

REGION OF PEEL

REGIONAL OFFICIAL PLAN

REGIONAL OFFICIAL PLAN AMENDMENT
NUMBER XX

AN AMENDMENT TO ESTABLISH A PLANNING FRAMEWORK
FOR MAJOR TRANSIT STATION AREAS

THE CONSITUTIONAL STATEMENT

Part A, THE PREAMBLE, including modifications to the figures, does not constitute part of this Amendment

Part B, THE AMENDMENT, consisting of amendment to the Text, Schedules and Figures of the Region of Peel, constitutes Amendment Number XX to the Region of Peel Official Plan.

PART A – THE PREAMBLE

1. Purpose of the Amendment

The purpose of this Amendment is to establish a policy framework for Major Transit Station Areas that includes delineating the boundaries of Major Transit Station Areas and establishing minimum density targets in the Region of Peel Official Plan.

This Amendment also provides a Regional policy framework to guide further implementation planning for Major Transit Station Areas.

2. Location

This Amendment applies to lands in the Region of Peel (as shown in the Appendices of PART B – THE AMENDMENT).

3. Basis

Planning Act R.S.O 1990

The Planning Act sets out Provincial interests and directions on many issues, including: the adequate provision and efficient use of transportation, the appropriate location of growth and development, and the promotion of development that is designed to support public transit and be oriented to pedestrians.

Section 16(16) of The Act further sets out enabling policies for Upper-tier municipalities to:

- protect and delineate the boundaries of existing and planned higher order transit stations or stops
- Set the minimum number of people and jobs per hectare for the planning areas
- Require the official plan of the applicable lower tier municipalities to include policies that authorize the use of land for building and structures that support minimum densities

This Amendment for Major Transit Station Areas meets the requirements of Section 16(16) of the Planning Act to ensure certainty with respect to municipal objectives around leveraging transit investment by enabling transit supportive uses and densities.

Section 17(36.1.4) of The Act outlines the Major Transit Station Area policies which are sheltered from appeal:

- The identification of Major Transit Station Areas through Section 16(16) and any changes to those policies.
- The Region or lower-tier municipality's Official Plan policies pertaining to Major Transit Station Areas.
- Policies that identify the maximum densities and minimum or maximum heights of buildings or structures in Major Transit Station Areas.

Through the Region establishing Major Transit Station Areas through Section 16(16), the local municipalities will establish policies pertaining to Major Transit Station Areas and policies which identify maximum densities and minimum or maximum heights of buildings or structures in Major Transit Station Areas.

A Place to Grow, 2019: Growth Plan for the Greater Golden Horseshoe and Amendment #1 2020

The Growth Plan 2019, Section 2.2.4 - Transit Corridors and Station Areas provides the Provincial policy framework for Major Transit Station Areas on priority transit corridors and outlines criteria to be met to delineate the boundaries of Major Transit Station Areas and establish minimum or alternative density targets.

The amendment to include Major Transit Station Areas meets the requirements of Section 2.2.4 of the Growth Plan as well as achieves overall Growth Plan objectives related to planning a complete community that supports the intensification of existing built-up areas, more compact greenfield development, and better alignment between land use and transit planning.

The proposed amendment will delineate 36 Major Transit Station Areas on Growth Plan Priority Transit Corridors and 27 Major Transit Station Areas on other corridors (accounting for combined stations). The amendment also establishes a policy framework to facilitate implementation planning by directing the applicable lower tier municipalities to undertake comprehensive land use planning to meet minimum requirements.

Through the Peel 2041+ Official Plan Review, the Region undertook detailed analysis in consultation with the lower tier municipalities to identify Major Transit Stations, delineate the boundaries, and set minimum and/or alternative densities to support local planning contexts and Provincial policy requirements. This is outlined in more detail in a subsequent section of the preamble titled: Regional Major Transit Station Area Study.

Region of Peel Official Plan

The Region of Peel Official Plan requires the local municipalities to identify Major Transit Station Areas in their official plans and establish minimum density targets. The regional

and local policy framework must support an increased mix of uses, higher density development, and the viability of transit.

