

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 20, 2021

Item 8, Report No. 14, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on April 20, 2021, as follows:

By approving that consideration of this matter be deferred to a future Committee of the Whole meeting to allow further consultation with staff and Members of Council; and

By receiving the following communications:

C1 Lauri Hewitt, dated April 6, 2021; and

C3 Angela, dated April 7, 2021.

8. YORK REGION'S REQUEST TO CONSIDER NEW MAJOR TRANSIT STATION AREAS (MTSA) ALONG JANE STREET AND EXPAND THE RUTHERFORD GO STATION MTSA FILE 27.3

The Committee of the Whole recommends:

- 1) That further consideration of this matter be deferred to the Council meeting on April 20, 2021; and**
- 2) The following Communications be received:**
 - C1. Ms. Joanne Linardi, dated March 26, 2021;**
 - C3. Ms. Vera Monks, dated April 1, 2021;**
 - C4. Ms. Lori Colussi, dated April 1, 2021;**
 - C5. Ms. Vera Monks, dated April 1, 2021;**
 - C6. Danielle Sylvester, Bachman Drive, Vaughan, dated April 1, 2021;**
 - C8. Mr. Nicki Tantalo, dated April 1, 2021;**
 - C9. Ms. Silvia Pozzebon, dated April 1, 2021;**
 - C10. Mr. Tony Montano, dated April 3, 2021;**
 - C11. Ms. Rosemarie Humphries, Humphries Planning Group Inc., Pippin Road, Vaughan, dated April 5, 2021; and**
 - C12. Jana and Bill Manolakos, Keele Street, Vaughan, dated April 6, 2021.**

Recommendations

- 1. THAT Council endorse the Jane Street MTSA's and direct City of Vaughan staff to work with York Region Planning staff to finalize the Jane Street MTSA boundaries and minimum density requirements for consideration by York Region Council to address the York Region Council recommendation to establish Major Transit Station Areas along the future Jane Street Bus Rapid Transit corridor.**
- 2. THAT Council endorse the recommended Rutherford GO Station Major Transit Station Area boundary expansion that include the lands at the four quadrants of Rutherford Road and Keele Street.**

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 20, 2021

Item 8, CW Report 14 – Page 2

3. THAT the Clerk be directed to forward a copy of this report to York Region.

Committee of the Whole (1) Report

DATE: Wednesday, April 7, 2021

WARD(S): 1 & 4

TITLE: YORK REGION'S REQUEST TO CONSIDER NEW MAJOR TRANSIT STATION AREAS (MTSA) ALONG JANE STREET AND EXPAND THE RUTHERFORD GO STATION MTSA
FILE 27.3

FROM:

Jim Harnum, City Manager

ACTION: DECISION

Purpose

To address York Region Council's request to consider Major Transit Station Areas (MTSA) along the Jane Street Corridor and the expansion of the Rutherford GO Station MTSA, Policy Planning and Environmental Sustainability have prepared six MTSA boundaries along the Jane Street Corridor and an expansion of the Rutherford GO Station MTSA for consideration by the Committee of the Whole.

Report Highlights

- York Region Council's decision on MTSA's includes two recommendations that requires input from Vaughan as outlined below:
 - Consider new MTSA's along the future Bus Rapid Transit (BRT) Jane Street corridor
 - Consider expansion of the Rutherford GO Station MTSA to include lands at Rutherford Road and Keele Street
- Vaughan Policy Planning and Environmental Sustainability (PPES) staff have prepared MTSA boundaries for six anticipated BRT stations along Jane Street from north of the Vaughan Metropolitan Centre to Major Mackenzie Drive
- Vaughan PPES staff support expanding the Rutherford GO MTSA boundary to include lands currently designated for intensification at the intersection of Rutherford Road and Keele Street
- For information, York Region Council supported the expansion of the Maple GO Station MTSA to include land on the east side of McNaughton Boulevard

Recommendations

1. THAT Council endorse the Jane Street MTSAs and direct City of Vaughan staff to work with York Region Planning staff to finalize the Jane Street MTSA boundaries and minimum density requirements for consideration by York Region Council to address the York Region Council recommendation to establish Major Transit Station Areas along the future Jane Street Bus Rapid Transit corridor.
2. THAT Council endorse the recommended Rutherford GO Station Major Transit Station Area boundary expansion that include the lands at the four quadrants of Rutherford Road and Keele Street.
3. THAT the Clerk be directed to forward a copy of this report to York Region.

Background

Vaughan Council on March 11, 2020, approved the MTSA recommendations from the Committee of the Whole report dated March 9, 2020 and the MTSA recommendations were forward to York Region for consideration.

York Region Council on September 24, 2020, considered the MTSA recommendations by Vaughan Council and other municipalities and approved the following recommendation for MTSAs within York Region:

1. Council endorse for inclusion in the Regional Official Plan update, the boundary delineations, minimum density targets and preliminary policy directions for the 72 major transit station areas identified in this report, except for those outlined below.
2. The Province be requested to approve alternative density targets for two Provincially required major transit station areas: Highway 407 Subway Station and King City GO Station.
3. Regional staff delineate boundaries and set density targets for the future MTSA stations along Jane Street in Vaughan and report back to Council for endorsement.
4. The Regional Clerk forward this report and attachments to the Ministry of Municipal Affairs and Housing and local municipalities.
5. That MTSA 57 (Rutherford GO station) be referred to the City of Vaughan for additional consideration of the boundaries and density and request a report back to the Region in Q1 2021.
6. That York Region Council support the expansion of the boundary of MTSA 58 for the lands around the Maple GO station to include the 2.87 hectare parcel of land

at the north east corner of Major Mackenzie Drive and McNaughton Road East in the City of Vaughan so that the lands can be considered in the context of supporting intensification around an existing GO station and which further supports the growth targets of the Region of York.

7. That MTSA 72 (Gormley GO station) minimum density target be set at 50 people and jobs per hectare

Recommendations 3, 5 and 6 listed above are new to Vaughan. These recommendations originate from the following:

- Recommendation 3 (MTSAs along Jane Street) was based on a request from York Region Committee of the Whole and Council
- Recommendation 5 (Rutherford GO Station MTSA) was based on a request to York Region from Amville Development, the owner of 9222 Keele Street (Attachment 1), to expand the MTSA boundary
- Recommendation 6 (Maple GO MTSA) was based on a request to York Region from York Major Holdings, the owner of 10,000 Dufferin Street (Attachment 2), to expand the MTSA boundary

York Region staff have been working cooperatively with Vaughan PPES staff regarding proposed MTSAs and have requested Vaughan Council's recommendations for the new Jane Street MTSAs and the expansion of the Rutherford GO Station MTSA.

As York Region Council has approved the expansion of the Maple GO MTSA, this report will outline the amendment for information purposes only.

The Provincial Growth Plan identifies required MTSAs where funding has been allocated for the Project

Under the Provincial Growth Plan for the Greater Horseshoe 2020 (Growth Plan), as amended, York Region in consultation with local municipalities is required to delineate boundaries and set minimum density targets for MTSAs located on Provincial Priority Transit Corridors as identified within Schedule 5 of the Growth Plan. The Corridors identified within the Growth Plan have either been constructed or have committed funds to construct the projects. York Region can request MTSAs for other Transit Corridors not included within the Growth Plan.

The Yonge North Subway Extension (YNSE) and the Jane Street BRT corridors are not identified within the Growth Plan as Provincial Priority Transit Corridors because construction funding has not been allocated.

York Region has identified MTSAs along the proposed YNSE because significant funding and actions have been undertaken regarding preliminary design and engineering works. The station locations have not been confirmed and there could be

further adjustments to the Yonge Street MTSA once the final station locations have been finalized by the Province.

The Jane Street BRT is identified within the York Region and Vaughan Official Plans and within the future VIVA BRT system. Design and engineering studies have not been undertaken and construction funding has not been allocated for this project. City and York Region Planning staff did not put forward MTSA for the Jane Street corridor because of the uncertainty with station locations and timing.

Planning Act provides for the protection of MTSA from LPAT Appeals

The *Planning Act* restricts the appeals to the Local Planning Appeal Tribunal (LPAT) of certain official plan policies within an MTSA area. For MTSA the following cannot be appealed in both York Region and City official plans:

- MTSA policies
- MTSA boundary delineations
- Minimum density target (Persons and Jobs per Hectare or 'PJH')
- Maximum densities and heights
- Approved Land Uses

The establishment of an MTSA provides Council with significant authority to set development standards that cannot be appealed to LPAT. The accuracy of a MTSA boundary is subject to the final delineation of station locations.

Previous Reports/Authority

The following are links to previous reports considered by Vaughan Council and York Region Council regarding MTSA.

March 11, 2020 Vaughan Council recommendation and report on MTSA (Item: 7, Report No: 4.8) can be found at the following link <https://pub-vaughan.escrimemeetings.com/Meeting.aspx?Id=4f840ccc-29f9-41a9-a3de-3dfc0d328e9d&Agenda=Agenda&lang=English>

September 24, 2020 York Region Council recommendation and MTSA report (F.2 & F.3) can be found at the following link <https://yorkpublishing.escrimemeetings.com/Meeting.aspx?Id=3beab14e-3d48-42e3-8d7a-f98c8ebc94d3&Agenda=Merged&lang=English>

Analysis and Options

Proposed MTSA are delineated along the Jane Street BRT corridor as per the York Region Council direction

The York Region Council recommendation for the Jane Street MTSA is:

“Regional staff delineate boundaries and set density targets for the future MTSA stations along Jane street in Vaughan and report back to Council for endorsement.”

