

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 PMTSAs.
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:

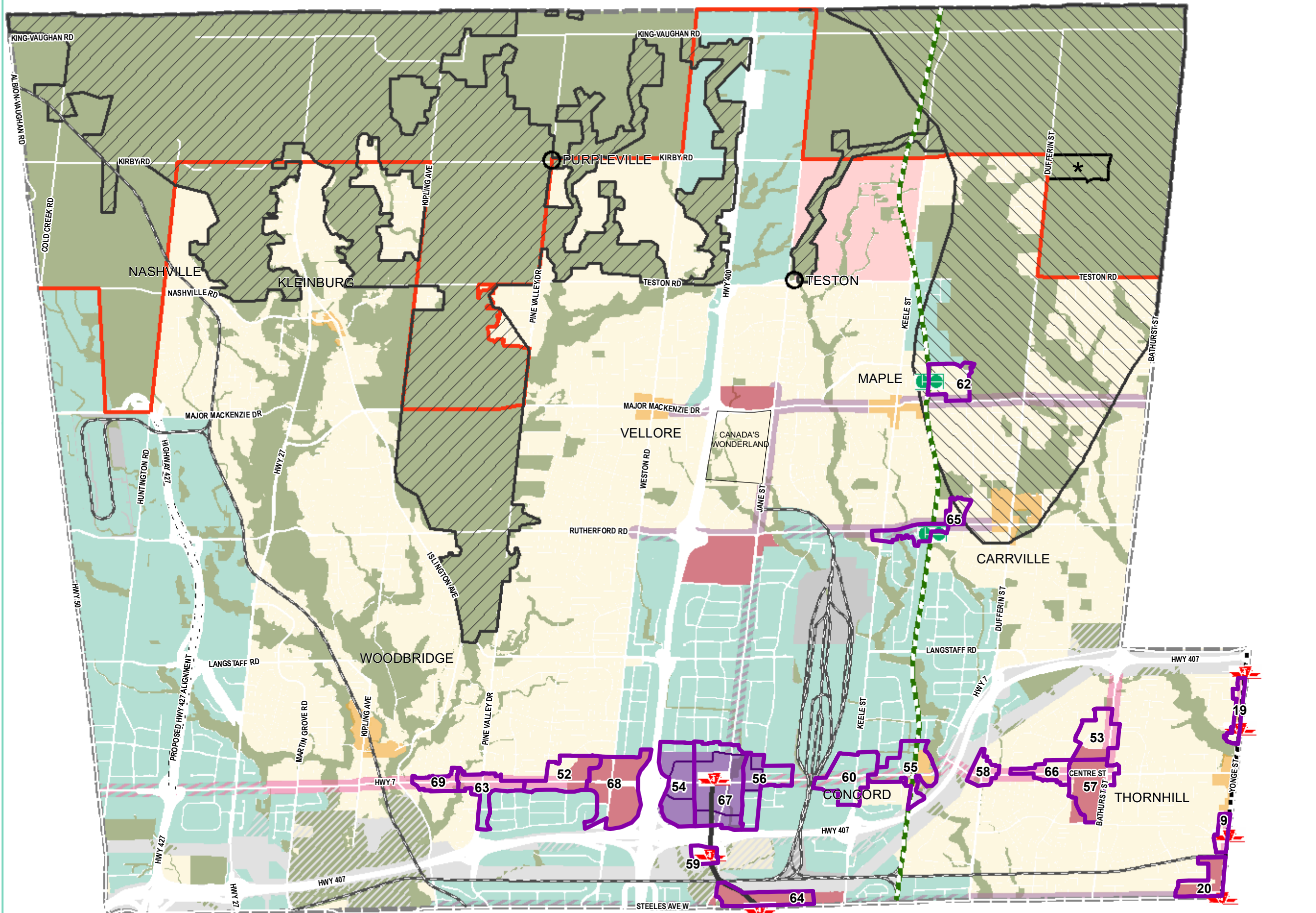
Intensification Areas

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

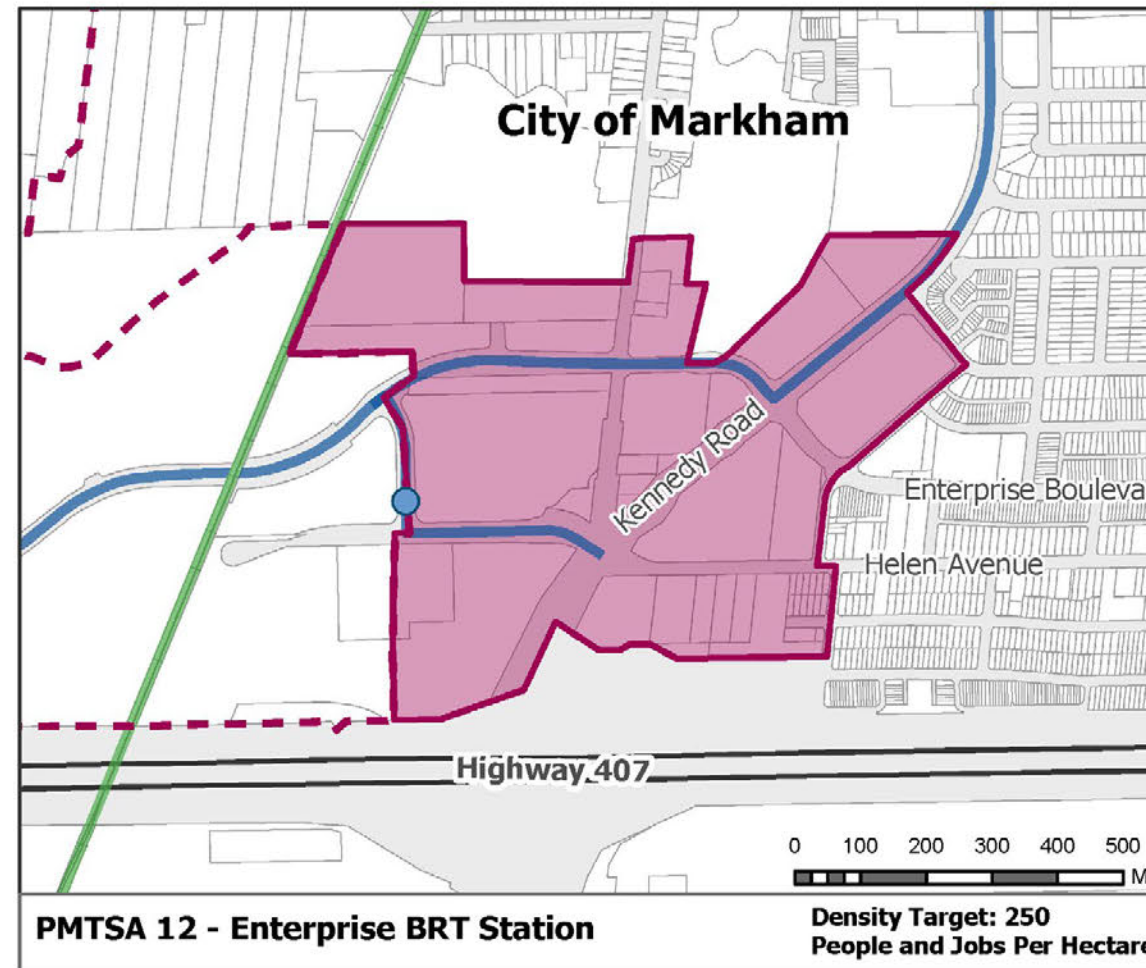
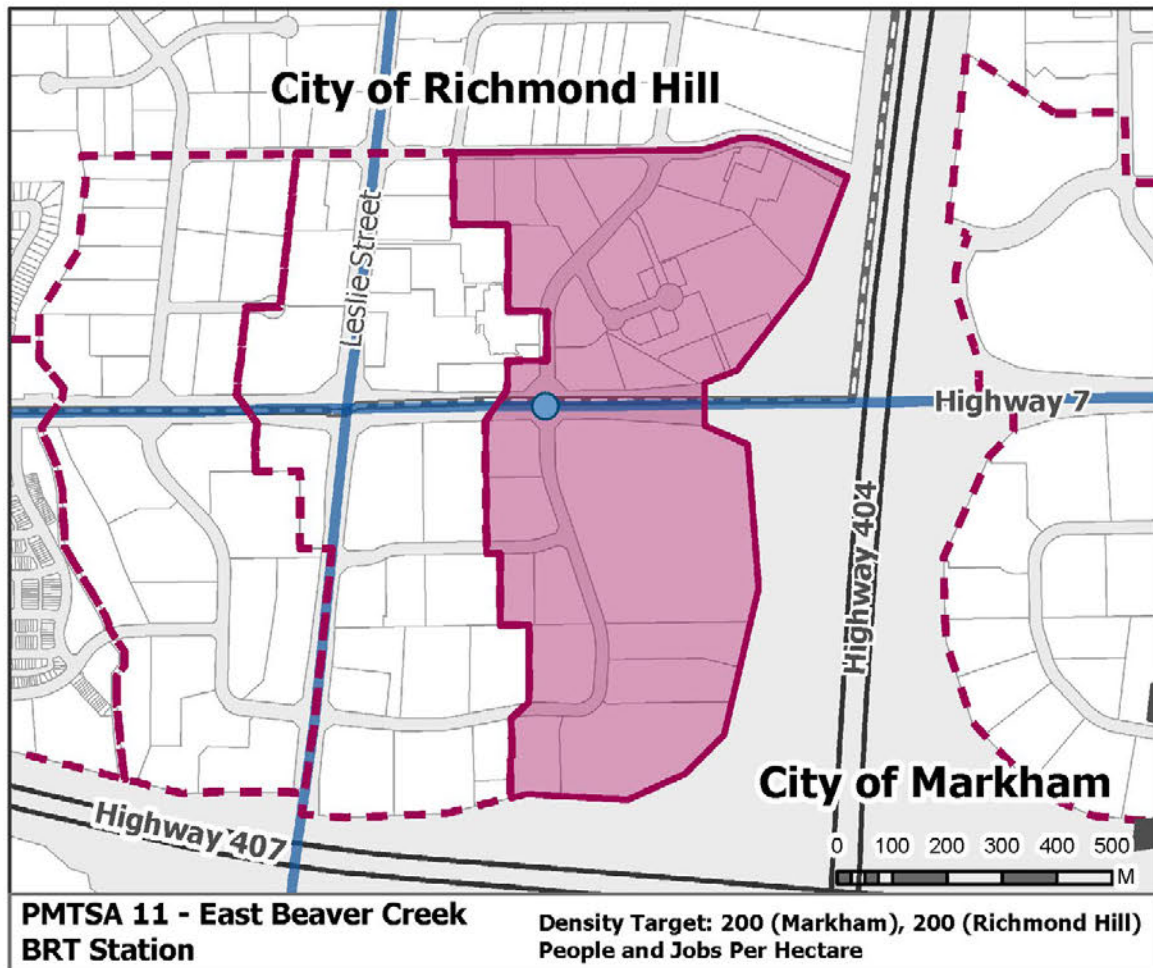
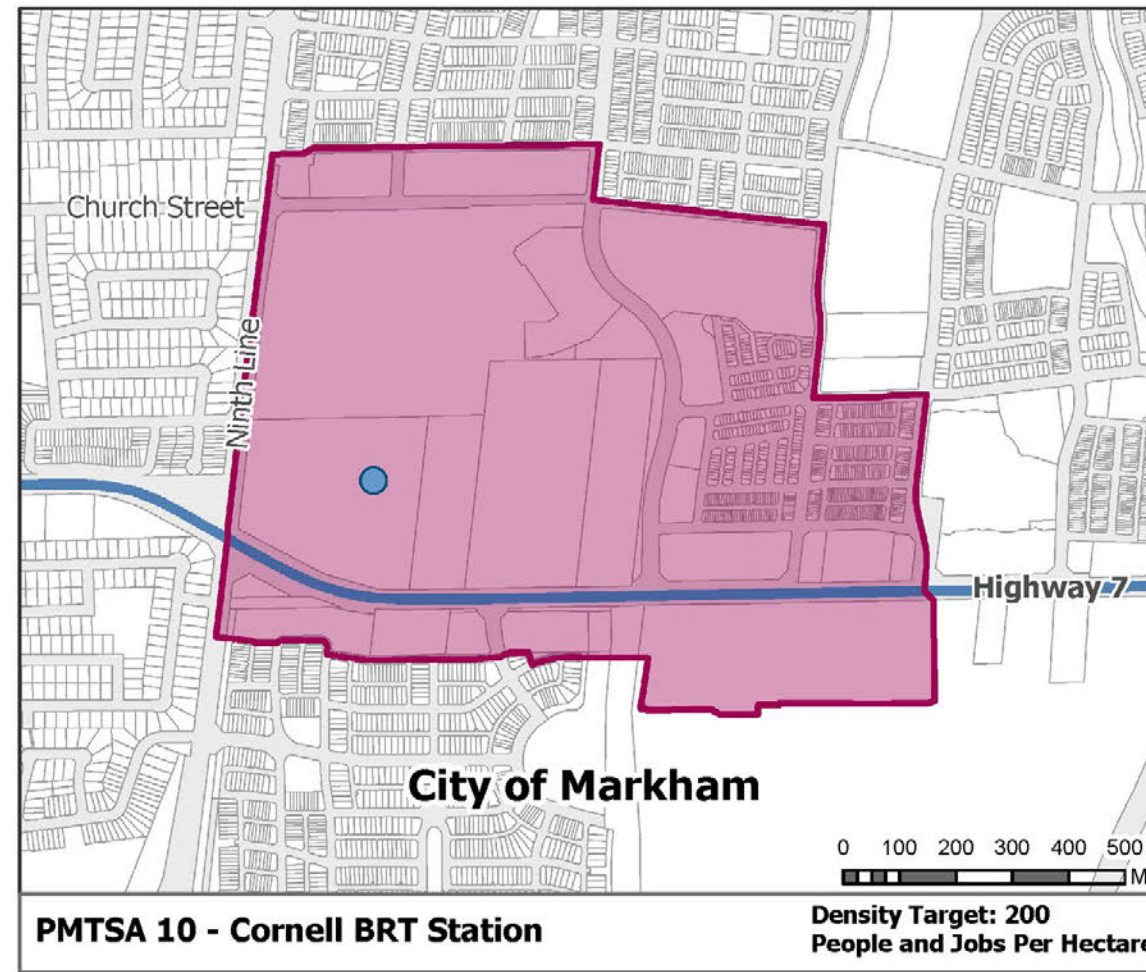
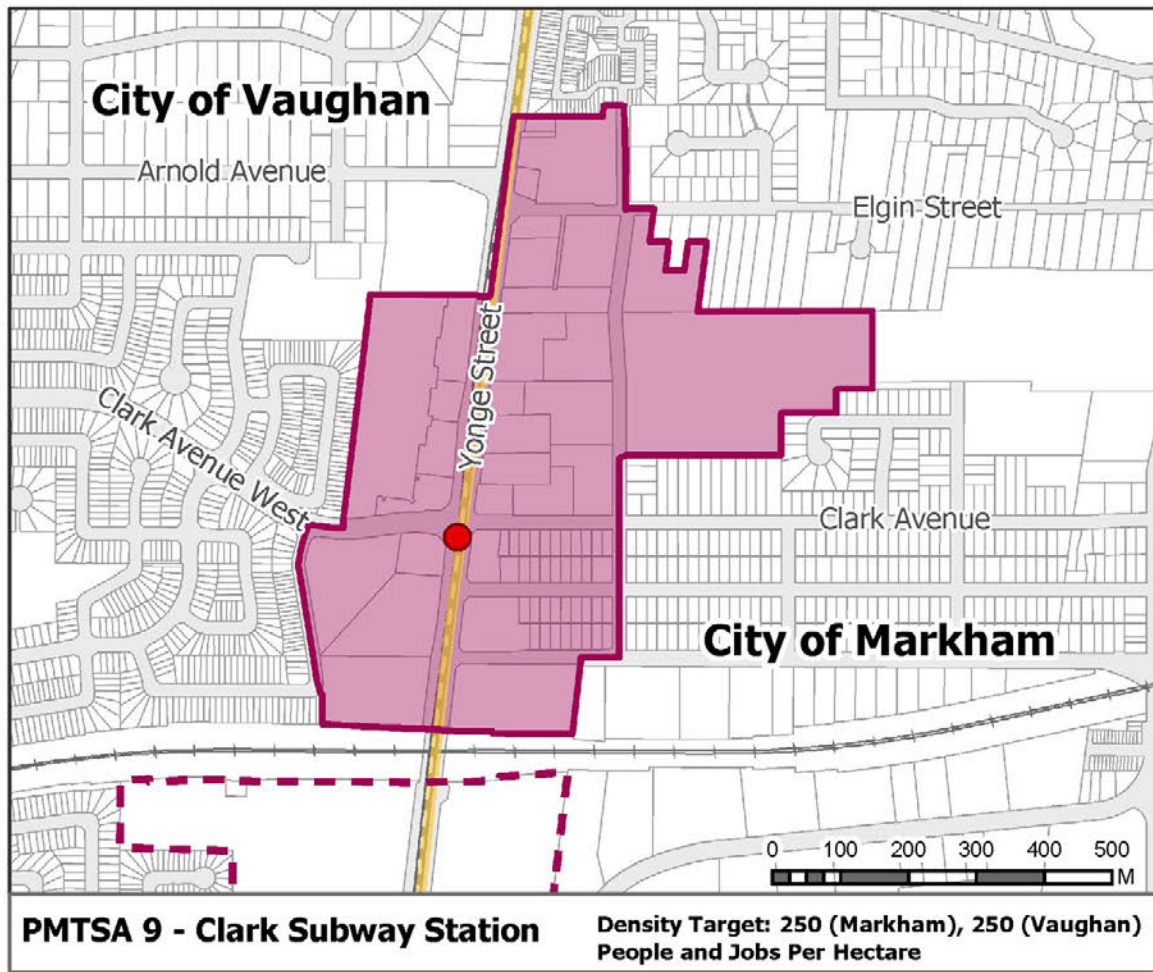
 Protected Major Transit Station Areas



