas BRT	56.1	2,214	1,281	3,495	62	8.1	2,210	4,800	9,010	1,280	1,280	1,280	62	109	184
DUN - 3	Glen Erin	Dundas BRT	60.7	383	2,916	3,299	54	24.1	390	8,020	20,440	2,930	2,930	3,030	55	180	387
DUN - 2	Winston Churchill	Dundas BRT	49.8	325	2,144	2,468	50	25.9	390	8,370	21,430	2,210	2,210	2,580	52	212	482
DUN - 1	Ridgeway	Dundas BRT	53.4	5	1,517	1,522	29	23.4	0	7,480	19,620	1,520	1,520	1,520	29	169	396
DUN - 6	Credit Woodlands	Dundas BRT	23.0	1,284	174	1,458	63	2.1	1,280	1,960	3,050	170	170	170	63	92	140
HUB - 1	Bolton GO	Future GO Train	56.9	565	83	647	11	56.9	12,200	12,970	33,140	1,530	1,530	9,850	241	255	756
HLRT - 6	Cooksville GO	Hurontario LRT	64.8	8,519	2,019	10,538	163	2.3	8,650	9,160	10,190	2,040	2,040	2,160	165	173	191
HLRT - 13	Eglinton	Hurontario LRT	100.0	20,187	3,075	23,262	233	27.4	23,230	27,720	39,950	3,390	3,390	5,180	266	311	451
HLRT - 1	Port Credit GO	Hurontario LRT	80.7	7,460	2,786	10,245	127	12.1	7,540	11,260	17,430	2,810	2,810	2,930	128	174	252
HLRT - 14	Bristol	Hurontario LRT	68.2	7,003	1,046	8,049	118	4.7	7,050	8,410	10,710	1,070	1,070	1,200	119	139	175
HLRT - 8	Burnhamthorpe (Matthews Gate)	Hurontario LRT	58.7	15,640	5,645	21,285	362	2.2	15,850	16,290	17,340	5,660	5,660	5,750	366	374	393
HLRT - 18	Derry	Hurontario LRT	72.6	0	1,534	1,534	21	34.5	0	2,820	7,400	3,590	3,590	15,410	49	88	314
HLRT - 16	Britannia	Hurontario LRT	63.9	0	3,337	3,337	52	25.4	0	2,230	5,860	4,810	4,810	13,310	75	110	300
HLRT - 15	Matheson	Hurontario LRT	52.9	0	9,210	9,210	174	13.5	0	4,320	11,350	9,210	9,210	9,210	174	256	389
HLRT - 17	Courtney Park	Hurontario LRT	115.2	0	5,694	5,694	49	42.0	0	4,230	11,110	7,990	7,990	21,230	69	106	281
HLRT - 19	Highway 407	Hurontario LRT	18.7	0	1,943	1,943	104	7.8	10	850	2,230	2,350	2,350	4,700	127	172	372
HLRT - 11	City Centre	Hurontario LRT	37.8	2,257	1,765	4,023	106	22.1	2,310	8,760	19,320	1,910	1,910	2,730	112	282	584
HLRT - 10	Duke of York	Hurontario LRT	65.6	22,641	7,027	29,668	452	32.6	22,980	31,680	46,360	7,380	7,380	9,390	462	595	849
HLRT - 4	Queensway	Hurontario LRT	71.9	6,253	8,894	15,146	211	3.6	6,390	7,340	9,110	8,910	8,910	9,020	213	226	252
HLRT - 9	Main	Hurontario LRT	58.8	12,276	2,362	14,638	249	11.7	14,070	14,470	18,040	2,750	2,750	4,980	286	293	391
HLRT - 2	Mineola	Hurontario LRT	33.5	1,018	267	1,285	38	1.6	1,140	1,200	1,500	350	350	800	44	46	69
HLRT - 12	Robert Speck	Hurontario LRT	43.2	1,619	9,172	10,791	250	3.6	1,740	2,210	3,180	9,320	9,320	10,140	256	267	308

