

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 11, 2020**

Item 8, Report No. 11, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 11, 2020.

#### **8. MAJOR TRANSIT STATION AREAS**

The Committee of the Whole recommends:

- 1) That the recommendations contained in the following report of the Acting Deputy City Manager, Planning and Growth Management dated March 9, 2020, be approved; and
- 2) That the following be approved in accordance with Communication C2, memorandum from the Acting Deputy City Manager, Planning and Growth Management dated March 6, 2020:
  - i. THAT the Dufferin Street and Centre Street intersection be evaluated through the Vaughan Official Plan 2010 update and Major Transit Station Areas evaluation as outlined in the Council Report 'Major Transit Station Areas' dated March 9, 2020, to satisfy the requirement for a secondary plan pursuant to Schedule 14-A of Vaughan Official Plan 2010;
  - ii. THAT the Dufferin Street and Centre Street Secondary Plan update, as approved by Council in September 2019, be removed from the departmental work program; and
  - iii. THAT Capital budget PL-9027-12 be renamed to The Major Transit Station Areas Evaluation in support of the land use review for the Dufferin Street and Centre Street intersection.

#### **Recommendations**

1. That the City of Vaughan's Planning staff comments on the Region of York's proposed Major Transit Station Area boundaries and minimum densities in the City of Vaughan be endorsed; and
2. That a copy of this report be forwarded to York Region.

## Committee of the Whole Report (2)

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**DATE:** Monday, March 09, 2020

**WARD(S):** ALL

**TITLE: MAJOR TRANSIT STATION AREAS**

**FROM:**

Bill Kiru, Acting Deputy City Manager, Planning and Growth Management

**ACTION:** DECISION

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### **Purpose**

To seek endorsement of the City of Vaughan planning staff's comments on York Region's proposed Major Transit Station Areas boundaries and minimum densities in the City of Vaughan.

### **Report Highlights**

- The Provincial Growth Plan was amended to include criteria for the location, boundary and minimum density of Major Transit Station Areas (MTSAs)
- MTSAs are areas identified for existing and future intensification
- There are 23 MTSAs within the City of Vaughan along subway stations, bus rapid transit stops and GO stations
- York Region is responsible for delineating MTSA boundaries and establishing minimum densities through the York Region Municipal Comprehensive Review
- The City of Vaughan will be responsible for incorporating the MTSA boundaries and minimum densities into the Vaughan Official Plan update and adding maximum densities, heights and land use policies to achieve these densities
- Vaughan planning staff agree with most of York Region's recommendations for MTSA boundaries and minimum densities, however there are 10 MTSAs where staff recommend adjustments to the boundaries and/or minimum densities

## **Recommendations**

1. That the City of Vaughan's Planning staff comments on the Region of York's proposed Major Transit Station Area boundaries and minimum densities in the City of Vaughan be endorsed; and
2. That a copy of this report be forwarded to York Region.

## **Background**

### ***The Provincial Growth Plan identifies Strategic Growth Areas as areas for intensification***

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (Growth Plan) identifies Strategic Growth Areas (SGAs) as areas planned to accommodate intensification and higher density mixed uses in a more compact built form. SGAs include Urban Growth Centres (UGCs), Major Transit Station Areas (MTSAs) and other intensification areas. UGCs in York Region include the Vaughan Metropolitan Centre, Richmond Hill Centre/Langstaff Gateway, Markham Centre, and Newmarket Centre.

### ***MTSAs are areas within an approximate 500 to 800 metre (10-minute walk) radius of higher order transit stations and stops***

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 MTSA boundary delineation, as defined above, is not a land use designation. Rather, the boundary of a MTSA is intended to be used to measure the achievement of the Growth Plan minimum density requirements that are discussed in the next section of this report. The 23 MTSAs identified in the City of Vaughan (the City) are shown in Attachment 1. These MTSAs are within priority transit corridors including existing and/or future subway, bus rapid transit and GO stations.

***The Growth Plan sets minimum density requirements for MTSA's which vary based on the ultimate buildout***

Minimum density requirements apply to MTSA's and are mandated by the Growth Plan. MTSA densities in priority transit corridors must meet or exceed the Growth Plan minimum density requirements at ultimate buildout, as identified in the table below:

**Minimum Density Growth Plan Requirements  
- People and Jobs per Hectare (PJH)**

Subways	200 PJH
Light Rail Transit/Bus Rapid Transit	160 PJH
GO Transit Rail	150 PJH

The calculation for determining the requisite Minimum Population/Jobs for MTSA is as follows:

$$MTSA \text{ Area} \times \text{Minimum Density Requirement} = \text{Minimum Population/Jobs for the MTSA}$$

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.

***York Region is responsible for delineating MTSA boundaries and setting the minimum density requirements in consultation with local municipalities***

Consistent with the Growth Plan, York Region, in consultation with local municipalities, must delineate MTSA boundaries located on priority transit corridors. It must also set minimum densities in the Regional Official Plan for MTSA's to achieve or exceed the Growth Plan minimum density requirements. The MTSA boundaries and minimum densities will be included in the York Region Official Plan (ROP) review. These MTSA boundaries and minimum densities will be revisited in the following ROP review in the next 5 to 10 years.

***Vaughan planning staff worked jointly with York Region staff to develop the proposed delineated boundaries and to test proposed minimum densities***

Vaughan planning staff initially prepared and provided York Region with proposed boundaries and proposed minimum densities for the 23 MTSA's located within Vaughan.



The boundaries were determined using a 500m to 800m “10-minute walking distance” from higher order transit stations and stops. Generally, the proposed boundaries were drawn to include lands with development/redevelopment potential. Consistent with the Growth Plan requirements, the proposed MTSA boundaries are continuous and do not contain any gaps or missing areas (“holes”). The proposed minimum densities were determined by considering the Growth Plan minimum density requirements and potential build-out density.

York Region staff made minor revisions to Vaughan planning staff’s proposed MTSA work and added the proposed Royal Orchard Subway Station (MTSA 71) on the future Yonge subway extension. This report outlines the proposed MTSA boundaries and minimum densities recommended by York Region and also includes Vaughan planning staff comments on the boundaries and their respective minimum densities.

***Public engagement is a key piece to future planning and York Region is responsible for engaging residents on MTSAs***

It is York Region’s responsibility to engage residents within the Region, including Vaughan residents, on the proposed MTSA boundaries and minimum densities, and to provide information on the MTSAs. To date, York Region’s public engagement has included a Web Page that provides information on the MTSAs and includes an Interactive Map that residents can use to provide feedback (see Previous Reports/Authority Section below for the web page link). York Region has also engaged residents at various community events within the Region.

In June and July of 2019, Vaughan Planning staff met with the Mayor and Members of Council to discuss the Major Transit Station Areas. The Mayor and Members of Council provided valuable feedback, including requests for a public information session on the MTSAs in Vaughan. In response, the Region and the City of Vaughan held a drop-in public open house on the topic of the MTSAs in Vaughan on March 4, 2020.

***The City of Vaughan is responsible for land use designations, and minimum and maximum heights and densities***

Based on the *Planning Act* requirements, Vaughan must adopt its updated Vaughan Official Plan (VOP) within one year of the ROP adoption. The updated VOP must include the ROP MTSA boundaries and minimum densities. The VOP shall include policies that identify appropriate land uses to meet the minimum density, the minimum

and maximum building heights, and the maximum densities for each MTSA. Vaughan planning staff anticipate the target density of people and jobs for each MTSA will likely be between the minimum and maximum density. Accordingly, the MTSA policies will be revisited in the following VOP review in the next 5 to 10 years.

***The delineation of MTSA boundaries, as well as the recommended densities, building heights, and land uses cannot be appealed to the Local Planning Appeal Tribunal***

The *Planning Act* restricts official plan and zoning appeals to the Local Planning Appeal Tribunal (LPAT) for areas identified as MTSA's in both the regional and local official plans. The following matters cannot be appealed to the LPAT:

- MTSA boundaries
- minimum number of residents and jobs per hectare
- minimum or maximum densities and building heights
- approved land uses

***The population and jobs per hectare in Vaughan's proposed delineated MTSA's are generally based on the existing land use policies of VOP 2010***

The potential build-out for each MTSA was generally based on current VOP 2010 policies. The following chart outlines the approximate potential growth and net population and jobs for all MTSA's within Vaughan:

Major Transit Station Area Only	*Additional People and Jobs Within the MTSA's	*Total People and Jobs (Existing and Additional)
People	169,000	202,000
Jobs	13,000	57,000
Total	182,000	259,000

\*Values are approximate

**Previous Reports/Authority**

The York Region MTSA Engagement Web Page entitled 'Do you live or work near a major transit stop?' can be found as the following link:

<https://www.york.ca/wps/portal/yorkhome/newsroom/CampaignsProjects/citybuildingintegration>

## **Analysis and Options**

### ***Vaughan planning staff has provided comments on York Region's proposed MTSA boundaries and minimum densities***

Vaughan planning staff has worked with York Region on the delineation of the proposed MTSA boundaries and minimum densities. There is general agreement with York Region on the proposed MTSA boundaries and minimum densities that have been prepared, however there are a few areas where Vaughan planning staff is recommending an alternative position.

Vaughan planning staff has provided comments on the York Region's proposed MTSA work in the report sections below. In January 2020 Vaughan planning staff received preliminary comments from York Region staff in response to Vaughan's comments, as identified in this report. More detailed comments and information on each MTSA are provided in Attachment 2 to this report.

### ***Vaughan planning staff recommend MTSA boundary adjustments to exclude stable low-density land uses***

A consistent question by municipalities at Provincial consultation sessions on MTSA policies was "How are stable low-density areas being protected if they are being included within a MTSA?". The Province provided minimal direction on the protection of stable areas if these areas were included within a MTSA. The Growth Plan policies outline that lands within the MTSA are to be planned to be transit supportive. Land uses considered not transit supportive such as single and semi-detached homes, one-storey commercial, general industrial, large school sites, and parks may be considered as lands requiring intensification, if included within a MTSA.

VOP 2010 includes policies to direct growth to appropriate locations while protecting stable lands. In the preparation of the initial proposed MTSA boundaries by Vaughan planning staff, lower-density lands considered stable (i.e. not anticipated to be redeveloped by 2041) were excluded from the MTSA, where possible. Exclusion of stable residential and non-residential lands reduces the area of the MTSA thereby affecting the minimum number of population and jobs that would be required. If these stable lands were included in the MTSA, it would put greater pressure on the remaining lands to meet the minimum density requirements for the MTSA.

### Land Use Assumptions Used for Proposed MTSA Boundary Delineation

The proposed MTSA boundaries are required to be continuous and cannot contain any gaps or missing areas. The table below outlines the planning assumptions made by Vaughan planning staff when considering the inclusion or exclusion of existing developed lands near a MTSA. The table also outlines the potential outcome if developed lands are included within the interior of a MTSA.

<b>Developed Lands</b>	<b>Assumptions made when including or excluding existing developed lands near proposed MTSA boundaries</b>	<b>Potential outcome if developed lands are included within the interior of a MTSA</b>
<b>Single and Semi - Detached Homes</b>	Typically excluded from MTSA if considered little redevelopment potential until 2041	May be considered areas for future intensification
<b>Townhouses</b>	Included in MTSA	Considered an intensified use and not likely to be redeveloped
<b>Apartments</b>	Included in MTSA	Considered an intensified use and not likely to be redeveloped
<b>General Industrial</b>	Typically excluded from MTSA if considered little redevelopment potential until 2041	Consideration for future intensification
<b>Prestige Industrial</b>	Included in MTSA	Considered an intensified use and may have further intensification potential
<b>Commercial</b>	Included in MTSA	Considered areas for future intensification
<b>Office</b>	Included in MTSA	Considered an intensified use and not likely to be redeveloped
<b>School</b>	Excluded from MTSA if not planned for closure by respective school board	May be considered for redevelopment and land area used within MTSA calculation
<b>Park</b>	Excluded from MTSA	May be considered for redevelopment and land area used within MTSA calculation
<b>Natural Areas</b>	Generally, excluded from MTSA, but may be included to maintain a logical MTSA boundary	Not considered for redevelopment however land area used within MTSA calculation

Not all of York Region's proposed MTSA boundaries adhere to this approach. The areas where there is a difference in approach are identified below. Alternative boundaries recommended by Vaughan planning staff are included in Attachment 2.

**Existing single detached homes should be excluded from the MTSA boundaries of the following:**

- MTSA 8 - Wigwoss-Helen Bus Rapid Transit (BRT) Station
- MTSA 9 - Pine Valley BRT Station
- MTSA 14 - Keele BRT Station
- MTSA 17 - Taiga BRT Station
- MTSA 19 - Atkinson BRT Station
- MTSA 20 - Bathurst-Highway 7 BRT Station

**Parkland should be excluded from the boundaries of the following MTSAs:**

- MTSA 19 - Atkinson BRT Station
- MTSA 71 - Royal Orchard Subway Station

**The stormwater management pond should be excluded from the MTSA boundary of the following MTSA:**

- MTSA 57 - Rutherford GO Station

**Core Features, as per Schedule 2 – Natural Heritage Network to the Vaughan Official Plan, 2010, should be excluded from the boundary of the following MTSA:**

- MTSA 15 - Concord BRT Station

**York Region District Schoolboard lands should be excluded from the boundaries of the following MTSA:**

- MTSA 8 - Wigwoss-Helen BRT Station (Woodbridge College)
- MTSA 19 - Atkinson BRT Station (Rosedale Heights Public School and Westmount Collegiate Institute)

**NOTE: Preliminary comments from York Region staff support the exclusion of Woodbridge College from MTSA 8, and Rosedale Heights Public School from MTSA 19**

The York Region District Schoolboard has confirmed the noted school sites have not been identified for a potential accommodation review, which would be required prior to

any school closures. They are not anticipating these schools will close within the next five years.

#### MTSA minimum density adjustments recommended to achieve Provincial objectives

The Growth Plan outlines minimum density requirements for subway, BRT and GO station MTSA's. The Region can increase the minimum density or recommend a lower minimum density for these MTSA's. Provincial approval is required for a lower minimum density requirement, and justification must be provided on why the Provincial minimum standard cannot be met.

Through the VOP update, the City can set a maximum density and a target density between the minimum and the maximum densities for each MTSA. The preference is for each MTSA to have a range between the minimum and maximum density to provide flexibility in built form. The following outlines two MTSA's where Vaughan planning staff recommends an alternative minimum MTSA density versus the density proposed by the Region.

- MTSA 1 - Vaughan Metropolitan Centre (VMC):
  - Provincial minimum density requirement is 200 PJH
  - York Region proposed minimum density is 500 PJH
  - Ultimate PJH based on existing VOP 2010 is below this minimum at 484 PJH
  - Recommend 400 PJH as a lower minimum

**NOTE: Preliminary comments from York Region staff support a lower density of 400 PJH for MTSA 1**

- MTSA 2 - Highway 407 Subway Station:
  - Provincial minimum density requirement is 200 PJH
  - York Region proposed minimum density is 200 PJH
  - Ultimate PJH based on VOP 2010 policies is zero (0) PJH
  - Lands are within the Parkway Belt West Plan Area; therefore, no density is expected for the lands (subway station site)
  - City and York Region do not have authority to designate intensification to these lands unless the Parkway Belt West Plan is amended
  - Recommended minimum is zero (0) PJH
  - Including a minimum density on these lands that cannot be achieved may put further density pressures on the VMC and Pioneer Village MTSA's

**NOTE: Preliminary comments from York Region staff support seeking an alternative PJH of zero (0) until such a time that MTSA 2 lands are removed from the Parkway Best West Plan Area**

## **Financial Impact**

There is no financial impact resulting from this report. The MTSA policies applicable to Vaughan will be implemented and funded through the existing Official Plan Review budget.

## **Broader Regional Impacts/Considerations**

Vaughan will continue to work with York Region to refine the proposed MTSA boundaries in order to implement the MTSA policies through the Municipal Comprehensive Review and VOP review.

Five (5) of Vaughan's MTSAs are also within the City of Richmond Hill and/or the City of Markham. These MTSA boundaries and densities, and distribution of densities will be dependent on the respective municipalities' comments to York Region on the MTSA boundary and the development that occurs within the boundary of the neighbouring municipality.

Vaughan planning staff is typically circulated and provided with the opportunity to comment on development applications proposed on adjacent lands in neighbouring municipalities. In addition, two of Vaughan's MTSAs border the City of Toronto. The character of the development occurring in adjacent municipalities may impact the character of the development within the MTSA in Vaughan.

## **Conclusion**

Vaughan planning staff has identified minor amendments to York Region's proposed MTSA boundaries and minimum densities, as outlined in this report, that should be forwarded for York Region's consideration.

**For more information**, please contact: Fausto Filipetto, Manager of Long-Range Planning at [Fausto.Filipetto@vaughan.ca](mailto:Fausto.Filipetto@vaughan.ca) or at 905-832-8585, extension 8699.

## **Attachments**

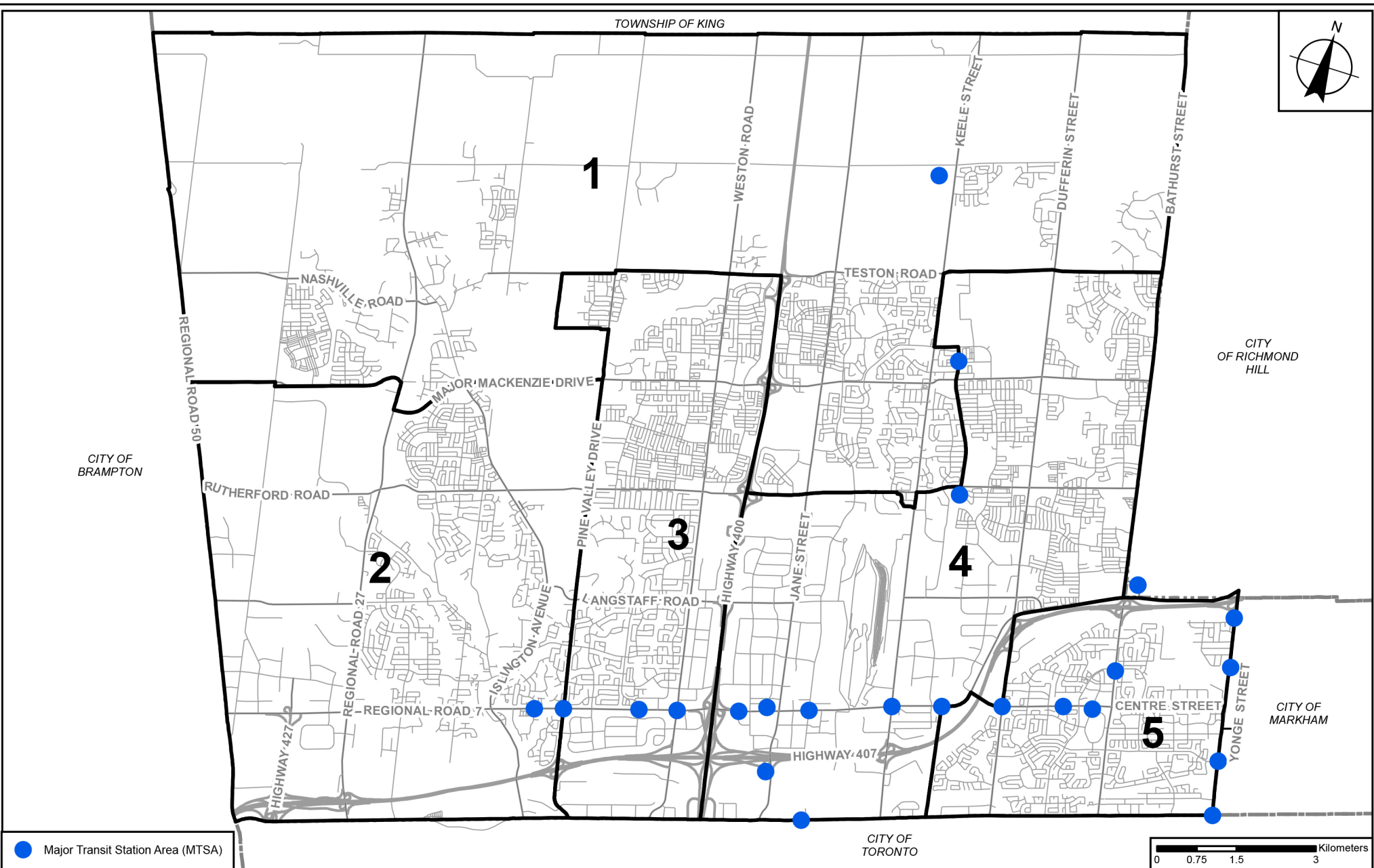
1. Proposed Major Transit Station Areas in the City of Vaughan
2. Comments on York Region's Proposed Boundaries and Proposed Minimum Density Requirements for Vaughan Major Transit Station Areas, Policy Planning and Environmental Sustainability, October 2019

**Prepared by**

Ash Faulkner, Planner, Extension 8733

Fausto Filipetto, Manager of Long-Range Planning, Extension 8699





# Proposed Major Transit Station Areas in the City of Vaughan

NOTE: The planned extension of the Yonge Subway line from Steeles Avenue to Richmond Hill's Urban Growth Centre was not identified within the Provincial Growth Plan as a Priority Transit Corridor because the subway extension has not yet been funded.



