



# Peel2041+

## Major Transit Station Areas

*Planning and Growth Management Committee  
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# Introduction

## What are Major Transit Station Areas (MTSAs)?

- Lands within an approximate 500-800 metre radius of a transit station or stop
- Primarily along existing or planned transit corridors
- Intended to be developed as high density, mixed-use, transit-supportive neighbourhoods
- Provide access to local amenities, jobs, housing, and recreation opportunities



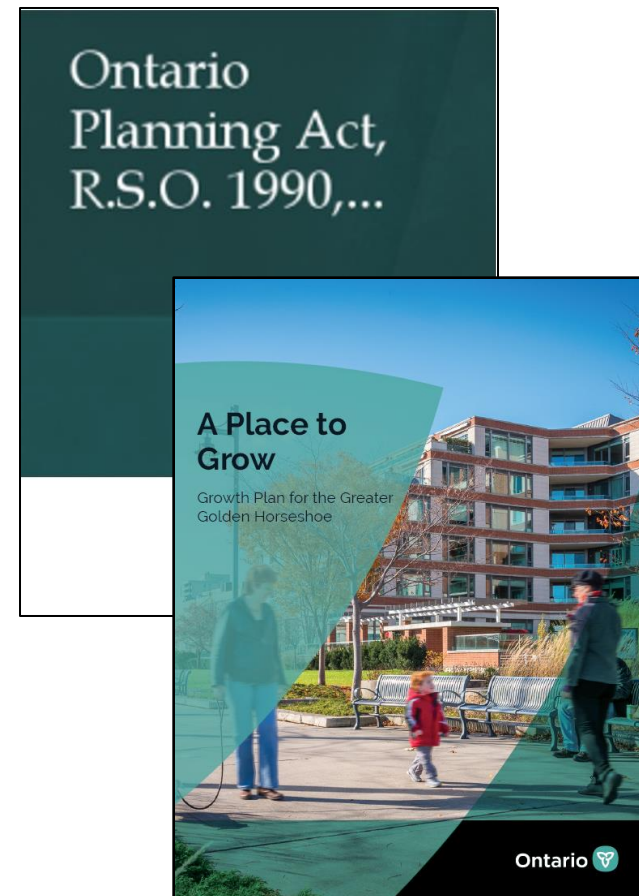


# Provincial Policy Drivers

## Provincial Policy:

- Planning Act
  - Sets out legislative framework for establishing protected MTSA and official plan policies regarding density and implementation planning
- Growth Plan, 2019 (2020 consolidation)
  - Identifies Growth Plan priority transit corridors where MTSA must be delineated
  - Establishes minimum densities, and criteria for municipalities to propose lower alternative densities
  - Establishes the vision for mixed use, transit-supportive, and pedestrian oriented MTSA

