

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 20, 2023

Item 2, Report No. 26, of the Committee of the Whole (Public Meeting), which was adopted, as amended, by the Council of the City of Vaughan on June 20, 2023, as follows:

By receiving the following Communications:

- C1. Mary Mauti, Vaughanwood Ratepayers Association, dated May 29, 2023.***
- C2. Kaitlin Webber, MHBC Planning, Brant Street, Burlington, dated May 29, 2023; and***
- C10. Jean-François, Laurel Valley Court, dated June 1, 2023.***

2. OFFICIAL PLAN AMENDMENT MAJOR TRANSIT STATION AREAS

The Committee of the Whole recommends:

- 1. That the recommendations contained in the following report of the Deputy City Manager, Planning and Growth Management, dated May 30, 2023, be approved; and**
- 2. That the comments of the following speakers be received:**
 - 1. Mary Mauti, Forest Circle Court, Woodbridge;**
 - 2. John Kucharczuk, Beverly Glen Boulevard, Thornhill;**
 - and**
 - 3. Jean-François Obregón, Laurel Valley Court, Concord.**

Recommendations

- 1. THAT the Public Meeting report for the City-initiated amendment to the Vaughan Official Plan 2010, "Official Plan Amendment (Protected Major Transit Station Areas)", File 26.18 BE RECEIVED, and that any issues identified be addressed by the Policy Planning and Special Programs Department in a comprehensive report to the Committee of the Whole.**

Committee of the Whole (Public Meeting) Report

DATE: Tuesday, May 30, 2023 **WARD(S):** ALL

TITLE: OFFICIAL PLAN AMENDMENT
MAJOR TRANSIT STATION AREAS

FROM:

Haiqing Xu, Deputy City Manager, Planning and Growth Management

ACTION: FOR INFORMATION

Purpose

To receive comments from the public and the Committee of the Whole on a City-initiated amendment to the Vaughan Official Plan (VOP 2010). The purpose of the amendment is to bring VOP 2010 policies into conformity with the updated York Region Official Plan (ROP) and add Schedule 1C – Protected Major Transit Station Areas which identifies Protected Major Transit Station Areas (PMTSAs) delineated by York Region; in consultation with the City of Vaughan.

Report Highlights

- This report will give the public and stakeholders the opportunity to provide comments on the addition of Schedule 1C – Protected Major Transit Station Areas in VOP 2010 and amended policies in Section 2.2 of VOP 2010, Volume 1 regarding PMTSAs.
- To bring VOP 2010 into conformity with the provincially approved ROP, the City of Vaughan must delineate PMTSAs identified in the ROP and identify minimum density targets in number of residents and job per hectare.
- Vaughan must establish policies in the VOP for PMTSAs and provide land use designations with minimum heights and densities to achieve the minimum density targets in PMTSAs.
- The *Planning Act* provides protection against land use planning appeals at the Ontario Land Tribunal for areas identified as PMTSAs.
- This report identifies preliminary issues to be considered in a technical report to be prepared by the Policy Planning and Special Programs Department at a future Committee of the Whole meeting.

Recommendation

1. THAT the Public Meeting report for the City-initiated amendment to the Vaughan Official Plan 2010, “Official Plan Amendment (Protected Major Transit Station Areas)”, File 26.18 BE RECEIVED, and that any issues identified be addressed by the Policy Planning and Special Programs Department in a comprehensive report to the Committee of the Whole.

Background

Public Notice was provided in accordance with the Planning Act and Council’s Notification Protocol

Public Notice of this proposed amendment to the Vaughan Official Plan regarding “Official Plan Amendment (Protected Major Transit Station Areas)” was given in the following manner.

- a) Date the Notice of Public Meeting was circulated: May 5, 2023.

The Notice of Public Meeting was also posted on the City’s web-site at www.vaughan.ca, the City’s Official Plan Review (OPR) Engagement web-site at forwardvaughan.ca, was e-blasted to OPR interested parties and was published in the Vaughan Citizen and Thornhill Liberal on May 4 and May 18, 2023.

- b) No comments have been received as of May 16, 2023 by the Policy Planning and Special Programs Department.

Any written comments received will be forwarded to the Office of the City Clerk to be distributed to the Committee of the Whole as a Communication and be reviewed and addressed by the Policy Planning and Special Programs Department in a future technical report to the Committee of the Whole.

The Provincial Growth Plan directs growth to Strategic Growth Areas

A Place to Grow: Growth plan for the Greater Golden Horseshoe (Growth Plan) identifies Strategic Growth Areas as the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Strategic Growth Areas include Urban Growth Centres, Major Transit Station Areas, and other areas where intensification opportunities are present. Strategic Growth Areas can also include lands along major roads, arterial roads, or areas with existing or planned higher order transit corridors.

MTSAs are areas within an approximate 500 to 800 metre radius of a higher order transit station or stop

The Growth Plan defines MTSAs as:

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.

The Region has identified Protected MTSAs, which are those around existing or in-development higher-order transit stations. In the City of Vaughan there are 20 Protected MTSAs. These PMTSAs are within Priority Transit Corridors including existing and/or future subway, bus rapid transit and GO stations.

The Growth Plan directs York Region to delineate MTSA boundaries and set minimum density targets for MTSAs located on Provincial Priority Transit Corridors

Vaughan's MTSAs shown in the chart in the following section are within Provincial Priority Transit Corridors. Provincial Priority Transit Corridors reflect existing transit corridors as well as funded future transit corridors. Minimum density targets set out by the Growth Plan for MTSAs located on Provincial Priority Transit Corridors are as follows:

- 200 people and jobs per hectare for subway stations
- 160 people and jobs per hectare for light rail transit or bus rapid transit
- 150 people and jobs per hectare for GO Transit rail network

For a MTSA, the Minister may approve a minimum density that is lower than the applicable minimum density requirement where it is demonstrated that this minimum

density requirement cannot be achieved. The Highway 407 Subway Station currently has a minimum density target of 0 people and jobs per hectare in the York Region Official Plan (ROP) because the lands are currently situated within the Parkway Belt West Plan designation.

To be in conformity with the ROP, the City of Vaughan must delineate PMTSAs identified in the ROP and identify minimum density targets in number of residents and job per hectare

Policy 4.4.41 of the ROP directs local municipalities to delineate PMTSAs identified on Map 1B and Appendix 2 of the ROP and identify minimum density targets in number of residents and jobs per hectare as shown in Appendix 2. The following chart outlines the PMTSAs and minimum density targets in the City of Vaughan shown in Appendix 2 of the ROP:

MTSA ID	Station Name	Minimum Density Target
PMTSA 52	Ansley Grove BRT Station	200 People and Jobs/Ha
PMTSA 53	Atkinson BRT Station	160 People and Jobs/Ha
PMTSA 54	Commerce BRT Station	350 People and Jobs/Ha
PMTSA 55	Concord Station BRT Station	160 People and Jobs/Ha
PMTSA 56	Creditstone BRT Station	300 People and Jobs/Ha
PMTSA 57	Disera-Promenade BRT Station	200 People and Jobs/Ha
PMTSA 58	Dufferin BRT Station	160 People and Jobs/Ha
PMTSA 59	Highway 407 Subway Station	0 People and Jobs/Ha
PMTSA 60	Keele BRT Station	160 People and Jobs/Ha
PMTSA 62	Maple GO Station	150 People and Jobs/Ha
PMTSA 63	Pine Valley BRT Station	160 People and Jobs/Ha
PMTSA 64	Pioneer Village Subway Station	200 People and Jobs/Ha
PMTSA 65	Rutherford GO Station	100 People and Jobs/Ha
PMTSA 66	Taiga BRT Station	160 People and Jobs/Ha
PMTSA 67	Vaughan Metropolitan Centre Subway Station	400 People and Jobs/Ha
PMTSA 68	Weston BRT Station	250 People and Jobs/Ha
PMTSA 69	Wigwoss-Helen BRT Station	160 People and Jobs/Ha
PMTSA 9	Clark Subway Station	250 People and Jobs/Ha
PMTSA 19	Royal Orchard Subway Station	200 People and Jobs/Ha
PMTSA 20	Steeles Subway Station	300 People and Jobs/Ha

It is the responsibility of the City of Vaughan to establish policies in the VOP for PMTSAs and provide land use designations with minimum heights and densities to achieve the minimum density targets in MTSA

The *Planning Act* requires Vaughan to update the VOP to conform with the PMTSA boundaries, minimum densities and policies in the ROP. Local municipalities have discretion to determine appropriate land uses, specific densities, building heights and other planning considerations to achieve the overall minimum density target for each MTSA set out in the ROP.

The Planning Act provides protection against land use planning appeals at the Ontario Land Tribunal for areas identified as MTSA

Section 16 of the *Planning Act* restricts official plan and zoning appeals for areas that are identified as Protected MTSA in both Regional and local official plans. Through the Municipal Comprehensive Review, York Region identified all PMTSAs in the Region as Protected MTSA, including PMTSAs on Provincial Priority Transit Corridors and Other Transit Corridors. By identifying them as Protected MTSA they receive protection from appeals on MTSA policies and land use planning matters. For Protected MTSA, the following cannot be appealed to the Ontario Land Tribunal in both regional and local official plans:

- Protected MTSA policies
- MTSA boundaries
- Minimum density targets (people and jobs/ha)
- Approved land uses

Previous Reports/Authority

The following are links to previous reports regarding Major Transit Station Areas:

[March 9, 2020, Committee of the Whole \(2\) \(Item 6, Report 8\)](#)

[April 7, 2021, Committee of the Whole \(1\) \(Item 6, Report 8\)](#)

[June 1, 2021, Committee of the Whole \(1\) \(Item 6, Report 14\)](#)

Analysis and Options

Addition of Schedule 1C – Protected Major Transit Station Areas and policy amendments and additions to 2.2 The Shape of Transformation, VOP 2010, Volume 1

The addition of Schedule 1C, Volume 1 of VOP 2010 illustrates the PMTSAs delineated by York Region on Map 1B and Appendix 2 of the ROP in the City of Vaughan.

Schedule 1C includes a context map of the City of Vaughan with all PMTSAs numbered and placed on the map to identify their location in Vaughan. Schedule 1C also includes mapping created by the Region (Appendix 2 of the ROP) that identifies all the PMTSAs individually with the associated minimum density targets for the corresponding PMTSA.

Through the Municipal Comprehensive Review process to update the York Region Official Plan, York Region consulted the City of Vaughan to determine the appropriate

MTSA boundaries and minimum density targets. This exercise was based on the policies of VOP 2010, and land use designations with associated heights and densities identified on Schedule 13, Volume 1 of VOP 2010. As such, existing and planned infrastructure to achieve the minimum density targets set out by the York Region Official Plan has been allocated for based on VOP 2010 policies and the height, densities and corresponding land use designations identified in VOP 2010. Applicable policies, schedules and designations of VOP 2010 shall apply to PMTSAs identified on Schedule 1C. The proposed addition of policy 2.2.5.19 sets out the overall gross minimum Floor Space Index (FSI) for each PMTSA and shall apply to the entirety of the buildings and structures within each PMTSA identified in Schedule 1C. The gross minimum FSIs included in the amendment are subject to change based on refinement and the finalized FSIs will be brought to a future Committee of the Whole session through a technical report by staff.

Section 2.2.5 of Volume 1 in VOP 2010 sets out the policy framework for Intensification Areas in Vaughan. Intensification Areas consist of a hierarchy of mixed-use centres and corridors and includes policies for the Vaughan Metropolitan Centre, Regional Intensification Corridors, Primary Centres, Primary Intensification Corridors and Local Centres. To bring VOP 2010 into conformity with the ROP, an amendment to Section 2.2.5 of Volume 1 in VOP 2010 is required by adding policies specific to PMTSAs. This will result in a policy framework for PMTSAs that conforms with the policies of the York Region Official Plan and updated Provincial plans and policies by following the direction of York Region to delineate PMTSAs identified on Map 1B and Appendix 2 of the York Region Official Plan, identify minimum density target numbers in residents and jobs per hectare as shown in Appendix 2 of the York Region Official Plan and establish policies in VOP 2010 that identify land use designations with minimum heights and densities that will achieve the minimum density target in each PMTSA based on local context and conditions. The Official Plan Amendment includes the proposed PMTSA policies for Vaughan which are to be included in Section 2.2.5 of VOP 2010, Volume 1.

Financial Impact

None.

Operational Impact

Vaughan staff and external agencies were consulted through York Region's Municipal Comprehensive Review process. Vaughan planning staff initially prepared and provided York Region with proposed MTSA boundaries and minimum density targets for MTSA locations in Vaughan. Vaughan staff continued to work with York Region staff throughout the process of updating their official plan. Vaughan staff and external agencies have also been consulted through Vaughan's Official Plan Review process. Internal staff have been circulated on background work, included in Technical Advisory Committee meetings, circulated on policy directions and currently on draft policy for the updated official plan. Vaughan staff have been circulated this draft Official Plan Amendment for comment.

Broader Regional Impacts/Considerations

This Amendment is being prepared to conform to the recently updated Provincial Plans (2020) and the updated York Region Official Plan (2022). Section 4.4 of the ROP sets out intensification policies with regard for PMTSAs. This section directs local municipalities to delineate PMTSAs identified on Map 1B and Appendix 2 of the ROP and identify minimum density targets. This section also directs local municipalities to establish policies in their official plans for MTSAAs and establish land use designations with minimum heights and densities that will achieve the minimum density target of each PMTSA.

York Region is the approval authority for this proposed amendment to VOP 2010. City staff will work with the Region to ensure that the requirements of the new Provincial Plans are fulfilled.

Conclusion

Adding Schedule 1C – Protected Major Transit Station Area to VOP 2010 to include PMTSA boundaries and updating Section 2.2 with the addition of PMTSA policies provides the opportunity to bring the current VOP 2010 policies into conformity with the York Region Official Plan and the Growth Plan. In addition, it will provide protection to PMTSAAs against land use planning appeals at the Ontario Land Tribunal due to restrictions in place by the *Planning Act*.

Any issues identified in this report or through the further analysis of this proposed Amendment will be considered in the technical review of the draft Official Plan Amendment together with the comments from the public and Vaughan Council, expressed at this Public Meeting or in writing, together with any focused consultations with affected stakeholders, and will be addressed in a comprehensive report to a future Committee of the Whole meeting.

For more information, please contact Fausto Filipetto, Senior Manager of Policy Planning & Sustainability, Policy Planning & Special Programs Department, ext. 8699

Attachment

1. Official Plan Amendment PMTSAs and Schedule 1C

Prepared by

Carly Murphy, Planner 1, Policy Planning and Special Programs, ext. 8630

Fausto Filipetto, Senior Manager of Policy Planning and Sustainability, Policy Planning and Special Programs Department, ext. 8699

Christina Bruce, Director of Policy Planning and Special Programs, ext. 8231

Approved by



Haiqing Xu, Deputy City Manager,
Planning and Growth Management

Reviewed by



Zoran Postic
on behalf of Nick Spensieri,
City Manager

Draft Official Plan Amendment – Protected Major Transit Station Areas

The Vaughan Official Plan 2010, is hereby amended by:

1. Adding a new Schedule 1C attached as Schedule XX which identifies the boundaries of Protected Major Transit Station Areas (PMTSAs) and includes the minimum density target of people and jobs per hectare for each PMTSA.
2. Adding the following after Volume 1 Policy 2.2.1.1.d:

2.2.1.1.e: Protected Major Transit Station Area(s) (PMTSA(s)) are identified in Schedule 1C and is an area of land surrounding transit stations or stops and includes a minimum density target of people and jobs per hectare as identified in Schedule 1C. Where an Intensification Area as per Schedule 1 is within a PTMSA, the applicable Intensification Area designation and policies remain applicable except where a PMTSA policy has a higher standard or requirement.
3. Amending Volume 1 Policy 2.2.1.2. by adding the following underlined wording:

“That the areas identified on Schedule 1 as the Vaughan Metropolitan Centre, Primary Centres, Local Centres, Regional Intensification Corridors and Primary Intensification Corridors including PMTSAs identified on Schedule 1C are collectively known within this Plan as Intensification Areas.
4. Amending Volume 1 Policy 2.2.5. by adding the following underlined wording after the Local Centres point:
 - PMTSAs is an area of land surrounding transit stations or stops, with a specific minimum density target of people and jobs per hectare as identified in Schedule 1C and can include the above Intensification Areas.

5. Adding the following new policies 2.2.5.15 to 2.2.5.24 after Volume 1 Policy 2.2.5.14:

“Protected Major Transit Station Areas

PMTSAs are generally defined as the area within an approximate 500 to 800 metre radius of a higher-order transit station (i.e., subway, bus rapid transit, or GO Transit), representing about a 10-minute walk. Schedule 1C identifies the PMTSAs that have been approved by York Region and the Province and are planned to achieve a specific minimum density target of people and jobs per hectare. Within the City of Vaughan, there are twenty PMTSAs.

Each PMTSA is unique with its own growth potential and planned based on local context and conditions to support planned intensification. PMTSAs are to accommodate a mix of high-density land uses and amenities to ensure that transit-oriented development acts as both an origin and destination for transit riders.

