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**From:** Switzer, Barbara <[Barbara.Switzer@york.ca](mailto:Barbara.Switzer@york.ca)> **On Behalf Of** Regional Clerk  
**Sent:** September 30, 2020 11:20 AM  
**To:** Aurora Clerks General Inbox <[Clerks@aurora.ca](mailto:Clerks@aurora.ca)>; Aguila-Wong, Christine <[caguila-wong@markham.ca](mailto:caguila-wong@markham.ca)>; [clerks@newmarket.ca](mailto:clerks@newmarket.ca); EG Clerks General Inbox <[clerks@eastgwillimbury.ca](mailto:clerks@eastgwillimbury.ca)>; King Clerks General Inbox <[clerks@king.ca](mailto:clerks@king.ca)>; Rachel Dillabough <[rdillabough@georgina.ca](mailto:rdillabough@georgina.ca)>; Richmond Hill Clerks General Inbox <[clerks@richmondhill.ca](mailto:clerks@richmondhill.ca)>; Vaughan Clerks General Inbox <[clerks@vaughan.ca](mailto:clerks@vaughan.ca)>; WS Clerks General Inbox <[clerks@townofws.ca](mailto:clerks@townofws.ca)>  
**Subject:** Regional Council Decision - Major Transit Station Areas Endorsement Report

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On September 24, 2020 Regional Council made the following decision:

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 2.8 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.
7. That MTSA 72 (Gormley GO Station) minimum density target be set at 50 people and jobs per hectare.

The original staff report is available [here](#) and the follow-up memorandum to Council is available [here](#) for your information.

Please contact Sandra Malcic, Director of Long Range Planning at [Sandra.Malcic@york.ca](mailto:Sandra.Malcic@york.ca) or Paul Bottomley, Manager of Policy, Research and Forecasting at 1-877-464-9675 ext. 71530 if you have any questions with respect to this matter.

Regards,

**Christopher Raynor** | Regional Clerk, Office of the Regional Clerk, Corporate Services

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# **The Regional Municipality of York**

Committee of the Whole  
Planning and Economic Development  
September 10, 2020

Report of the Commissioner of Corporate Services and Chief Planner

## **Major Transit Station Areas Endorsement Report**

### **1. Recommendations**

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.
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.

### **2. Summary**

This report proposes boundary delineations, minimum density targets and preliminary policy directions for Major Transit Station Areas (MTSAs) in the Regional Official Plan update being undertaken through the Municipal Comprehensive Review.

Key Points:

- Regional staff recommends Council endorse the boundary delineations and minimum density targets for 72 MTSAs shown in Attachment 2, of which 56 located on Provincial Priority Transit Corridors are required by the Growth Plan and 16 are located on Other Transit Corridors
- Proposed MTSA boundary delineations and minimum density targets presented in the [April 2019](#) Planning for Intensification Background Report and the [March 2020](#) Major Transit Station Areas Update Report have been updated based on consultation and feedback received from local municipalities, stakeholders and the public
- Since the [March 2020](#) Major Transit Station Areas Update Report, the 14<sup>th</sup> Avenue GO Station in Markham has been removed from the Region's proposed MTSA network as Metrolinx is no longer planning for a station at that location

- The Gormley GO Station MTSA in Richmond Hill has been added per Council direction
- Further to Council direction in March 2020, Attachment 2 identifies future stations along Jane Street BRT Corridor based on the Viva Network Expansion Plan for inclusion in the Regional Official Plan as MTSA's following finalization of station location and boundary delineation in consultation with City of Vaughan staff
- Additional MTSA's may be added, as appropriate, when the timing of future higher order transit corridors and station locations becomes certain
- MTSA's strengthen and enhance the Region's planned urban structure and advance city building initiatives set out in the Regional Official Plan and local municipal official plans
- Preliminary policy directions for MTSA's are set out in this report to inform updated Regional Official Plan policies

### 3. Background

#### **Provincial Growth Plan directs the Region to delineate Major Transit Station Areas**

Under the Growth Plan, upper-tier municipalities, in consultation with local municipalities, are required to delineate boundaries and set minimum density targets for MTSA's located on Provincial Priority Transit Corridors. Priority Transit Corridors are identified in Schedule 5 of the Growth Plan and shown in Attachment 1. Provincial Priority Transit Corridors reflect existing transit corridors as well as funded future transit corridors. In York Region, they consist of portions of Highway 7 and Yonge Street Corridors with funded Bus Rapid Transit (BRT), Barrie GO rail line north to Aurora Station, Stouffville GO line to Markham Centre and three stations on the Spadina subway line located in York Region.

MTSA's are defined in the Growth Plan as areas within an approximate 500-800 metre radius of a higher order transit station and representing a 10-minute walk. MTSA's on Provincial Priority Transit Corridors are to be planned to have a minimum density target of:

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

Planning for MTSA's is intended to be long-term. There is no timing requirement in the Growth Plan for MTSA's to achieve these densities; they can be achieved after the planning horizon, which is 2041 in the current Growth Plan and proposed by Amendment 1 to the Growth Plan to be 2051. Due to a number of factors including location, market demand, and others, some MTSA's will take longer to develop and this is appropriately reflected in the absence of a timing requirement in the Growth Plan.

MTSAs on Other Transit Corridors (see Attachment 2), are not subject to Growth Plan minimum density targets. Boundary delineations and minimum density targets have been proposed for all MTSAs identified in the Region, including those located on Other Transit Corridors.

### **Planning Act provides for the protection of Major Transit Station Areas from land use planning appeals**

Section 16 of the *Planning Act* restricts official plan and zoning appeals for areas that are identified as Protected MTSAs at both the Regional and local municipal levels. Staff intend to identify all MTSAs in York Region as Protected MTSAs, including MTSAs on Provincial Priority Transit Corridors and Other Transit Corridors. This allows them to receive protection from appeals on MTSA policies and land use planning matters. For Protected MTSAs, the following cannot be appealed in both regional and local official plans:

- Protected MTSA policies
- MTSA boundary delineations
- Minimum density target in number of residents and jobs per hectare
- Maximum densities with respect to building and structures
- Minimum and/or maximum heights with respect to buildings and structures
- Approved land uses

Once MTSAs have been delineated in the Regional Official Plan, local municipalities will be required to update their official plans and secondary plans to conform with York Region MTSA delineations, density targets and policies. Local municipalities have discretion to determine appropriate land uses, specific densities, building heights and other planning considerations to achieve the overall minimum density target for each MTSA set out in the Regional Official Plan.

### **Regional Council endorsed the identification of 72 Major Transit Station Areas in March 2020, an additional Major Transit Station Area in Gormley and additional Major Transit Station Areas along Jane Street**

In [April 2019](#), Regional Council directed staff to proceed with consultation on the Planning for Intensification Background Report which proposed 70 MTSA delineations and minimum density targets and 3 additional strategic growth areas. The background report also included guiding principles providing specific direction on how to delineate boundaries and set minimum density targets for MTSAs in the Region.

Earlier this year, Regional Council endorsed the identification of 72 MTSAs for the Regional Official Plan in the [March 2020](#) Major Transit Station Areas Update Report. Council also provided direction to include an MTSA at Gormley GO Station in Richmond Hill and future

transit stations along the Jane Street corridor south of Major Mackenzie Drive in the City of Vaughan. The March report also provided an update on the consultation process and results.

The identification of MTSAs, boundary delineations and minimum density targets are based on guiding principles developed by Regional staff further to Provincial direction, with input and feedback from local municipal staff. Throughout the past year, Regional staff consulted with various internal and external stakeholders, as well as the public on the proposed boundary delineations and density targets. Several adjustments to the proposed MTSA boundaries and minimum density targets were made as a result of the consultation process.

### **Major Transit Station Areas are key components of the Region's Intensification Strategy**

The Growth Plan requires the Region to develop an Intensification Strategy to demonstrate how the Region's intensification target will be achieved. York Region's Growth Plan minimum intensification target is 50%, meaning at least 50% of the Region's annual residential units are to occur within the delineated built-up area (see Attachment 1). MTSAs will form a key component of the Region's Intensification Strategy, providing locations along higher order transit corridors for higher density, mixed-use transit supportive development as well as locations for higher density employment development within employment areas. Intensification in these strategic areas provides important benefits including efficient use of land and existing infrastructure, increased housing options, support for a range of transportation options, complete communities and fiscal benefits to the Region and local municipalities by aligning growth and infrastructure investment.

All levels of government continue to invest significantly in transit projects in the Region, including the Spadina subway extension to Vaughan Metropolitan Centre, the VIVA BRT System as well as road and streetscape improvements. In York Region, Centres and Corridors are planned to achieve the most intensive and greatest mix of development, supported by over \$3.6 billion in transit infrastructure investment to date. The majority of the Region's MTSAs are located in Regional Centres and Corridors supported by subway and/or BRT, with others located on GO transit corridors. MTSAs located within these key strategic intensification areas support the Region's planned urban structure, optimizing existing and planned transit infrastructure investments.

## **4. Analysis**

### **Staff recommend boundary delineations and density targets for 72 Major Transit Station Areas be endorsed for incorporation into the Regional Official Plan update**

Regional staff recommend endorsement of 72 MTSAs for identification in the Regional Official Plan as shown in Attachment 2, of which 56 are required stations along Provincial Priority Transit Corridors identified in the Growth Plan and 16 are located on Other Transit Corridors. Gormley GO Station has been identified as an MTSA in Richmond Hill based on Council direction. The majority of the Region's MTSAs are located in Markham, Newmarket, Richmond Hill and Vaughan. Nine of the stations are shared between adjacent York Region

local municipalities and three stations are shared with the City of Toronto. The detailed mapping for each of the 72 individual MTSA's, including proposed boundary delineations and minimum density targets, are shown in Attachment 3.

GO Transit, future BRT and subway corridors located outside of Provincial Priority Transit Corridors were assessed and considered for their potential to be included as MTSA's. These corridors are identified as Other Transit Corridors in Attachment 1. Recommended MTSA's on Other Transit Corridors are generally located on a Regional corridor, have planned intensification potential, have station locations and have some certainty for approved or committed funding for higher order transit. The 16 MTSA's on Other Transit Corridors are located along the Davis Drive BRT Corridor, Highway 7 BRT Corridor, Richmond Hill GO Line, Stouffville GO Line, Yonge Street Subway Corridor and the Yonge Street BRT Corridor.

Future transit stations along Jane Street in the City of Vaughan have also been identified as MTSA's on Attachment 2 as per Council direction but additional work is required to confirm station locations, delineate boundaries, and propose density targets. These MTSA's will be brought forward for endorsement through a separate report. Additional transit corridors with no committed rapid transit funding such as Major Mackenzie Drive in Markham do not include proposed MTSA's at this time. Potential or future GO train stations along the existing Barrie, Richmond Hill and Stouffville GO Transit Lines as well as the potential stations along the 407 Transitway and Peterborough GO Transit Line, without approved or committed funding, are also not recommended as MTSA's at this time.

Regional staff will continue to work with local municipal staff to identify and recommend additional new MTSA's as transportation infrastructure expands, when the anticipated level of intensification for specific transit corridors or areas increases and when station locations become more certain.

### **Feedback from local municipalities on boundary delineations and density targets informed final proposed Major Transit Station Areas**

Since the outset of planning for MTSA's in 2018, Regional staff have worked closely with local municipal staff on MTSA identification, delineation and development of minimum density targets. During the consultation process, local municipal staff provided detailed feedback on site-specific boundary and density targets reflecting local conditions.

Comments consisted of suggestions for technical boundary adjustments, the removal of existing low density residential lands, school sites, storm water management (SWM) ponds and natural heritage system (NHS) lands, and adjustments to proposed density targets for select MTSA's. While refinements have been made on the periphery of MTSA's, single-detached homes within close proximity to the transit station have been included in the delineation to allow for potential long-term redevelopment of these key lands close to higher order transit. By including these areas within protected MTSA boundaries, protection from appeal is also afforded to these lands. School sites, NHS lands, SWM ponds located in close proximity to the transit station have generally been included to provide a diverse range and mix of land uses which support the creation of complete communities and to promote a contiguous boundary and/or eliminate any holes or gaps within the MTSA.

A summary of the comments and feedback provided from local municipal staff and local Council, Regional staff's response to the comments, as well as the updates to the MTSAs can be found in Attachment 4.

### **Stakeholders have been generally supportive of the proposed Major Transit Station Area boundaries and density targets**

Public consultation feedback suggests residents are generally supportive of the increased density, mixed-use and transit-oriented development contemplated for MTSAs in urban areas. Residents expressed support for increased transit capacity and options for active transportation as well as the development of more walkable communities built with attractive urban form. There were some concerns regarding the potential impact of increased traffic in MTSAs and the need for additional public service facilities such as police and fire protection services, schools and community centres.

Regional staff also consulted external agencies including Metrolinx, the Toronto Transit Commission (TTC), Conservation Authorities (Toronto and Region Conservation Authority and Lake Simcoe Region Conservation Authority), York Region Rapid Transit Corporation (YRRTC), local school boards (York Region District School Board and York Region Catholic District School Board), the Building Industry and Land Development Association, and the Planning Advisory Committee on the Region's MTSAs. More details on the consultation events and methods used to inform and engage stakeholders on the Region's MTSAs can be found in the [March 2020](#) Major Transit Station Areas Update Report.

A summary of comments and feedback on the high-level themes received from external stakeholders and the public with Regional staff's responses and recommendations used to guide the proposed MTSA boundary and density target refinements can be found in Attachment 5.

### **Gormley GO Station has been added and 14<sup>th</sup> Avenue GO Station has been removed from the Region's MTSA network since the March 2020 update report**

Based on direction from Council and input received since the Major Transit Station Areas Update Report in [March 2020](#), the Gormley GO Station in Richmond Hill has been added. The 14<sup>th</sup> Avenue GO Station originally proposed has been removed as a proposed MTSA as Metrolinx is no longer planning for a station at that location. City of Markham planning staff are in agreement with removal of this station from the Region's MTSA network.

Gormley GO Station is located within the Oak Ridges Moraine Conservation Plan, Greenbelt Plan, Gormley Heritage Conservation District Plan and part of the West Gormley Secondary Plan. With very limited development potential due to Provincial policy restrictions based on its location in a rural settlement and conservation district area, a minimum density target of 10 residents and jobs per hectare is proposed for Gormley GO Station. An alternative density target request from the Province is not required for Gormley GO Station as it is not located on a Provincial Priority Transit Corridor and therefore not subject to Provincial minimums.

The Gormley GO Station is located within the Protected Countryside designation as per the Oak Ridges Moraine Conservation Plan. In accordance with Council direction, staff have

delineated a boundary for the MTSA which conforms with the Growth Plan (see Attachment 7 for more details). This includes lands within the Settlement Area that are within an 800 metre radius of a transit station, representing about a 10-minute walk. The proposed MTSA boundary also includes a small portion of the West Gormley Secondary Plan area which currently provides the only developable lands within the 800 metre radius of the station. Lands within the Gormley hamlet and Heritage Conservation District are not expected to provide opportunities for redevelopment. Further development of lands within the vicinity of the station would require amendments by the Province to the Oak Ridges Moraine Conservation Plan to permit a Settlement Area designation. If the Province were to amend provincial policies in this regard, a revised MTSA boundary could then be proposed. Until then, current Provincial Plan designations apply.

### **Identification of four future subway stations and two future GO stations as Major Transit Station Areas are contingent upon final approval from Metrolinx**

The precise location of four subway stations (Steeles, Clark, Royal Orchard and Langstaff-Longbridge subway stations located along the Yonge North Subway Extension) and two GO rail stations (Kirby GO Station in Vaughan and Mulock GO Station in Newmarket) are subject to final confirmation from Metrolinx. Delineations and density targets for these six MTSAs may require refinements depending on final decisions on these future stations from Metrolinx.

### **Two Major Transit Station Areas require an alternative density target**

Two MTSAs in York Region require alternative minimum density target approvals by the Province as they will not be able to meet Growth Plan minimum density requirements. Alternative minimum density targets are proposed for the Highway 407 Subway Station in Vaughan and King City GO Station MTSAs.

Development potential in the Highway 407 Subway Station MTSA in Vaughan is restricted due to its location in the Provincial Parkway Belt West Plan area. The lands in the MTSA are currently reserved by the Province for Provincial infrastructure and complementary uses. City of Vaughan staff are in agreement with Regional staff that an alternative density target of zero should be proposed for this MTSA until these lands are removed from the Parkway Belt West Plan designation by the Province. Once the lands are removed, appropriate density targets will be proposed for the Highway 407 Subway Station MTSA.

King City GO Station in the Township of King will not be able to meet the Growth Plan minimum density target of 150 residents and jobs per hectare for GO stations. An alternative density target of 80 residents and jobs per hectare is proposed to be requested for the King City GO Station MTSA as it is surrounded by mainly existing low density residential uses, buildings with heritage designations and natural heritage features which offer limited opportunity to consolidate parcels for higher density intensification. The alternative density target assumes the potential for redevelopment of selected parcels to stacked townhomes and low-rise apartments and was determined in collaboration with Township of King planning staff.

## **Regional planning and transportation staff continue to work with City of Vaughan staff to advance identification of Major Transit Station Areas along the future Jane Street Bus Rapid Transit Corridor**

Further to Council direction in March 2020, Attachment 2 includes 6 potential station locations along the future Jane Street BRT Corridor as per the 2016-2020 Viva Network Expansion Plan for inclusion in the Regional Official Plan. Staff, in consultation with City of Vaughan staff and Regional transportation staff, have confirmed that further technical information and analysis is required to identify the precise future BRT stations locations along the corridor in order to delineate them as MTSA's and propose density targets.

Regional planning and transportation staff will continue to work in collaboration with City of Vaughan staff to advance the identification of MTSA's along Jane Street Corridor and bring them to Council for approval through a separate report.

## **Regional Official Plan Preliminary Policy Directions are proposed to guide future growth and development of Major Transit Station Areas**

Regional staff have proposed preliminary policy directions to introduce a new framework for the Regional Official Plan to guide how future growth and development will be accommodated within MTSA's in York Region. MTSA's should provide an appropriate mix of land uses and high quality, transit-supportive development and support the planning of transit-oriented communities, and the significant financial investment in transit infrastructure in the Region's Centres and Corridors. Table 1 summarizes the preliminary policy directions categorized under six theme areas. These policy directions will be used to develop policy for the Regional Official Plan update. More details can be found in Attachment 6.

**Table 1**  
**Summary of Preliminary Policy Directions for MTSA's**

Theme Area	Summary of Theme Area and Preliminary Policy Directions
MTSA Mapping and Density Targets	<ul style="list-style-type: none"><li>• The Growth Plan requires MTSA's to be identified and mapped with minimum density targets in the Regional Official Plan.</li><li>• Provincial requirements including definitions and mapping for MTSA's and Provincial Priority Transit Corridors, minimum density targets and detailed mapping of boundary delineations for the Region's MTSA's as well as general policies relating to future refinements will be provided.</li></ul>
Local Municipal Planning for MTSA's	<ul style="list-style-type: none"><li>• The Regional Official Plan will provide guidance for local municipalities to plan for MTSA's by specifying clear roles and responsibilities.</li><li>• Policy directions will include clarifying the role of local municipalities, which include providing the detailed land use</li></ul>



Theme Area	Summary of Theme Area and Preliminary Policy Directions
	planning for MTSAs, including official plan designations, zoning standards, height, and inclusionary zoning provisions.
MTSAs within Employment Areas	<ul style="list-style-type: none"> <li>• MTSAs within employment areas are planned to provide high density employment uses along higher order transit corridors.</li> <li>• Policy directions will include clarifying that employment area designations would continue to apply within MTSAs to protect employment lands for higher density employment uses.</li> </ul>
Transit-Oriented Development in MTSAs	<ul style="list-style-type: none"> <li>• MTSAs will be designed as transit-oriented communities and accommodate a range of land uses supporting a high level of transit-usage and active transportation.</li> <li>• Policy directions will include policies for local municipalities to create high-quality transit-oriented communities relating to urban design, public realm and active transportation.</li> </ul>
Monitoring Progress in MTSAs	<ul style="list-style-type: none"> <li>• Comprehensive monitoring and on-going assessment will help York Region measure the success of growth and development within MTSAs.</li> <li>• Policy directions will include working with local municipalities to monitor and report on planning and development activity within MTSAs.</li> </ul>
Prioritization and Optimization of Infrastructure Investments for MTSAs	<ul style="list-style-type: none"> <li>• Prioritizing growth and intensification in locations with existing and/or committed infrastructure such as MTSAs will maximize return on investment.</li> <li>• Policy directions will include working with local municipalities to provide transit facilities and amenities that support existing and planned transit infrastructure.</li> </ul>

**Final Major Transit Station Area delineations, minimum density targets and a Major Transit Station Area policy framework will be incorporated into the Region's updated Official Plan**

Regional staff will continue to work in close collaboration with local municipal staff to develop the Region's Intensification Strategy. MTSA delineations, minimum density targets and policy will be incorporated into the Region's updated official plan. A draft Regional Official Plan is scheduled for completion in mid-2021.

## **5. Financial**

The MTSA work and consultation process has been undertaken with the existing staff complement and budget of the Planning and Economic Development Branch.

## **6. Local Impact**

Local municipalities are key partners in the development of the Region's MTSA delineations, minimum density targets and policy framework. Extensive consultation with local municipal staff and consideration for local municipal council decisions informed recommendations on the recommended MTSA boundary delineations and density targets. Local municipal staff are also engaged through one-on-one meetings and regular meetings of the York Region MCR Local Municipal Working Group. Regional planning and transportation staff will continue to work with City of Vaughan staff to finalize MTSA along the Jane Street corridor.

## **7. Conclusion**

This report, along with the attachments, provide Regional staff's recommendations on the proposed MTSA boundaries, minimum density targets and policy directions as part of the Regional Official Plan update in keeping with Provincial direction.

MTSAs are a key component of York Region's Intensification Strategy, which play a vital role in strengthening and further enhancing the Region's planned urban structure and advancing the Region's city building initiative. Seventy-two Major Transit Station Areas with detailed mapping of boundary delineations and minimum density targets presented in this report are proposed to be identified in the Regional Official Plan. The Gormley GO Station MTSA in Richmond Hill has been added based on Council direction and the 14<sup>th</sup> Avenue GO Station in Markham has been removed from the Region's MTSA network; Jane Street BRT MTSA for endorsement will follow pending finalization of station locations. Two MTSA will require Provincial approval of alternative targets, which includes the Highway 407 BRT Station and King City GO Station MTSA. New MTSA will be added, as appropriate, when the timing of future higher order transit corridors and stations becomes certain.

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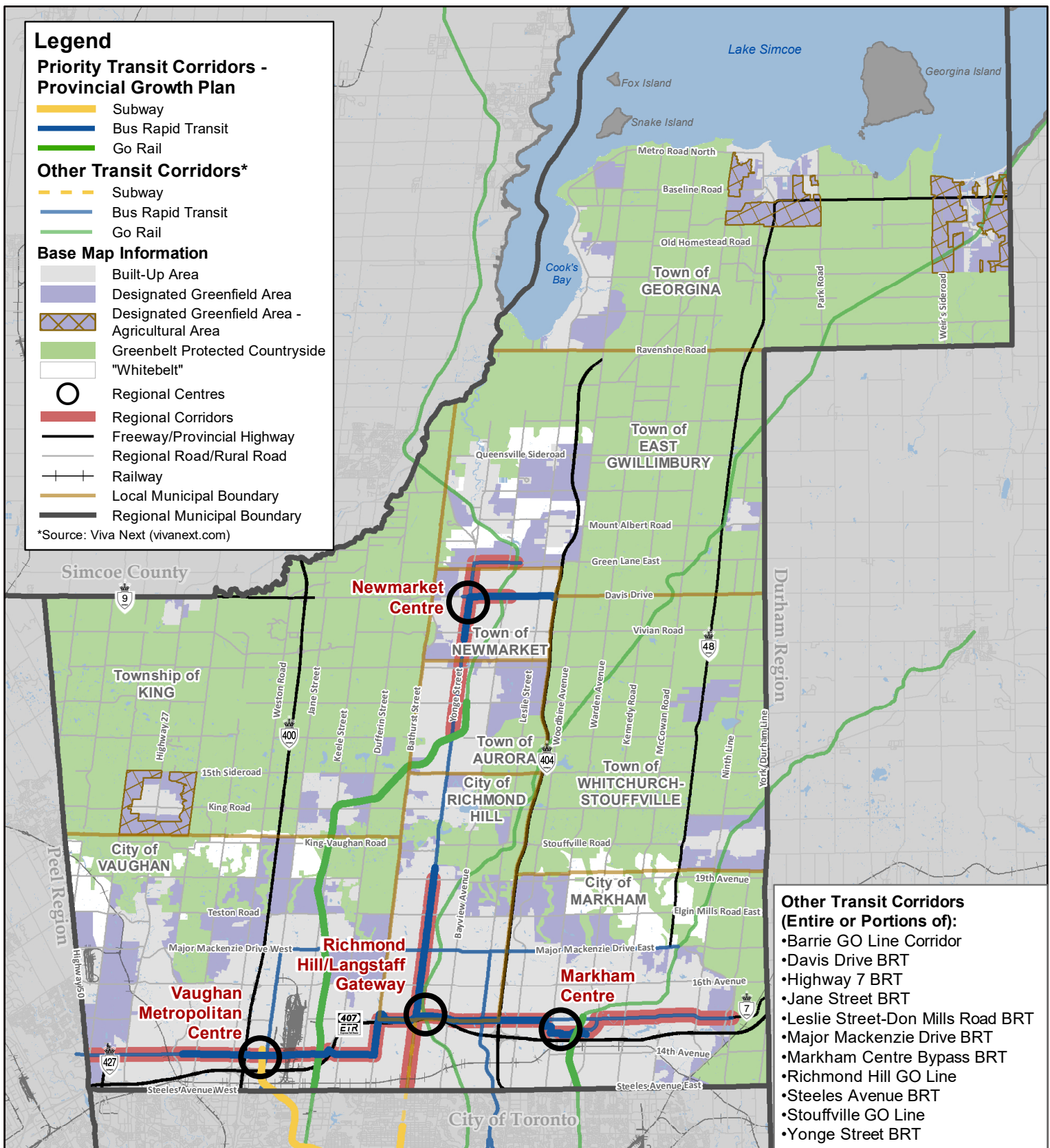
For more information on this report, please contact Paul Bottomley, Manager of Policy, Research and Forecasting at 1-877-464-9675 ext. 71530. Accessible formats or communication supports are available upon request.

