



Office of the Chief Planner
Corporate Services Department

MEMORANDUM

To: Regional Chair Emmerson and Members of Regional Council

From: Paul Freeman
Chief Planner

Date: September 22, 2020

Re: MTSA Endorsement Report Follow-up Items

This memorandum provides a follow up to the Major Transit Station Areas Endorsement Report from the [September 10, 2020](#) Committee of the Whole (COW) meeting to consider revising the proposed minimum density target from 10 to 150 people and jobs per hectare for Gormley GO Station in Richmond Hill (MTSA 72) and to expand the boundary of the Maple GO Station MTSA (MTSA 58) in Vaughan as part of the Regional Official Plan update.

The Gormley GO Station MTSA will not meet a density target of 150 people and jobs per hectare with the current provincial land use designations

The proposed MTSA boundary with a revised proposed minimum density target of 15 people and jobs per hectare for Gormley GO Station is provided in Attachment 1.

The proposed Gormley GO Station MTSA is located within the Oak Ridges Moraine Conversation Plan, Greenbelt Plan, Gormley Heritage Conservation District Plan and West Gormley Secondary Plan. Approximately 42 hectares of the total 53.6 hectares in the potential MTSA is designated as Rural Settlement Area (Hamlet of Gormley). Under the Oak Ridges Moraine Conservation Plan and the Growth Plan, development within rural settlement areas is limited to minor infill and small-scale commercial and institutional uses; the purpose being to preserve, sustain and strengthen the rural heritage character of the area over the long term. This objective is also reflected in the Gormley Heritage Conservation District Study and Plan.

The proposed MTSA also includes portions of the West Gormley Secondary Plan area located west of Leslie Street. It includes areas of the Secondary Plan designated for institutional and medium density residential within an 800 metre radius and approximately a 10-minute walk to

the transit station. There are currently active development applications within the medium density residential designation of the West Gormley Secondary Plan in the draft approval stage.

As shown in Attachment 1 and Table 1, the maximum density of the medium density residential of the West Gormley Secondary plan is 75 people and jobs per hectare, based on a submitted development application for the site. The maximum density within the Rural Settlement Area portion of the MTSA is approximately 9 people and jobs per hectare, assuming minor residential infill and small-scale commercial and/or institutional development of the vacant parcels within the Hamlet of Gormley boundary. As a result, staff feel an increased minimum density target from 10 to 15 people and jobs per hectare is reasonable for this MTSA to match the maximum build out potential that can be achieved for the Gormley GO Station MTSA given its current land use designations. MTSA targets are minimums and do not preclude the ability for local municipalities to plan for higher densities within these areas.

Table 1
Density Breakdown at Build Out for the Gormley GO Station MTSA

Location	Gross Area (Hectares)	Total People	Total Jobs	Density (people & jobs per hectare)
Hamlet of Gormley	41.6	310 (130 existing + 180 potential)	70 (35 existing + 35 potential)	9.1
WGSP – Institutional	7.4	5 (0 existing + 5 potential)	50 (1 existing + 49 potential)	7.4
WGSP – Medium Density Residential	4.6	330 (0 existing + 330 potential)	15 (0 existing + 15 potential)	75.0
Total	53.6	645	135	14.5*

*Build Out Weighted by Gross Area

The Gormley GO Station MTSA will not be able to meet the Growth Plan minimum density target of 150 residents and jobs per hectare for GO stations due to limited development potential in the rural settlement, restricted by the Oak Ridges Moraine Conservation Plan, and conservation district area and the density of the developing subdivisions west of Leslie Street. An alternative density target request from the Province is not required for Gormley GO Station

as the Province has not identified this station as being located on a Provincial Priority Transit Corridor and therefore not subject to Provincial minimums.

Development of lands beyond the current urban and rural settlement areas included within the Gormley GO Station MTSA will first require amendments by the Province to the Oak Ridges Moraine Conservation Plan. If the Province amends provincial policies in this regard, a revised MTSA boundary and minimum density target could be considered.