## Attachment

File:  
27.2.1

Date:  
February 7, 2020

1

## Comments on York Region's Proposed Boundaries and Proposed Minimum Density Requirements for Vaughan Major Transit Station Areas

**NOTE:** Values for Proposed MTSA Area and Percentage of MTSA Area in Vaughan are rounded to the nearest 1. Values Proposed Minimum Density, Projected Ultimate Density, and Existing Density are rounded to the nearest 5.

### MTSA 1 - Vaughan Metropolitan Centre Subway Station

**Major Intersection:** Highway 7 and Millway Avenue, Vaughan

**Station Type:** Subway Station

MTSA 1 - Vaughan Metropolitan Centre Subway Station		
	Values Proposed by York Region for Vaughan	Changes Based on Vaughan Planning Staff Recommendations
<b>Proposed MTSA Area:</b>	99 ha	No Changes
<b>Percentage of MTSA Area in Vaughan:</b>	100%	
<b>Proposed Minimum Density:</b> (Persons and Jobs per hectare "PJH")	500 PJH	<b>400 PJH</b>
<b>Projected Ultimate Density:</b>	485 PJH	No Changes
<b>Existing Density:</b>	95 PJH	

### Comments on Proposed Regional MTSA:

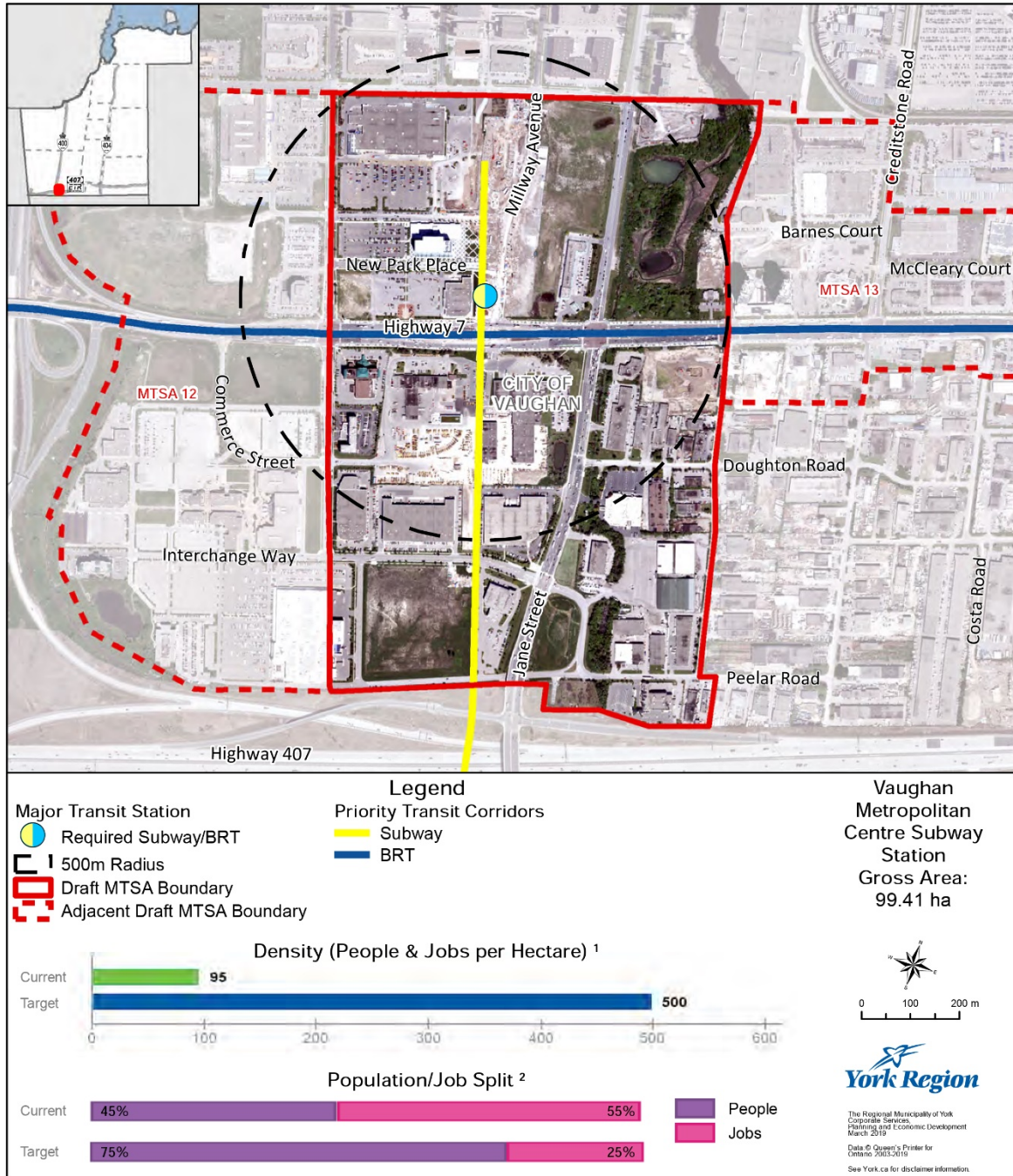
1. Revise the Proposed Minimum Density as per the table above in consideration of the following:
  - Proposed Minimum Density is 500 PJH
  - Projected Ultimate Density is below this minimum at 485 PJH
  - Recommend a lower Proposed Minimum Density at 400 PJH

**NOTE: Preliminary comments from York Region staff support a lower density of 400 PJH**
2. Support the proposed MTSA boundary.

# Vaughan Metropolitan Centre Subway Station

**MTSA 1**

On Subway Line 1 / Highway 7 BRT Corridor  
Near Highway 7 and Millway Avenue, Vaughan



<sup>1</sup> Values are rounded to the nearest 5 People & Jobs per Hectare

<sup>2</sup> Values are rounded to the nearest 5%

## MTSA 2 - Highway 407 Subway Station

**Major Intersection:** Highway 407 and Jane Street, Vaughan

**Station Type:** Subway Station

MTSA 2 - Highway 407 Subway Station		
	Values Proposed by York Region for Vaughan	Changes Based on Vaughan Planning Staff Recommendations
<b>Proposed MTSA Area:</b>	12 ha	No Changes
<b>Percentage of MTSA Area in Vaughan:</b>	100% PJH	
<b>Proposed Minimum Density:</b> (Persons and Jobs per hectare "PJH")	200 PJH	<b>0 PJH</b>
<b>Projected Ultimate Density:</b>	245 PJH	No Changes
<b>Existing Density:</b>	0 PJH	

### Comments on Proposed Regional MTSA:

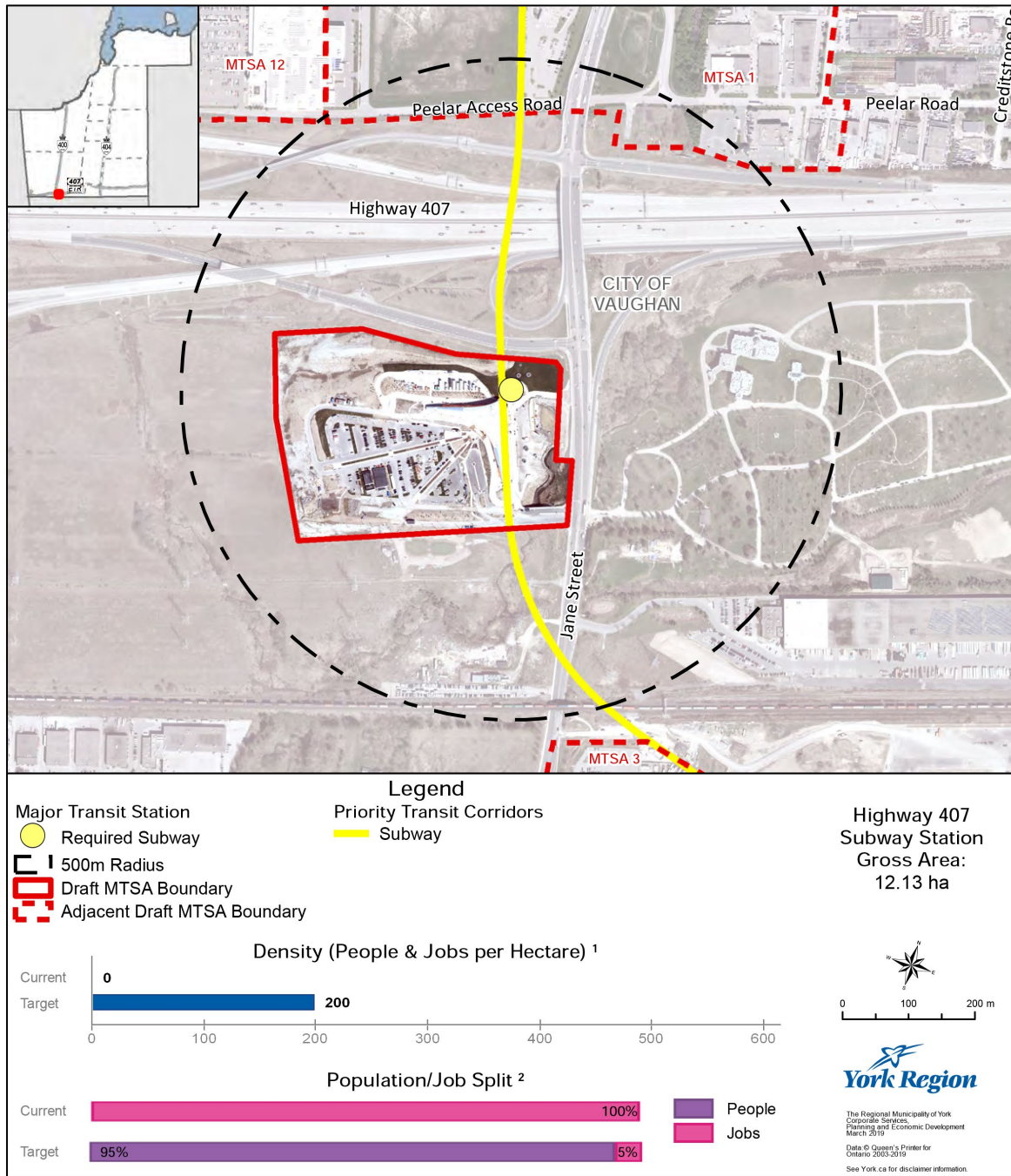
- Revise the proposed minimum density as per the table above in consideration of the following:
  - Proposed minimum density is 200 PJH
  - Projected ultimate density based existing VOP 2010 policies is 0 PJH
  - Lands are within the Parkway Belt West Plan Area; therefore, no density is expected for the lands (subway station site)
  - City and Region do not have authority to designate intensification to these lands until Parkway Belt Plan is amended
  - Recommended proposed minimum density is 0 PJH
  - Including a minimum density on these lands that cannot be achieved may put further density pressures within the VMC and Pioneer Village MTSAs
- Support the proposed MTSA boundary.



# Highway 407 Subway Station

On Subway Line 1 Corridor  
Near Highway 407 at Jane Street, Vaughan

**MTSA 2**



<sup>1</sup> Values are rounded to the nearest 5 People & Jobs per Hectare

<sup>2</sup> Values are rounded to the nearest 5%

### MTSA 3 - Pioneer Village Subway Station

**Major Intersection:** Steeles Avenue and Settler Road, Vaughan

**Station Type:** Subway Station

MTSA 3 - Pioneer Village Subway Station		
	Values Proposed by York Region for Vaughan	Changes Based on Vaughan Planning Staff Recommendations
<b>Proposed MTSA Area:</b>	40 ha	No Changes
<b>Percentage of MTSA Area in Vaughan:</b>	100% PJH	
<b>Proposed Minimum Density:</b> (Persons and Jobs per hectare "PJH")	250 PJH	
<b>Projected Ultimate Density:</b>	285 PJH	
<b>Existing Density:</b>	95 PJH	

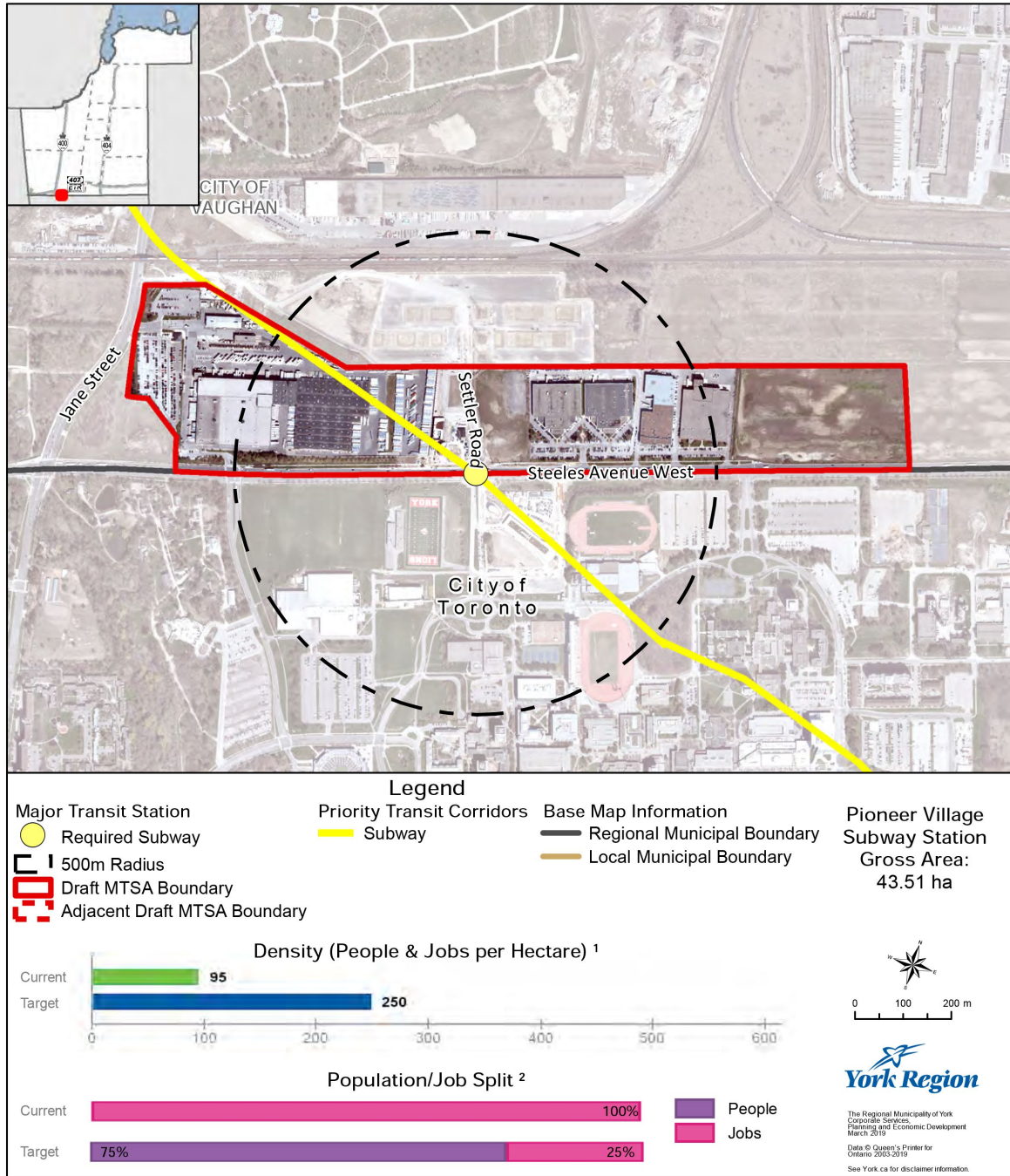
#### Comments on Proposed Regional MTSA:

1. Support the proposed minimum density.
2. Support the proposed MTSA boundary.

# Pioneer Village Subway Station

On Subway Line 1 Corridor  
Near Steeles Avenue and Settler Road, Vaughan

MTSA 3



<sup>1</sup> Values are rounded to the nearest 5 People & Jobs per Hectare

<sup>2</sup> Values are rounded to the nearest 5%

### MTSA 5 - Langstaff/Longbridge Subway Station

**Major Intersection:** Longbridge Road and Yonge Street, Vaughan/Markham

**Station Type:** Subway Station

MTSA 5 - Langstaff/Longbridge Subway Station		
	Values Proposed by York Region for Vaughan	Changes Based on Vaughan Planning Staff Recommendations
<b>Proposed MTSA Area:</b>	6 ha	No Changes
<b>Percentage of MTSA Area in Vaughan:</b>	24%	
<b>Proposed Minimum Density:</b> (Persons and Jobs per hectare "PJH")	200 PJH	
<b>Projected Ultimate Density:</b>	140 PJH	
<b>Existing Density:</b>	30 PJH	

#### Comments on Proposed Regional MTSA:

1. Support the proposed minimum density.

**NOTE:** The projected ultimate density for the MTSA for Vaughan and Markham lands combined (the entire MTSA) will exceed the proposed minimum density.