				Existing and Planned Density[1]				Vacant Lands and Designated Commercial Lands (Ha)	Residents			Jobs			Development Capacity		
ID	MTSA	Corridor	Land Area (Ha)[1]	Persons	Jobs	Total P+J	P+J/Ha		Scenario 1 - Lowest Density	Scenario 2 - Medium Density	Scenario 3 - Highest Density	Scenario 1 - Lowest Density	Scenario 2 - Medium Density	Scenario 3 - Highest Density	Scenario 1 - Lowest Density	Scenario 2 - Medium Density	Scenario 3 - Highest Density
HLRT - 7	Fairview (Central Parkway)	Hurontario LRT	51.1	11,022	847	11,869	232	6.1	11,360	12,860	15,850	880	880	1,050	240	269	331
HLRT - 5	Dundas	Hurontario LRT	49.4	6,130	2,425	8,556	173	16.0	6,640	10,600	17,850	2,590	2,590	3,510	187	267	432
HLRT - 3	North Service	Hurontario LRT	32.0	4,506	1,381	5,887	184	3.5	4,920	5,480	7,050	1,420	1,420	1,630	198	216	272
HLRT - 24	Nanwood	Hurontario LRT	5.1	42	248	290	57	5.0	40	1,640	4,230	250	250	250	57	367	872
HLRT - 22	Gateway Terminal	Hurontario LRT	40.5	1,351	5,227	6,577	162	7.8	1,700	3,250	6,340	5,370	5,370	6,220	175	213	310
HLRT - 20	Ray Lawson	Hurontario LRT	43.2	1,772	2,264	4,035	93	13.1	2,860	2,930	4,810	3,020	3,020	7,390	136	138	282
KIT - 1	Malton GO	Kitchener GO	124.6	647	4,588	5,235	42	32.2	650	10,800	27,310	4,620	4,620	4,810	42	124	258
KIT - 3	Brampton GO	Kitchener GO	92.1	3,435	2,127	5,562	60	32.9	6,230	10,870	22,960	2,900	2,900	7,330	99	150	329
KIT - 4	Mount Pleasant GO	Kitchener GO	17.7	871	27	898	51	7.8	3,220	3,380	7,450	30	30	30	184	192	422
KIT - 2	Bramalea GO	Kitchener GO	113.4	89	2,192	2,282	20	2.2	100	100	120	2,360	2,360	3,340	22	22	31
LBRT - 3	Lakefront Promenade	Lakeshore BRT	48.6	5,131	1,425	6,556	135	2.2	5,140	5,610	6,390	1,480	1,480	1,790	136	146	168
LBRT - 2	Haig	Lakeshore BRT	63.7	11,923	2,591	14,514	228	2.6	11,930	12,650	13,830	2,610	2,610	2,750	228	240	260
LBRT - 1	Dixie	Lakeshore BRT	16.0	1,939	111	2,050	128	2.7	1,980	2,800	4,190	120	120	140	131	182	271
LWGO - 2	Clarkson GO	Lakeshore GO	82.6	3,087	896	3,982	48	14.7	3,180	7,670	15,110	930	930	1,120	50	104	196
MIL - 1	Lisgar GO	Milton GO	120.3	7	1,532	1,540	13	54.1	10	10,030	26,320	3,350	3,350	13,830	28	111	334
MIL - 2	Meadowvale GO	Milton GO	110.0	49	5,315	5,364	49	13.7	50	4,430	11,550	5,310	5,310	5,310	49	89	153
MIL - 3	Streetsville GO	Milton GO	72.5	4,224	1,566	5,790	80	11.5	4,800	7,120	11,830	1,760	1,760	2,910	91	123	203
MIL - 4	Erindale GO	Milton GO	41.8	474	2,485	2,958	71	20.1	530	5,210	12,900	2,910	2,910	5,330	82	194	436
DUN - 16	Dixie GO	Milton GO	189.5	3,538	5,880	9,418	50	65.5	3,940	21,920	51,790	6,520	6,520	10,210	55	150	327
QUE - 1	Centre St.	Queen St. BRT	45.3	1,966	1,754	3,720	82	28.8	5,740	6,800	14,660	2,850	2,850	9,170	190	213	526
QUE - 2	Kennedy	Queen St. BRT	79.7	4,308	2,055	6,363	80	20.0	4,450	10,530	20,650	2,100	2,100	2,370	82	159	289
QUE - 3	Rutherford	Queen St. BRT	72.4	1,142	2,120	3,262	45	33.1	1,410	11,010	27,030	2,300	2,300	3,350	51	184	420
QUE - 4	Laurelcrest	Queen St. BRT	54.6	928	670	1,598	29	33.5	4,780	7,710	18,730	1,650	1,650	7,290	118	172	477
QUE - 5	Dixie	Queen St. BRT	104.5	8,816	5,666	14,482	139	38.4	10,360	19,620	37,170	6,040	6,040	8,170	157	245	434
QUE - 6	Central Park (Bramalea Terminal)	Queen St. BRT	72.0	6,530	3,136	9,665	134	27.5	9,030	11,860	20,510	4,000	4,000	8,970	181	220	410
QUE - 7	Bramalea	Queen St. BRT	79.0	6,740	695	7,435	94	21.2	10,980	12,210	21,110	1,020	1,020	2,920	152	168	304
QUE - 8	Glenvale-Finchgate	Queen St. BRT	67.6	3,862	260	4,122	61	11.9	6,790	6,980	12,050	430	430	1,420	107	110	199
QUE - 9	Torbram	Queen St. BRT	77.7	1,886	1,721	3,607	46	7.0	2,120	3,520	6,170	1,880	1,880	2,770	51	69	115
QUE - 10	Chrysler-Gateway	Queen St. BRT	45.9	4	1,656	1,660	36	23.4	0	5,290	13,880	2,210	2,210	5,380	48	163	420
QUE - 11	Airport	Queen St. BRT	72.3	5	2,287	2,292	32	41.7	10	11,700	30,700	2,700	2,700	5,050	37	199	495
QUE - 12	Goreway	Queen St. BRT	66.9	1,323	1,591	2,914	44	36.4	1,860	5,070	11,150	3,560	3,560	14,900	81	129	389
QUE - 13	McVean	Queen St. BRT	27.2	781	72	853	31	9.5	1,390	2,470	5,220	410	410	2,330	66	106	278
QUE - 14	The Gore	Queen St. BRT	66.8	3,926	1,073	4,998	75	29.9	6,590	8,920	17,030	2,220	2,220	8,790	132	167	387
QUE - 15	Highway 50	Queen St. BRT	12.1	3	409	413	34	3.7	0	0	0	700	700	2,390	58	58	198
HUB - 2	Mayfield West	Transit Hub	71.2	5,774	161	5,935	83	12.5	6,530	9,150	14,630	320	320	1,200	96	133	222
HUB - 4	Trinity Common Terminal	Transit Hub	34.2	1,193	487	1,680	49	32.1	1,190	11,460	28,150	490	490	490	49	349	838
HUB - 3	Steeles at Mississauga	Transit Hub	53.2	1,188	761	1,949	37	25.3	1,820	1,860	2,950	2,610	2,610	13,280	83	84	305

[1] Based on March 2020 MTSA delineated boundaries. Changes between the March 2020 and November 2020 MTSA delineations are summaries on the following pages.