Maple GO Station MTSA can be expanded to include part of the current Eagles Nest Golf Club subject to confirmation from Vaughan Planning staff that the lands to be included are developable

Council also directed staff to consider lands at 10000 Dufferin Street, (approximately 2.8 hectares on the north side of Major Mackenzie Drive) as part of the proposed Maple GO MTSA.

The lands proposed to be included in the Maple GO Station MTSA boundary are currently part of Eagles Nest Golf Club and are designated Private Open Space on Schedule 13 of the 2010 Vaughan Official Plan. The lands are also identified in the 2010 Vaughan Official Plan as Private Open Space and Policy Area 3 on Map 12.3.A being within the Keele Valley Landfill Area. These designations do not permit residential development. While staff are not opposed to including the requested additional lands in the MTSA if developable, to date staff have not received sufficient information to confirm that the restrictions imposed by the former landfill can be addressed.

Two MTSA boundary options are attached for the Maple GO Station. Option 1 as shown in Attachment 2 is the originally proposed MTSA boundary from the [September 2020](#) MTSA Endorsement Report currently proposed for the Regional Official Plan update. In the event the additional lands are confirmed as being developable by City of Vaughan staff, Regional staff will bring forward Option 2 for the Maple GO MTSA in the updated Regional Official Plan. Both options propose a minimum density target of 150 people and jobs per hectare.

For more information on this memo, please contact Sandra Malcic, Director of Long Range Planning, at Sandra.Malcic@york.ca.