Recommended by: **Paul Freeman, MCIP, RPP**  
Chief Planner

**Dino Basso**  
Commissioner of Corporate Services

Approved for Submission: **Bruce Macgregor**  
Chief Administrative Officer

August 27, 2020  
Attachments (7)  
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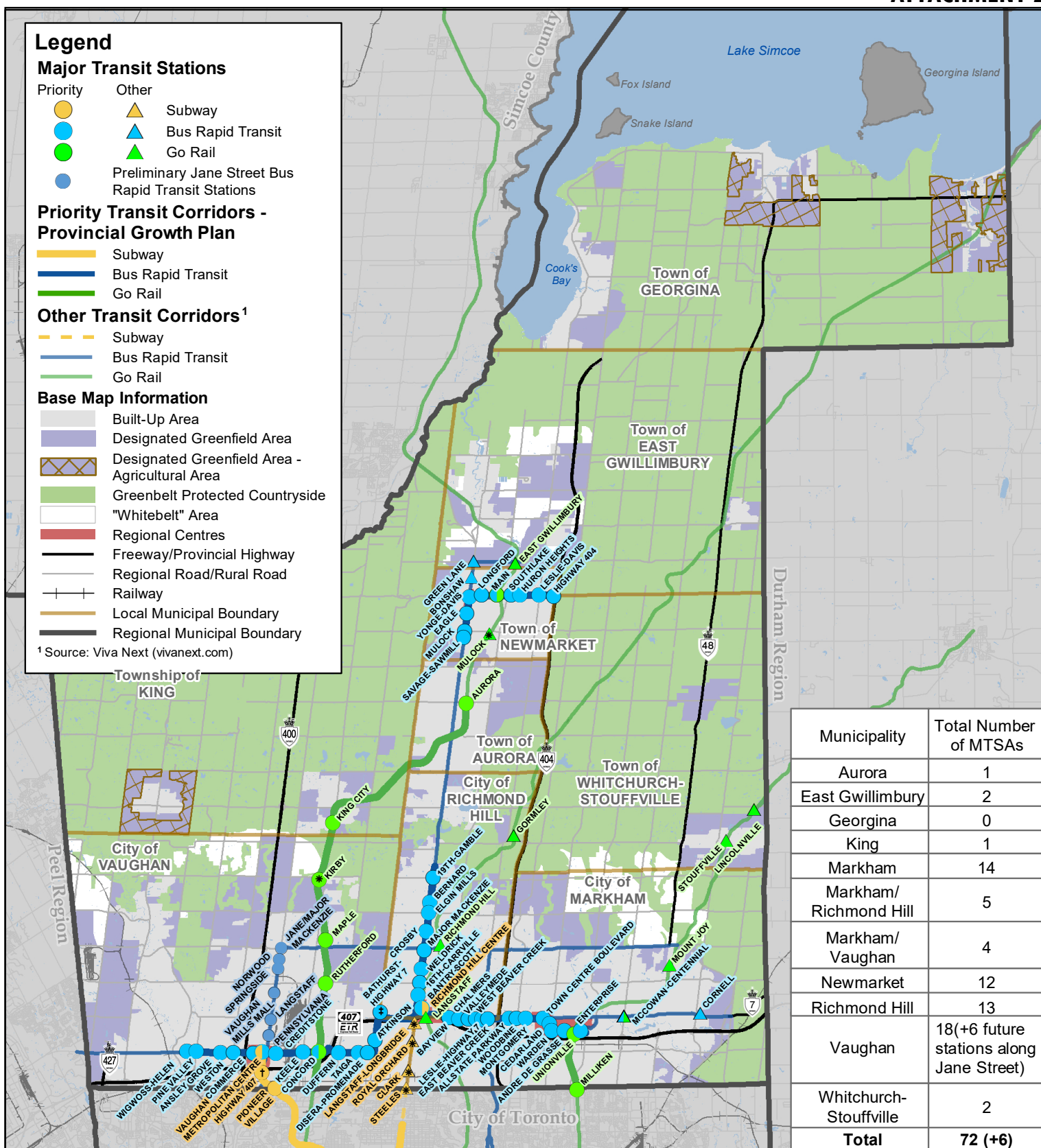
## York Region Priority Transit Corridors September 2020



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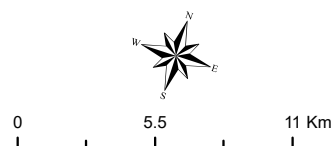
**York Region**

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## York Region Major Transit Stations

September 2020



**York Region**

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\* Identification of this location as a MTSA is pending final approval from Metrolinx of a GO/Subway station at this location. Delineations and density targets may require refinements depending on final decisions on these future stations from Metrolinx.

† An alternative minimum density target of zero is currently proposed until these lands are removed from the Parkway Belt West Plan designation by the Province. Once the lands are removed, appropriate minimum density targets will be proposed for the Highway 407 Subway Station MTSA.

‡ Removal of the lands from the Provincial Parkway Belt West Plan designation is required to implement this MTSA.



# 2020 PROPOSED MAJOR TRANSIT STATION AREAS

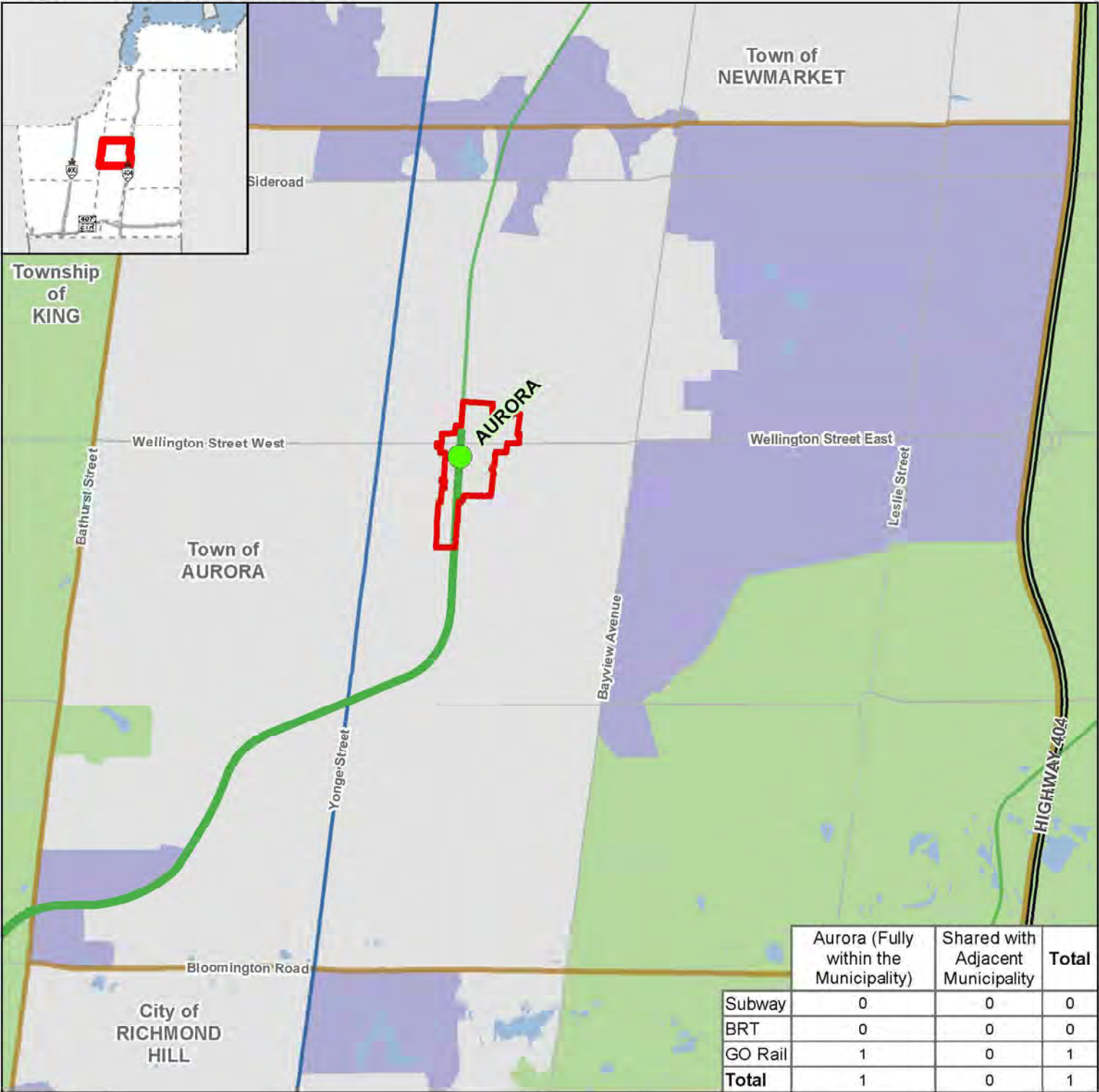
SEPTEMBER 2020

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# Aurora

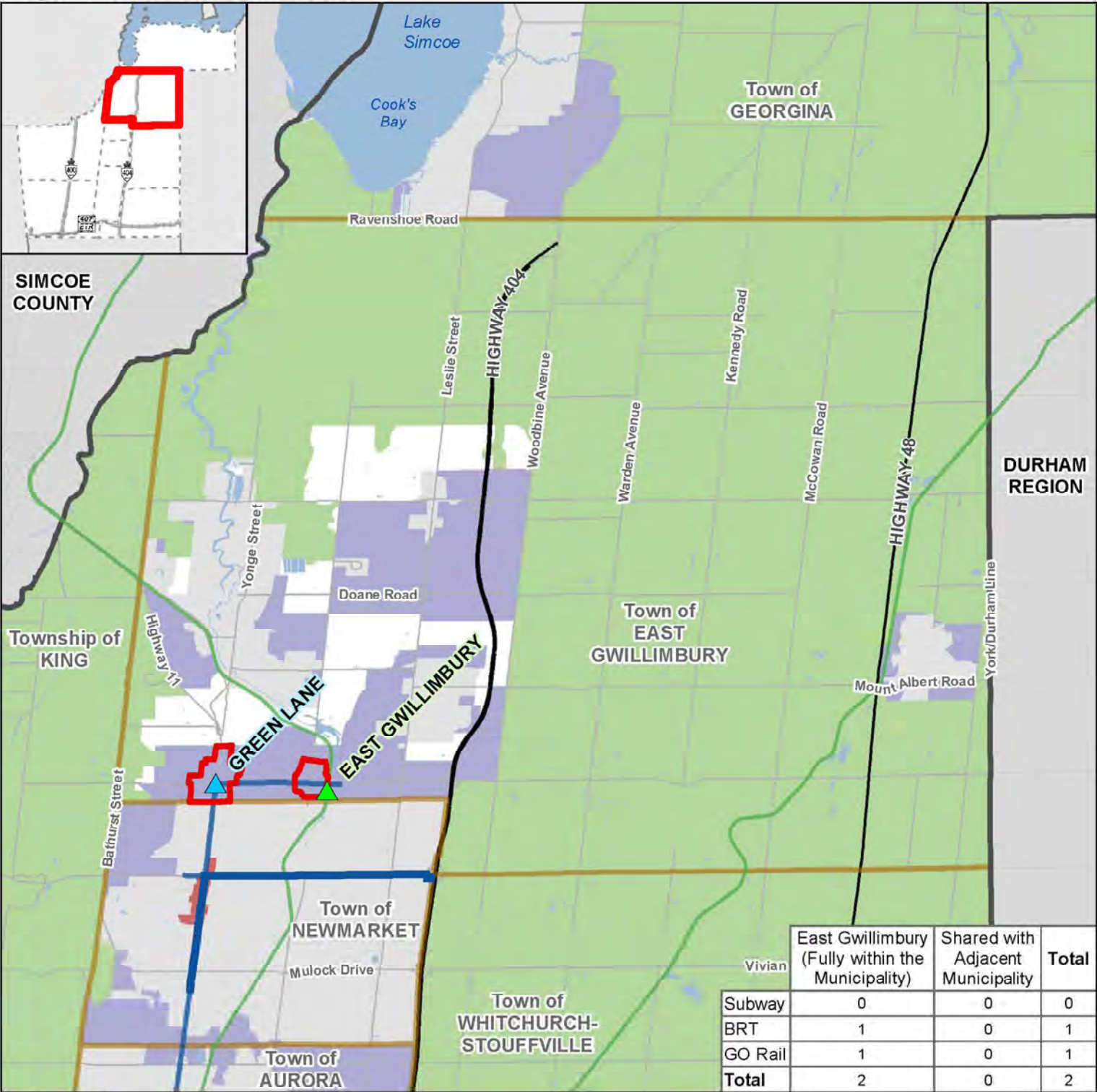
## Major Transit Station Areas





# East Gwillimbury

## Major Transit Station Areas



### Legend

#### Major Transit Station

- Other Bus Rapid Transit
- Other GO Rail
- Proposed MTSA Boundary

#### Priority Transit Corridors - Provincial Growth Plan

- Bus Rapid Transit

#### Other Transit Corridors

- Bus Rapid Transit
- GO Rail

#### Base Map Information

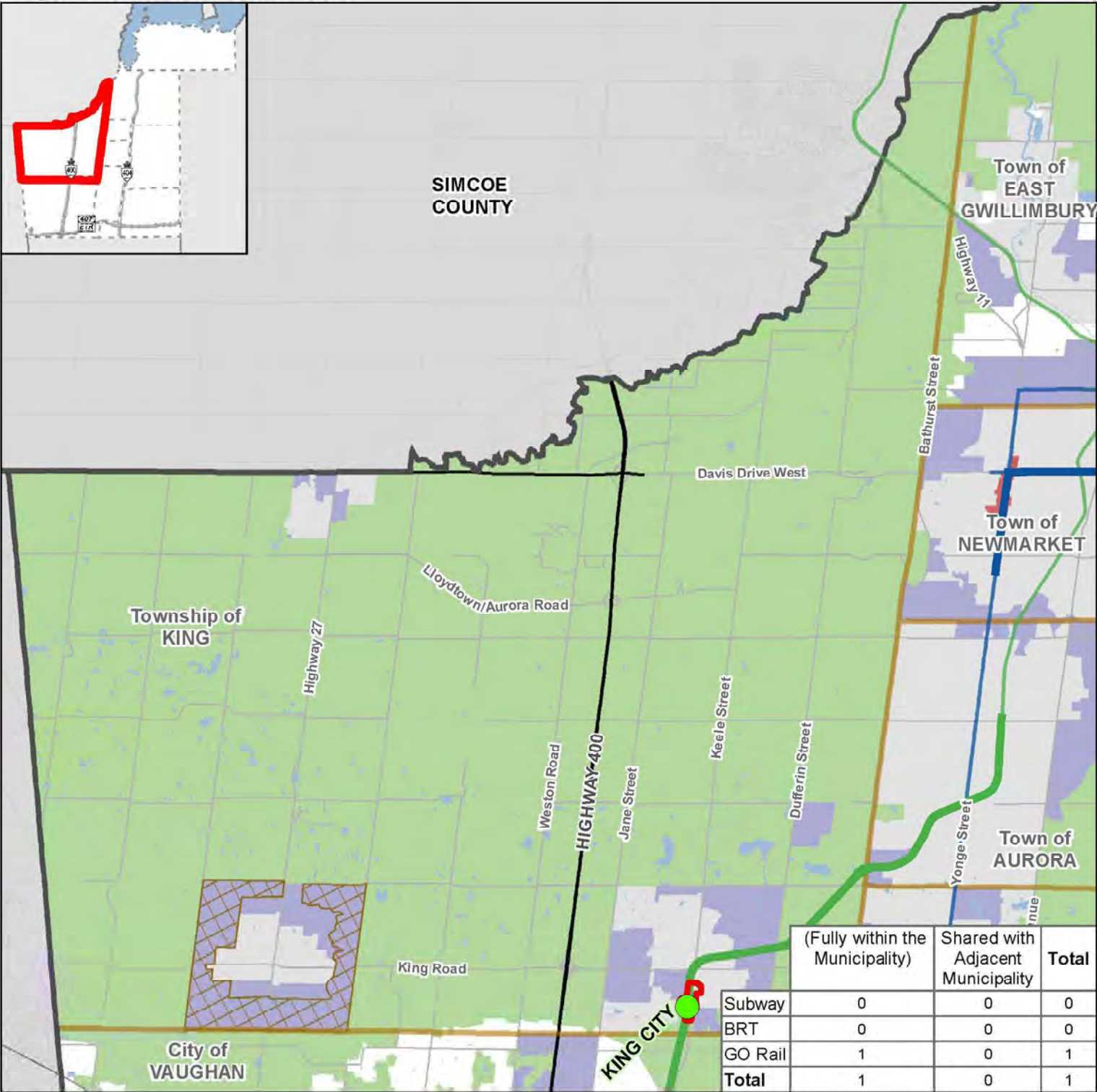
- Built-Up Area
- Designated Greenfield Area
- Greenbelt Protected Countryside
- "Whitebelt" Area
- Regional Centre
- Freeway/Provincial Highway
- Regional Road/Rural Road
- Local Municipal Boundary
- Regional Municipal Boundary



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# King

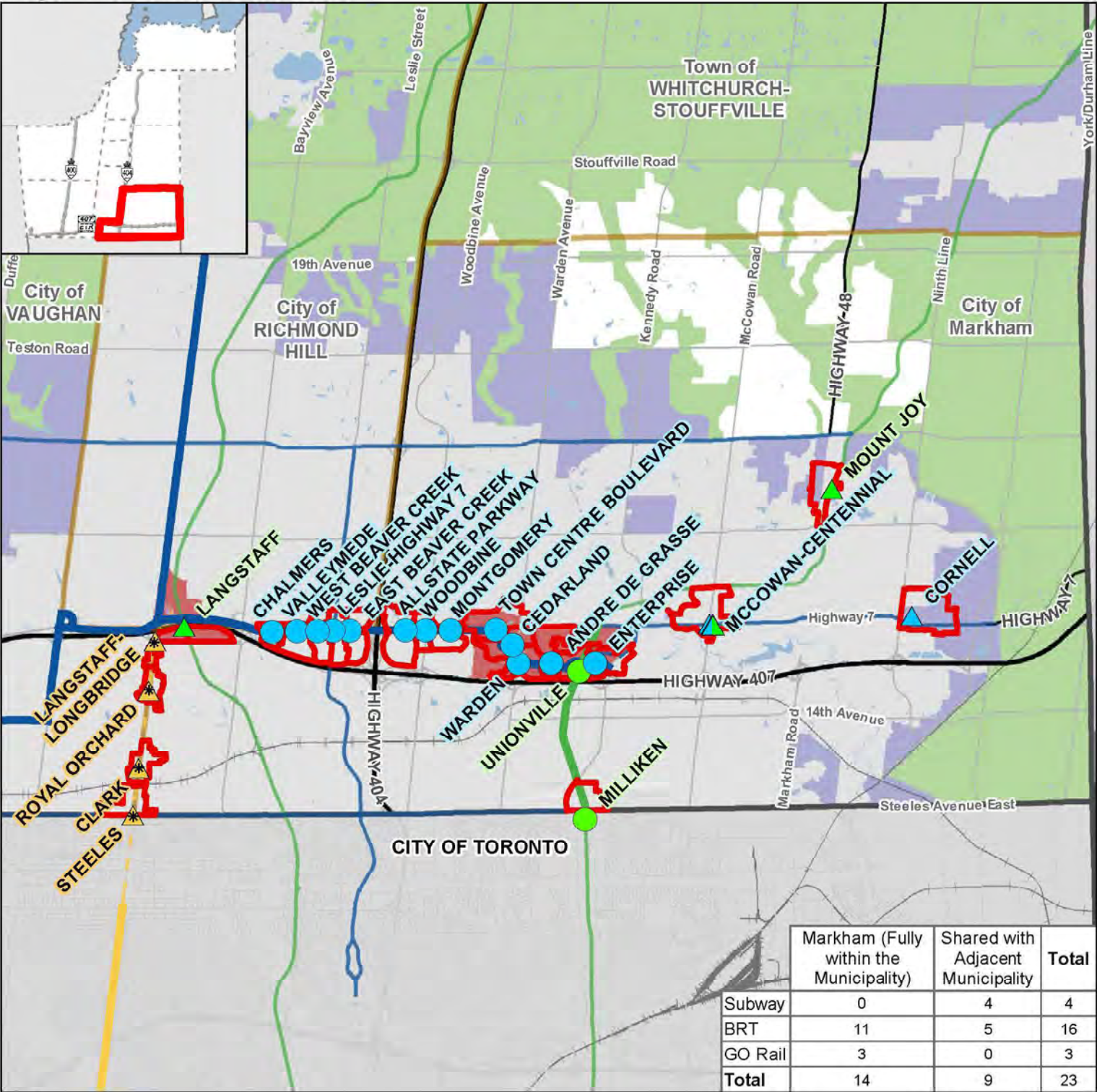
## Major Transit Station Areas





# Markham

## Major Transit Station Areas



### Legend

#### Major Transit Station

- Priority Bus Rapid Transit
- Priority GO Rail
- Other Subway
- Other Bus Rapid Transit
- Other GO Rail
- Draft MTSA Boundary

#### Priority Transit Corridors - Provincial Growth Plan

- Subway
- Bus Rapid Transit
- GO Rail

#### Other Transit Corridors

- Subway
- Bus Rapid Transit
- GO Rail

#### Base Map Information

- Built-Up Area
- Designated Greenfield Area
- Greenbelt Protected Countryside "Whitebelt"
- Regional Centre
- Freeway/Provincial Highway
- Regional Road/Rural Road
- Railway
- Local Municipal Boundary
- Regional Municipal Boundary

The Regional Municipality of York  
Planning and Economic Development  
March 2020

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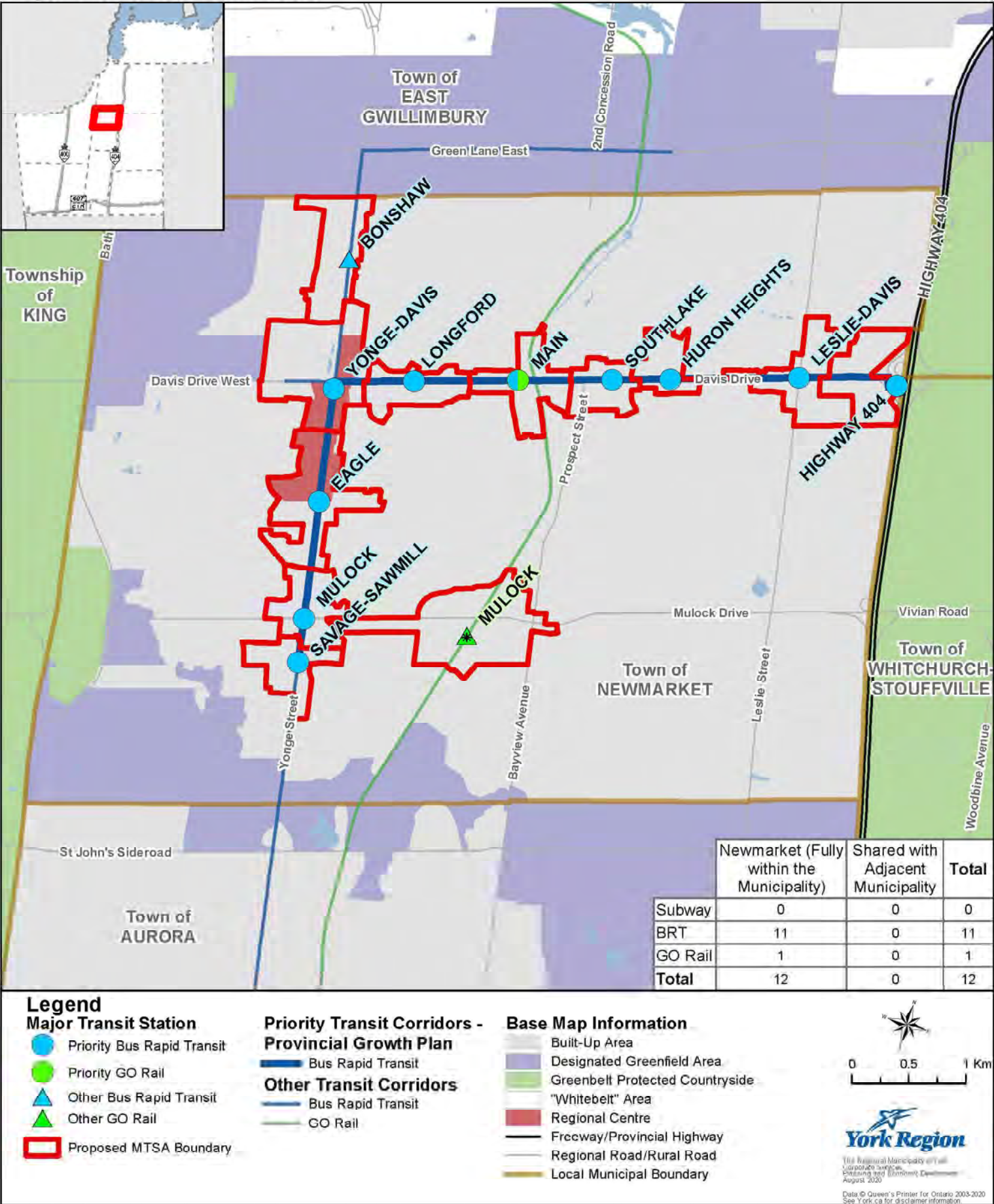
\* Identification of this location as a MTSA is pending final approval from Metrolinx of a Subway Station at this location. Delineations and density targets may require refinements depending on final decisions on these future stations from Metrolinx.