Schedule 1C

Protected Major Transit Station Areas in Vaughan and Minimum Density Targets

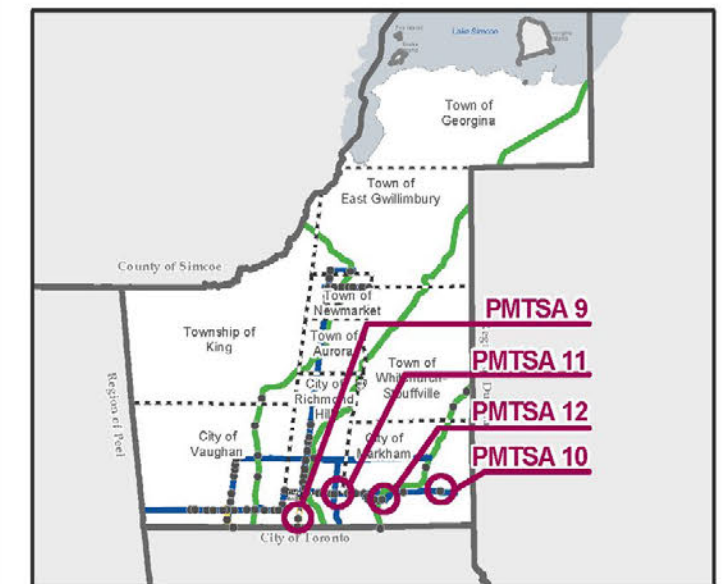
| MTSA ID | Station Name | Minimum Density Target |
|----------------|--|-------------------------------|
| PMTSA 52 | Ansley Grove BRT Station | 200 People and Jobs/Ha |
| PMTSA 53 | Atkinson BRT Station | 160 People and Jobs/Ha |
| PMTSA 54 | Commerce BRT Station | 350 People and Jobs/Ha |
| PMTSA 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 |
| 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 |



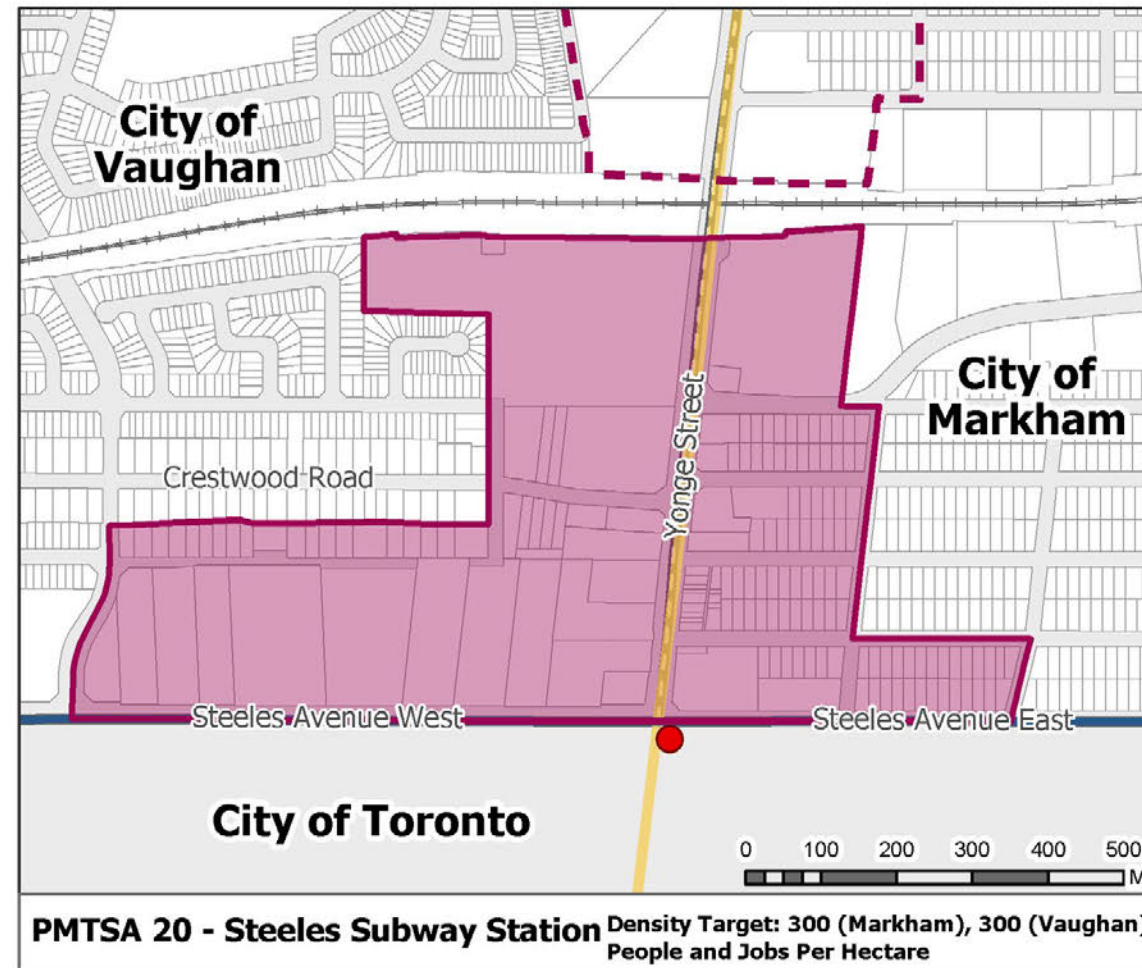
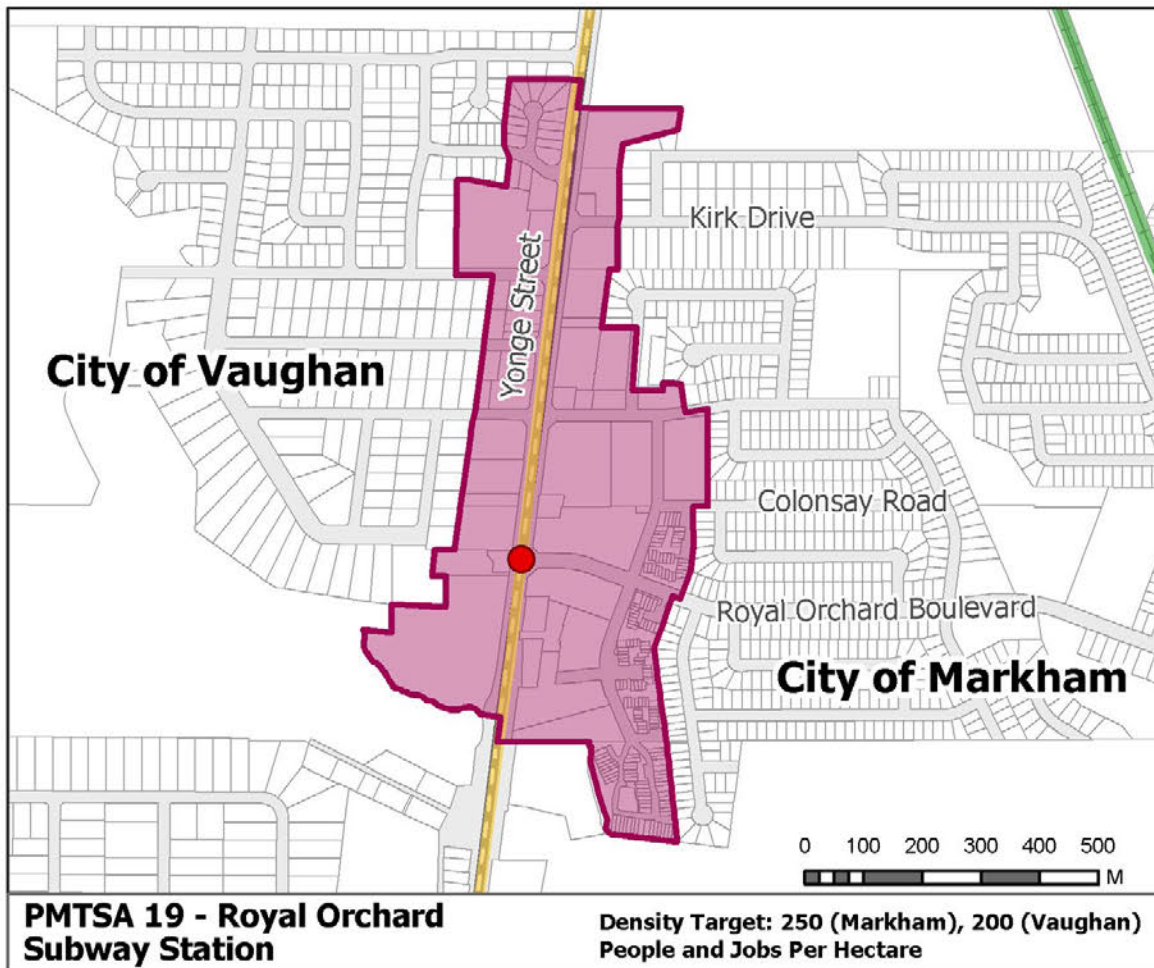
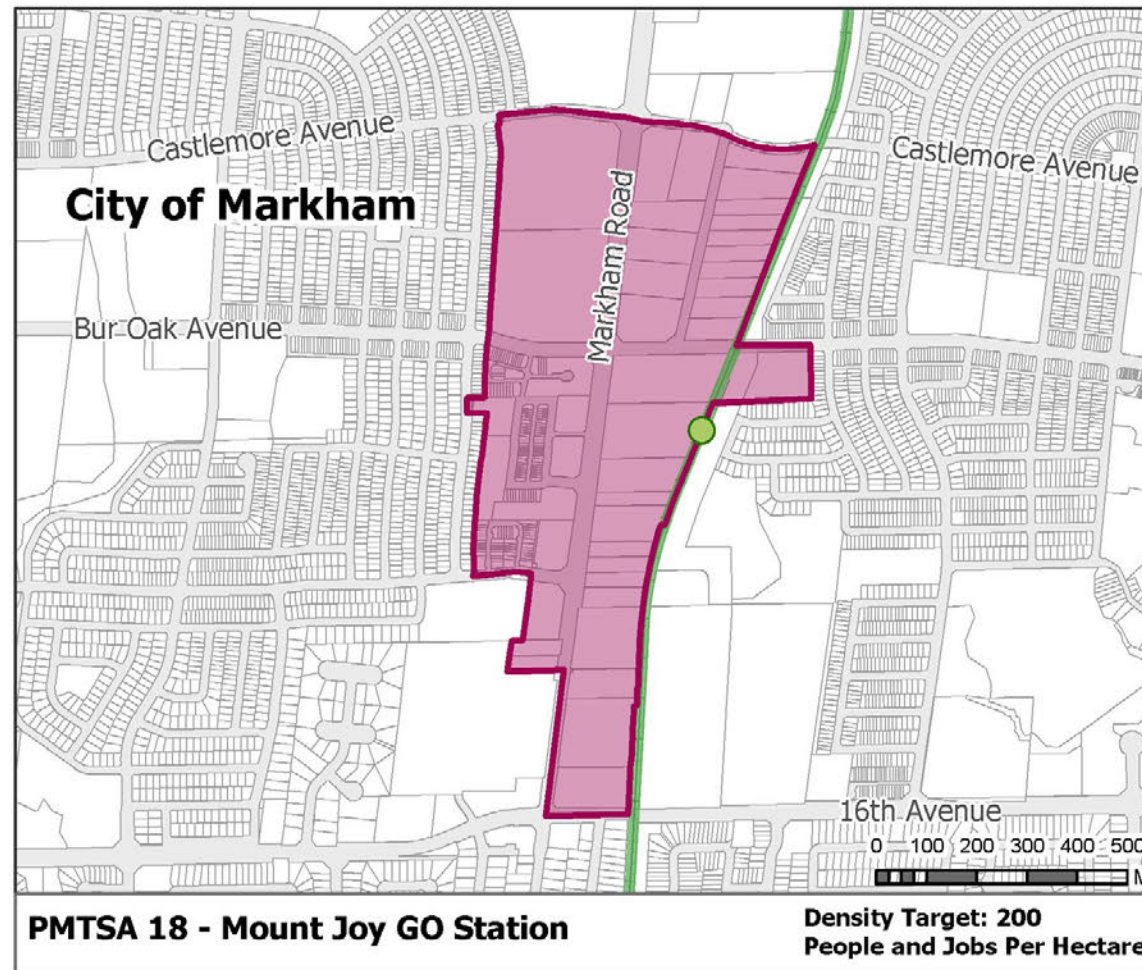
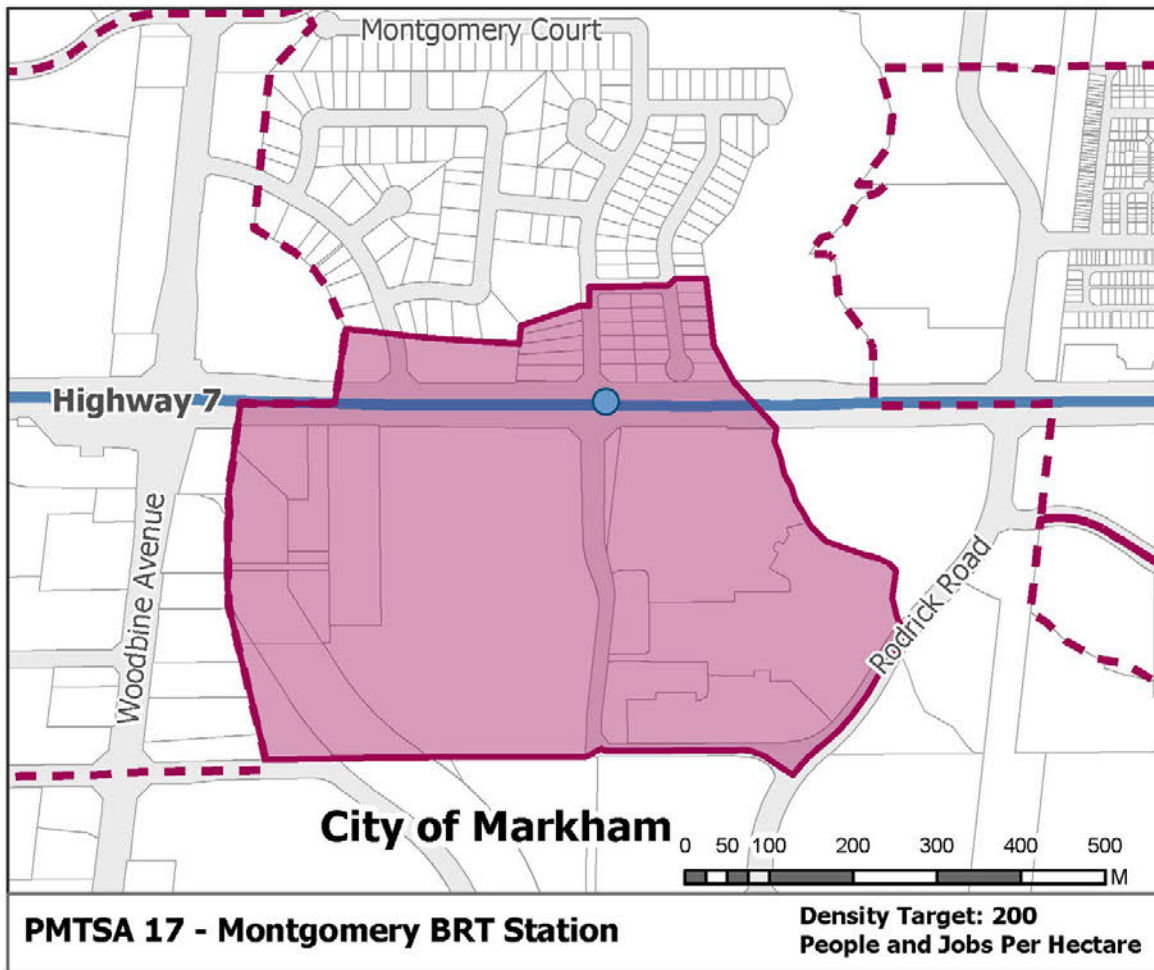
York Region Major Transit Station Areas