SOURCE: urbanMetrics inc.

The Development Capacity Analysis is based on delineated MTSA boundaries from March 2020. Since the analysis was completed, the boundaries for 19 of the MTSAs have been adjusted for various reasons. The following summarizes the changes to these boundaries and the potential implications on the Development Capacity Analysis.

Hurontario LRT

Gateway Terminal (HLRT-22)

The land area of the Gateway Terminal MTSA has been increased by approximately 14 hectares. The changes are expected to increase the development capacity of the MTSA, as the new delineated boundary includes existing high-density apartment buildings located north of Steeles Avenue West and vacant lands west of Lancashire Lane.

Queensway (HLRT-4)

The boundary of the Queensway MTSA has been adjusted to match the UGC boundary. This adjustment resulted in the land area of the MTSA increasing by approximately 3 hectares. The lands added to the MTSA generally include open space and right-of-way. While the addition of these lands is expected to reduce the density that can be achieved in the MTSA, the impact will be only modest due to the small land area being added.

Cooksville GO (HLRT-6), Fairview/Central Parkway (HLRT-7), Burnhamthorpe (HLRT-8)

The boundaries of these three MTSAs have been realigned to match the existing boundaries of the Mississauga Downtown Node. In aggregate, the land area across the three MTSAs has only decreased by approximately 3 hectares.

The boundary for the Cooksville GO MTSA has been reduced by approximately 22 hectares. The lands removed from the MTSA were shifted to the Fairview/Central Parkway MTSA. These lands generally accommodate low and medium-density uses. The removal of these lands is likely to increase the density that can be achieved in the MTSA.

The boundary for the Fairview/Central Parkway MTSA has been expanded to include approximately 48 hectares of land. The additional lands at the south of the MTSA are generally low and medium-density uses. However, lands added at the north of the MTSA are higher-density residential uses. Therefore, there is unlikely to be an impact on the density that can be achieved in the MTSA.

The boundary for the Burnhamthorpe MTSA has been reduced by approximately 29 hectares, as existing high-density residential uses have been shifted to the Fairview/Central Parkway MTSA. That being said, the remaining lands in the MTSA include high-density residential and non-residential uses. Therefore, there is not expected to be an impact on the density that can be achieved in the MTSA.

Eglinton (HLRT-13), Bristol (HLRT-14)

The land area of the Eglinton MTSA has been reduced by approximately 14 hectares to match the existing Uptown Node boundary. Land removed from the eastern part of the MTSA generally include institutional and medium-density residential uses. The medium and high-density lands removed from the northern portion of the MTSA have been shifted to the Bristol MTSA. The changes are unlikely to impact the

density that can be achieved in the Eglinton MTSA, as it is already meeting the density target based on existing and proposed development activity.

The boundary for the Bristol MTSA has been expanded to include approximately 9 hectares. The lands added from the Eglinton MTSA are generally medium and high-density residential uses. Therefore, it is unlikely to impact the density that can be achieved in the MTSA.

Mineola (HLRT-2)

The boundary for the Mineola MTSA has been expanded by 9 hectares to include institutional uses at the north end of the MTSA. This MTSA has already been assigned an alternative density target due to the limited opportunities for additional development.

North Service (HLRT-3)

The land area of the North Service MTSA has been reduced by 5 hectares to match the UGC boundary. Land removed from the MTSA include an existing low-density institutional use. Therefore, the removal of these lands is expected to increase the density that can be achieved in the MTSA.

Lakeshore BRT

The delineated boundaries of the three MTSAs along the Lakeshore BRT have changed to match the boundaries of the Inspiration Lakeview Master Plan. The land area of the Dixie MTSA (LBRT-1) as been increased by approximately 2 hectares to include a commercial plaza and hydro corridor north of Lakeshore Boulevard. This change is unlikely to affect the density that can be achieved in the MTSA. The land area of the Haig MTSA (LBRT-2) has been increased by 42 hectares to match the boundary of the Inspiration Lakeview Master Plan. The addition of these lands is expected to increase the development capacity and density that can be achieved in the MTSA. The land area of the Lakefront Promenade MTSA (LBRT-3) has been reduced by approximately 39 hectares. The remaining lands within the MTSA are generally commercial plazas north of Lakeshore Boulevard.

Dundas BRT

Credit Woodlands (DUN-6)

The land area of the Credit Woodland MTSA has been increased by one-hectare to include the Erindale United Church. While the addition of the church to the MTSA is expected to reduce the density that can be achieved, the impact will be only modest, as the site is only one-hectare.

Grenville (DUN-13)

The land area of the Grenville MTSA has been increased by approximately 4 hectares to match the Dundas Connects Master Plan. The additional lands are comprised of low-density industrial uses. Therefore, the forecast density of the MTSA could increase if these lands are redeveloped with higher-density non-residential uses.

403 BRT

Ridgeway (403-1)

The land area of the Ridgeway MTSA has been reduced by 32 hectares. The lands removed from the MTSA are generally undevelopable and within the Highway 403 right-of-way. The removal of these undevelopable lands is expected to increase the density that can be achieved in the MTSA.