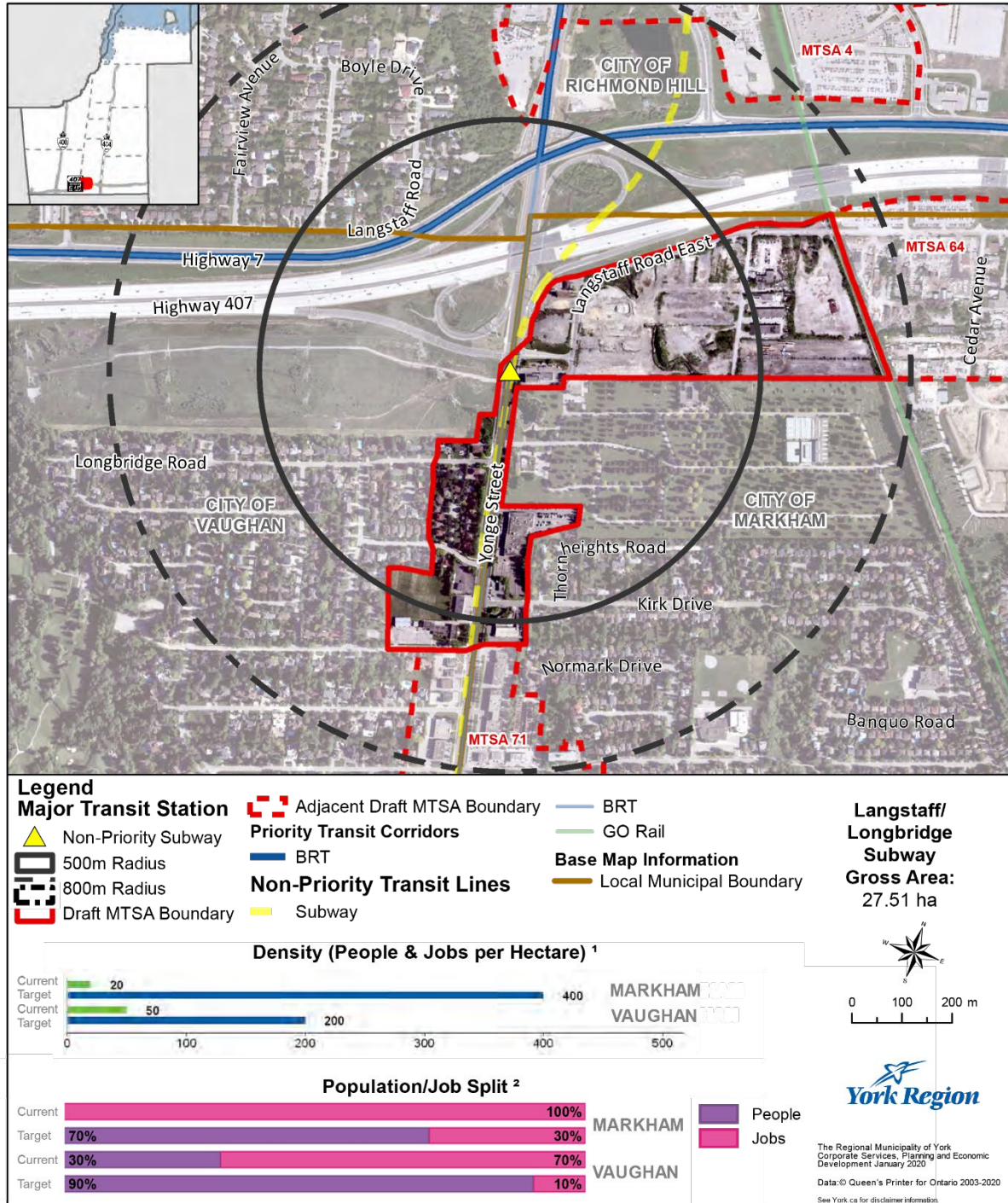
2. Support the proposed MTSA boundary.



# Langstaff-Longbridge Subway Station

MTSA 5

Near Longbridge Road and Yonge Street, Markham/Vaughan



<sup>1</sup> Values are rounded to the nearest 5 People & Jobs per Hectare

<sup>2</sup> Values are rounded to the nearest 5%

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## MTSA 6 - Clark Subway Station

**Major Intersection:** Clark Avenue and Yonge Street, Vaughan/Markham

**Station Type:** Subway Station

MTSA 6 - Clark Subway Station		
	Values Proposed by York Region for Vaughan	Changes Based on Vaughan Planning Staff Recommendations
<b>Proposed MTSA Area:</b>	12 ha	No Changes
<b>Percentage of MTSA Area in Vaughan:</b>	30%	
<b>Proposed Minimum Density:</b> (Persons and Jobs per hectare "PJH")	250 PJH	
<b>Projected Ultimate Density:</b>	240 PJH	
<b>Existing Density:</b>	225 PJH	

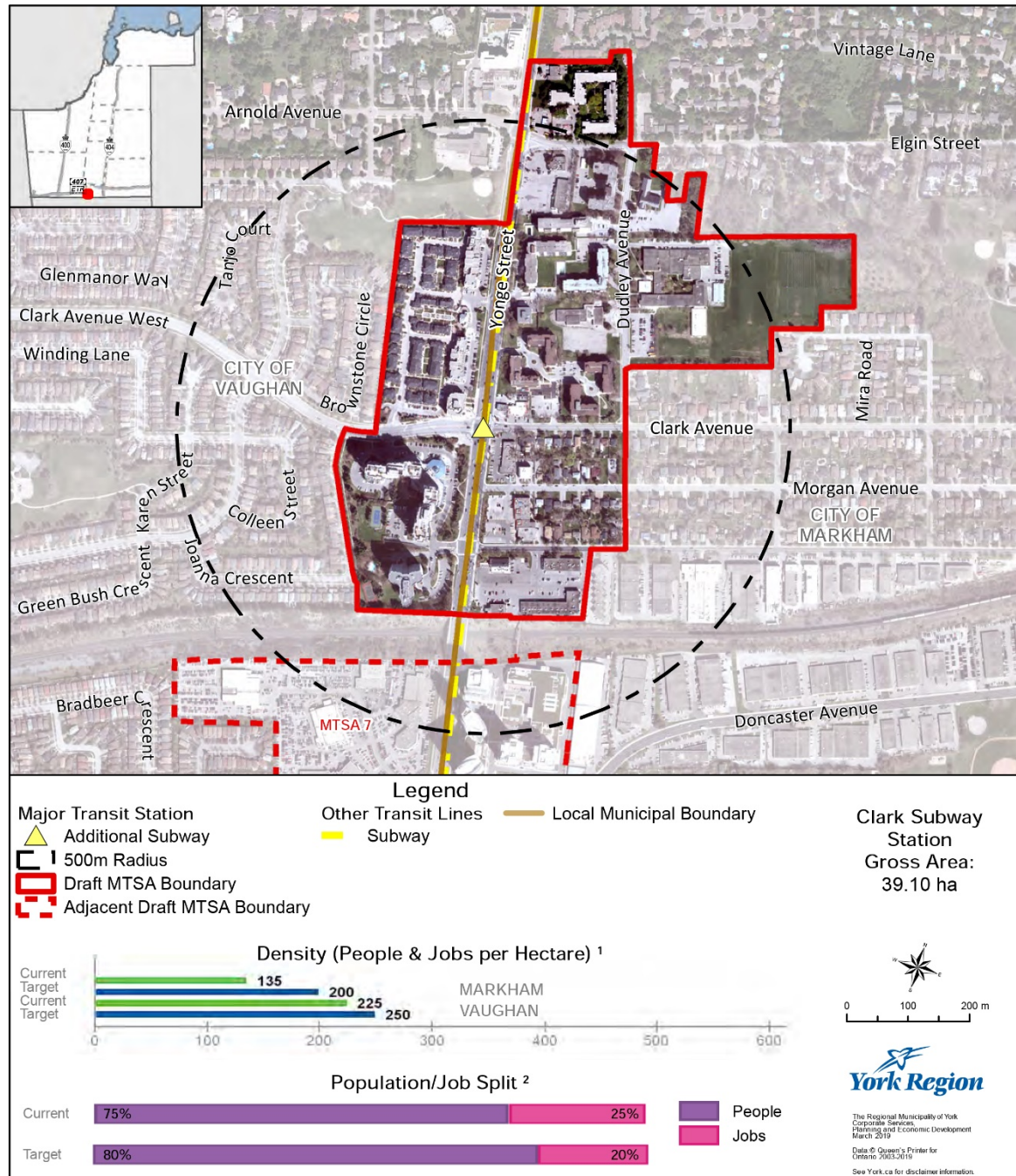
### Comments on Proposed Regional MTSA:

- Support the proposed minimum density.  
**NOTE: The projected ultimate density for the MTSA for Vaughan and Markham lands combined (the entire MTSA) will exceed the proposed minimum density.**
- Support the proposed MTSA boundary.



# Clark Subway Station

On Yonge Subway Extension Corridor  
Near Clark Avenue and Yonge Street, Vaughan/Markham



<sup>1</sup> Values are rounded to the nearest 5 People & Jobs per Hectare

<sup>2</sup> Values are rounded to the nearest 5%

## MTSA 7 - Steeles Subway Station

**Major Intersection:** Steeles Avenue and Yonge Street, Vaughan/Markham

**Station Type:** Subway Station

MTSA 7 - Steeles Subway Station		
	Values Proposed by York Region for Vaughan	Changes Based on Vaughan Planning Staff Recommendations
<b>Proposed MTSA Area:</b>	32 ha	No Changes
<b>Percentage of MTSA Area in Vaughan:</b>	64%	
<b>Proposed Minimum Density:</b> (Persons and Jobs per hectare "PJH")	250 PJH	
<b>Projected Ultimate Density:</b>	340 PJH	
<b>Existing Density:</b>	65 PJH	

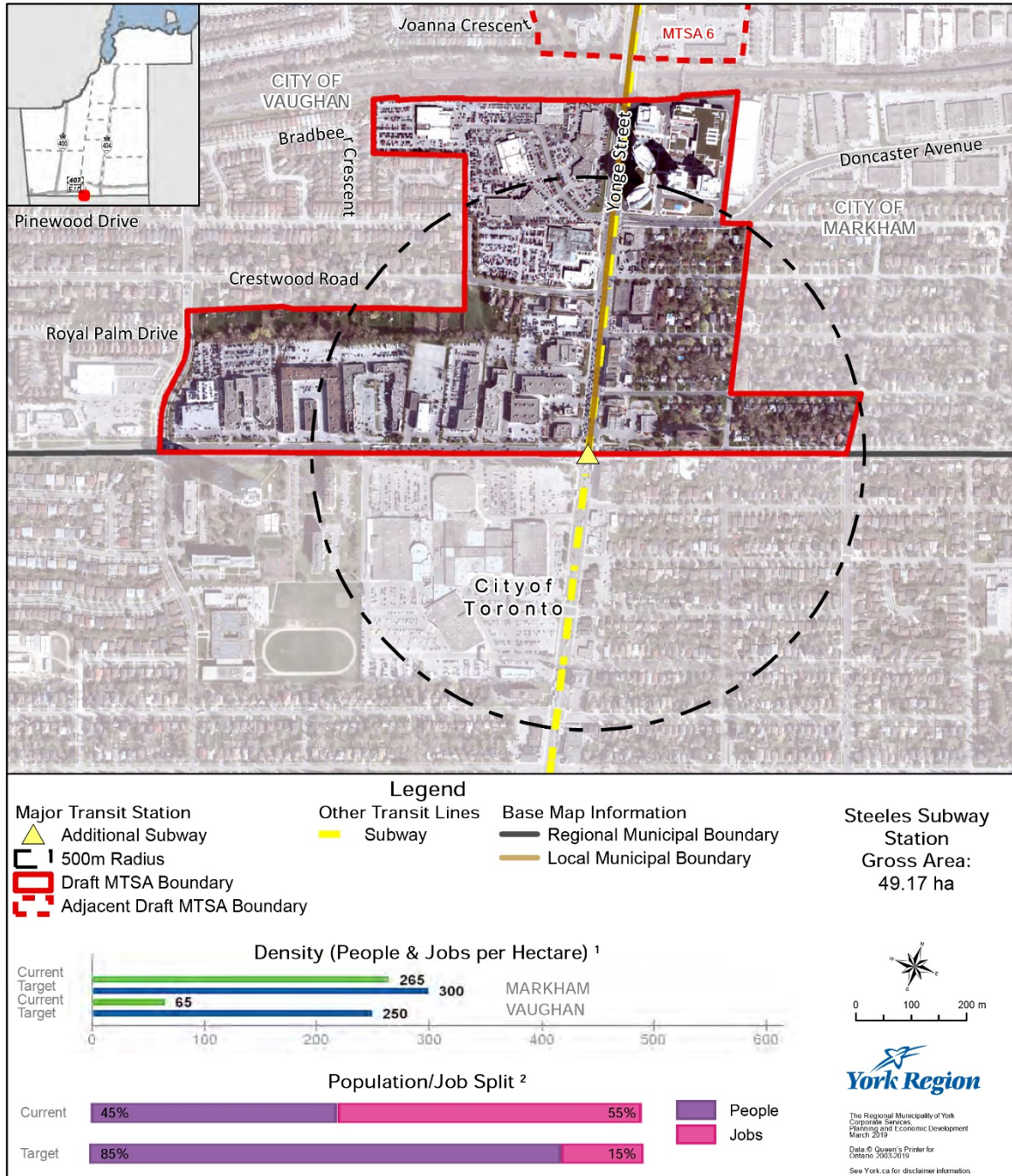
### Comments on Proposed Regional MTSA:

1. Support the proposed minimum density.
2. Support the proposed MTSA boundary.



# Steeles Subway Station On Yonge Subway Extension Corridor Near Steeles Avenue and Yonge Street, Vaughan/Markham

**MTSA 7**



<sup>1</sup> Values are rounded to the nearest 5 People & Jobs per Hectare

<sup>2</sup> Values are rounded to the nearest 5%

## MTSA 8 - Wigwoss-Helen Bus Rapid Transit Station

**Major Intersection:** Highway 7 and Wigwoss/Helen Street, Vaughan

**Station Type:** Bus Rapid Transit Station

MTSA 8 - Wigwoss-Helen Bus Rapid Transit Station		
	Values Proposed by York Region for Vaughan	Changes Based on Vaughan Planning Staff Recommendations
<b>Proposed MTSA Area:</b>	26 ha	<b>17 ha</b>
<b>Percentage of MTSA Area in Vaughan:</b>	100%	No Changes
<b>Proposed Minimum Density:</b> (Persons and Jobs per hectare "PJH")	160 PJH	
<b>Projected Ultimate Density:</b>	150 PJH	<b>200 PJH</b>
<b>Existing Density:</b>	80 PJH	No Changes

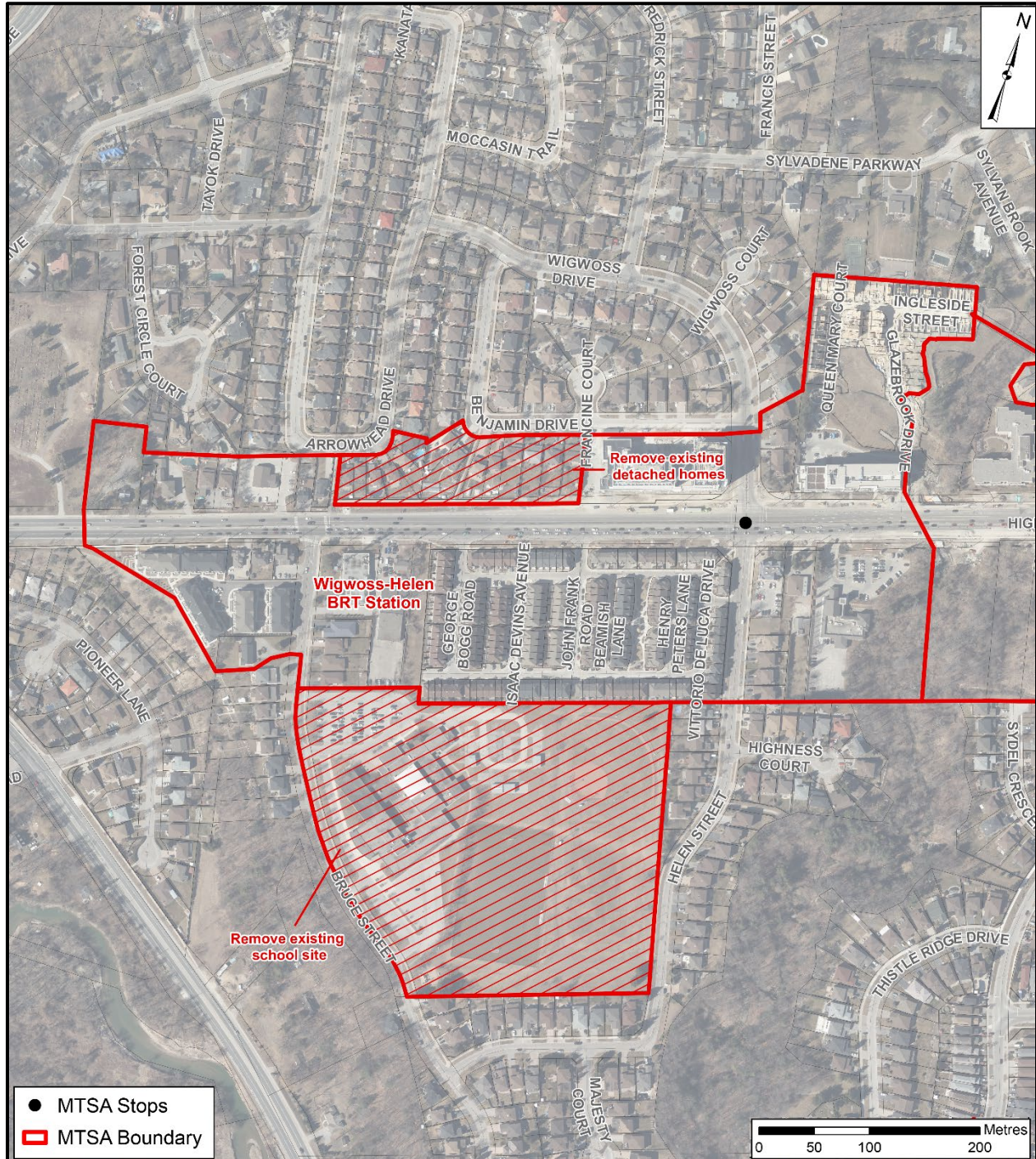
### Comments on Proposed Regional MTSA:

1. Support the proposed minimum density.
2. Amend the boundary of the MTSA as per 'MTSA 8 - Wigwoss-Helen Bus Rapid Transit Station: Vaughan Proposed Boundary Amendments' below to:
  - a. Exclude the single-detached dwellings; and
  - b. Exclude Woodbridge College