It is the policy of Council:

- 2.2.5.15. That the areas identified within Schedule 1C shall be considered PMTSAs;
- 2.2.5.16. That each PMTSAs identified on Schedule 1C includes within Schedule 1C a minimum number of people and jobs per hectare target to be accommodated within each PMTSA.
- 2.2.5.17. That within a PMTSA, the applicable Intensification Areas designations as per Schedule 1 and related policies shall apply.
- 2.2.5.18. That within a PMTSA, the applicable schedules, policies, and designations within VOP 2010 shall apply and shall determine the authorized uses of land in the area and of buildings or structures in the area.

2.2.5.19. The following minimum density based on an overall gross minimum Floor Space Index (FSI)) shall apply for the entirety of the buildings and structures within each PMTSA identified in Schedule 1C as follows:

Protected Major Transit Station Area	Minimum People and Jobs Per Hectare	Gross Minimum FSI for a PTMSA
PMTSA 52 – Ansley Grove BRT Station	200	1.1
PMTSA 53 – Atkinson BRT Station	160	0.9
PMTSA 54 – Commerce BRT Station	350	1.9
PMTSA 55 – Concord BRT Station	160	0.9
PMTSA 56 – Creditstone BRT Station	300	1.7

PMTSA 57 – Disera-Promenade BRT Station	200	1.1
PMTSA 58 – Dufferin BRT Station	160	0.9
PMTSA 59 Highway 407 Subway Station	0	0.0
PMTSA 60 – Keele BRT Station	160	0.6
PMTSA 62 – Maple GO Station	150	0.8
PMTSA 63 - Pine Valley BRT Station	160	0.8
PMTSA 64 - Pioneer Village Subway Station	200	1.1
PMTSA 65 – Rutherford GO Station	100	0.6
PMTSA 66 – Taiga BRT Station	160	0.9

PMTSA 67 - Vaughan Metropolitan Centre Subway Station	400	2.2
PMTSA 68 - Weston BRT Station	250	1.4
PMTSA 69 – Wigwoss-Hellen BRT Station	160	0.9
PMTSA 9 – Clark Subway Station	250	1.4
PMTSA 19 – Royal Orchard Subway Station	200	1.1
PMTSA 20 – Steeles Subway Station	300	1.7

2.2.5.20. The maximum densities that are authorized with respect to buildings and structures on lands within a PTMSA, are identified, where applicable within the policies, designations, and schedules of the VOP 2010.

- 2.2.5.21. The minimum and maximum heights that are authorized with respect to buildings and structures within a PTMSA are identified, where applicable within the policies, designations, and schedules of the VOP 2010.
- 2.2.5.22. That where a PMTSA overlaps with an existing or planned Intensification Area, Secondary Plan Area, Area Specific Policy, or Site-Specific Policy that defines density targets; the higher of the density target between the PMTSA and the Intensification Area, Secondary Plan Area, Area Specific Policies or Site-Specific Policy applies.
- 2.2.5.23. To require, through an inclusionary zoning by-law, that a certain proportion of residential units built within PMTSAs be affordable.
- 2.2.5.24. To monitor development activity and corresponding population and employment growth within PMTSAs on a regular basis.”
6. That the following definition within Policy 10.2.2.2. be amended by adding the underlined wording:

Intensification Areas

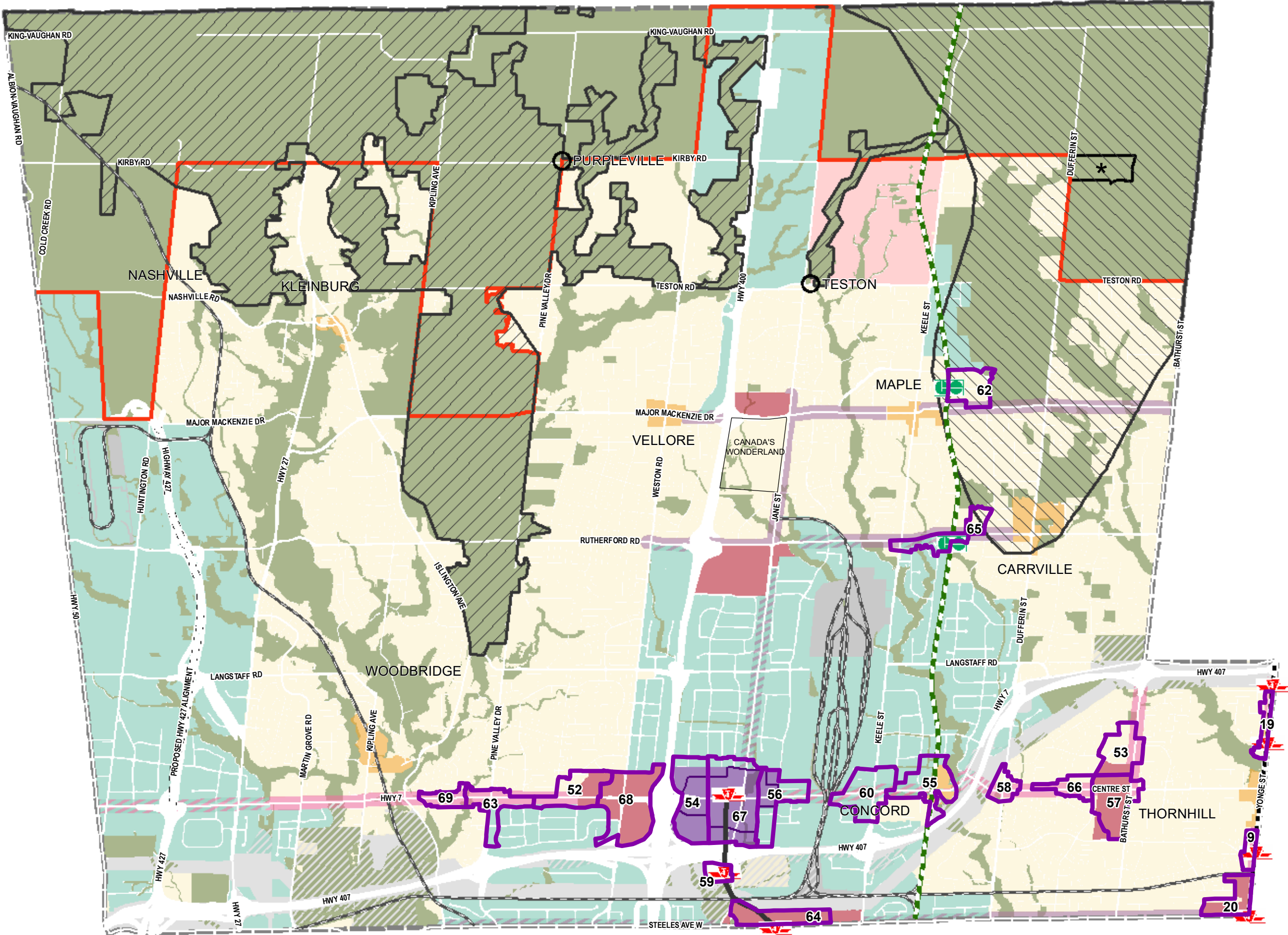
Areas identified on Schedule 1 Urban Structure as Vaughan Metropolitan Centre, Primary Centres, Local Centres, Regional Intensification Corridors, Regional Intensification Corridors within Employment Areas, Primary Intensification Corridors and Primary Intensification Corridors within Employment Areas and the Protected Major Transit Station Areas identified in Schedule 1C.

The City of Vaughan makes every effort to ensure that Schedules are free of errors but does not assert that the schedules are spatially, tabularly or temporally accurate. The Schedules are provided by the City of Vaughan without warranties of any kind, either expressed or implied.

SCHEDULE 1C

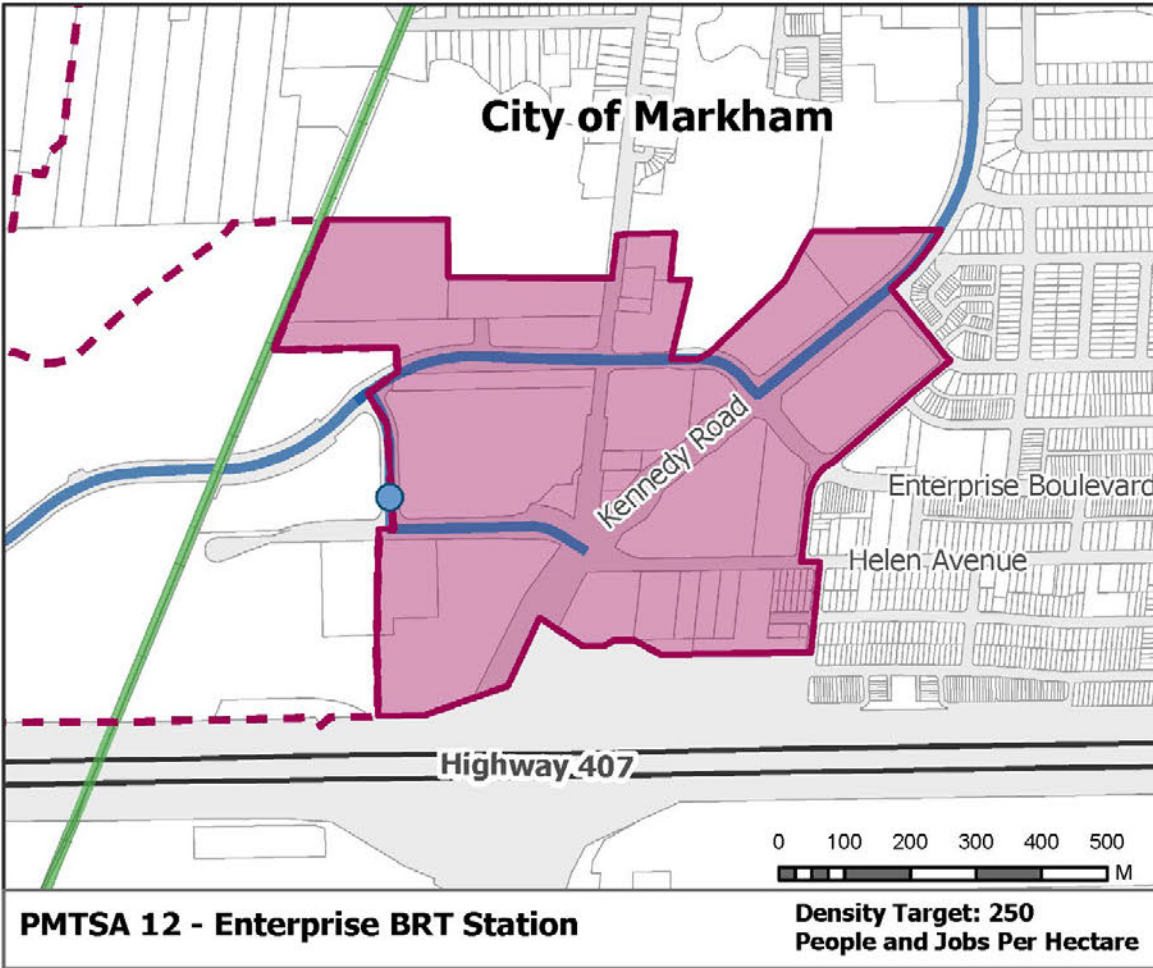
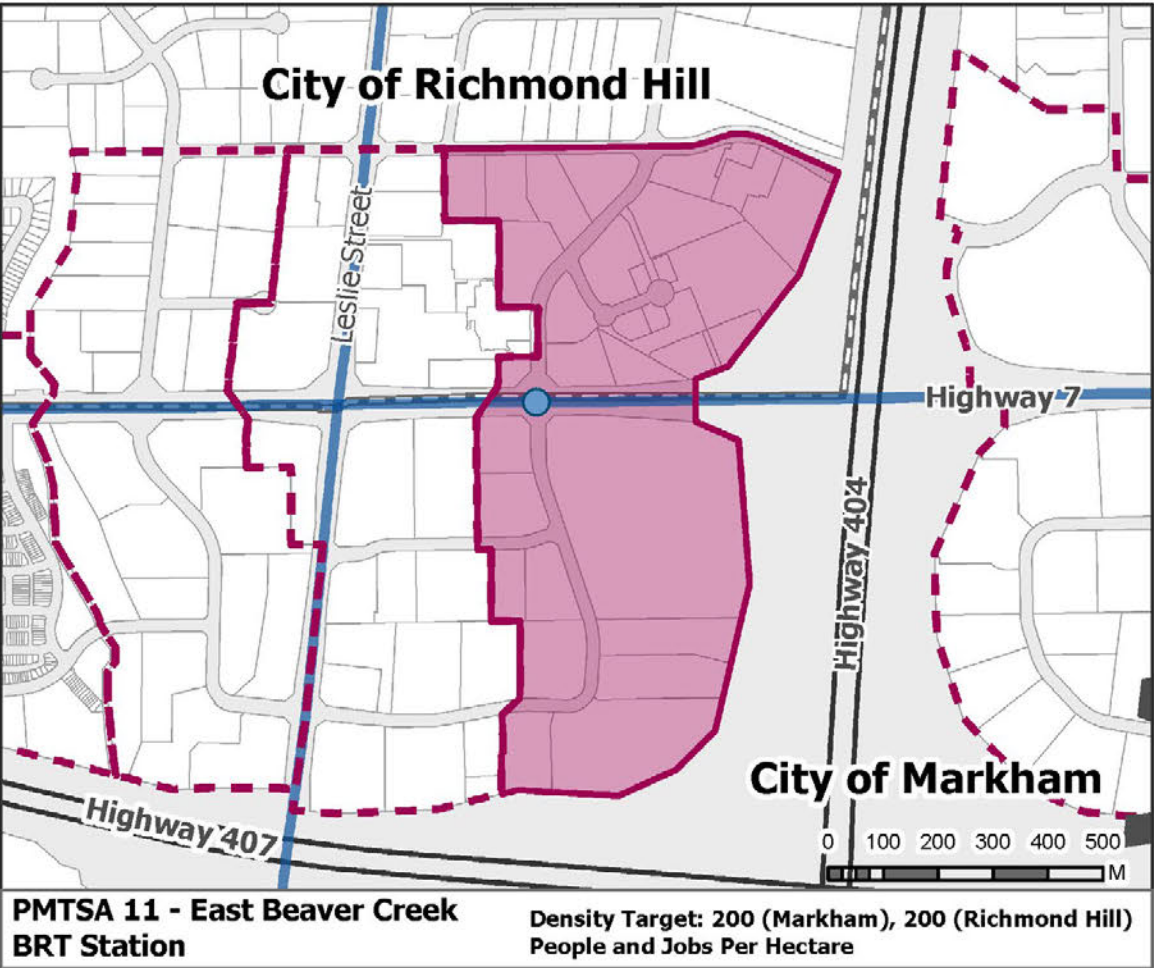
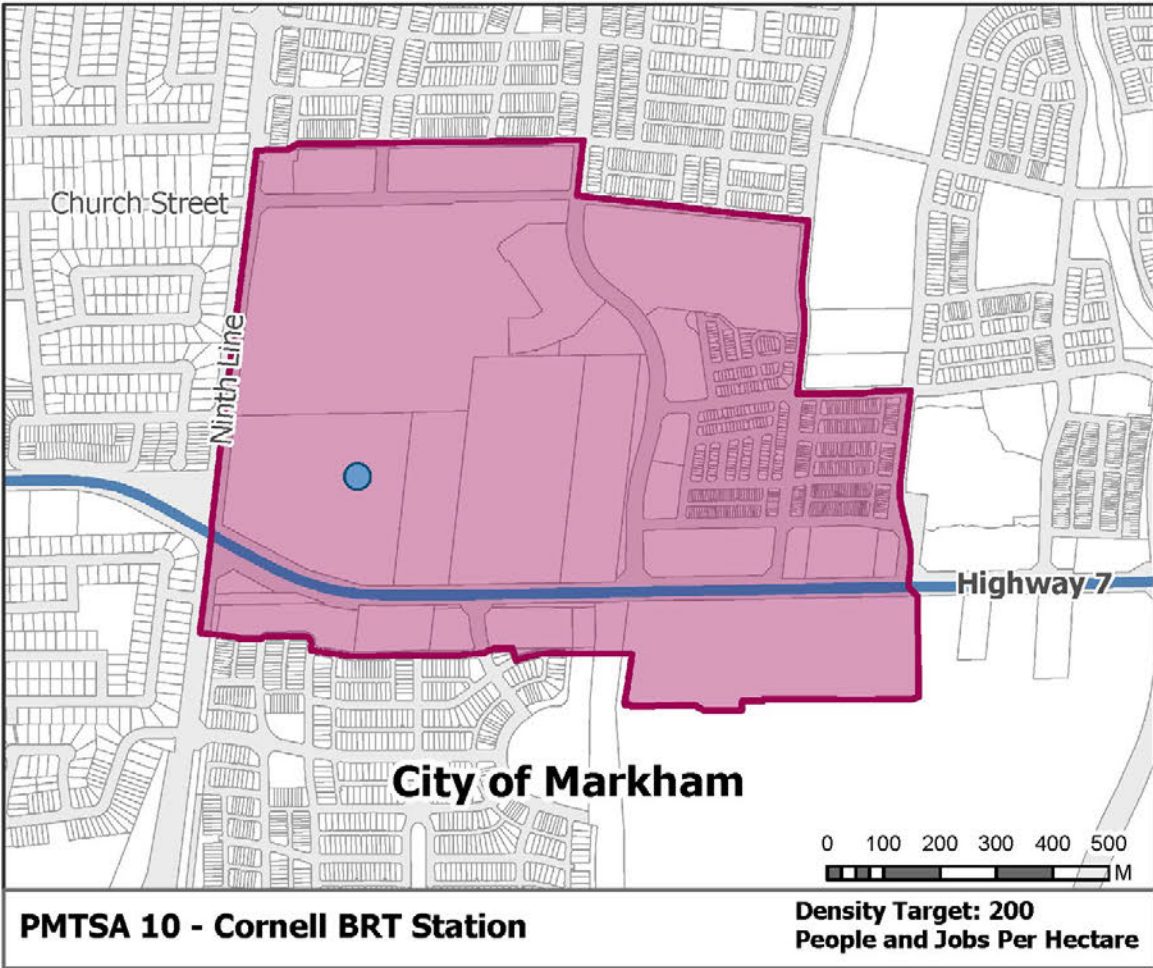
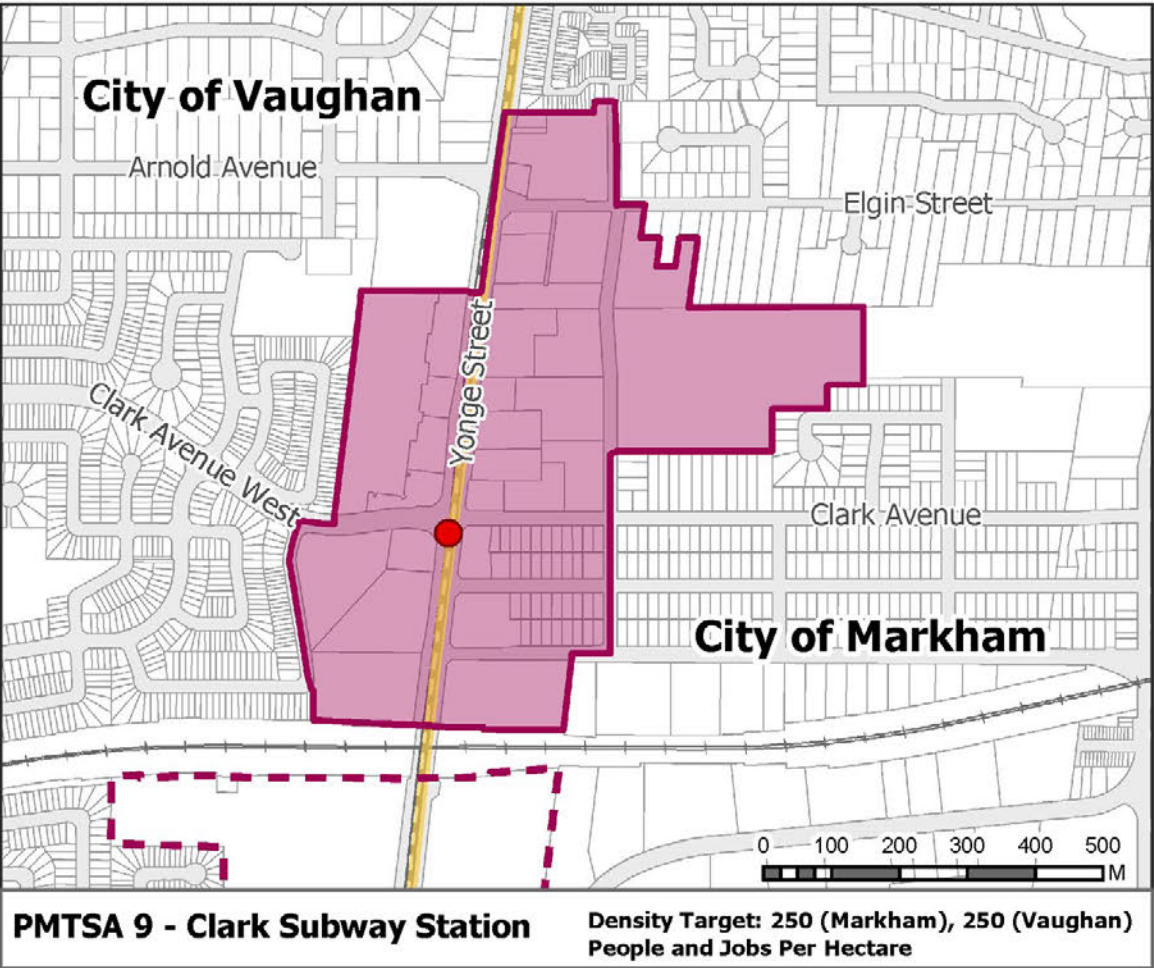
Protected Major Transit Station Areas