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# Newmarket

## Major Transit Station Areas

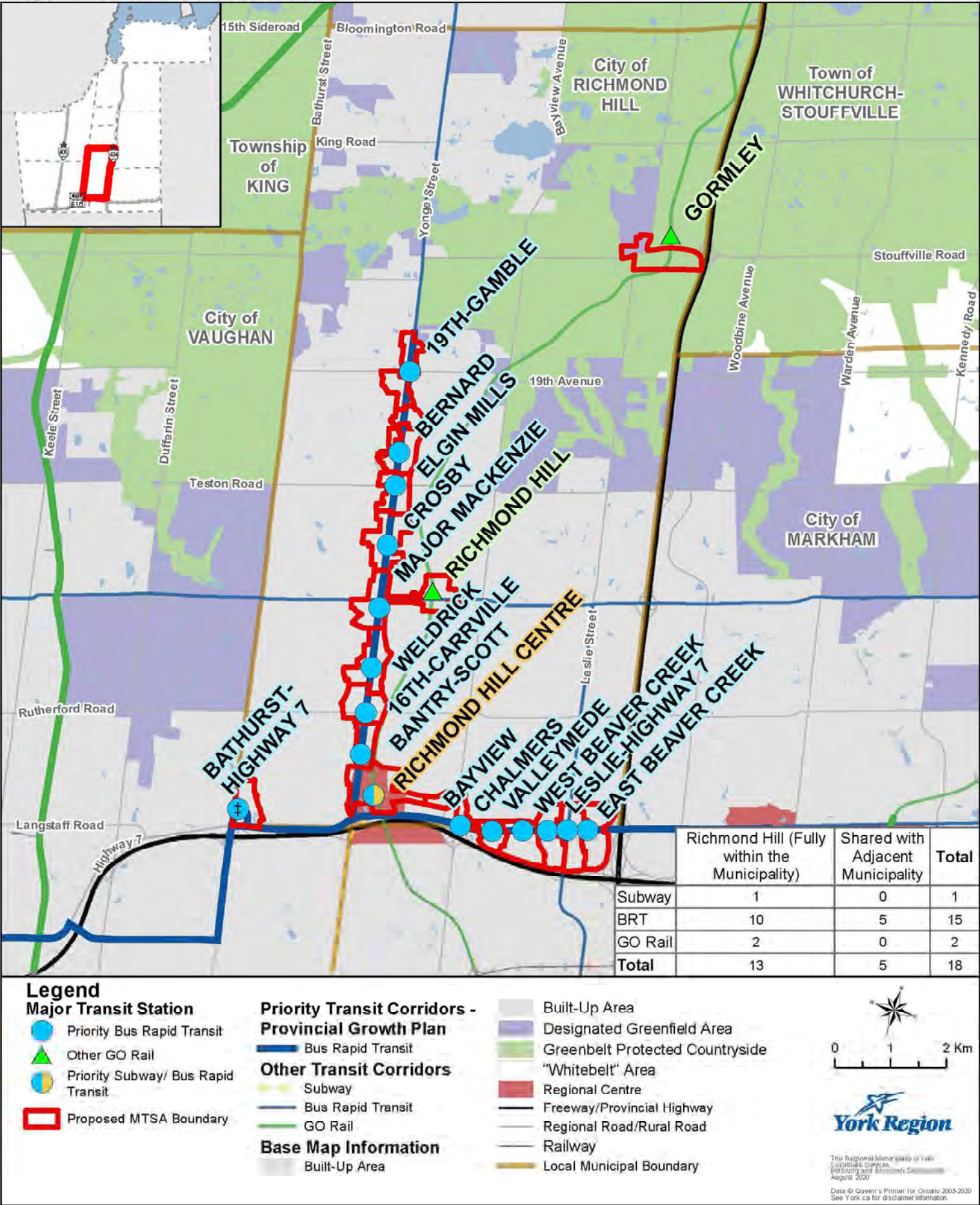


\* Identification of this location as a MTSA is pending final approval from Metrolinx of a GO station at this location. Delineations and density targets may require refinements depending on final decisions on these future stations from Metrolinx.



# Richmond Hill

## Major Transit Station Areas



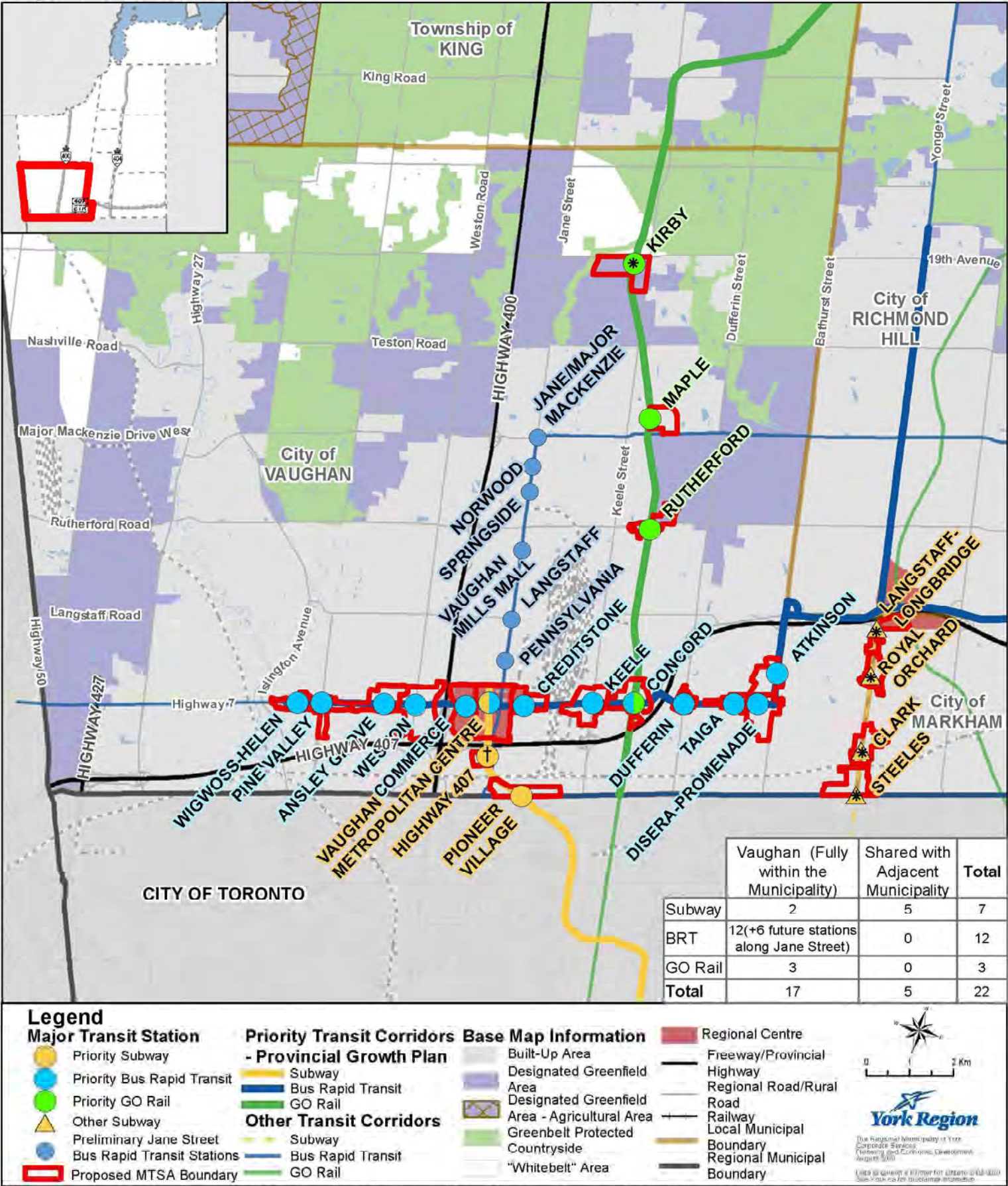
‡ Removal of the lands from the Provincial Parkway Belt West Plan designation is required to implement this MTSA.

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# Vaughan

## Major Transit Station Areas



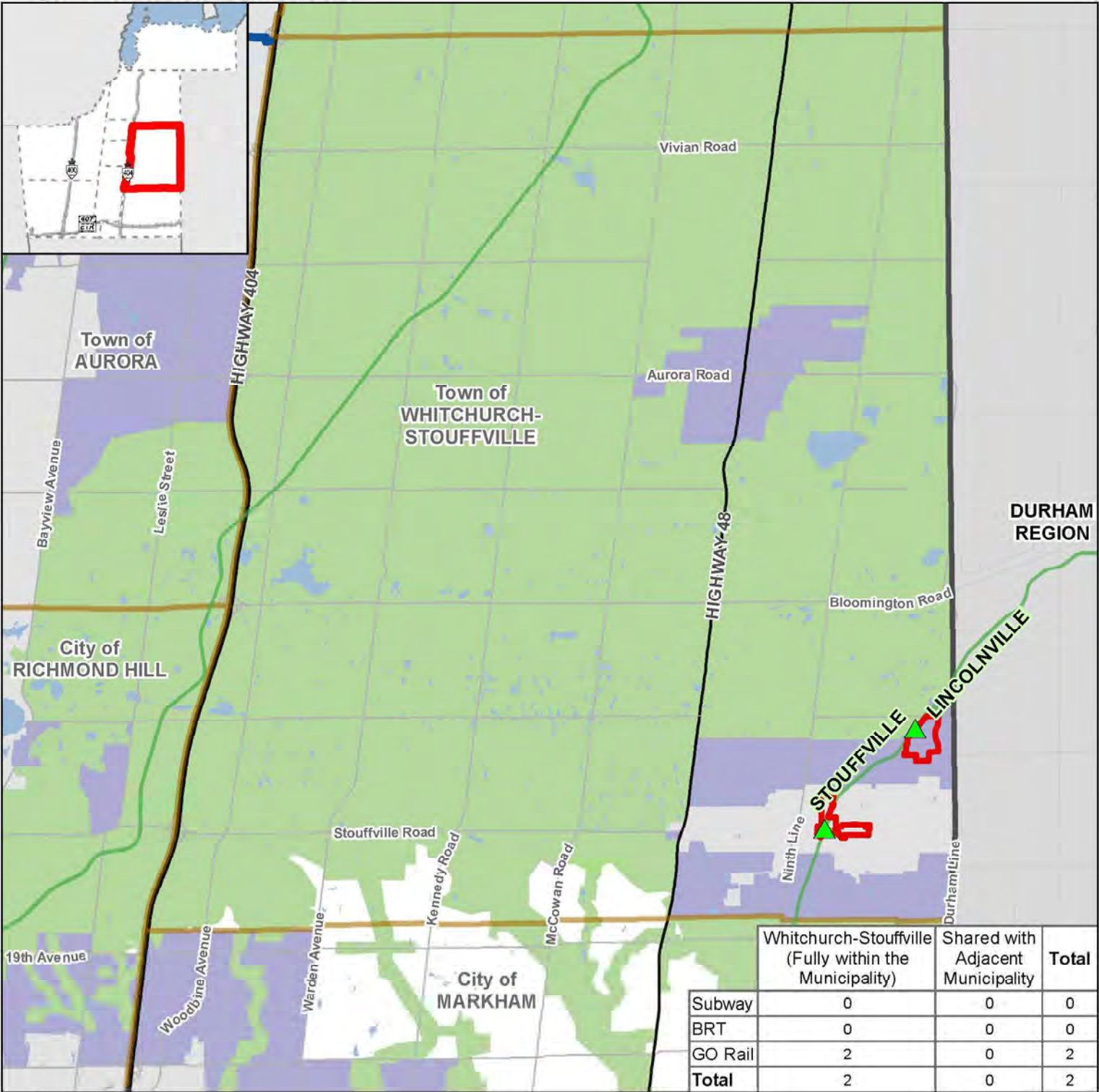
\* Identification of this location as a MTSA is pending final approval from Metrolinx of either a GO or Subway Station at this location. Delineations and density targets may require refinements depending on final decisions on these future stations from Metrolinx.

† An alternative minimum density target of zero is currently proposed until these lands are removed from the Parkway Belt West Plan designation by the Province. Once the lands are removed, appropriate minimum density targets will be proposed for the Highway 407 Subway Station MTSA.



# Whitchurch-Stouffville

## Major Transit Station Areas



### Legend

#### Major Transit Station

- Other GO Rail
- Proposed MTSA Boundary

### Other Transit Corridors

- GO Rail

### Base Map Information

- Built-Up Area
- Designated Greenfield Area
- Greenbelt Protected Countryside
- "Whitebelt" Area
- Freeway/Provincial Highway
- Regional Road/Rural Road
- Local Municipal Boundary
- Regional Municipal Boundary



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## MTSA INDEX

Municipality	Station Name	Station ID	Proposed Minimum Density Target (Sept 2020)	Growth Plan Minimum Density Target
Aurora	Aurora GO Station	61	150	150
East Gwillimbury	East Gwillimbury GO Station	63	200	150
East Gwillimbury	Green Lane BRT Station	50	160	160
King	King City GO Station	60	80	150
Markham	Allstate Parkway BRT Station	27	160	160
Markham	Andre De Grasse BRT Station	33	300	160
Markham	Cedarland BRT Station	31	300	160
Markham	Chalmers BRT Station§	22	200	160
Markham	Clark Subway Station*§	6	250	200
Markham	Cornell BRT Station	36	200	160
Markham	East Beaver Creek BRT Station§	26	200	160
Markham	Enterprise BRT Station	34	250	160
Markham	Langstaff GO Station	64	400	150
Markham	Langstaff-Longbridge Subway Station*§	5	400	200
Markham	Leslie-Highway 7 BRT Station§	25	200	160
Markham	McCowan BRT Station	35	200	160
Markham	Milliken GO Station	65	250	150
Markham	Montgomery BRT Station	29	200	160
Markham	Mount Joy GO Station	67	200	150
Markham	Royal Orchard Subway Station*§	70	250	200
Markham	Steeles Subway Station*§	7	300	200
Markham	Town Centre BRT Station	30	200	160
Markham	Unionville GO Station	66	300	150
Markham	Valleymede BRT Station§	23	250	160
Markham	Warden BRT Station	32	300	160
Markham	West Beaver Creek BRT Station§	24	250	160
Markham	Woodbine BRT Station	28	160	160
Newmarket	Bonshaw BRT Station	49	160	160
Newmarket	Eagle BRT Station	47	200	160
Newmarket	Highway 404 BRT Station	56	160	160
Newmarket	Huron Heights BRT Station	54	160	160
Newmarket	Leslie-Davis BRT Station	55	160	160
Newmarket	Longford BRT Station	51	200	160
Newmarket	Main BRT Station	52	160	160
Newmarket	Mulock BRT Station	46	160	160
Newmarket	Mulock GO StationΔ	62	150	150
Newmarket	Savage-Sawmill BRT Station	45	160	160
Newmarket	Southlake BRT Station	53	200	160
Newmarket	Yonge-Davis BRT Station	48	250	160

\*Identification of this location as a MTSA is pending final approval from the Province of a Subway Station at this location.

ΔIdentification of this location as a MTSA is pending final approval from the Province of GO Train Station at this location.

† An alternative minimum density target of zero is currently proposed until lands in this MTSA are removed from the Parkway Belt West Plan designation by the Province. Once these lands are removed, appropriate minimum density targets will be proposed for this MTSA.

‡ Removal of the lands from the Provincial Parkway Belt West Plan designation is required to implement this MTSA.

§ MTSA is within multiple local municipalities, the minimum density target presented in each row is associated with the portion of the MTSA within that local municipality.



Municipality	Station Name	Station ID	Proposed Minimum Density Target (Sept 2020)	Growth Plan Minimum Density Target
Richmond Hill	16th-Carrville BRT Station	38	300	160
Richmond Hill	19th-Gamble BRT Station	44	160	160
Richmond Hill	Bantry-Scott BRT Station	37	200	160
Richmond Hill	Bathurst-Highway 7 BRT Station†	20	160	160
Richmond Hill	Bayview BRT Station	21	160	160
Richmond Hill	Bernard BRT Station	43	200	160
Richmond Hill	Chalmers BRT Station§	22	200	160
Richmond Hill	Crosby BRT Station	41	160	160
Richmond Hill	East Beaver Creek BRT Station§	26	200	160
Richmond Hill	Elgin Mills BRT Station	42	160	160
Richmond Hill	Gormley GO Station	72	10	150
Richmond Hill	Leslie-Highway 7 BRT Station§	25	200	160
Richmond Hill	Major Mackenzie BRT Station	40	160	160
Richmond Hill	Richmond Hill Centre Subway Station	4	400	200
Richmond Hill	Richmond Hill GO Station	71	150	150
Richmond Hill	Valleymede BRT Station§	23	250	160
Richmond Hill	Weldrick BRT Station	39	200	160
Richmond Hill	West Beaver Creek BRT Station§	24	160	160
Vaughan	Ansley Grove BRT Station	10	200	160
Vaughan	Atkinson BRT Station	19	160	160
Vaughan	Clark Subway Station*§	6	250	200
Vaughan	Commerce BRT Station	12	350	160
Vaughan	Concord Station BRT Station	15	160	160
Vaughan	Creditstone BRT Station	13	300	160
Vaughan	Disera-Promenade BRT Station	18	200	160
Vaughan	Dufferin BRT Station	16	160	160
Vaughan	Highway 407 Subway Station†	2	0	200
Vaughan	Keele BRT Station	14	160	160
Vaughan	Kirby GO StationΔ	59	150	150
Vaughan	Langstaff-Longbridge Subway Station*§	5	200	200
Vaughan	Maple GO Station	58	150	150
Vaughan	Pine Valley BRT Station	9	160	160
Vaughan	Pioneer Village Subway Station	3	200	200
Vaughan	Royal Orchard Subway Station*§	71	200	200
Vaughan	Rutherford GO Station	57	150	150
Vaughan	Steeles Subway Station*§	7	300	200
Vaughan	Taiga BRT Station	17	160	160
Vaughan	Vaughan Metropolitan Centre Subway	1	400	200
Vaughan	Weston BRT Station	11	250	160
Vaughan	Wigwoss-Helen BRT Station	8	160	160

\*Identification of this location as a MTSA is pending final approval from the Province of a Subway Station at this location.

ΔIdentification of this location as a MTSA is pending final approval from the Province of GO Train Station at this location.

† An alternative minimum density target of zero is currently proposed until lands in this MTSA are removed from the Parkway Belt West Plan designation by the Province. Once these lands are removed, appropriate minimum density targets will be proposed for this MTSA.

‡ Removal of the lands from the Provincial Parkway Belt West Plan designation is required to implement this MTSA.

§ MTSA is within multiple local municipalities, the minimum density target presented in each row is associated with the portion of the MTSA within that local municipality.

Municipality	Station Name	Station ID	Proposed Minimum Density Target (Sept 2020)	Growth Plan Minimum Density Target
Whitchurch-Stouffville	Lincolnville GO Station	69	150	150
Whitchurch-Stouffville	Stouffville GO Station	68	150	150
Markham / Richmond Hill	Chalmers BRT Station	22	200	160
Markham / Richmond Hill	East Beaver Creek BRT Station	26	200	160
Markham / Richmond Hill	Leslie-Highway 7 BRT Station	25	200	160
Markham / Richmond Hill	Valleymede BRT Station	23	250	160
Markham / Richmond Hill	West Beaver Creek BRT Station	24	215	160
Markham / Vaughan	Clark Subway Station*	6	250	200
Markham / Vaughan	Langstaff-Longbridge Subway Station*	5	355	200
Markham / Vaughan	Royal Orchard Subway Station*	70	235	200
Markham / Vaughan	Steeles Subway Station*	7	300	200

\*Identification of this location as a MTSA is pending final approval from the Province of a Subway Station at this location.

ΔIdentification of this location as a MTSA is pending final approval from the Province of GO Train Station at this location.

† An alternative minimum density target of zero is currently proposed until lands in this MTSA are removed from the Parkway Belt West Plan designation by the Province. Once these lands are removed, appropriate minimum density targets will be proposed for this MTSA.

‡ Removal of the lands from the Provincial Parkway Belt West Plan designation is required to implement this MTSA.

§ MTSA is within multiple local municipalities, the minimum density target presented in each row is associated with the portion of the MTSA within that local municipality.



# Vaughan Metropolitan Centre Subway Station

Near Highway 7 and Millway Avenue

MTSA 1

Vaughan



## Legend

### Major Transit Station

Priority Subway/ Bus Rapid Transit

Propose MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

### Priority Transit Corridors - Provincial Growth Plan

Subway

Bus Rapid Transit

### Other Transit Corridors

Bus Rapid Transit

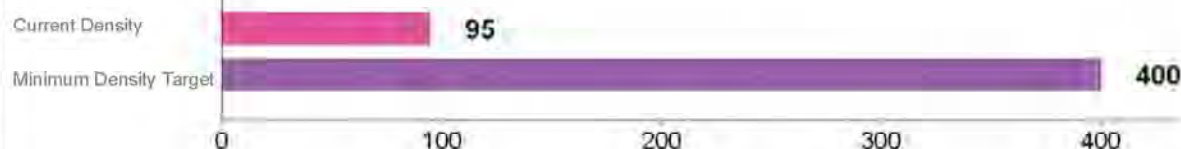
### Vaughan Metropolitan Centre Subway Station MTSA

Gross Area:  
99.41 ha



0 100 200 m

### Density (People & Jobs per Hectare)



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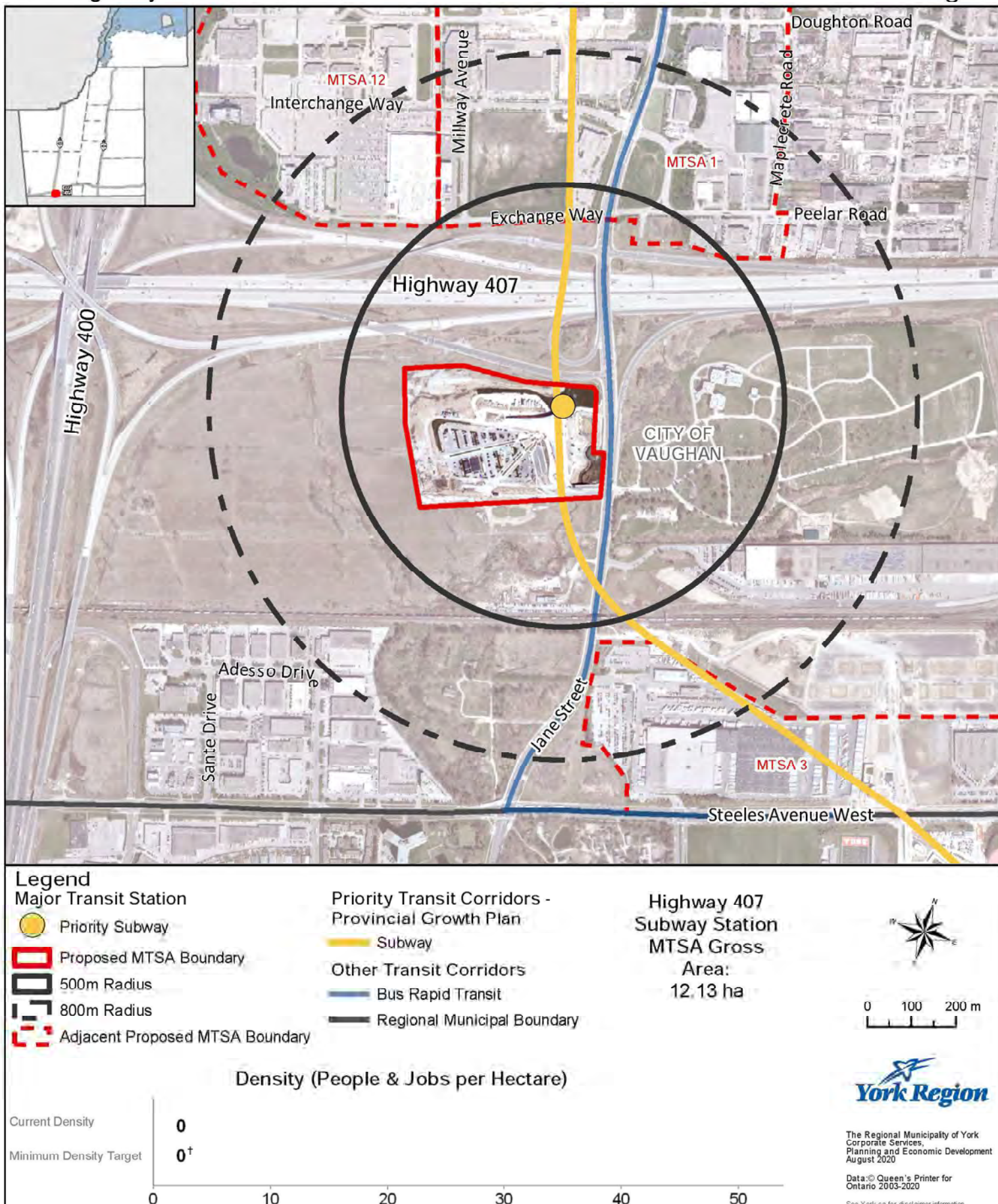
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# Highway 407 Subway Station

## Near Highway 407 and Jane Street

**MTSA 2**  
Vaughan



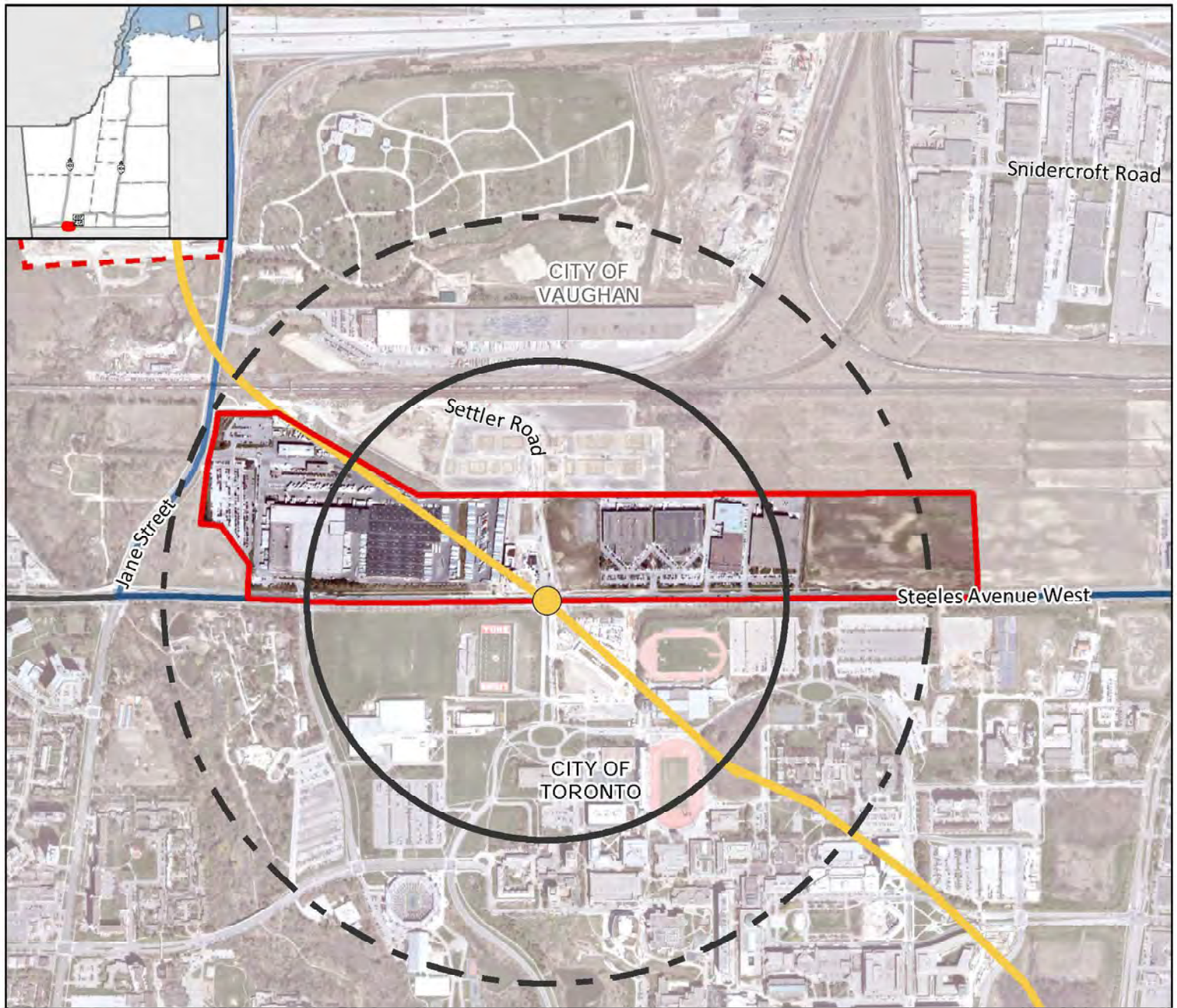
† An alternative minimum density target of zero is currently proposed until these lands are removed from the Parkway Belt West Plan designation by the Province. Once the lands are removed, appropriate minimum density targets will be proposed for the Highway 407 Subway Station MTSA.