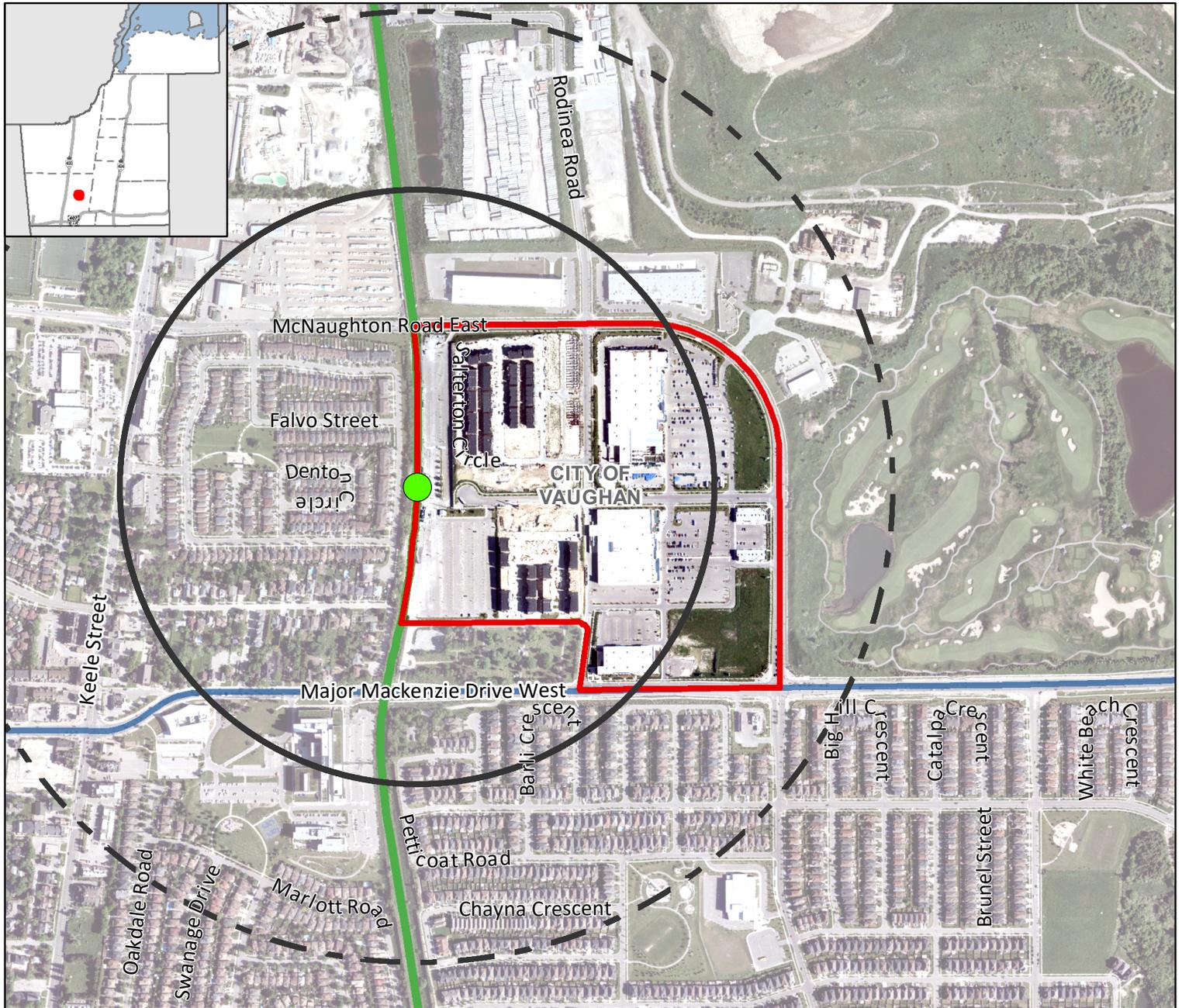
Paul Freeman, MCIP, RPP
Chief Planner

Bruce Macgregor
Chief Administrative Officer

Attachments (3)
#11638438

Maple GO Station - OPTION 1

Near Major Mackenzie Drive at Keele Street



Legend

- Major Transit Station
- Priority GO Rail
- Proposed MTSA Boundary
- 500m Radius
- 800m Radius

Priority Transit Corridors - Provincial Growth Plan

- GO Rail

Other Transit Corridors

- Bus Rapid Transit

Maple GO Station MTSA Gross Area:
33.44 ha

0 100 200 m

Density (People & Jobs per Hectare)