***The Regional Official Plan must establish a policy framework to meet provincial requirements.***

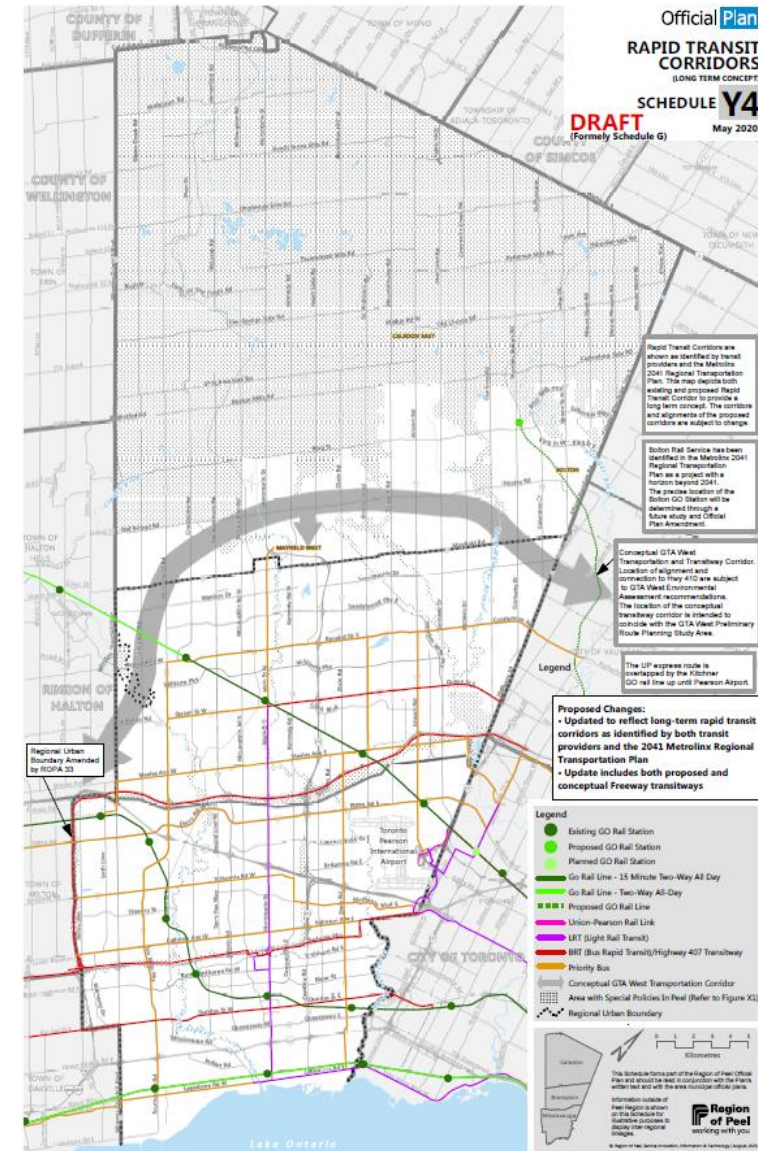






# Transportation Planning & MTSA's

- **Proposed Transportation policies Section 5.10 of the Official Plan**
- **The Balanced Approach:** supporting a 50% sustainable mode share, in which the highest increase is amounted to transit
- **Improving First and Last Mile Connections:** working with Metrolinx and local municipalities to address barriers and gaps in the active transportation network
- **Transit Enhancement on Regional Roads:** working with local municipal transit agencies to implement necessary transit enhancements along Regional roads
- **Advocacy for Transit Improvements:** identifying priority transit projects and advocacy positions for Peel





# MTSA Corridors/Hubs

## Light Rail Transit

- Hurontario LRT (Growth Plan Priority)

## GO Train

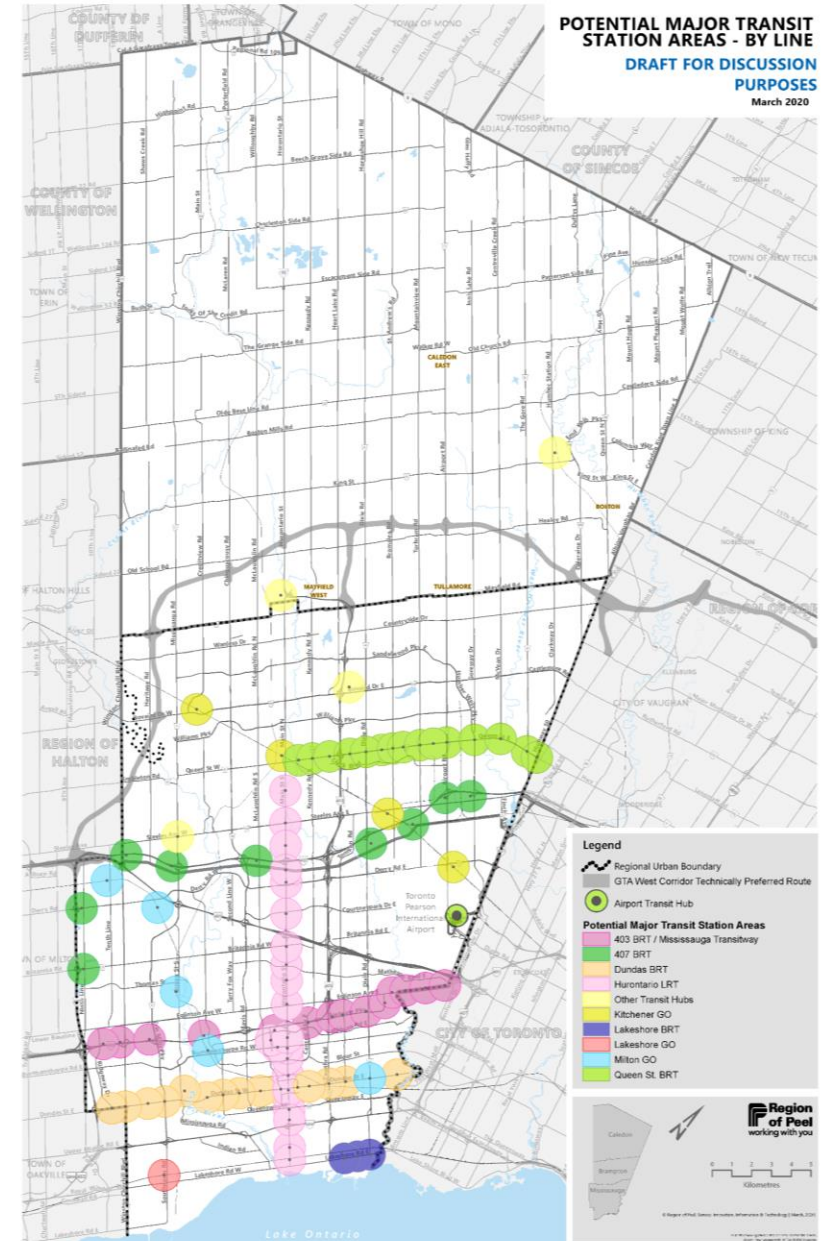
- Lakeshore West GO (Growth Plan Priority)
- Kitchener GO (Growth Plan Priority)
- Milton GO
- Bolton GO