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



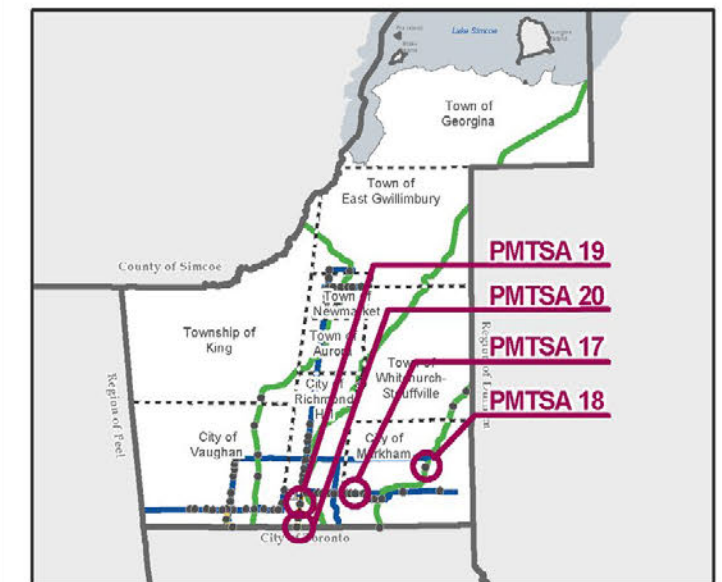
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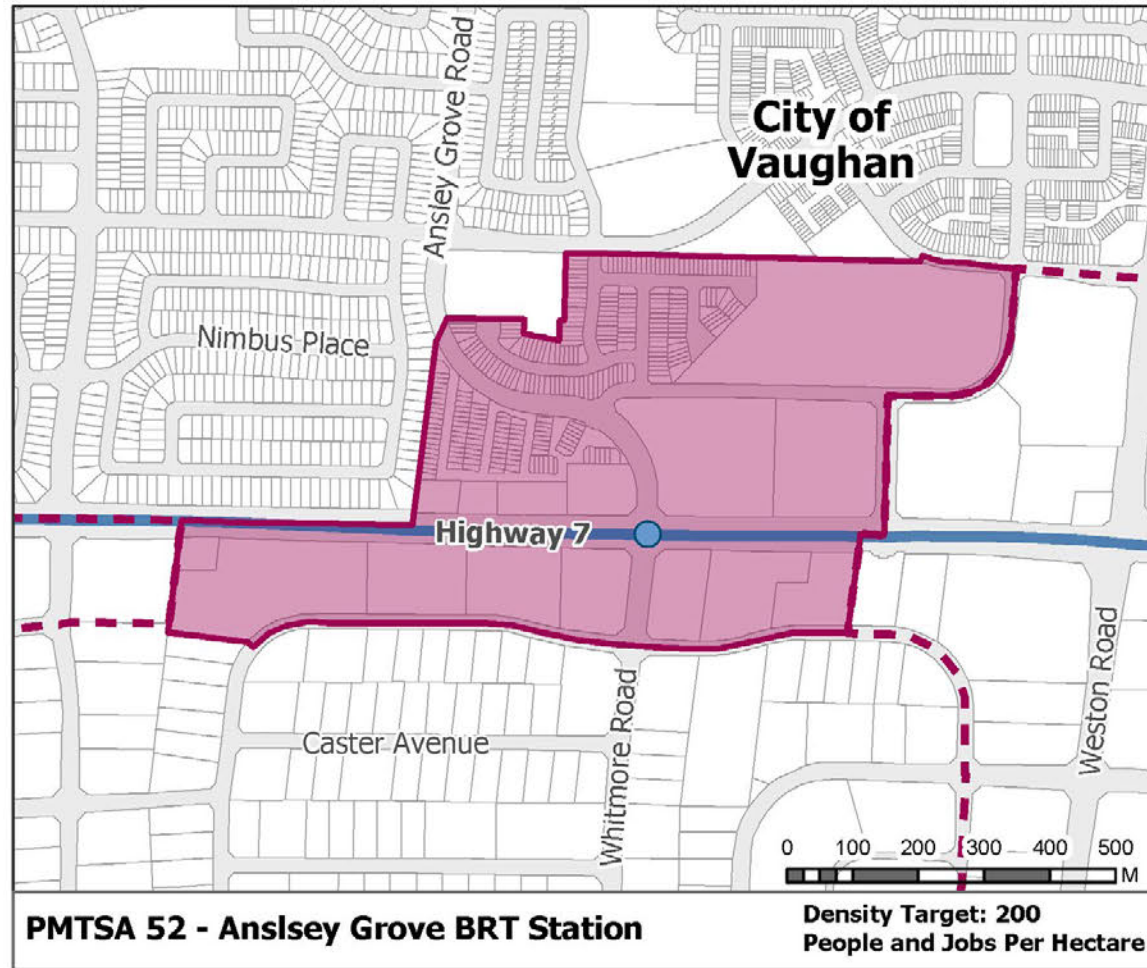
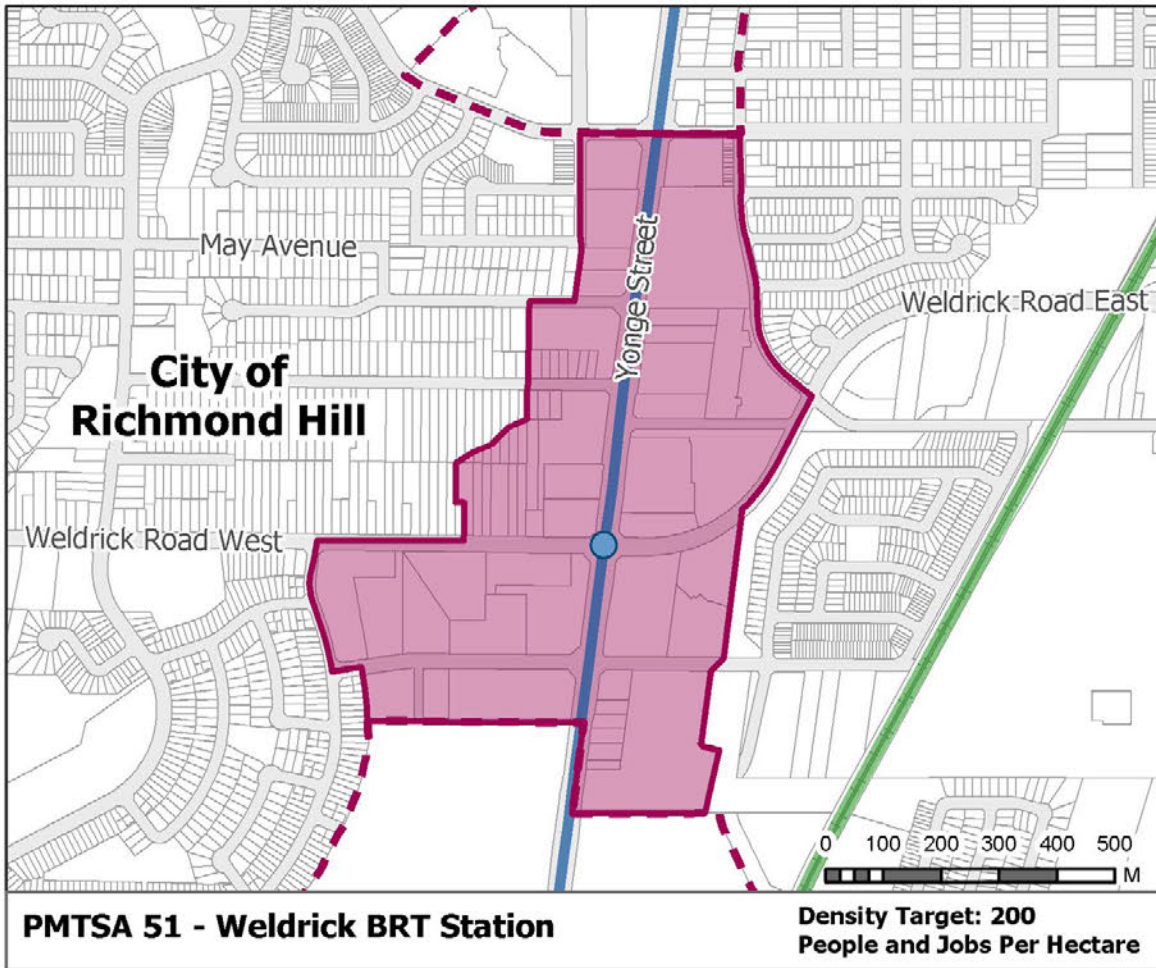
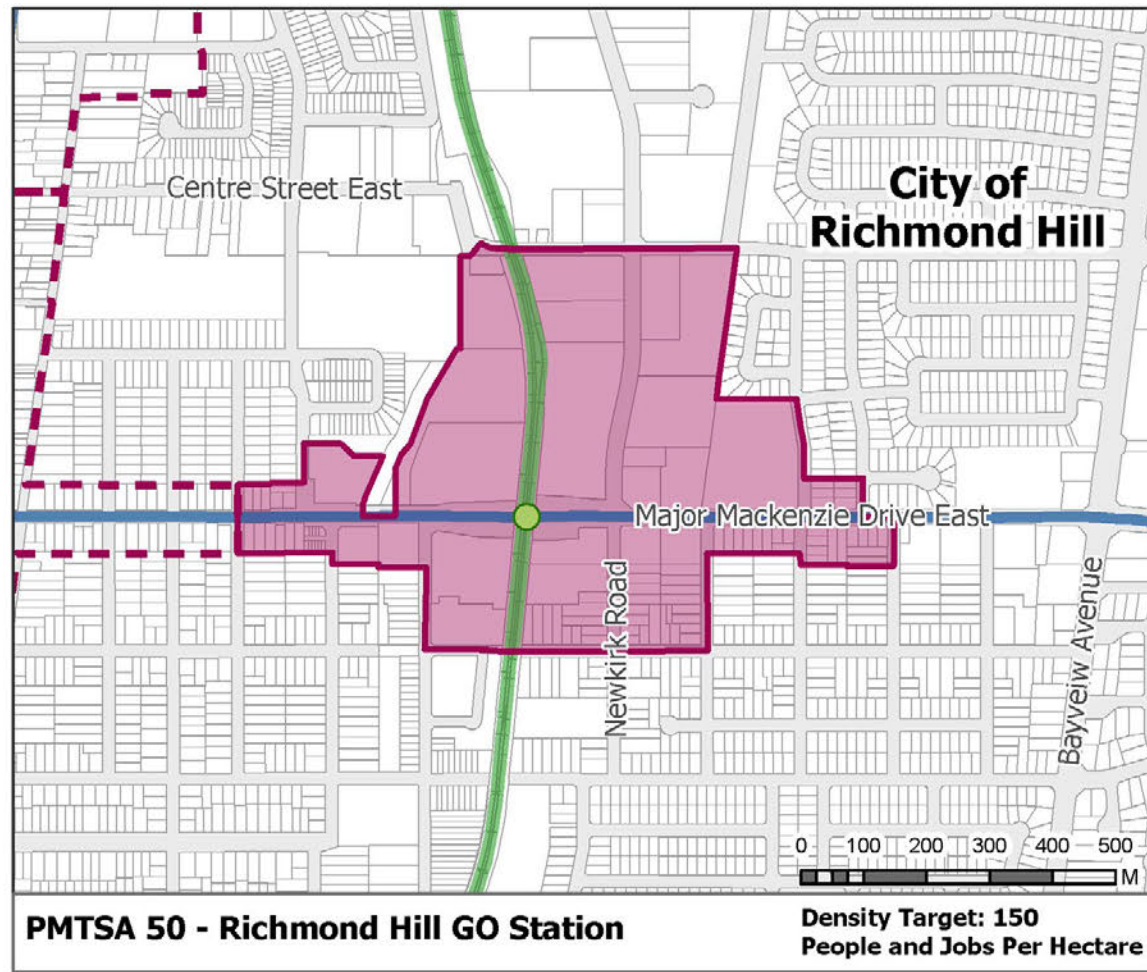
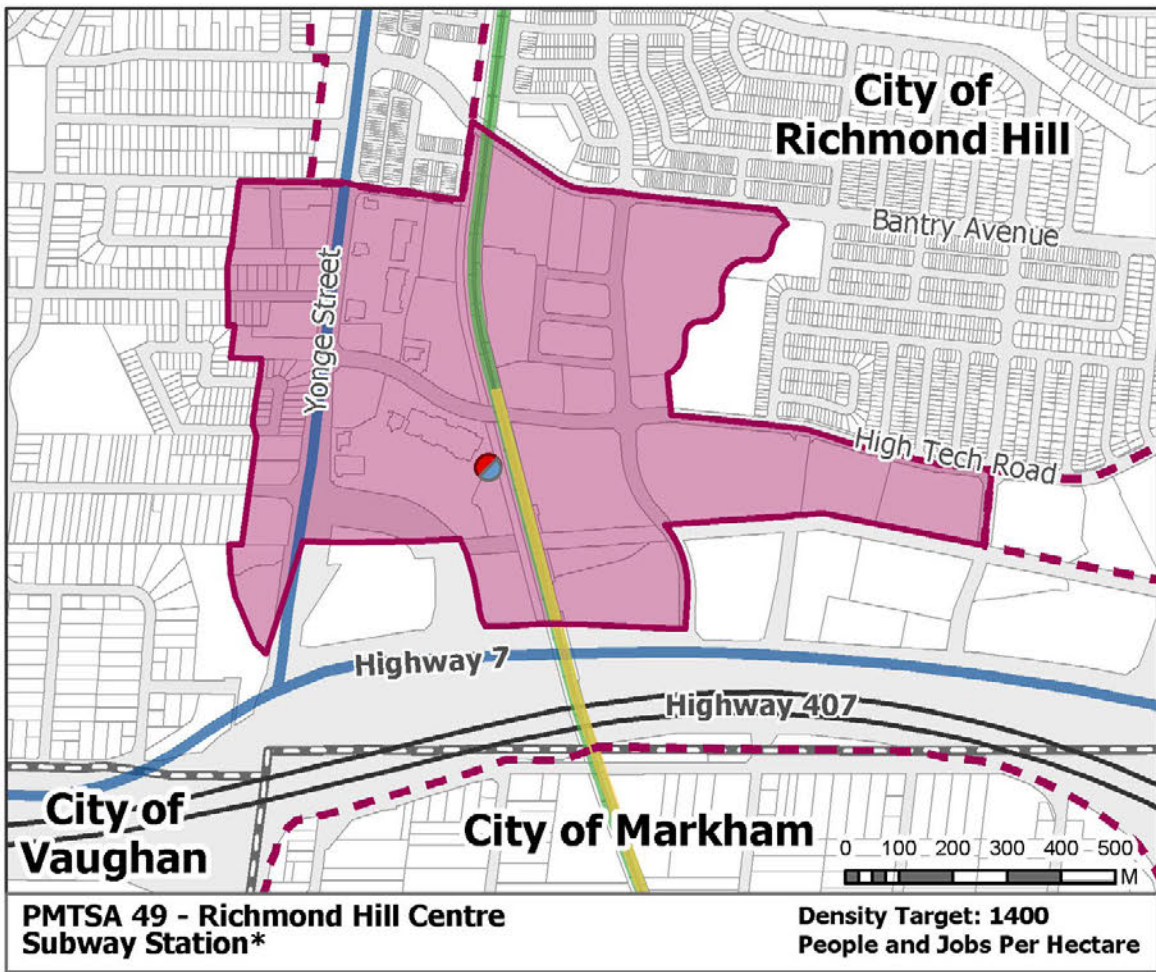
York Region Major Transit Station Areas