 Protected Major Transit Station Areas



Schedule 1C**Protected Major Transit Station Areas in Vaughan and Minimum Density Targets**

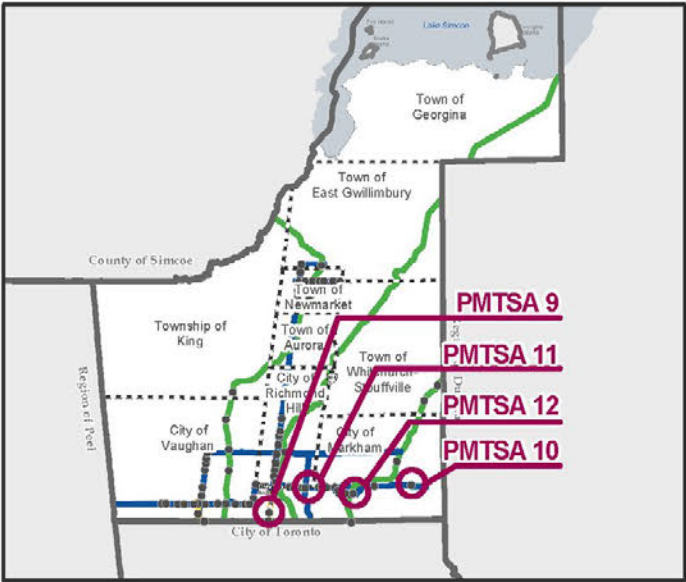
MTSA ID	Station Name	Minimum Density Target
PMTSA 52	Ansley Grove BRT Station	200 People and Jobs/Ha
PMTSA 53	Atkinson BRT Station	160 People and Jobs/Ha
PMTSA 54	Commerce BRT Station	350 People and Jobs/Ha
PMTSA 55	Concord Station BRT Station	160 People and Jobs/Ha
PMTSA 56	Creditstone BRT Station	300 People and Jobs/Ha
PMTSA 57	Disera-Promenade BRT Station	200 People and Jobs/Ha
PMTSA 58	Dufferin BRT Station	160 People and Jobs/Ha
PMTSA 59	Highway 407 Subway Station	0 People and Jobs/Ha
PMTSA 60	Keele BRT Station	160 People and Jobs/Ha
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PMTSA 63	Pine Valley BRT Station	160 People and Jobs/Ha
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PMTSA 67	Vaughan Metropolitan Centre Subway Station	400 People and Jobs/Ha
PMTSA 68	Weston BRT Station	250 People and Jobs/Ha
PMTSA 69	Wigwoss-Helen BRT Station	160 People and Jobs/Ha
PMTSA 9	Clark Subway Station	250 People and Jobs/Ha
PMTSA 19	Royal Orchard Subway Station	200 People and Jobs/Ha
PMTSA 20	Steeles Subway Station	300 People and Jobs/Ha



York Region Major Transit Station Areas

PMTSA 9 - 12

- Major Transit Station Area
- Adjacent Major Transit Station Area
- Parcels
- Transit Station**
 - Subway Station
 - Bus Rapid Transit
- Transit Corridor**
 - Subway
 - GO Rail
 - Bus Rapid Transit
- Provincial Highways**
 - Existing
- Municipal Boundaries**
 - Local Municipal Boundary

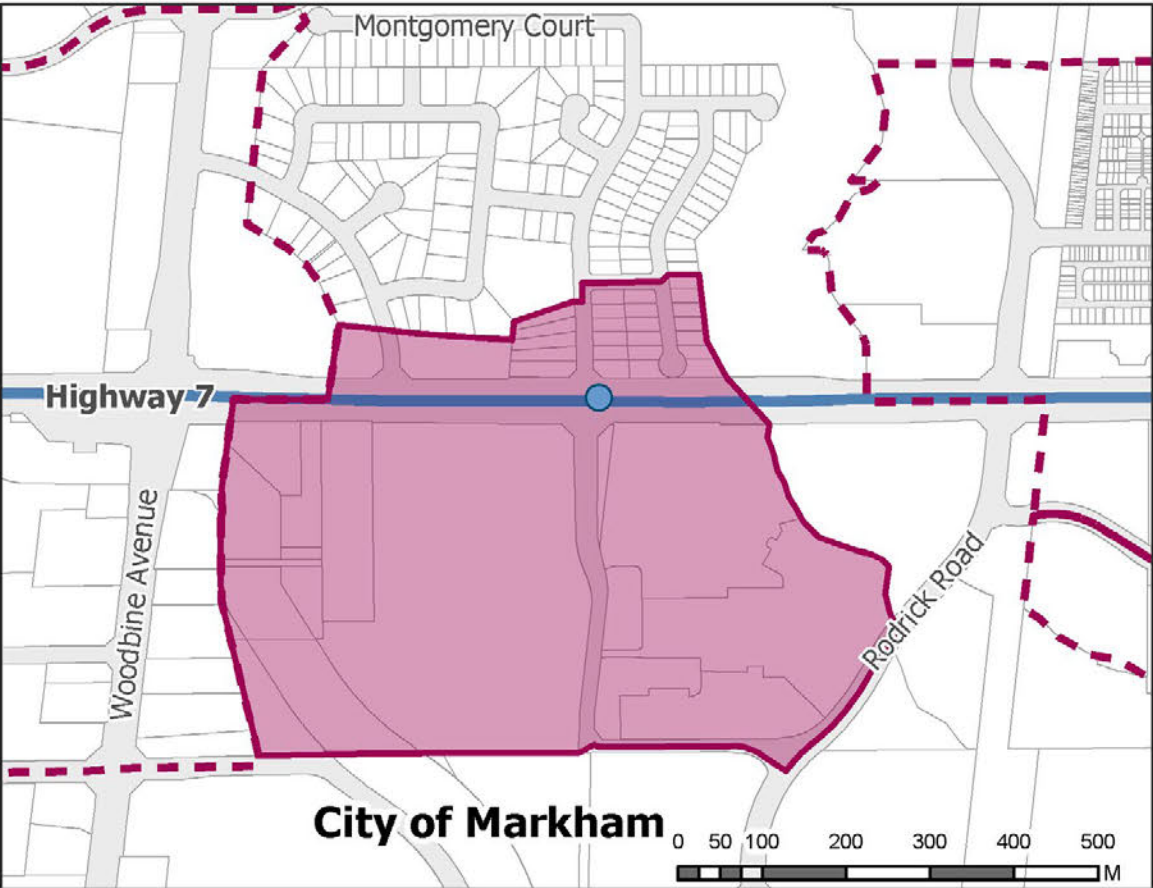


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Planning and Economic Development Branch, Corporate Services Department, 2022
Data: The Regional Municipality of York, The Regional Municipalities of Durham and Peel,
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Queen's Printer for Ontario 2003-2022
Based on best available data and may contain minor errors or omissions.

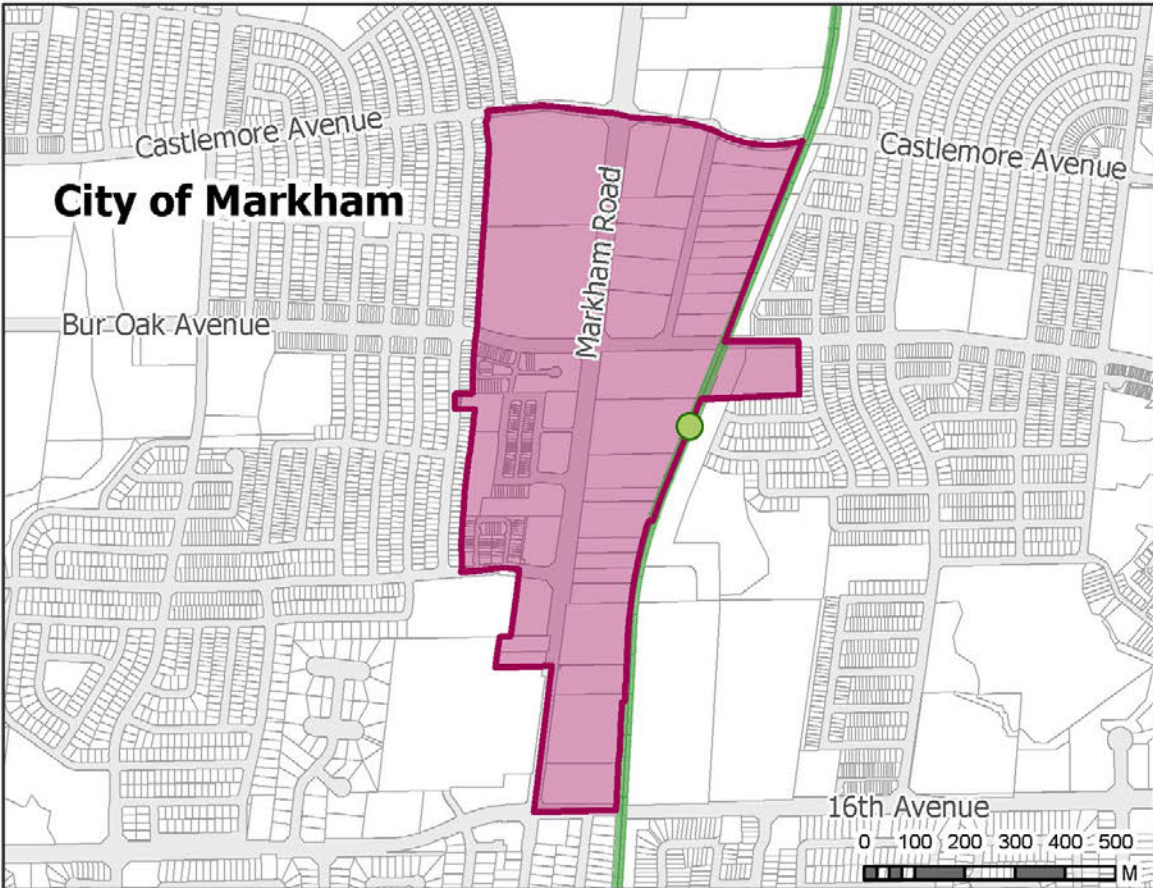
York Region Major Transit Station Areas

PMTSA 17 - 20

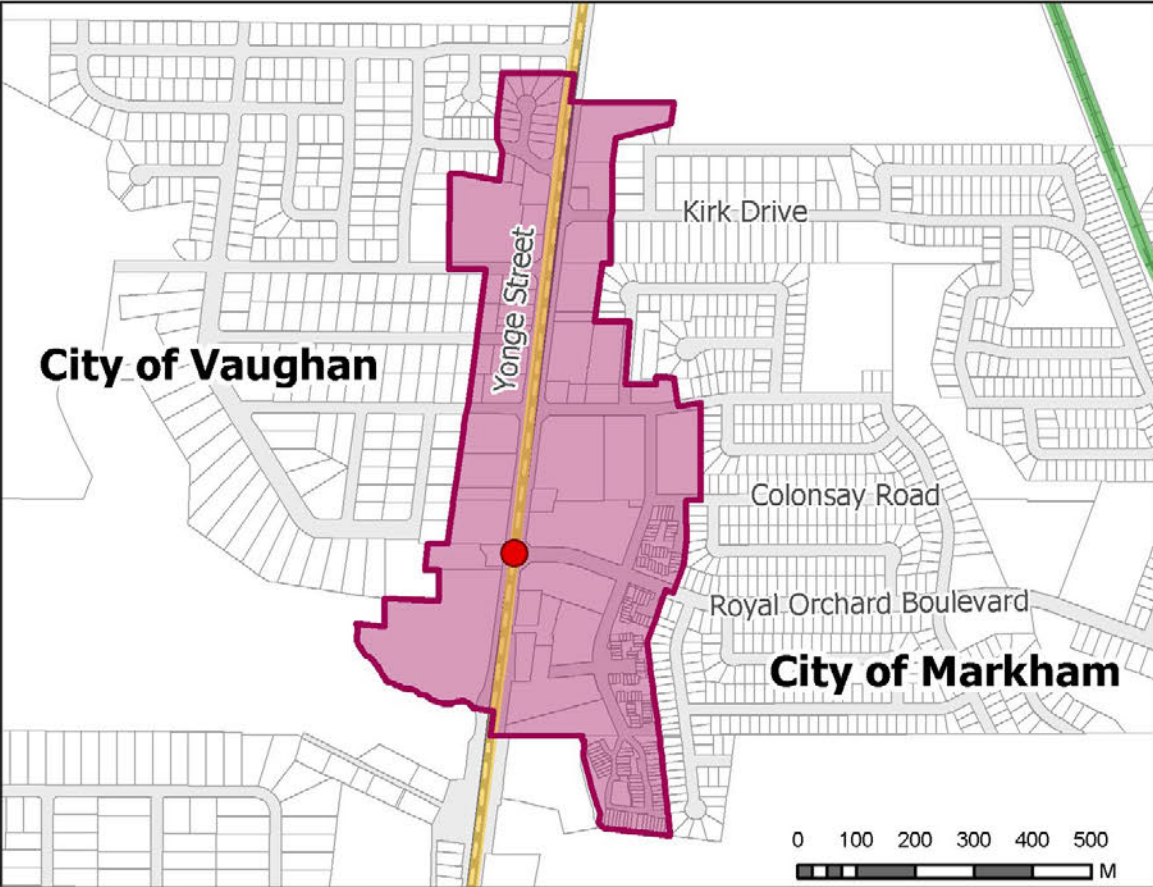
- Major Transit Station Area
- Adjacent Major Transit Station Area
- Parcels
- Transit Station**
 - Subway Station
 - GO Rail
 - Bus Rapid Transit
- Transit Corridor**
 - Subway
 - GO Rail
 - Bus Rapid Transit
- Municipal Boundaries**
 - Regional Municipal Boundary
 - Local Municipal Boundary