The proposed BRT stations along Jane Street are from Highway 7 to Major Mackenzie Drive and shown on Attachment 3. The Jane Street corridor is identified by Vaughan Official Plan 2010 (VOP 2010) as a Primary Intensification Corridor and includes two Primary Centres: Vaughan Mills and Jane Street/Major Mackenzie Drive.

VOP 2010 identifies that the purpose of a Primary Intensification Corridor is to link various centres and accommodate mixed-use intensification or employment intensification. It also states Primary Centres are to accommodate a wide range of uses and will have tall buildings, as well as lower ones, to facilitate an appropriate transition to neighbouring areas.

The Vaughan Mills Primary Centre is a shopping destination of regional significance and includes residential intensification and includes a York Region Transit bus terminal. Over time it is anticipated that additional uses and intensification will occur throughout the entire Vaughan Mills Primary Centre area and the eventual redevelopment and intensification of the Vaughan Mills Mall.

The Jane Street and Major Mackenzie Drive Primary Centre is the site of the new Cortellucci Vaughan Hospital and is planned to evolve into a health care campus with associated community facilities, residential and business uses.

The current VOP 2010 designations along the Jane Street Primary Intensification Corridor and within the two Primary Centres includes policies, heights and densities that promote intensification and are supportive of planned public transit.

The proposed BRT project along Jane Street is identified by York Region Transit (VivaNext) as an unfunded project. York Region has identified the preliminary station locations at or near the intersections of Jane Street and the following intersections (south to north):

- Pennsylvania Avenue
- Langstaff Road
- Rutherford Road
- Springside Road
- Northwood Avenue
- Major Mackenzie Drive

The establishment of an MTSA boundary is determined by estimating an 800 metre walking distance from the BRT station and including lands within that walking distance that are anticipated or designated for intensification. Due to the uncertainty of Jane Street BRT station locations, the MTSA boundaries would be based on station location assumptions.

PPES staff did not previously put forward MTSA's along the Jane Street corridor because this corridor was not identified within the Growth Plan and the uncertainty with BRT station locations and funding commitment.

As set out in York Region Council's recommendations, Attachment 4 includes the draft MTSA boundaries for the 6 anticipated BRT stations along Jane Street. The draft boundaries have been prepared by Vaughan and York Region Planning staff.

The Growth Plan sets a minimum density target for BRT MTSA's at 160 persons and jobs per hectare (PJH). Vaughan and York Region staff will continue to refine the Jane MTSA boundaries and confirm the minimum density requirements to be included as part of York Region's Official Plan to be considered by York Region Council in Q4 2021.

Vaughan PPES staff support the expansion of the Rutherford GO MTSA to include the four quadrants of Keele Street and Rutherford Road

The York Region Council recommendation for the Rutherford GO MTSA is as follows:

“That MTSA 57 (Rutherford GO station) be referred to the City of Vaughan for additional consideration of the boundaries and density and request a report back to the Region in Q1 2021.”

The consideration for expansion of the Rutherford GO Station MTSA was initiated by a request from Annville Developments the owner of 9222 Keele Street at the southwest corner of Rutherford Road and Keele Street (Attachment 1). As the Amville Development request came after York Region's comment deadline, York Region Planning did not comment on the request.

The Rutherford GO MTSA boundary was considered by Vaughan Council on March 11, 2020 (Attachment 5). The boundary was established by considering lands within an 800 metre walking distance (10 minute walk) that can be considered for intensification or are currently intensified land-uses. The properties at the intersection of Rutherford Road and Keele Street were not originally included because they are approximately 950 metre walking distance to the GO Station and it was anticipated that the minimum density requirement of 150 PJH could be achieved within the proposed boundaries.

The VOP 2010 designation for the Rutherford GO Station lands is Mid-Rise Mixed-Use with a maximum height of 12-storeys and a density of 3.5 Floor Space Index (FSI). The Rutherford GO lands are being developed for a parking structure and no residential intensification is included within the development. The following note was included within the Rutherford GO Station MTSA considered by Vaughan Council on March 11, 2020 (Attachment 5):

“NOTE: The Rutherford GO station site was considered an intensification site in the Vaughan Official Plan 2010 (VOP 2010). As the GO station development 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 “

The other major site that remains undeveloped within the Rutherford GO MTSA is located at the northwest corner of Rutherford Road and Peter Rupert Boulevard

(Attachment 6). These lands are designated in VOP 2010 as “Low-Rise Residential” and Zoning By-law Amendment (File Z.20.039) and Draft Plan of Subdivision (File 19T-20V008) applications have been submitted by the Owner, Block 18 Properties Inc., and Block 18 (Rutherford) Inc, for this 23 hectare parcel. The Owner proposes 260 dwellings (17 single detached units and 243 townhouse units) and is in conformity with the VOP 2010 designation. The anticipated population is 790 persons, and this equates to 34 PJH. In comparison, the minimum provincial target for an MTSA is 150 PJH.

Therefore, it does not seem that the minimum density target of 150 PJH for the Rutherford GO Station MTSA area will be met based on the March 11, 2020 approved boundary. There are two options available in this situation:

1. York Region can request the Province to support a lower minimum density for the MTSA.
2. Consider expansion of the MTSA beyond the 800 metre walking distance and include additional lands that are currently designated for intensification within VOP 2010.

Regarding the lower minimum density option, staff does not anticipate that the Province will support this position for the Rutherford GO Station MTSA due to the potential for intensification within the area.

PPES staff support the second option to expand the boundary for the Rutherford GO Station MTSA as shown on Attachment 6. The proposed expansion would extend to the intersection of Rutherford Road and Keele Street, to include the four corner properties.

The current VOP 2010 designations for the four quadrants of Keele Street and Rutherford Road promote intensification and are designated as follows:

- Northwest and Northeast quadrants: Residential Medium Density (maximums: Height, 8-storeys; FSI – 2.5)
- Southwest quadrant: Community Commercial (maximums: Height, 6-storeys; FSI – 2.0)
- Southeast quadrant: Employment Commercial Mixed Use (maximums: Height, 8-storeys, FSI - 2.5)

Attachment 6 includes the proposed expanded Rutherford GO Station MTSA area and an overlay with the existing VOP 2010 designations.

York Region Council approved the expansion of the Maple GO MTSA

The York Region Council recommendation as it pertains to the Maple GO MTSA is as follows:

“That York Region Council support the expansion of the boundary of MTSA 58 for the lands around the Maple GO station to include the 2.8 hectare parcel of land at the north east corner of Major Mackenzie Drive and McNaughton Road

East in the City of Vaughan so that the lands can be considered in the context of supporting intensification around an existing GO station and which further supports the growth targets of the Region of York.”

No action is being sought from the City of Vaughan.

As background, the expansion of the Maple GO MTSA was initiated by a request from York Major Holdings (“YMH”) Inc, (Attachment 2) the owner of the lands on the east side of McNaughton Road East and north of Major Mackenzie Drive.

These lands were not originally included within the MTSA because they are designated Private Open Space in the VOP 2010 and part of the Eagles Nest Golf Club lands. YMH is considering development opportunities for the lands, however no applications have been submitted to Vaughan.

With input from Vaughan PPES, the York Region Planning response to York Region Council was:

“While there is not opposition to this expansion request, as to date staff have not received sufficient information to confirm that the restrictions imposed by the former landfill can be addressed and thus the lands could be developed.”

York Region Planning staff included two MTSA options (Attachment 7); the original MTSA boundary and the expanded MTSA boundary.

York Region Council approved the expanded Maple GO MTSA boundary option.

Public Notice was provided for the Rutherford GO and Jane Street MTSA's

The MTSA process is part of York Region's Official Plan review (also known as Municipal Comprehensive Review) and public notice as per the *Planning Act* will be provided through this Official Plan process. In 2020, the proposed MTSA's in Vaughan were posted on York Region's MTSA website and a Vaughan/York Region public open house was held on March 4, 2020.

As the proposal is to introduce new Jane Street MTSA's and amend the Rutherford GO Station MTSA, the City circulated a notice for the Committee of the Whole meeting to all property owners within 120 m impacted by these proposed MTSA changes. This notice was also posted on the City's web-site.

Financial Impact.

There are no financial impacts 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

York Region has requested a response from Vaughan on the applicable MTSA matters.

Conclusion

York Region Council requested the establishment of MTSA's along the Jane Street BRT corridor and to consider the expansion of the Rutherford GO MTSA. Vaughan PPES staff in consultation with York Region Planning staff have identified MTSA's for the Jane Street corridor and an expanded boundary for the Rutherford GO Station MTSA for Council's consideration.

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

Attachments

1. Request to York Region to expand Rutherford GO MTSA Station - Amville Development.
2. Request to York Region to expand Maple GO Station MTSA - York Major Holdings
3. Proposed BRT Stations along the Jane Street Corridor
4. Draft MTSA Boundaries along the future Jane Street BRT corridor
5. Rutherford GO Station MTSA as supported by Vaughan Council March 11, 2020
6. Proposed expansion of the Rutherford GO Station MTSA
7. York Region Planning letter regarding Maple GO Station MTSA expansion

Prepared by

David Marcucci, Senior Planner, Extension 8410

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

Tony Iacobelli, Acting Director Policy Planning & Environmental Sustainability,
Extension 8630

Approved by



Mauro Peverini, Acting Chief Planning Official

Reviewed by



Jim Harnum, City Manager



September 10th, 2020

MGP File: 20-2898

Regional Municipality of York
17250 Yonge Street
Newmarket, ON
L3Y 4W5

via email: paul.freeman@york.ca

Attention: Paul Freeman, Chief Planner

**RE: 9222 Keele Street, City of Vaughan
Amville Developments Inc.
Proposed Modification to Rutherford GO Major Transit Station Area ("MTSA") Boundaries**

Malone Given Parsons ("MGP") is the planning consultant for Amville Developments Inc. ("Amville"), the owner of 9222 Keele Street ("subject site") located at the southwest of Rutherford Road and Keele Street in the City of Vaughan. MGP has been engaged to provide planning assistance to Amville in reviewing the proposed Rutherford GO MTSA by York Region dated March 12, 2020. We believe there is the opportunity to adjust the boundary of the proposed MTSA to ensure it maximizes the size of the area to accommodate lands that can redevelop in order to achieve the maximal amount of potential transit users within walking distance of the station.