Winston Churchill (403-2)

The lands area of the Winston Churchill MTSA has been reduced by approximately 6 hectares to remove undevelopable and within the Highway 403 right-of-way. The removal of these undevelopable lands is expected to increase the density that can be achieved in the MTSA.

Dixie (403-9)

The land area of the Dixie MTSA has been reduced by approximately 18 hectares to remove undevelopable land within the Highway 403 right-of-way. The removal of these undevelopable lands is expected to increase the density that can be achieved in the MTSA.

407 BRT

Britannia (407-1)

The land area of the Britannia MTSA has been increased by approximately 7 hectares to include lands south of Britannia Road West. These lands are currently undeveloped and will increase the development capacity within the MTSA.

Kitchener GO

Mount Pleasant GO (KIT-4)

The land area of the Mount Pleasant GO MTSA was expanded by approximately 25 hectares to include lands north of the rail line that are currently developed with medium-density residential uses, as well as vacant lands south of the rail line and west of Creditview Road. The additional lands will likely increase both the density and development potential that can be achieved within the MTSA.

Summary of Observations

The development capacity analysis demonstrates that MTSAs across Peel Region are not created equally and may require a specific policy and built form response to address these nuances. It is important to reiterate that while the development capacity analysis looks at the number of persons and jobs that could be accommodated in each MTSA based on various built forms, it does not consider market potential for these forms of development.

An examination of the development capacity across the transit corridors within Peel Region paints a geographic picture of where future development would be concentrated. Almost all of the MTSAs along Hurontario LRT corridor already meet, or have potential to meet the planned density target especially concentrated around Square One. Along the 403 BRT, the majority of MTSAs could meet or exceed the target density based on our development capacity analysis. However, there are some MTSAs, such as Orbitor, Creditview and Cawthra, where meeting the density target will be more challenging. For MTSAs along the 407 BRT, there is limited development capacity to achieve the density targets. Furthermore, it is important to note that only Britannia and Derry have delineated boundaries along the 407 corridor. MTSAs along the Dundas BRT could meet or exceed the target density based on the amount of vacant and commercial lands within the MTSAs.

While most of the potential MTSAs can meet the current density targets, some are projected below 300 residents and jobs per hectare. Should the density target be raised in the future, these MTSAs could still meet these targets by adjusting the building type and density in the future. For example, the capacity analysis assumed the "High Density Scenario" consisted of 15-20 storey buildings, however, there is existing market demand for taller buildings in many MTSAs. Specific targets will be revisited and potentially updated as part of upcoming Official Plan reviews.

Impact on Classification

There is general alignment between the development capacity analysis and the prioritization in Phase 1B. Hurontario, Dundas and Queen corridors together with the GO stations generally demonstrate the ability to meet the density target and correspond to the classification. Similarly, the 407 corridor does not exhibit the ability to meet density targets and has been classified as a planned MTSA, except in the Ninth Line lands. This information is summarised in Table 1. Section 7.1. Through the examination of the strategic and policy prioritization and the actual development capacity, the MTSAs are grouped into three general categories:

Meets Density Target

MTSAs that currently meet the density target, or are planned to meet the density target in all low, medium and high density scenarios. The low density scenario assumes all vacant residential lands are developed with stacked townhouse units and all vacant non-residential lands are developed with commercial uses and does not assume the redevelopment of commercial lands.

Potential to Meet Density Target

MTSAs that currently do not meet the density target, but have potential to meet the density target in the medium or high density scenarios. The medium density scenario assumes that all vacant residential lands are developed with mid-rise apartments and all vacant non-residential lands are developed with commercial uses. The medium density scenario also assumes that all commercial lands are redeveloped with mid-rise apartments.

Will Not Meet 2051 Density Target

MTSAs that currently do not meet the density target and have limited potential to meet the planned density target in the low, medium and highest density scenarios within the 2051 planning horizon.

8.3 / INFRASTRUCTURE CAPACITY ANALYSIS

Water, wastewater and stormwater servicing capacity was investigated in the Primary and Secondary MTSAs, from which detailed conclusions are outlined in Table 1 of Section 12.

This analysis included a review of information generated for each MTSA in the Phase 1A report as well as a review of the Peel Region's 2020 Water and Wastewater Master Plan and water, wastewater and stormwater system information provided in GIS form by the Region. More specifically:

- Density targets were reviewed for each MTSA and for those MTSAs where Growth Plan minimum density targets are currently met, it was assumed that the existing water, wastewater and stormwater systems are sufficient to provide servicing to these MTSAs. Where density targets are currently met, no further review was completed.
- For all remaining MTSAs, future water demand and future wastewater volumes were calculated and compared against current water demand and wastewater volumes. Future water demand and future wastewater generation were calculated using the Region's current design allowances and standards. For wastewater, it was assumed that there would be no change in the infiltration volume as development of the MTSA would not increase service area. Water and wastewater generation rates were obtained from the Region's 2020 Water and Wastewater Master Plan.
- For the primary and secondary MTSAs, a review of the Region's Water and Wastewater Master Plan and available GIS information was completed to identify current servicing.