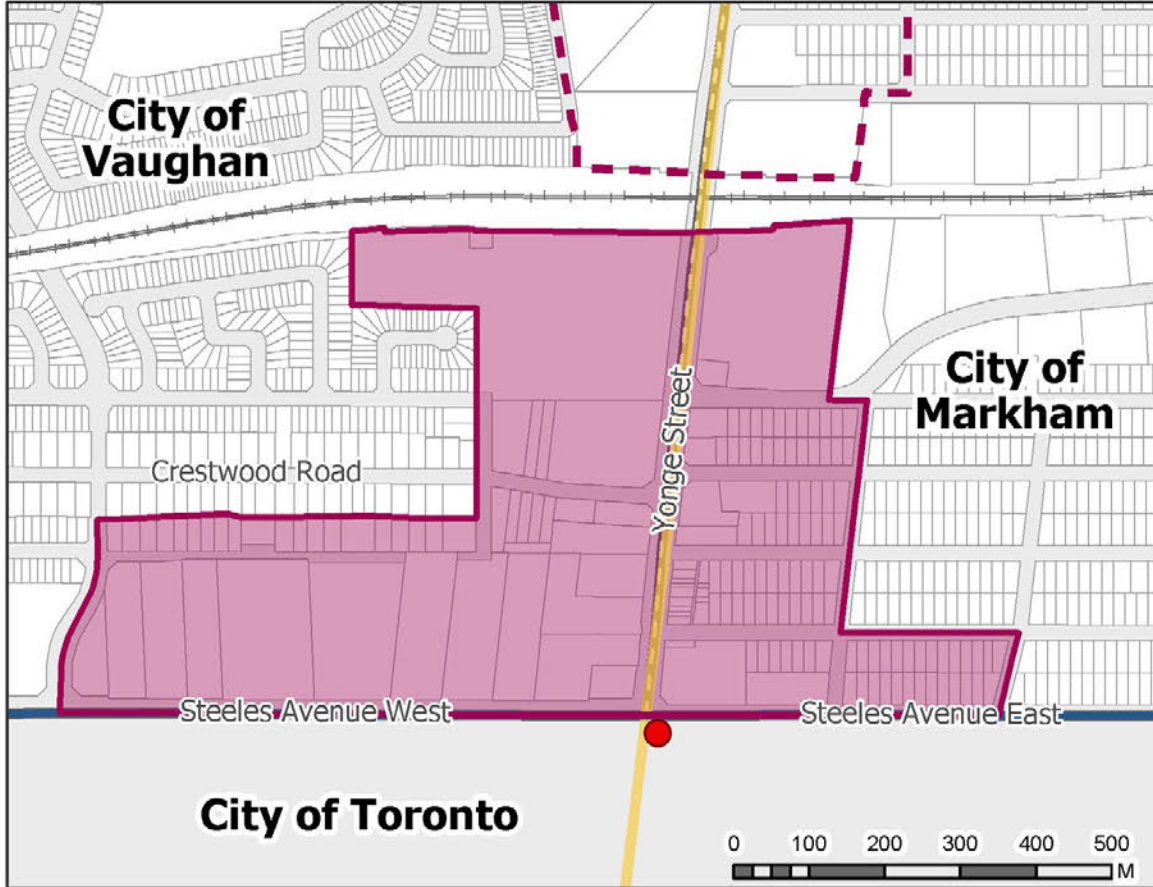
PMTSA 17 - Montgomery BRT Station Density Target: 200 People and Jobs Per Hectare



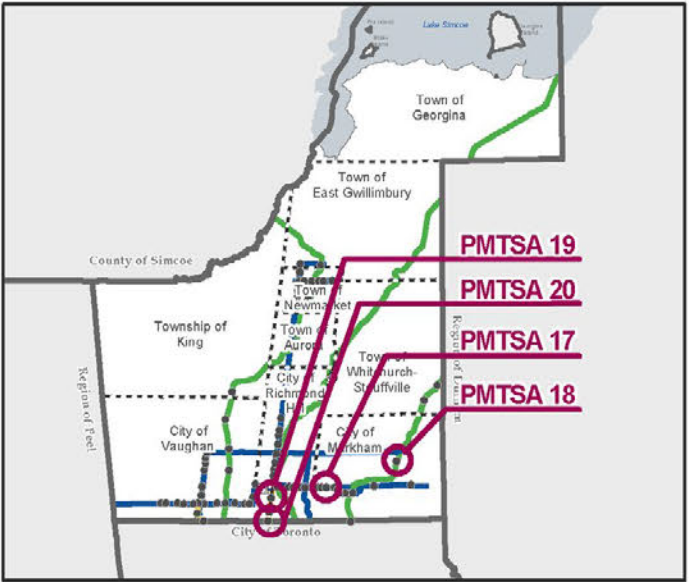
PMTSA 18 - Mount Joy GO Station Density Target: 200 People and Jobs Per Hectare



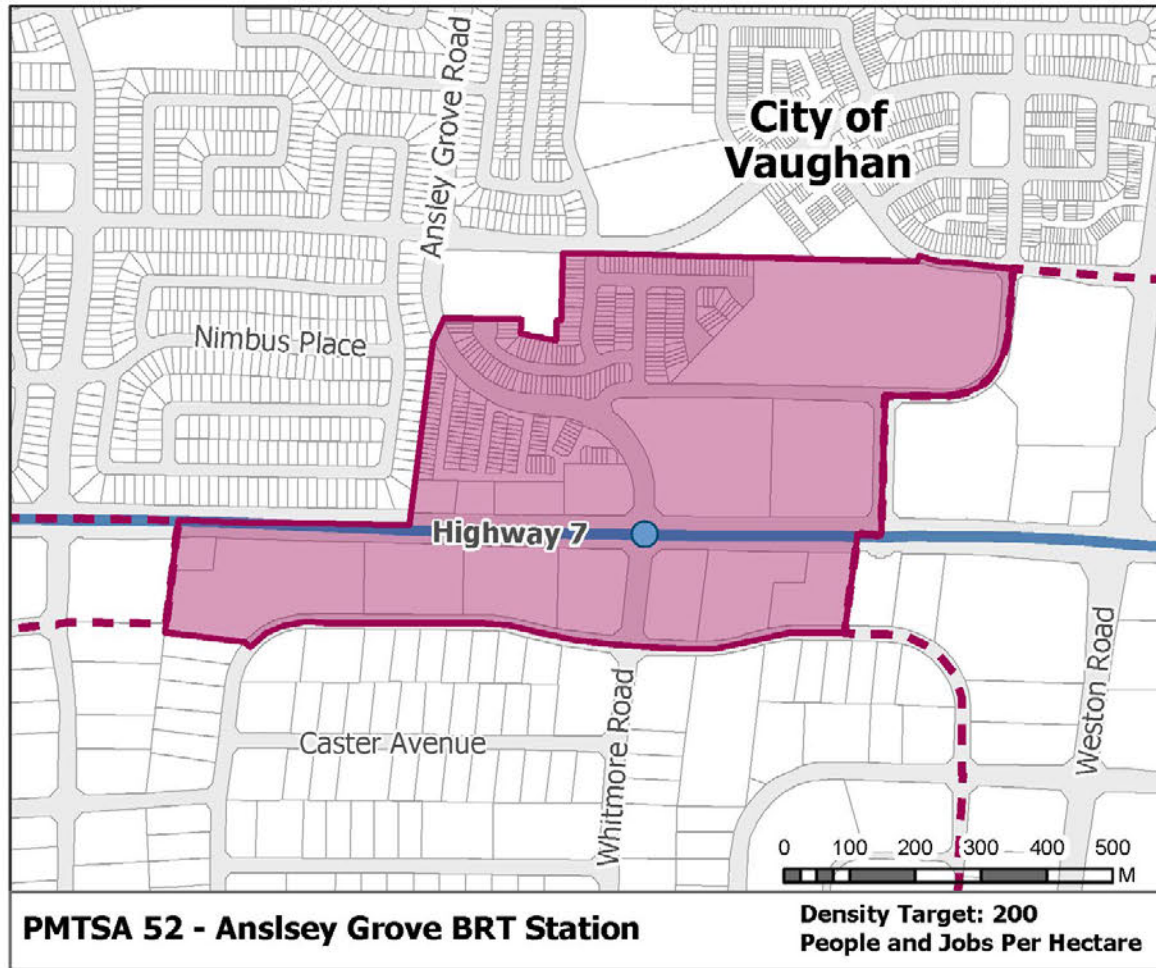
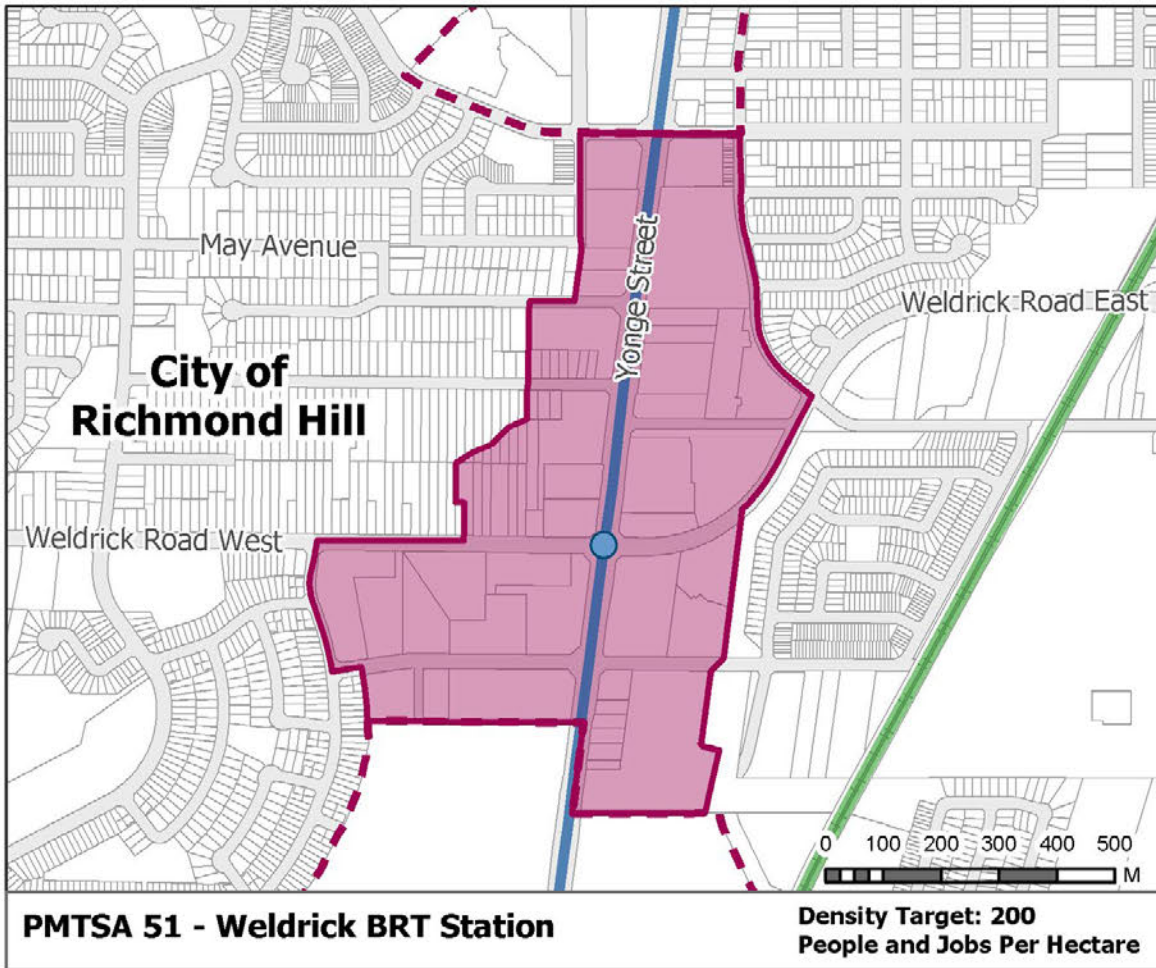
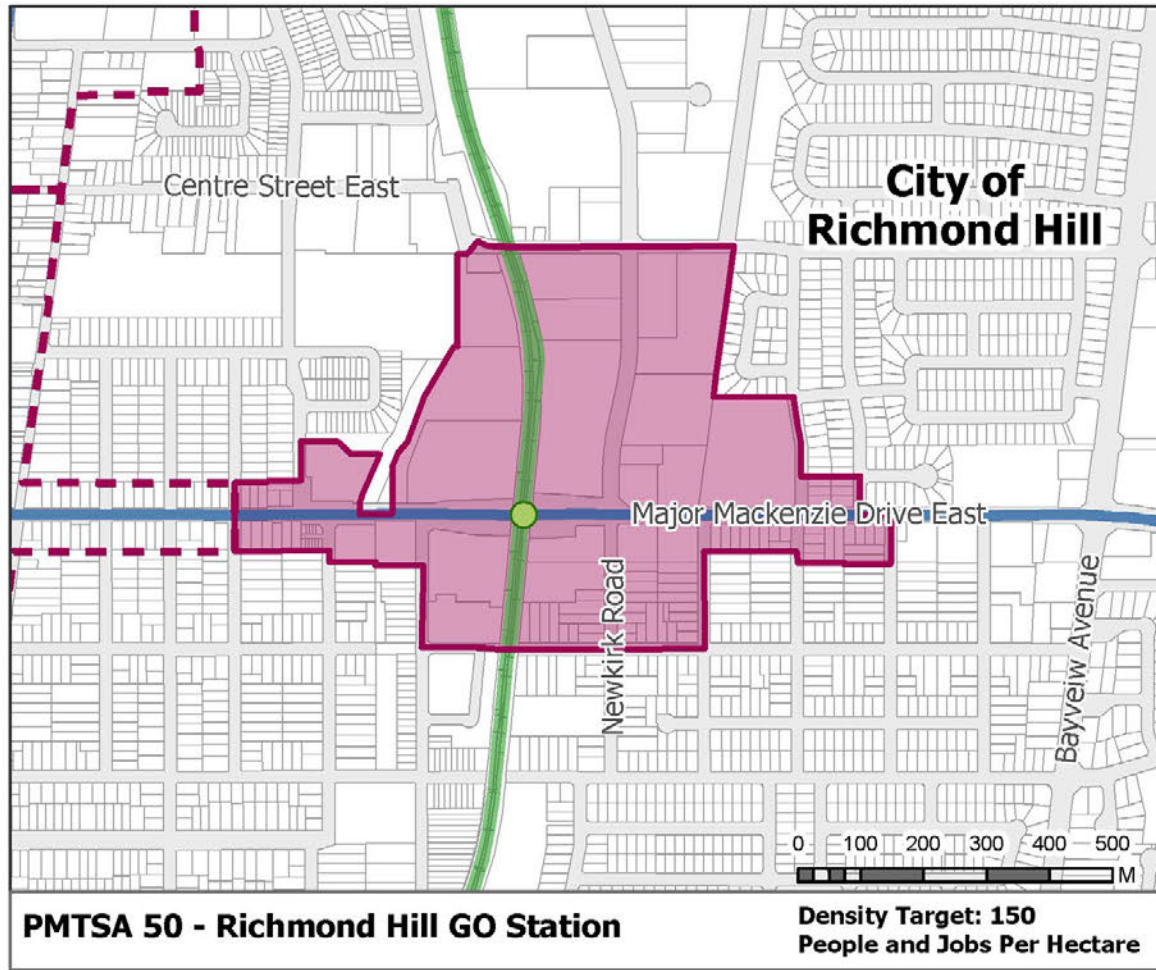
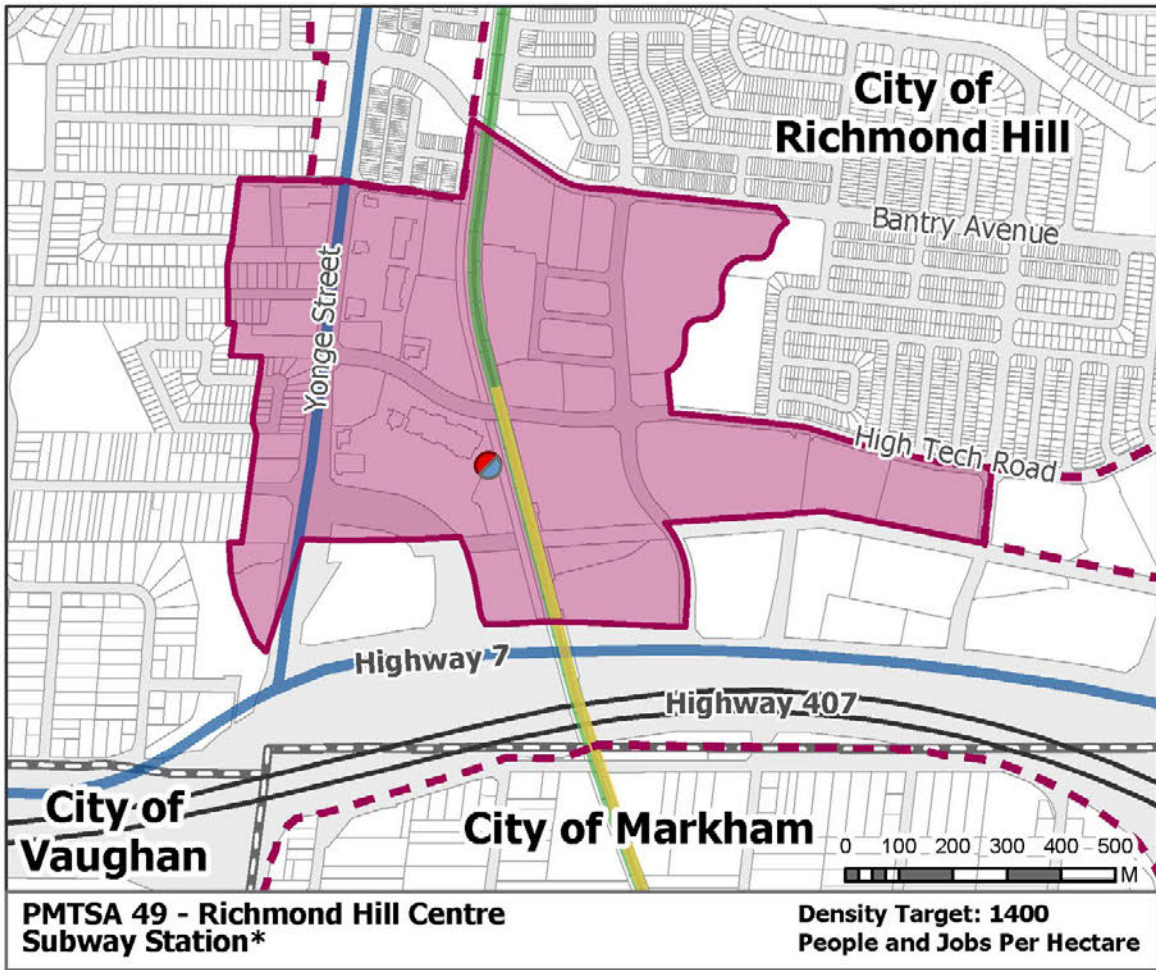
PMTSA 19 - Royal Orchard Subway Station Density Target: 250 (Markham), 200 (Vaughan) People and Jobs Per Hectare