This would require modification to the Rutherford GO MTSA boundaries to include more of the Rutherford Road corridor that would include the subject site and additional lands along the south side of Rutherford Road in order to meet and/or exceed the minimum density target of 150 people & jobs. In summation, we believe the proposed modification to the Rutherford GO MTSA boundaries could achieve the following:

- Based on our preliminary review, the proposed Rutherford GO MTSA by the Region imposes challenge to achieve the minimum density (i.e. 150 people & jobs) given the existing land use constraints by including lands that will not be redevelop;
- By taking a corridor approach, the modified MTSA boundaries (see Appendix A) delineates an MTSA area in a transit-supportive manner that maximizes the size of the area and the number of potential transit users (including the subject site) that are within walking distance of the station, and achieve the minimum density target of 150 people & jobs. A corridor approach is preferable vs. a node approach, where the node includes lands that will not redevelop in the foreseeable future (stormwater management pond and existing neighborhoods). This is consistent with Section 2.2.4.2 of the Growth Plan; and
- The modified MTSA boundaries, including the subject site, include other lands that have significant redevelopment opportunity that will form part of the larger intensification strategy in the Region, as required by the Growth Plan. Rutherford Road is also designated as a Primary Intensification Corridor in the Vaughan Official Plan that links together various centres on transit supportive corridors and will accommodate intensification.

We thank you for your time and consideration in this matter and we will continue to monitor the process and kindly request to be notified of any future correspondence regarding the MTSA update. We look forward to continuing the discussion with the Region of York and the City of Vaughan further on this matter.

Yours very truly,

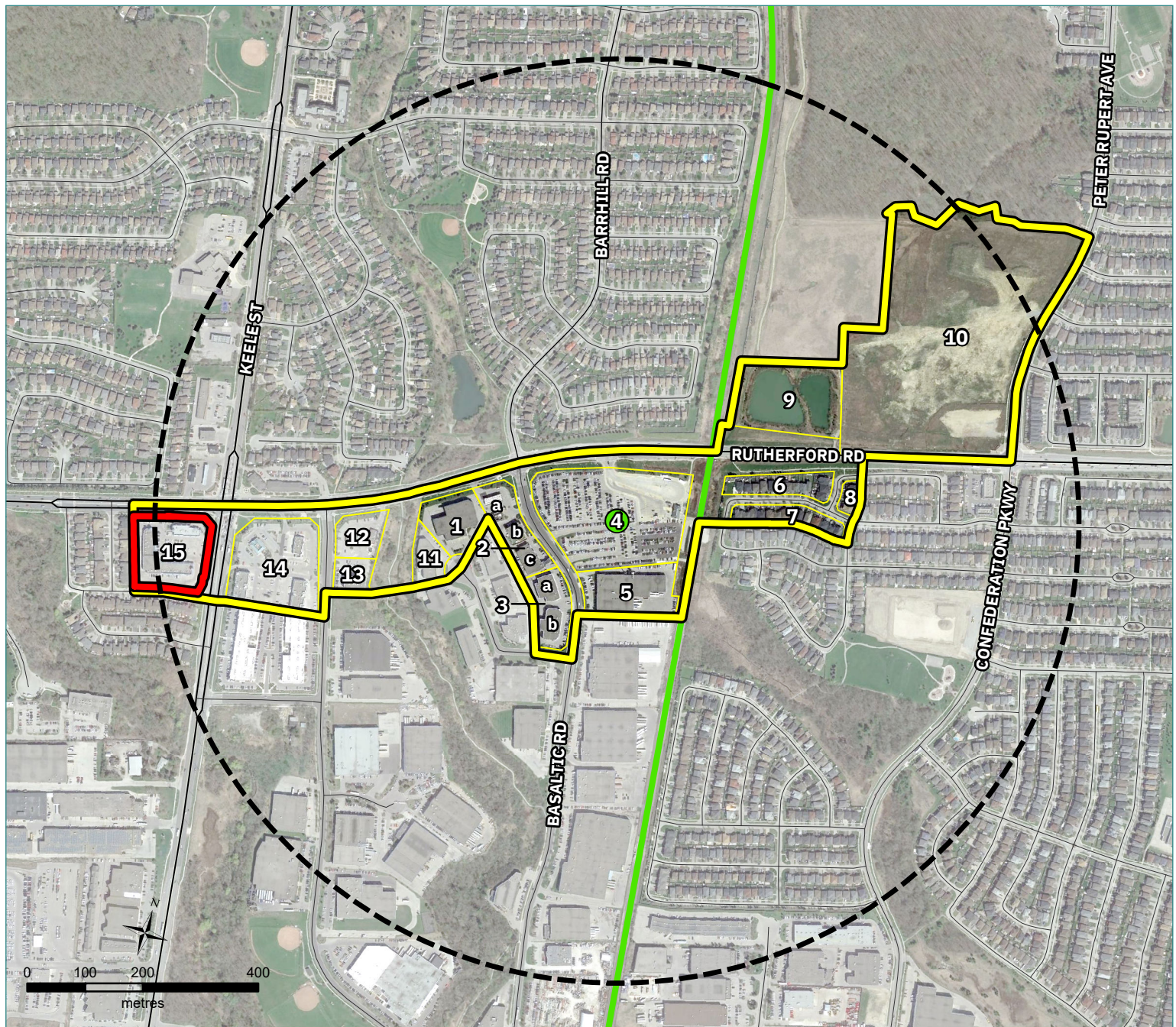
MALONE GIVEN PARSONS LTD.






A handwritten signature in blue ink, appearing to read 'Matthew Cory', enclosed within a large, loopy blue oval.

Matthew Cory, MCIP, RPP, PLE, PMP
Principal

cc. G. DiMartino/J. Baldassarra, Amville Developments Inc.

RUTHERFORD GO MAJOR TRANSIT STATION AREA VAUGHAN



-  Subject Lands
-  Draft MTSA Boundary
-  Rutherford GO Station
-  800m Distance Band
-  Priority Transit Corridor - GO Rail

DRAFT - FOR DISCUSSION PURPOSES ONLY

Sources: York Region - Planning for Intensification Background Report - Attachment 2 - Draft Major Transit Station Areas and Additional Strategic Growth Areas, 2019.
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MGP File: 20-2898
Date: August 27, 2020



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File: P-3075

September 9, 2020

Regional Municipality of York
 Administrative Centre
 17250 Yonge Street
 Newmarket, ON
 L3Y 6Z1

Attention: Regional Council, Regional Municipality of York

**Re: Region of York - Committee of the Whole September 10, 2020
 Major Transit Station Areas Endorsement Report (Item H.2.1)
 10,000 Dufferin Street
 York Major Holdings Inc.
 City of Vaughan
 Region of York**

KLM Planning Partners Inc. ("KLM") is the land use planning consultant representing York Major Holdings Inc. ("YMHI") with respect to lands they own at the northeast corner of Major Mackenzie Drive West and McNaughton Road East (the "Subject Lands"). The Subject Lands are comprised of an area of approximately 2.8 hectares (7 acres) and consist of approximately 500 metres of frontage along McNaughton Road, extending a depth of approximately 50 metres from McNaughton Road, between Major Mackenzie Drive W and Eaglet Court and are currently part of the Eagles Nest Golf Club lands. On behalf of YMHI, we have had an opportunity to review the "Major Transit Station Areas Endorsement Report" ("MTSA Report") which is being considered at the September 10, 2020 Committee of the Whole meeting and we are pleased to provide our comments at this time

KLM submitted a letter to Mr. Michael Skelly on June 1, 2020 (copy attached) in support of a request to expand the Major Transit Station Area ("MTSA") adjacent to the Maple GO Station in Vaughan. The Maple Go Station MTSA is identified by the Region of York (the "Region") as MTSA 58. In attachment 5 of the report, staff acknowledge the receipt of our letter requesting the Subject Lands be included within the boundary of MTSA 58. However, we note that our request was not accommodated and staff provided the following response:

"Lands not included in the MTSA as they are designated Private Open Space in City of Vaughan Official Plan"

This response from staff does not acknowledge our request to be included within the boundary of MTSA 58, or the pre consultation we have had with the City of Vaughan and Region with respect to the development potential of the Subject Lands. We believe now is the time to consider the inclusion of the Subject Lands within the boundary of MTSA 58 (Maple GO Station). In our letter to Mr. Skelly, we outlined our rationale for the inclusion of the Subject Lands within MTSA 58, which includes the following:

- The Subject Lands were likely excluded from consideration by the Region because they are currently part of the Eagles Nest Golf Club and are designated 'Private Open Space' in the Vaughan Official Plan. As a result, the potential for redevelopment would have been less obvious.
- The boundary for MTSA 58 (Maple GO Station) was drafted under the Places to Grow: Growth Plan for the Greater Golden Horseshoe, 2017 (the "Growth Plan 2017"), which generally defined an MTSA as an area within 500 metres or a 10-minute walk of a transit station.
- Since that time, the Growth Plan 2017 has been repealed and replaced by A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (the "Growth Plan 2019"), which has expanded the definition of MTSA to include a radius of 500 to 800 metres.
- The Subject Lands are located approximately 600 metres from the Maple GO Station within the area defined in the 2019 Growth Plan and can appropriately be included in the MTSA 58 boundary.
- YMHI has already had a formal pre consultation meeting with the City of Vaughan for the development of the Subject Lands and is preparing applications for an Official Plan Amendment and Zoning By-law Amendment.
- Lands currently within the proposed MTSA 58 boundary include lands which are currently developed for commercial uses with very long term leases. The ability for these lands to develop in the short term for densities supported by their inclusion in the MTSA are limited.
- Expanding the boundary of MTSA 58 to include the Subject Lands will immediately support the continued investments in public transit that exist along the Barrie GO Line including the provision of all-day two-way service while allowing the lands that are currently developed for commercial uses and within the MTSA boundary to be planned for intensification over the longer term.
- Only 16.72% (33.44ha.) of the lands within the 2019 Growth Plan 800m radius are proposed by Regional staff to be included within the boundary of MTSA 58. We believe this is due in part to the fact that the majority of the lands to the south, west and north

are already developed with existing low density residential, institutional and employment uses.