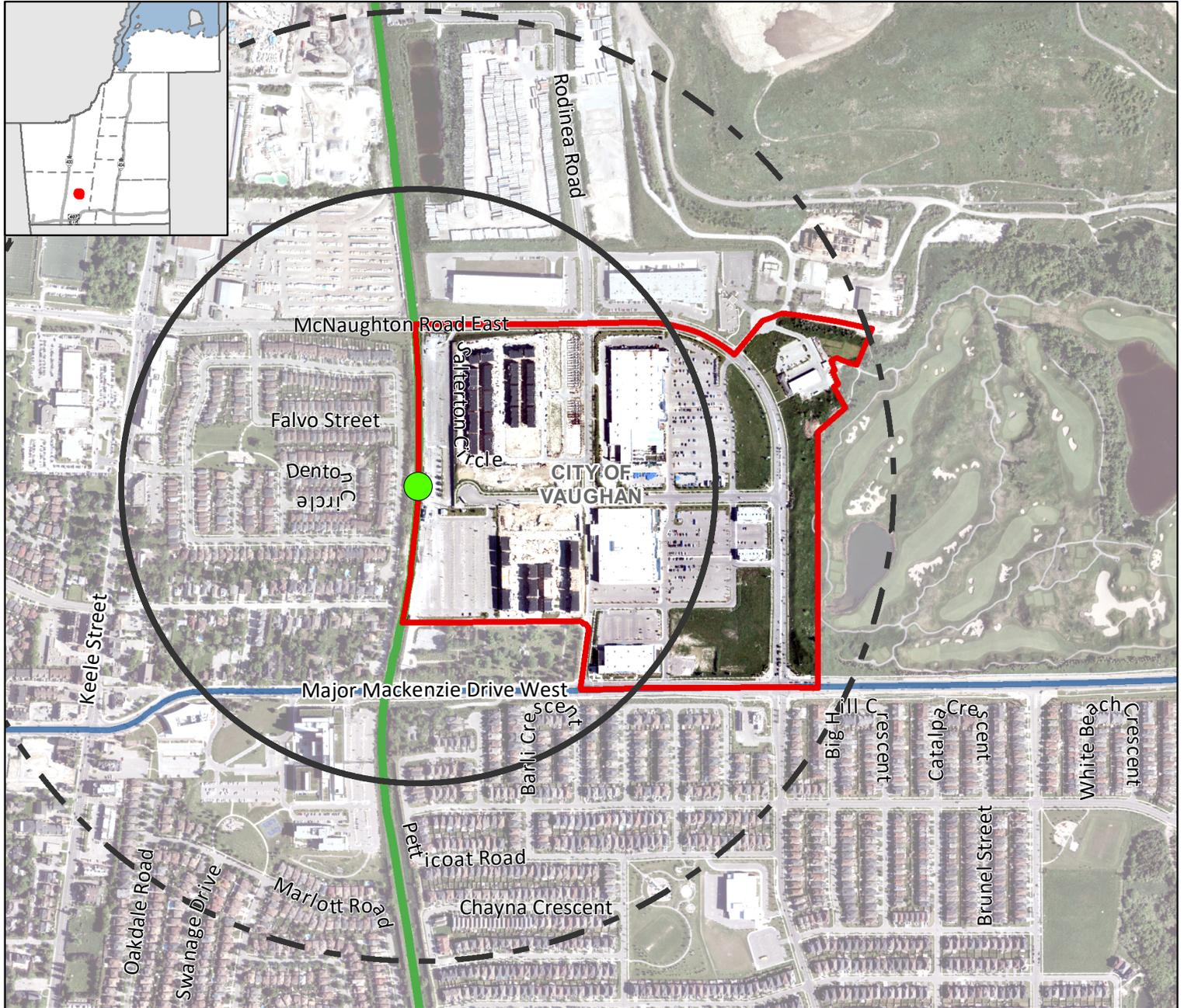
Density Type	Value
Current Density	60
Minimum Density Target	150

The Regional Municipality of York
Corporate Services,
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Maple GO Station - OPTION 2

Near Major Mackenzie Drive at Keele Street



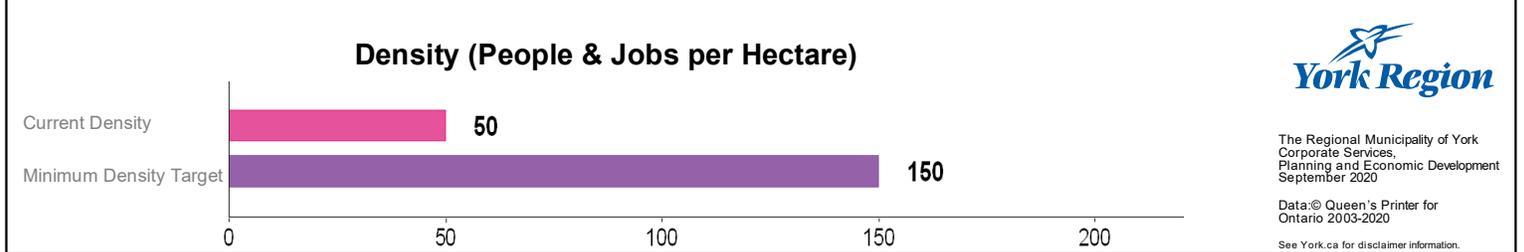
Legend

- Major Transit Station
- Priority GO Rail
- Proposed MTSA Boundary
- 500m Radius
- 800m Radius
- Priority Transit Corridors - Provincial Growth Plan
- GO Rail
- Other Transit Corridors
- Bus Rapid Transit

Maple GO Station MTSA Gross Area: 38.95 ha



0 100 200 m



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