**NOTE: Preliminary comments from York Region staff support the exclusion of Woodbridge College**



## MTSA 8 - Wigwoss-Helen Bus Rapid Transit Station: Vaughan Proposed Boundary Amendments



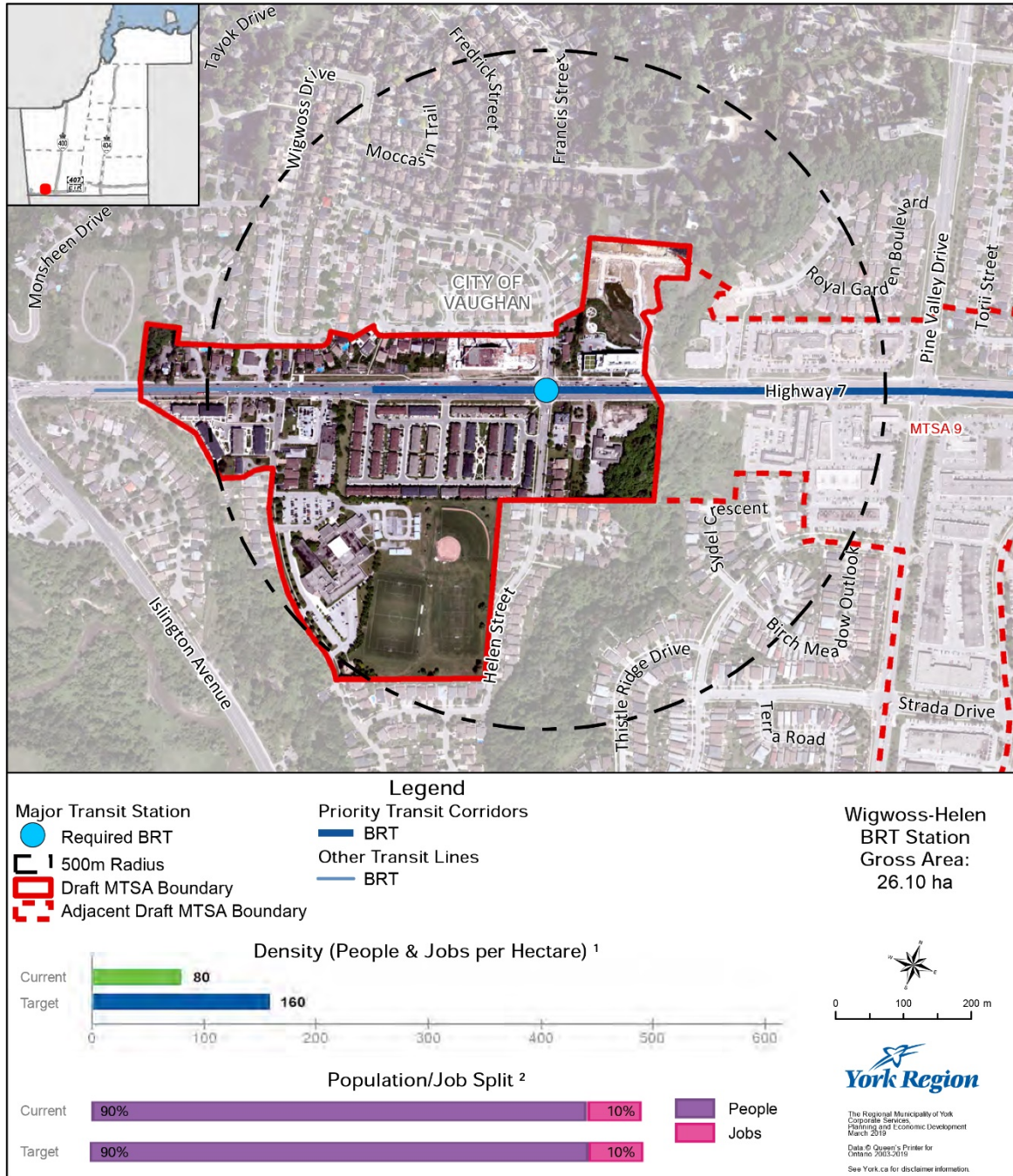


# Wigwoss-Helen BRT Station

**MTSA 8**

On Highway 7 BRT Corridor

Along Highway 7 at Wigwoss Drive/Helen Street, Vaughan



<sup>1</sup> Values are rounded to the nearest 5 People & Jobs per Hectare

<sup>2</sup> Values are rounded to the nearest 5%



## MTSA 9 - Pine Valley Bus Rapid Transit Station

**Major Intersection:** Highway 7 and Pine Valley Drive

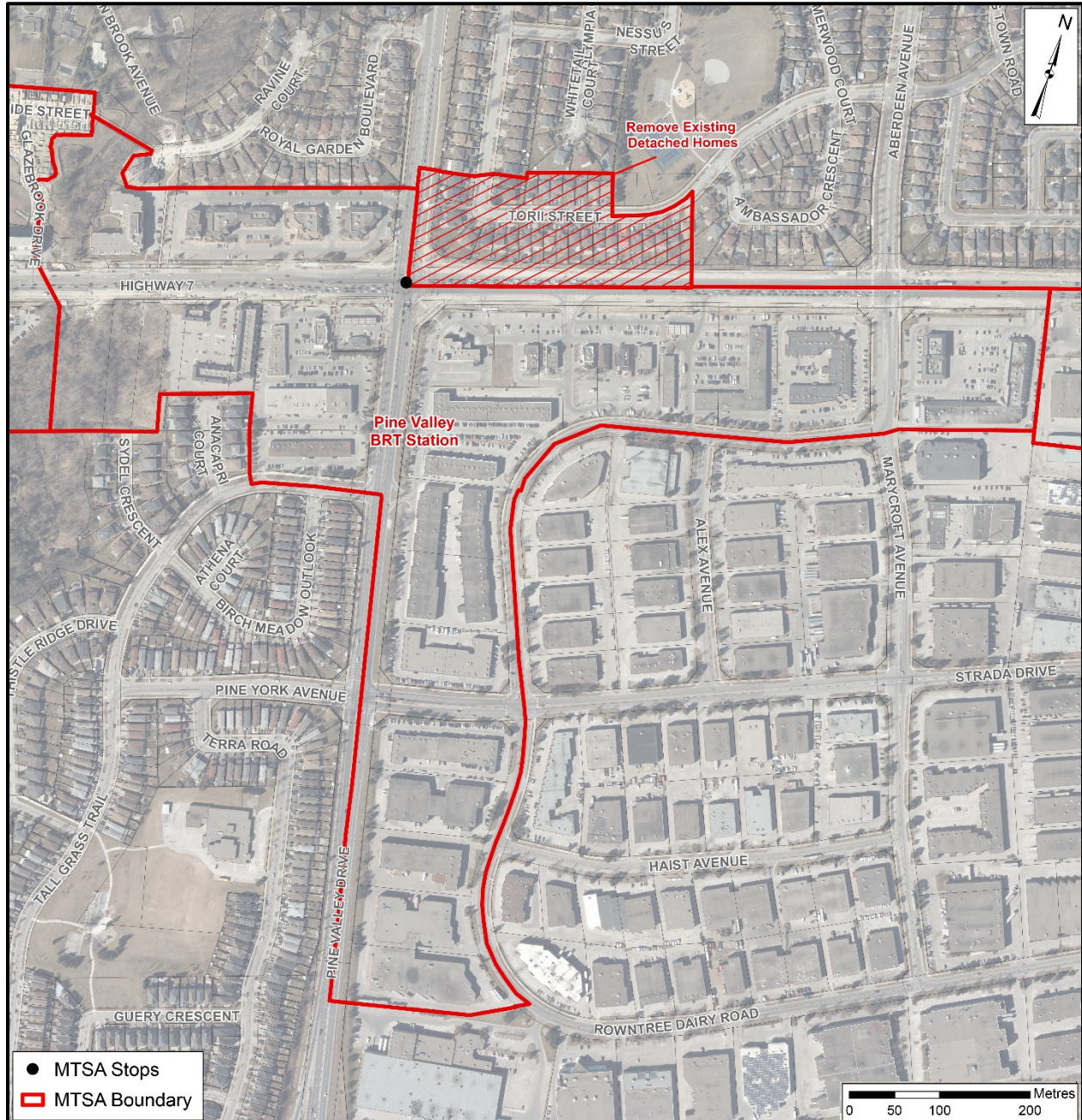
**Station Type:** Bus Rapid Transit Station

MTSA 9 - Pine Valley Bus Rapid Transit Station		
	Values Proposed by York Region for Vaughan	Changes Based on Vaughan Planning Staff Recommendations
<b>Proposed MTSA Area:</b>	38 ha	<b>34 ha</b>
<b>Percentage of MTSA Area in Vaughan:</b>	100%	No Changes
<b>Proposed Minimum Density:</b> (Persons and Jobs per hectare "PJH")	160 PJH	
<b>Projected Ultimate Density:</b>	215 PJH	<b>240 ha</b>
<b>Existing Density:</b>	55 PJH	No Changes

### Comments on Proposed Regional MTSA:

1. Support the proposed minimum density.
2. Amend the boundary of the MTSA as per 'MTSA 9 - Pine Valley Bus Rapid Transit Station: Vaughan Proposed Boundary Amendments' below to:
  - a. Exclude the single-detached dwellings.

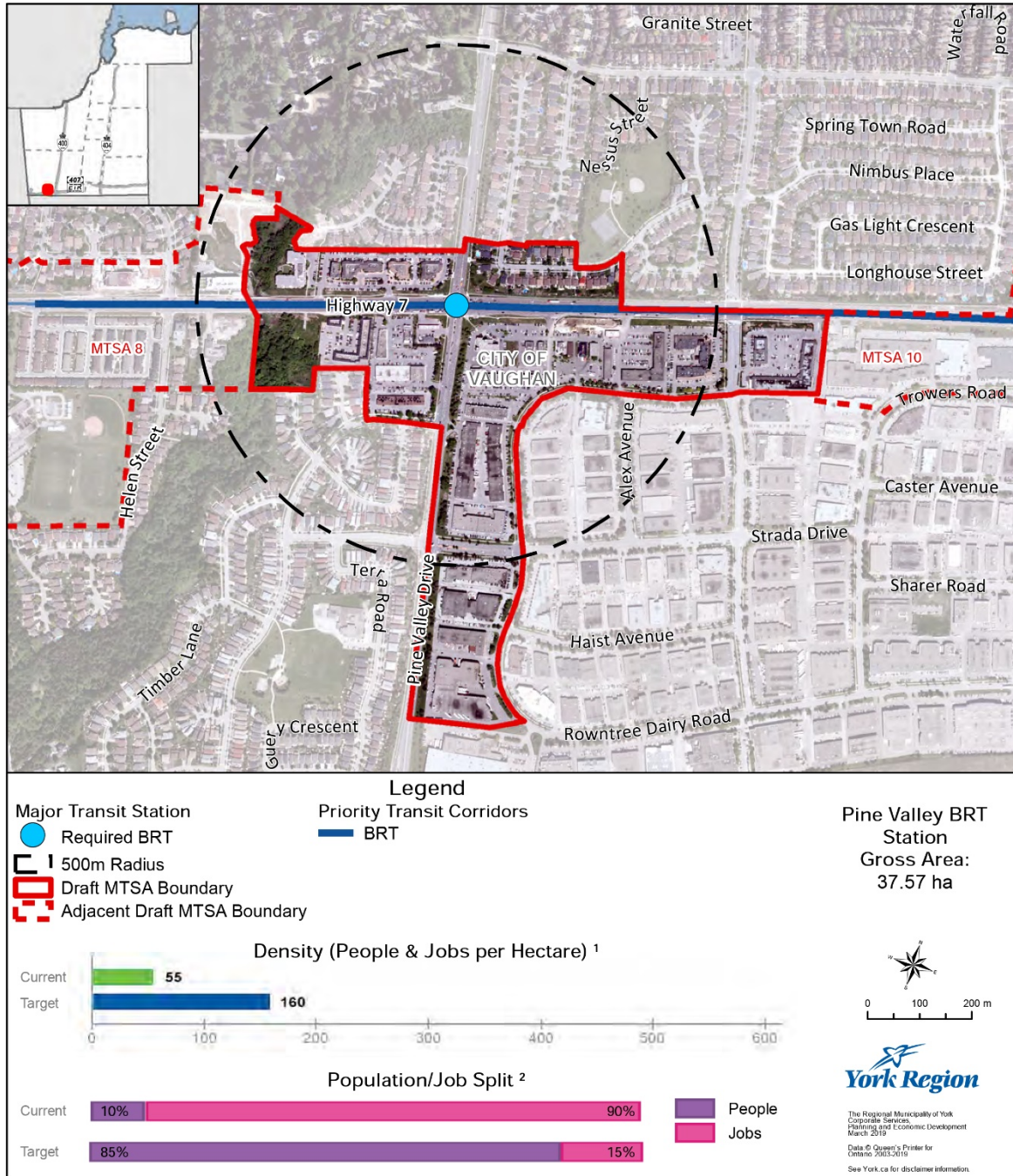
## MTSA 9 - Pine Valley Bus Rapid Transit Station: Vaughan Proposed Boundary Amendments





# Pine Valley BRT Station On Highway 7 BRT Corridor Along Highway 7 at Pine Valley Drive, Vaughan

**MTSA 9**



<sup>1</sup> Values are rounded to the nearest 5 People & Jobs per Hectare

<sup>2</sup> Values are rounded to the nearest 5%

### MTSA 10 - Ansley Grove Bus Rapid Transit Station

**Major Intersection:** Highway 7 and Ansley Grove Road/Whitmore Road, Vaughan

**Station Type:** Bus Rapid Transit Station

MTSA 10 - Ansley Grove Bus Rapid Transit Station		
	Values Proposed by York Region for Vaughan	Changes Based on Vaughan Planning Staff Recommendations
<b>Proposed MTSA Area:</b>	47 ha	No Changes
<b>Percentage of MTSA Area in Vaughan:</b>	100%	
<b>Proposed Minimum Density:</b> (Persons and Jobs per hectare "PJH")	200 PJH	
<b>Projected Ultimate Density:</b>	300 PJH	
<b>Existing Density:</b>	65 PJH	

#### Comments on Proposed Regional MTSA:

1. Support the proposed minimum density.
2. Support the proposed MTSA boundary.

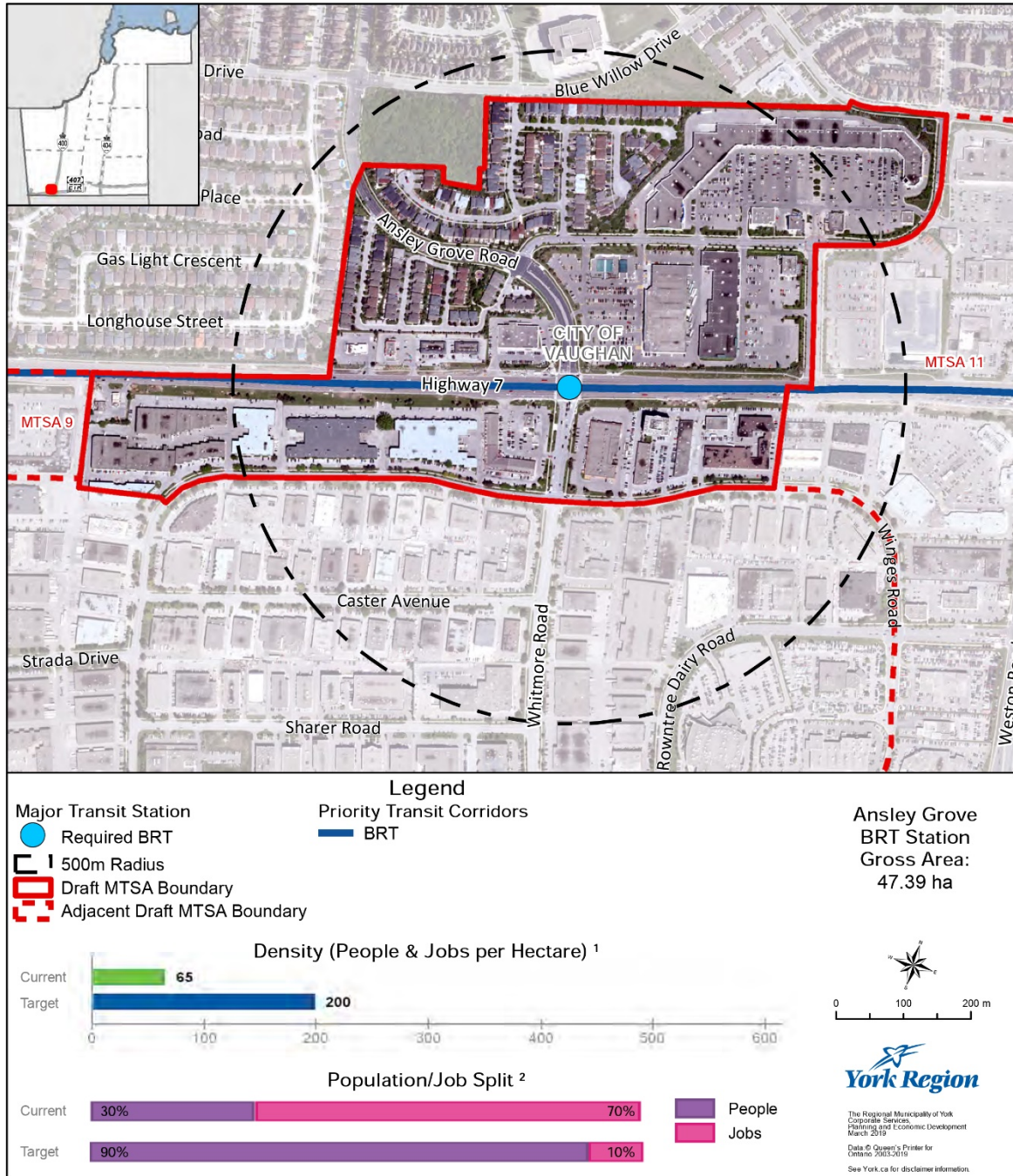


# Ansley Grove BRT Station

MTSA 10

On Highway 7 BRT Corridor

Along Highway 7 at Ansley Grove Road/Whitmore Road, Vaughan



<sup>1</sup> Values are rounded to the nearest 5 People & Jobs per Hectare

<sup>2</sup> Values are rounded to the nearest 5%

### MTSA 11 - Weston Bus Rapid Transit Station

**Major Intersection:** Highway 7 and Weston Road, Vaughan

**Station Type:** Bus Rapid Transit Station

MTSA 11 - Weston Bus Rapid Transit Station		
	Values Proposed by York Region for Vaughan	Changes Based on Vaughan Planning Staff Recommendations
<b>Proposed MTSA Area:</b>	88 ha	No Changes
<b>Percentage of MTSA Area in Vaughan:</b>	100%	
<b>Proposed Minimum Density:</b> (Persons and Jobs per hectare "PJH")	250 PJH	
<b>Projected Ultimate Density:</b>	305 PJH	
<b>Existing Density:</b>	65 PJH	

### Comments on Proposed Regional MTSA:

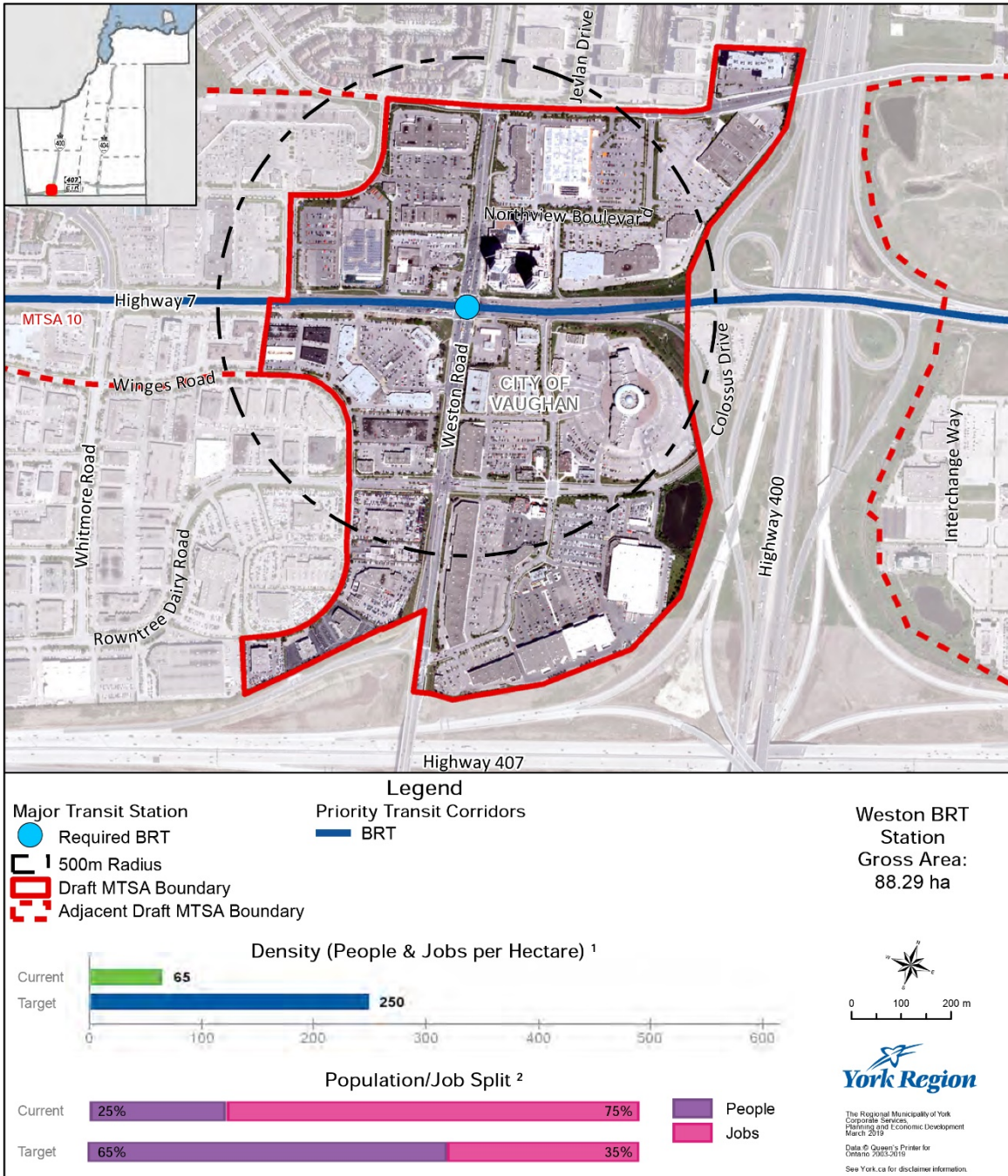
1. Support the proposed minimum density.
2. Support the proposed MTSA boundary.