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



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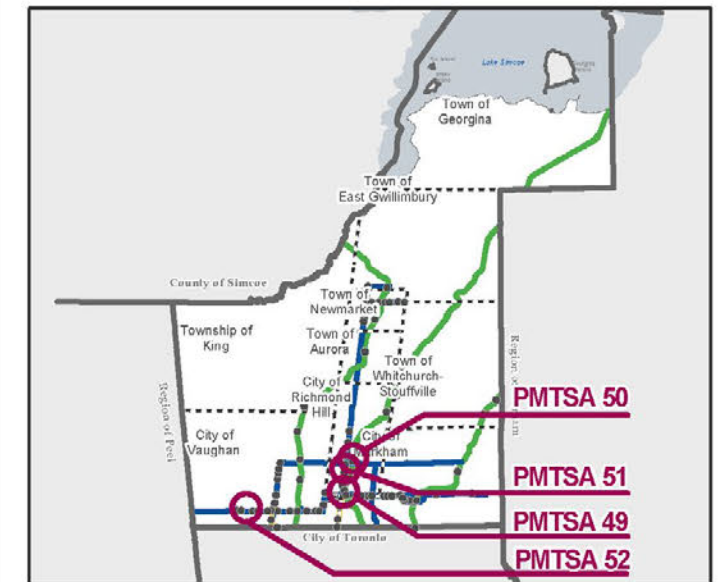


York Region Major Transit Station Areas

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)

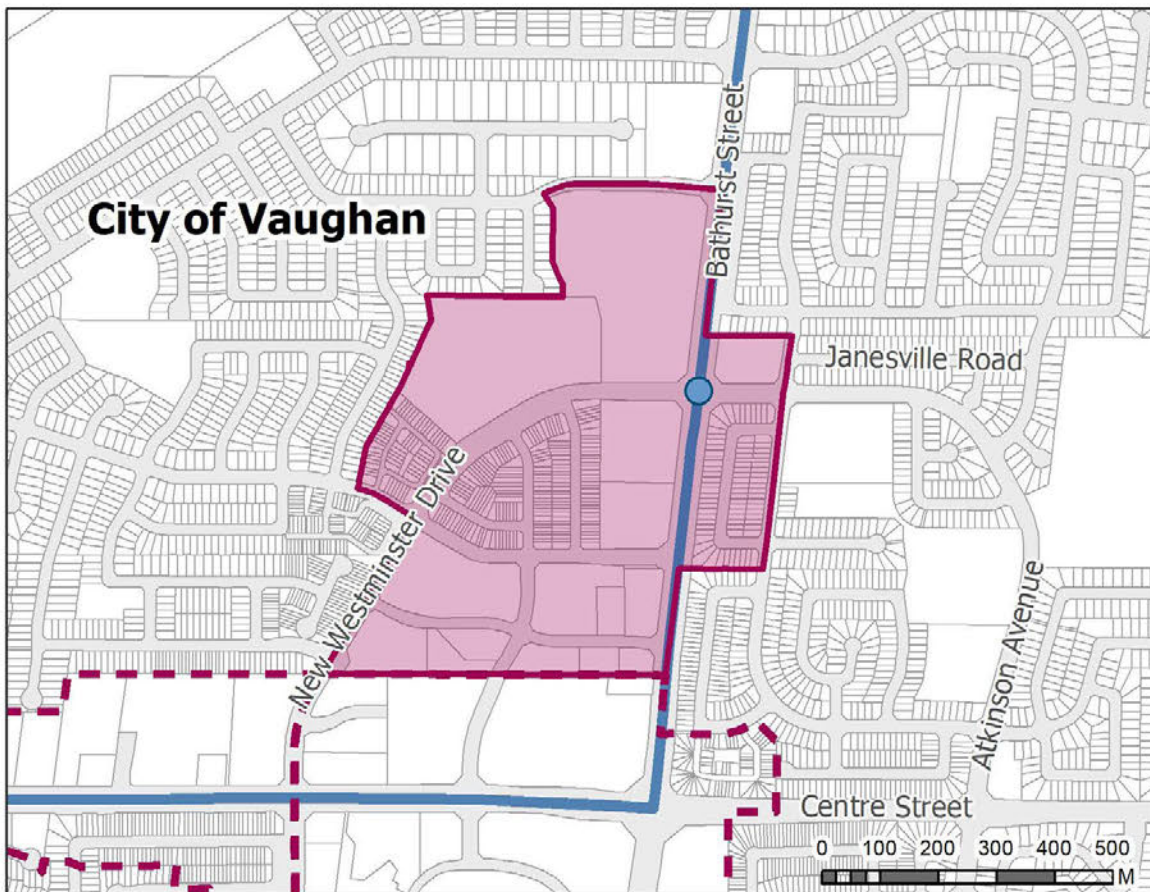


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York Region Major Transit Station Areas