- The inclusion of an additional 2.8ha. parcel of land within the MTSA boundary would further utilize lands within the area identified by the Province for intensification as set out by the Growth Plan 2019.

For the above noted reasons, it is our opinion that the inclusion of the Subject Lands in the Maple GO Station MTSA (58) is appropriate and represents good land use planning.

We appreciate your consideration of these comments and look forward to continue working with Staff with respect to our request for the inclusion of the Subject Lands within the boundary of MTSA 58. Please consider this our formal request to be notified of any future meetings related to this matter.

Should you have any questions or require anything further, please do not hesitate to contact the undersigned.

Yours truly,

KLM PLANNING PARTNERS INC.



Ryan Mino-Leahan, MCIP, RPP
Partner

Copy: Paul Freeman, Chief Planner, Regional Municipality of York
Sandra Malcic, Director, Long Range Planning, Regional Municipality of York
Michael Skelly, Long Range Planning, Regional Municipality of York
Bruce Macgregor, Chief Administrative Officer, Regional Municipality of York
Regional Clerk, Regional Municipality of York
Duane E. Aubie, York Major Holdings Inc.

SENT VIA EMAIL

KLM File: P-3075

June 1, 2020

Regional Municipality of York
Community Planning and Development Services
17250 Yonge Street, 4th Floor,
Newmarket, ON
L3Y 6Z1

Attention: Michael Skelly
Senior Planner, Long Range Planning

Re: Request for Expansion to the Maple GO Station MTSA
East side of McNaughton Road, part of Eagles Nest Golf Course
10,000 Dufferin Street
City of Vaughan
Region of York

Dear Mr. Skelly,

On behalf of our client, York Major Holdings Inc., we are pleased to submit a request for an expansion to the Major Transit Station Area ("MTSA") related to the Maple GO Station, identified by the Region of York (the "Region") as MTSA 58. Our client owns the above noted lands (the "Subject Lands") which are located adjacent to and wholly outside of MTSA 58 as currently proposed. This letter has been prepared to provide a planning justification for the proposed expansion.

The Subject Lands are located on the east side of McNaughton Road East, north of Major Mackenzie Drive West and are currently part of the Eagles Nest Golf Club lands. They are comprised of an area of approximately 2.8 hectares (7 acres) and consist of approximately 500 metres of frontage along McNaughton Road, extending a depth of approximately 50 metres from McNaughton Road, between Major Mackenzie Drive W and Eaglet Court.

The Subject Lands are designated "Urban Area" in the Region of York Official Plan (ROP). Development within the Region of York is directed to Urban Areas. The Subject Lands are designated "Private Open Space" on Schedule 13-Land Use of the Vaughan Official Plan 2010 (VOP 2010) and are identified as "Private Open Space" and "Policy Area 3" as shown on Map 12.3.A (Keele Valley Land Fill Area) of Volume 2 to VOP2010. This designation does not permit the proposed residential development and an amendment to the Vaughan Official Plan is therefore required. The subject lands are zoned Open Space – OS2 with site specific exceptions in Vaughan Zoning By-law 1-88. The existing zoning does not permit the proposed residential development and an amendment to Zoning By-law 1-88 is required.

Our client is preparing to file applications with the City of Vaughan for an Official Plan Amendment and Zoning By-law Amendment to facilitate the development of the Subject Lands for proposed residential uses. A formal pre-application consultation (PAC.19.085) was held with City staff on November 28, 2019. The proposed applications will seek to re-designate and re-zone the subject lands to facilitate residential development in the form of five (5) residential towers with an expected total gross floor area of approximately 84,000 square metres. The proposed development would include approximately 1,100 units providing a density of approximately 391 units per hectare and an estimate population of 2,230 residents. The proposed development would be part of an overall re-development of the area to the east of the Maple GO Station as part of a longer-term master plan.

The Region, through its ongoing Municipal Comprehensive Review (the “MCR”), has prepared a draft boundary for the Maple GO Station MTSA, from which the Subject Lands have been excluded. It is our opinion that it is an appropriate time, given the pending development applications and the justification provided below, to expand the MTSA 58 boundary to include the Subject Lands.

At the time that the MTSA 58 boundary was drafted, Places to Grow: Growth Plan for the Greater Golden Horseshoe, 2017 (the “Growth Plan 2017”) was then in-effect and defined an MTSA generally as an area within 500 metres or a 10-minute walk of a transit station. Since that time, the Growth Plan 2017 has been repealed and replaced by A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (the “Growth Plan 2019”), which has expanded the definition of MTSA to include a radius of 500 to 800 metres. The Subject Lands are located approximately 600 metres from the Maple GO Station and should therefore now be included in an updated MTSA 58 boundary, as the Subject Lands are completely within this range.

The Subject Lands would have also been excluded from consideration by the Region because they are currently part of the Eagles Nest Golf Club and the potential for redevelopment is less obvious. The Region has determined that only lands suitable for development or redevelopment at higher densities will be considered in the drafting of MTSA boundaries. Given the above noted application for Official Plan Amendment to re-designate the Subject Lands for residential development, and that other lands within MTSA 58 are currently encumbered by long-term commercial uses, it would be appropriate to expand the MTSA 58 boundary at this time.

It is important to note that the commercial lands which form part of the York Commercial Village on the west side of McNaughton Road are currently developed for commercial uses with very long terms leases on these properties. The ability for these lands to develop in the short term for densities supported by their inclusion in the MTSA are limited. The expansion of the MTSA boundary to lands just east of McNaughton Road East will immediately support the continued investments in public transit that exist along the Barrie GO Line including the provision of all-day two-way service while allowing the lands that are currently developed for commercial uses and within the MTSA boundary to be planned for intensification over the longer terms.

Further, the lands around the Maple GO Station consist of existing low density residential to the west and south, an existing cemetery to the south, and industrial uses to the north. The Maple Heritage Conservation District is also located to the south and west. The redevelopment of a large portion of the area surrounding the Maple GO Station that would otherwise be included in the MTSA is thereby unlikely, especially at the densities that are required to assist the City and Region in achieving the intensification targets. Based on a 500 metre radius, an area of approximately 78.5 hectares could potentially be

included within the MTSA 58 boundary, whereas the draft boundary prepared by the Region includes only 33.44 hectares. When an 800 metre radius is applied in accordance with the Growth Plan 2019, this discrepancy is amplified as an area of approximately 200 hectares, which could potentially be included. It would therefore be appropriate to include the Subject Lands in order to assist the City and Region in achieving the minimum intensification targets as set out by the Growth Plan 2019.

For the above noted reasons, it is our opinion that the inclusion of the Subject Lands in the Maple GO Station MTSA is appropriate and represents good land use planning.

We trust the foregoing is in order. Should you have any questions, please do not hesitate to contact the undersigned.

Yours very truly,

KLM PLANNING PARTNERS INC.