# Weston BRT Station

On Highway 7 BRT Corridor  
Along Highway 7 at Weston Road, Vaughan

MTSA 11



<sup>1</sup> Values are rounded to the nearest 5 People & Jobs per Hectare

<sup>2</sup> Values are rounded to the nearest 5%

## MTSA 12 - Commerce Bus Rapid Transit Station

**Major Intersection:** Highway 7 and Commerce Street, Vaughan

**Station Type:** Bus Rapid Transit Station

MTSA 12 - Commerce Bus Rapid Transit Station		
	Values Proposed by York Region for Vaughan	Changes Based on Vaughan Planning Staff Recommendations
<b>Proposed MTSA Area:</b>	62 ha	No Changes
<b>Percentage of MTSA Area in Vaughan:</b>	100%	
<b>Proposed Minimum Density:</b> (Persons and Jobs per hectare "PJH")	350 PJH	
<b>Projected Ultimate Density:</b>	400 PJH	
<b>Existing Density:</b>	40 PJH	

### Comments on Proposed Regional MTSA:

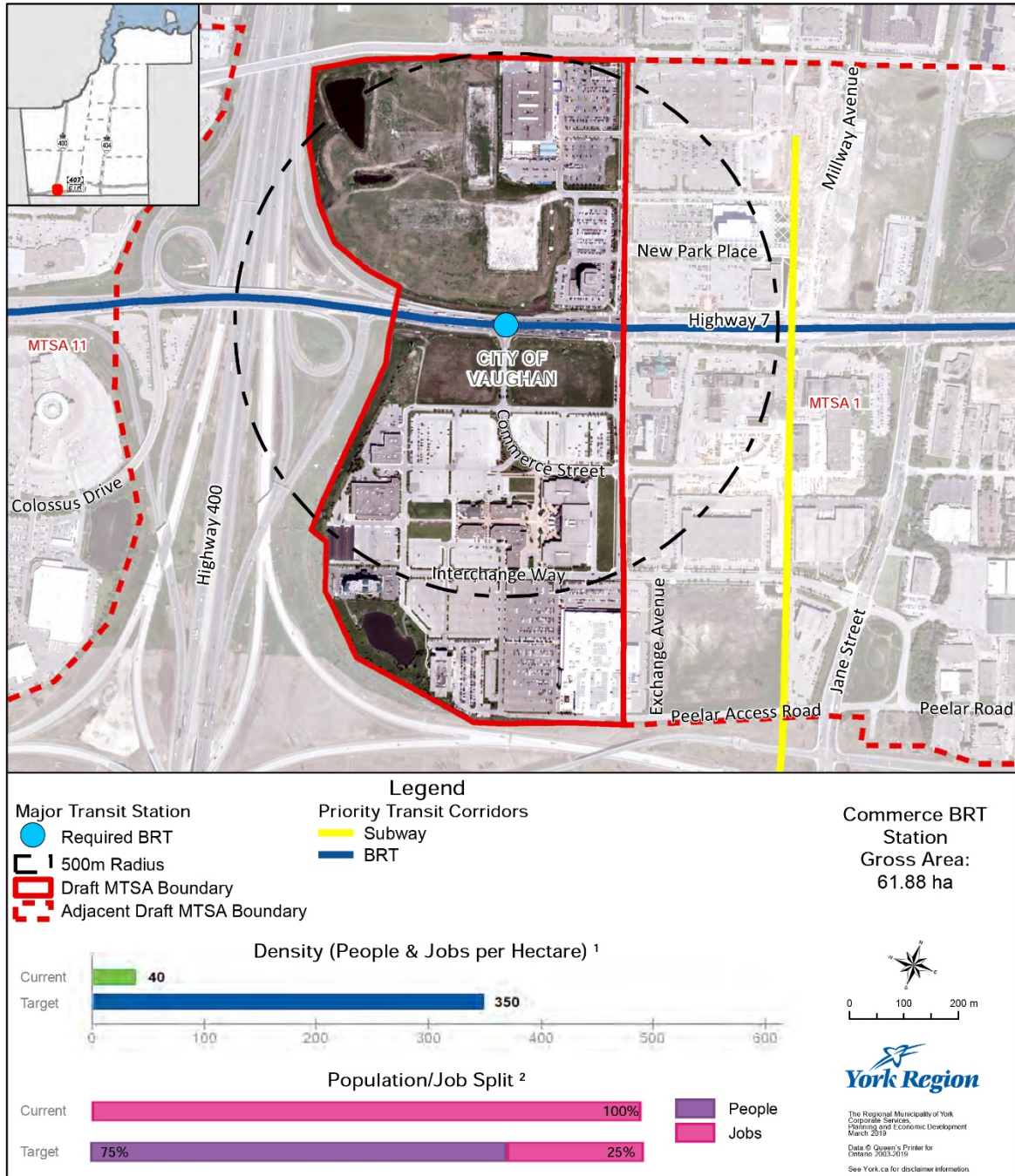
1. Support the proposed minimum density.
2. Support the proposed MTSA boundary.



# Commerce BRT Station

On Highway 7 BRT Corridor  
Along Highway 7 at Commerce Street, Vaughan

MTSA 12



<sup>1</sup> Values are rounded to the nearest 5 People & Jobs per Hectare

<sup>2</sup> Values are rounded to the nearest 5%

### MTSA 13 - Creditstone Bus Rapid Transit Station

**Major Intersection:** Highway 7 and Creditstone Road, Vaughan

**Station Type:** Bus Rapid Transit Station

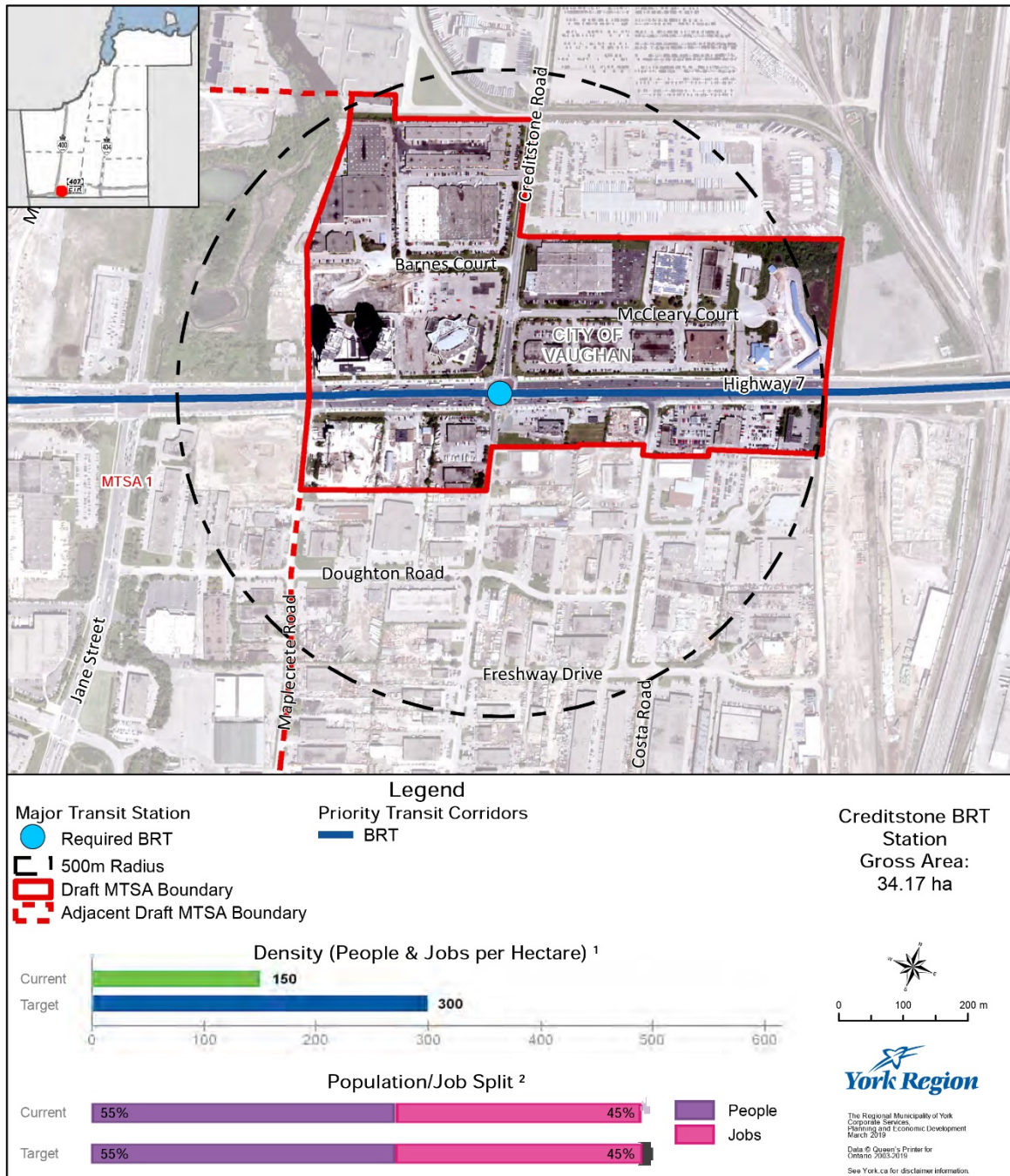
MTSA 13 - Creditstone Bus Rapid Transit Station		
	Values Proposed by York Region for Vaughan	Changes Based on Vaughan Planning Staff Recommendations
<b>Proposed MTSA Area:</b>	34 ha	No Changes
<b>Percentage of MTSA Area in Vaughan:</b>	100%	
<b>Proposed Minimum Density:</b> (Persons and Jobs per hectare "PJH")	300 PJH	
<b>Projected Ultimate Density:</b>	430 PJH	
<b>Existing Density:</b>	150 PJH	

#### Comments on Proposed Regional MTSA:

1. Support the proposed minimum density.
2. Support the proposed MTSA boundary.

## Creditstone BRT Station

On Highway 7 BRT Corridor  
Along Highway 7 at Creditstone Road, Vaughan



<sup>1</sup> Values are rounded to the nearest 5 People & Jobs per Hectare

<sup>2</sup> Values are rounded to the nearest 5%



## MTSA 14 - Keele Bus Rapid Transit Station

**Major Intersection:** Highway 7 and Keele Street, Vaughan

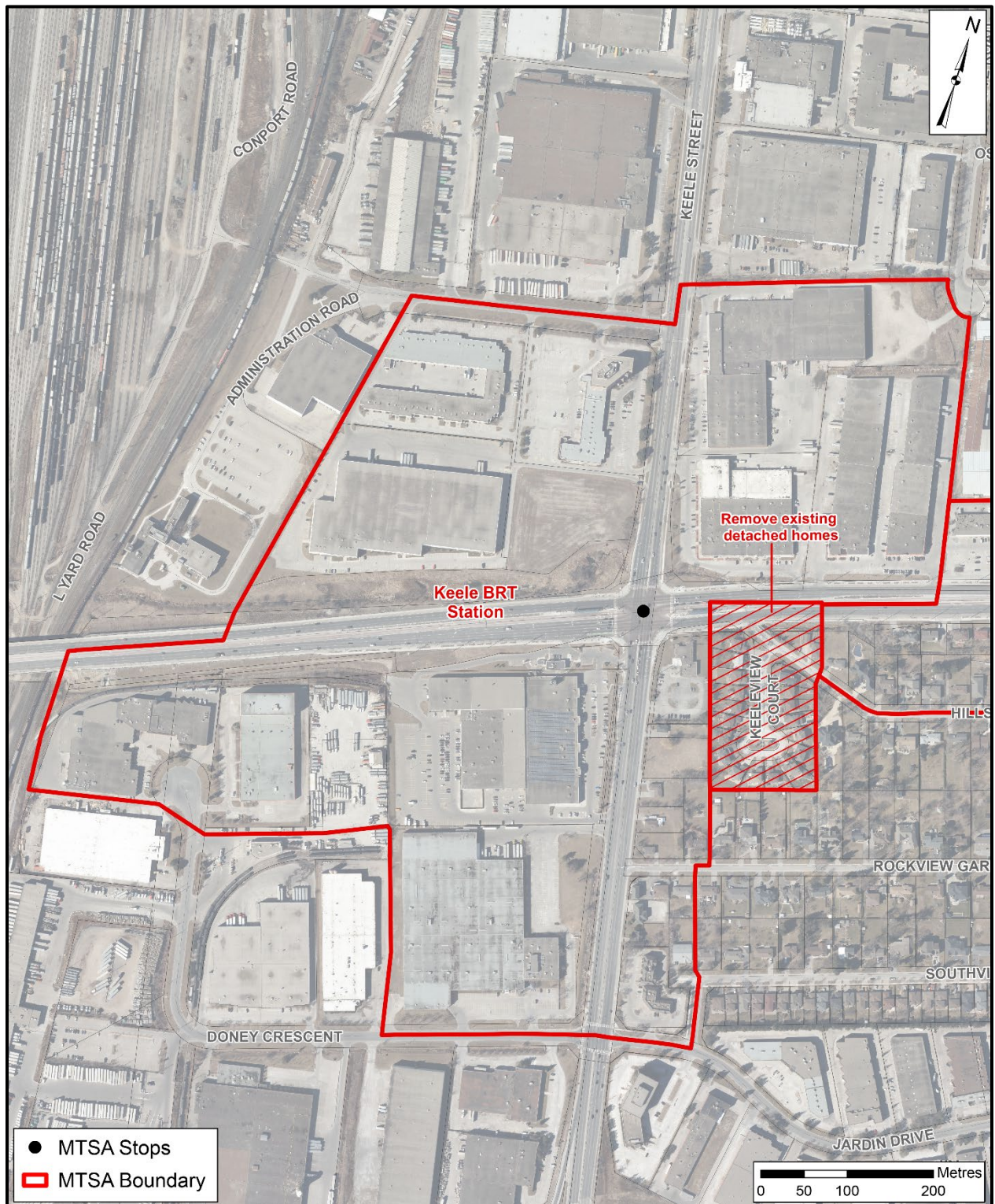
**Station Type:** Bus Rapid Transit Station

MTSA 14 - Keele Bus Rapid Transit Station		
	Values Proposed by York Region for Vaughan	Changes Based on Vaughan Planning Staff Recommendations
<b>Proposed MTSA Area:</b>	56 ha	<b>53 ha</b>
<b>Percentage of MTSA Area in Vaughan:</b>	100%	No Changes
<b>Proposed Minimum Density:</b> (Persons and Jobs per hectare "PJH")	160 PJH	
<b>Projected Ultimate Density:</b>	240 PJH	<b>260 PJH</b>
<b>Existing Density:</b>	45 PJH	No Changes

### Comments on Proposed Regional MTSA:

1. Support the proposed minimum density.
2. Amend the MTSA boundary as per 'MTSA 14 - Keele Bus Rapid Transit Station: Vaughan Proposed Boundary Amendments' below to:
  - a. Exclude the single-detached dwellings.

## MTSA 14 - Keele Bus Rapid Transit Station: Vaughan Proposed Boundary Amendments

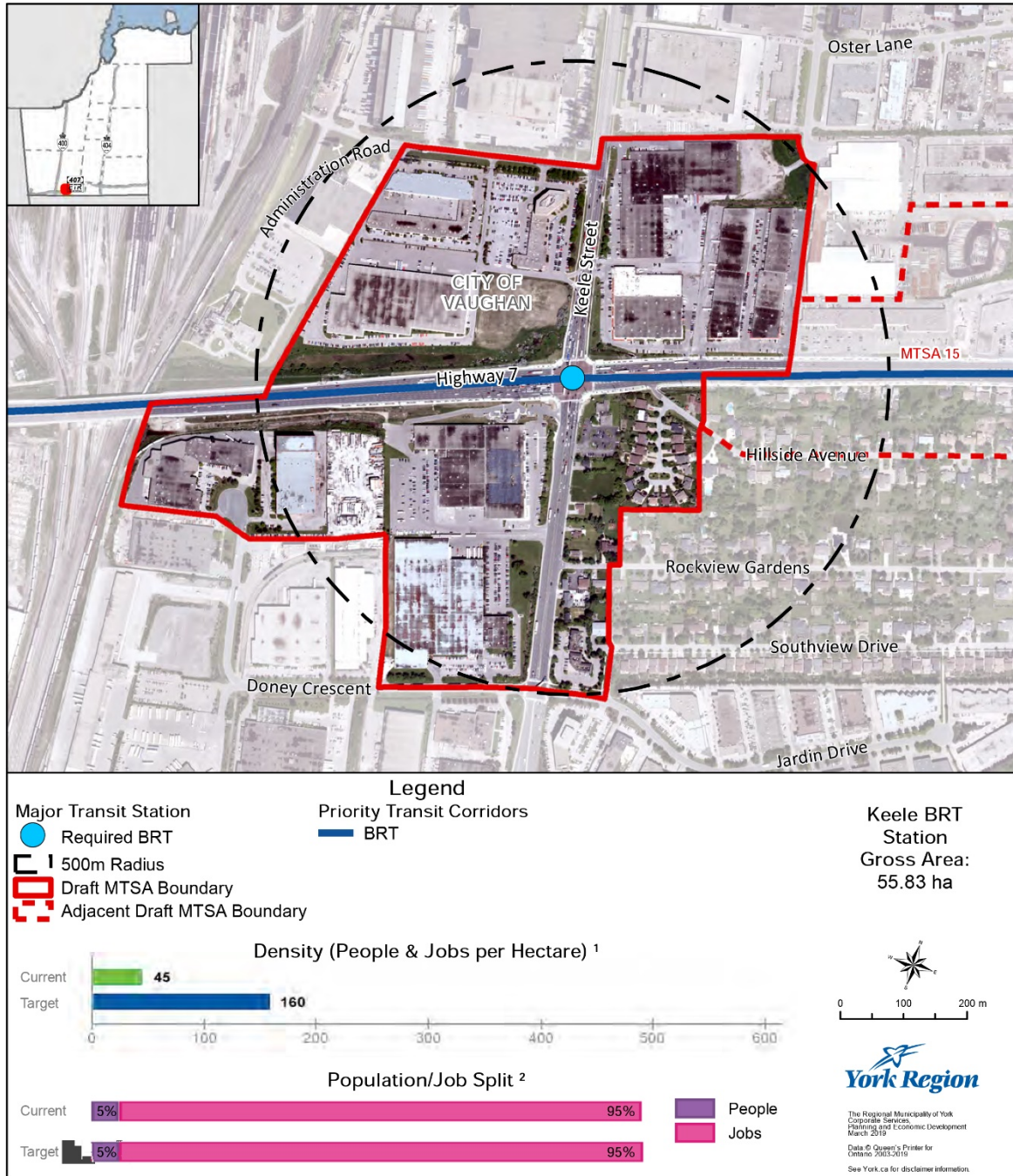




# Keele BRT Station

On Highway 7 BRT Corridor  
Along Highway 7 at Keele Street, Vaughan

MTSA 14



<sup>1</sup> Values are rounded to the nearest 5 People & Jobs per Hectare

<sup>2</sup> Values are rounded to the nearest 5%

### MTSA 15 - Concord Bus Rapid Transit Station

**Major Intersection:** Highway 7 and Bowes Road/Baldwin Avenue, Vaughan

**Station Type:** Bus Rapid Transit Station

MTSA 15 - Concord Bus Rapid Transit Station		
	Values Proposed by York Region for Vaughan	Changes Based on Vaughan Planning Staff Recommendations
<b>Proposed MTSA Area:</b>	60 ha	<b>57 ha</b>
<b>Percentage of MTSA Area in Vaughan:</b>	100%	No Changes
<b>Proposed Minimum Density:</b> (Persons and Jobs per hectare "PJH")	160 PJH	
<b>Projected Ultimate Density:</b>	286 PJH	<b>300 PJH</b>
<b>Existing Density:</b>	20 PJH	No Changes

### Comments on Proposed Regional MTSA:

1. Support the proposed minimum density.
2. Amend the MTSA boundary as per Figure 'MTSA 15 - Concord Bus Rapid Transit Station: Vaughan Proposed Boundary Amendments' below to:
  - a. Exclude Core Features.