## Bus Rapid Transit

- 403 BRT/Mississauga Transit Way (Growth Plan Priority)
- Dundas BRT
- Queen Street BRT
- 407 Transit Way BRT
- Lakeshore Road BRT

## Transit Hubs

- Future Airport Transit Hub
- Other Transit Hubs



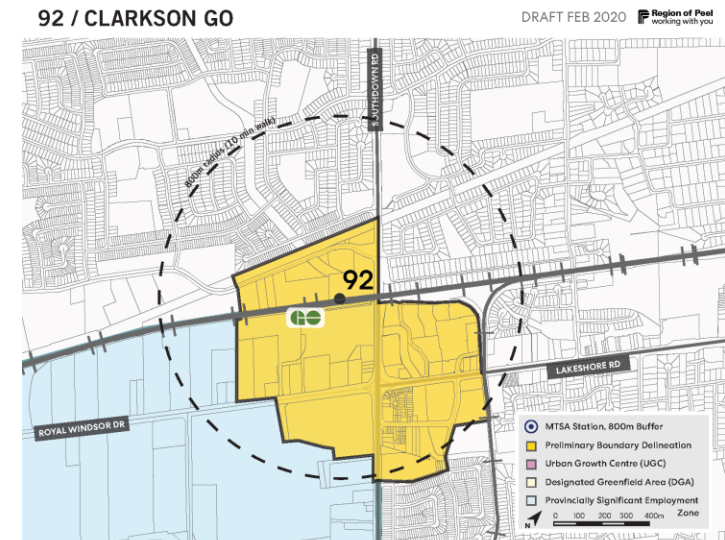


# Process to Delineate MTSAs

1. Consider 800m boundary and 10 min walkshed
2. Apply any existing local municipal delineation
3. Utilize the analytical lens findings to identify station attributes
4. Identify areas on the periphery of the boundary for inclusion and/or *exclusion*
5. Apply Key Assumptions
  - i.e. use urban growth centre boundaries as the edge of MTSAs, minimize employment areas where possible.
6. Consult and refine boundaries