Ryan Mino-Leahan, B.U.R.Pl., MCIP, RPP
Partner



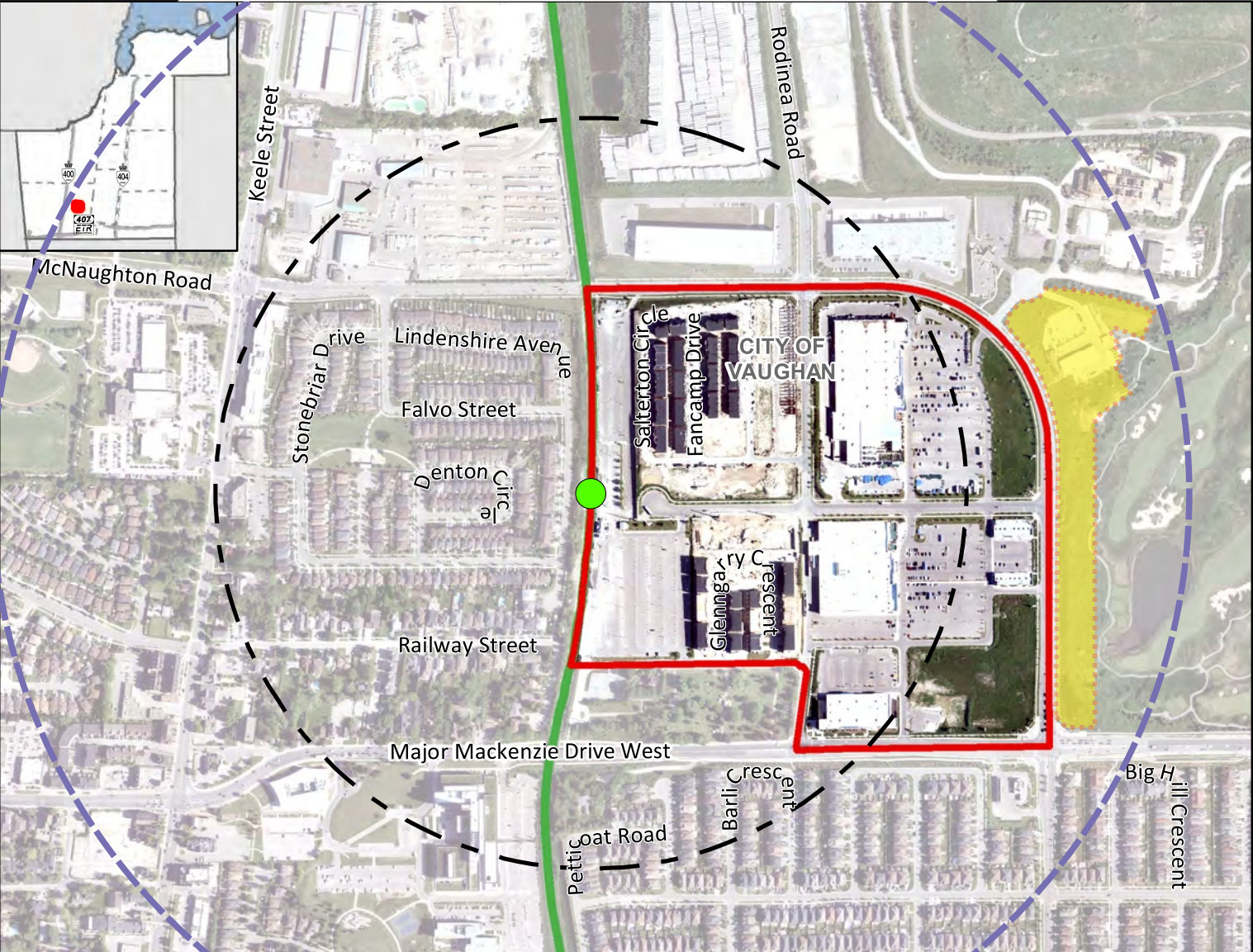
Alistair Shields
Senior Planner

Copy: Duane E. Aubie, York Major Holdings Inc.

Maple GO Station

On Barrie GO Line Corridor

Near Major Mackenzie Drive at Keele Street, Vaughan



Legend

Major Transit Station

● Required GO Rail

500m Radius

Draft MTSA Boundary

800m Radius

Subject Lands

Priority Transit Corridors

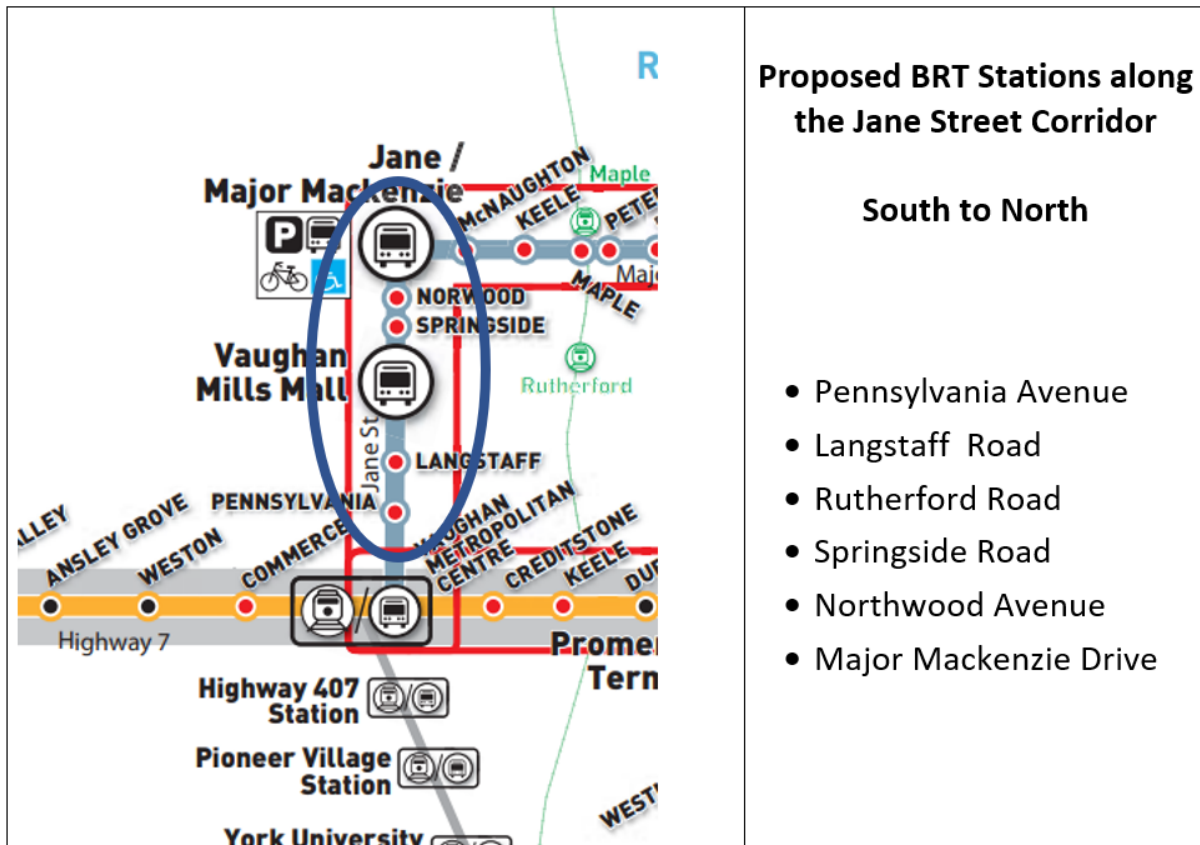
GO Rail

Maple GO Station

Gross Area:
33.44 ha

Subject Lands Area:
+/-2.8 ha

MAY 29, 2020

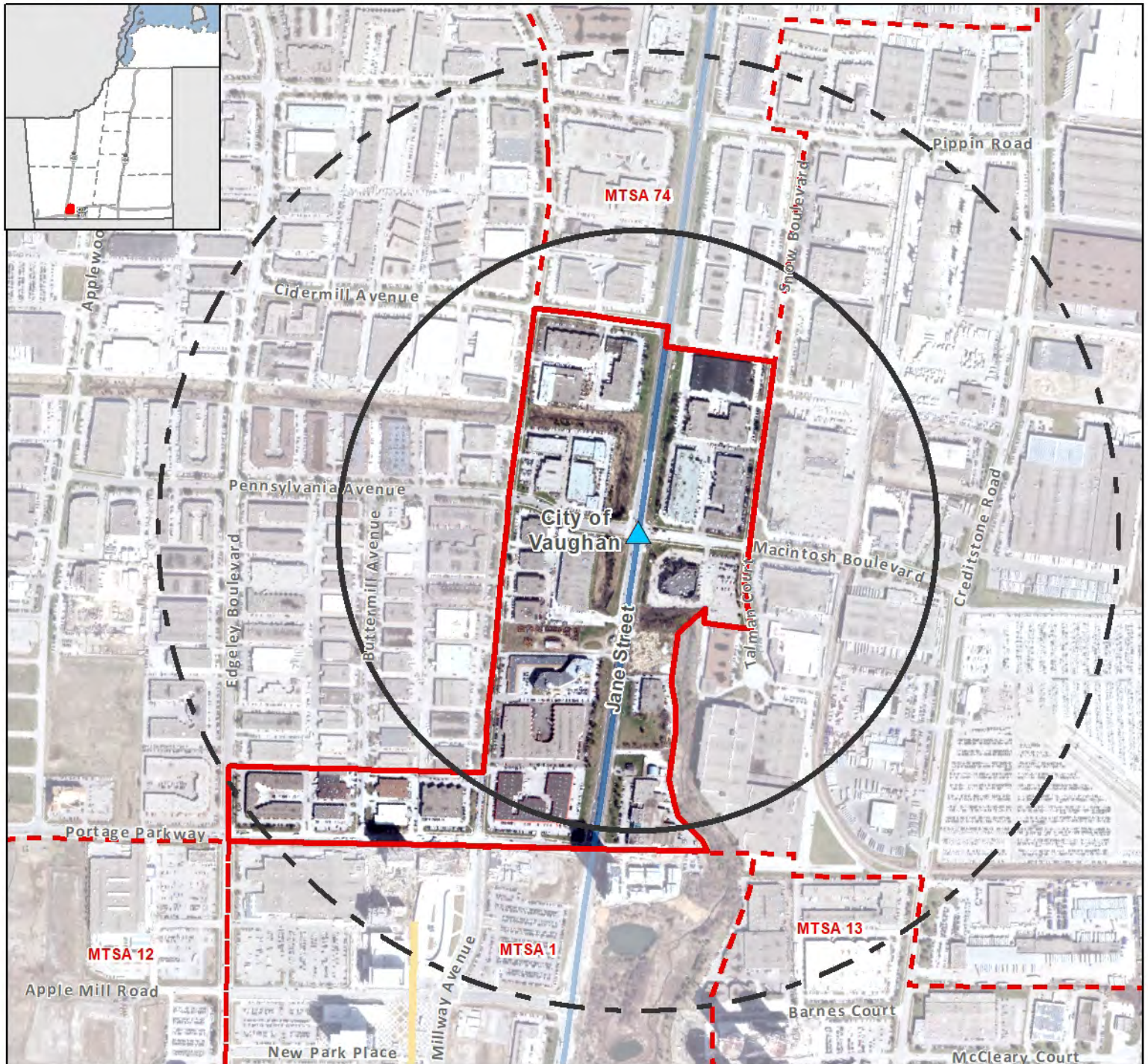


Pennsylvania BRT Station

Near Jane Street and Pennsylvania Avenue

MTSA 73

Vaughan



Legend

- Other Bus Rapid Transit
- Proposed MTSA Boundary
- 500m Radius
- 800m Radius
- Adjacent Proposed MTSA Boundary