## MTSA 15 - Concord Bus Rapid Transit Station: Vaughan Proposed Boundary Amendments

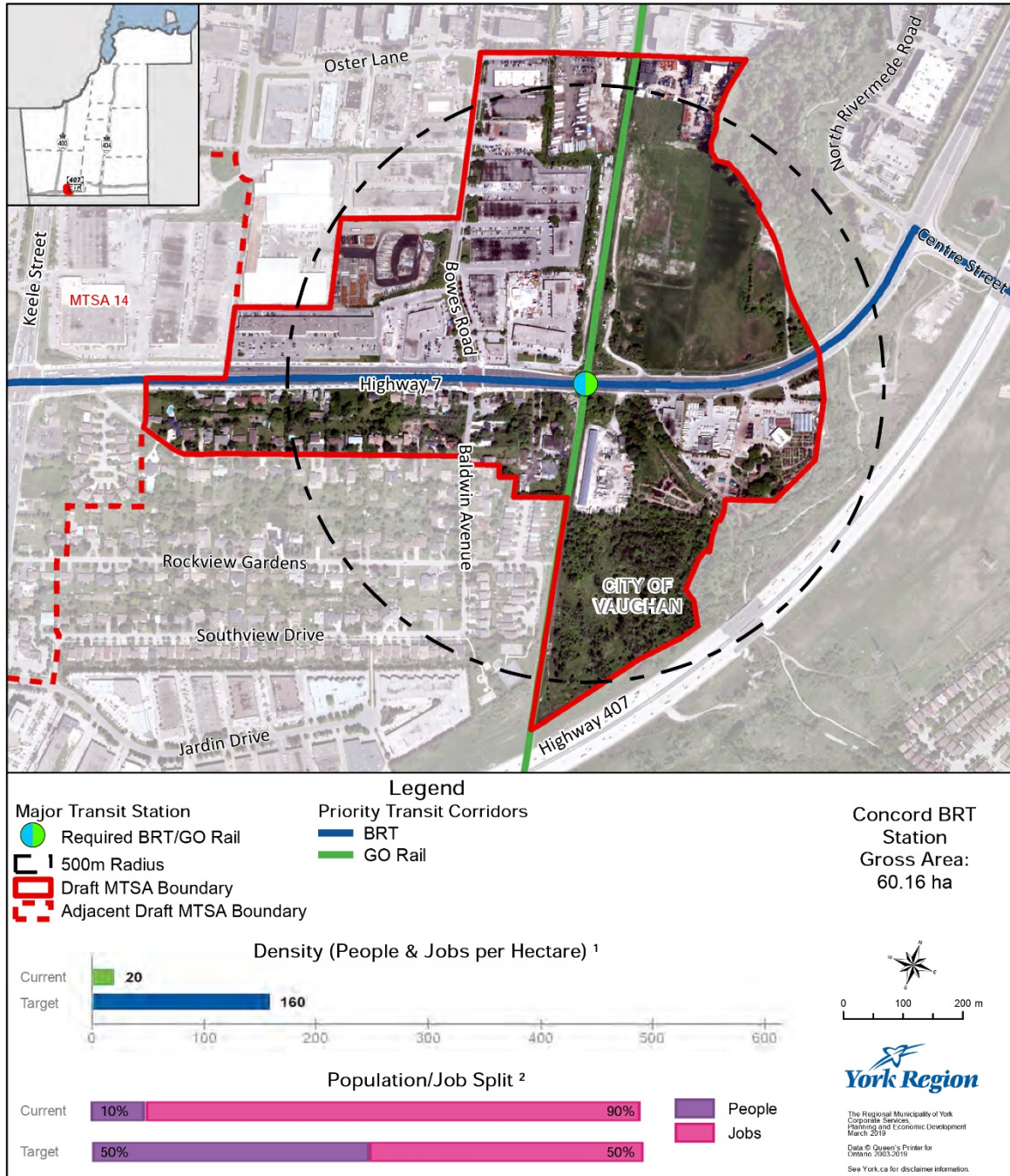




# Concord BRT Station

MTSA 15

On Highway 7 BRT / Barrie GO Line Corridor  
Along Highway 7 at Bowes Road/Baldwin Avenue, Vaughan



<sup>1</sup> Values are rounded to the nearest 5 People & Jobs per Hectare

<sup>2</sup> Values are rounded to the nearest 5%

## MTSA 16 - Dufferin Bus Rapid Transit Station

**Major Intersection:** Centre Street and Dufferin Street, Vaughan

**Station Type:** Bus Rapid Transit Station

MTSA 16 - Dufferin Bus Rapid Transit Station		
	Values Proposed by York Region for Vaughan	Changes Based on Vaughan Planning Staff Recommendations
<b>Proposed MTSA Area:</b>	18 ha	No Changes
<b>Percentage of MTSA Area in Vaughan:</b>	100%	
<b>Proposed Minimum Density:</b> (Persons and Jobs per hectare "PJH")	160 PJH	
<b>Projected Ultimate Density:</b>	285 PJH	
<b>Existing Density:</b>	40 PJH	

### Comments on Proposed Regional MTSA:

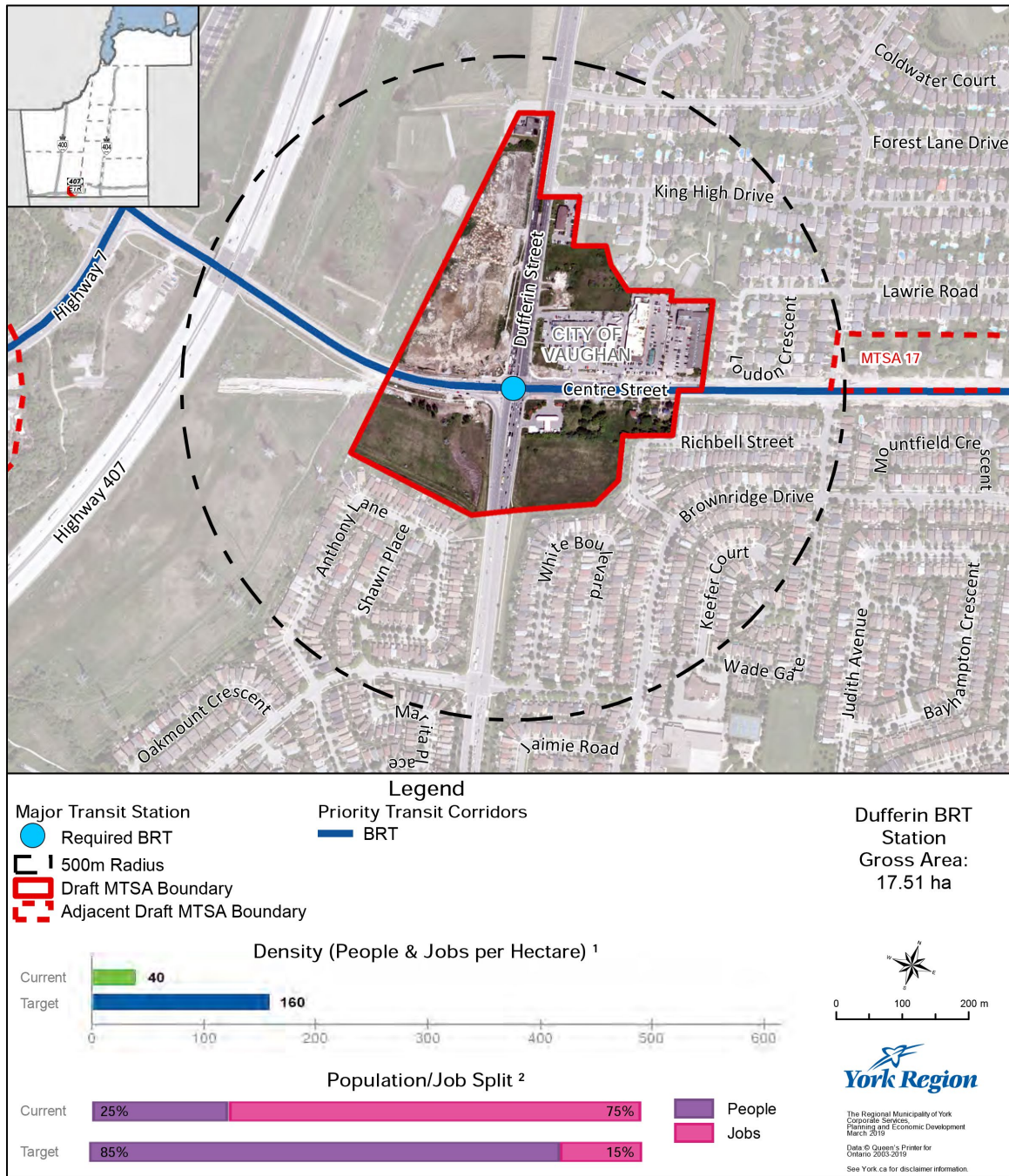
1. Support the proposed minimum density.
2. Support the proposed MTSA boundary.



# Dufferin BRT Station

On Highway 7 BRT Corridor  
Along Centre Street at Dufferin Street, Vaughan

MTSA 16



<sup>1</sup> Values are rounded to the nearest 5 People & Jobs per Hectare

<sup>2</sup> Values are rounded to the nearest 5%

### MTSA 17 - Taiga Bus Rapid Transit Station

**Major Intersection:** Centre Street and New Westminster Drive, Vaughan

**Station Type:** Bus Rapid Transit Station

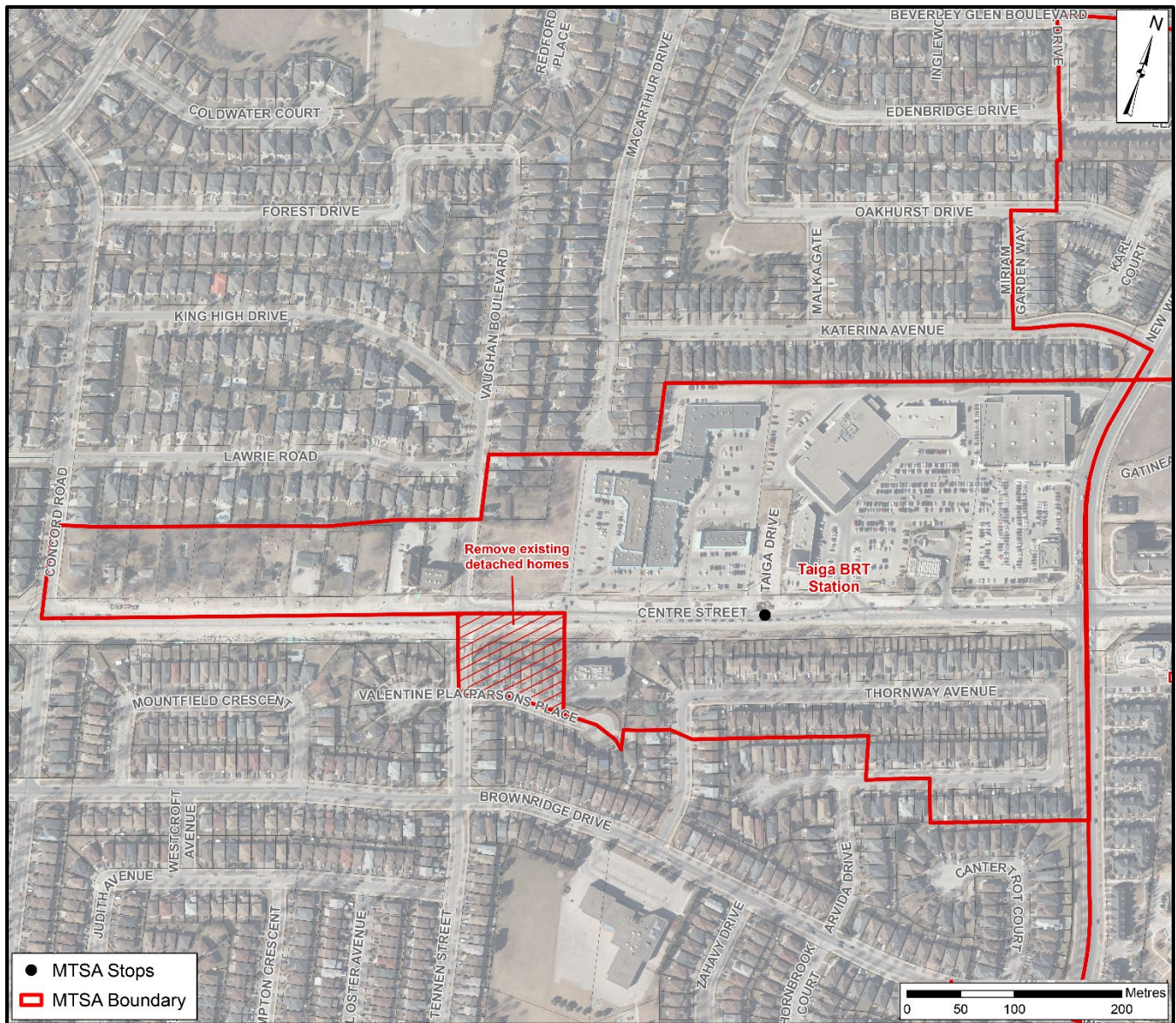
MTSA 17 - Taiga Bus Rapid Transit Station		
	Values Proposed by York Region for Vaughan	Changes Based on Vaughan Planning Staff Recommendations
<b>Proposed MTSA Area:</b>	22 ha	<b>21 ha</b>
<b>Percentage of MTSA Area in Vaughan:</b>	100%	No Changes
<b>Proposed Minimum Density:</b> (Persons and Jobs per hectare "PJH")	160 PJH	
<b>Projected Ultimate Density:</b>	200 PJH	
<b>Existing Density:</b>	105 PJH	

#### Comments on Proposed Regional MTSA:

1. Support the proposed minimum density.
2. Amend the MTSA boundary as per 'MTSA 17: Vaughan Proposed Boundary Amendments' below to:
  - a. Exclude the single-detached dwellings.



## MTSA 17: Vaughan Proposed Boundary Amendments



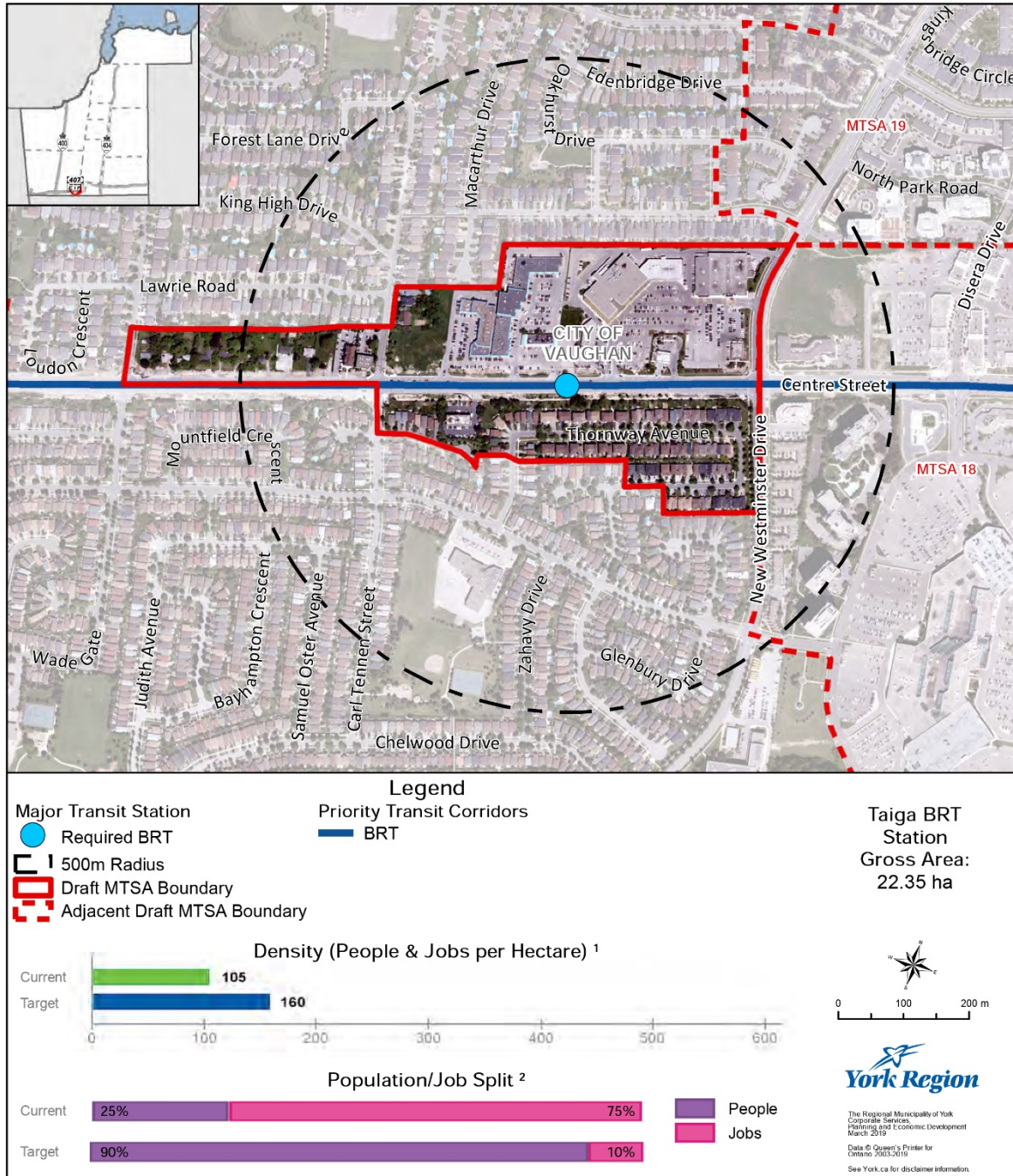


# Taiga BRT Station

On Highway 7 BRT Corridor

Along Bathurst Street at Atkinson Avenue/New Westminster Drive, Vaughan

**MTSA 17**



<sup>1</sup> Values are rounded to the nearest 5 People & Jobs per Hectare

<sup>2</sup> Values are rounded to the nearest 5%

### MTSA 18 - Disera-Promenade Bus Rapid Transit Station

**Major Intersection:** Bathurst Street and Centre Street, Vaughan

**Station Type:** Bus Rapid Transit Station

MTSA 18 - Disera-Promenade Bus Rapid Transit Station		
	Values Proposed by York Region for Vaughan	Changes Based on Vaughan Planning Staff Recommendations
<b>Proposed MTSA Area:</b>	57 ha	No Changes
<b>Percentage of MTSA Area in Vaughan:</b>	100%	
<b>Proposed Minimum Density:</b> (Persons and Jobs per hectare "PJH")	200 PJH	
<b>Projected Ultimate Density:</b>	270 PJH	
<b>Existing Density:</b>	125 PJH	