The specific **methodology** completed is described below:

- For stormwater management, a review of the location of existing stormwater management facilities was completed. Primary and Secondary MTSAs that are located within the tributary area of a stormwater management facility were noted. For stormwater management, it is assumed that any new development would be required to provide on-site stormwater management measures including, but not necessarily limited to, quality control, quantity control, and water balance. Consequently, existing storm sewer capacities would not be exceeded based on the on-site quantity control. Where MTSAs discharge to an existing stormwater management facility, further review of the design basis of each stormwater management facility would need to be completed to assess specific needs.
- For the wastewater system, a review of the location of existing wastewater mains was completed. Where existing wastewatermains are present, the need for capacity analysis to support MTSA development was identified. It was anticipated that the results of a capacity assessment may identify the need for specific sewer improvements. Where existing wastewatermains are not present, installation of new wastewatermains and associated high cost were identified.
- For the water system, a review of the location of existing watermains was completed. Where existing watermains are present, the need for capacity analysis to support MTSA development was identified. It was anticipated that the results of a capacity assessment may identify the need for specific watermain improvements. Where existing watermains are not present, installation of new watermains and associated high cost was identified.

Costs were assigned as high, medium and low.

- **Low:** Where MTSAs currently meet density targets and where MTSAs are currently serviced by existing water and wastewater systems, costs were assessed as low.
- **Medium:** Where MTSAs did not meet density targets and existing water and wastewater systems are present, costs were assessed as medium.
- **High:** Where MTSAs did not meet density targets and full water, wastewater or stormwater servicing is not present, costs were assessed as high.

Table 2 presents the results of the Infrastructure for all Primary and Secondary MTSAs.

MTSA	CLASSIFICATION	WATER	WASTEWATER	STORMWATER	SERVICING COSTS
HLRT - 1 Port Credit	Primary	Additional average day water demand of 1,136 m3/d will be required for preliminary boundary area. Area serviced by existing watermains. Analysis required to identify any upgrade needs	Additional average day wastewater generation of 1,238 m3/d is predicted for preliminary boundary area. Area serviced by existing wastewatermains. Analysis required to identify any upgrade needs.	On-site stormwater management controls will be needed. Area is not tributary to an existing downstream stormwater management facility.	**Medium**
HLRT - 2 Mineola	Secondary	Additional average day water demand of 1,169 m3/d will be required for preliminary boundary area.	Additional average day wastewater generation of 1,274 m3/d is predicted for preliminary boundary area.	On-site stormwater management controls will be needed. Area is not tributary to an existing downstream stormwater management facility.	**Medium**
HLRT - 3 North Service	Primary	No additional average day water demand above existing demand is anticipated. Area serviced by existing watermains. Need for specific upgrades anticipated to be minimal.	No additional average day wastewater generation of is anticipated. Area serviced by existing wastewatermains. Need for specific upgrades anticipated to be minimal.	On-site stormwater management controls will be needed. Area is not tributary to an existing downstream stormwater management facility. Stormwater from this area bypasses an existing facility.	**Low**

MTSA	CLASSIFICATION	WATER	WASTEWATER	STORMWATER	SERVICING COSTS
HLRT - 4 Queensway	Primary	No additional average day water demand above existing demand is anticipated. Area serviced by existing watermains. Need for specific upgrades anticipated to be minimal.	No additional average day wastewater generation of is anticipated. Area serviced by existing wastewatermains. Need for specific upgrades anticipated to be minimal.	On-site stormwater management controls will be needed. Area is not tributary to an existing downstream stormwater management facility.	**Low**
HLRT - 5 Dundas	Primary	No additional average day water demand above existing demand is anticipated. Area serviced by existing watermains. Need for specific upgrades anticipated to be minimal.	No additional average day wastewater generation of is anticipated. Area serviced by existing wastewatermains. Need for specific upgrades anticipated to be minimal.	On-site stormwater management controls will be needed. Area is not tributary to an existing downstream stormwater management facility.	**Low**
HLRT - 6 Cooksville GO	Primary	Additional average day water demand of 335 m3/d will be required for preliminary boundary area. Area serviced by existing watermains. Analysis required to identify any upgrade needs.	Additional average day wastewater generation of 366 m3/d is predicted for preliminary boundary area. Area serviced by existing wastewatermains Analysis required to identify any upgrade needs.	On-site stormwater management controls will be needed. Area is not tributary to an existing downstream stormwater management facility.	**Medium**
HLRT - 7 Fairview (Central Parkway)	Primary	No additional average day water demand above existing demand is anticipated. Area serviced by existing watermains. Need for specific upgrades anticipated to be minimal.	No additional average day wastewater generation of is anticipated. Area serviced by existing wastewatermains. Need for specific upgrades anticipated to be minimal.	On-site stormwater management controls will be needed. Area is not tributary to an existing downstream stormwater management facility.	**Low**