conceptual example



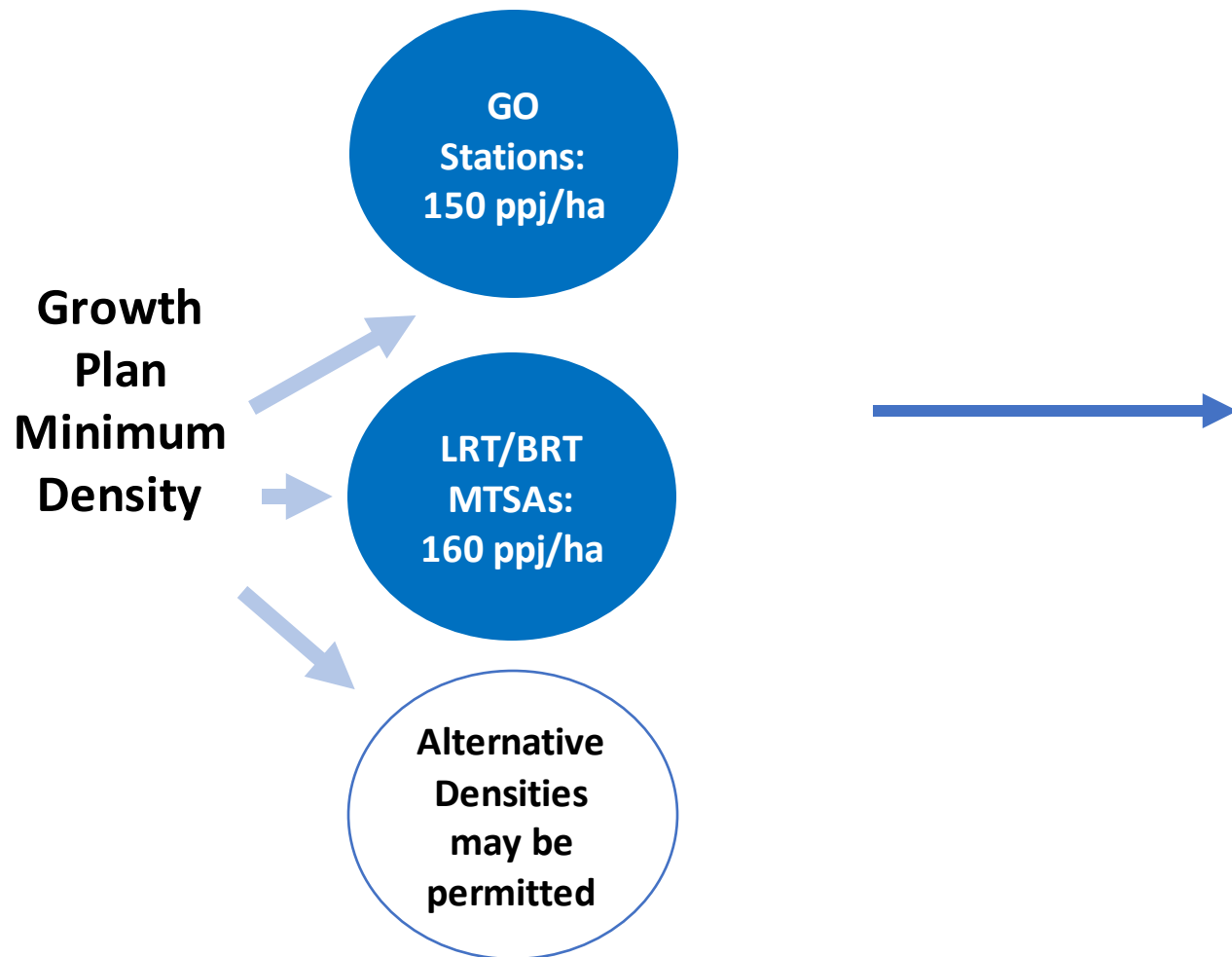
MTSA study sample





# Establishing Densities

## REGIONAL FRAMEWORK



## LOCAL IMPLEMENTATION





# Challenges & Opportunities

## Challenges

- Aligning development with both transit and other infrastructure investment (i.e. water and wastewater servicing, regional transportation infrastructure, highways)
- Unique contexts: Some lands within 800m of a station or stop have limited intensification potential
- Increasing transit access in existing neighbourhoods by all travel modes (pedestrian paths, cycling routes, carpooling)