The Amendment will advance this planning framework by conforming with the Planning Act and Growth Plan for the Greater Golden Horseshoe by delineating the boundaries of Major Transit Station Areas and establishing minimum density targets in the Region of Peel Official Plan.

Regional Major Transit Station Area Study

Working collaboratively with the local municipalities the Region has completed the Regional Major Transit Station Area study.

The study identifies 9 potential corridors and 5 transit hubs to be assessed and considered across the Region. This includes the corridors/stations identified in the official plans of the local municipalities, corridors identified as priority in the Growth Plan, 2019, and emerging corridors being considered through local study such as Dundas Street in Mississauga and Queen Street in Brampton.

Along each corridor and transit hub there are a total of 91 Major Transit Station Areas (accounting for combined stations) identified, profiled, and assessed from a Mobility, Market Growth, Land Use, and Community lens.

The analytical criteria to determine current conditions and groupings for future directions informs The Amendment. The grouping referred to as 'Major Transit Station Area types' represent a general distinction between Major Transit Station Area categories. The characteristics of each Major Transit Station Area type inform the necessary strategic planning suggested to improve the station's potential to have transit-supportive land uses that reflect the community context. The findings and classifications outline a consistent message that each station has its own unique circumstances that will require a tailored approach to address opportunities and constraints.

The process undertaken by the Region and local municipalities to delineate the boundaries of the Major Transit Station Areas was a multi-stepped approach. Within an 800m radius of a station or stop, the following considerations were applied as a part of the boundary delineation process:

1. Existing local delineation work completed or in progress;
2. High level attributes of mobility, land use/built form, market potential and community considerations;
3. Areas on the periphery for exclusion such as natural features or highway infrastructure that bi-sects or impedes multi-modal connectivity;
4. Areas on the periphery for inclusion such as existing medium-high density uses, community facilities, and under-utilized sites; and
5. Key assumptions regarding:

- a. Maintaining the boundaries of Urban Growth Centres;
- b. Overlapping transit station boundaries;
- c. Managing the inclusion of low-density residential areas on the periphery;
- d. Minimizing the inclusion of Provincially Significant Employment Zones; and
- e. Considering areas with established character and intensification policies by the local municipalities.

The policy structure takes into consideration land use, built form, and higher order transit delivery timelines to establish a classification of stations:

- Primary Major Transit Station Area (delineated)
- Secondary Major Transit Station Area (delineated)
- Planned Major Transit Station Area (un-delineated)

The majority of primary stations are located within existing Growth Plan policy areas such as Urban Growth Centres (i.e. downtown Mississauga and downtown Brampton) where the planning framework and existing policies are already in place to support transit supportive built forms and higher density-built forms. In addition, primary and secondary stations are generally supported by existing and planned frequent transit and higher order transit infrastructure such as the Light Rail Transit, Bus Rapid Transit, or GO Rail Stations.

The policy framework also identified a number of planned transit station areas. These stations require additional land use considerations and infrastructure investment to meet the Major Transit Station Areas policy requirements before they are delineated.

Regional Official Plan Amendment (ROPA) Policy Framework

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

While both the Regional and local official plans have policies that require the identification of Major Transit Station Areas and encourage transit-supportive development, new provincial policies require more detailed planning work to be undertaken. This includes the inclusion of Regional policies that delineate Major Transit Station Areas, prescribe minimum densities, and provide policies that guide the development of an as-of-right policy framework for the local municipalities that will facilitate transit-supportive development.

The Amendment proposes a policy framework that will direct growth to Primary and Secondary Major Transit Station Areas in Peel and protect Planned Transit Station Areas for future transit-oriented development.

In addition, the Amendment provides a policy framework to the applicable lower-tier municipalities to undertake comprehensive planning to implement a local policy framework that meets the minimum requirements established by the Region. It is recognized that each station will be unique and be influenced by its local condition, growth potential, and limitations. Not all stations or sites will achieve the same mix of land uses or intensity of development.