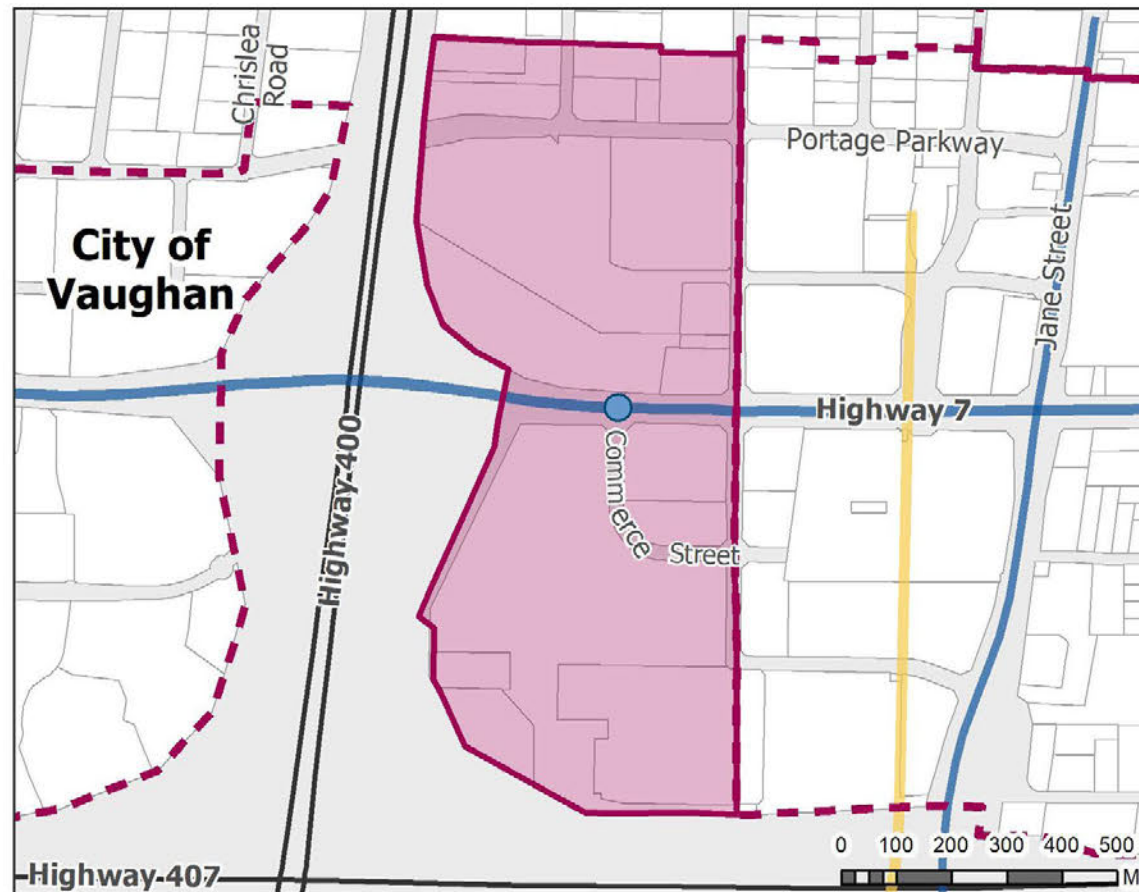
PMTSA 53 - 56

- 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



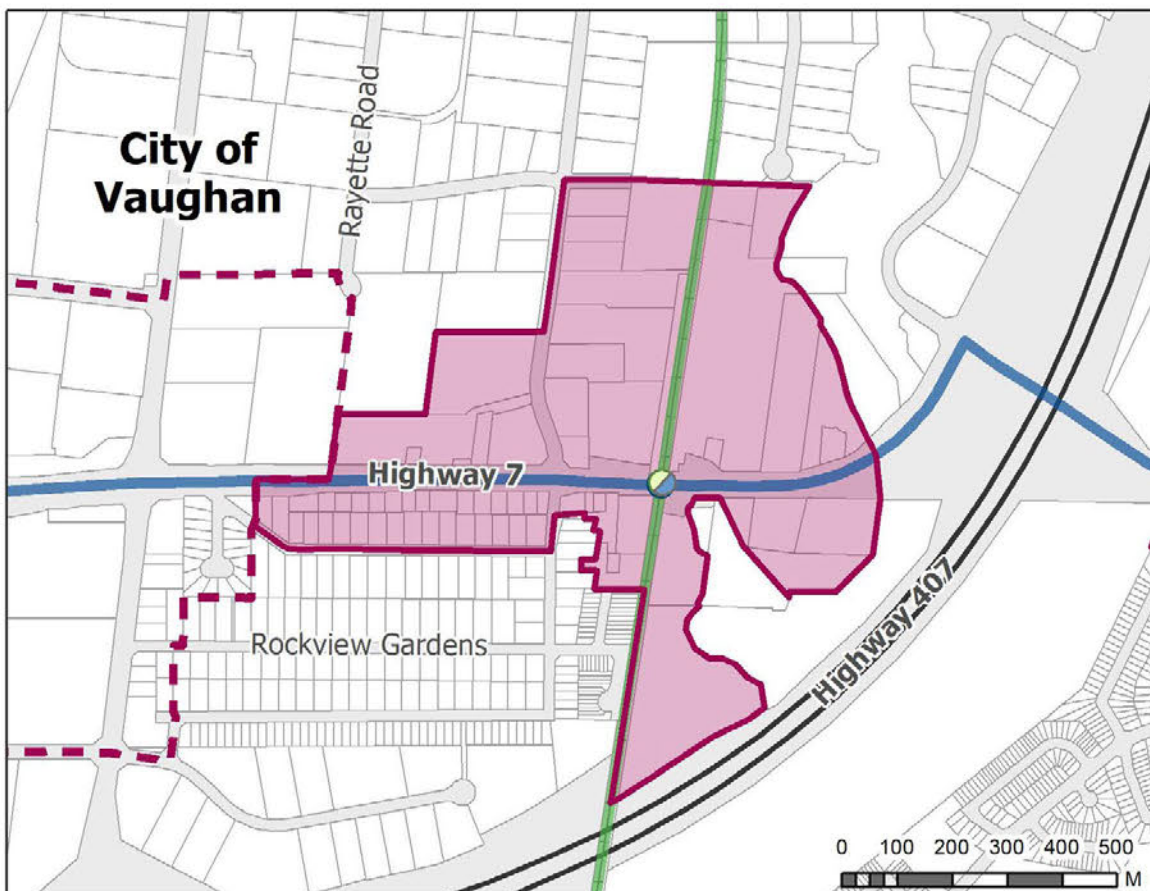
PMTSA 53 - Atkinson BRT Station

**Density Target: 160
People and Jobs Per Hectare**



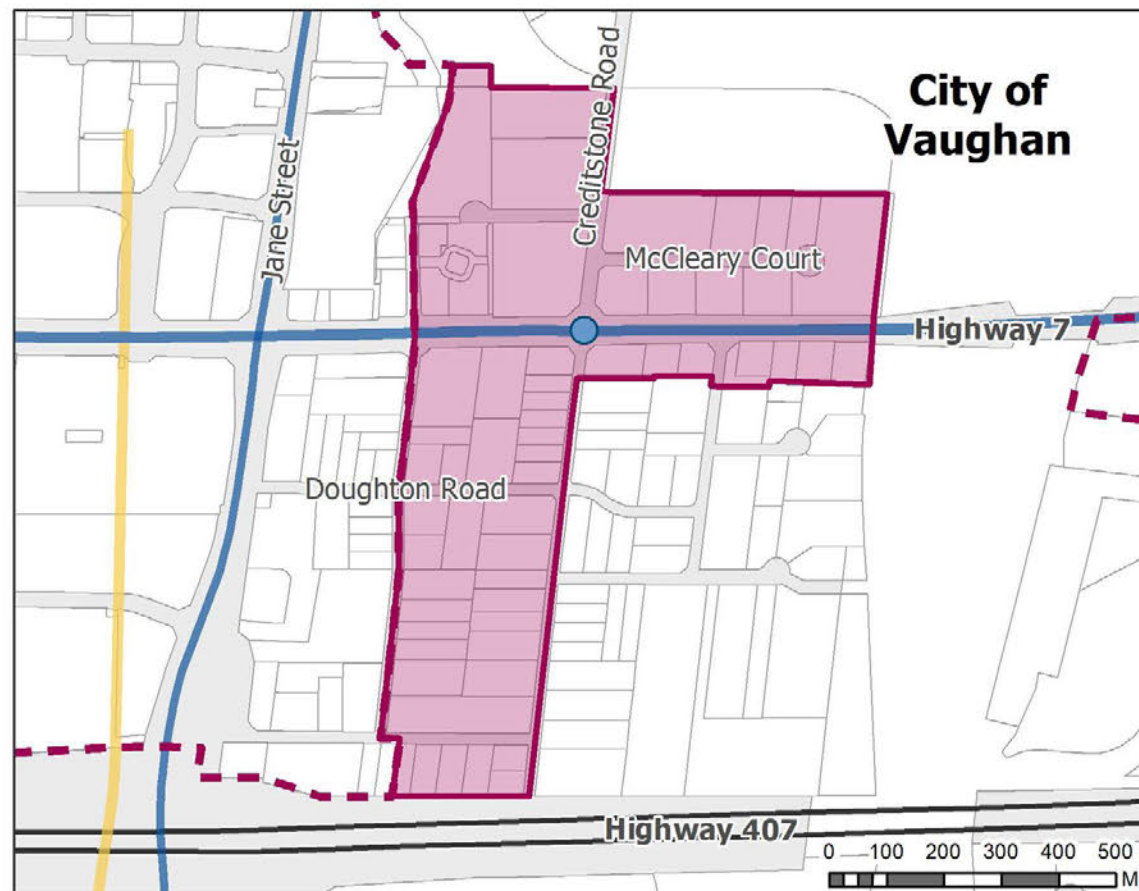
PMTSA 54 - Commerce BRT Station

**Density Target: 350
People and Jobs Per Hectare**



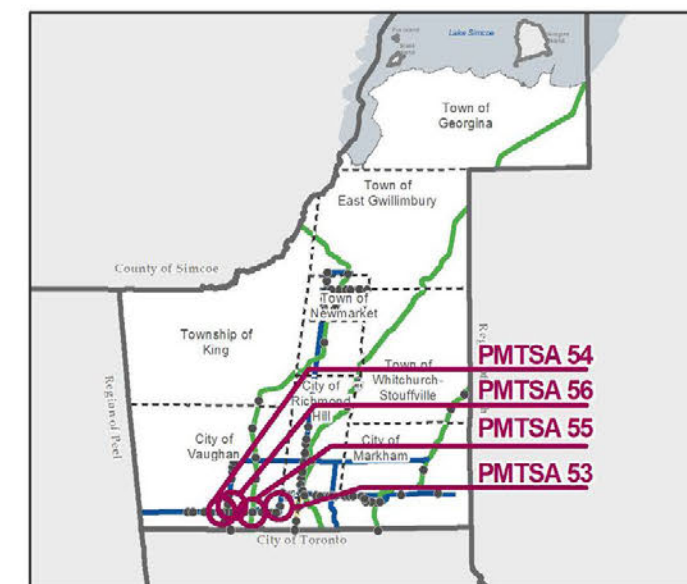
PMTSA 55 - Concord Station BRT Station

**Density Target: 160
People and Jobs Per Hectare**

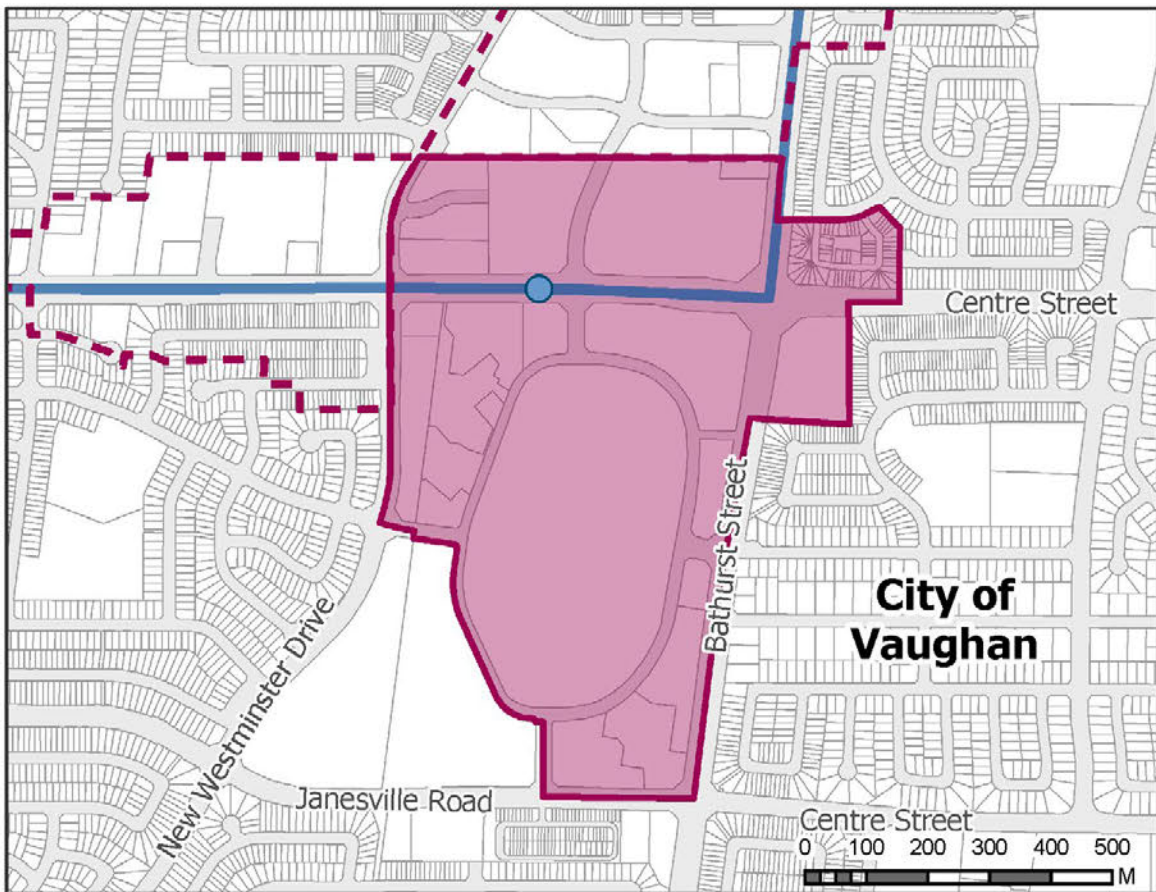


PMTSA 56 - Creditstone BRT Station

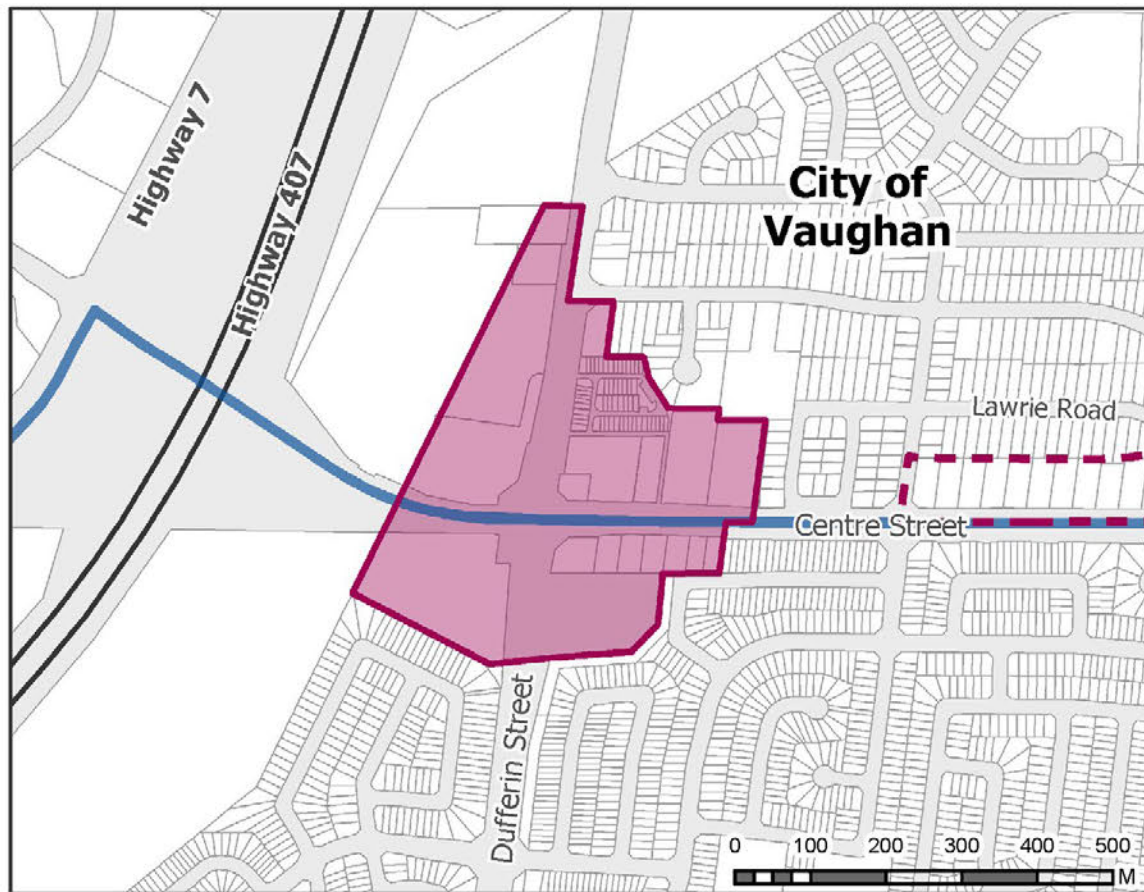
**Density Target: 300
People and Jobs Per Hectare**



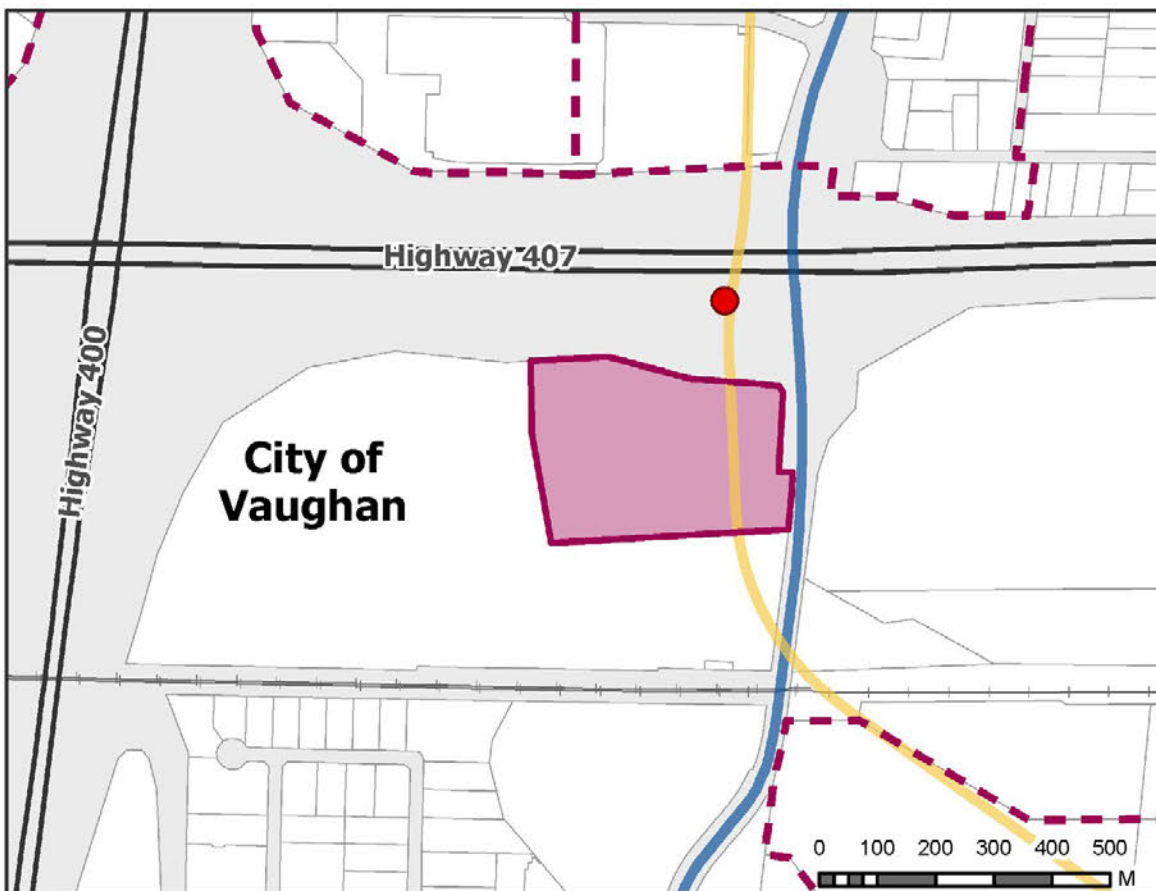
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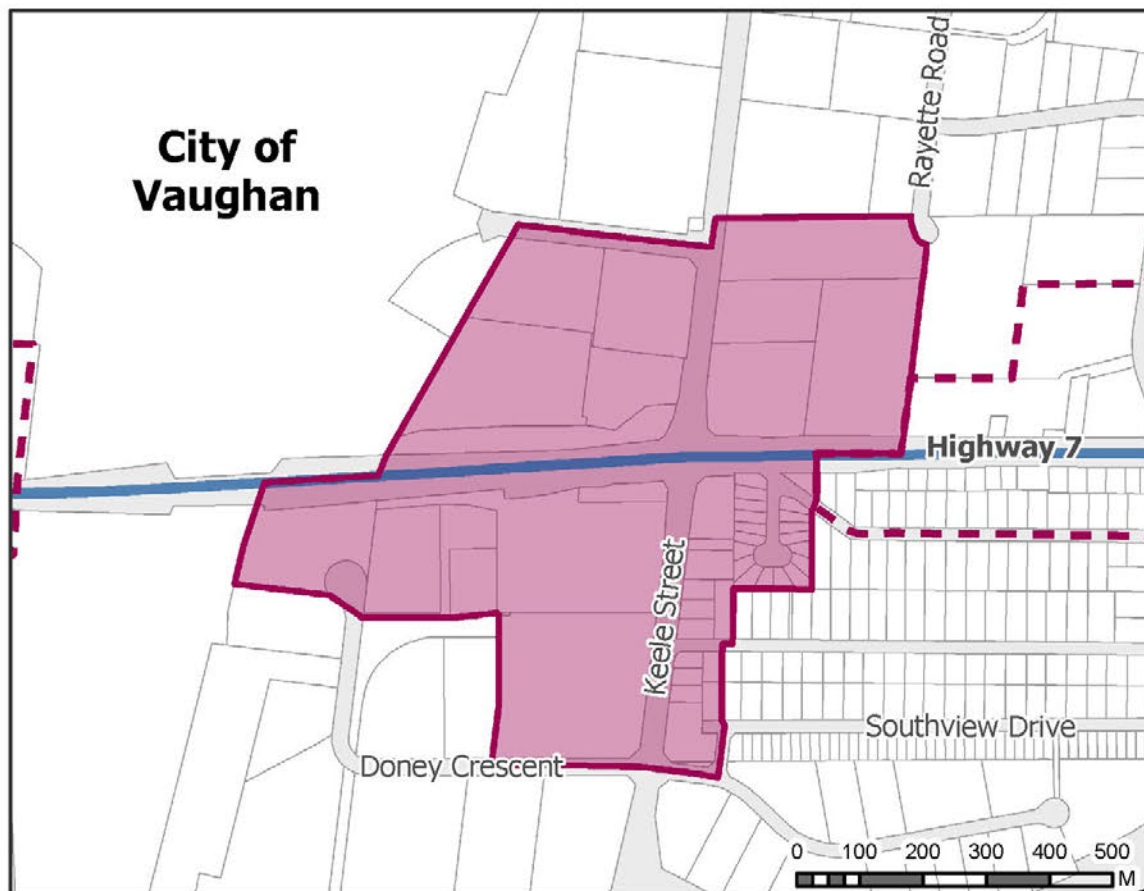
PMTSA 57 - Disera-Promenade BRT Station Density Target: 200 People and Jobs Per Hectare