PMTSA 20 - Steeles Subway Station Density Target: 300 (Markham), 300 (Vaughan) People and Jobs Per Hectare



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Planning and Economic Development Branch, Corporate Services Department, 2022
Data: The Regional Municipality of York, The Regional Municipalities of Durham and Peel, County of Simcoe, City of Toronto
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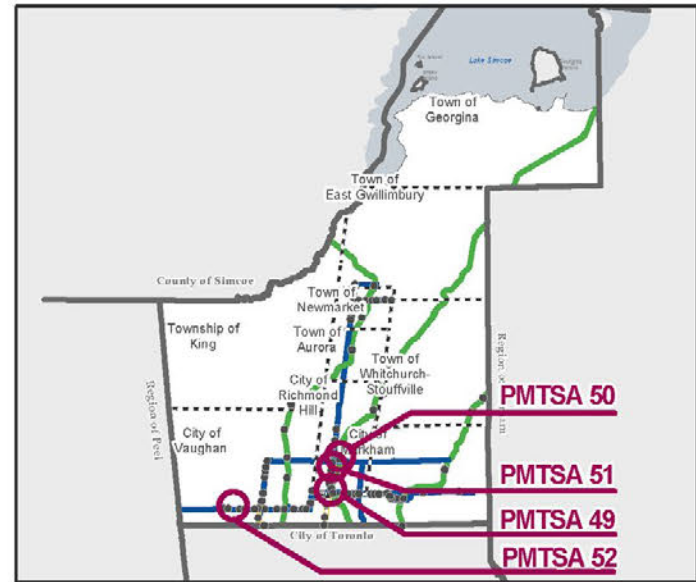


York Region Major Transit Station Areas

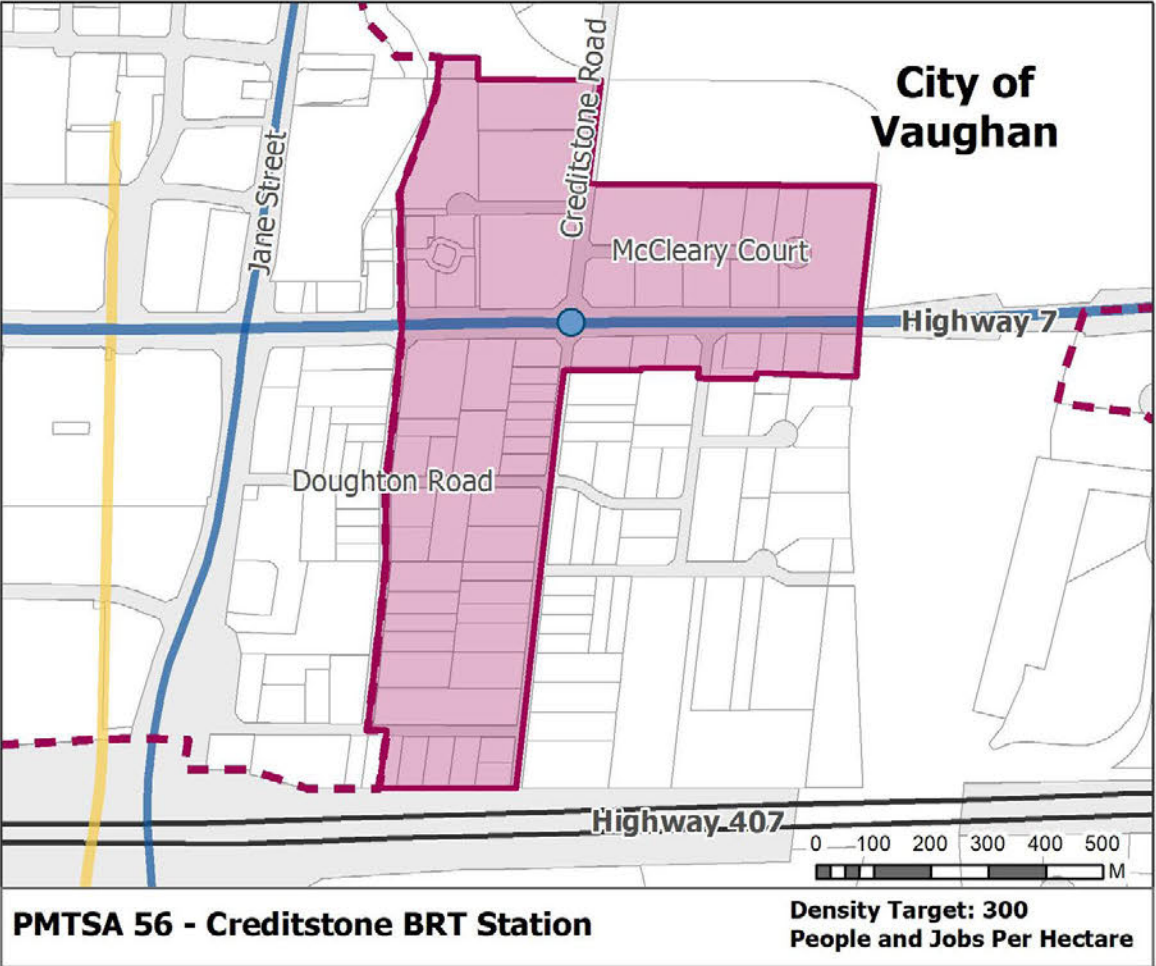
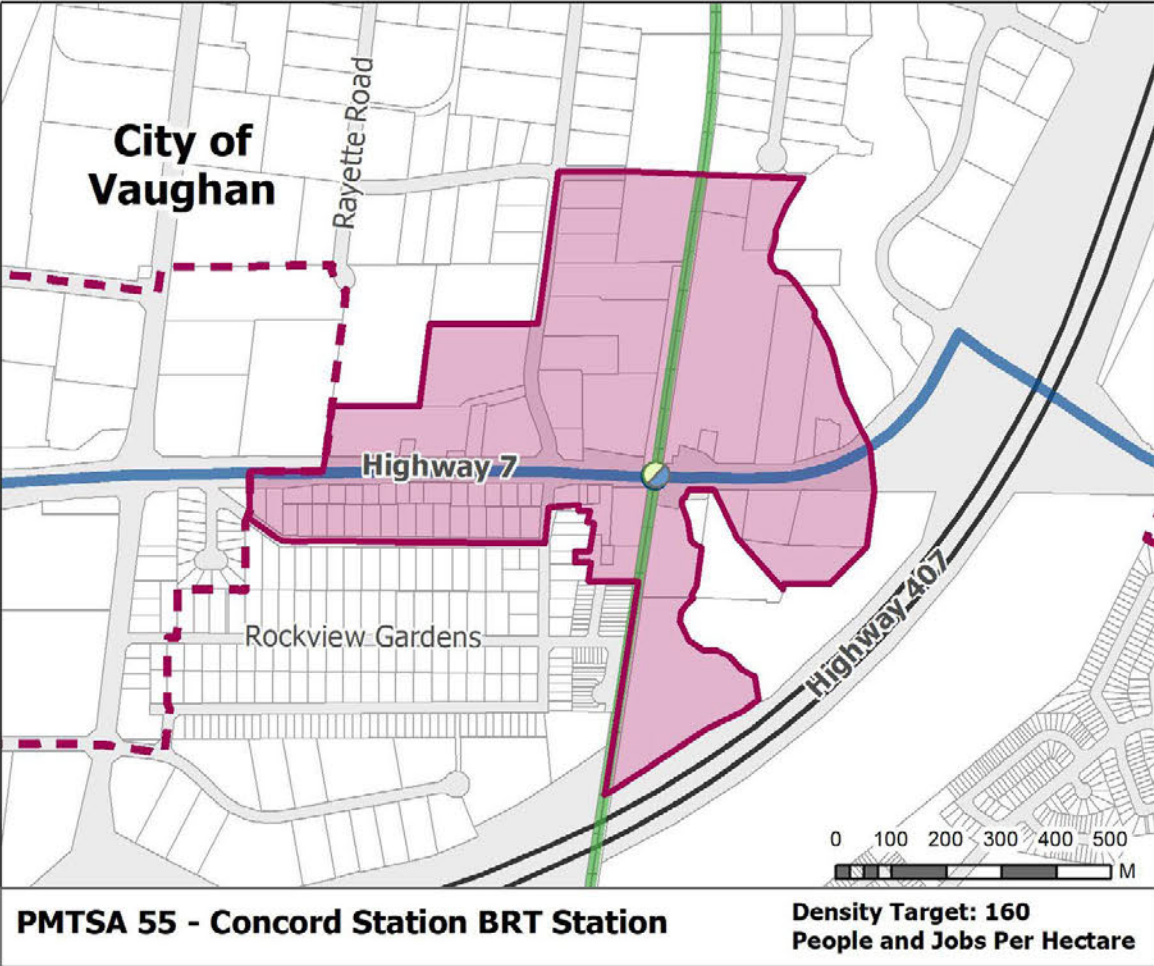
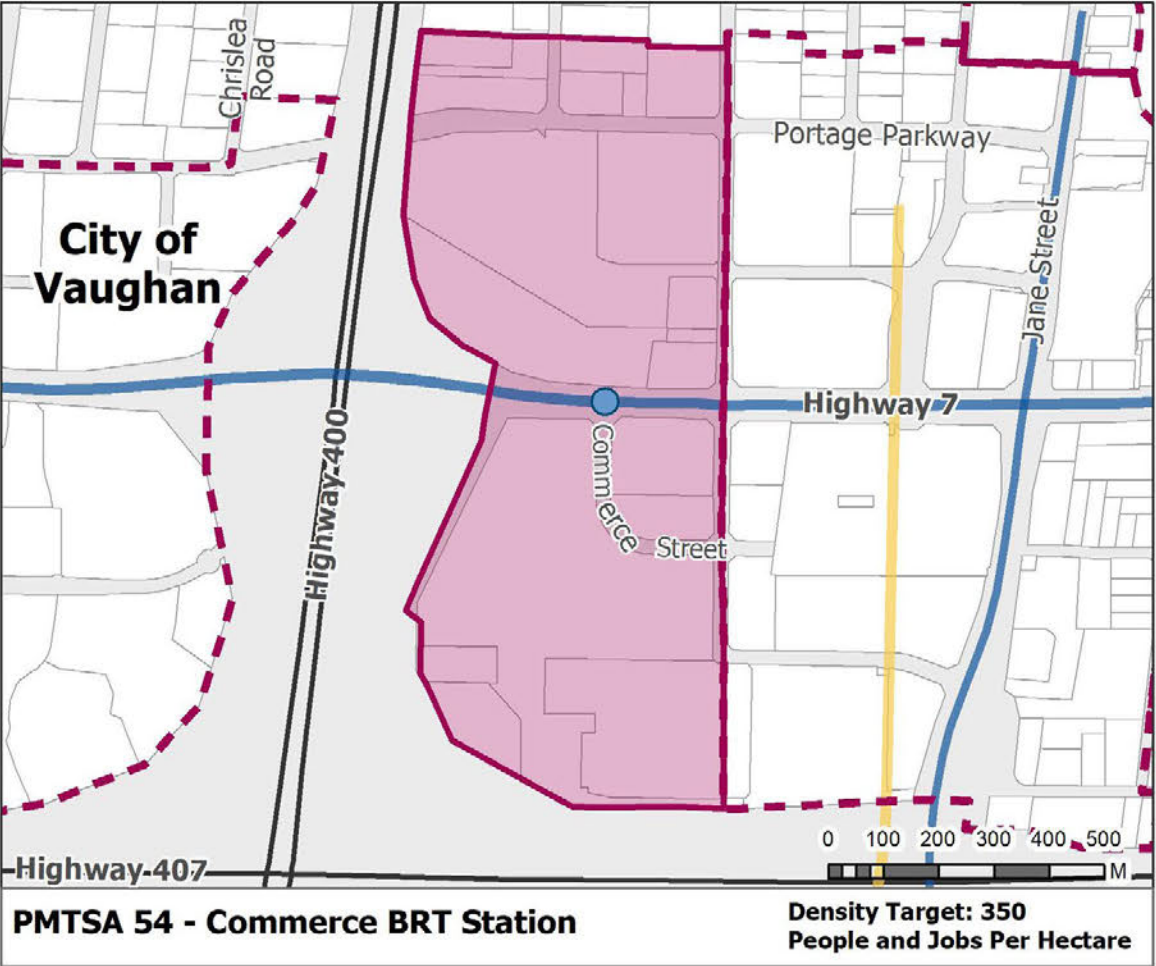
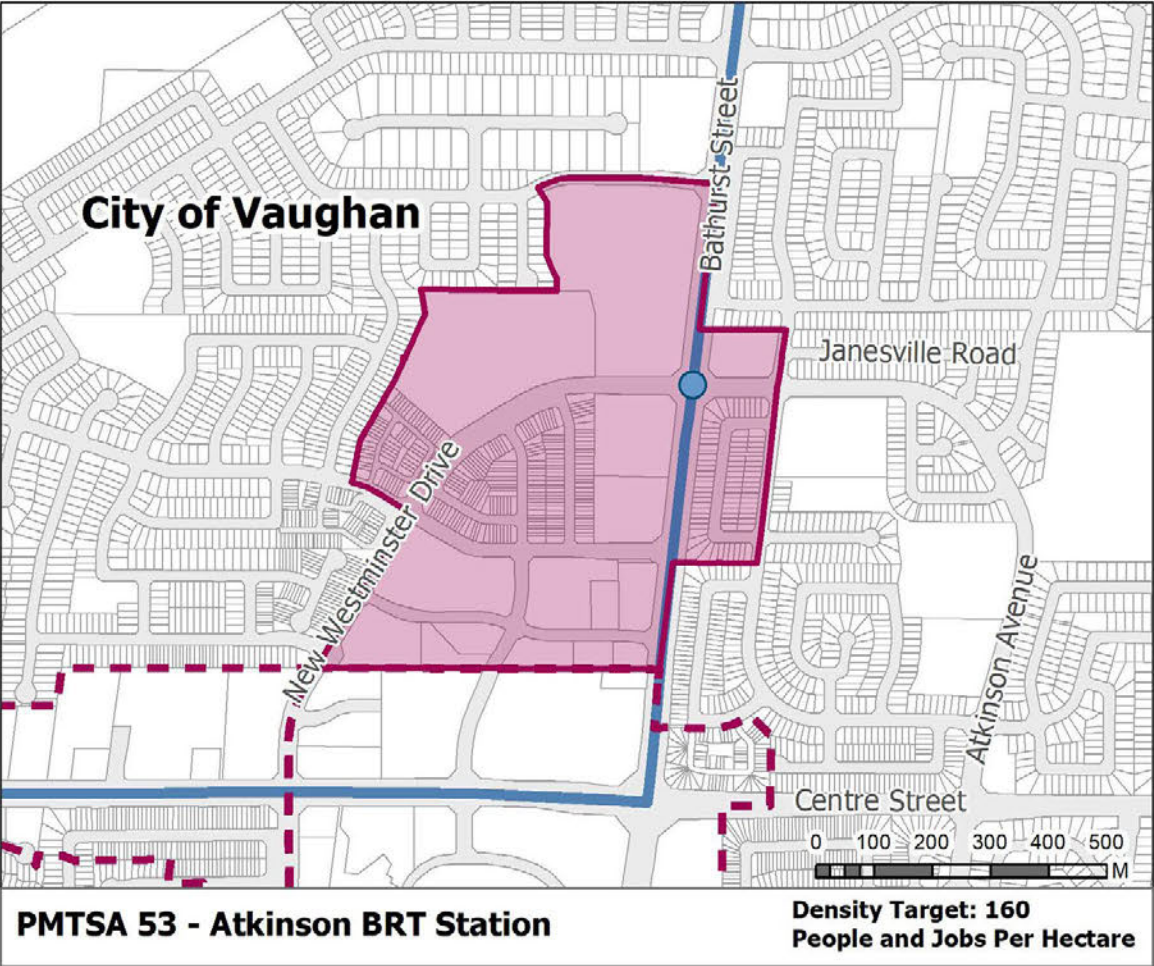
PMTSA 49 - 52