This ROPA also includes Schedule amendments as follows:

Schedule Y7	Insert New Schedule Y7 – Major Transit Station Area
Table Y1	Insert New Table Y1 – Minimum Densities of Major Transit Station Areas

PART B – THE AMENDMENT

All of the Amendment entitled PART B – THE AMENDMENT, consisting of the attached text and Schedules constitutes Regional Official Plan Amendment XX to the Region of Peel Official Plan.

a. Amendments to Text and Schedules – Growth Management

1. Chapter 5, Regional Structure, Section 5.6 is amended by inserting the following and renumbering the section accordingly.

“5.6 MAJOR TRANSIT STATION AREAS

Major Transit Station Areas will be planned to create a compact urban form with a diverse mix of land uses, housing types, employment, and amenities in close proximity that supports existing and planned transit and active transportation infrastructure.

These areas are a critical element in the Region’s growth management strategy, with the potential to achieve higher densities and compact mixed-use development oriented to higher order transit. More jobs, housing, and amenities at these locations will increase transit ridership and enhance commuter travel to these locations to create vibrant destinations. These areas will also contribute to enhancing the Region’s attractiveness for new employment opportunities.

Each station will be unique and be influenced by its local condition, growth potential, and limitations. Not all stations or sites will achieve the same mix of land uses or intensity of development. Some stations may not be able to achieve the requirements of transit-oriented development in the short-term but will be protected for future transit-oriented development. The 800 metre radius around stations or stops is used as the initial area to be assessed when Major Transit Station Areas are identified and to guide delineation. The delineated boundaries of Major Transit Station Areas will be the basis for implementation of these policies.

5.6.1 Objectives

5.6.1.1 Leverage infrastructure investments by planning for transit supportive densities and increased transit ridership within Major Transit Station Areas.

5.6.1.2 Encourage a mix of transit-supportive uses as defined by local municipalities such as residential, retail, offices, open space, and public uses that supports the needs of employees and residents in a walkable environment.

5.6.1.3 Support a diverse range of station typologies that accommodate increased densities and increased transit ridership.

5.6.1.4 Enhance active transportation connections to transit stations and stops to support complete communities, improve multi-modal station access, and to support the Region's modal split target by increasing transit ridership in Peel.

5.6.1.5 Where appropriate, support a mix of multi-unit housing, including affordable housing, rental housing, and second units.

5.6.1.6 Each Protected *Major Transit Station Area* shall reflect one of the station classifications outlined below to support transit-oriented development and increased ridership. This will be based on the form and function of the station to be established in the official plan of the local municipality:

- a) Primary *Major Transit Station Area* – 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.
- b) Secondary *Major Transit Station Area* – 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.
- c) Planned *Major Transit Station Area* – 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.

5.6.2 Policies

It is the policy of Regional Council to:

5.6.2.1 Direct the local municipalities to delineate the boundaries of *Major Transit Station Areas* in their official plan in accordance with Schedule Y7 of this Plan.

5.6.2.2 Direct the local municipalities to plan to achieve the minimum density target for each Primary and Secondary *Major Transit Station Area* as prescribed on Table Y1. It is recognized that in some cases, the minimum density may be achieved beyond the planning horizon of this Plan.

5.6.2.3 Direct the local municipalities to establish policies in their official plan and other implementation documents for each *Major Transit Station Area* delineated on Schedule Y7 to the satisfaction of the Region that addresses the following:

- a) the minimum number of people and jobs that will be accommodated within the *Major Transit Station Area*;
- b) the land uses in each station area that supports complete communities and the minimum density target prescribed on Table Y1;
- c) the character of the station area or stop;
- d) the minimum density for each *Major Transit Station Area* as prescribed on Table Y1;
- e) the minimum and/or maximum heights for land uses within the *Major Transit Station Area*;
- f) policies that prohibit the establishment of land uses and built forms that would adversely impact the ability to meet the minimum prescribed density;
- g) protect lands that may be required for future enhancement or expansion of transit infrastructure in collaboration with municipal and provincial transit authorities;
- h) land use compatibility and the separation or mitigation of sensitive land uses;
- i) protect and mitigate against natural and human-made hazards in accordance with Section 2.4 of this plan;
- j) a phasing plan or strategy to ensure soft and hard infrastructure is delivered in a manner that supports complete communities., including open space and accessible public amenities;
- k) strategies to support increased multi-modal access and connectivity;