Priority Transit Corridors - Provincial Growth Plan

- Subway
- Other Transit Corridors
- Bus Rapid Transit

**Pennsylvania
BRT Station
MTSA Gross
Area:**
36.99 ha



0 100 200 m

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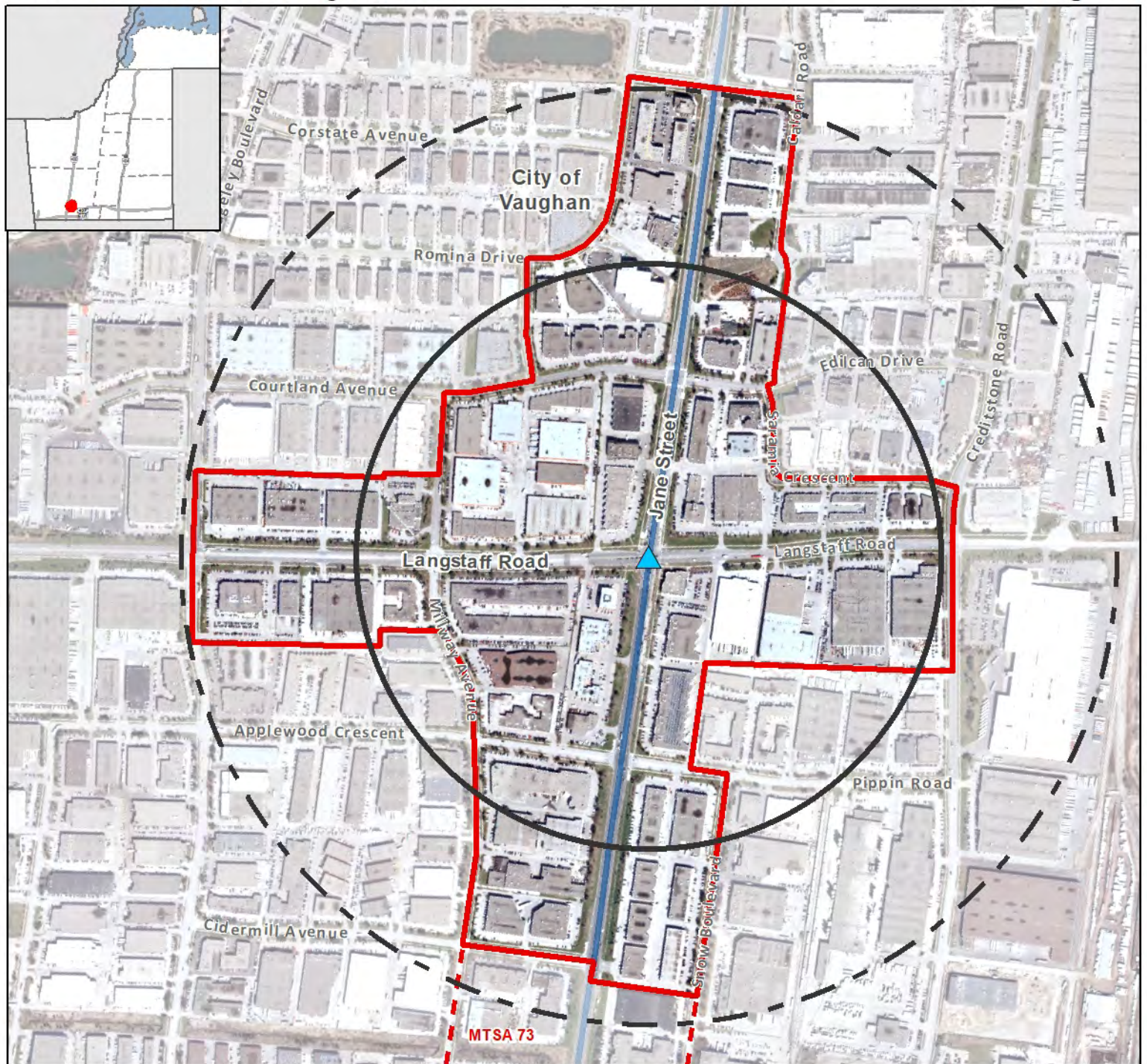
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Langstaff BRT Station

Near Jane Street and Langstaff Road

MTSA 74

Vaughan



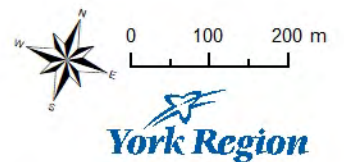
Legend

- Other Bus Rapid Transit
- Proposed MTSA Boundary
- 500m Radius
- 800m Radius
- Adjacent Proposed MTSA Boundary

Other Transit Corridors

- Bus Rapid Transit

Langstaff BRT Station MTSA
Gross Area:
88.37 ha



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Vaughan Mills BRT Station





Near Jane Street and Rutherford Road

MTSA 75

Vaughan



Legend

-  Other Bus Rapid Transit
-  Proposed MTSA Boundary
-  500m Radius
-  800m Radius
-  Adjacent Proposed MTSA Boundary

Other Transit Corridors

-  Bus Rapid Transit

**Vaughan Mills
BRT Station
MTSA Gross
Area:
73.78 ha**



0 100 200 m



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Springside BRT Station

Near Jane Street and Springside Road

MTSA 76
Vaughan

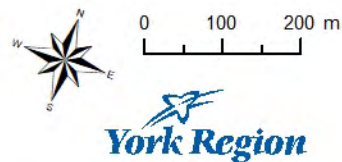


Legend

- Other Bus Rapid Transit
- Proposed MTSA Boundary
- 500m Radius
- 800m Radius
- Adjacent Proposed MTSA Boundary

Other Transit Corridors
 Bus Rapid Transit

**Springside BRT
Station MTSA**
Gross Area:
 55.31 ha



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Vaughan



Major Mackenzie BRT Station

Near Jane Street and Major Mackenzie Drive

MTSA 78
Vaughan



Legend

- Other Bus Rapid Transit
- Proposed MTSA Boundary
- 500m Radius
- 800m Radius
- Adjacent Proposed MTSA Boundary

Other Transit Corridors

- Bus Rapid Transit

**Major
Mackenzie BRT
Station MTSA**
Gross Area:
88.22 ha



0 100 200 m



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Excerpts from Vaughan Committee of the Whole Report dated March 9, 2020

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
Proposed MTSA Area:	31 ha	27 ha
Percentage of MTSA Area in Vaughan:	100%	No Changes
Proposed Minimum Density: (Persons and Jobs per hectare "PJH")	150 PJH	
Projected Ultimate Density:	150 PJH	
Existing Density:	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.

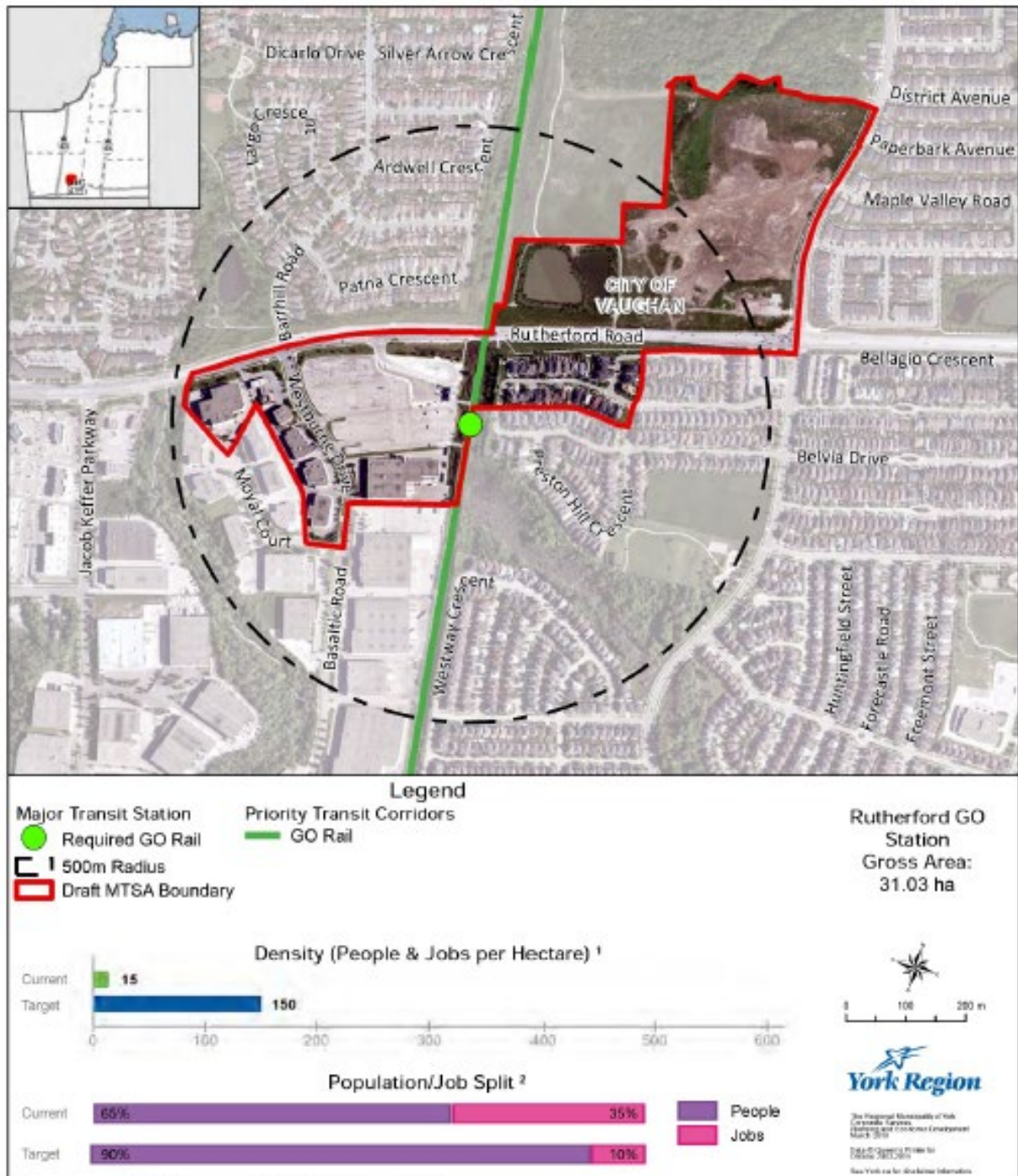
2. Amend the MTSA Boundary as per 'MTSA 57 - Rutherford GO Station: Vaughan Proposed Boundary Amendments' below to exclude the:
 - a. storm water management pond.