PMTSA 58 - Dufferin BRT Station Density Target: 160 People and Jobs Per Hectare



PMTSA 59 - Highway 407 Subway Station Density Target: 0 People and Jobs Per Hectare

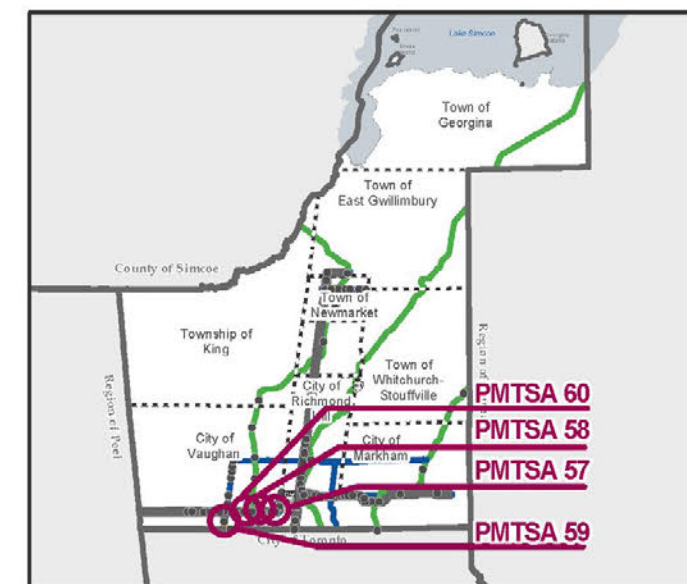


PMTSA 60 - Keele BRT Station Density Target: 160 People and Jobs Per Hectare

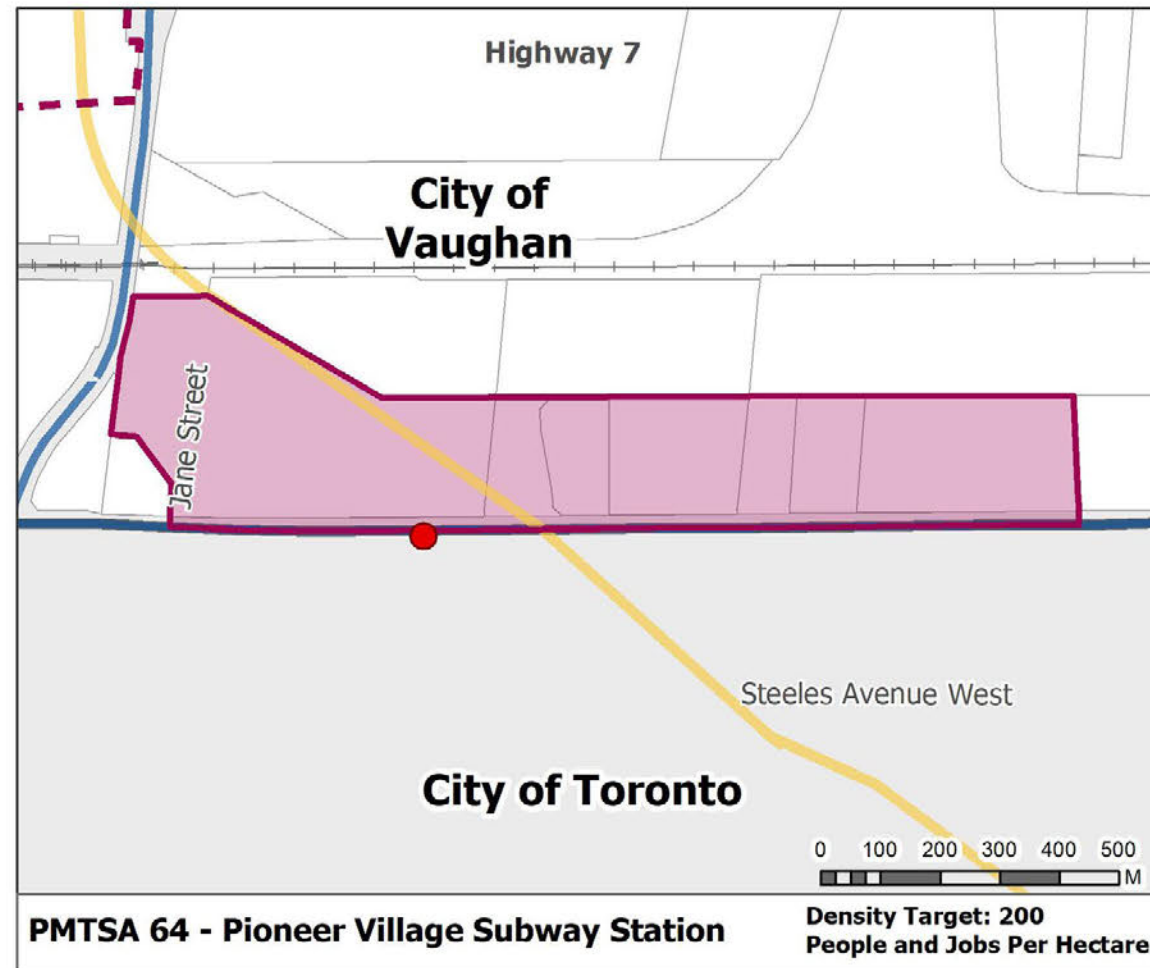
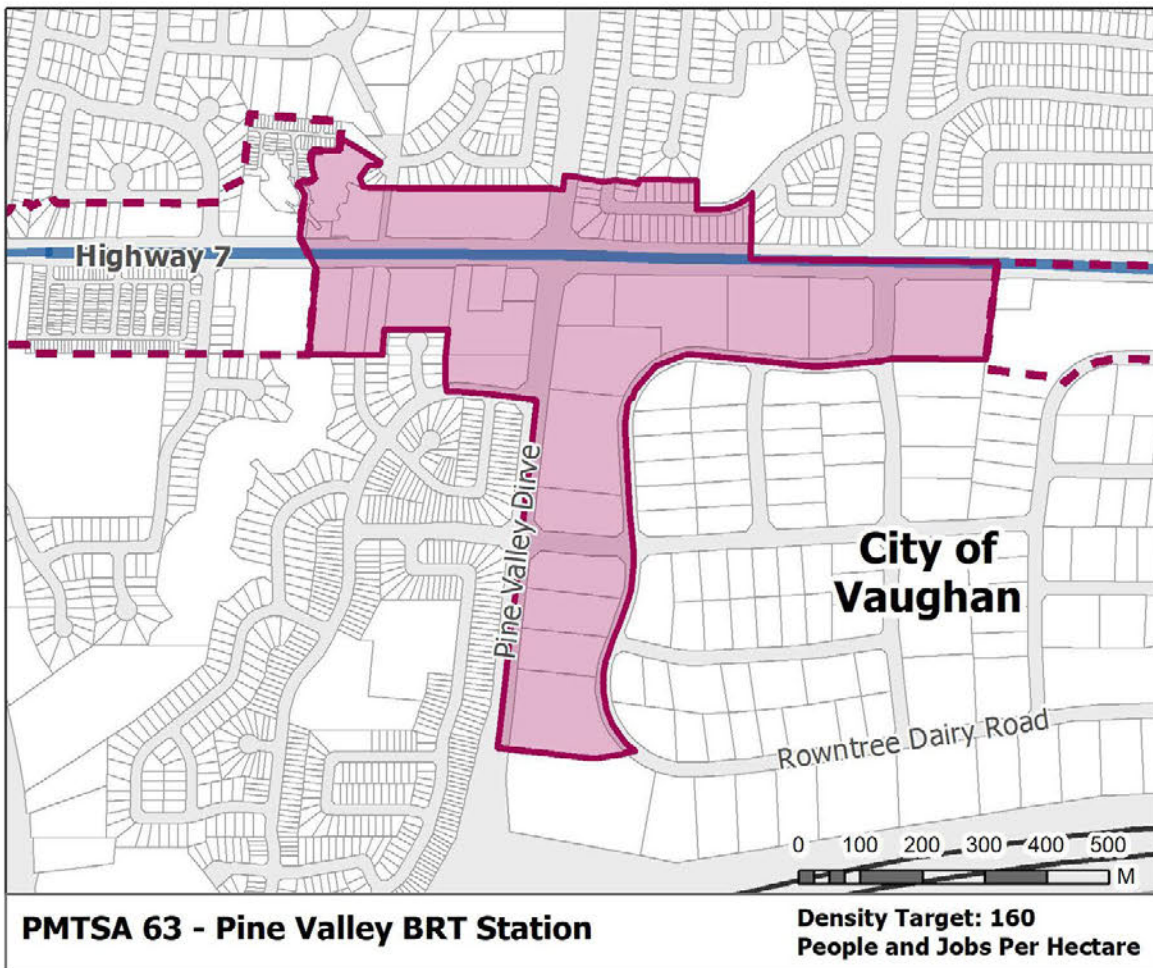
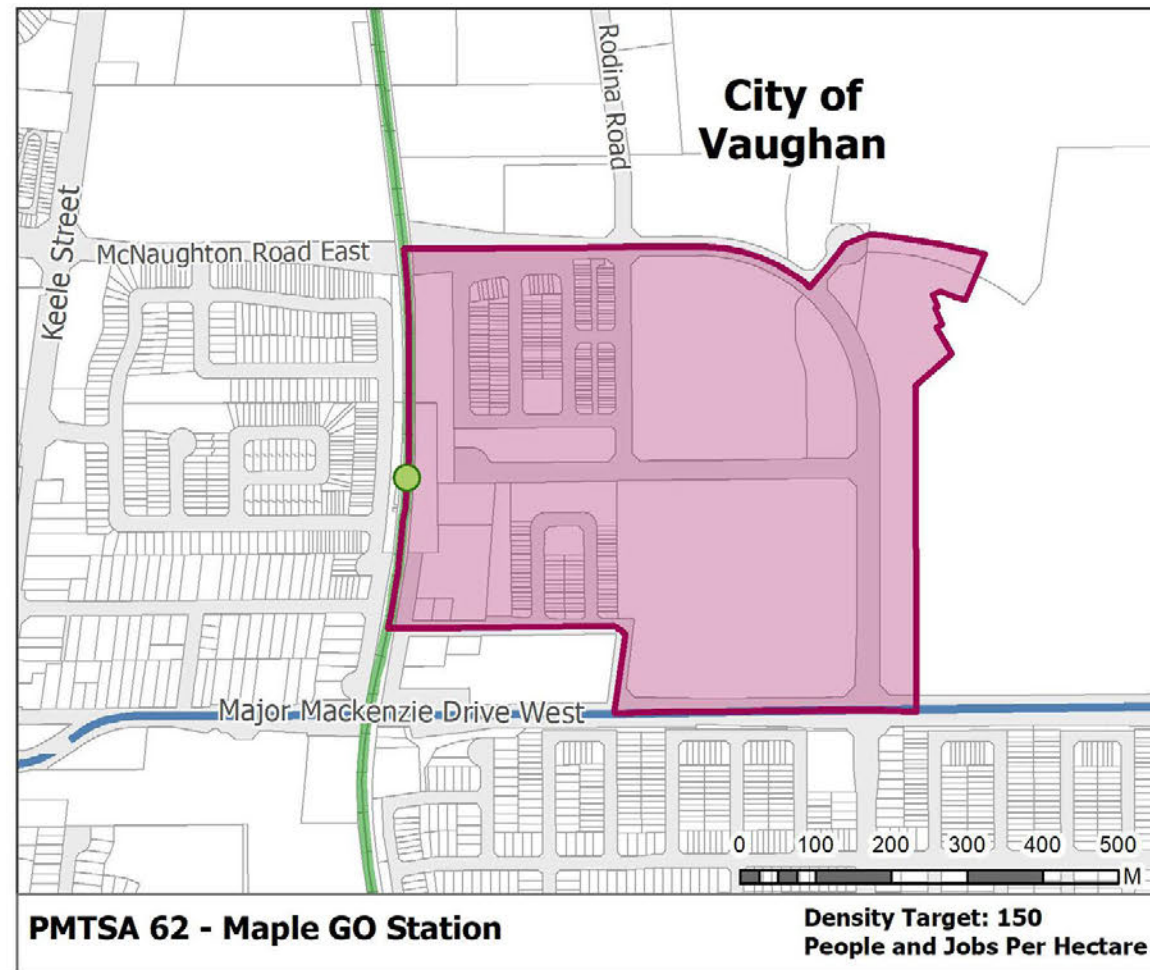
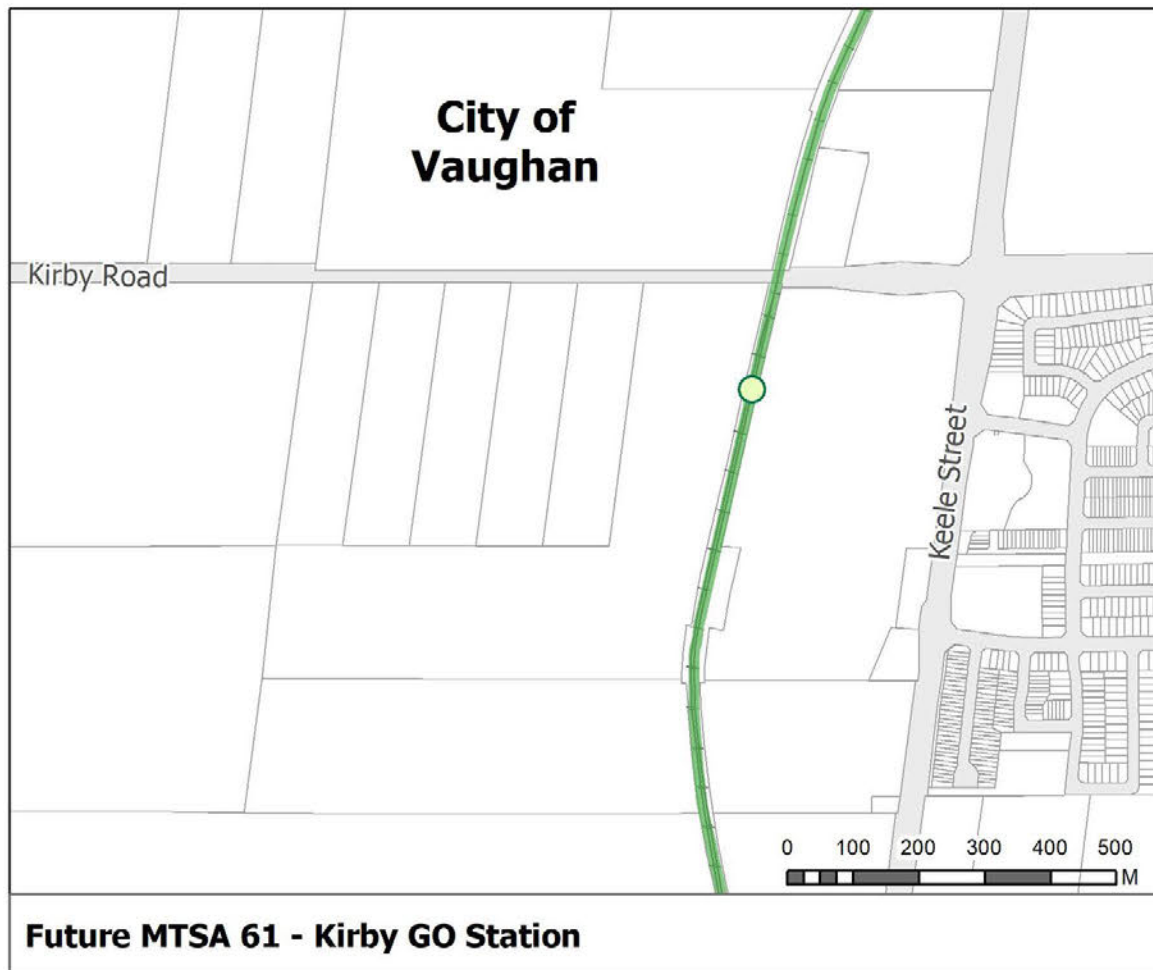
York Region Major Transit Station Areas