# Pioneer Village Subway Station

## Near Steeles Avenue and Settler Road

**MTSA 3**  
Vaughan



### Legend

#### Major Transit Station

- Priority Subway
- Proposed MTSA Boundary
- 500m Radius
- 800m Radius
- Adjacent Proposed MTSA Boundary

#### Priority Transit Corridors - Provincial Growth Plan

- Subway
- #### Other Transit Corridors
- Bus Rapid Transit
  - Regional Municipal Boundary

**Pioneer Village  
Subway Station  
MTSA Gross  
Area:  
39.13 ha**



0 100 200 m

### Density (People & Jobs per Hectare)



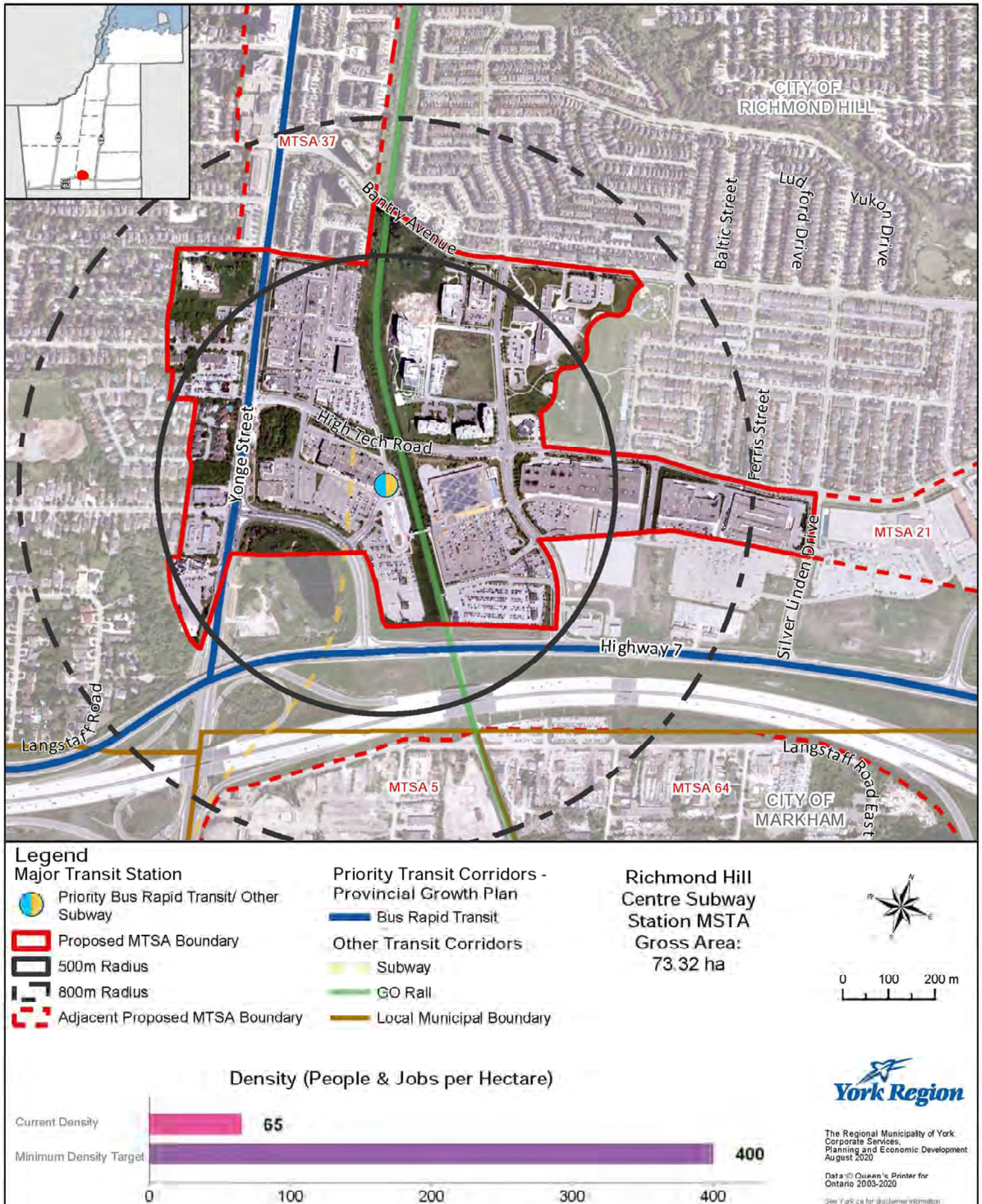
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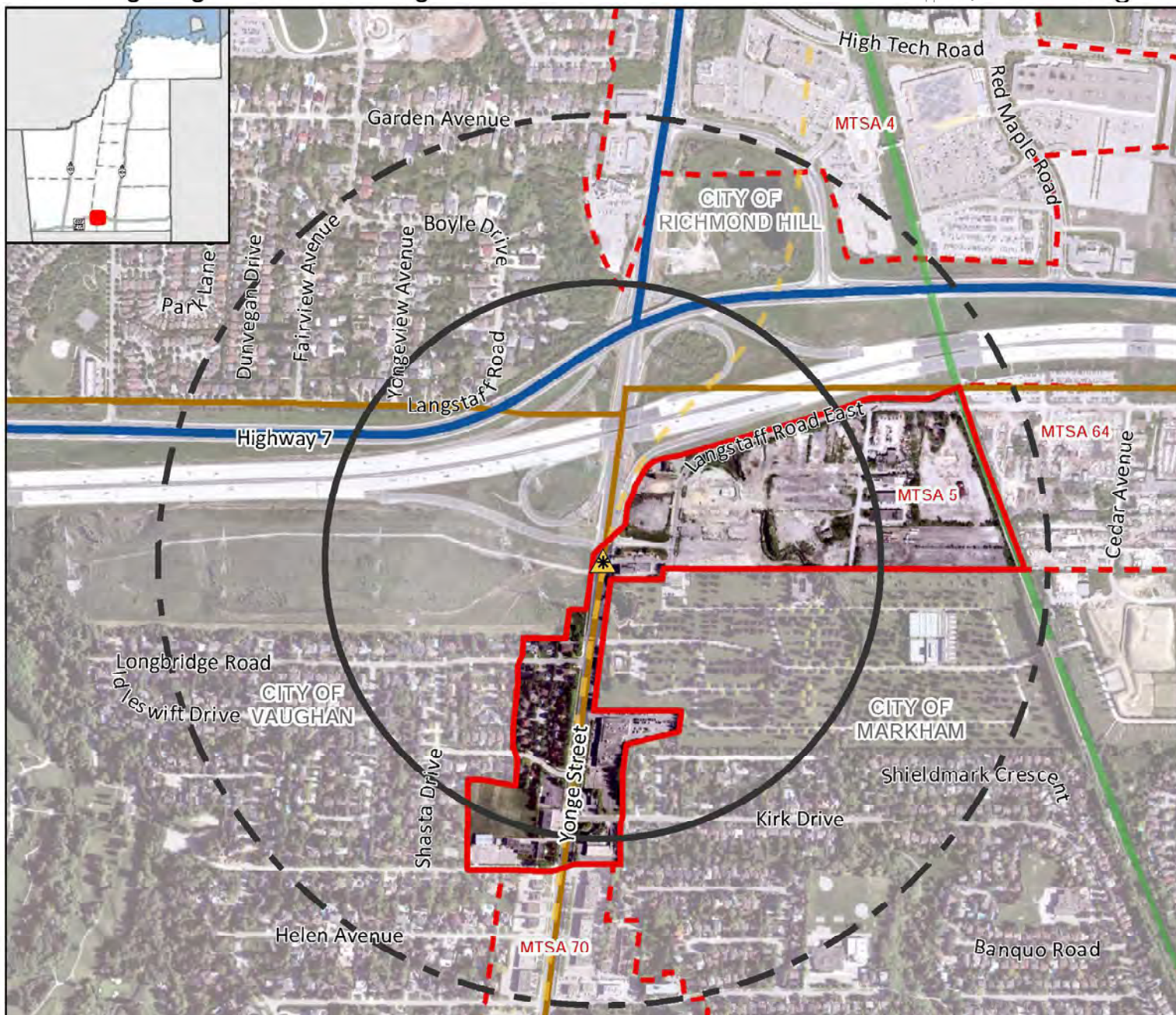


# Langstaff-Longbridge Subway Station

Near Longbridge Road and Yonge Street

MTSA 5

Markham/Vaughan



## Legend

Major Transit Station

Other Subway

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

Priority Transit Corridors -  
Provincial Growth Plan

Bus Rapid Transit

Other Transit Corridors

Subway

GO Rail

Local Municipal Boundary

Langstaff-  
Longbridge  
Subway Station  
MTSA Gross  
Area:  
27.51 ha



0 100 200 m

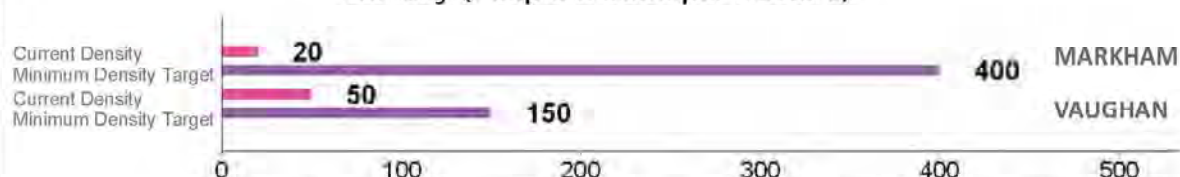


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Density (People & Jobs per Hectare)



\* Identification of this location as a MTSA is pending final approval from Metrolinx of a Subway station at this location. Delineations and density targets may require refinements depending on final decisions on these future stations from Metrolinx

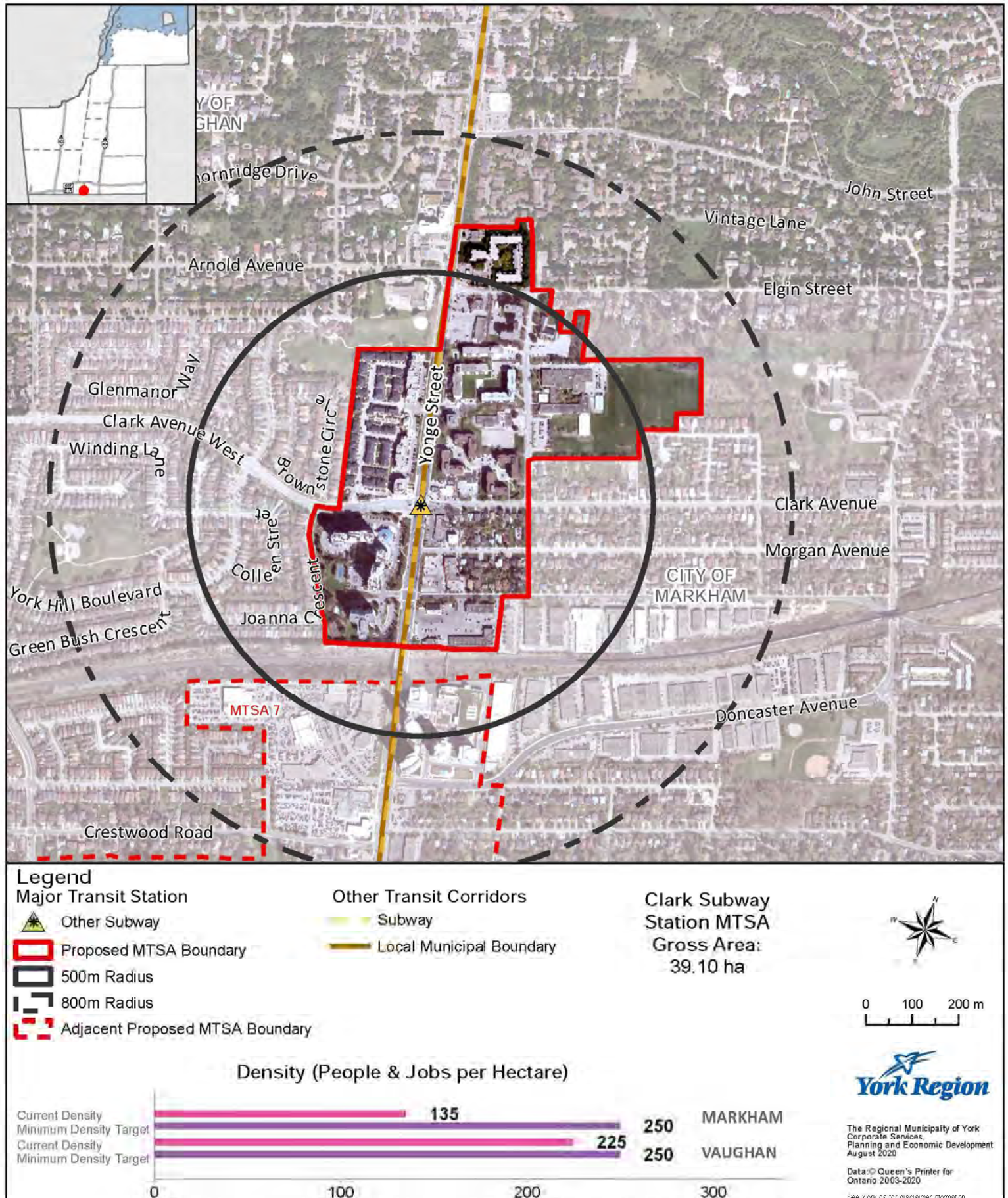


# Clark Subway Station

## Near Clark Avenue and Yonge Street

MTSA 6

Markham/Vaughan



\* Identification of this location as a MTSA is pending final approval from Metrolinx of a Subway station at this location. Delineations and density targets may require refinements depending on final decisions on these future stations from Metrolinx.

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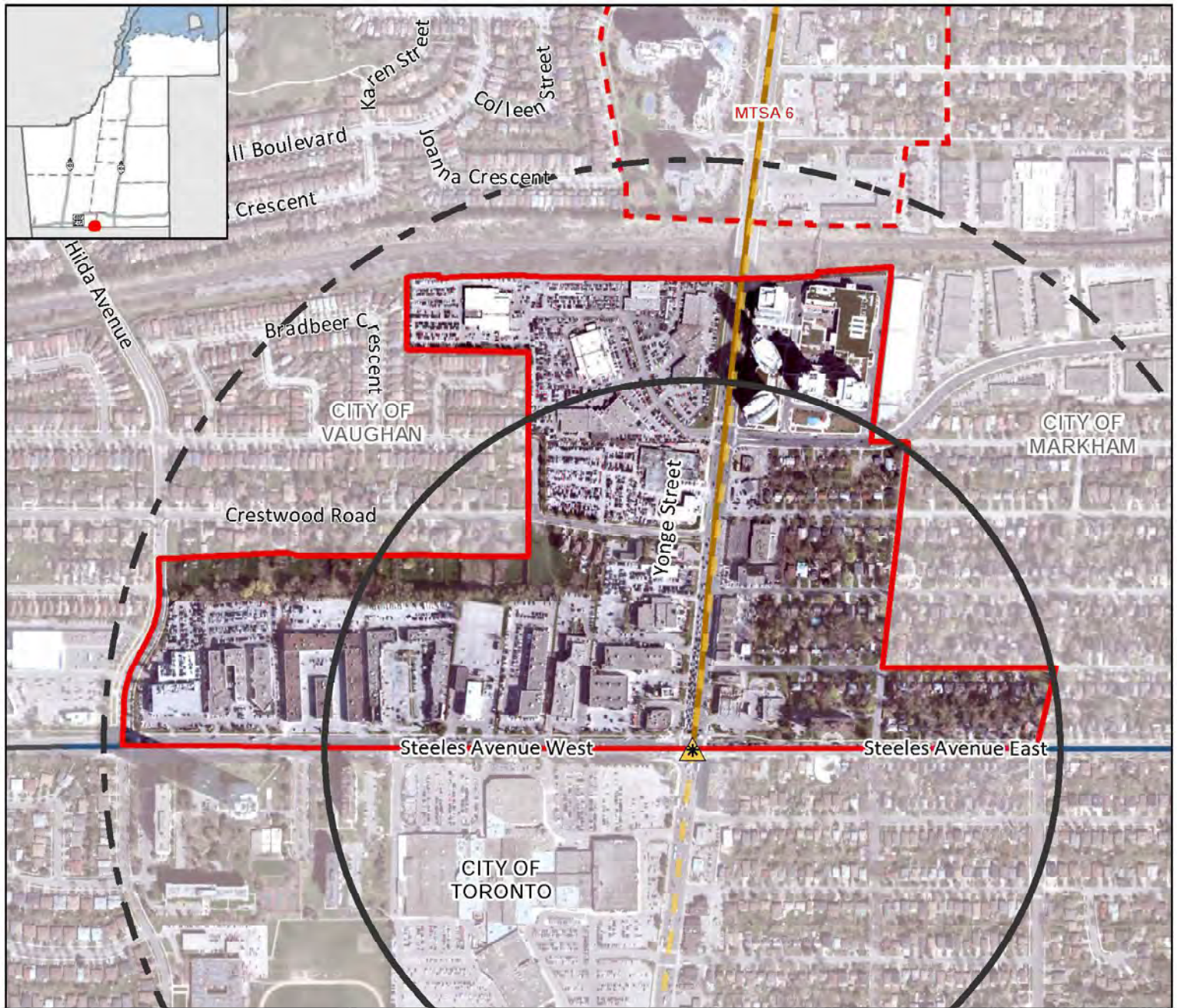


# Steeles Subway Station

## Near Steeles Avenue and Yonge Street

MTSA 7

Markham/Vaughan



### Legend

#### Major Transit Station

- Other Subway
- Proposed MTSA Boundary
- 500m Radius
- 800m Radius
- Adjacent Proposed MTSA Boundary

#### Other Transit Corridors

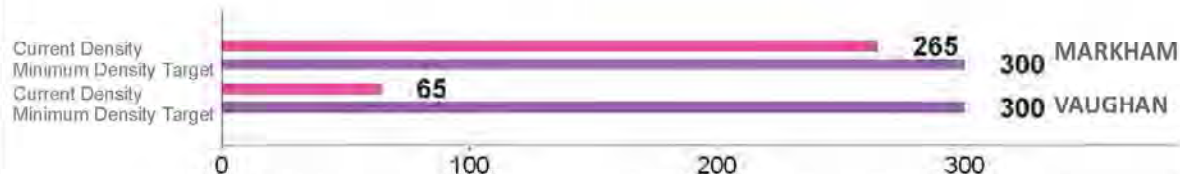
- Subway
- Bus Rapid Transit
- Local Municipal Boundary
- Regional Municipal Boundary

**Steeles Subway Station MTSA**  
Gross Area:  
49.17 ha



0 100 200 m

### Density (People & Jobs per Hectare)



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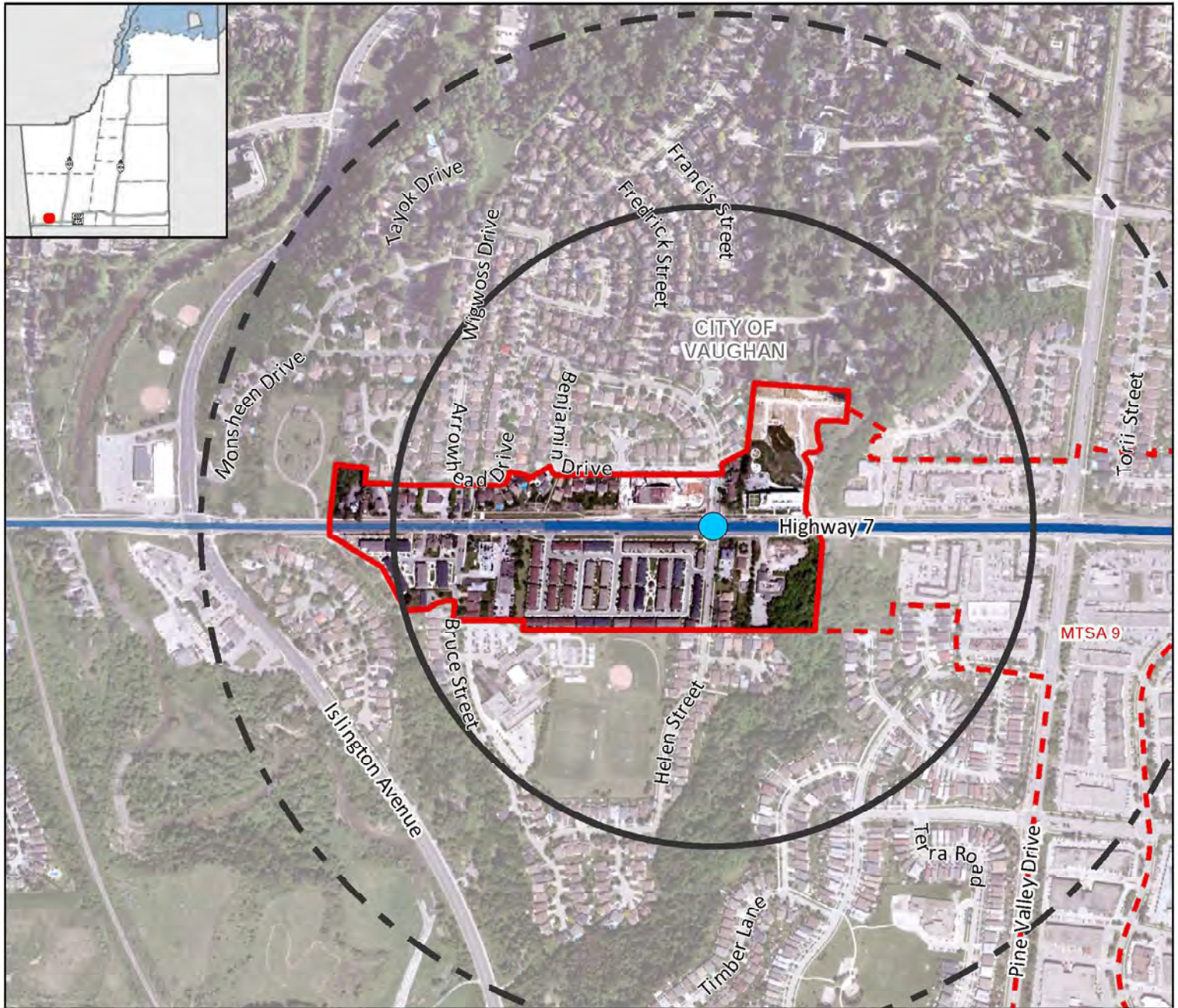
\* Identification of this location as a MTSA is pending final approval from Metrolinx of a Subway station at this location. Delineations and density targets may require refinements depending on final decisions on these future stations from Metrolinx.