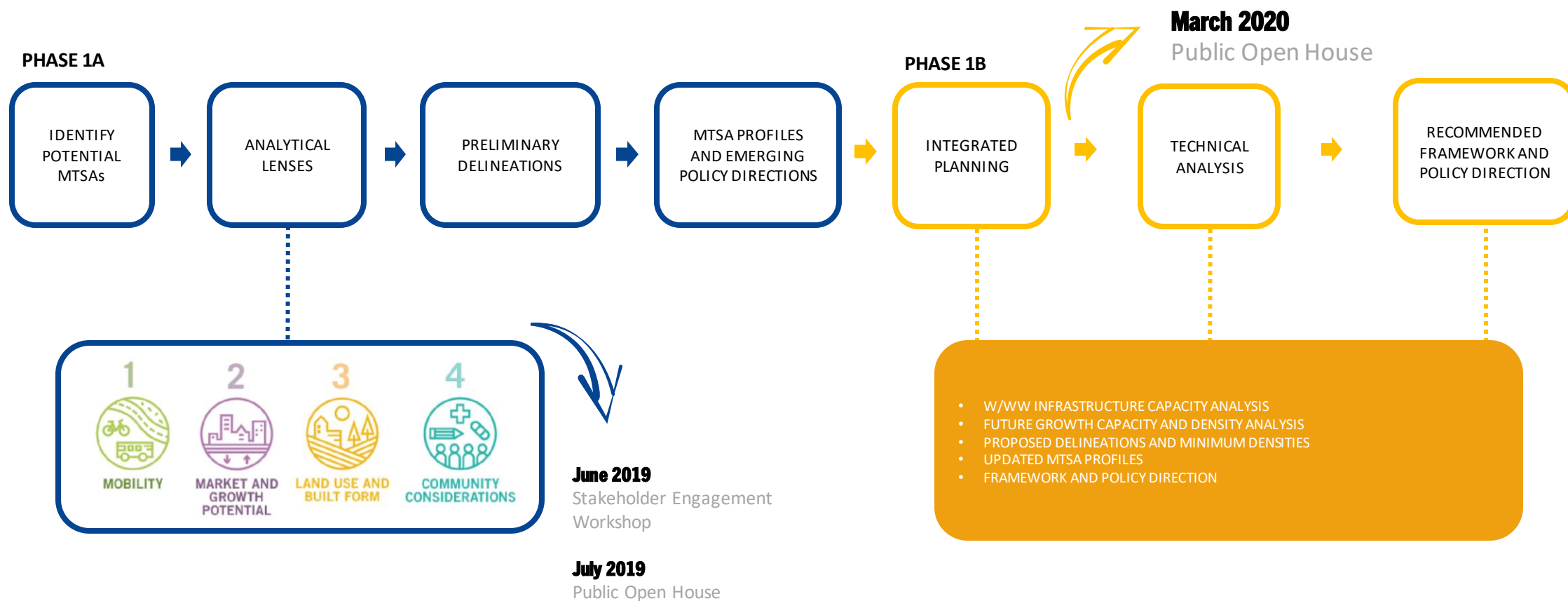
## Opportunities

- Creating transit-oriented communities & reducing auto dependency as Peel grows
- Working with local municipal partners and stakeholders to create a Regional Official Plan MTSA framework that reflects strategic priorities and the local planning context



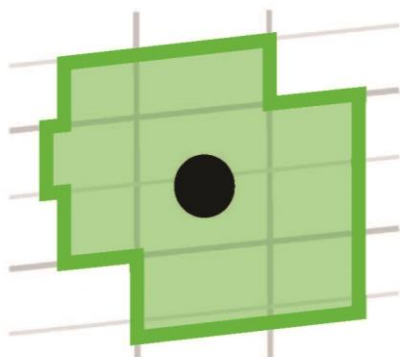


# Study Process and Methodology



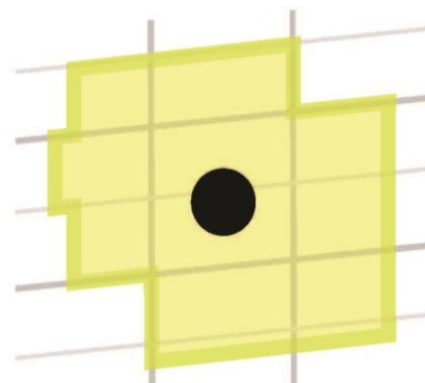


# MTSA Classification Framework



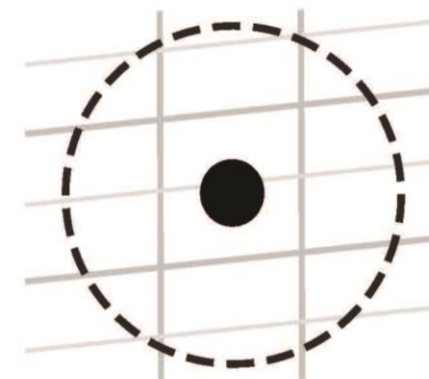
PRIMARY STATION

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 that are intended to become Major Transit Station Areas but are not delineated due to the need for infrastructure planning and investment and/or land use changes to unlock potential.



# MTSA Profiles Overview

- 91 total MTSAs profiled
- MTSA numbering aligns with numbering standard on the draft ROPA

1

- Density calculations based on Boundary Delineation and 800m radius
- Methodology outlined in Phase 1A

2

- General Information (Growth Plan Priority, Corridor, Location)

3

- MTSA Capacity Ratings
- Definition and detail on technical analysis in report Phase 1B