- l) implementation of the Healthy Development Framework in accordance with Section 7.4 of this Plan, including consideration of site design and urban design elements, high-quality public realm improvements, and built forms;
- m) a description of the future actions that may be required to implement the plan, which may include Community Improvement Plans, Inclusionary Zoning, Community Planning Permit Systems, TOD Guidelines, financial incentive programs, and other appropriate implementation tools; and
- n) land use in *Major Transit Station Areas* in employment areas which are identified on Schedule Y6 and subject to policy 5.7.2.18.

5.6.2.4 Encourage the local municipalities to establish policies that support gentle intensification and improved multi-modal access and connectivity on lands within close proximity to transit stations and stops.

5.6.2.5 Ensure existing land uses within *Major Transit Station Areas* that do not meet the objectives of this plan will be encouraged to redevelop and expansions to existing uses shall be managed in accordance with transition policies incorporated in the local official plan.

5.6.2.6 Require the local municipalities to establish policies in their official plans that identify Planned *Major Transit Station Areas* and protect them for transit supportive densities, uses, and active transportation connections.

5.6.2.7 Until such time as the local municipality has established *Major Transit Station Area* policies in accordance with Section 16(16) of the Planning Act, proposed developments within a *Major Transit Station Area* identified on Schedule Y7 shall be reviewed with consideration to the objectives of this plan to ensure the proposed development:

- a) Demonstrates how the development will support transit-oriented densities that recognizes the character and scale of the surrounding community
- b) Supports a compact urban form that directs the highest intensity transit supportive uses close to the transit station or stop
- c) Provides an interconnected and multi-modal street pattern that encourages walking, cycling, or the use of transit and supports mixed use development

- d) Provides an appropriate mix of land uses and amenities that foster vibrant, transit supportive neighbourhoods
- e) Considers the provision of bicycle parking and, where applicable, passenger transfer and commuter pick up/drop off area
- f) Prohibits the establishment of uses that would adversely impact the ability to achieve the minimum density target; and
- g) Supports high quality public realm improvements to enhance the *Major Transit Station Area*.

2. Chapter 7, Implementation, Section 7.2.2.9 is amended as follows:

“7.2.2.9 An update to this Plan to correct minor errors shall be permitted without an official plan amendment, provided that the purpose, effect, intent, meaning and substance of the Plan are in no way affected. *The Region* is permitted to make the following revisions without the need for a Regional Official Plan amendment:

- a) changing the numbering, cross referencing, and arrangement of the text, Tables, Schedules, Figures, associated captions, or appendices;
- b) revising or updating the base map information in Schedules and Figures;
- c) altering punctuation or language for consistency;
- d) correcting clerical, grammatical, typographical or technical mapping errors; ~~and~~
- e) adding explanatory or descriptive text, sidebars and images which are included for information purposes to assist users; and
- f) adjusting a *Major Transit Station Area* station or stop location to reflect the actual built infrastructure or applicable information regarding location from technical studies.

3. The Glossary is amended by inserting the following definition.

Major Transit Station Area: The area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. *Major transit station areas* generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk. (Growth Plan)

SCHEDULES

1. Insert new Schedule Y7 Major Transit Station Areas as shown in the attachment in this Appendix PART B – THE AMENDMENT.
2. Insert new Table Y1 Minimum Densities for Major Transit Station Areas as shown in the attachment in this Appendix PART B – THE AMENDMENT.