Valleyway Crescent
Foxhill Drive
Fieldgate Drive
Bicarlo Drive
Silver Arrow Crescent
Ardwell Crescent
Patna Crescent
Rutherford Road
Rutherford GO Station
Remove stormwater pond
Remove semi-detached houses
MTSA Stops
MTSA Boundary
0 50 100 200 Feet

Rutherford GO Station

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

MTSA 57



¹ Values are rounded to the nearest 5 People & Jobs per Hectare

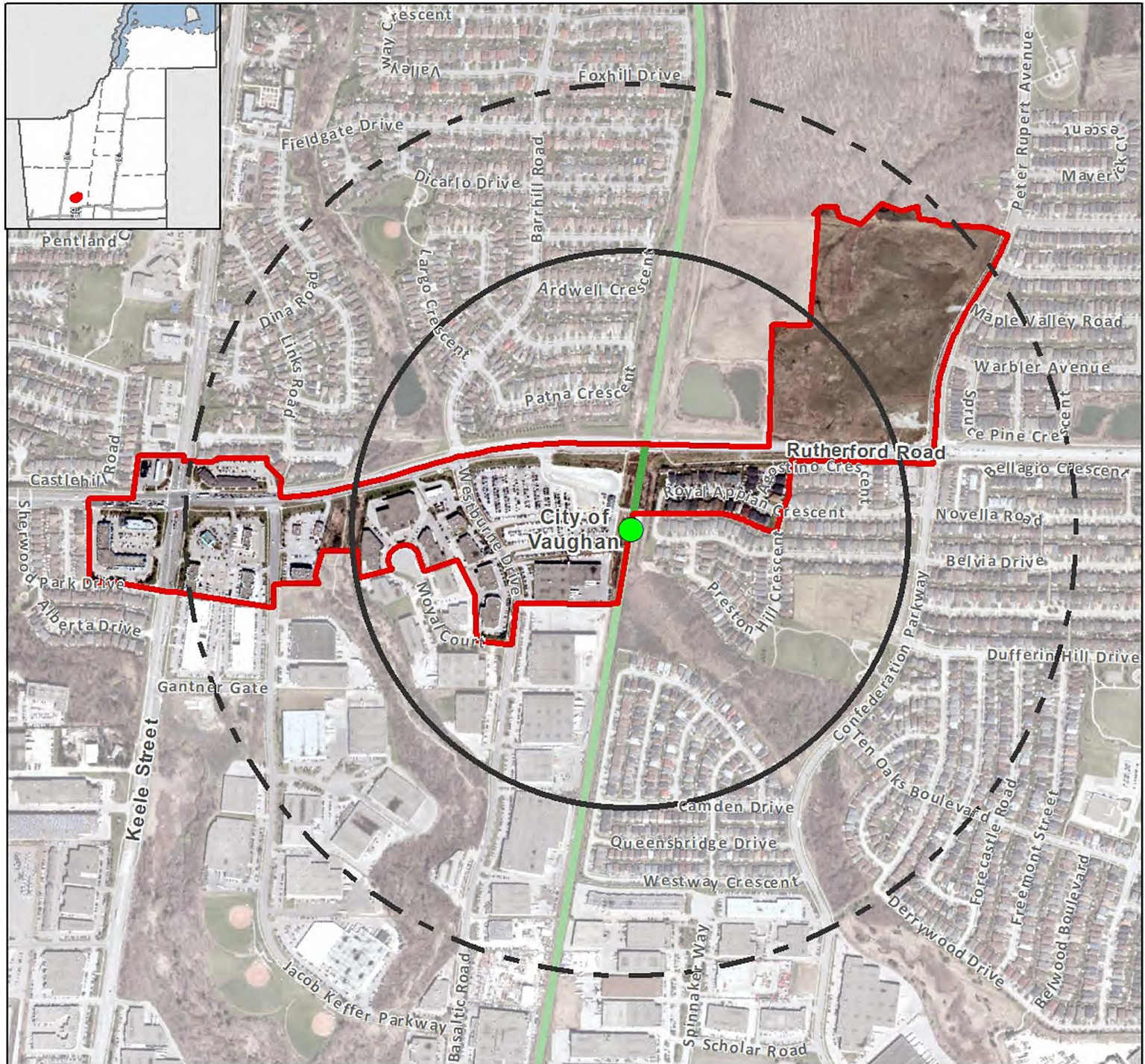
² Values are rounded to the nearest 5%

Rutherford GO Station

Near Rutherford Road at Westburne Drive

MTSA 57

Vaughan



Legend

- Priority GO Rail
- Proposed MTSA Boundary
- 500m Radius
- 800m Radius

Priority Transit Corridors - Provincial Growth Plan

— GO Rail

Rutherford GO Station MTSA
Gross Area:
38.55 ha



0 100 200 m

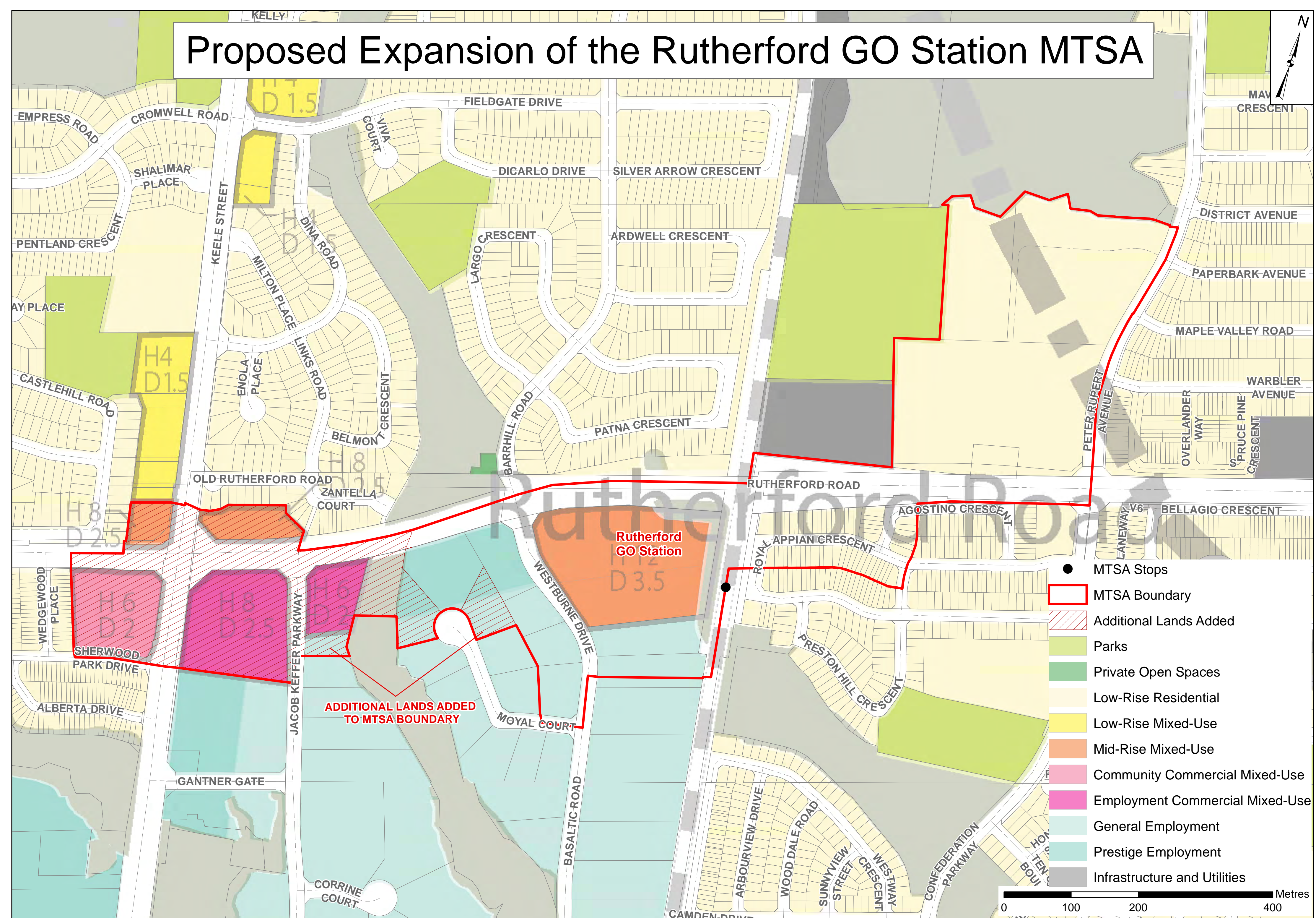
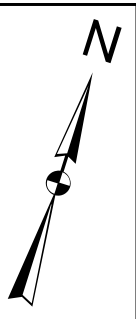
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Proposed Expansion of the Rutherford GO Station MTSA





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.