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



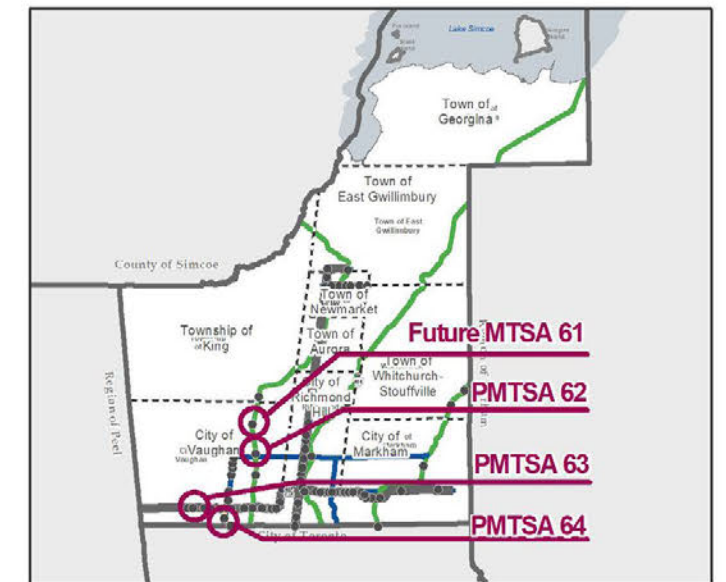
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York Region Major Transit Station Areas

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

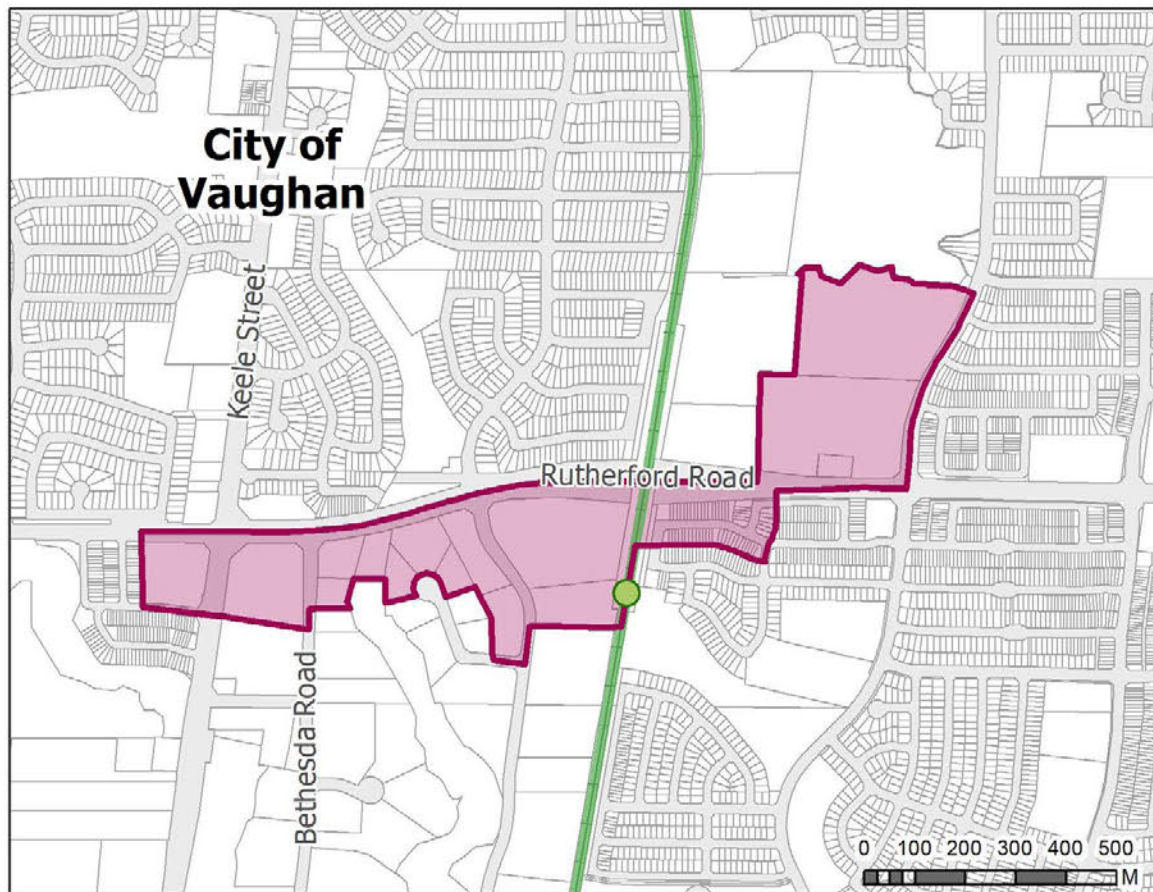


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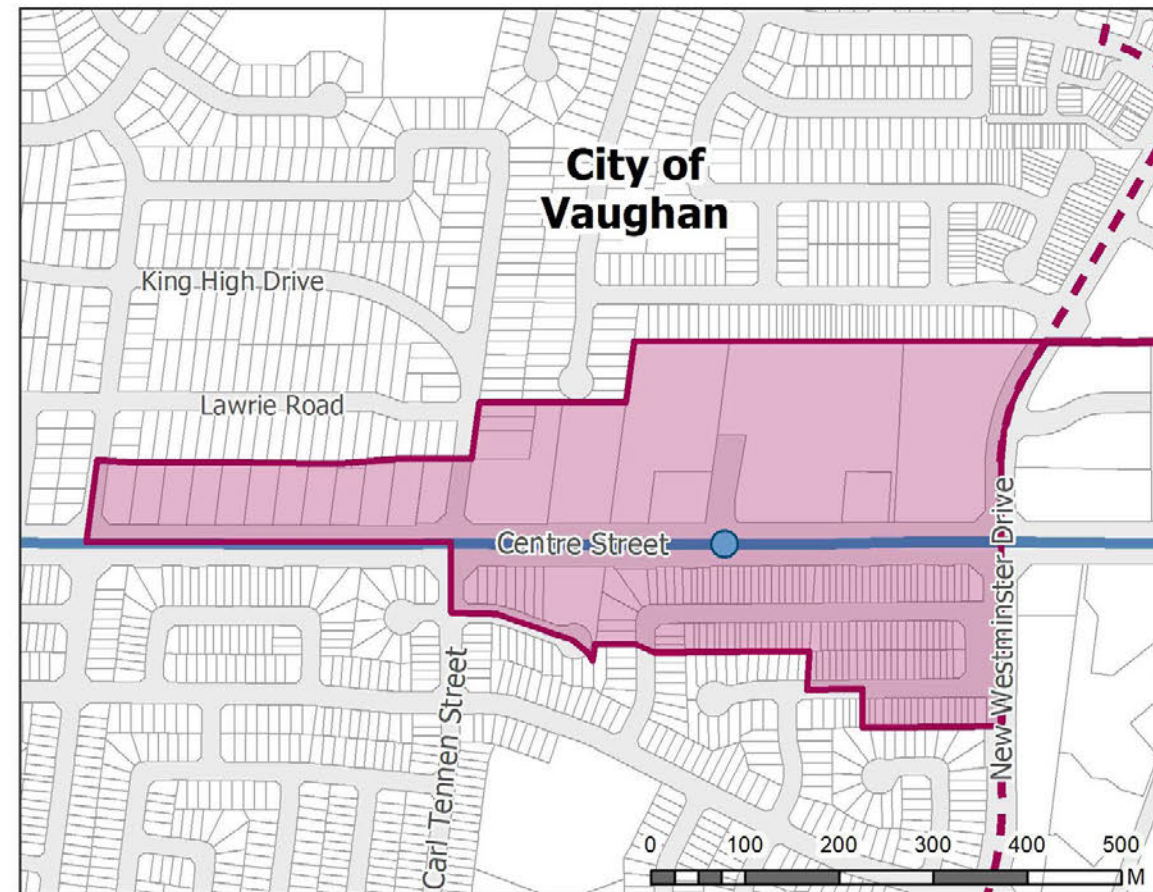
York Region Major Transit Station Areas

PMTSA 65 - 68

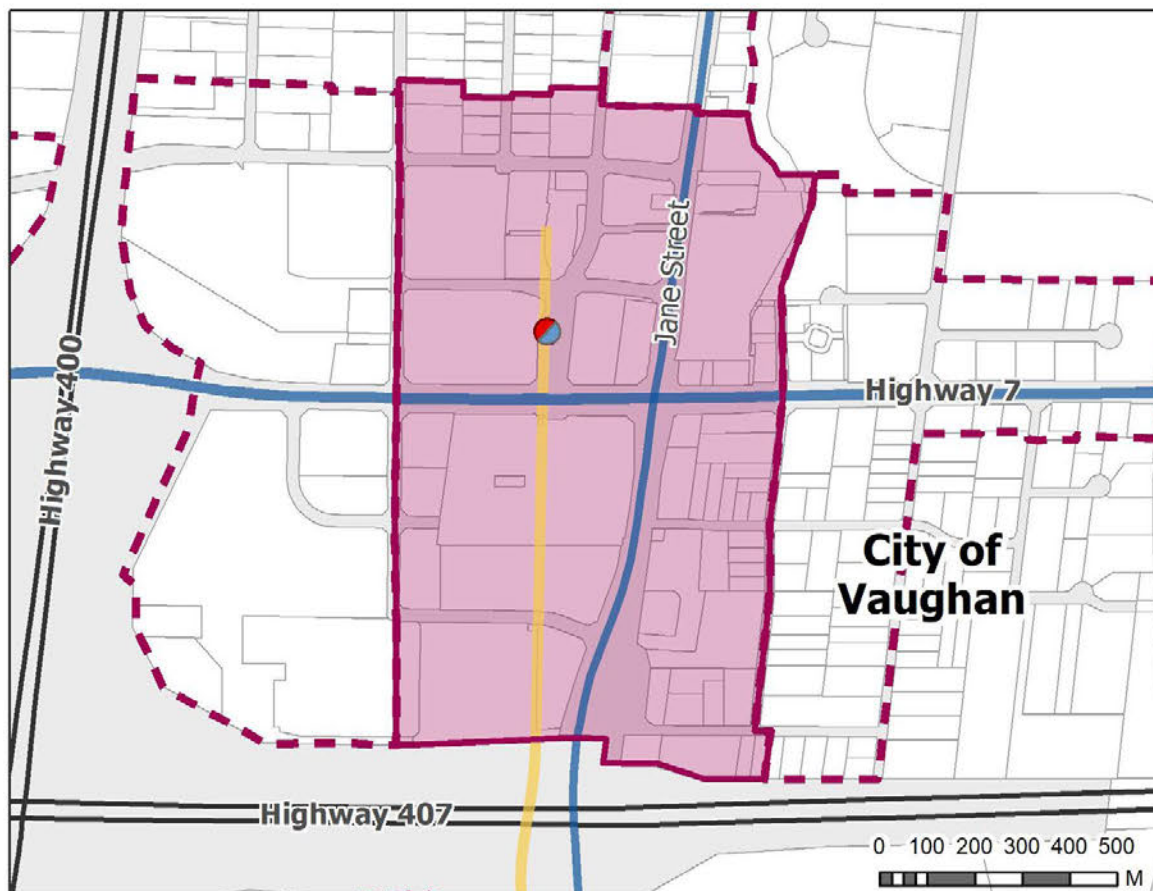
- Major Transit Station Area
 - Adjacent Major Transit Station Area
 - Parcels
- Transit Station**
- Subway Station / Bus Rapid Transit
 - GO Rail
 - Bus Rapid Transit
- Transit Corridor**
- Subway
 - GO Rail
 - Bus Rapid Transit
- Provincial Highways**
- Existing



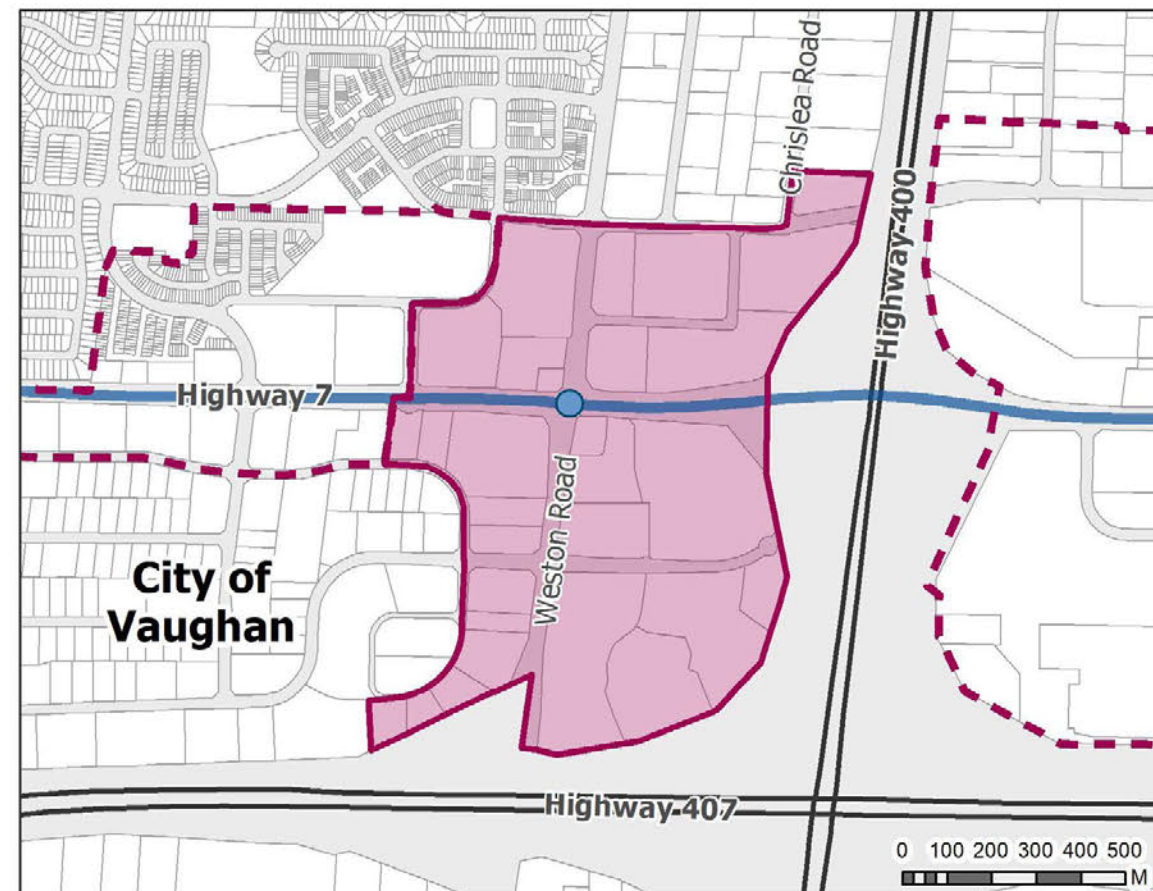
PMTSA 65 - Rutherford GO Station **Density Target: 100**
People and Jobs Per Hectare