MTSA	CLASSIFICATION	WATER	WASTEWATER	STORMWATER	SERVICING COSTS
HLRT - 8 Burnham-thrope (Matthews Gate)	Primary	No additional average day water demand above existing demand is anticipated. Area serviced by existing watermains. Need for specific upgrades anticipated to be minimal.	No additional average day wastewater generation of is anticipated. Area serviced by existing wastewatermains. Need for specific upgrades anticipated to be minimal.	On-site stormwater management controls will be needed. Area is not tributary to an existing downstream stormwater management facility.	**Low**
HLRT - 11 City Centre	Primary	Additional average day water demand of 2,087 m3/d will be required for preliminary boundary area. Area serviced by existing watermains. Analysis required to identify any upgrade needs.	Additional average day wastewater generation of 2,217 m3/d is predicted for preliminary boundary area. Area serviced by existing wastewatermains. Analysis required to identify any upgrade needs.	On-site stormwater management controls will be needed. Area is not tributary to an existing downstream stormwater management facility.	**Medium**
HLRT - 12 Robert Speck	Primary	No additional average day water demand above existing demand is anticipated. Area serviced by existing watermains. Need for specific upgrades anticipated to be minimal.	No additional average day wastewater generation of is anticipated. Area serviced by existing wastewatermains. Need for specific upgrades anticipated to be minimal.	On-site stormwater management controls will be needed. Area is not tributary to an existing downstream stormwater management facility.	**Low**
HLRT - 13 Eglinton	Primary	Additional average day water demand of 469 m3/d will be required for preliminary boundary area. Area serviced by existing watermains. Analysis required to identify any upgrade needs.	Additional average day wastewater generation of 512 m3/d is predicted for preliminary boundary area. Area serviced by existing wastewatermains. Analysis required to identify any upgrade needs.	On-site stormwater management controls will be needed. Area is not tributary to an existing downstream stormwater management facility.	**Medium**

MTSA	CLASSIFICATION	WATER	WASTEWATER	STORMWATER	SERVICING COSTS
HLRT - 14 Bristol	Primary	Additional average day water demand of 1,009 m3/d will be required for preliminary boundary area. Area partially serviced by existing watermains. Analysis required to identify any upgrade needs and new watermain requirements.	Additional average day wastewater generation of 1,102 m3/d is predicted for preliminary boundary area. Area partially serviced by existing wastewatermains. Analysis required to identify any upgrade needs and new wastewatermain requirements.	On-site stormwater management controls will be needed. Area is not tributary to an existing downstream stormwater management facility.	**High**
HLRT - 15 Matheson	Primary	No additional average day water demand above existing demand is anticipated. Area serviced by existing watermains. Need for specific upgrades anticipated to be minimal.	No additional average day wastewater generation of is anticipated. Area serviced by existing wastewatermains. Need for specific upgrades anticipated to be minimal.	On-site stormwater management controls will be needed. Area is not tributary to an existing downstream stormwater management facility.	**Low**
HLRT - 16 Britannia	Primary	Additional average day water demand of 1,883 m3/d will be required for preliminary boundary area. Area serviced by existing watermains. Analysis required to identify any upgrade needs.	Additional average day wastewater generation of 1,980 m3/d is predicted for preliminary boundary area. Area serviced by existing wastewatermains. Analysis required to identify any upgrade needs.	On-site stormwater management controls will be needed. Area is not tributary to an existing downstream stormwater management facility.	**Medium**

MTSA	CLASSIFICATION	WATER	WASTEWATER	STORMWATER	SERVICING COSTS
HLRT - 17 Courtney Park	Primary	Additional average day water demand of 3,700 m3/d will be required for preliminary boundary area. Area partially serviced by existing watermains. Area serviced by existing watermains. Analysis required to identify any upgrade needs.	Additional average day wastewater generation of 3,996 m3/d is predicted for preliminary boundary area. Area partially serviced by existing wastewatermains. Analysis required to identify any upgrade needs.	On-site stormwater management controls may, in part, be satisfied by an existing stormwater management facility located at east end of Marcove Road	**Medium**
HLRT - 18 Derry	Primary	Additional average day water demand of 1,883 m3/d will be required for preliminary boundary area. Area serviced by existing watermains. Analysis required to identify any upgrade needs	Additional average day wastewater generation of 1,980 m3/d is predicted for preliminary boundary area. Area partially serviced by existing wastewatermains. Analysis required to identify any upgrade needs.	On-site stormwater management controls will be needed. Area is not tributary to an existing downstream stormwater management facility.	**Medium**
HLRT - 19 Highway 407	Primary	Additional average day water demand of 548 m3/d will be required for preliminary boundary area. Area serviced by existing watermains. Analysis required to identify any upgrade needs	Additional average day wastewater generation of 593 m3/d is predicted for preliminary boundary area. Area serviced by existing wastewatermains. Analysis required to identify any upgrade needs.	On-site stormwater management controls will be needed. Area is not tributary to an existing downstream stormwater management facility.	**Medium**
HLRT - 20 Ray Lawson	Primary	Additional average day water demand of 742 m3/d will be required for preliminary boundary area. Area serviced by existing watermains. Analysis required to identify any upgrade needs.	Additional average day wastewater generation of 807 m3/d is predicted for preliminary boundary area. Area serviced by existing wastewatermains. Analysis required to identify any upgrade needs.	On-site stormwater management controls will be needed. Area is not tributary to an existing downstream stormwater management facility.	**Medium**

