

Notes:

Existing policies are shown in the black text; proposed new changes are shown in the red text; proposed deletions to existing policies are shown as ~~strike-outs~~.

## 5.7. Major Transit Station Areas

**Major Transit Station Areas** are to be developed to accommodate future growth with a balance of residents and jobs through a diverse mix of land uses, housing options, tenures and affordability, employment, and amenities that support existing and planned transit and active transportation infrastructure. **Major Transit Station Areas** are generally areas within an approximate 500 to 800 metre radius of a transit station or stop, primarily along existing or planned transit corridors, representing about a 10-minute walk.

Each **Major Transit Station Area** is unique and will be planned based on its local context, growth potential and limitations to determine appropriate densities and transit-supportive development. Not all stations or sites will achieve the same mix of land uses or intensity of development. Some will absorb higher density development with a broader range of uses, building types and massing, while others may experience modest growth due to limited development opportunities. There will be station areas that may not be able to achieve the requirements of **transit-supportive** development in the short-term but are planned for future **transit-supportive** densities, uses, and active transportation connections.

**Major Transit Station Areas** may include one or more City Structure Character Areas defined in this Plan within its boundaries. The **Major Transit Station Areas** policies will be additional to established City Structure Character Area policies of this Plan.

The following policies implement a framework to facilitate **transit-supportive** development in **Major Transit Station Areas** across the City. They include policies for authorized uses of land, buildings and structures, building heights and densities that are protected under Subsection 16(16) of the *Planning Act*. Additional policies may be developed for each **Major Transit Station Area**, and included in other sections of this Plan; they will be determined through City-initiated studies.

The boundaries of individual **Major Transit Station Areas**, associated densities, number of residents and jobs combined per hectare, land uses, and building

heights, identified in Table 5-2: Protected Major Transit Station Areas and referenced Schedules, are required to achieve the Region of Peel's **Major Transit Station Areas** minimum density targets.

### 5.7.1 General

5.7.1.1 The following policies are to be read in conjunction with the policies of this Plan. In the event of a conflict, the policies in this Section and those identified as being protected elsewhere in the Plan will take precedence.

5.7.1.2 Lands subject to the policies of this Section are shown on Schedule 2: Intensification Areas of this Plan.

5.7.1.3 All delineated **Major Transit Station Areas** in this Plan are considered **Protected Major Transit Station Areas**.

5.7.1.4 The boundaries of **Protected Major Transit Station Areas** are shown on Schedule 11: Protected Major Transit Station Areas referenced in Table 5-2: Protected Major Transit Station Areas.

5.7.1.5 To facilitate and guide future development, additional City-initiated studies may be prepared for Protected Major Transit Station Areas. The Council approved recommendations of these studies will be incorporated into this Plan, where appropriate. These studies will set out, among other matters, policies to support:

- a. appropriate mix of land uses and amenities that foster vibrant, **transit-supportive** neighbourhoods;
- b. development to accommodate growth that recognizes the character and scale of the surrounding community;
- c. improved access and connectivity to transit stations and stops;
- d. an interconnected and multi-modal street network that encourages walking, cycling and the use of transit;
- e. high quality public realm improvements;
- f. land use compatibility and the separation or mitigation of impacts on sensitive land uses in surrounding areas; and

- g. protection of lands that may be required for future enhancement or expansion of transit infrastructure.

5.7.1.6 Inclusionary zoning will apply to specific **Protected Major Transit Station Areas** to increase housing affordability.

5.7.1.7 Partnerships will be explored with the Region of Peel and non-profit housing organizations to provide housing with deeper affordability to lower income households.

## 5.7.2 Land Uses

5.7.2.1 The authorized uses of land are as identified by the land use designations shown in Schedule 11: Protected Major Transit Station Areas referenced in Table 5-2: Protected Major Transit Station Areas. The associated land use permissions are as per Part 3: Land Use Designations of this Plan, and applicable Local Area Plans.

5.7.2.2 Redevelopment within Mixed Use and Downtown Mixed Use designated lands that results in a loss of non-residential floor space, will not be permitted unless it can be demonstrated that the planned function of the non-residential component will be maintained or replaced as part of the redevelopment.

5.7.2.3 Maintaining the non-residential planned function means providing:

- a. a concentration of convenient, easily accessible office, retail and service commercial uses that meet the needs of local residents and employees; and
- b. employment opportunities, such as office, recreation, and institutional jobs.