4

- Recommendations
- Detailed description and methodology in Phase 1B

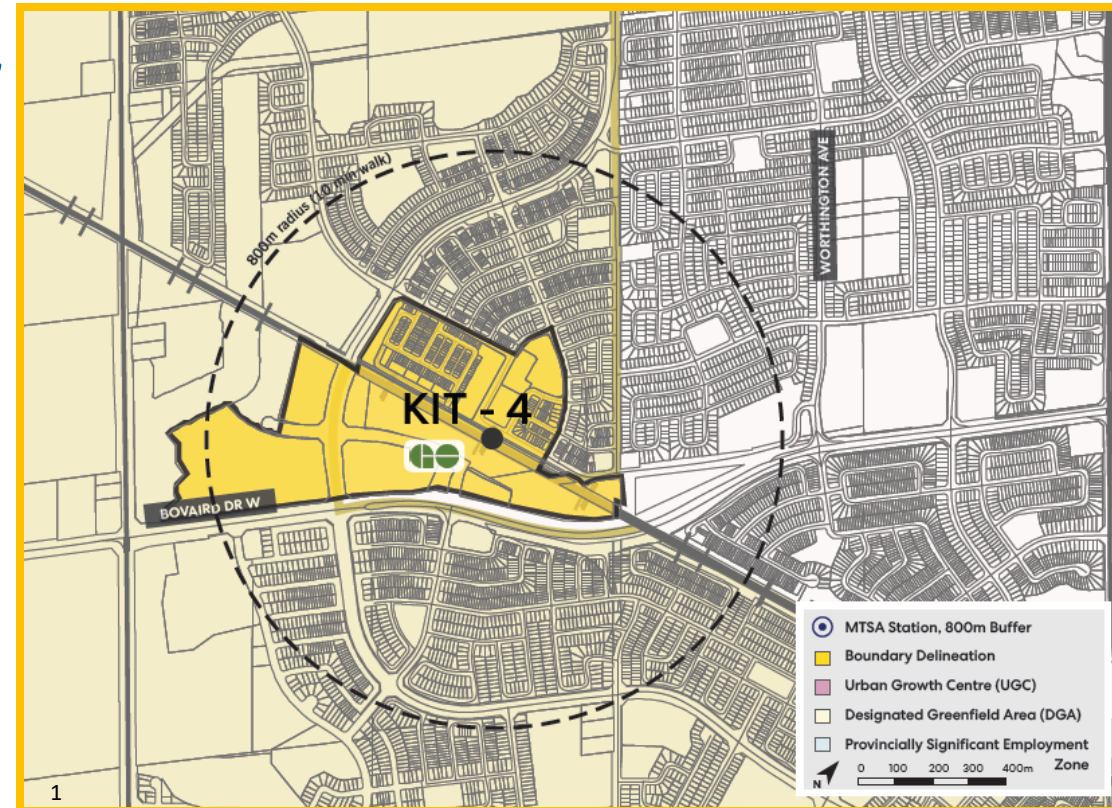
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- Proposed Regional Official Plan Classification and Minimum Density

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## KIT - 4 / MOUNT PLEASANT GO

DECEMBER 2020 Region of Peel  
working with you



### MTSA 800m Radius - 2016 Baseline

Area (ha)	201
Population	6,104
Employment	418
Total Density (ppj/ha)	32.5

### MTSA Boundary Delineation - 2016 Baseline

Area (ha)	43
Population	736
Employment	35
Total Density (ppj/ha)	18
Growth Plan Minimum Density (ppj/ha)	150

Additional People and Jobs to Achieve Growth Plan Minimum Density (ppj)	5,672
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2

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

Municipality: City of Brampton

Corridor: Kitchener GO

Growth Plan Priority: Yes

Combined Station: n/a

3

Development Capacity Rating:

Zoning Capacity Rating:

Infrastructure Capacity Cost Rating:

4

### RECOMMENDATIONS:

- 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.

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### CLASSIFICATION: Primary

Regional Official Plan Minimum Density: 150 ppj/ha

Additional People and Jobs to Achieve ROP Minimum Density: 5,672

6





# Public & Stakeholder Engagement

- **Continued consultation with local municipal partners**
- **Stakeholder Engagement Sessions** (MTO, Metrolinx, MMAH, Local Municipal Partners, Conservation Authorities)
  - June 2019 Workshop
  - Additional targeted meetings to review technical information
- **Public Engagement**
  - July 2019 Open House
  - March 2020 Open House
  - May 2020 Study Update Email
  - June 2020 Council Report
  - Fall 2020 Virtual Open Houses
  - December 2020 Council Report
- **Development Industry Engagement**
  - Presentations to various working groups, organizations, board of trade