MTSA	CLASSIFICATION	WATER	WASTEWATER	STORMWATER	SERVICING COSTS
HLRT - 22 Gateway Terminal	Primary	Additional average day water demand of 909 m3/d will be required for preliminary boundary area. Area serviced by existing watermains. Analysis required to identify any upgrade needs.	Additional average day wastewater generation of 996 m3/d is predicted for preliminary boundary area. Area serviced by existing wastewatermains. Analysis required to identify any upgrade needs.	On-site stormwater management controls will be needed. Area is not tributary to an existing downstream stormwater management facility.	**Medium**
KIT - 1 Malton GO	Secondary	Additional average day water demand of 3,427 m3/d will be required for preliminary boundary area.	Additional average day wastewater generation of 3,708 m3/d is predicted for preliminary boundary area.	On-site stormwater management controls will be needed. Area is not tributary to an existing downstream stormwater management facility.	**Medium**
KIT - 2 Bramalea GO	Primary	Additional average day water demand of 3,856 m3/d will be required for preliminary boundary area. Area serviced by existing watermains. Analysis required to identify any upgrade needs.	Additional average day wastewater generation of 4,168 m3/d is predicted for preliminary boundary area. Area serviced by existing wastewatermains. Analysis required to identify any upgrade needs.	On-site stormwater management controls will be needed. Area may discharge to an existing facility located southwest of Bramalea Road and Steeles Avenue	**Medium**
KIT - 3 Brampton GO	Primary	Additional average day water demand of 2,148 m3/d will be required for preliminary boundary area. Area serviced by existing watermains. Analysis required to identify any upgrade needs.	Additional average day wastewater generation of 2,339 m3/d is predicted for preliminary boundary area. Area serviced by existing wastewatermains. Analysis required to identify any upgrade needs.	On-site stormwater management controls will be needed. Area is not tributary to an existing downstream stormwater management facility.	**Medium**

MTSA	CLASSIFICATION	WATER	WASTEWATER	STORMWATER	SERVICING COSTS
KIT - 4 Mount Pleasant GO	Primary	Additional average day water demand of 679 m3/d will be required for preliminary boundary area. Area serviced by existing watermains. Analysis required to identify any upgrade needs.	Additional average day wastewater generation of 735 m3/d is predicted for preliminary boundary area. Area serviced by existing wastewatermains. Analysis required to identify any upgrade needs.	On-site stormwater management controls may, in part, be satisfied by an existing stormwater management facility located at the southeast corner of James Potter Road and Alister Drive. Analysis required to identify upgrade needs.	**Low**
LWGO - 2 Clarkson GO	Primary	Additional average day water demand of 2,381 m3/d will be required for preliminary boundary area. Area serviced by existing watermains. Analysis required to identify any upgrade needs	Additional average day wastewater generation of 2,597 m3/d is predicted for preliminary boundary area. Area serviced by existing wastewatermains. Analysis required to identify any upgrade needs.	On-site stormwater management controls will be needed. Area is not tributary to an existing downstream stormwater management facility.	**Medium**
403 - 2 Winston Churchill	Secondary	Additional average day water demand of 1,121 m3/d will be required for preliminary boundary area.	Additional average day wastewater generation of 1,222 m3/d is predicted for preliminary boundary area.	On-site stormwater management controls will be needed. Area discharges to an existing facility located at the corner of Winston Churchill Road and Credit Valley Drive	**Medium**
403 - 3 Erin Mills	Primary	Additional average day water demand of 726 m3/d will be required for preliminary boundary area. Area serviced by existing watermains. Analysis required to identify any upgrade needs	Additional average day wastewater generation of 786 m3/d is predicted for preliminary boundary area. Area serviced by existing wastewatermains. Analysis required to identify any upgrade needs.	On-site stormwater management controls will be needed. Area is not tributary to an existing downstream stormwater management facility.	**Medium**

MTSA	CLASSIFICATION	WATER	WASTEWATER	STORMWATER	SERVICING COSTS
403 - 4 Creditview	Secondary	Additional average day water demand of 1,580 m3/d will be required for preliminary boundary area.	Additional average day wastewater generation of 1,729 m3/d is predicted for preliminary boundary area.	On-site stormwater management controls will be needed. Area is not tributary to an existing downstream stormwater management facility.	**Medium**
403 - 6 Central Parkway	Secondary	Additional average day water demand of 1,030 m3/d will be required for preliminary boundary area.	Additional average day wastewater generation of 1,126 m3/d is predicted for preliminary boundary area.	On-site stormwater management controls may, in part, be satisfied by an existing stormwater management facility located northeast of Mississauga Transitway and Central Parkway East.	**Medium**
403 - 7 Cawthra	Secondary	Additional average day water demand of 245 m3/d will be required for preliminary boundary area.	Additional average day wastewater generation of 267 m3/d is predicted for preliminary boundary area.	On-site stormwater management controls will be needed. Area is not tributary to an existing downstream stormwater management facility.	**Medium**
403 - 8 Tomken	Primary	Additional average day water demand of 1,837 m3/d will be required for preliminary boundary area.	Additional average day wastewater generation of 1,992 m3/d is predicted for preliminary boundary area.	On-site stormwater management controls will be needed. Area is not tributary to an existing downstream stormwater management facility.	**Medium**
403 - 9 Dixie	Secondary	Additional average day water demand of 3,085 m3/d will be required for preliminary boundary area.	Additional average day wastewater generation of 3,331 m3/d is predicted for preliminary boundary area.	On-site stormwater management controls will be needed. Area is not tributary to an existing downstream stormwater management facility.	**Medium**
403 - 10 Tahoe	Primary	Additional average day water demand of 2,558 m3/d will be required for preliminary boundary area.	Additional average day wastewater generation of 2,439 m3/d is predicted for preliminary boundary area.	On-site stormwater management controls will be needed. Area is not tributary to an existing downstream stormwater management facility.	**Medium**