# Wigwoss-Helen BRT Station

## Along Highway 7 at Wigwoss Drive/Helen Street

**MTSA 8**  
Vaughan



### Legend

#### Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

#### Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

#### Other Transit Corridors

Bus Rapid Transit

**Wigwoss-Helen  
BRT Station  
MTSA Gross  
Area:  
18.20 ha**



0 100 200 m

### Density (People & Jobs per Hectare)

Current Density

110

Minimum Density Target

160



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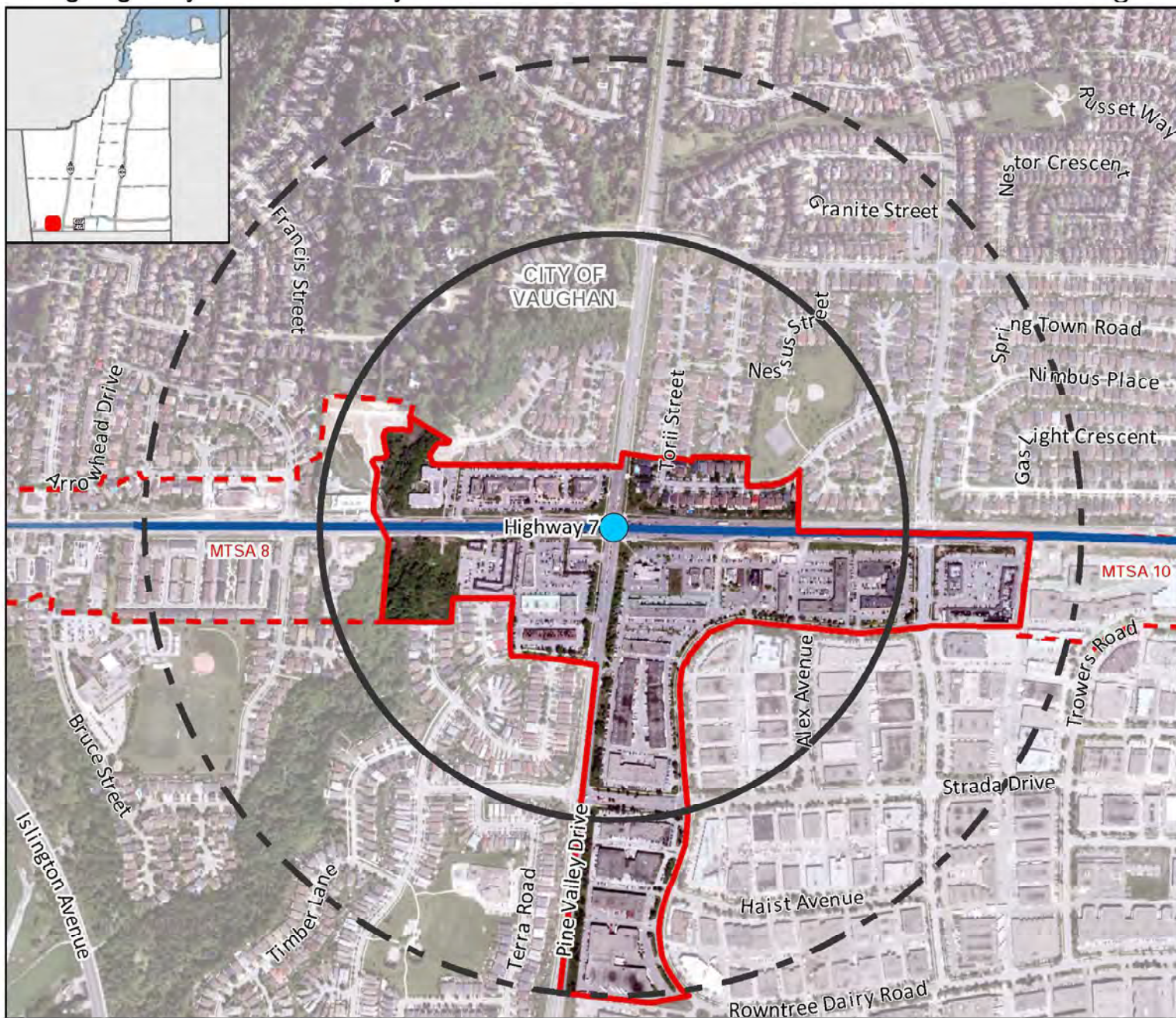
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# Pine Valley BRT Station

## Along Highway 7 at Pine Valley Drive

**MTSA 9**  
Vaughan



### Legend

#### Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

#### Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

#### Other Transit Corridors

Bus Rapid Transit

**Pine Valley BRT Station MTSA**  
**Gross Area:**  
**37.57 ha**



0 100 200 m

### Density (People & Jobs per Hectare)

Current Density

55

Minimum Density Target

160



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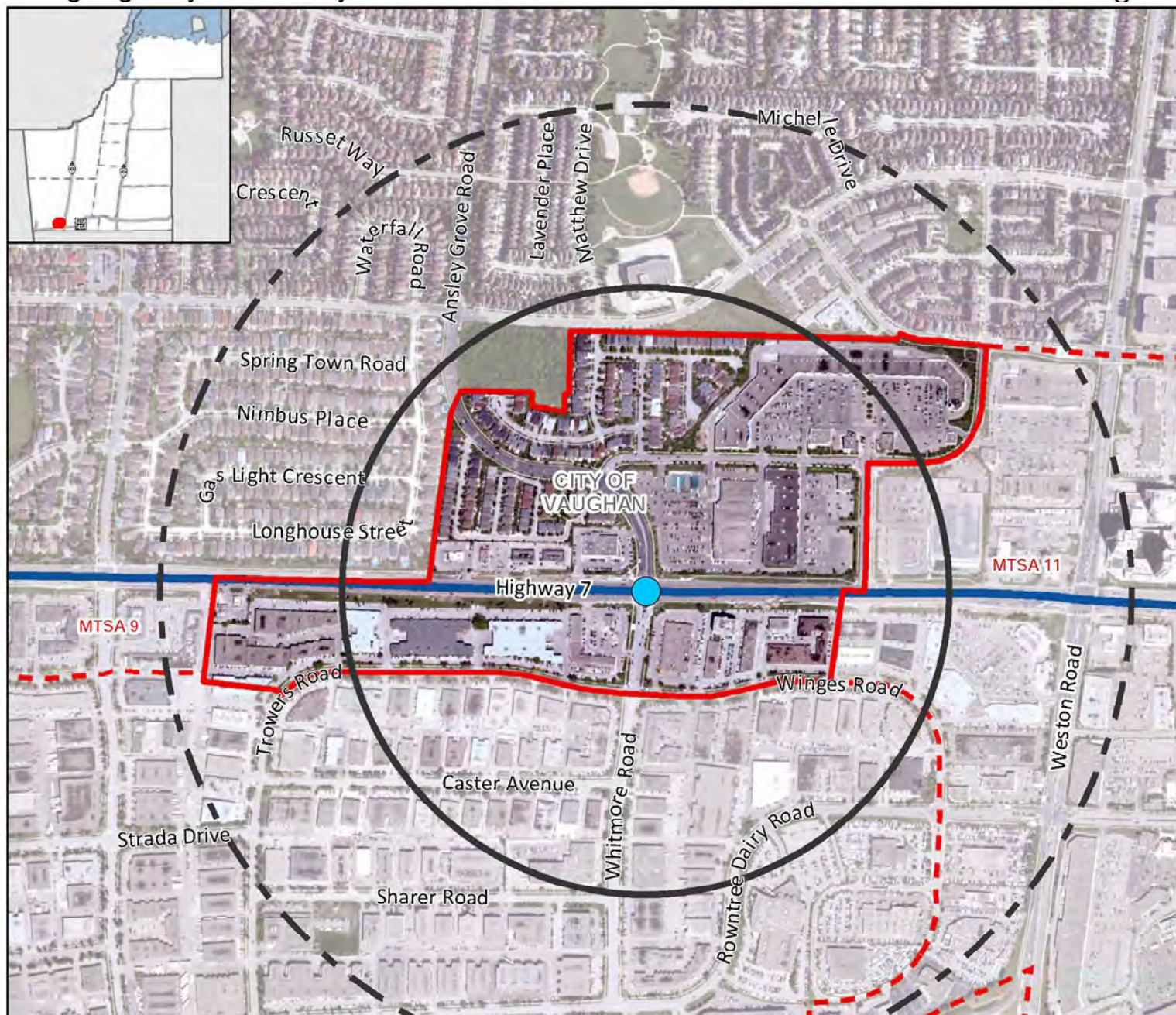


# Ansley Grove BRT Station

Along Highway 7 at Ansley Grove Road/Whitmore Road

MTSA 10

Vaughan



## Legend

### Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

### Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

### Ansley Grove

### BRT Station

### MTSA Gross

Area:

47.39 ha



0 100 200 m

### Density (People & Jobs per Hectare)

Current Density

65

Minimum Density Target

200



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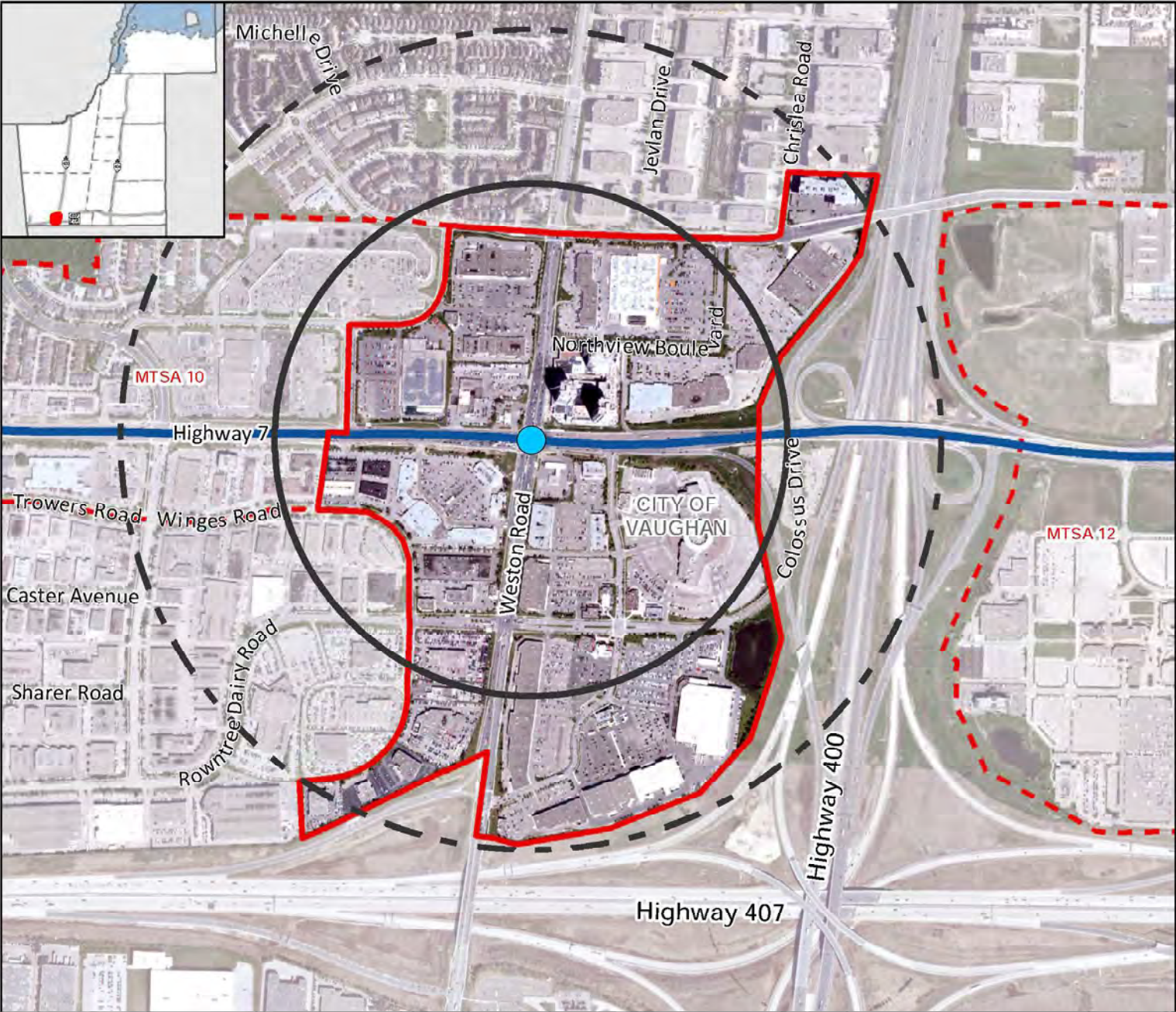
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# Weston BRT Station

## Along Highway 7 at Weston Road

MTSA 11  
Vaughan

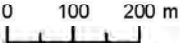


**Legend**

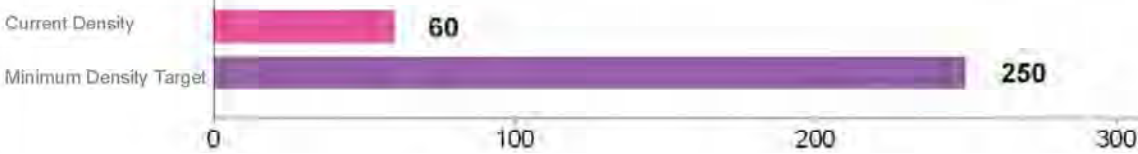
- Major Transit Station
- Priority Bus Rapid Transit
- Proposed MTSA Boundary
- 500m Radius
- 800m Radius
- Adjacent Proposed MTSA Boundary

- Priority Transit Corridors - Provincial Growth Plan
- Bus Rapid Transit

Weston BRT Station MTSA  
Gross Area: 88.29 ha



**Density (People & Jobs per Hectare)**



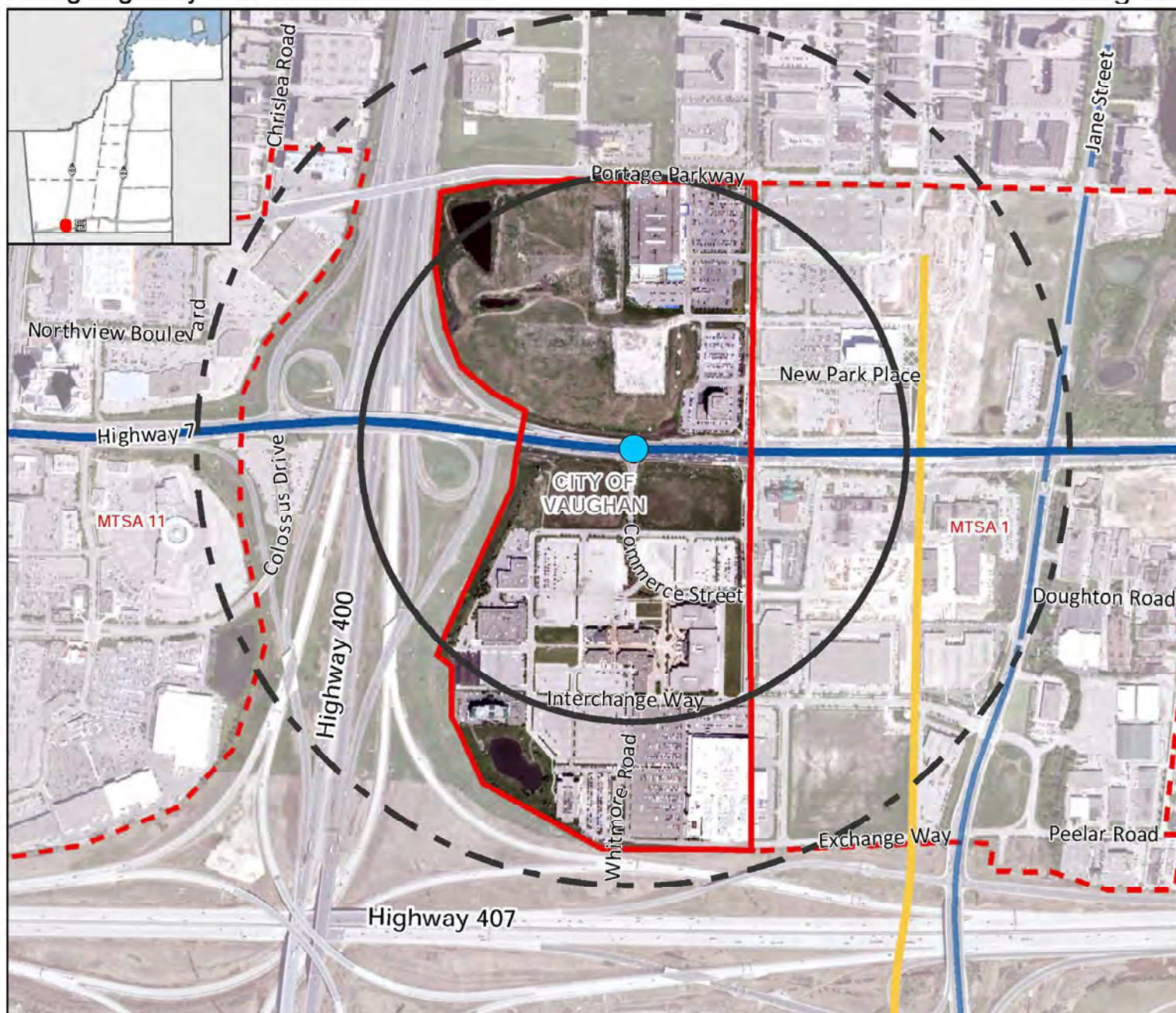
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# Commerce BRT Station

## Along Highway 7 at Commerce Street

MTSA 12  
Vaughan



### Legend

#### Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

#### Priority Transit Corridors - Provincial Growth Plan

Subway

Bus Rapid Transit

#### Other Transit Corridors

Bus Rapid Transit

Commerce BRT  
Station MSTA  
Gross Area:  
61.88 ha



0 100 200 m

### Density (People & Jobs per Hectare)

Current Density

40

Minimum Density Target

350

0 100 200 300 400



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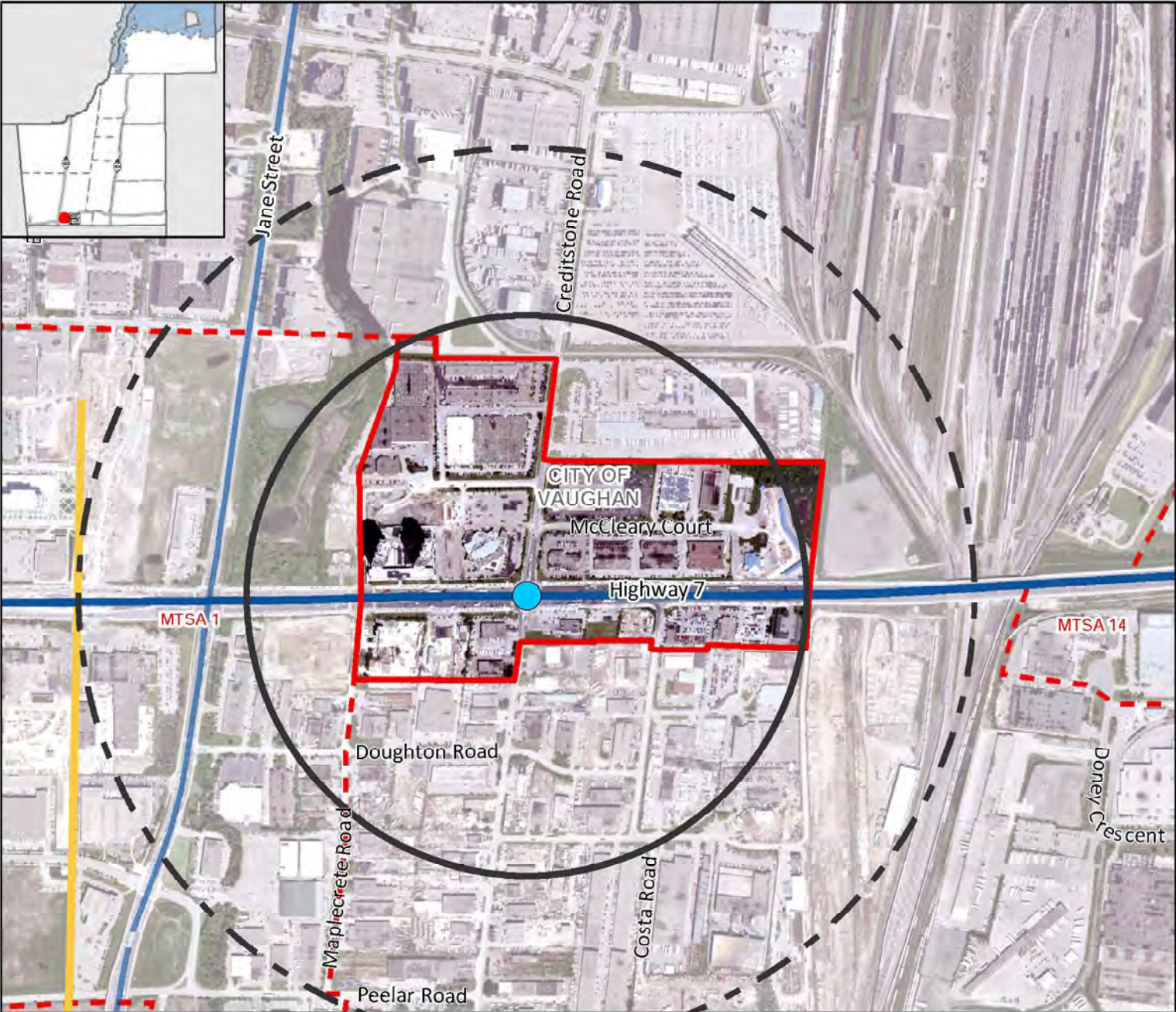
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# Creditstone BRT Station

## Along Highway 7 at Creditstone Road

MTSA 13  
Vaughan



**Legend**

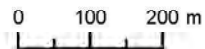
**Major Transit Station**

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

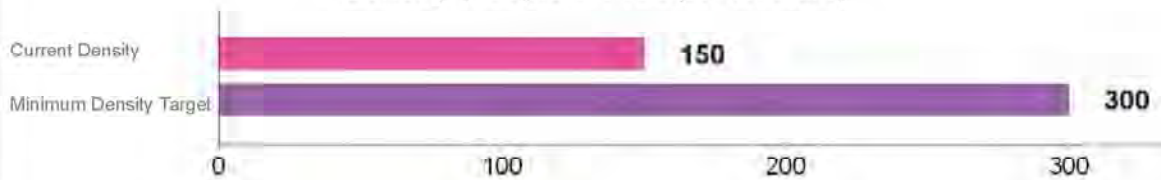
**Priority Transit Corridors - Provincial Growth Plan**

- Subway
- Bus Rapid Transit
- Other Transit Corridors
- Bus Rapid Transit

Creditstone BRT Station  
MTSA Gross Area:  
34.17 ha



**Density (People & Jobs per Hectare)**



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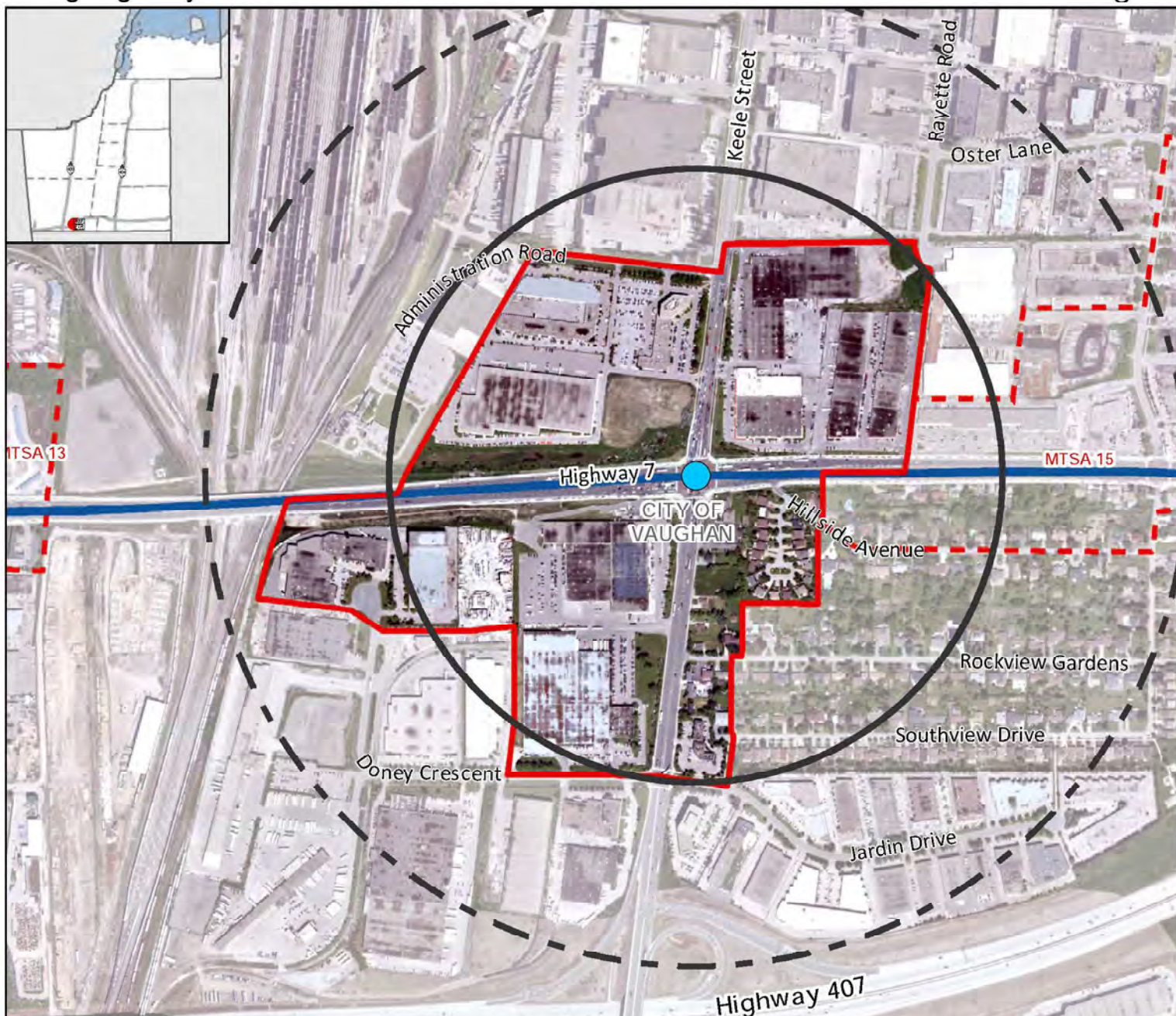
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# Keele BRT Station