#### Comments on Proposed Regional MTSA:

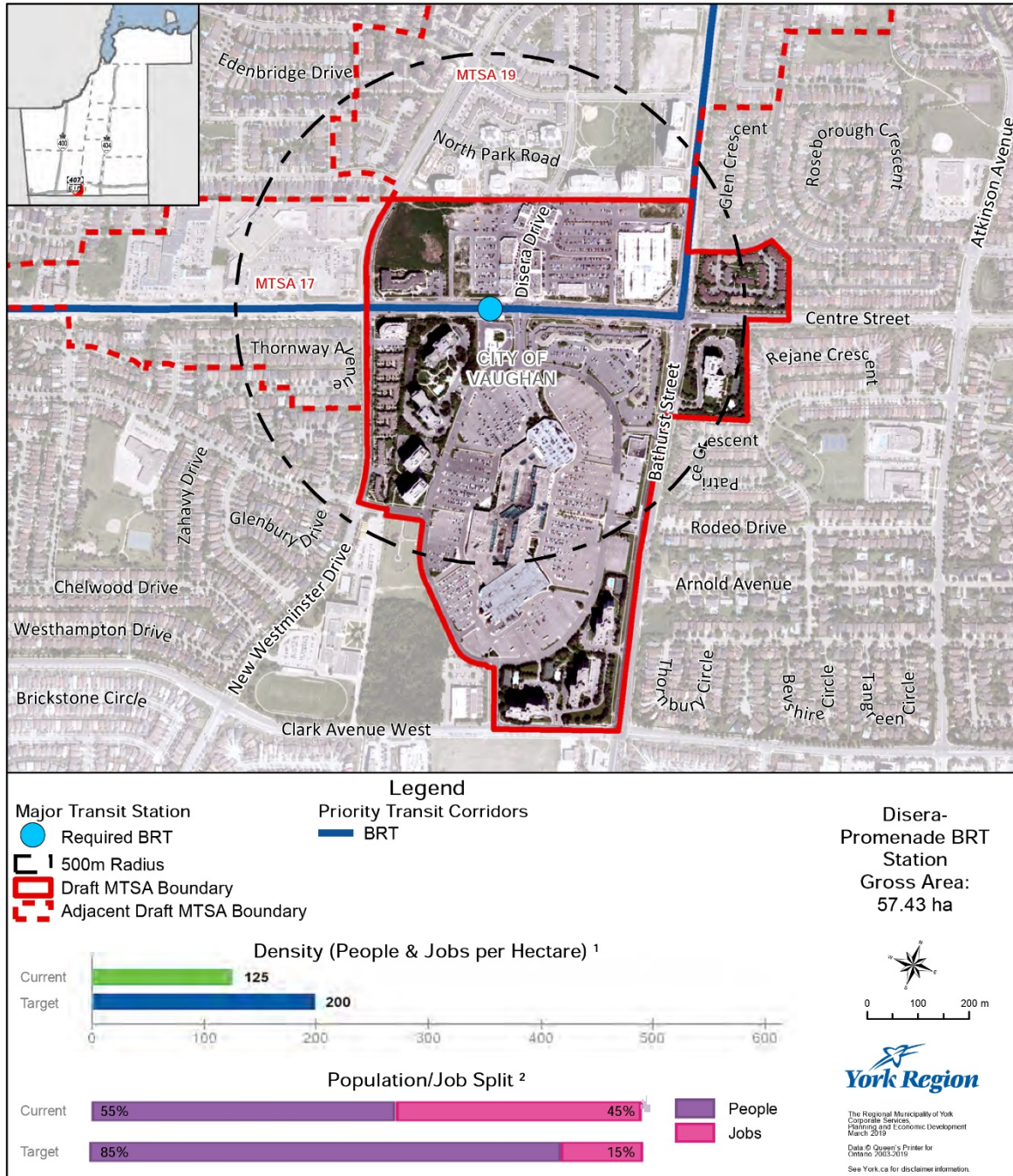
1. Support the proposed minimum density.
2. Support the proposed MTSA boundary.



# Disera-Promenade BRT Station

MTSA 18

On Highway 7 BRT Corridor  
Along Centre Street at Disera Drive, Vaughan



<sup>1</sup> Values are rounded to the nearest 5 People & Jobs per Hectare

<sup>2</sup> Values are rounded to the nearest 5%



## MTSA 19 - Atkinson Bus Rapid Transit Station

**Major Intersection:** Bathurst Street and New Westminster Drive, Vaughan

**Station Type:** Bus Rapid Transit Station

MTSA 19 - Atkinson Bus Rapid Transit Station		
	Values Proposed by York Region for Vaughan	Changes Based on Vaughan Planning Staff Recommendations
<b>Proposed MTSA Area:</b>	54 ha	<b>31 ha</b>
<b>Percentage of MTSA Area in Vaughan:</b>	100%	No Changes
<b>Proposed Minimum Density:</b> (Persons and Jobs per hectare "PJH")	160 PJH	
<b>Projected Ultimate Density:</b>	150 PJH	<b>220 PJH</b>
<b>Existing Density:</b>	115 PJH	No Changes

### Comments on Proposed Regional MTSA:

1. Support the proposed minimum density.
2. Amend the MTSA boundary as per 'MTSA 19 - Atkinson Bus Rapid Transit Station: Vaughan Proposed Boundary Amendments' below to:
  - a. Exclude the single-detached dwellings; and
  - b. Exclude parkland;
  - c. Exclude Rosedale Heights Public School and Westmount Collegiate Institute.

**NOTE: Preliminary comments from York Region staff support the exclusion of Rosedale Heights Public School.**

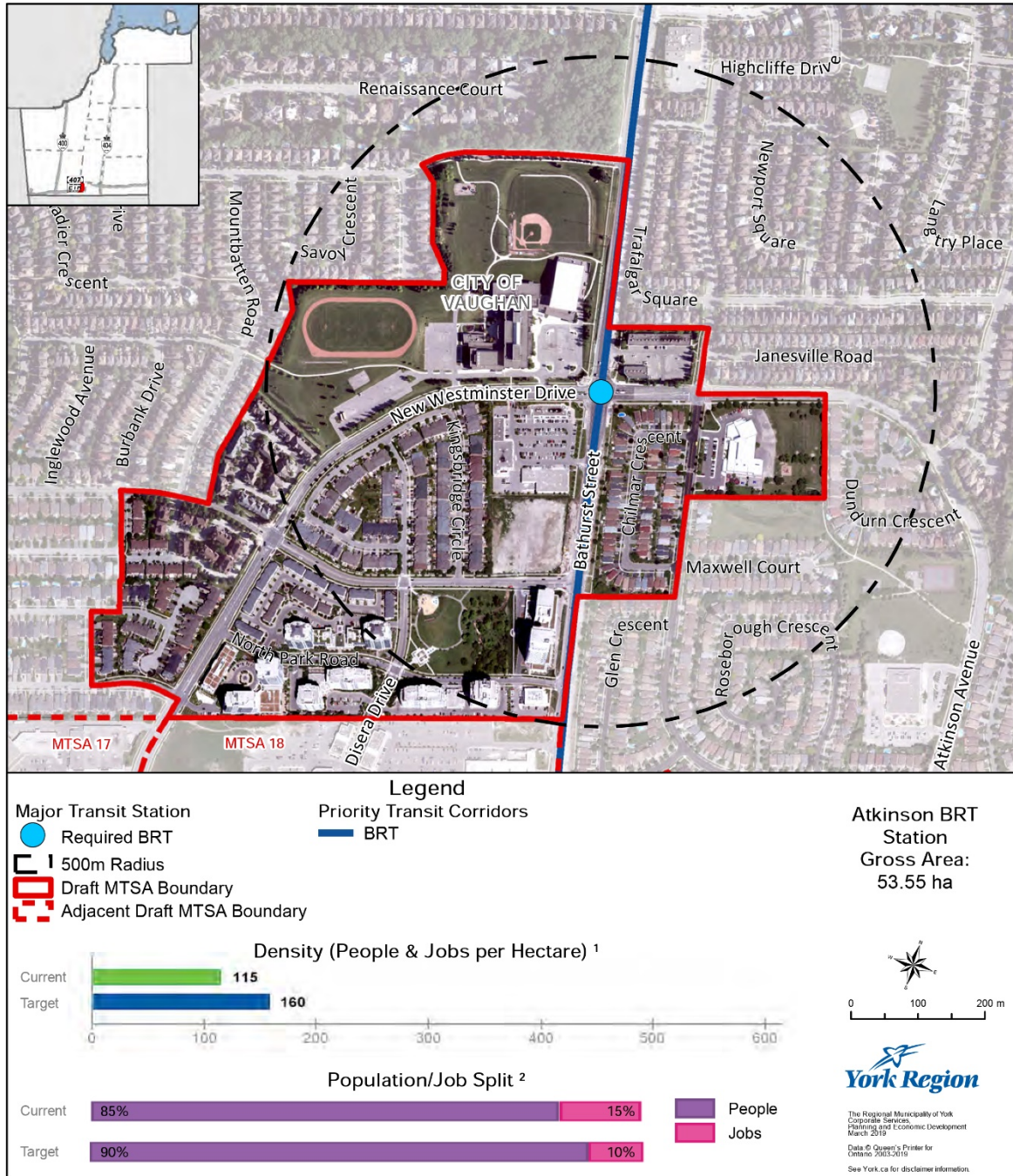




# Atkinson BRT Station

On Highway 7 BRT Corridor

Along Bathurst Street at Atkinson Avenue/New Westminster Drive, Vaughan



<sup>1</sup> Values are rounded to the nearest 5 People & Jobs per Hectare

<sup>2</sup> Values are rounded to the nearest 5%

## MTSA 20 - Bathurst-Highway 7 Bus Rapid Transit Station

**Major Intersection:** Bathurst Street and Highway 7, Vaughan

**Station Type:** Bus Rapid Transit Station

MTSA 20 - Bathurst-Highway 7 Bus Rapid Transit Station		
	Values Proposed by York Region for Vaughan	Changes Based on Vaughan Planning Staff Recommendations
<b>Proposed MTSA Area:</b>	8 ha	<b>7 ha</b>
<b>Percentage of MTSA Area in Vaughan:</b>	86%	<b>95 %</b>
<b>Proposed Minimum Density:</b> (Persons and Jobs per hectare "PJH")	80 PJH	No Changes
<b>Projected Ultimate Density:</b>	100 PJH	
<b>Existing Density:</b>	54 PJH	

### Comments on Proposed Regional MTSA:

1. Support the proposed minimum density reduction from 160 PJH (Growth Plan 2019 minimum density) to 80 PJH.
2. Amend the MTSA boundary as per 'MTSA 20: Vaughan Proposed Boundary Amendments' below to:
  - a. Exclude the single-detached dwellings.



## MTSA 20: Vaughan Proposed Boundary Amendments

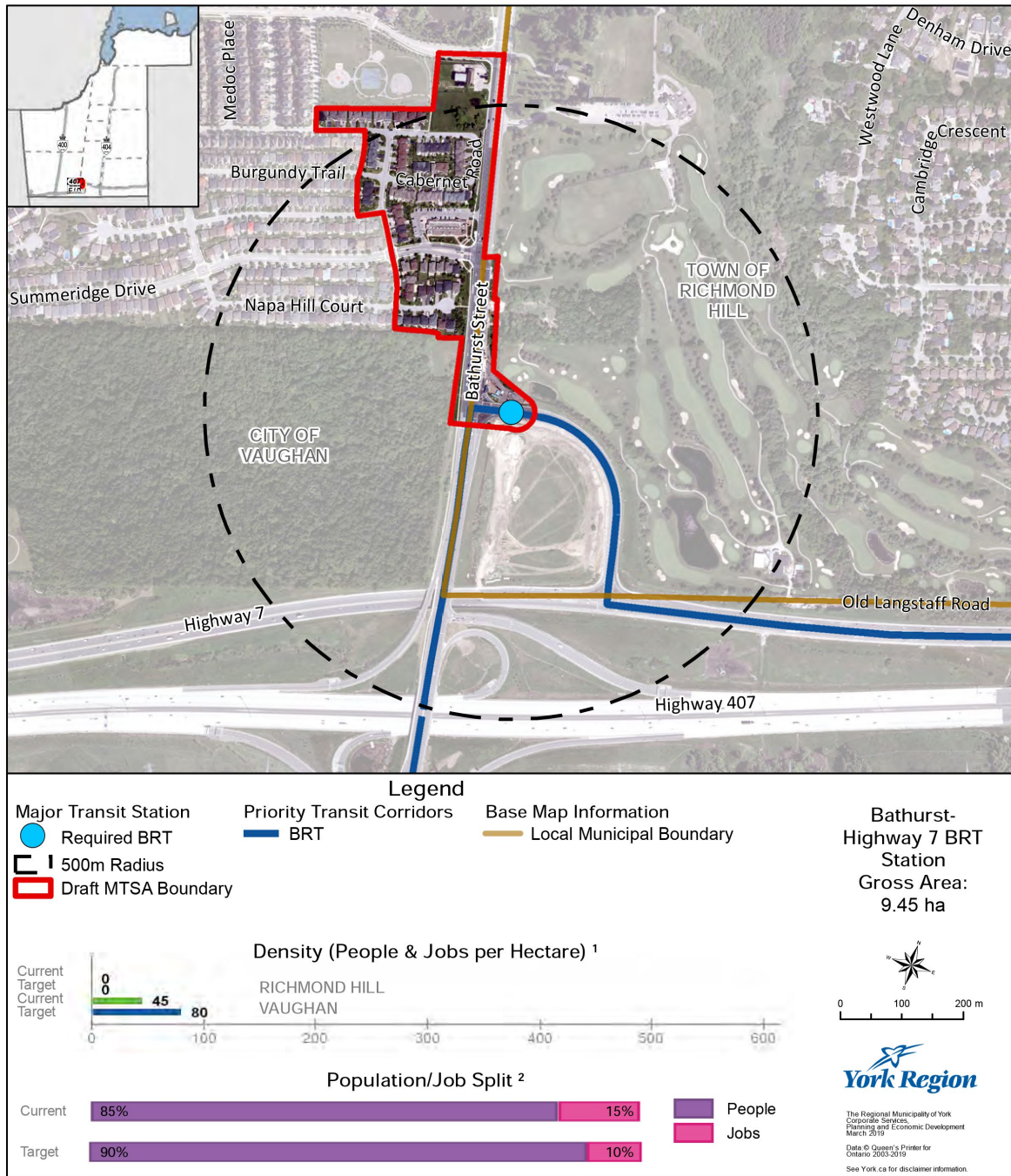




# Bathurst-Highway 7 BRT Station

MTSA 20

On Highway 7 BRT Corridor  
Along Bathurst Street at Highway 7, Vaughan



<sup>1</sup> Values are rounded to the nearest 5 People & Jobs per Hectare

<sup>2</sup> Values are rounded to the nearest 5%

## MTSA 57 - Rutherford GO Station

**Major Intersection:** Rutherford Road and Basaltic Road, Vaughan

**Station Type:** GO Station

MTSA 57 - Rutherford GO Station		
	Values Proposed by York Region for Vaughan	Changes Based on Vaughan Planning Staff Recommendations
<b>Proposed MTSA Area:</b>	31 ha	27 ha
<b>Percentage of MTSA Area in Vaughan:</b>	100%	No Changes
<b>Proposed Minimum Density:</b> (Persons and Jobs per hectare "PJH")	150 PJH	
<b>Projected Ultimate Density:</b>	150 PJH	
<b>Existing Density:</b>	15 PJH	

### Comments on Proposed Regional MTSA:

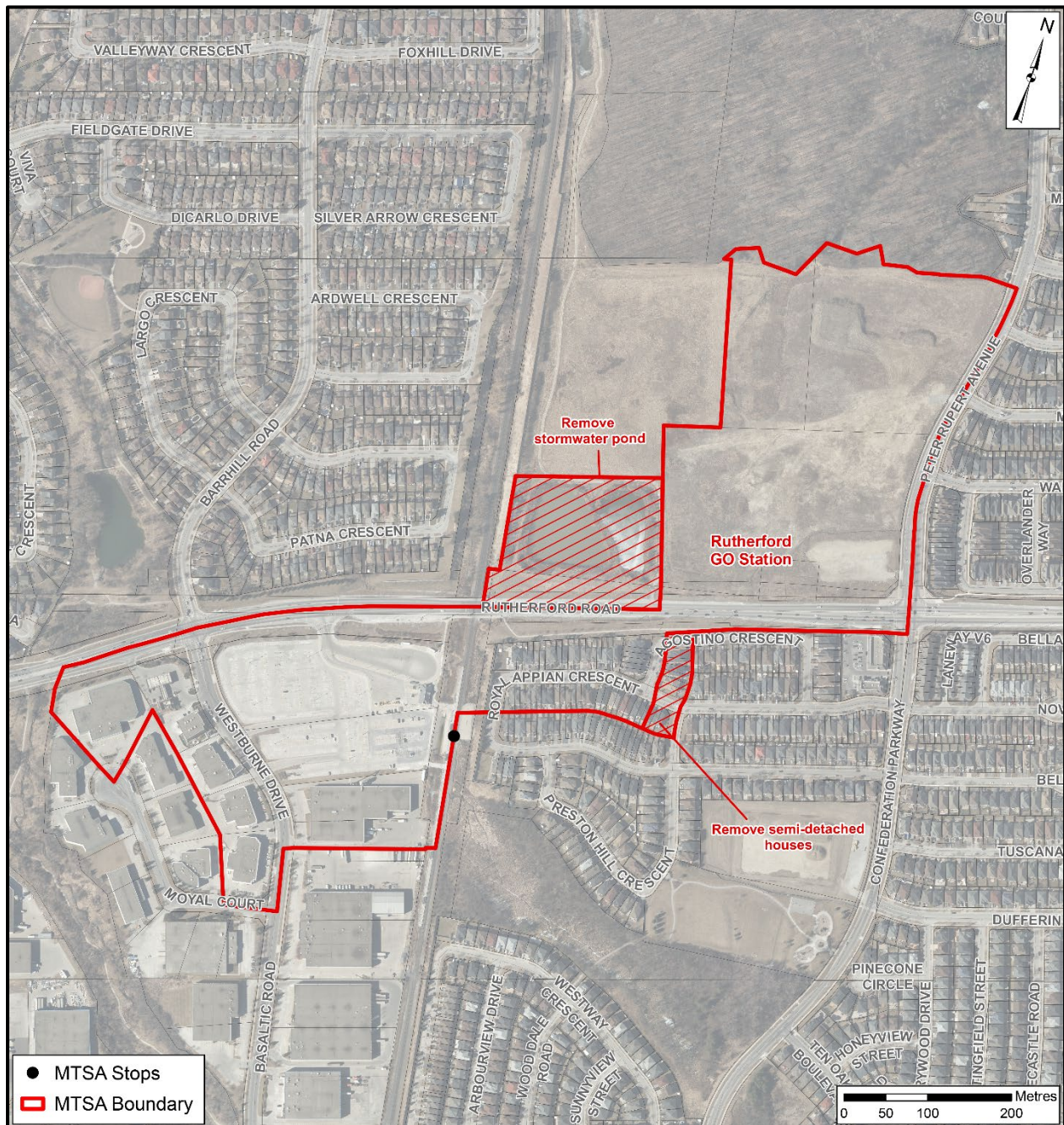
1. Support the proposed minimum density.