5.7.2.4 Development will contribute towards the creation of **transit-supportive** communities by:

- a. including a broad and balanced mix of land uses, with a range of residential and non-residential uses;
- b. providing housing choices to facilitate affordable housing options with a mix of tenure, affordable rental and ownership options for lower and middle income households;

- c. including a range of employment uses to achieve a well balanced mix of office and retail uses;
- d. recognizing that some **Protected Major Transit Station Areas** will have limited opportunities to accommodate a mix of uses and varying building forms due to the existing and planned context;
- e. undertaking required land use compatibility assessments as identified by the City;
- f. protecting and mitigating against natural hazards including flood risk;
- g. identifying, protecting, restoring, and enhancing the Natural Heritage System and the Water Resource System, and promoting the establishment of natural linkages;
- h. providing high quality pedestrian-friendly public realm improvements to enhance connections to transit stations; and
- i. providing high quality pedestrian-friendly public realm improvements to enhance connections to transit stations.

## 5.7.3 Density

5.7.3.1 The required minimum residents and jobs combined per hectare for each **Protected Major Transit Station Area** are shown in Table 5-2: Protected Major Transit Station Area.

5.7.3.2 New development will be planned for, in conjunction with existing development densities, to achieve the minimum residents and jobs combined per hectare, through the building height requirements shown in Schedule 11: Protected Major Transit Station Area, and the minimum Protected Major Transit Station Area Floor Space Index (FSI) shown on Table 5-2: Protected Major Transit Station Area.

5.7.3.3 The minimum FSI will be achieved over the long-term, and is a cumulative measure of planned density across the lands within a **Protected Major Transit Station Area**. Individual development proposals do not need to meet the minimum FSI target.

## 5.7.4 Heights

5.7.4.1 Minimum and maximum building heights for **Protected Major Transit Station Area** are shown

on Schedule 11: Protected Major Transit Station Area and referenced in Table 5-2: Protected Major Transit Station Area.

### 5.7.5 Compatibility

5.7.5.1 Development will ensure compatibility with surrounding areas by mitigating impacts to and not interfere with existing or future operations of adjacent uses in Employment Areas and employ appropriate mitigation and compatibility measures as identified and secured through the development application review process.

5.7.5.2 Sensitive land uses, including residential uses, proposed outside of and adjacent to or near to Employment Areas, (including lands designated Industrial or Business Employment) or within the influence area of major employment facilities will need to demonstrate, to the satisfaction of the City, that:

- a. the use is appropriate in accordance with the policies of this Plan and subject to land use compatibility assessments, which may be subject to third party peer review retained on behalf of the City at the applicant's expense;
- b. the recommended mitigation measures which contribute to an appropriate living environment have been implemented; and
- c. the use would not adversely affect the overall viability of the employment area.

### 5.7.6 Urban Design

5.7.6.1 In addition to the Urban Form policies in Section 9 of this Plan, additional policies, built form standards and guidelines may be developed, and determined through future studies and Local Area Plan reviews.

5.7.6.2 Developments will:

- a. minimize surface parking;
- b. ensure that where structured parking is proposed, incorporate other uses, such as residential and non-residential, along the periphery of the structure at ground level; and
- c. provide a high standard of public and private realm **streetscape** design that is coordinated and comprehensive, which includes street furniture, public art, building forecourts, open space, transit

shelters, bicycle parking, tree planting, and the sensitive placement of utilities with consideration for the public and private realm.

### 5.7.7 Connectivity

5.7.7.1 The existing transportation network will be strengthened and expanded with new roads and streets, pedestrian and mid-block connections, and multi-modal access to **higher order transit** stations and stops.

5.7.7.2 Development will contribute to an interconnected street pattern that is multi-modal, which encourages walking, cycling and the use of transit.

5.7.7.2 Pedestrian and cycling routes will be prioritized and located strategically to ensure safe, seamless, unobstructed and efficient access from new and existing developments.

### 5.7.8 Community Infrastructure, Parks and Open Spaces

5.7.8.1 New development shall protect, enhance and expand the City's network of public parks and open spaces, based on applicable City plans, to support population and employment growth. A phasing plan or strategy may be required for the expansion of the parks and open space network as part of the development application process.

5.7.8.2 City owned playgrounds should generally be provided within 400m of residential areas, where appropriate, unimpeded by major pedestrian barriers. Should public parks or open spaces not exist, development will dedicate land for park purposes at the discretion of the City.

5.7.8.3 New or expanded community infrastructure, parks, and open spaces will be designed to meet the anticipated community needs resulting from development.

5.7.8.4 The delivery of community infrastructure, parks, and open spaces will be identified through the development application process and City-initiated studies.

### 5.7.9 Planned Major Transit Station Areas

Planned **Major Transit Station Areas** do not have delineated boundaries or minimum density targets.

5.7.9.1 Planned **Major Transit Station Areas** are shown on Schedule 2: Intensification Areas.

5.7.9.2 Until such time as Planned **Major Transit Station Areas** are delineated, the existing City Structure and Character Area policies of this Plan will continue to apply.