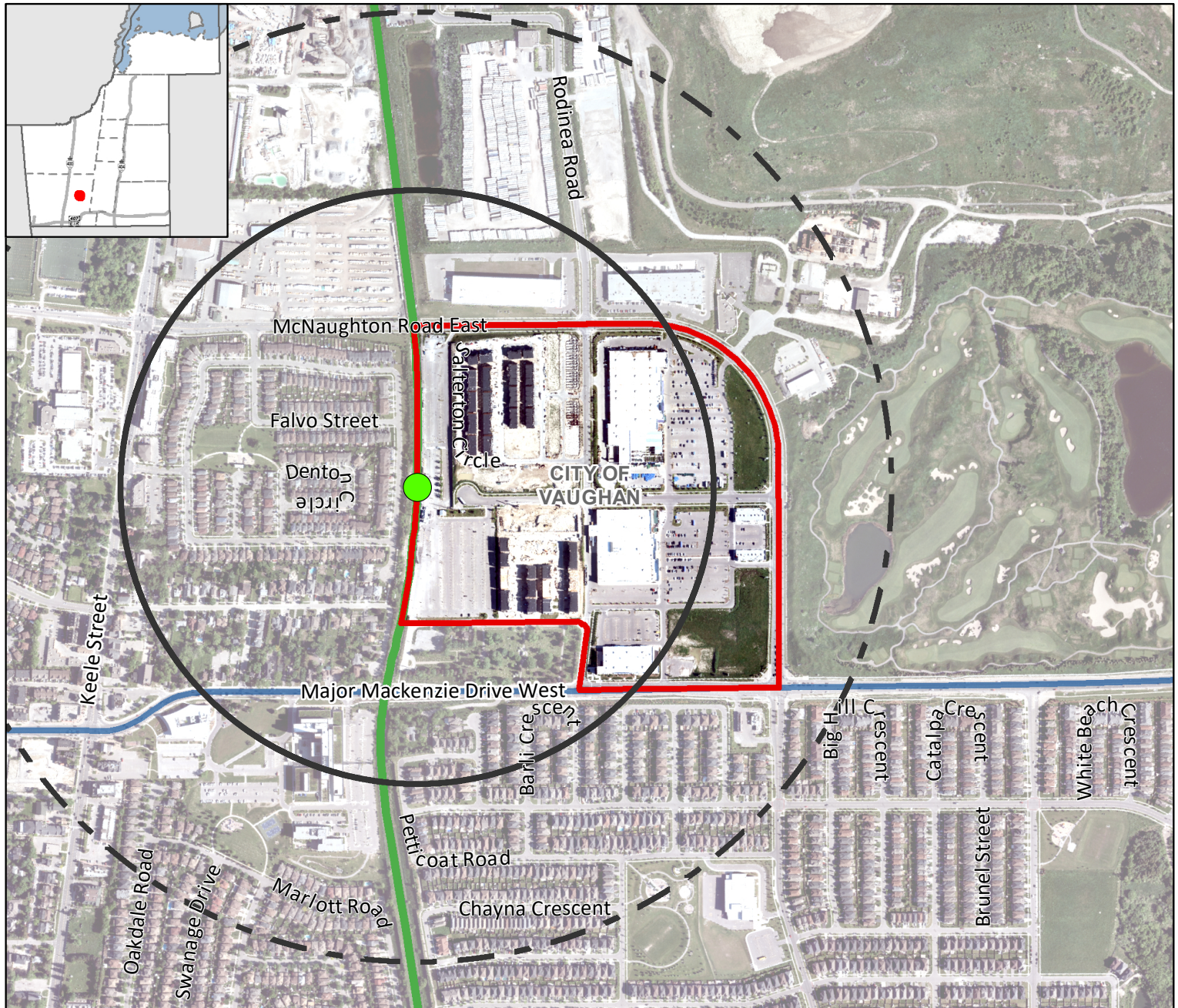
Paul Freeman, MCIP, RPP
Chief Planner

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

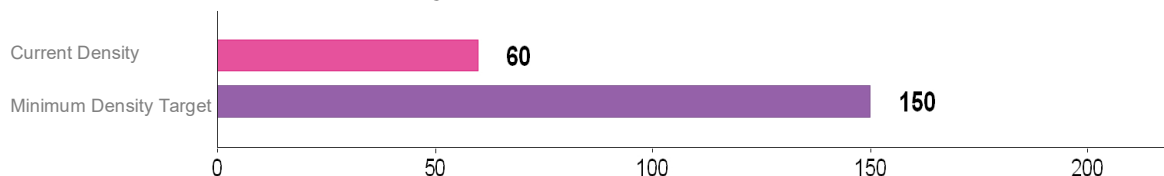
— Bus Rapid Transit

Maple GO Station MTSA
Gross Area:
 33.44 ha



0 100 200 m

Density (People & Jobs per Hectare)



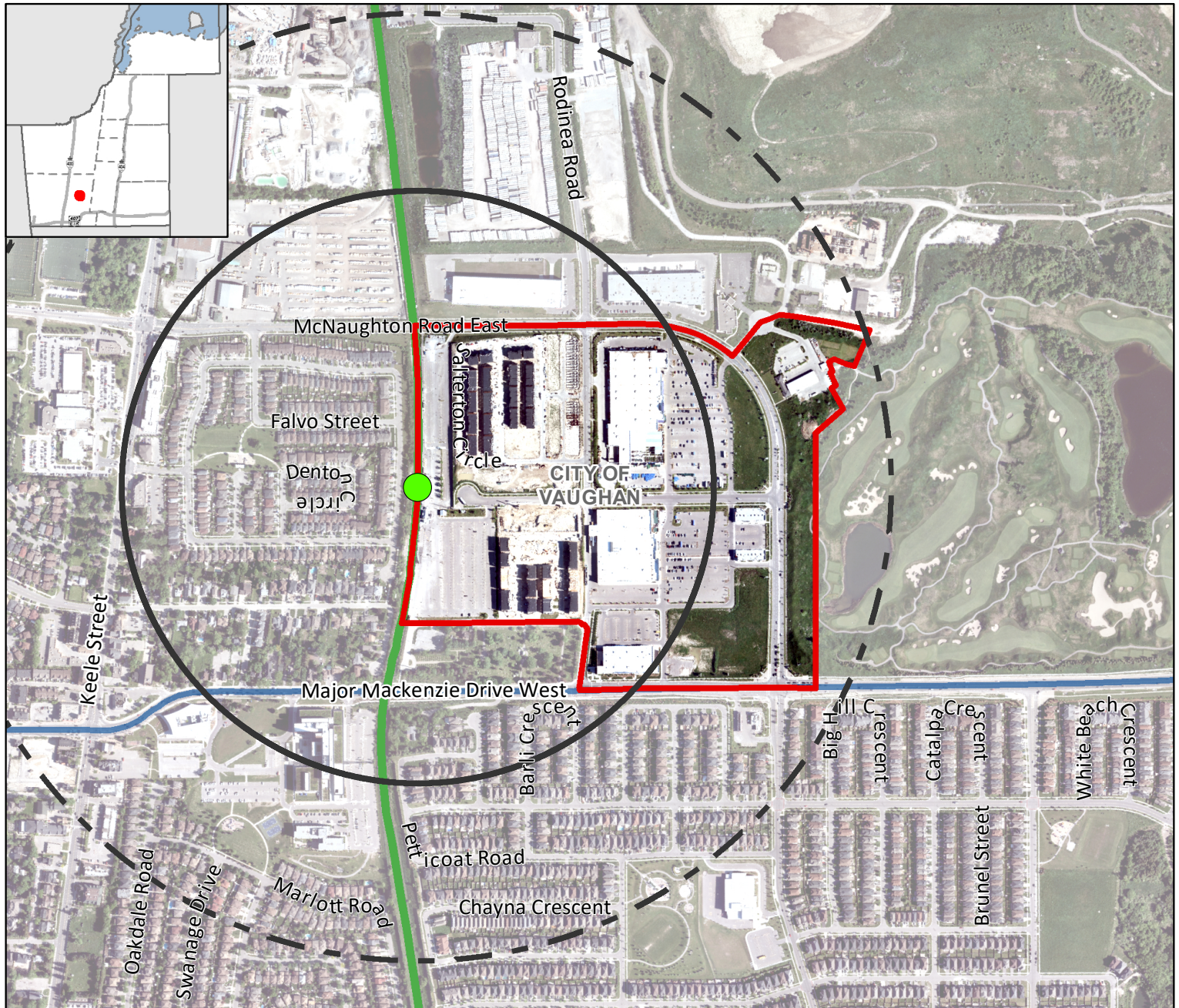
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Maple GO Station - OPTION 2

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

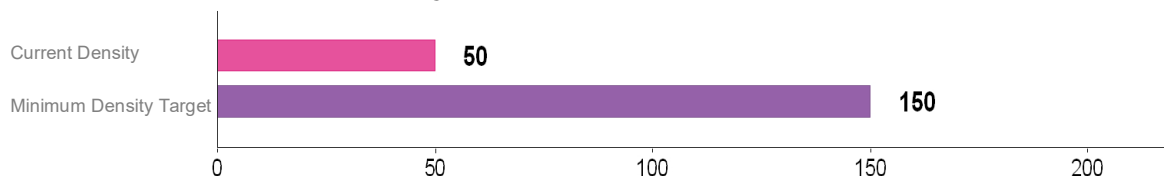
— Bus Rapid Transit

Maple GO Station MTSA
Gross Area:
38.95 ha



0 100 200 m

Density (People & Jobs per Hectare)



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