- Major Transit Station Area
 - Adjacent Major Transit Station Area
 - Parcels
- Transit Station**
- Subway Station / Bus Rapid Transit
 - GO Rail
 - Bus Rapid Transit
- Transit Corridor**
- Subway
 - GO Rail
 - Bus Rapid Transit
- Municipal Boundaries**
- Local Municipal Boundary

*See Policy 4.4.43 a)



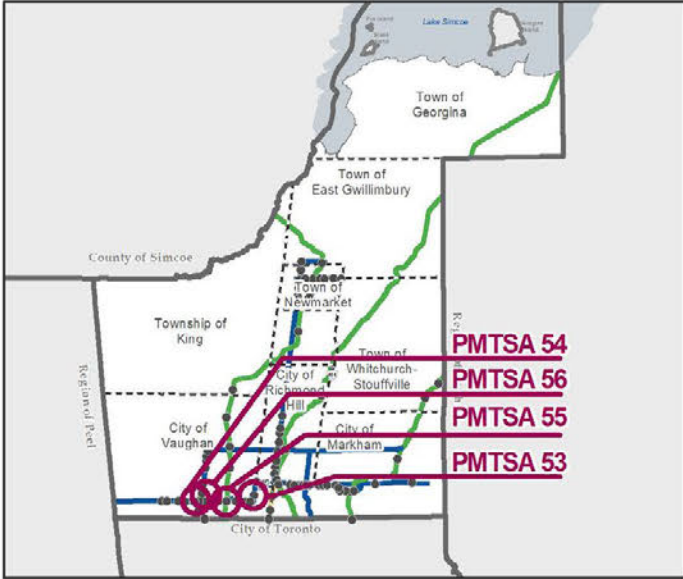
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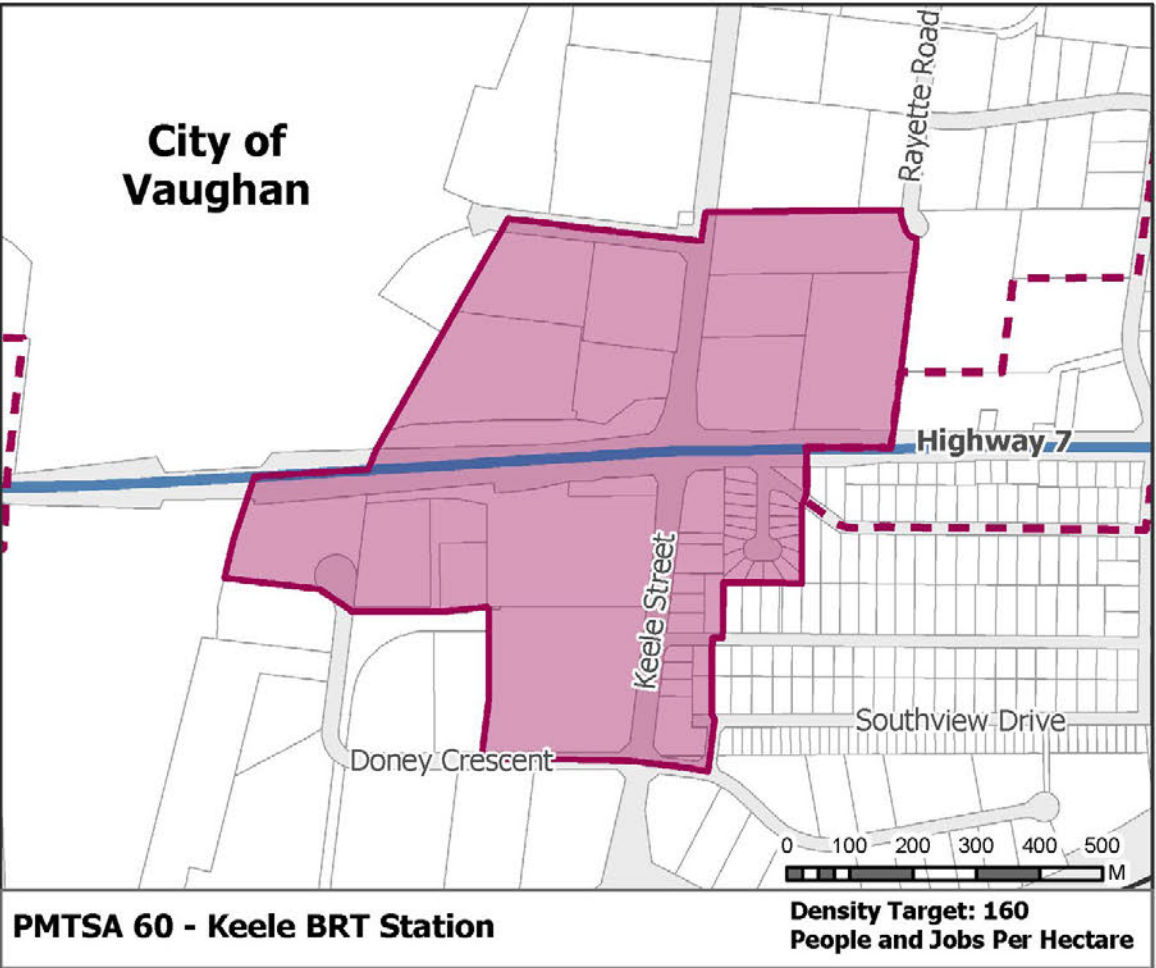
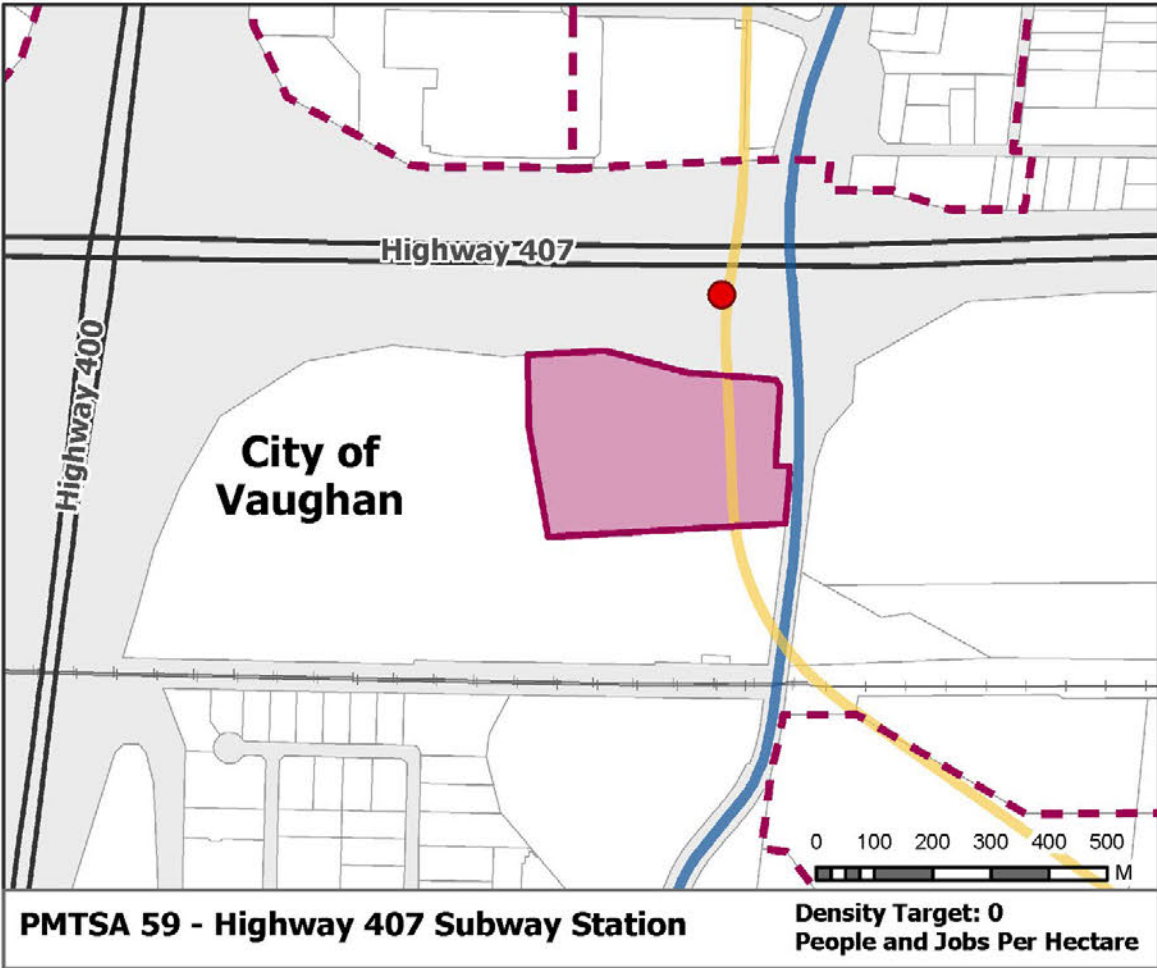
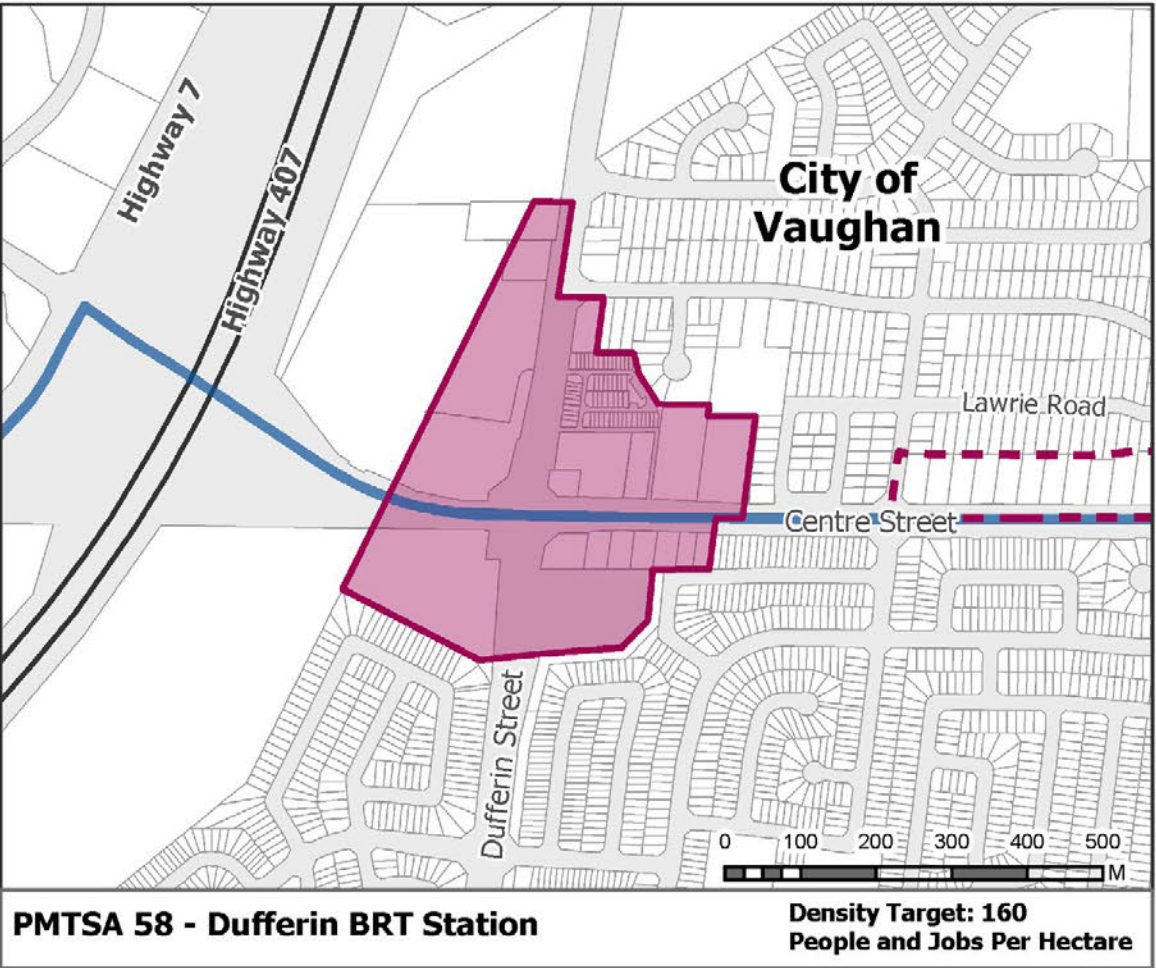
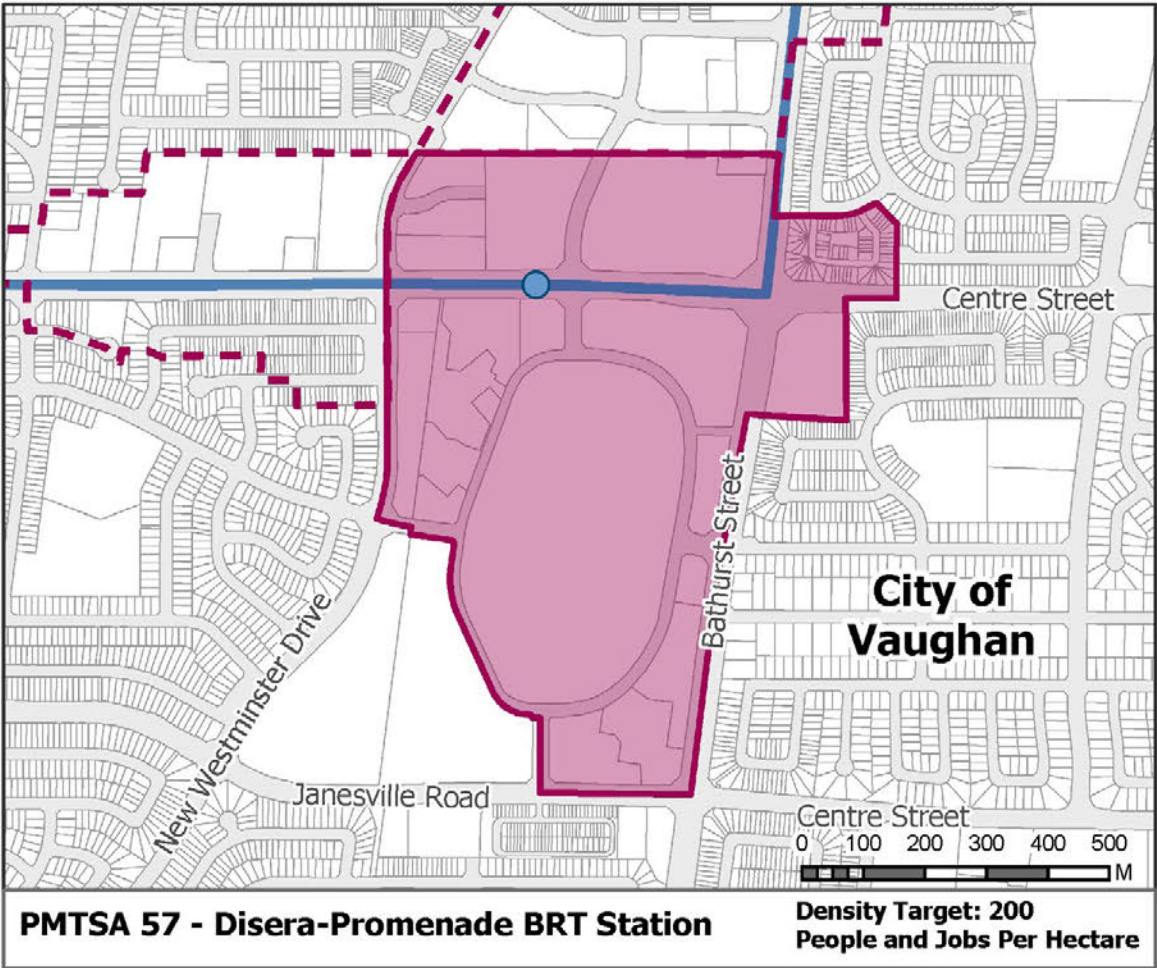
York Region Major Transit Station Areas