**Table 5-2 Protected Major Transit Station Areas**

<b>Transit Corridor</b>	<b>Protected and Major Transit Station Areas</b>	<b>Minimum Residents and Jobs Combined /Hectare</b>	<b>Minimum Protected Major Transit Station Area FSI</b>	<b>Land Use Schedule</b>	<b>Building Height Schedule</b>
403 Transitway	Winston Churchill 403	90	1.00	11-A	11-A
403 Transitway	Erin Mills 403	160	1.00	11-A	11-A
403 Transitway	Creditview	50	1.00	11-B	11-B
403 Transitway	Tahoe	160	1.10	11-C	11-C
403 Transitway	Etobicoke Creek	160	1.40	11-C	11-C
403 Transitway	Spectrum	160	1.00	11-C	11-C
403 Transitway	Orbitor	160	1.00	11-C	11-C
403 Transitway	Renforth	160	1.30	11-C	11-C
403 Transitway	Central Parkway	80	1.00	11-C	11-C
403 Transitway	Cawthra 403	50	1.00	11-C	11-C
403 Transitway	Tomken 403	90	1.00	11-C	11-C
403 Transitway	Dixie 403	130	1.40	11-C	11-C
407 Bus Rapid Transit	Britannia 407	160	1.00	11-D	11-D
407 Bus Rapid Transit	Derry 407	160	1.00	11-D	11-D
Dundas Street Bus Rapid Transit	Ridgeway	160	1.20	11-E	11-E
Dundas Street Bus Rapid Transit	Winston Churchill	160	1.00	11-E	11-E
Dundas Street Bus Rapid Transit	Glen Erin	160	1.00	11-E	11-E
Dundas Street Bus Rapid Transit	Erin Mills	100	1.00	11-E	11-E
Dundas Street Bus Rapid Transit	UTM	50	1.00	11-E	11-E
Dundas Street Bus Rapid Transit	Confederation Parkway	160	1.00	11-F	11-F
Dundas Street Bus Rapid Transit	Credit Woodlands	100	1.00	11-F	11-F
Dundas Street Bus Rapid Transit	Erindale Station	160	1.00	11-F	11-F
Dundas Street Bus Rapid Transit	Wolfedale	160	1.00	11-F	11-F
Dundas Street Bus Rapid Transit	Clayhill	100	1.00	11-F	11-F
Dundas Street Bus Rapid Transit	Kirwin	160	1.00	11-G	11-G
Dundas Street Bus Rapid Transit	Grenville	160	1.00	11-G	11-G
Dundas Street Bus Rapid Transit	Cawthra	160	1.00	11-G	11-G
Dundas Street Bus Rapid Transit	Tomken	160	1.00	11-G	11-G
Dundas Street Bus Rapid Transit/ Milton GO Rail	Dixie GO	160	1.00	11-G	11-G
Dundas Street Bus Rapid Transit	Wharton	160	1.00	11-G	11-G
Hurontario Light Rail Transit	Britannia	160	1.00	11-H	11-H
Hurontario Light Rail Transit	Courtney Park	160	1.00	11-H	11-H
Hurontario Light Rail Transit	Derry	160	1.00	11-H	11-H
Hurontario Light Rail Transit	Highway 407	160	1.00	11-H	11-H
Hurontario Light Rail Transit	Matheson	160	1.00	11-H	11-H
Hurontario Light Rail Transit	Eglinton	300	1.40	11-I	11-I
Hurontario Light Rail Transit	Bristol	160	1.00	11-I	11-I
Hurontario Light Rail Transit	Duke of York	400	1.80	11-J	11-J
Hurontario Light Rail Transit	City Centre	400	1.80	11-J	11-J
Hurontario Light Rail Transit	Robert Speck	400	1.50	11-J	11-J
Hurontario Light Rail Transit	Burnhamthorpe	400	1.00	11-J	11-J
Hurontario Light Rail Transit	Main	400	1.00	11-J	11-J
Hurontario Light Rail Transit	Fairview	300	1.00	11-K	11-K
Hurontario Light Rail Transit/ Milton GO Rail	Cooksville GO	300	1.10	11-M	11-L
Hurontario Light Rail Transit	Dundas	300	1.40	11-M	11-L
Hurontario Light Rail Transit	Queensway	300	1.00	11-M	11-L
Hurontario Light Rail Transit	North Service	300	1.00	11-M	11-L
Hurontario Light Rail Transit	Mineola	50	1.00	11-O	11-N
Hurontario Light Rail Transit/ Lakeshore West GO Rail	Port credit	200	1.30	11-O	11-N
Kitchener GO Rail	Malton GO	100	1.00	11-P	11-P
Lakeshore Bus Rapid Transit	Dixie Lakeshore	160	1.00	11-Q	11-Q
Lakeshore Bus Rapid Transit	Haig	300	1.00	11-Q	11-Q
Lakeshore Bus Rapid Transit	Lakefront Promenade	160	1.00	11-Q	11-Q
Lakeshore West GO Rail	Clarkson GO	150	1.00	11-R	11-R