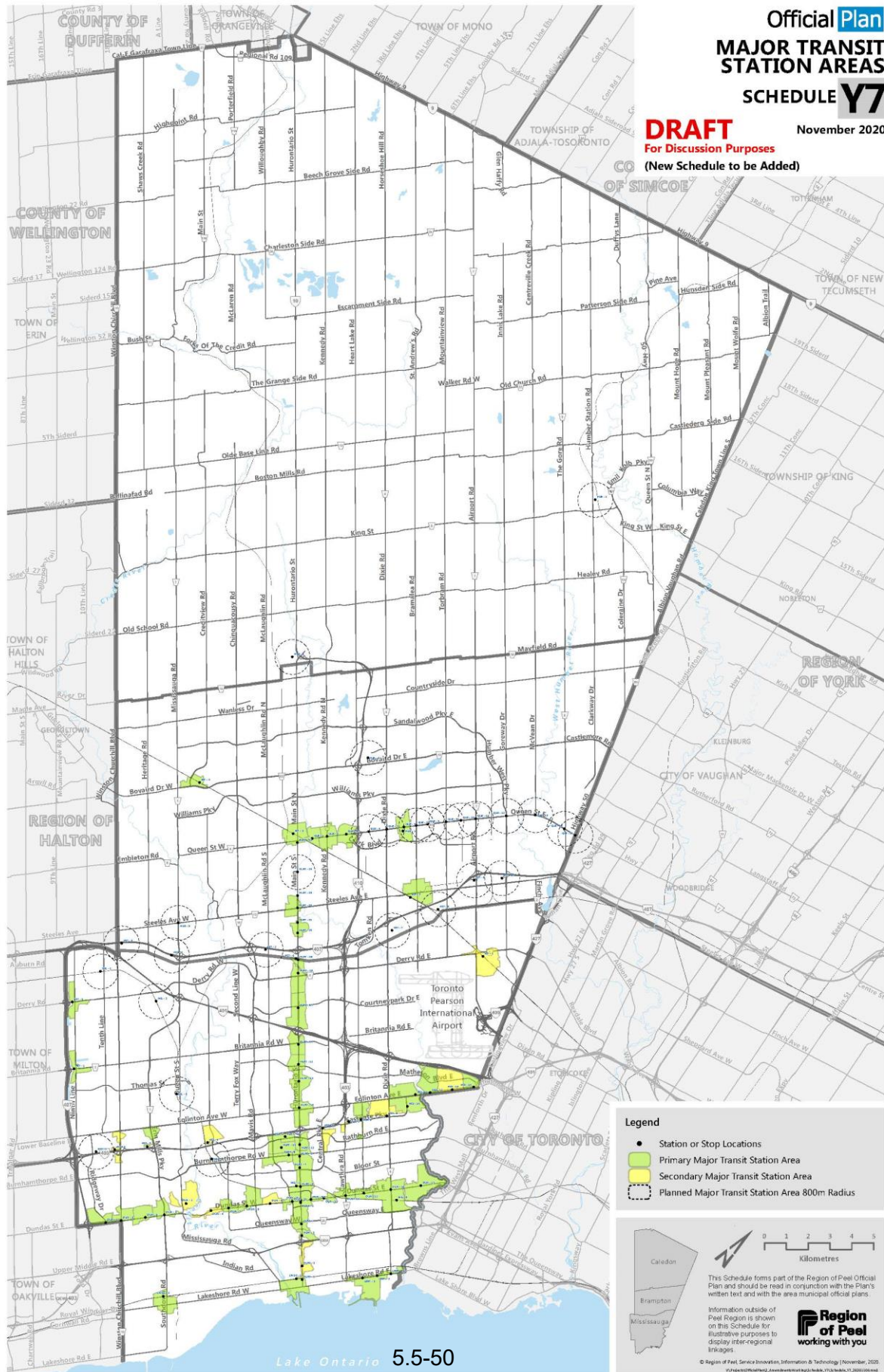


Table Y1 – Minimum Densities for Major Transit Station Areas						
	Code	Station Name	Municipality	Classification	Additional Policy Area	Minimum Density
Hurontario LRT	HLRT - 1 *	Port Credit GO	Mississauga	Primary	-	200
	HLRT - 2 *	Mineola	Mississauga	Secondary	-	50
	HLRT - 3 *	North Service	Mississauga	Primary	-	400
	HLRT - 4 *	Queensway	Mississauga	Primary	Urban Growth Centre	400
	HLRT - 5 *	Dundas	Mississauga	Primary	Urban Growth Centre	400
	HLRT - 6 *	Cooksville GO	Mississauga	Primary	Urban Growth Centre	400
	HLRT - 7 *	Fairview (Central Parkway)	Mississauga	Primary	Urban Growth Centre	400
	HLRT - 8 *	Burnhamthorpe (Matthews Gate)	Mississauga	Primary	Urban Growth Centre	400
	HLRT - 9	Main	Mississauga	Primary	Urban Growth Centre	400
	HLRT - 10	Duke of York	Mississauga	Primary	Urban Growth Centre	400
	HLRT - 11 *	City Centre	Mississauga	Primary	Urban Growth Centre	400
	HLRT - 12 *	Robert Speck	Mississauga	Primary	Urban Growth Centre	400