## Along Highway 7 at Keele Street

MTSA 14  
Vaughan



### Legend

#### Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

#### Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

Keele BRT  
Station MTSA  
Gross Area:  
55.83 ha



0 100 200 m

### Density (People & Jobs per Hectare)

Current Density

45

Minimum Density Target

160

0 50 100 150 200



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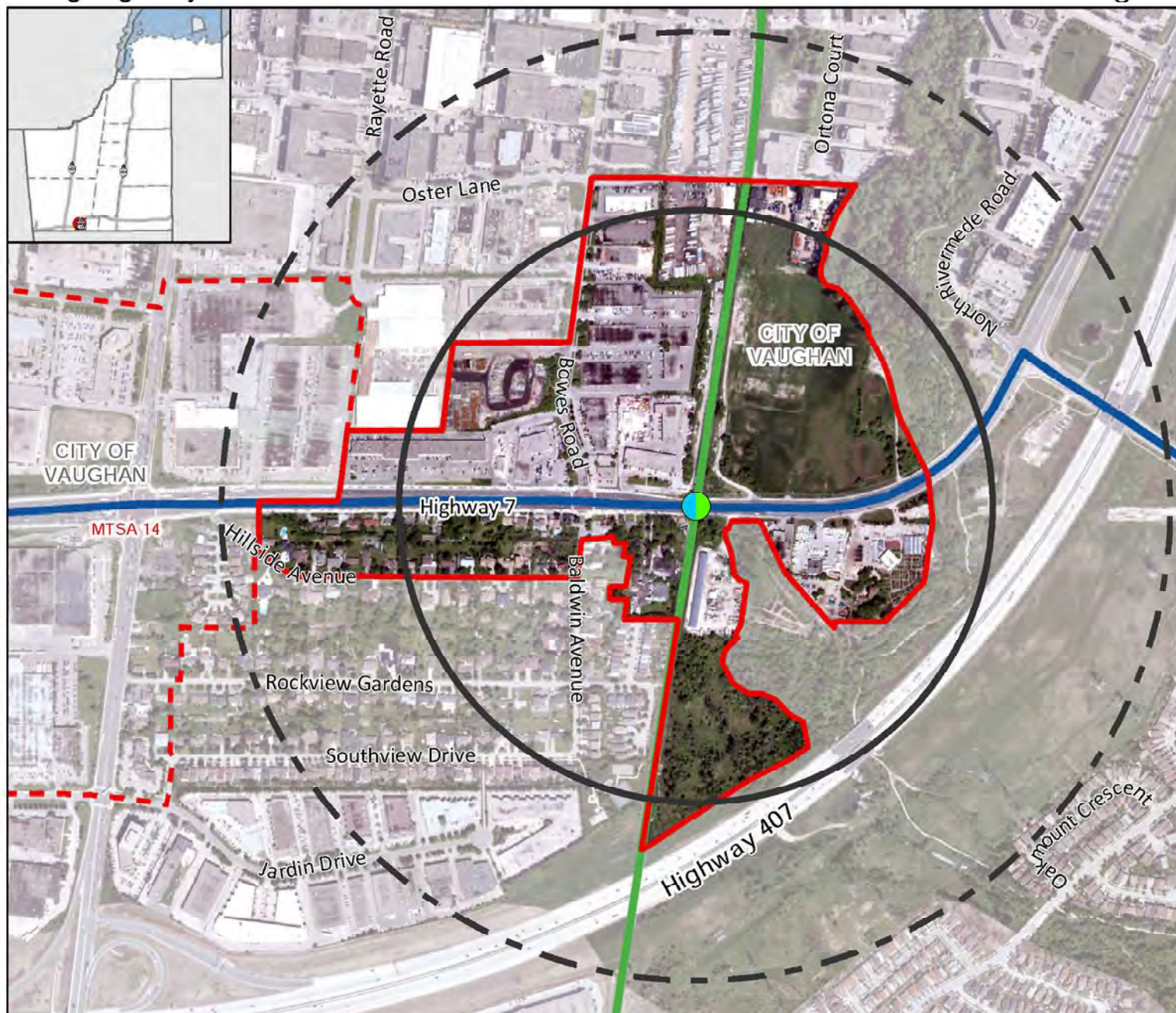


# Concord BRT Station

Along Highway 7 at Bowes Road/Baldwin Avenue

MTSA 15

Vaughan



## Legend

### Major Transit Station

Priority Bus Rapid Transit/ GO Rail

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

### Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

GO Rail

### Concord BRT

Station MTSA

Gross Area:

56.04 ha



0 100 200 m

### Density (People & Jobs per Hectare)

Current Density

20

Minimum Density Target

160

0 50 100 150 200



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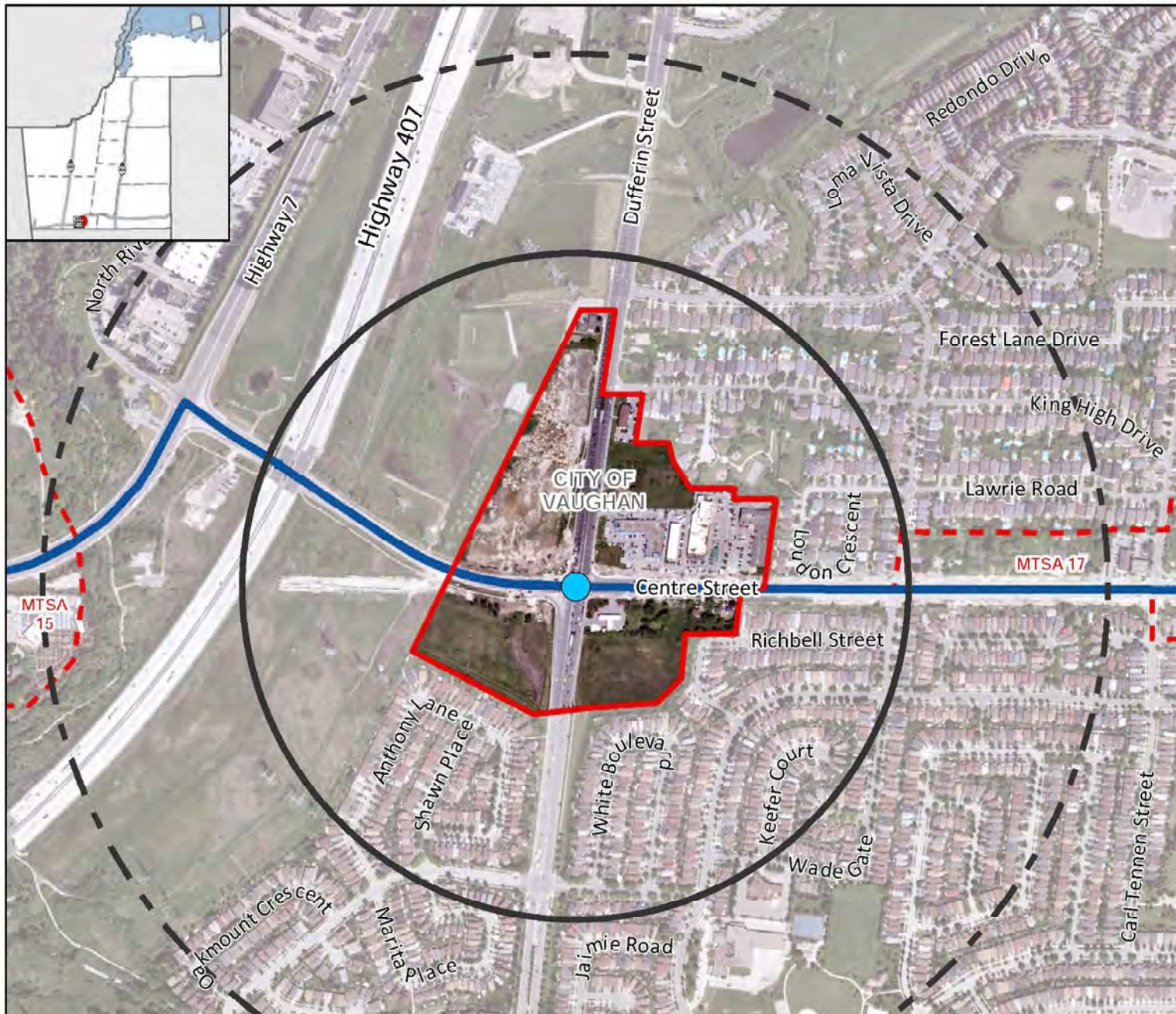
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# Dufferin BRT Station

## Along Centre Street at Dufferin Street

**MTSA 16**  
Vaughan



### Legend

#### Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

#### Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

**Dufferin BRT  
Station MTSA  
Gross Area:  
17.51 ha**



0 100 200 m

### Density (People & Jobs per Hectare)

Current Density

Minimum Density Target

40

160



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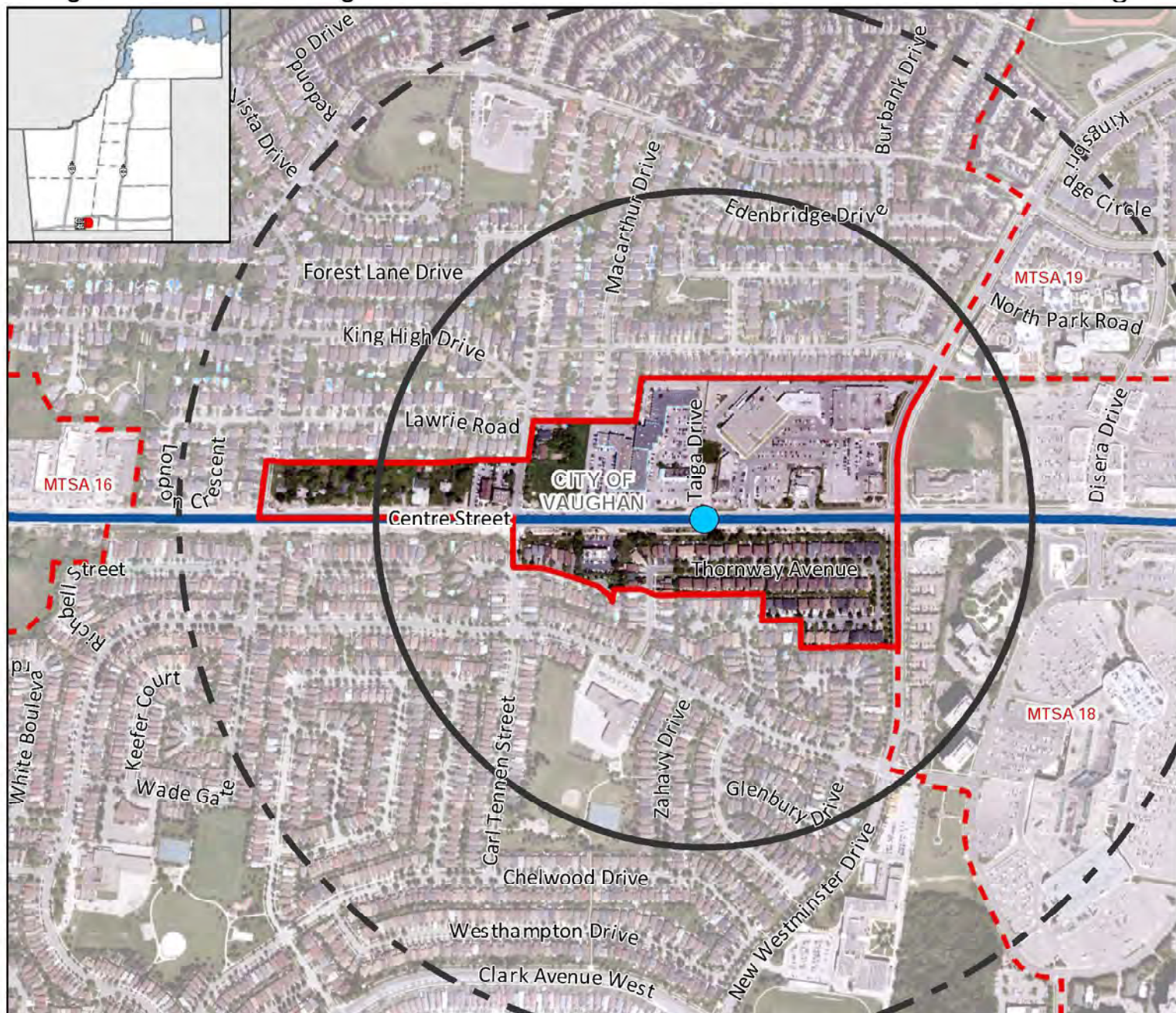


# Taiga BRT Station

## Along Centre Street at Taiga Drive

MTSA 17

Vaughan



### Legend

#### Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

#### Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

Taiga BRT  
Station MTSA  
Gross Area:  
22.35 ha



0 100 200 m

### Density (People & Jobs per Hectare)

Current Density

105

Minimum Density Target

160

0 50 100 150 200

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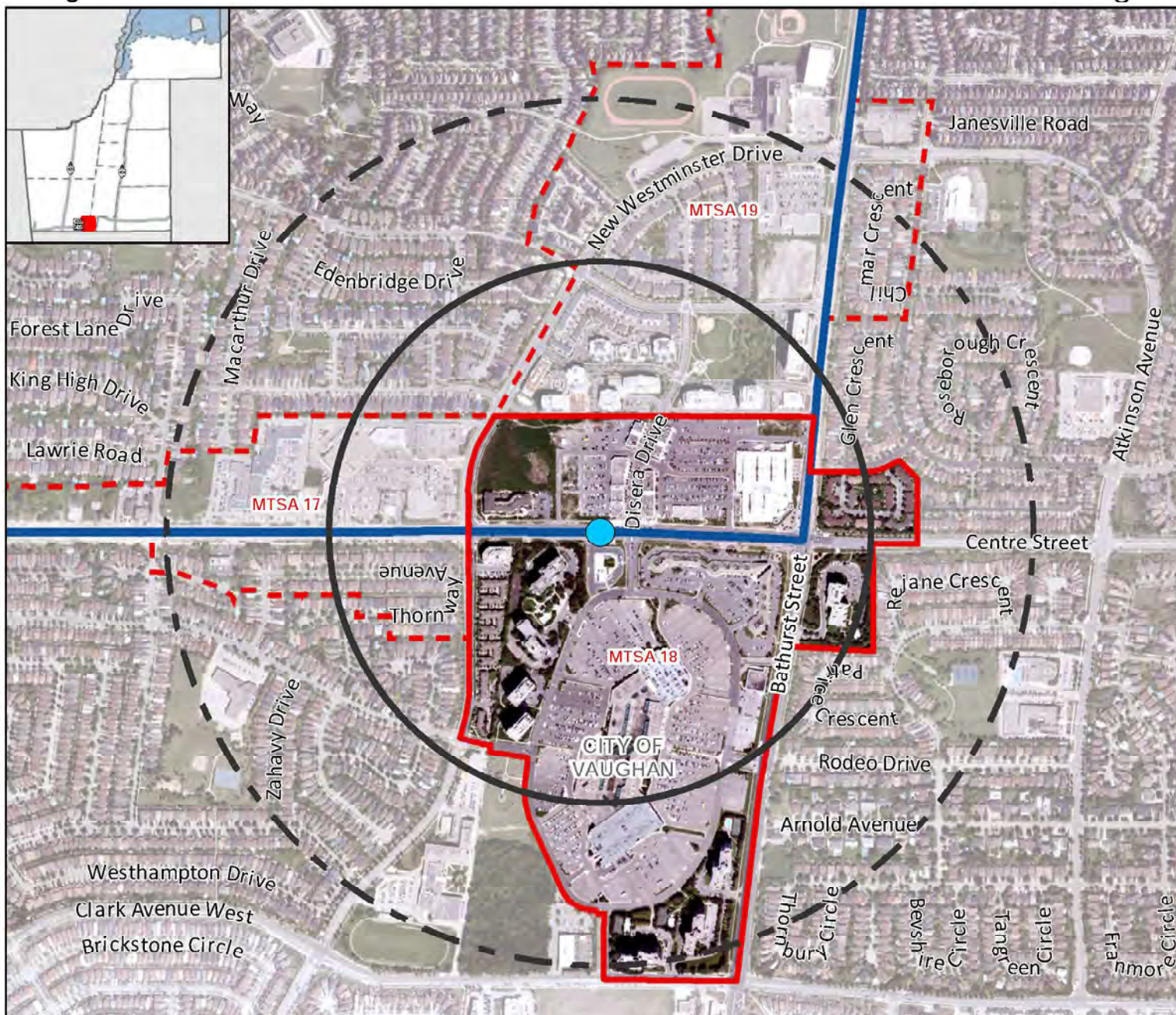


# Disera-Promenade BRT Station

Along Centre Street at Disera Drive

MTSA 18

Vaughan



## Legend

### Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

### Priority Transit Corridors - Provincial Growth Plan

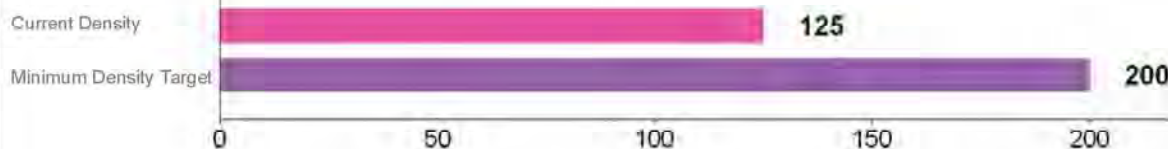
Bus Rapid Transit

Disera-  
Promenade  
BRT Station  
MTSA Gross  
Area:  
57.43 ha



0 100 200 m

## Density (People & Jobs per Hectare)



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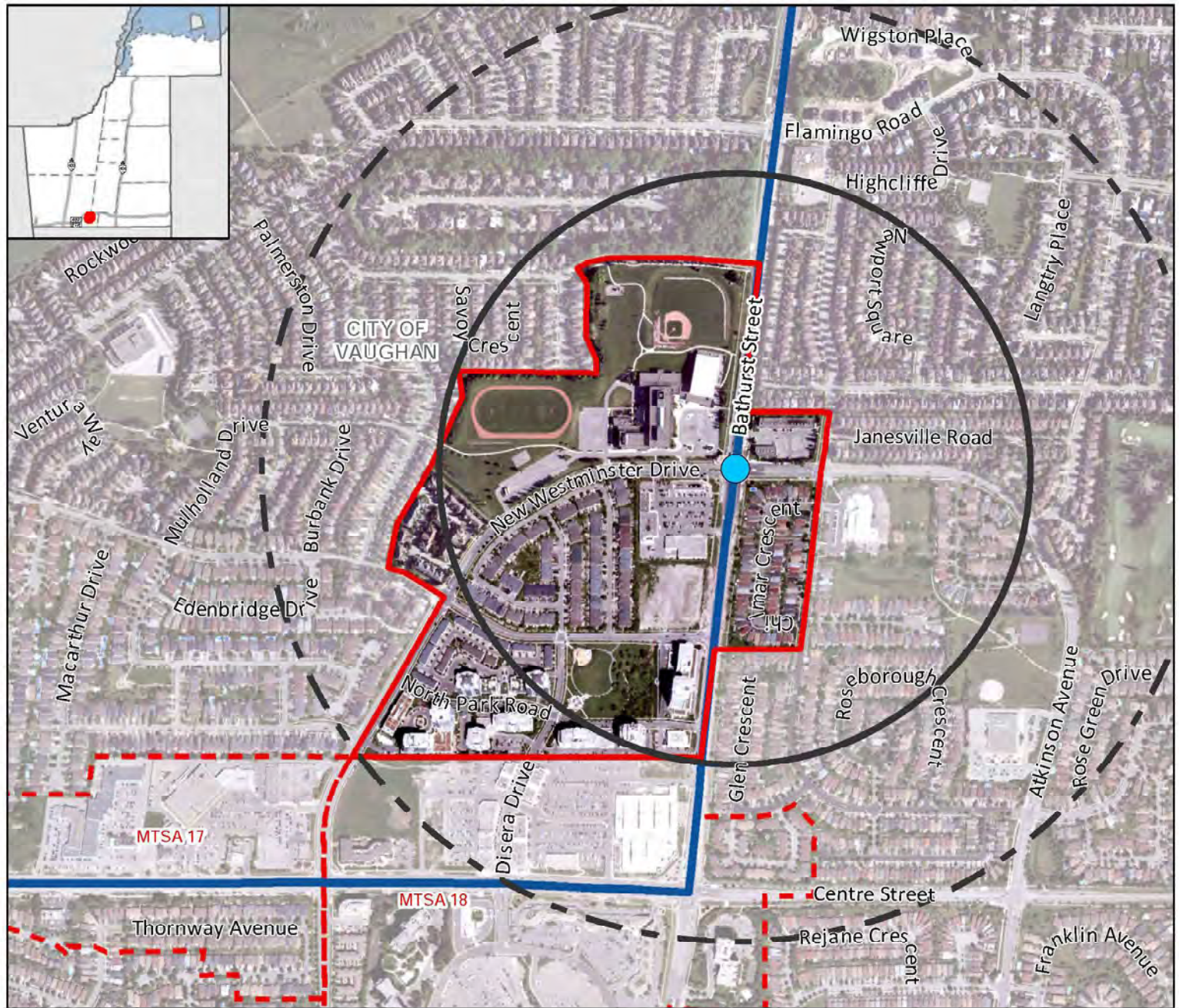


# Atkinson BRT Station

Along Bathurst Street at Atkinson Avenue/New Westminster Drive

MTSA 19

Vaughan



## Legend

### Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

### Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

### Atkinson BRT

Station MTSA

Gross Area:

45.30 ha



0 100 200 m

## Density (People & Jobs per Hectare)

Current Density

125

Minimum Density Target

160

0 50 100 150 200



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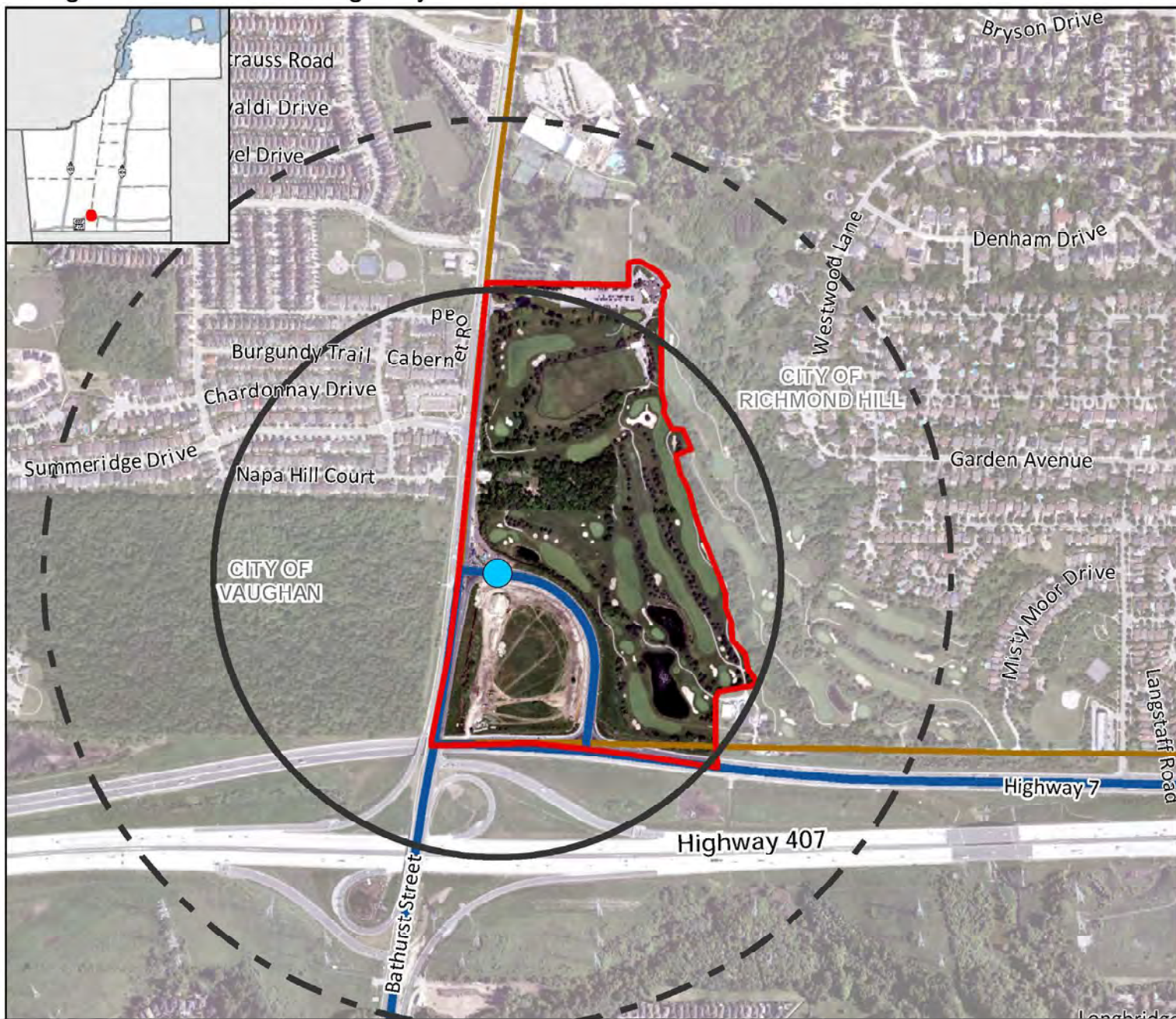
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# Bathurst-Highway 7 BRT Station

## Along Bathurst Street at Highway 7

**MTSA 20**  
Richmond Hill



### Legend

#### Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

#### Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

Local Municipal Boundary

**Bathurst-Highway 7 BRT Station MTSA**  
Gross Area:  
34.28 ha



0 100 200 m

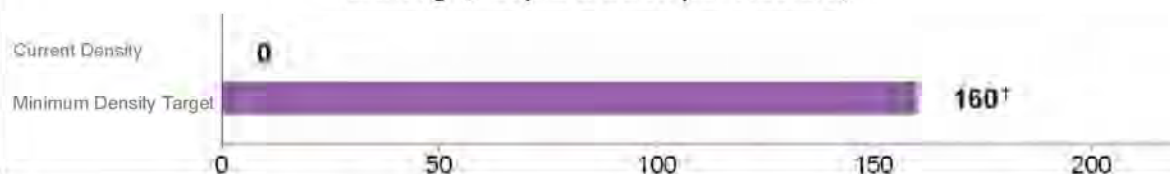


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### Density (People & Jobs per Hectare)



† Removal of the lands from the Provincial Parkway Belt West Plan designation is required to implement this MTSA.