PMTSA 53 - 56

- Major Transit Station Area
- Adjacent Major Transit Station Area
- Parcels
- Transit Station**
 - GO Rail subject to further study / Bus Rapid Transit
 - Bus Rapid Transit
- Transit Corridor**
 - Subway
 - GO Rail
 - Bus Rapid Transit
- Provincial Highways**
 - Existing



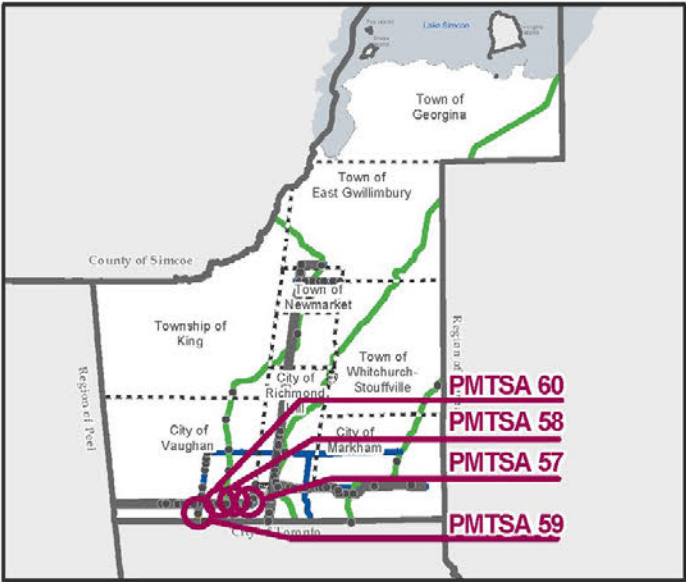
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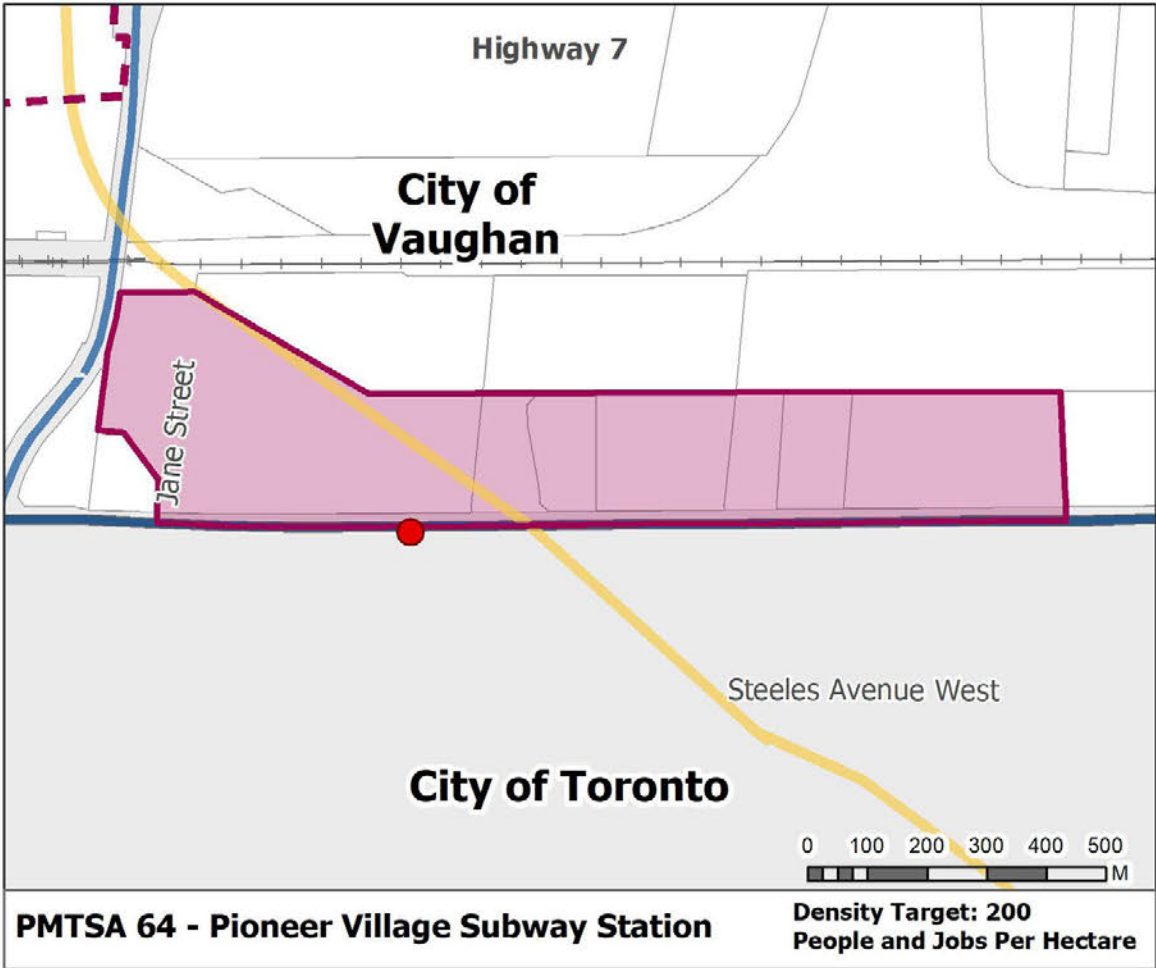
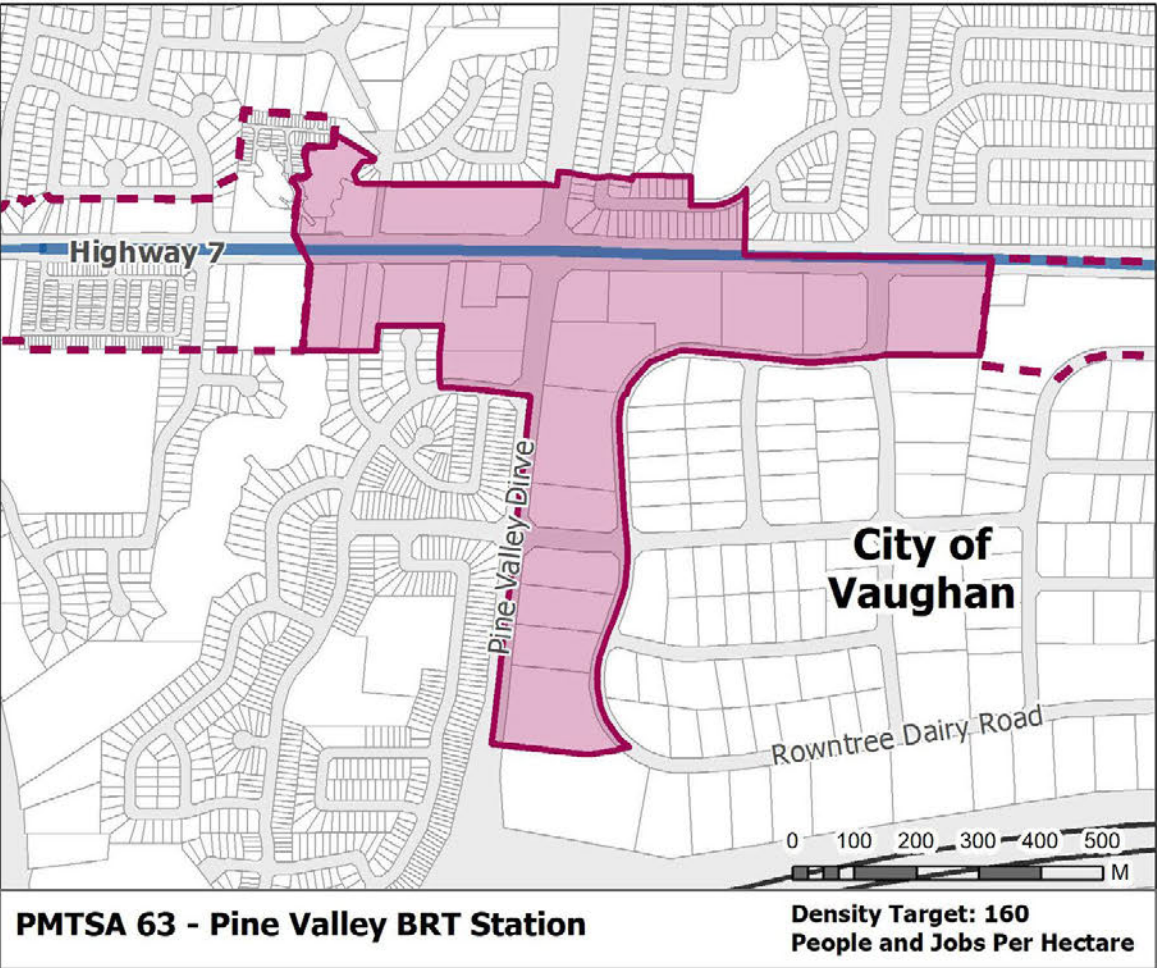
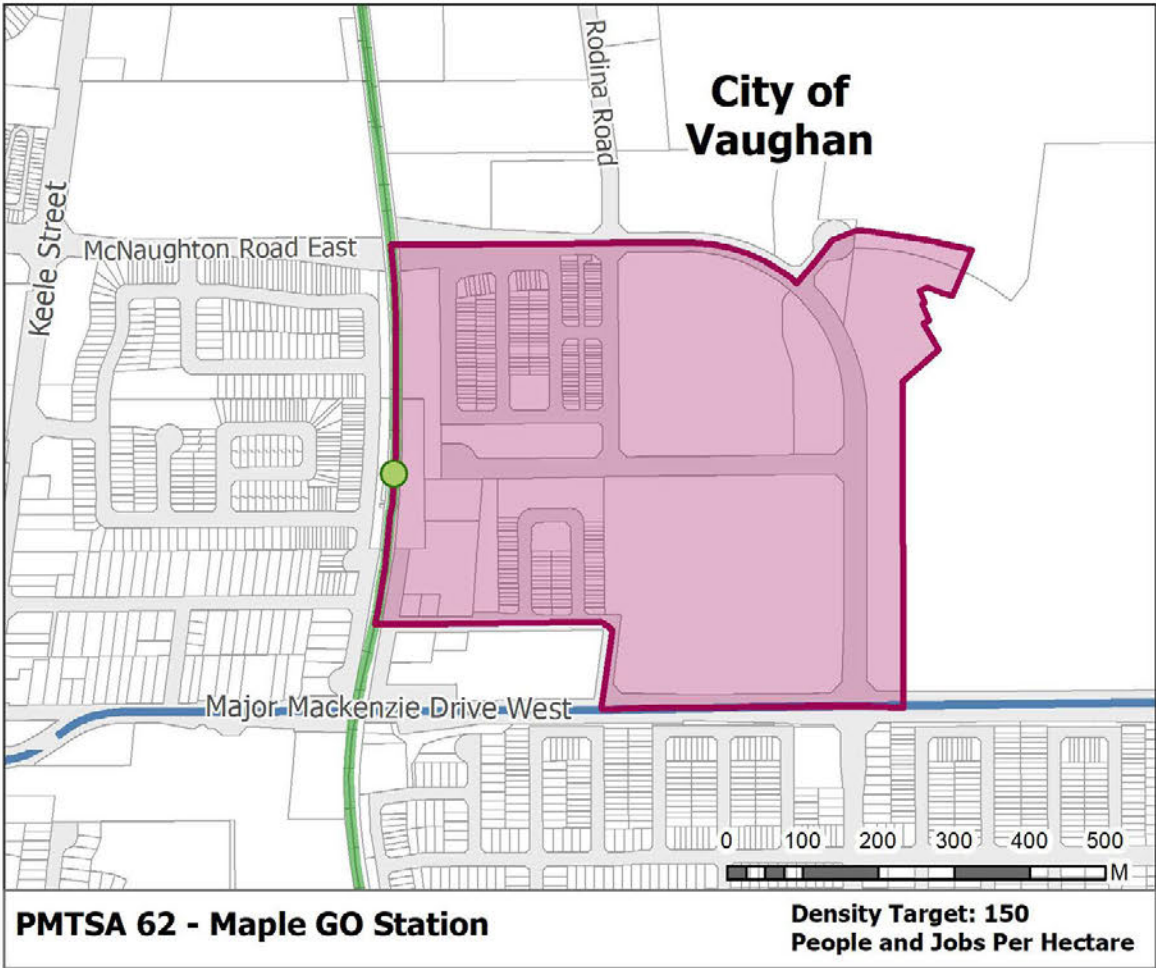
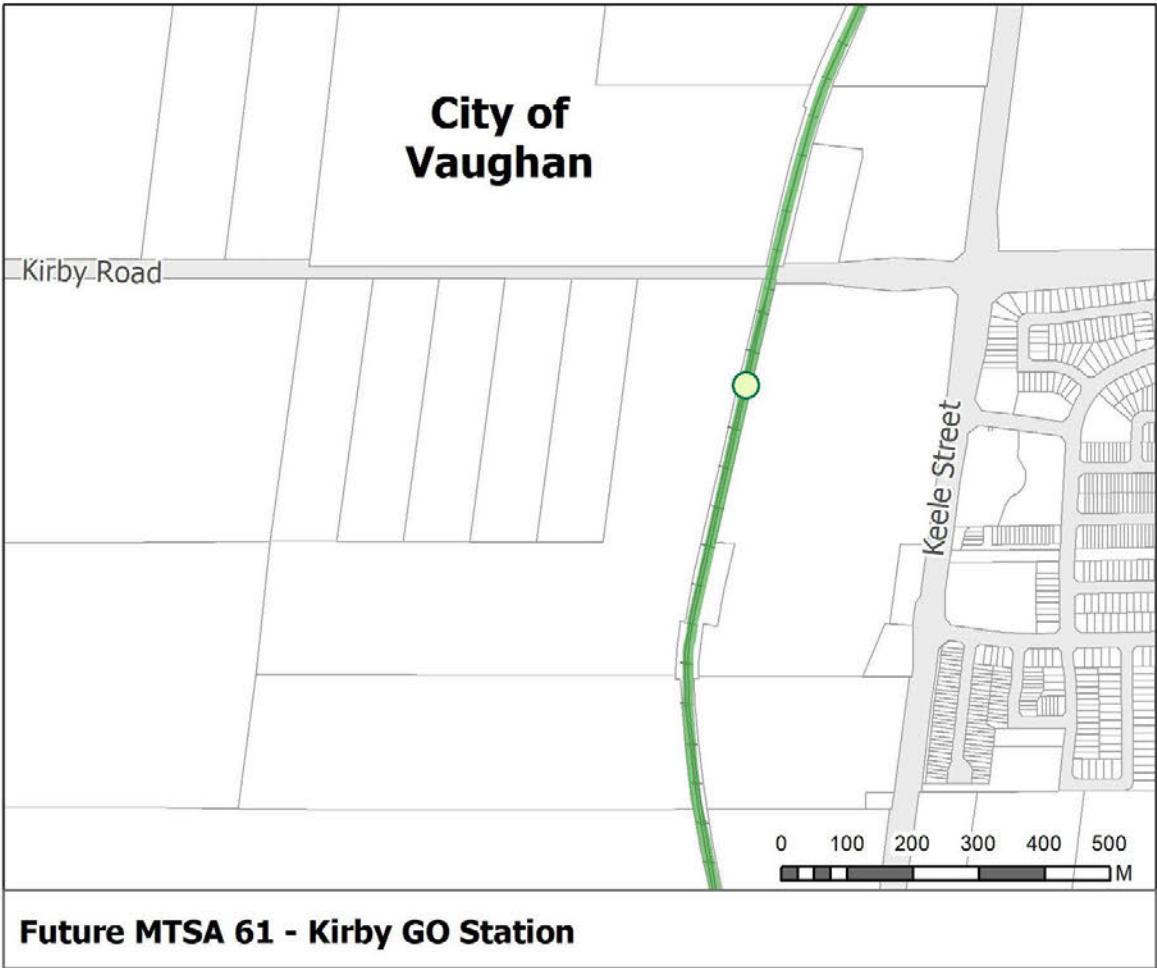
York Region Major Transit Station Areas

PMTSA 57 - 60

- Major Transit Station Area
- Adjacent Major Transit Station Area
- Parcels
- Transit Station**
 - Subway Station
 - Bus Rapid Transit
- Transit Corridor**
 - Subway
 - Bus Rapid Transit