MTSA	CLASSIFICATION	WATER	WASTEWATER	STORMWATER	SERVICING COSTS
403 - 11 Etobicoke Creek	Primary	Additional average day water demand of 1,094 m3/d will be required for preliminary boundary area.	Additional average day wastewater generation of 1,181 m3/d is predicted for preliminary boundary area.	On-site stormwater management controls will be needed. Area is not tributary to an existing downstream stormwater management facility.	**Medium**
403 - 12 Spectrum	Primary	Additional average day water demand of 2,200 m3/d will be required for preliminary boundary area.	Additional average day wastewater generation of 2,376 m3/d is predicted for preliminary boundary area.	On-site stormwater management controls will be needed. Area is not tributary to an existing downstream stormwater management facility.	**Medium**
403 - 13 Orbitor	Secondary	Additional average day water demand of 2,006 m3/d will be required for preliminary boundary area.	Additional average day wastewater generation of 2,167 m3/d is predicted for preliminary boundary area.	On-site stormwater management controls will be needed. Area is not tributary to an existing downstream stormwater management facility.	**Medium**
403 - 14 Renforth	Primary	Additional average day water demand of 1,332 m3/d will be required for preliminary boundary area.	Additional average day wastewater generation of 1,439 m3/d is predicted for preliminary boundary area.	On-site stormwater management controls will be needed. Area is not tributary to an existing downstream stormwater management facility.	**Medium**
HUB-1 Bolton GO	Primary	Significant infrastructure investments are needed to accommodate expected growth. More specific capacity requirements and costs will be developed through detailed technical studies as part of the local planning process.			**High**

Figure 37

MTSA FUTURE GROWTH PEAK DAY WATER DEMAND

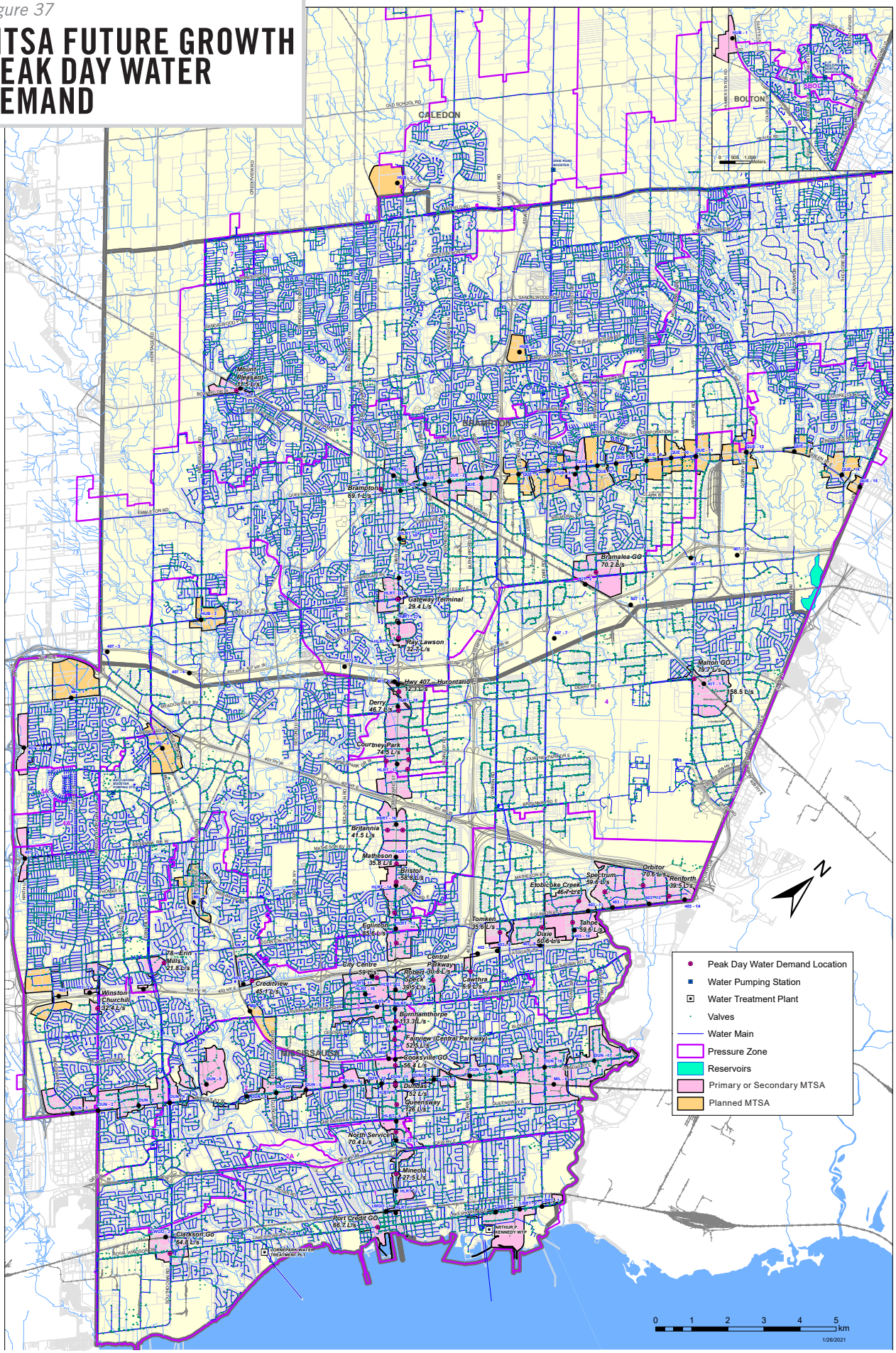


Figure 38

MTSA FUTURE GROWTH PEAK WASTEWATER FLOW