	HLRT - 13 *	Eglinton	Mississauga	Primary	-	300
	HLRT - 14 *	Bristol	Mississauga	Primary	-	160
	HLRT - 15 *	Matheson	Mississauga	Primary	-	160
	HLRT - 16 *	Britannia	Mississauga	Primary	-	160
	HLRT - 17 *	Courtney Park	Mississauga	Primary	-	160
	HLRT - 18 *	Derry	Mississauga	Primary	-	160
	HLRT - 19 *	Highway 407	Mississauga	Primary	-	160
	HLRT - 20 *	Ray Lawson	Brampton	Primary	-	160
	HLRT - 21 *	Sir Lou	Combined; See HLRT - 20			
	HLRT - 22 *	Gateway Terminal	Brampton	Primary	-	160
	HLRT - 23	Charolais	Combined; See HLRT - 22			
	HLRT - 24	Nanwood	Brampton	Planned	-	N/A
	HLRT - 25	Queen at Wellington	Combined; See KIT - 3			
Milton GO	MIL - 1	Lisgar GO	Mississauga	Planned	-	N/A
	MIL - 2	Meadowvale GO	Mississauga	Planned	-	N/A
	MIL - 3	Streetsville GO	Mississauga	Planned	-	N/A
	MIL - 4	Erindale GO	Mississauga	Planned	-	N/A
	MIL - 5	Cooksville GO	Combined; See HLRT - 6			
	MIL - 6	Dixie GO	Combined; See DUN - 16			
Kitchener GO	KIT - 1 *	Malton GO	Mississauga	Secondary	-	100