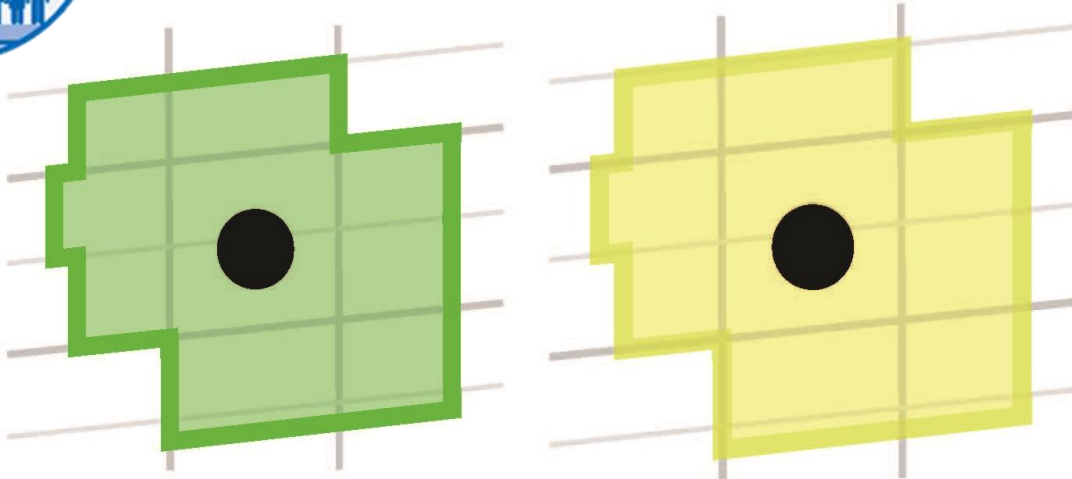


# MTSA Key Policies

- **Establish a framework:** to guide implementation and planning by local municipalities, including:
  - representing the MTSA classification on schedule Y7
  - minimum densities for each MTSA (number of people and jobs planned for an area)
- **Other policies:**
  - to protect planned MTSA's for future transit-oriented development
  - guide the local implementation planning work
  - criteria based flexibility for Employment Areas within MTSA's
    - Clarkson GO, Bramalea GO, Bolton GO, and Queen St BRT between Torbram and Highway 50
  - planning for natural and human-made hazards during implementation
  - implementation of the Healthy Development Framework



# MTSA Schedule Y7

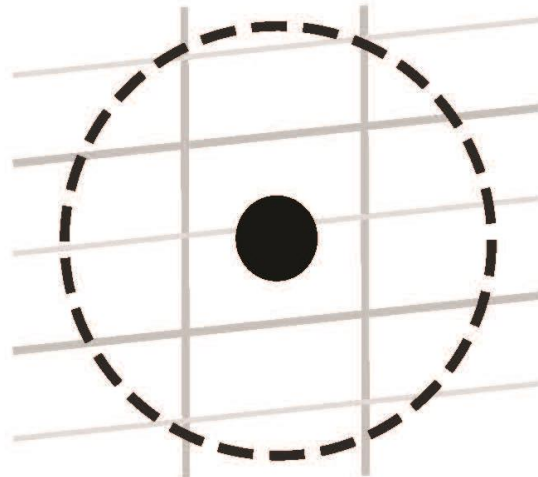


**PRIMARY STATION**

(Delineated Boundary, Growth Plan Min Density)

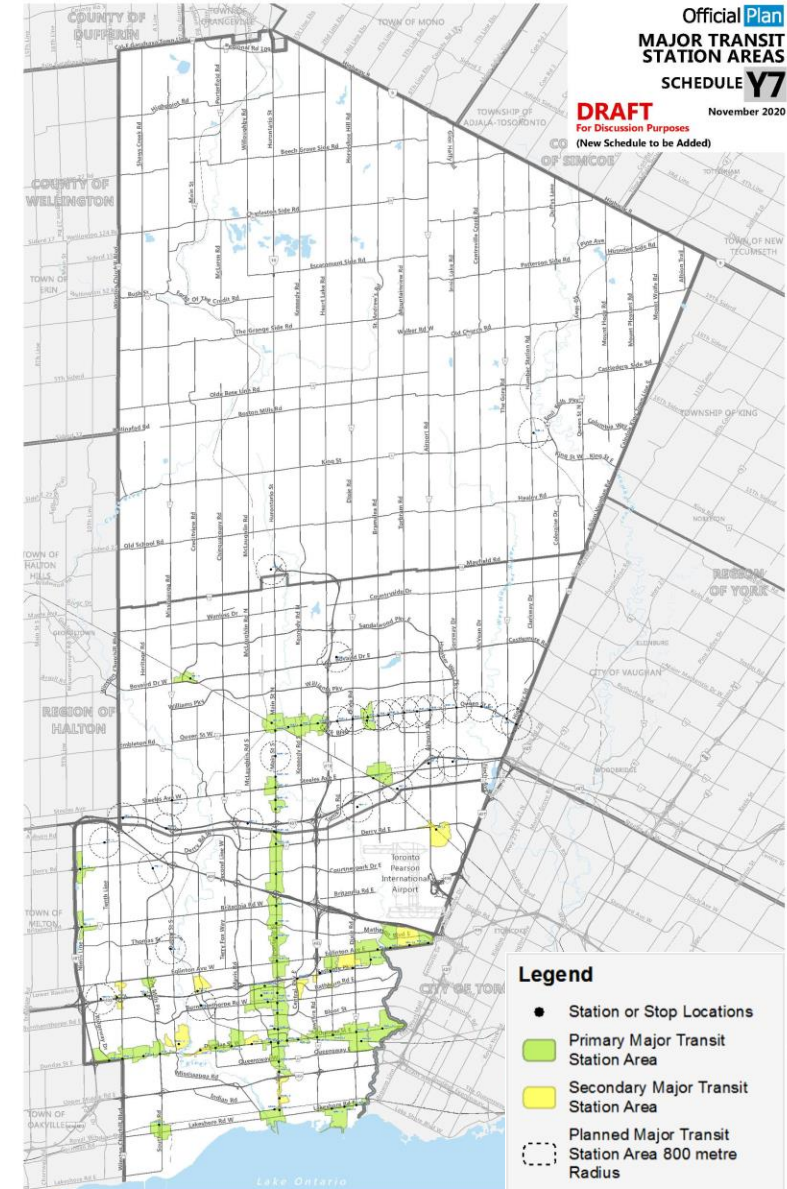
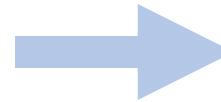
**SECONDARY STATION**