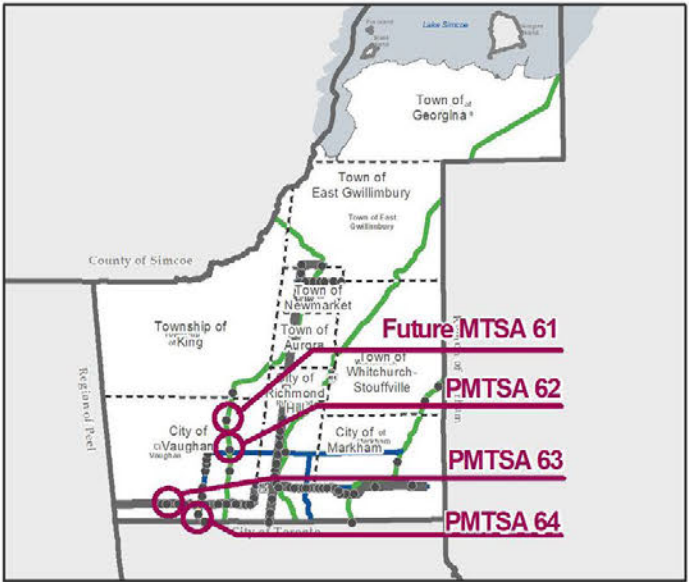
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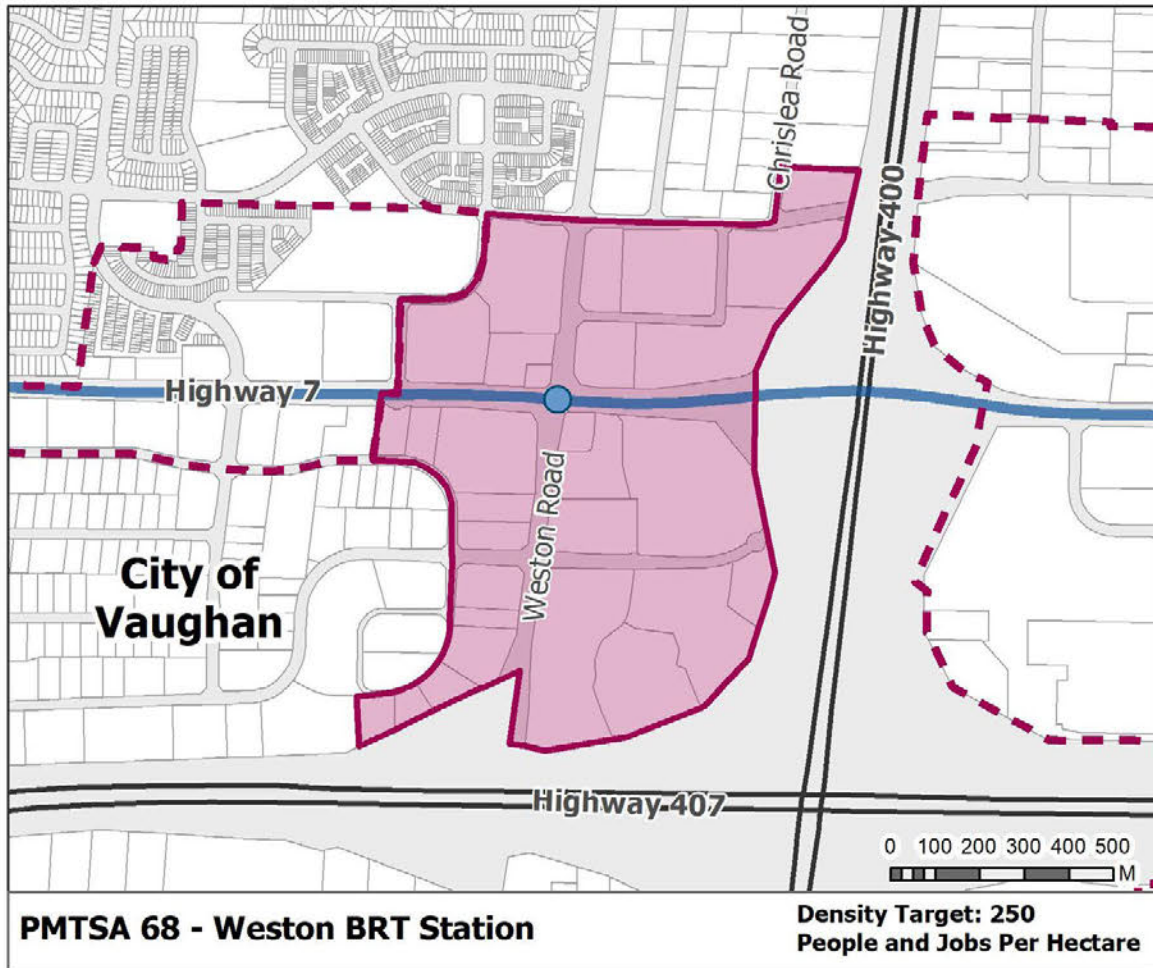
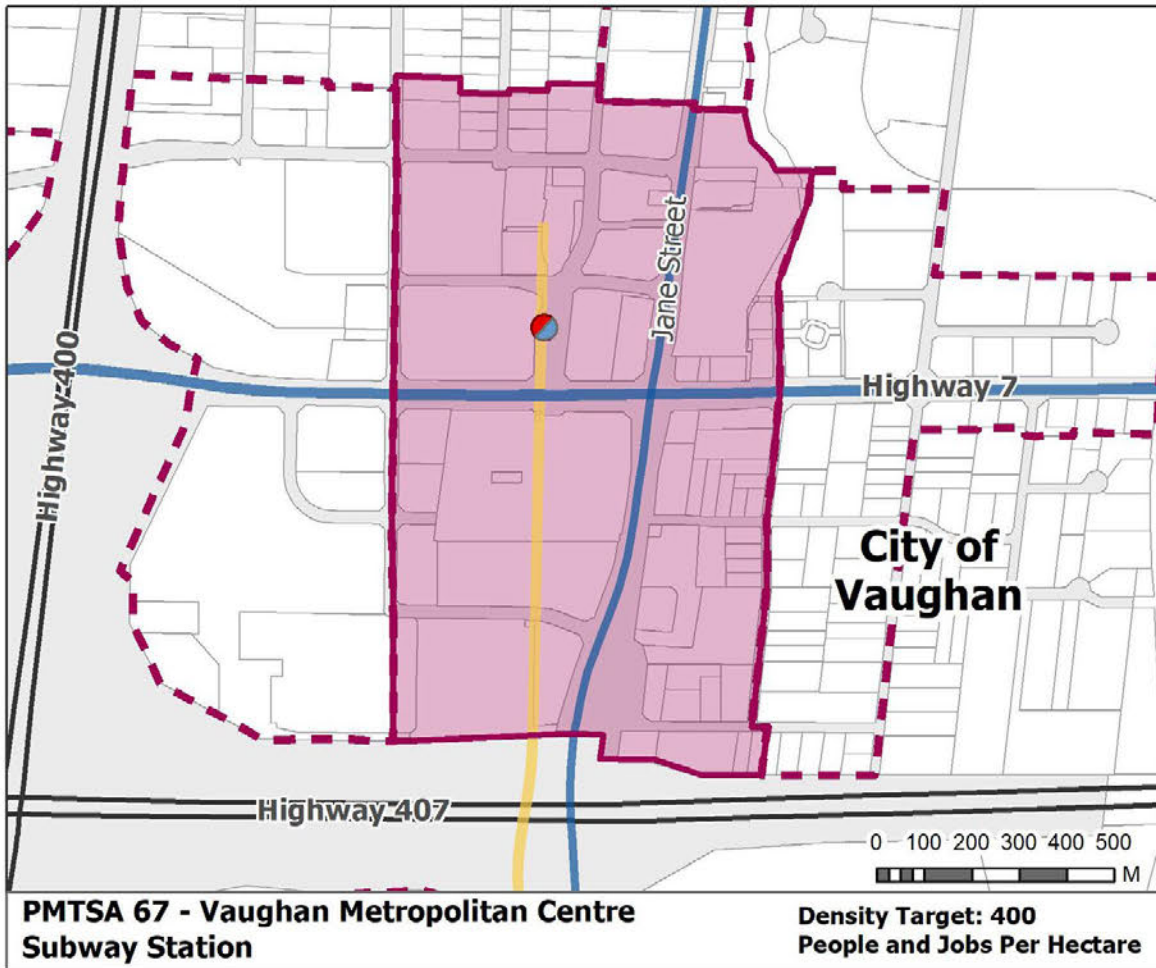
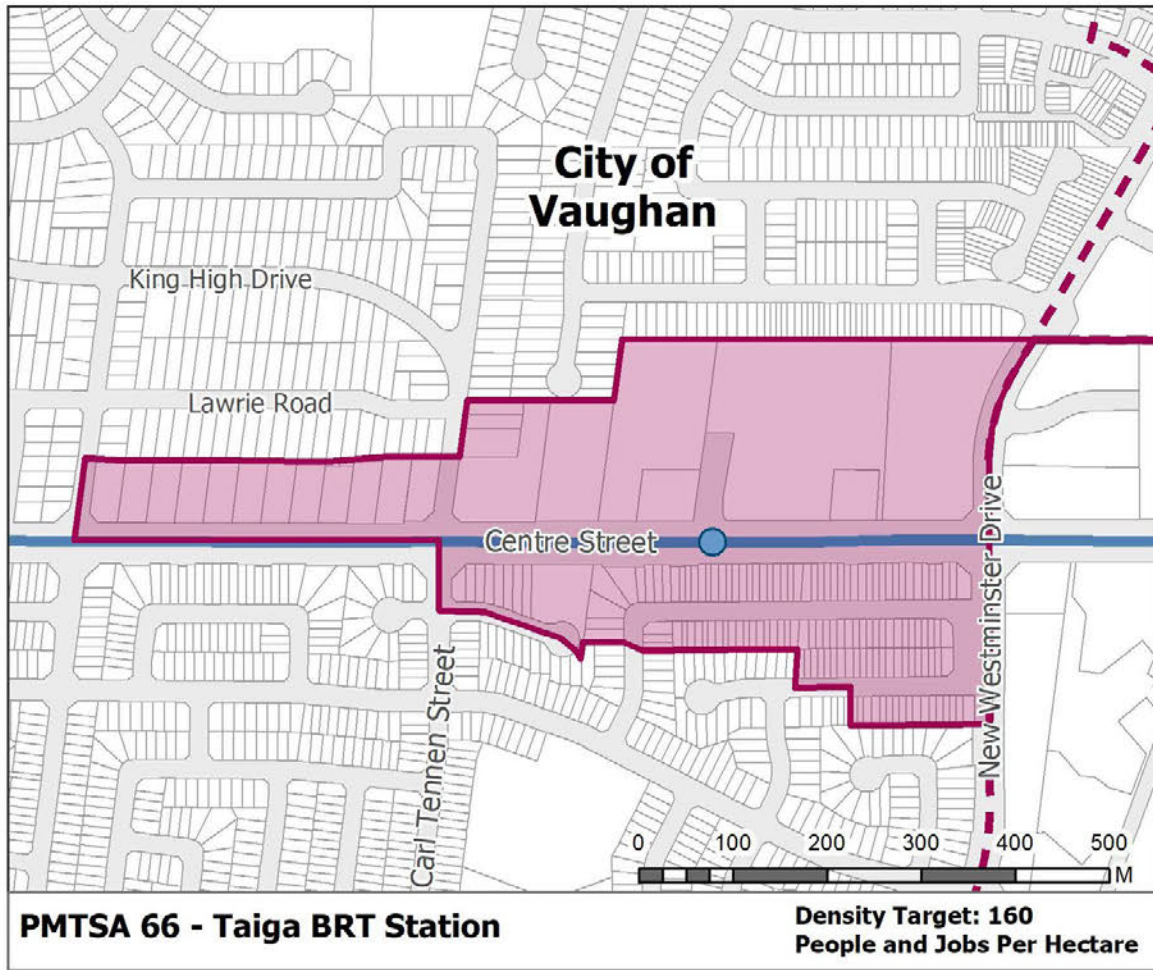
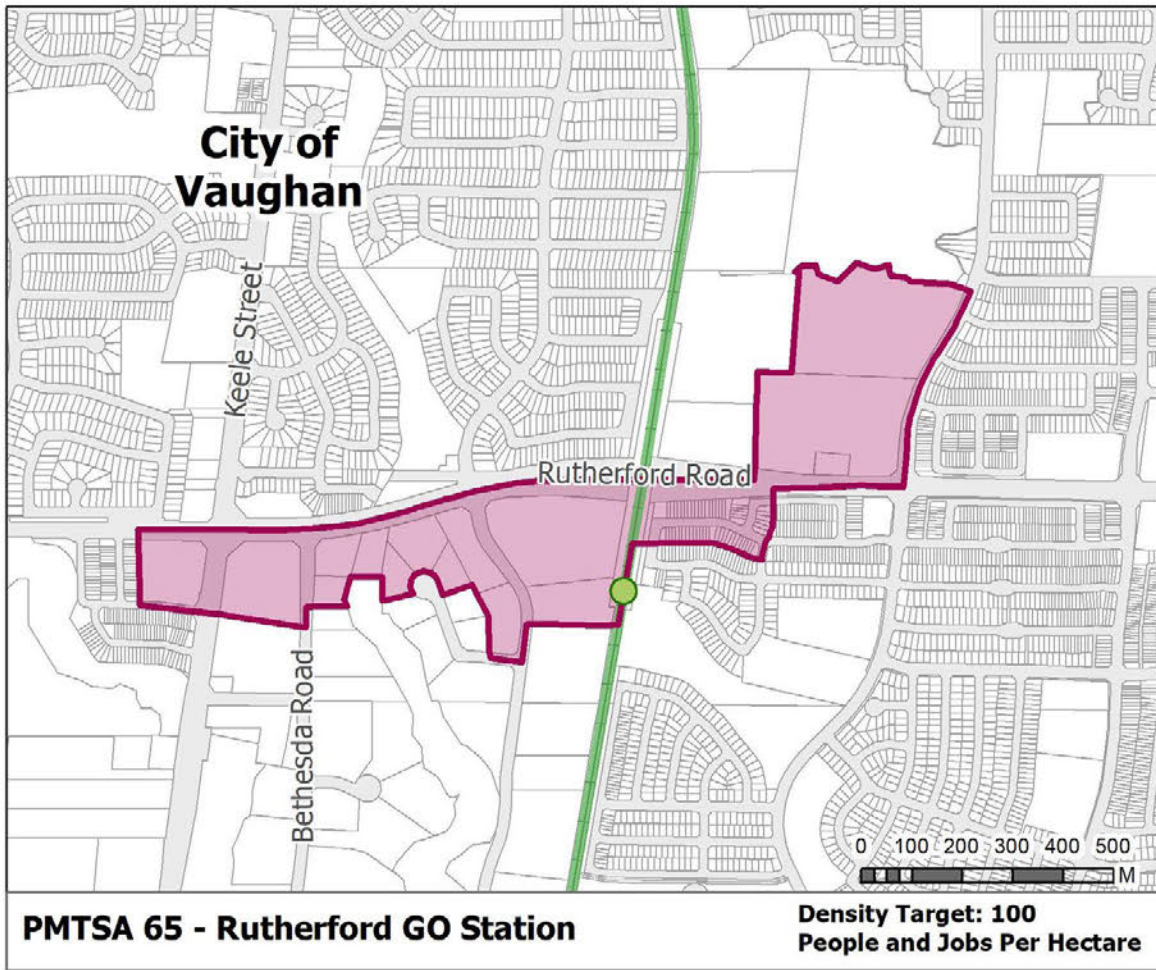
York Region Major Transit Station Areas

Future MTSA 61 and PMTSA 62 - 64

- Major Transit Station Area
 - Adjacent Major Transit Station Area
 - Parcels
- Transit Station**
- Subway Station
 - GO Rail Station subject to further study
 - GO Rail
 - Bus Rapid Transit
- Transit Corridor**
- Subway
 - GO Rail
 - Bus Rapid Transit
- Provincial Highways**
- Existing
- Municipal Boundaries**
- Regional Municipal Boundary



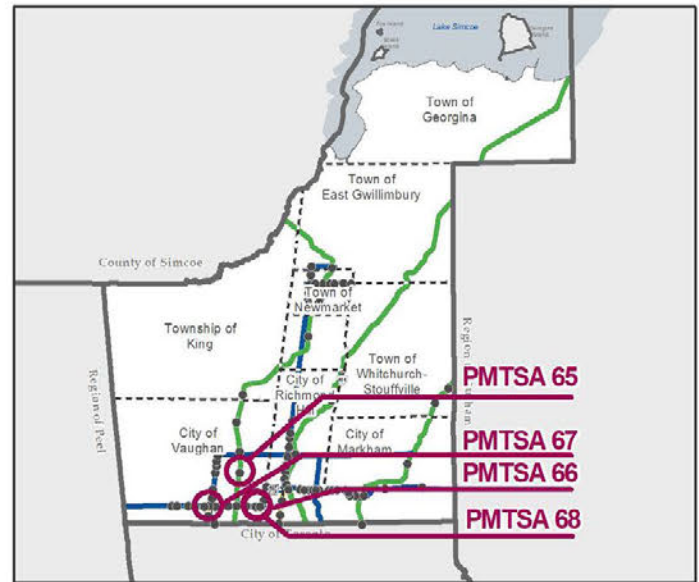
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York Region Major Transit Station Areas

PMTSA 65 - 68

- Major Transit Station Area
- Adjacent Major Transit Station Area
- Parcels
- Transit Station**
 - Subway Station / Bus Rapid Transit
 - GO Rail
 - Bus Rapid Transit
- Transit Corridor**
 - Subway
 - GO Rail
 - Bus Rapid Transit
- Provincial Highways**
 - Existing



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