	KIT - 2 *	Bramalea GO	Brampton	Primary	-	150
	KIT - 3 *	Brampton GO	Brampton	Primary	Urban Growth Centre	200
	KIT - 4 *	Mount Pleasant GO	Brampton	Primary	Designated Greenfield Area	150
Lakeshore West GO	LWGO - 1 *	Port Credit GO	Combined; See HLRT – 1			
	LWGO - 2 *	Clarkson GO	Mississauga	Primary	-	150
403 BRT (Mississauga Transitway)	403 - 1	Ridgeway	Mississauga	Planned	-	N/A
	403 - 2 *	Winston Churchill	Mississauga	Secondary	-	100
	403 - 3 *	Erin Mills	Mississauga	Primary	-	160
	403 - 4 *	Creditview	Mississauga	Secondary	-	50
	403 - 5 *	City Centre	Combined; See HLRT - 11			
	403 - 6 *	Central Parkway	Mississauga	Secondary	-	50
	403 - 7 *	Cawthra	Mississauga	Secondary	-	50
	403 - 8 *	Tomken	Mississauga	Primary	-	160
	403 - 9 *	Dixie	Mississauga	Secondary	-	100
	403 - 10 *	Tahoe	Mississauga	Primary	-	160
	403 - 11 *	Etobicoke Creek	Mississauga	Primary	-	160
	403 - 12 *	Spectrum	Mississauga	Primary	-	160
	403 - 13 *	Orbitor	Mississauga	Secondary	-	100
	403 - 14 *	Renforth	Mississauga	Primary	-	160
Dundas BRT	DUN - 1	Ridgeway	Mississauga	Primary	-	160
	DUN - 2	Winston Churchill	Mississauga	Primary		160
	DUN - 3	Glen Erin	Mississauga	Primary	-	160
	DUN - 4	Erin Mills	Mississauga	Primary	-	160
	DUN - 5	UTM	Mississauga	Secondary	-	50
	DUN - 6	Credit Woodlands	Mississauga	Secondary	-	100
	DUN - 7	Erindale Station	Mississauga	Primary	-	160
	DUN - 8	Wolfedale	Mississauga	Primary	-	160
	DUN - 9	Clayhill	Mississauga	Secondary	-	100
	DUN - 10	Confederation Parkway	Mississauga	Primary	-	160
	DUN - 11	Hurontario	Combined; See HLRT - 5			
	DUN - 12	Kirwin	Mississauga	Primary	-	160
	DUN - 13	Grenville	Mississauga	Primary	-	160
	DUN - 14	Cawthra	Mississauga	Primary	-	160
	DUN - 15	Tomken	Mississauga	Primary	-	160
	DUN - 16	Dixie GO	Mississauga	Primary	-	160
	DUN - 17	Wharton	Mississauga	Primary	-	160
Queen Street BRT	QUE - 1	Centre St.	Brampton	Primary	-	160
	QUE - 2	Kennedy	Brampton	Primary	-	160
	QUE - 3	Rutherford	Brampton	Primary	-	160
	QUE - 4	Laurelcrest	Brampton	Planned	-	N/A
	QUE - 5	Dixie	Brampton	Planned	-	N/A
	QUE - 6	Central Park (Bramalea)	Brampton	Primary	-	160

		Terminal)				
	QUE - 7	Bramalea	Brampton	Planned	-	N/A
	QUE - 8	Glenvale-Finchgate	Brampton	Planned	-	N/A
	QUE - 9	Torbram	Brampton	Planned	-	N/A
	QUE - 10	Chrysler-Gateway	Brampton	Planned	-	N/A
	QUE - 11	Airport	Brampton	Planned	-	N/A
	QUE - 12	Goreway	Brampton	Planned	-	N/A
	QUE - 13	McVean	Brampton	Planned	-	N/A
	QUE - 14	The Gore	Brampton	Planned	-	N/A
	QUE - 15	Highway 50	Brampton	Planned	-	N/A
407 BRT	407 - 1	Britannia	Mississauga	Primary	Designated Greenfield Area	160
	407 - 2	Derry	Mississauga	Primary	Designated Greenfield Area	160
	407 - 3	Winston Churchill	Brampton	Planned	Designated Greenfield Area	N/A
	407 - 4	Mississauga Rd.	Brampton	Planned	-	N/A
	407 - 5	Mavis	Brampton	Planned	-	N/A
	407 - 6	Hurontario	Combined; See HLRT - 19			
	407 - 7	Dixie	Brampton	Planned	-	N/A
	407 - 8	Bramalea / Torbram	Brampton	Planned	-	N/A
	407 - 9	Airport Rd.	Brampton	Planned	-	N/A
	407 - 10	Goreway	Brampton	Planned	-	N/A
Lakeshore BRT	LBRT - 1	Dixie	Mississauga	Primary	-	160
	LBRT - 2	Haig	Mississauga	Primary	-	300
	LBRT - 3	Lakefront Promenade	Mississauga	Primary	-	160
Transit Hub	HUB - 1	Bolton GO	Caledon	Planned	-	N/A
	HUB - 2	Mayfield West	Caledon	Planned	-	N/A
	HUB - 3	Steeles at Mississauga	Brampton	Planned	-	N/A
	HUB - 4	Trinity Common Terminal	Brampton	Planned	-	N/A
	HUB - 5	Bramalea Terminal	Combined; See QUE - 6			
* Major Transit Station Areas identified as priority transit corridors on Schedule 5 of the Growth Plan, 2019.						