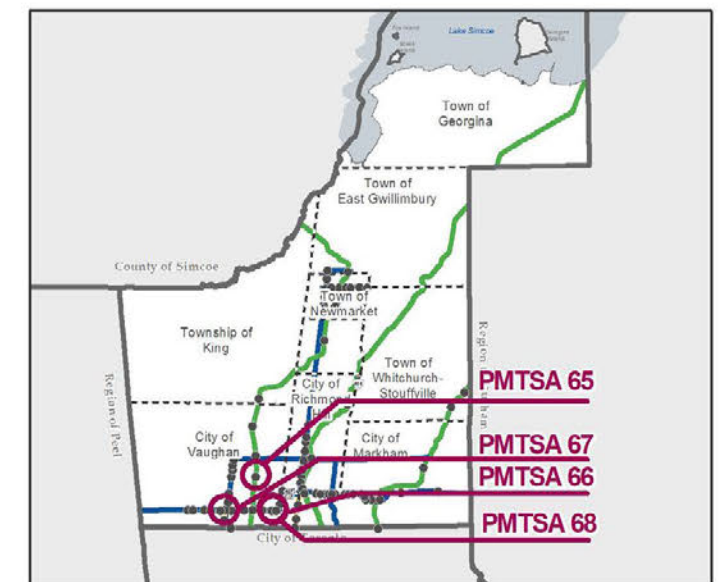
PMTSA 66 - Taiga BRT Station **Density Target: 160**
People and Jobs Per Hectare



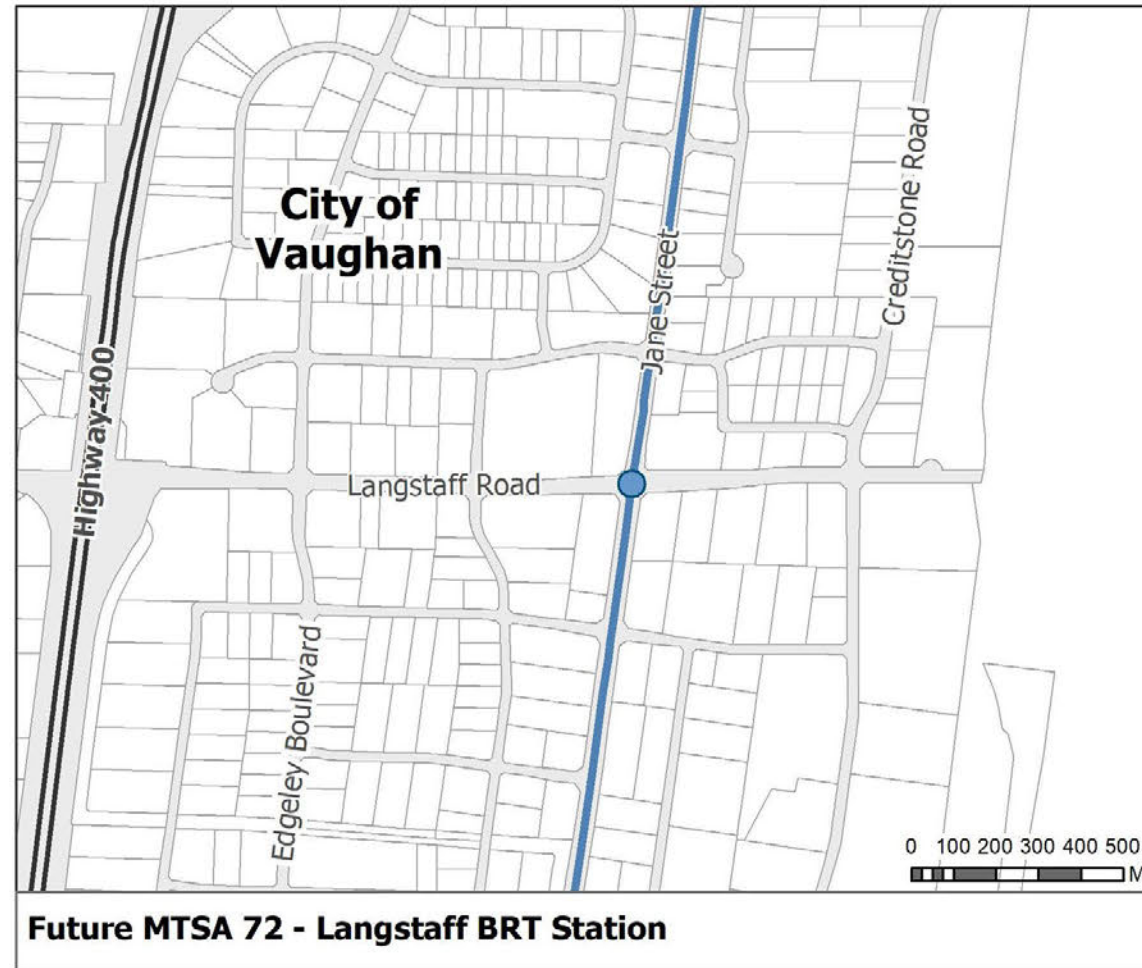
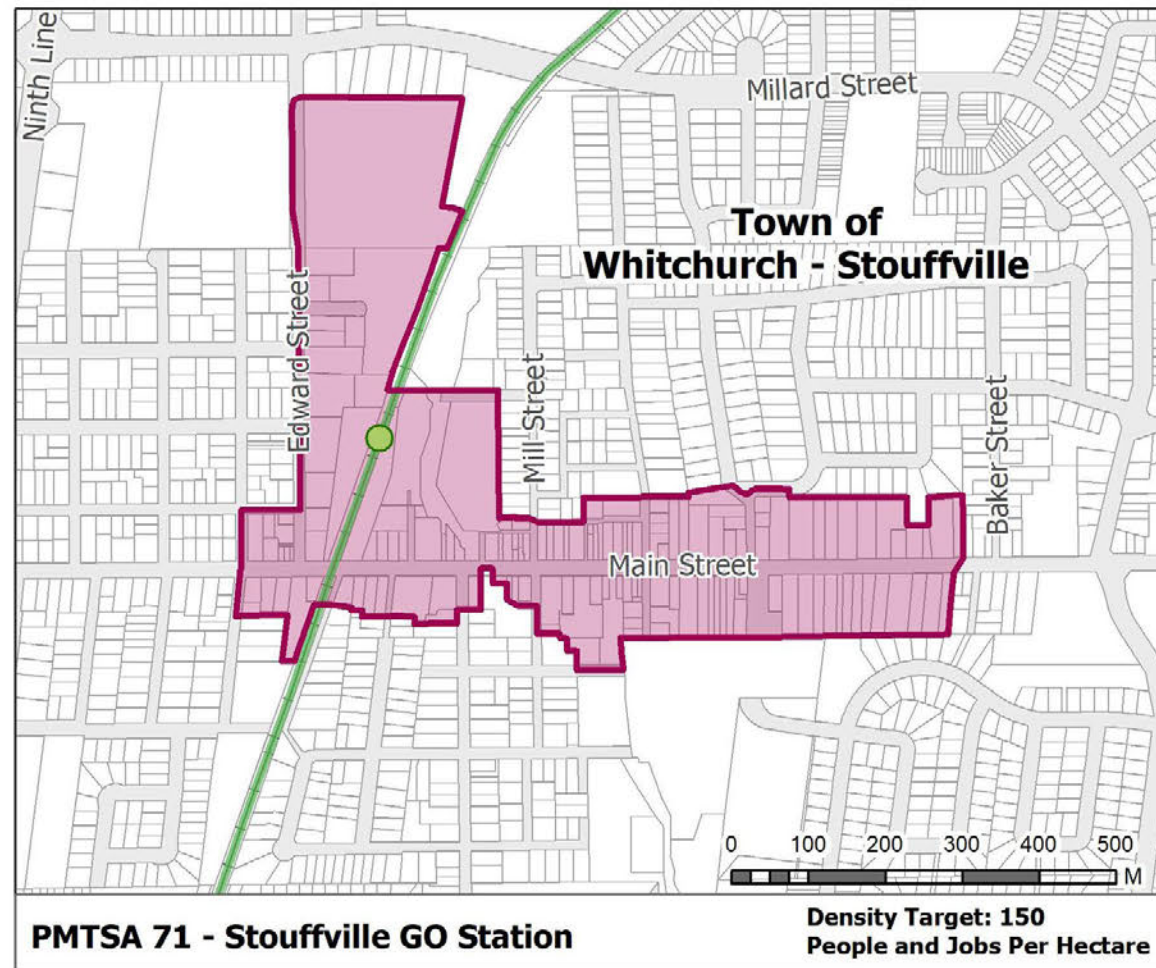
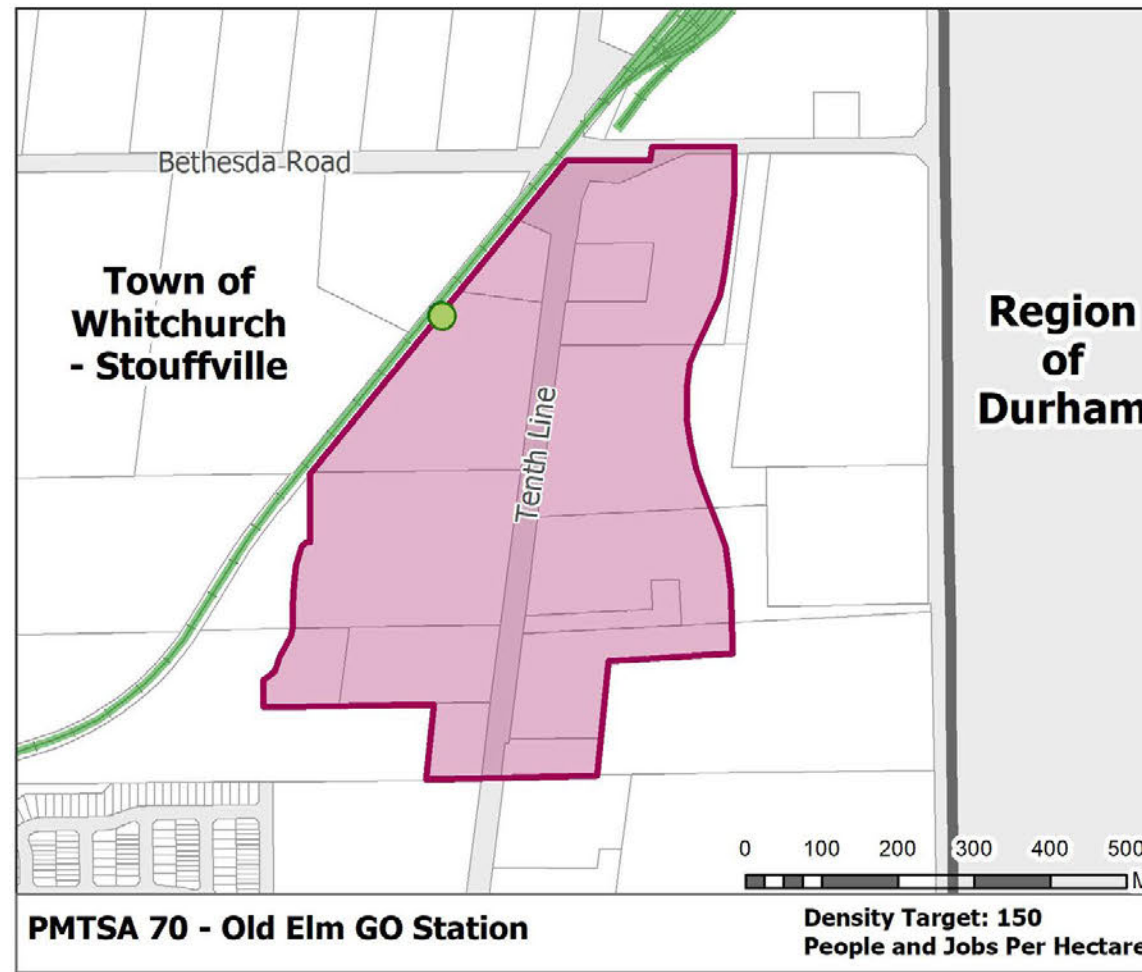
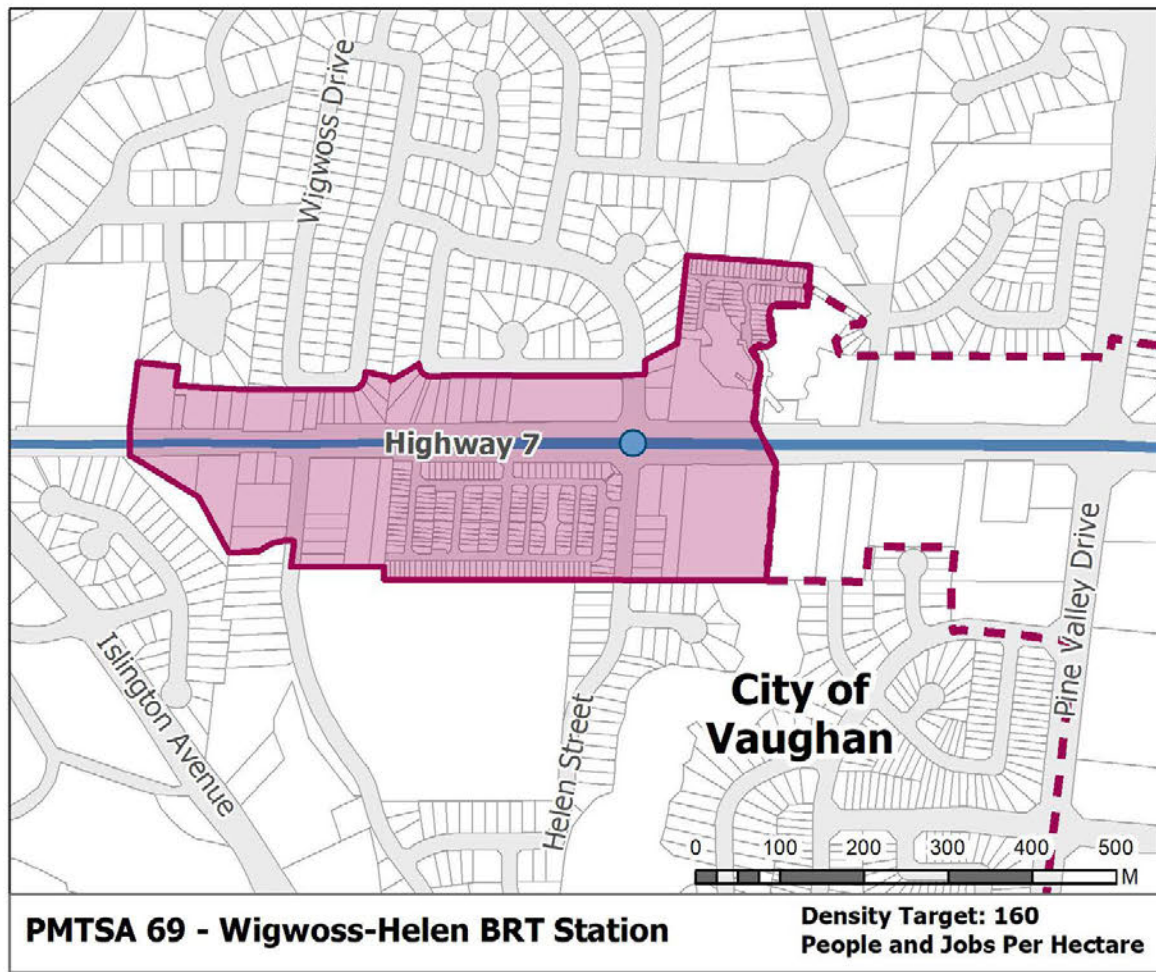
PMTSA 67 - Vaughan Metropolitan Centre Subway Station **Density Target: 400**
People and Jobs Per Hectare



PMTSA 68 - Weston BRT Station **Density Target: 250**
People and Jobs Per Hectare



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York Region Major Transit Station Areas

PMTSA 69, 70, 71 and Future MTSA 72

- Major Transit Station Area
- Adjacent Major Transit Station Area
- Parcels

- Transit Station**
- GO Rail
- Bus Rapid Transit

- Transit Corridor**
- GO Rail
- Bus Rapid Transit

- Provincial Highways**
- Existing

- Municipal Boundaries**
- Regional Municipal Boundary

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