**NOTE:** The Rutherford GO station site was considered an intensification site in The Vaughan Official Plan 2010 (VOP 2010). As the GO station development does is not currently intensified, the undeveloped lands within the proposed MTSA may require higher densities beyond the current VOP 2010 policies to meet the minimum density requirements through the Official Plan review.

2. Amend the MTSA Boundary as per 'MTSA 57 - Rutherford GO Station: Vaughan Proposed Boundary Amendments' below to exclude the:
  - a. storm water management pond.



## MTSA 57 - Rutherford GO Station: Vaughan Proposed Boundary Amendments

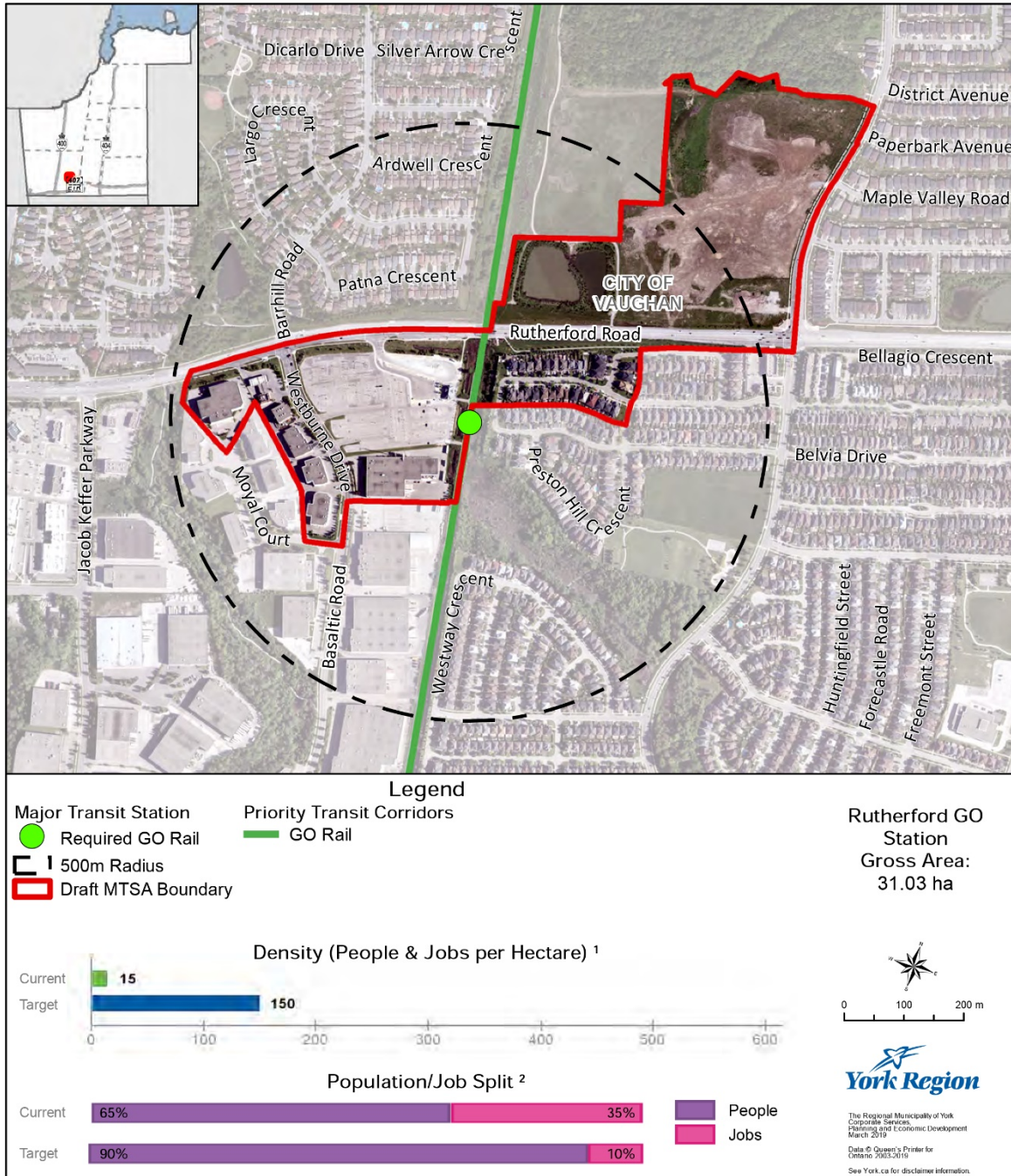




# Rutherford GO Station

On Barrie GO Line Corridor  
Near Rutherford Road at Basaltic Road, Vaughan

**MTSA 57**



<sup>1</sup> Values are rounded to the nearest 5 People & Jobs per Hectare

<sup>2</sup> Values are rounded to the nearest 5%

### MTSA 58 - Maple GO Station

**Major Intersection:** Major Mackenzie Drive and Keele Street, Vaughan

**Station Type:** GO Station

MTSA 58 - Maple GO Station		
	Values Proposed by York Region for Vaughan	Changes Based on Vaughan Planning Staff Recommendations
<b>Proposed MTSA Area:</b>	33 ha	No Changes
<b>Percentage of MTSA Area in Vaughan:</b>	100%	
<b>Proposed Minimum Density:</b> (Persons and Jobs per hectare "PJH")	150 PJH	
<b>Projected Ultimate Density:</b>	205 PJH	
<b>Existing Density:</b>	60 PJH	

### Comments on Proposed Regional MTSA:

1. Support the proposed minimum density.
2. Support the proposed MTSA boundary

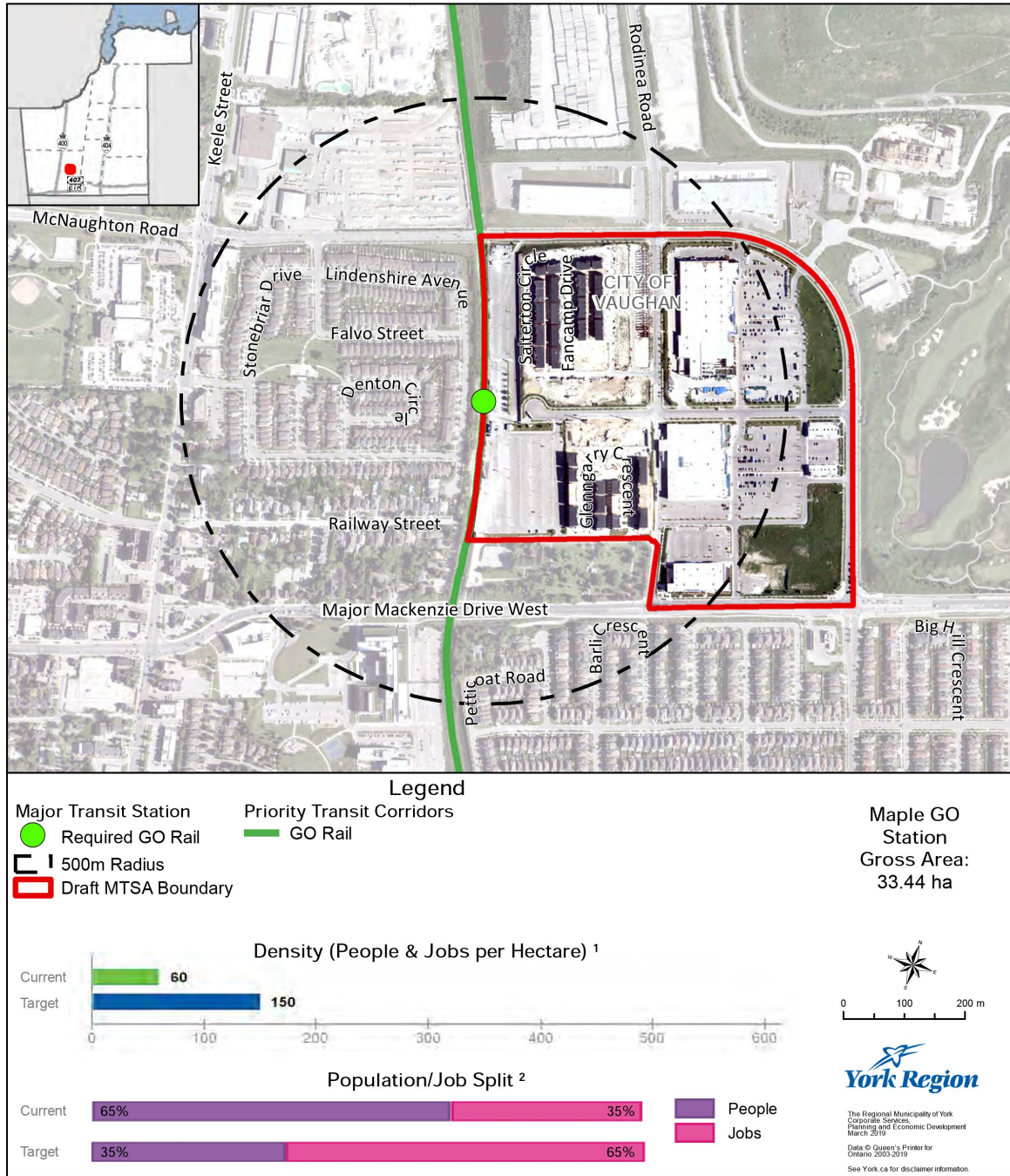


# Maple GO Station

On Barrie GO Line Corridor

Near Major Mackenzie Drive at Keele Street, Vaughan

**MTSA 58**



<sup>1</sup> Values are rounded to the nearest 5 People & Jobs per Hectare

<sup>2</sup> Values are rounded to the nearest 5%

### MTSA 59 - Kirby GO Station

**Major Intersection:** Kirby Road and Keele Street, Vaughan

**Station Type:** GO Station

MTSA 59 - Kirby GO Station		
	Values Proposed by York Region for Vaughan	Changes Based on Vaughan Planning Staff Recommendations
<b>Proposed MTSA Area:</b>	62 ha	No Changes
<b>Percentage of MTSA Area in Vaughan:</b>	100%	
<b>Proposed Minimum Density:</b> (Persons and Jobs per hectare "PJH")	150 PJH	
<b>Projected Ultimate Density:</b>	380 PJH	
<b>Existing Density:</b>	0 PJH	

#### Comments on Proposed Regional MTSA:

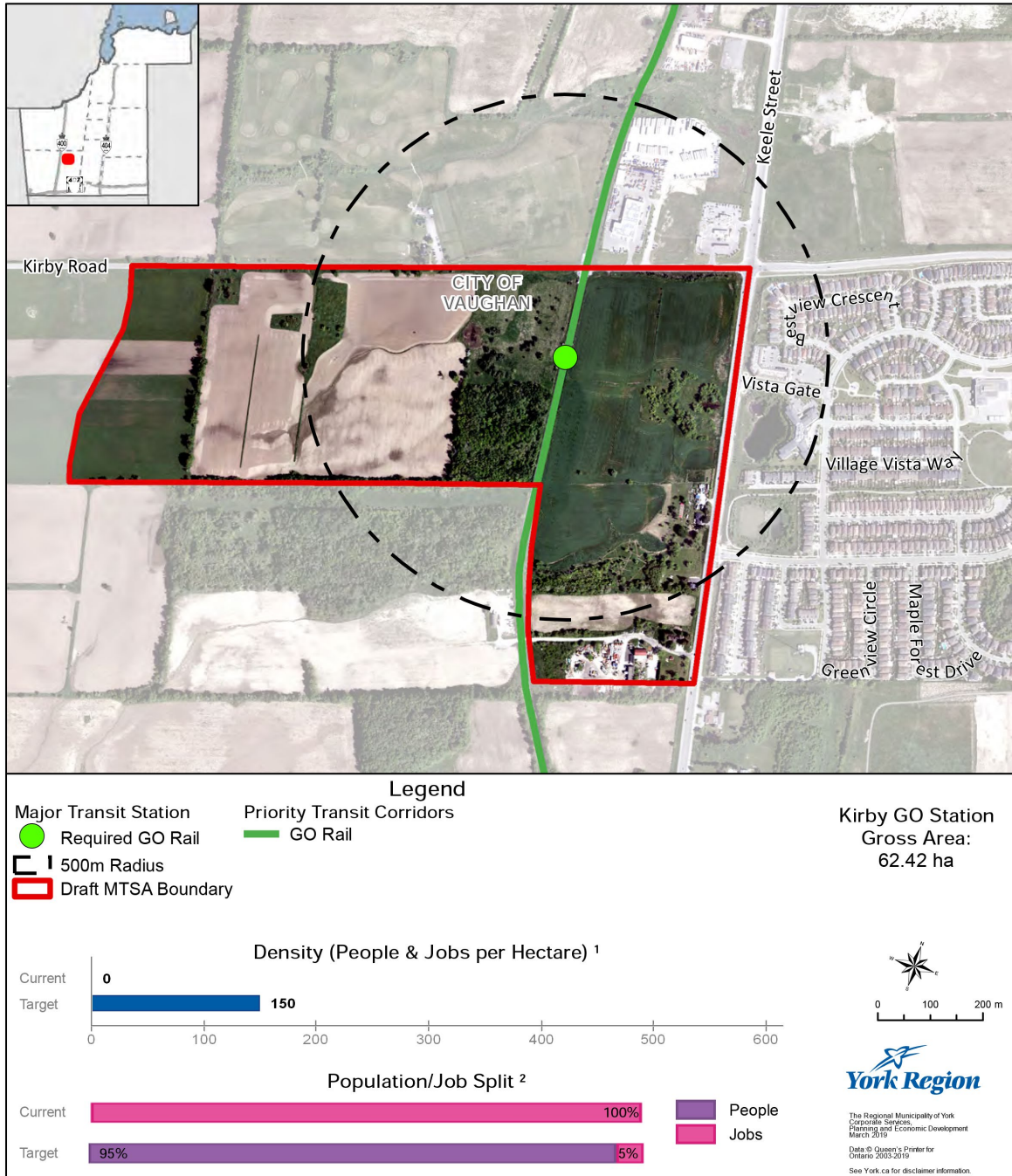
1. Support the proposed minimum density.
2. Support the proposed MTSA boundary.

# Kirby GO Station

On Barrie GO Line Corridor

Near Kirby Road and Keele Street, Vaughan

**MTSA 59**



Identification of this location as a MTSA is pending final approval from the Province of a GO train station at this location, it is included in the MCR at this time for further discussion.<sup>1</sup> Values are rounded to the nearest 5 People & Jobs per Hectare <sup>2</sup> Values are rounded to the nearest 5%.



## MTSA 71 - Royal Orchard Subway Station

**Major Intersection:** Yonge Street and Royal Orchard Boulevard, Markham

**Station Type:** Subway Station

MTSA 71 - Royal Orchard Subway Station		
	Values Proposed by York Region for Vaughan	Changes Based on Vaughan Planning Staff Recommendations
<b>Proposed MTSA Area:</b>	11 ha	<b>10 ha</b>
<b>Percentage of MTSA Area in Vaughan:</b>	34%	No Changes
<b>Proposed Minimum Density:</b> (Persons and Jobs per hectare "PJH")	200 PJH	
<b>Projected Ultimate Density:</b>	220 PJH	
<b>Existing Density:</b>	30 PJH	

### Comments on Proposed Regional MTSA:

1. Support the proposed minimum density.
2. Amend the boundary of the MTSA as per 'MTSA 71 - Royal Orchard Subway Station: Vaughan Proposed Boundary Amendments' below to:
  - a. Exclude parkland

## MTSA 71 - Royal Orchard Subway Station: Vaughan Proposed Boundary Amendments

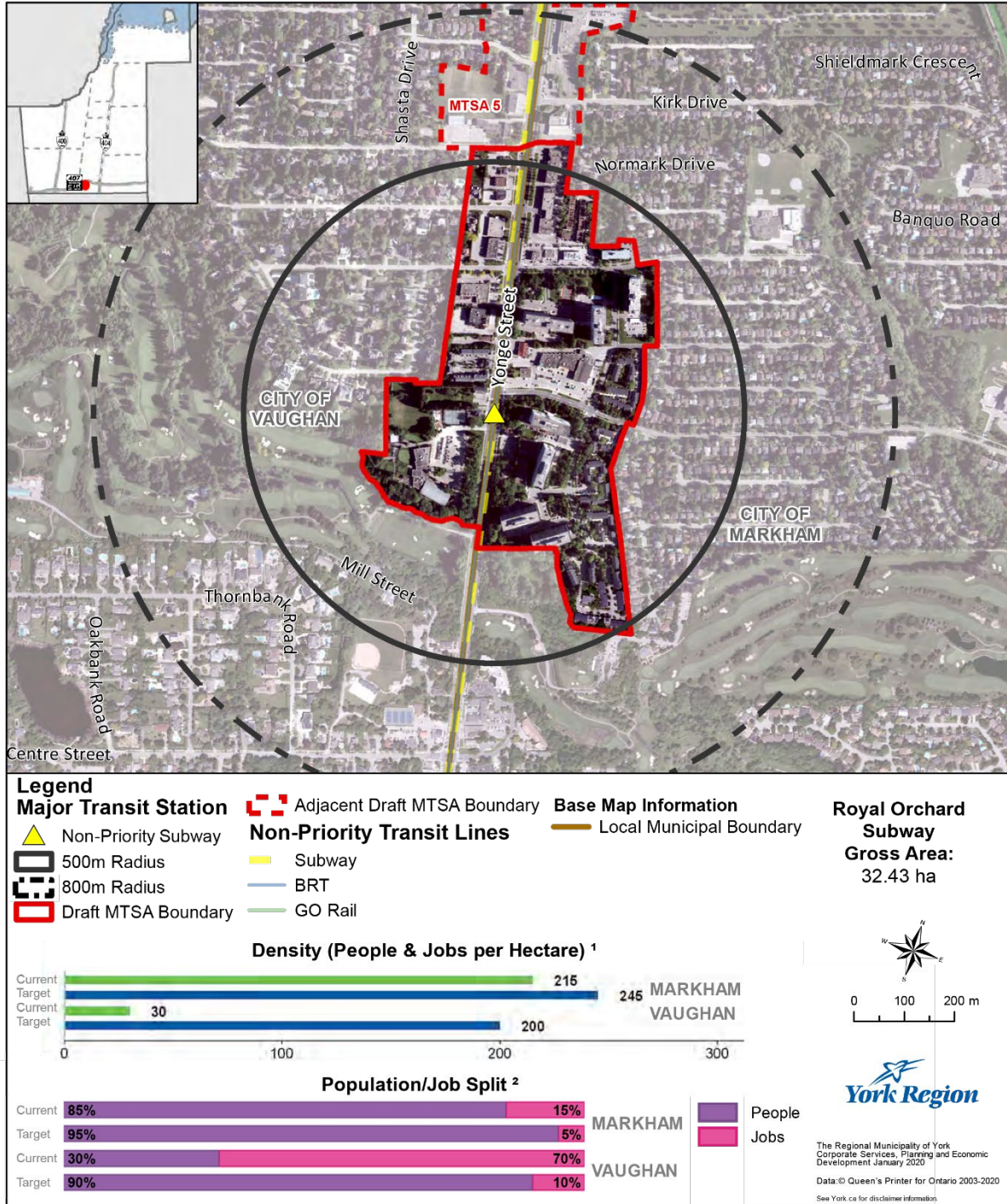




# Royal Orchard Subway Station

On Yonge St., near Royal Orchard Blvd., Markham / Vaughan

MTSA 71



<sup>1</sup> Values are rounded to the nearest 5 People & Jobs per Hectare

<sup>2</sup> Values are rounded to the nearest 5%

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