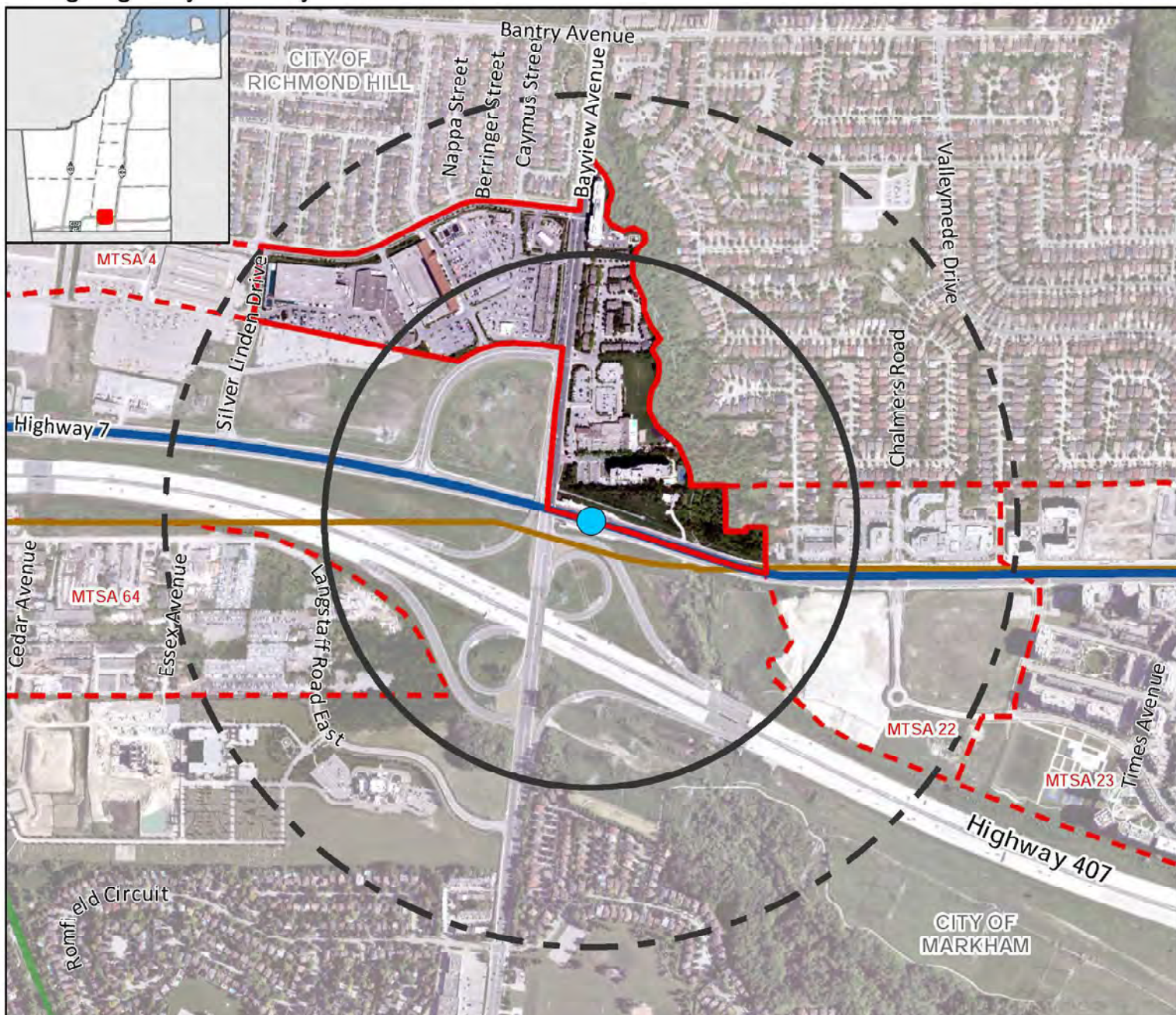
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# Bayview BRT Station

## Along Highway 7 at Bayview Avenue

**MTSA 21**  
Richmond Hill



### Legend

#### Major Transit Station

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

#### Priority Transit Corridors - Provincial Growth Plan

- Bus Rapid Transit
- Other Transit Corridors
- GO Rail
- Local Municipal Boundary

Bayview BRT  
Station MTSA  
Gross Area:  
25.50 ha



0 100 200 m

### Density (People & Jobs per Hectare)



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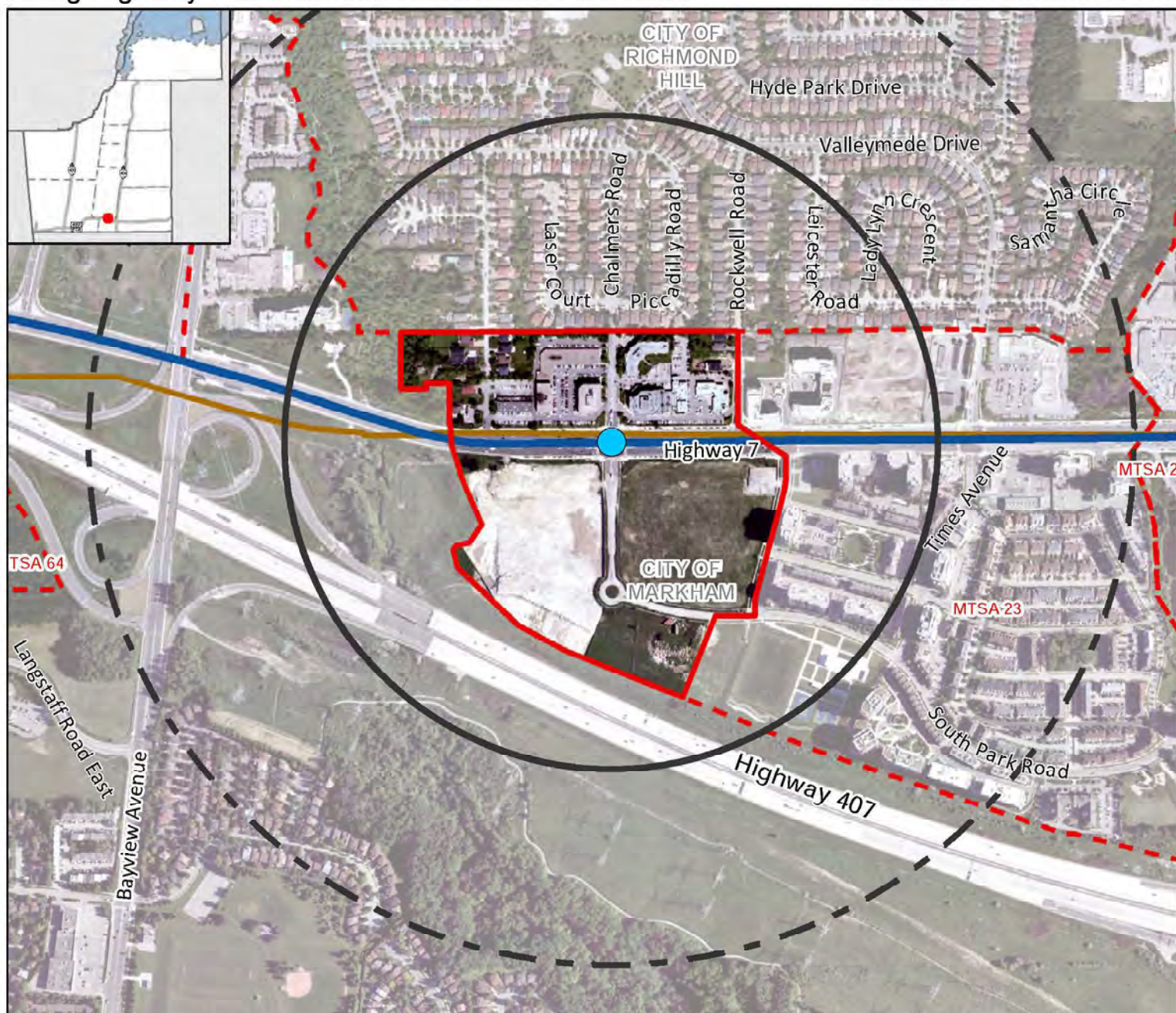


# Chalmers BRT Station

MTSA 22

Along Highway 7 at Chalmers Road/South Park Road

Markham/Richmond Hill



## Legend

### Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

### Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

Local Municipal Boundary

### Chalmers BRT Station MTSA

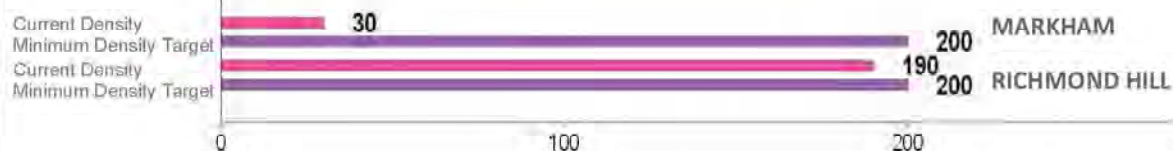
Gross Area:

22.60 ha



0 100 200 m

### Density (People & Jobs per Hectare)



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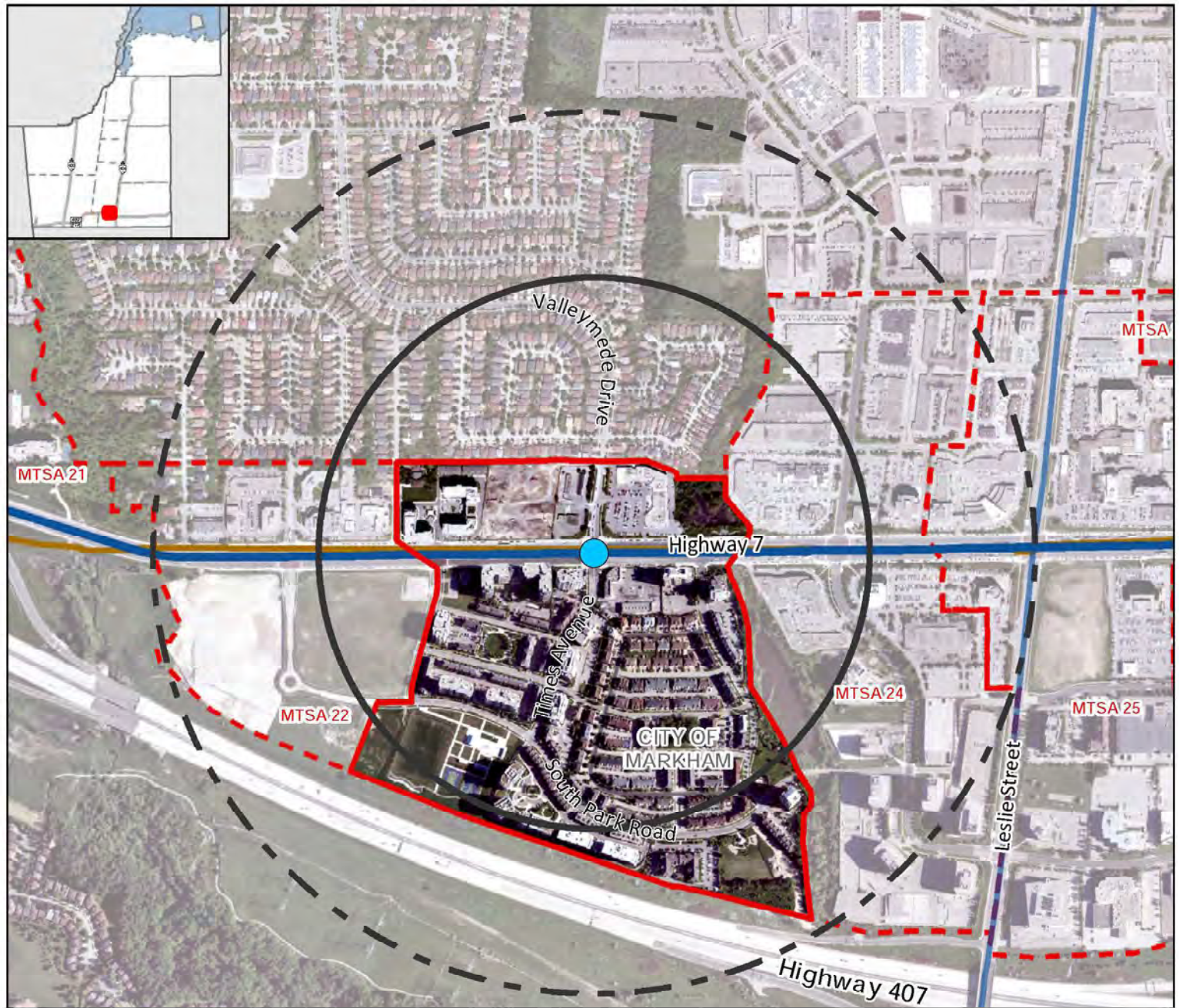


# Valleymede BRT Station

Along Highway 7 at Valleymede Drive/Times Avenue

MTSA 23

Markham/Richmond Hill



## Legend

### Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

### Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

### Other Transit Corridors

Bus Rapid Transit

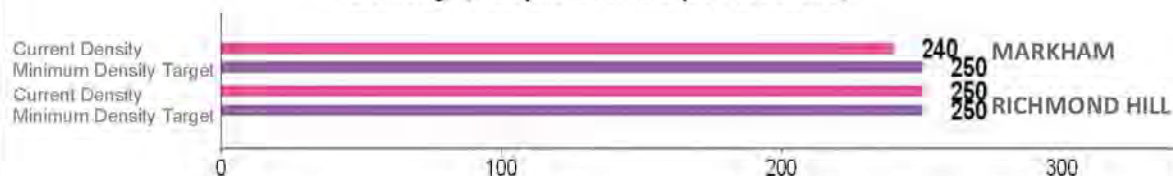
Local Municipal Boundary

Valleymede  
BRT Station  
MTSA Gross  
Area:  
47.07 ha



0 100 200 m

## Density (People & Jobs per Hectare)



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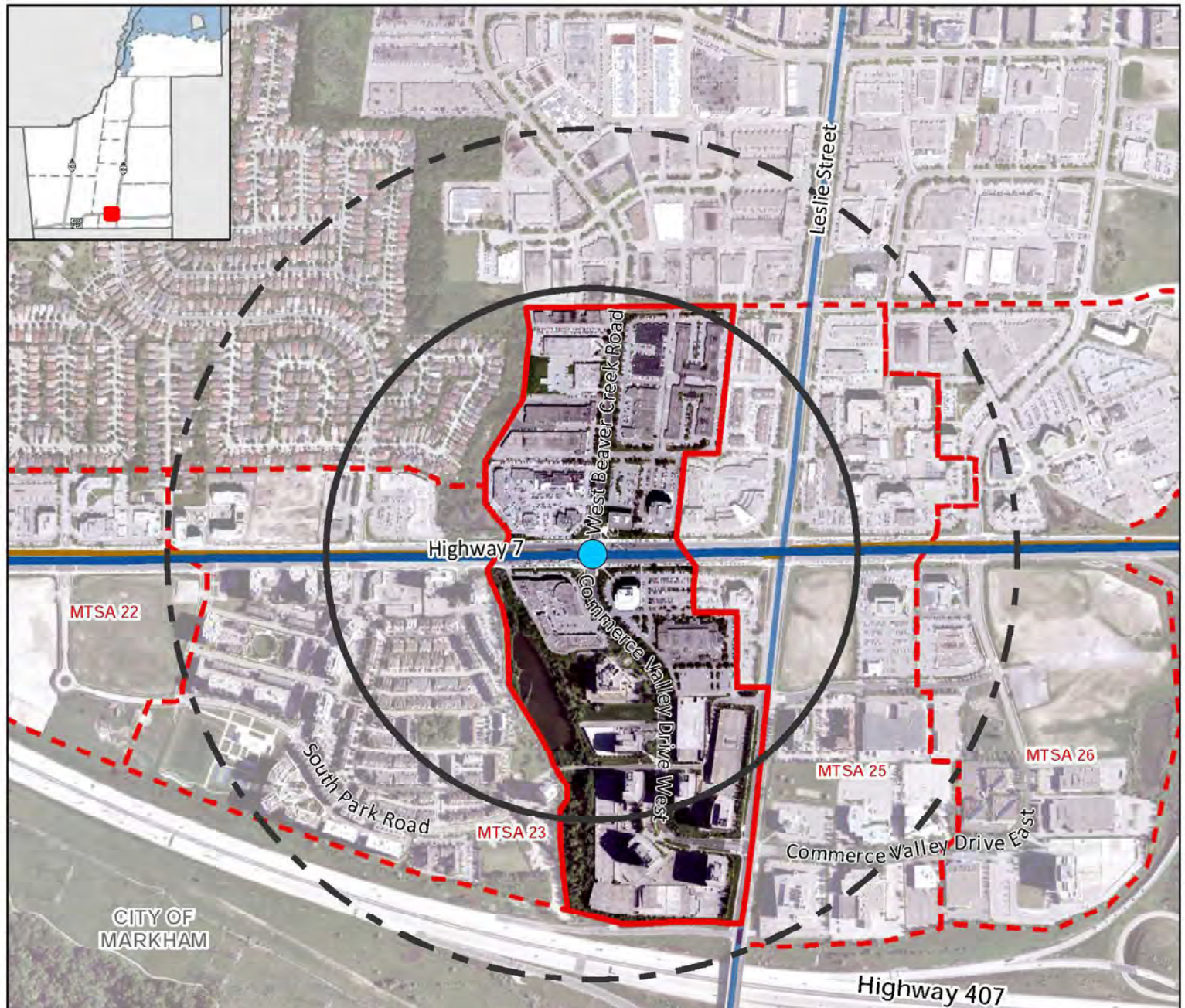


# West Beaver Creek BRT Station

MTSA 24

On Highway 7 at West Beaver Creek Rd/Commerce Valley Dr

Markham/Richmond Hill



## Legend

### Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

### Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

### Other Transit Corridors

Bus Rapid Transit

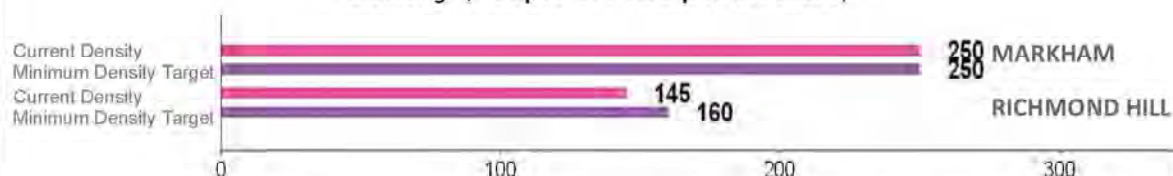
Local Municipal Boundary

West Beaver Creek BRT Station MTSA  
Gross Area:  
44.36 ha



0 100 200 m

## Density (People & Jobs per Hectare)



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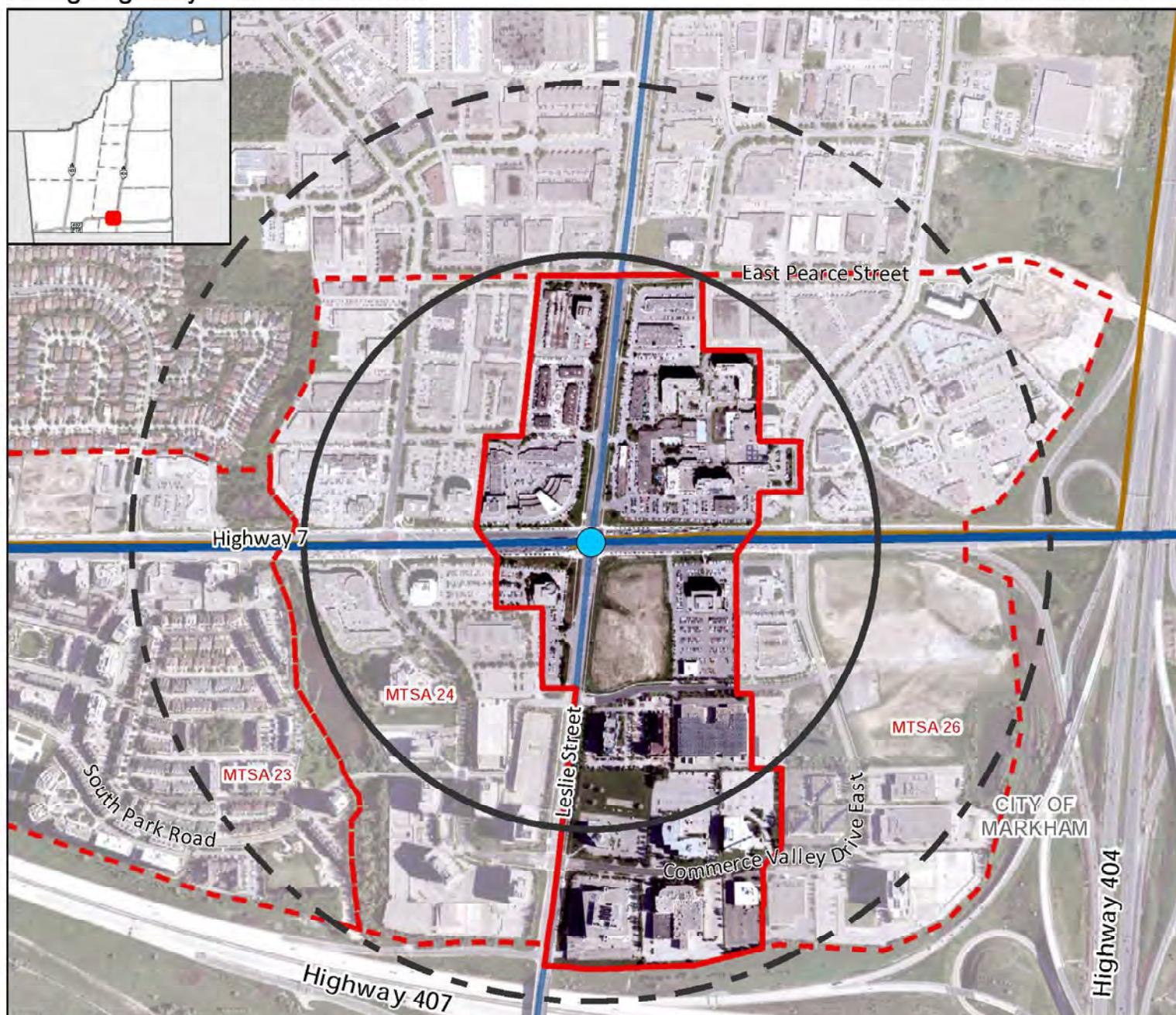
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Along Highway 7 at Leslie Street






**MTSA 25**

## Markham/Richmond Hill



### Legend

## Major Transit Station

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

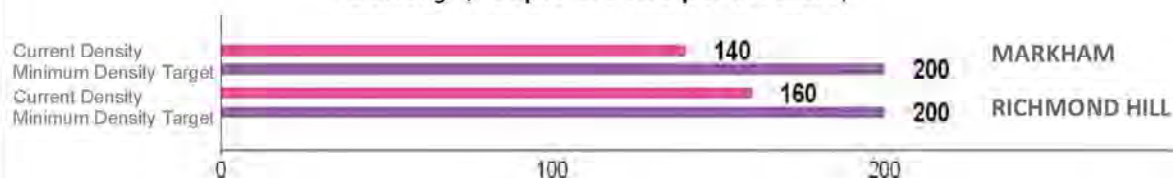
## Priority Transit Corridors - Provincial Growth Plan

-  Bus Rapid Transit  
 Other Transit Corridors  
 Bus Rapid Transit  
 Local Municipal Boundary

Leslie-Highway  
7 BRT Station  
MTSA Gross  
Area:  
46.03 ha



## Density (People &amp; Jobs per Hectare)



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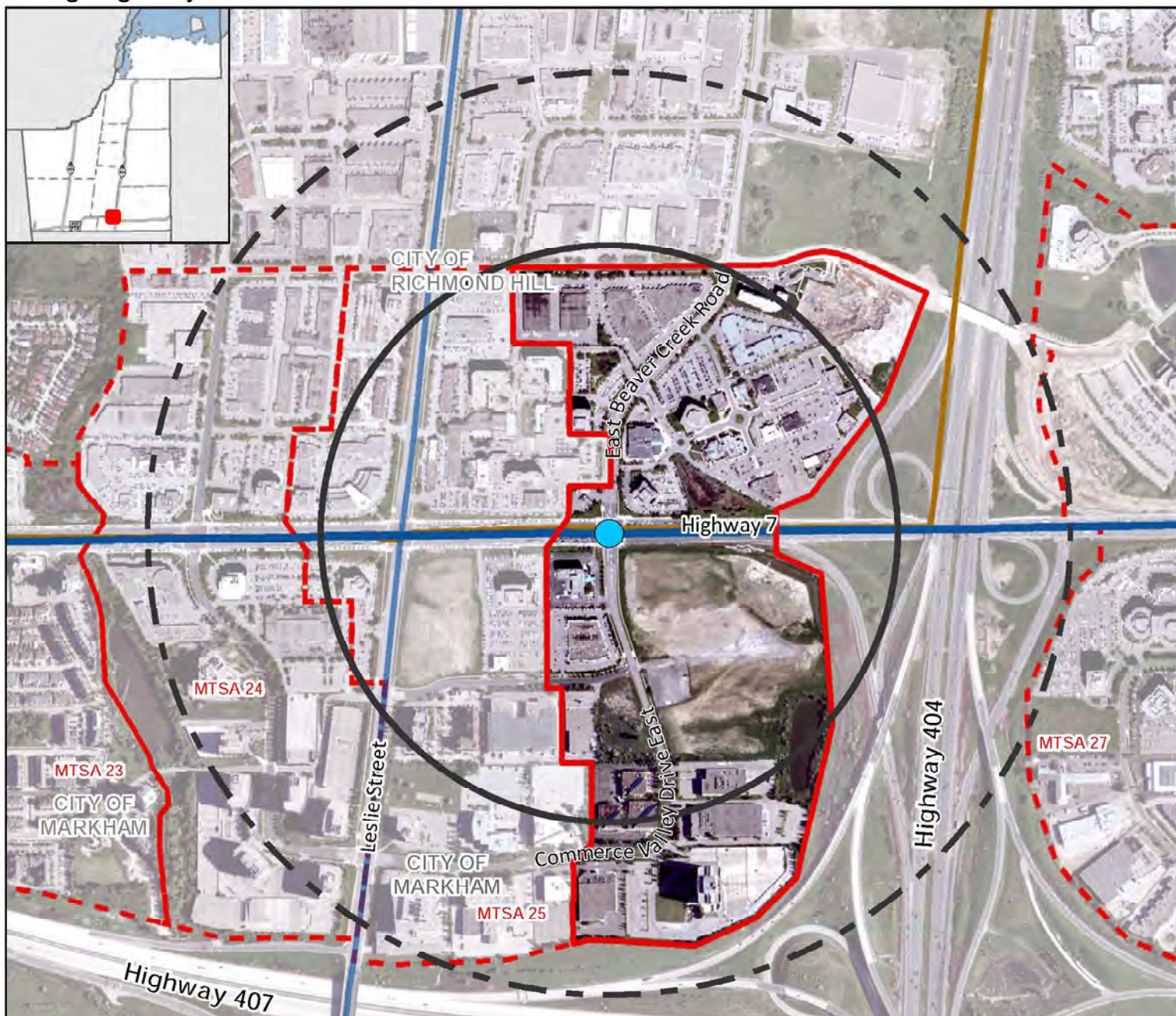