(Delineated Boundary, Alternative Density)



**PLANNED STATION**

(No MTSA boundary/Not yet delineated)

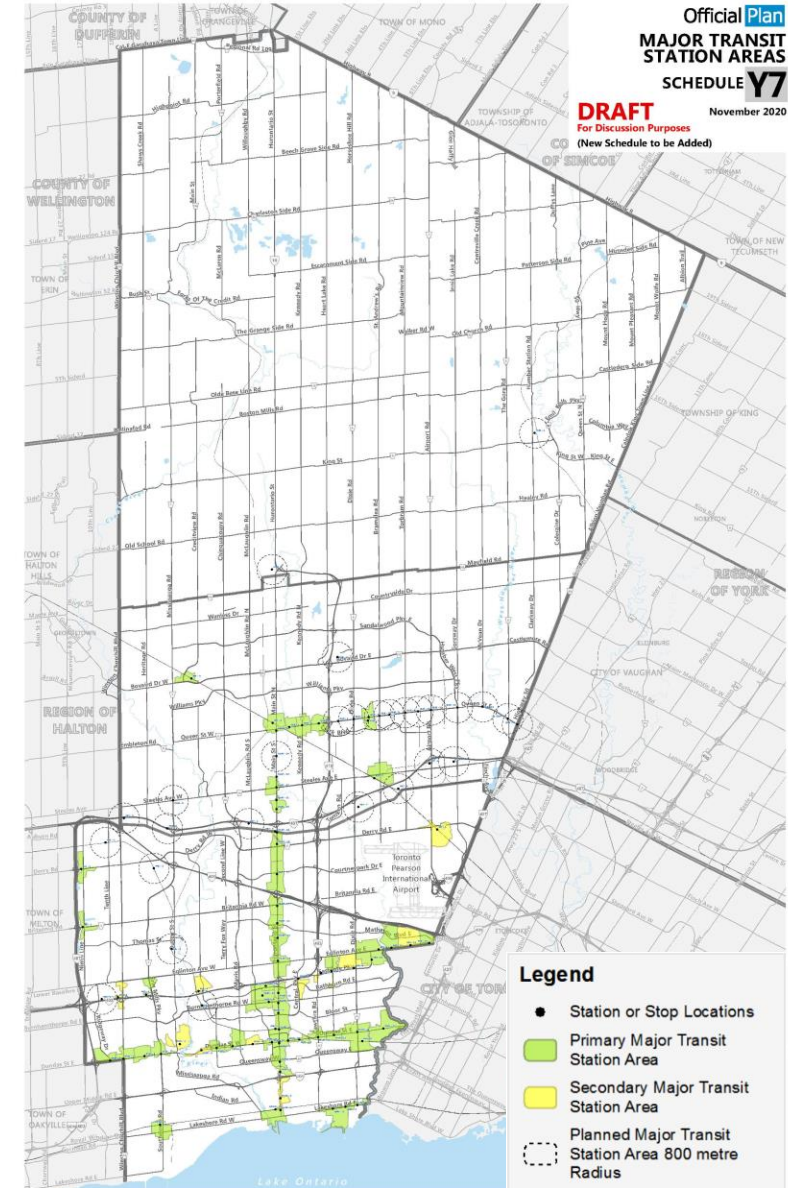






# MTSA Draft ROPA

- **New Regional Official Plan policy section 5.6**
- **Station classification:** define the types of transit stations in the Region, considering when and how they may develop
  - Primary (delineated, with minimum densities of the Growth Plan)
  - Secondary (delineated, with alternative densities)
  - Planned (not yet delineated)
- **New Schedule Y7 and Table Y1:**
  - MTSA Schedule Y7 identifies all three station classifications
  - Table Y1 establishes the minimum densities of all MTSAs and provides details by transit corridor





## Next Steps

- Continued stakeholder engagement, consideration of comments, and revisions
- Initiate formal circulation of the draft MTSA ROPA to the Province for comment, as appropriate
- Council endorsement of the draft MTSA ROPA