# East Beaver Creek BRT Station

Along Highway 7 at East Beaver Creek Road

MTSA 26

Markham/Richmond Hill



## Legend

### Major Transit Station

● Priority Bus Rapid Transit

■ Proposed MTSA Boundary

○ 500m Radius

○ 800m Radius

■ Adjacent Proposed MTSA Boundary

### Priority Transit Corridors - Provincial Growth Plan

■ Bus Rapid Transit

### Other Transit Corridors

■ Bus Rapid Transit

■ Local Municipal Boundary

### East Beaver Creek BRT Station MTSA

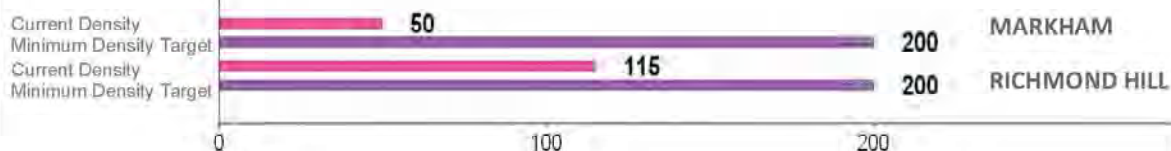
Gross Area:

54.61 ha



0 100 200 m

## Density (People & Jobs per Hectare)



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Along Highway 7 at Allstate Parkway/East Valhalla Drive

Markham





**MTSA 28**  
Markham

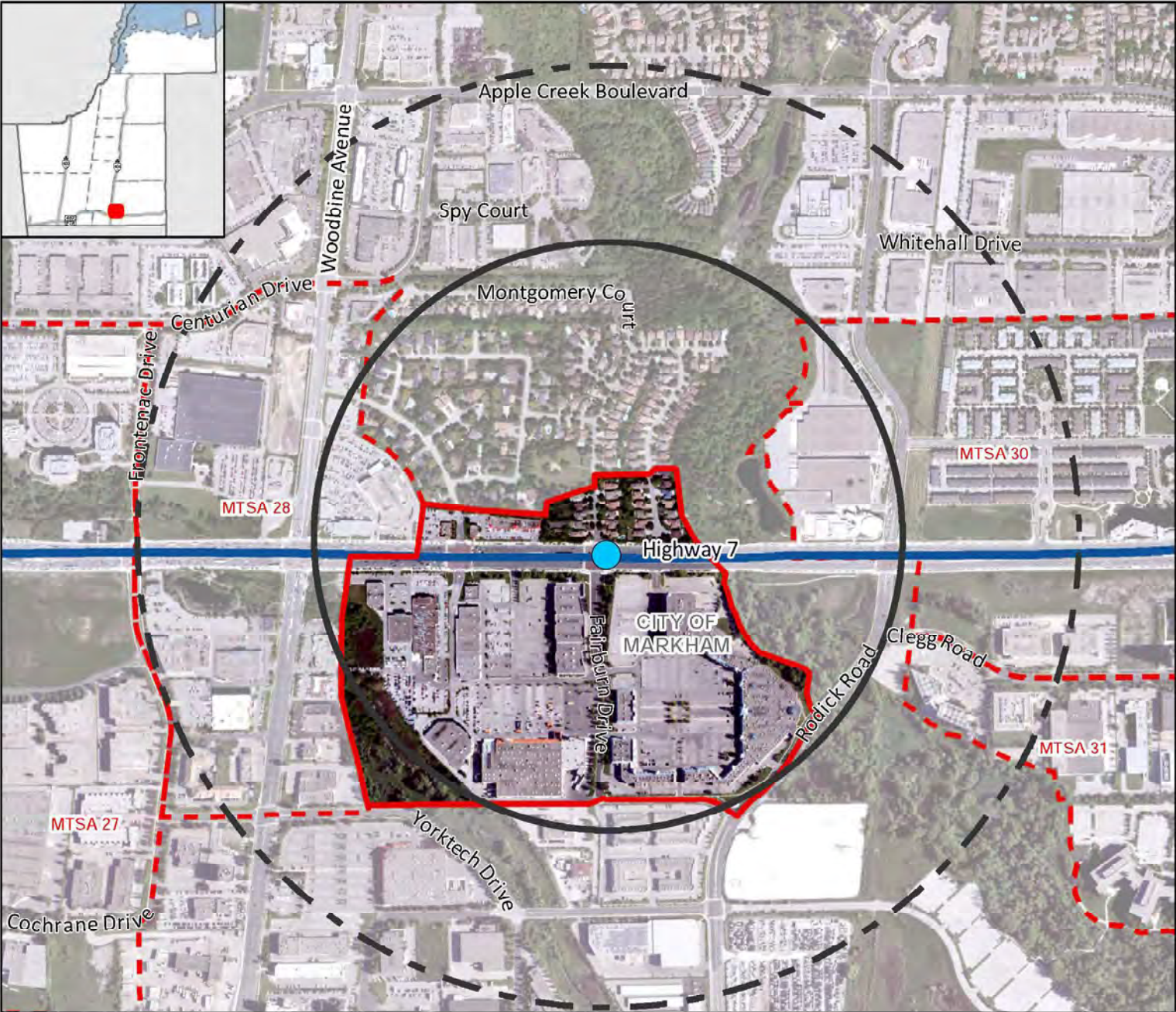




# Montgomery BRT Station

Along Highway 7 at Montgomery Court/Fairburn Drive

MTSA 29  
Markham

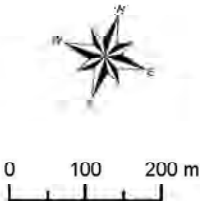


**Legend**

- Major Transit Station
- Priority Bus Rapid Transit
- Proposed MTSA Boundary
- 500m Radius
- 800m Radius
- Adjacent Proposed MTSA Boundary

- Priority Transit Corridors - Provincial Growth Plan
- Bus Rapid Transit

Montgomery BRT Station  
MTSA Gross Area:  
34.89 ha



**Density (People & Jobs per Hectare)**



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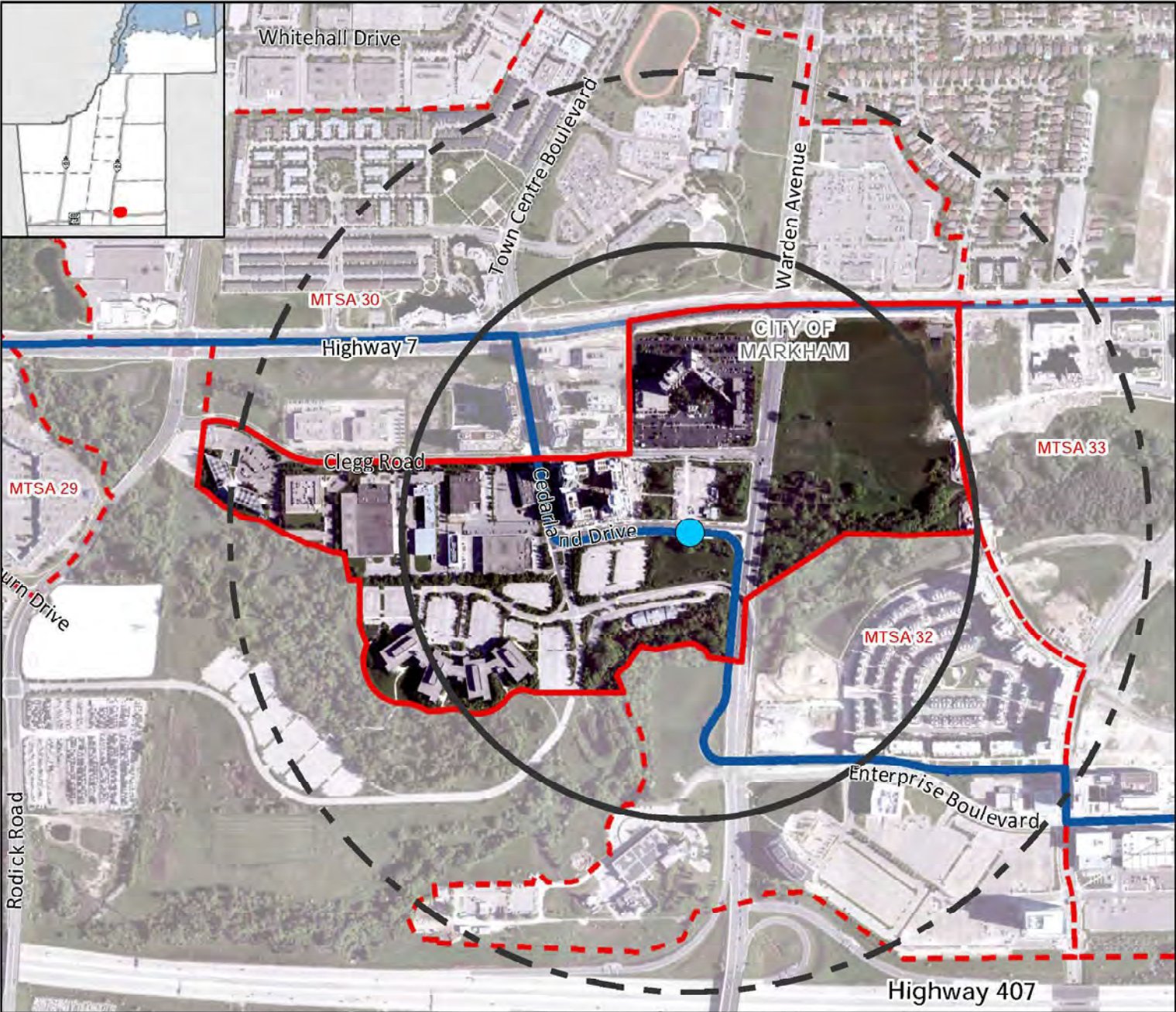




# Cedarland BRT Station

Along Cederland Drive at Warden Avenue

MTSA 31  
Markham



### Legend

#### Major Transit Station

● Priority Bus Rapid Transit

▭ Proposed MTSA Boundary

▭ 500m Radius

▭ 800m Radius

▭ Adjacent Proposed MTSA Boundary

#### Priority Transit Corridors - Provincial Growth Plan

▬ Bus Rapid Transit

#### Other Transit Corridors

▬ Bus Rapid Transit

Cedarland BRT Station MTSA  
Gross Area:  
51.65 ha



0 100 200 m

### Density (People & Jobs per Hectare)



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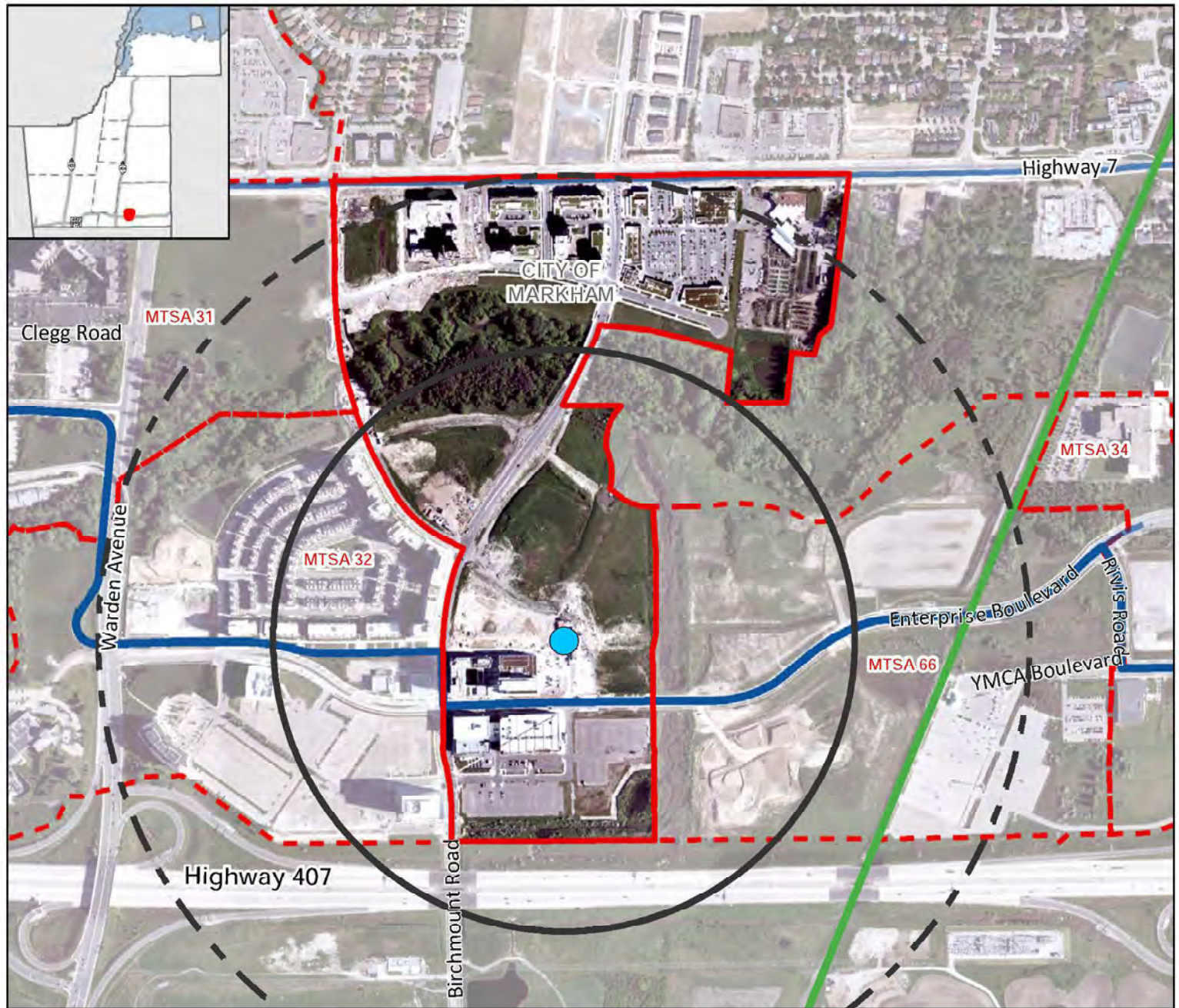


# Andre De Grasse BRT Station

Along dedicated BRT road, North of Enterprise Boulevard

MTSA 33

Markham



## Legend

### Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

### Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

GO Rail

### Other Transit Corridors

Bus Rapid Transit

Andre De Grasse BRT Station MTSA  
Gross Area:  
57.68 ha



0 100 200 m

## Density (People & Jobs per Hectare)



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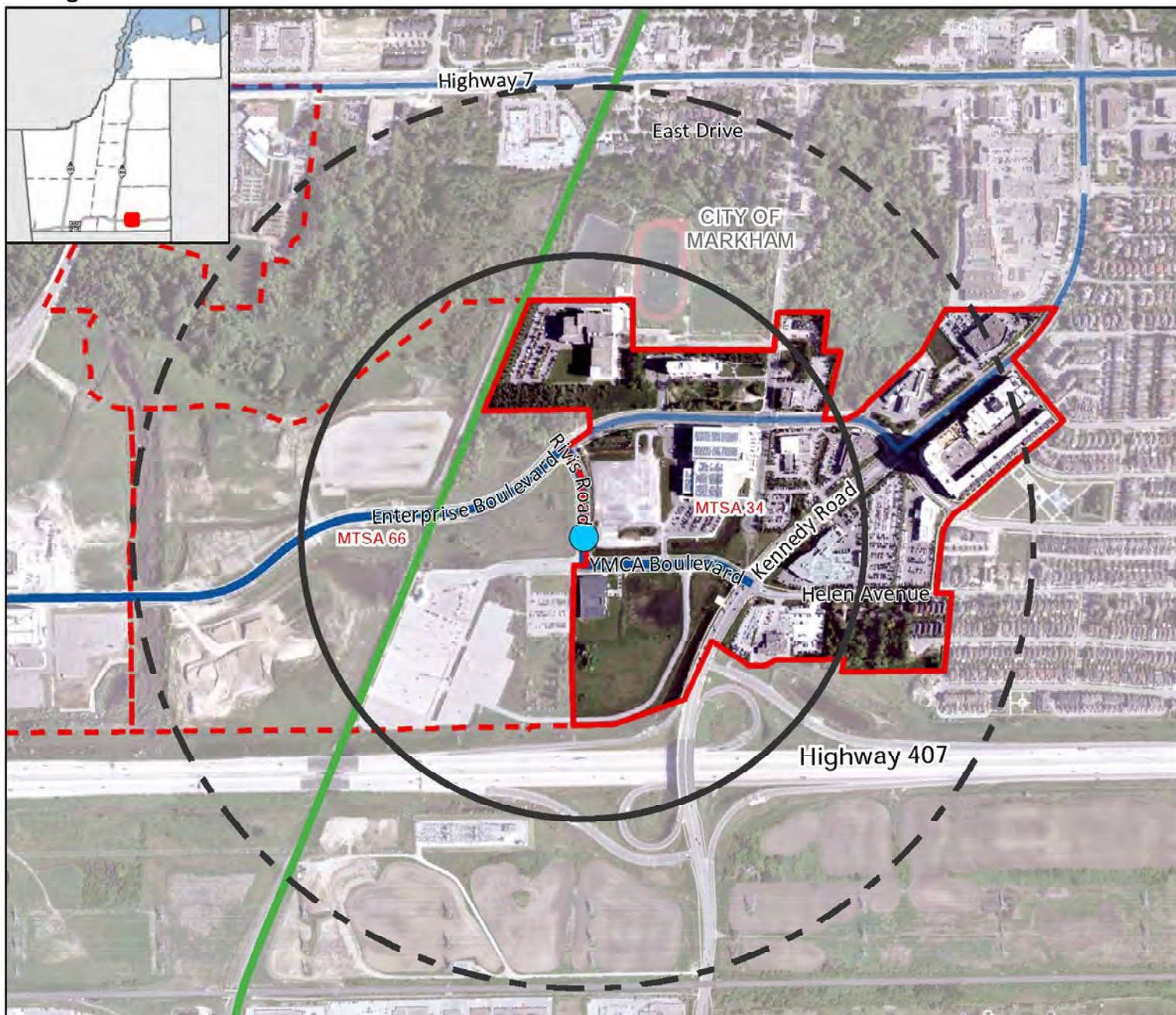
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# Enterprise BRT Station

## Along Rivis Road at YMCA Boulevard

**MTSA 34**  
Markham



### Legend

#### Major Transit Station

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

#### Priority Transit Corridors - Provincial Growth Plan

- Bus Rapid Transit
- GO Rail

#### Other Transit Corridors

- Bus Rapid Transit
- GO Rail

**Enterprise BRT Station MTSA**  
Gross Area:  
46.19 ha



0 100 200 m

### Density (People & Jobs per Hectare)

Current Density

55

Minimum Density Target

250

0

100

200

300



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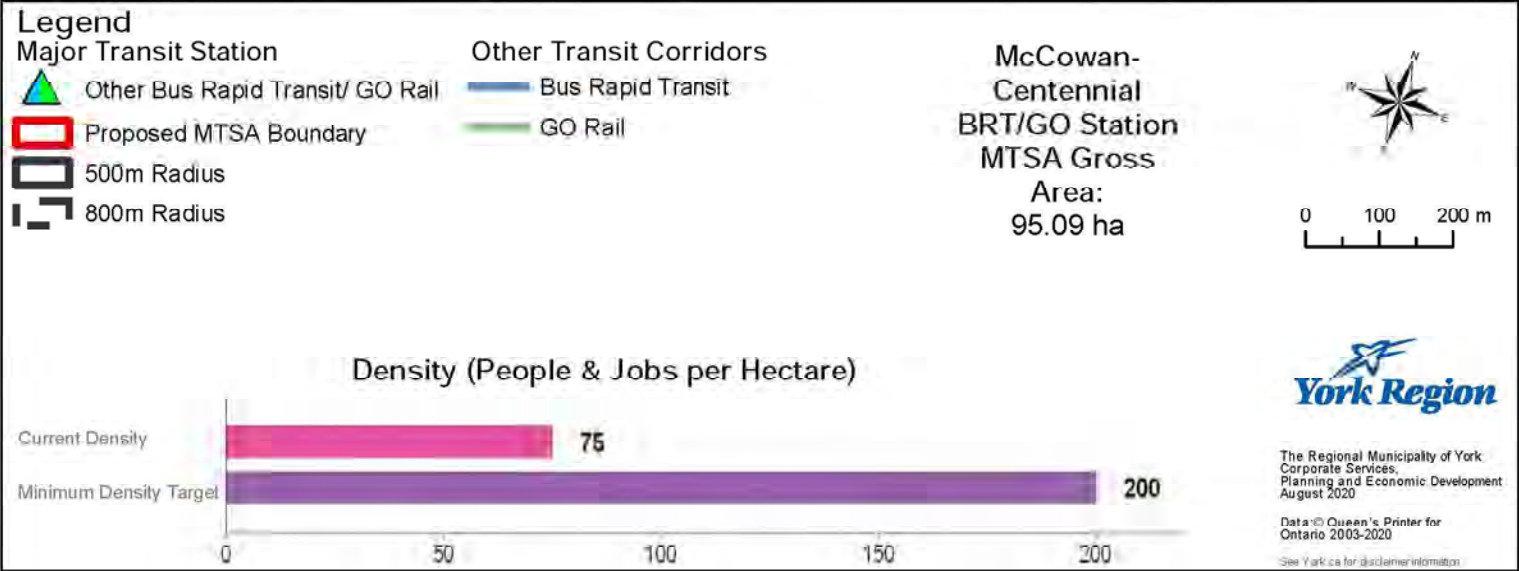
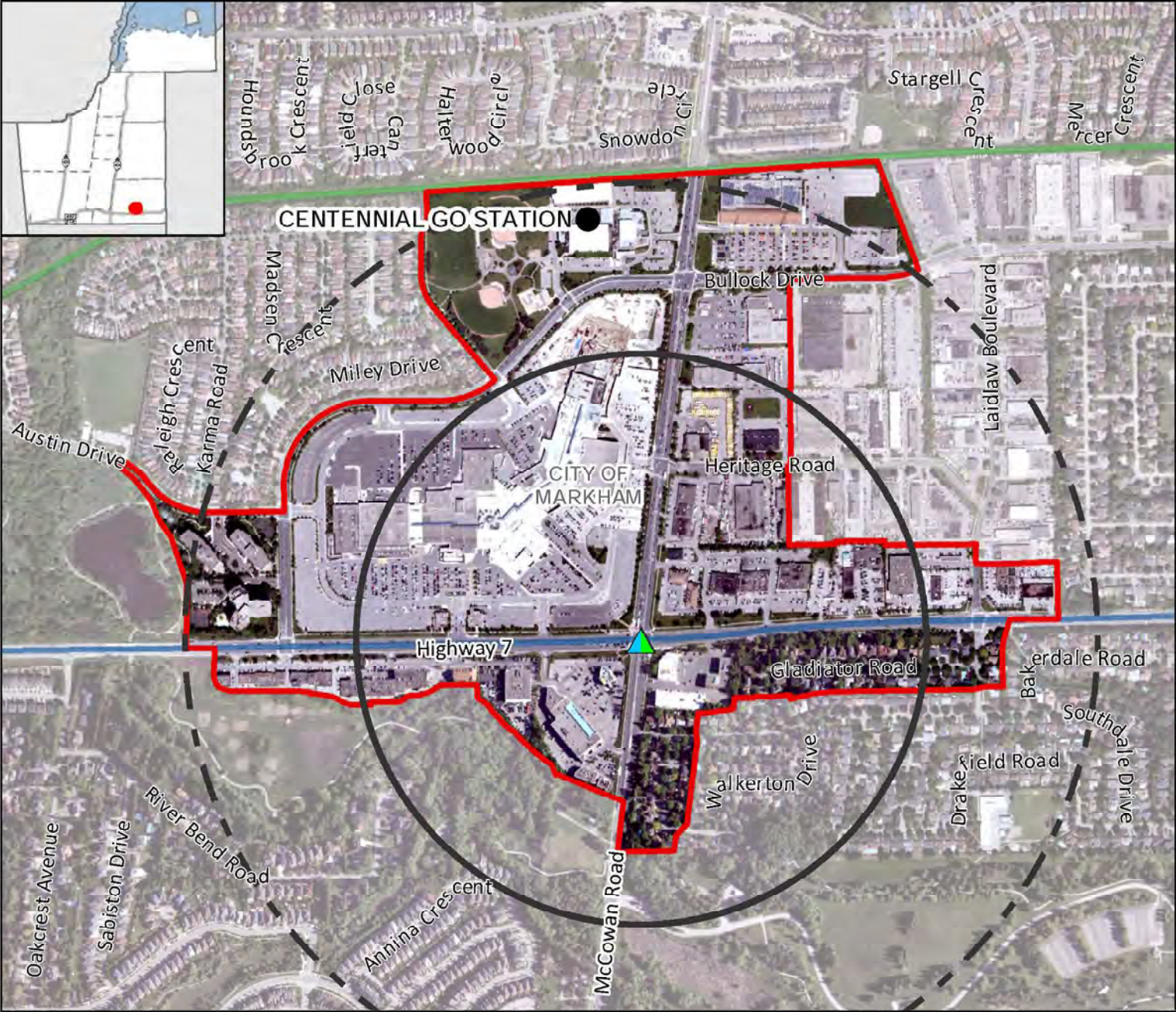
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# McCowan-Centennial BRT/GO Station

## Along Highway 7 at McCowan Road

MTSA 35  
Markham

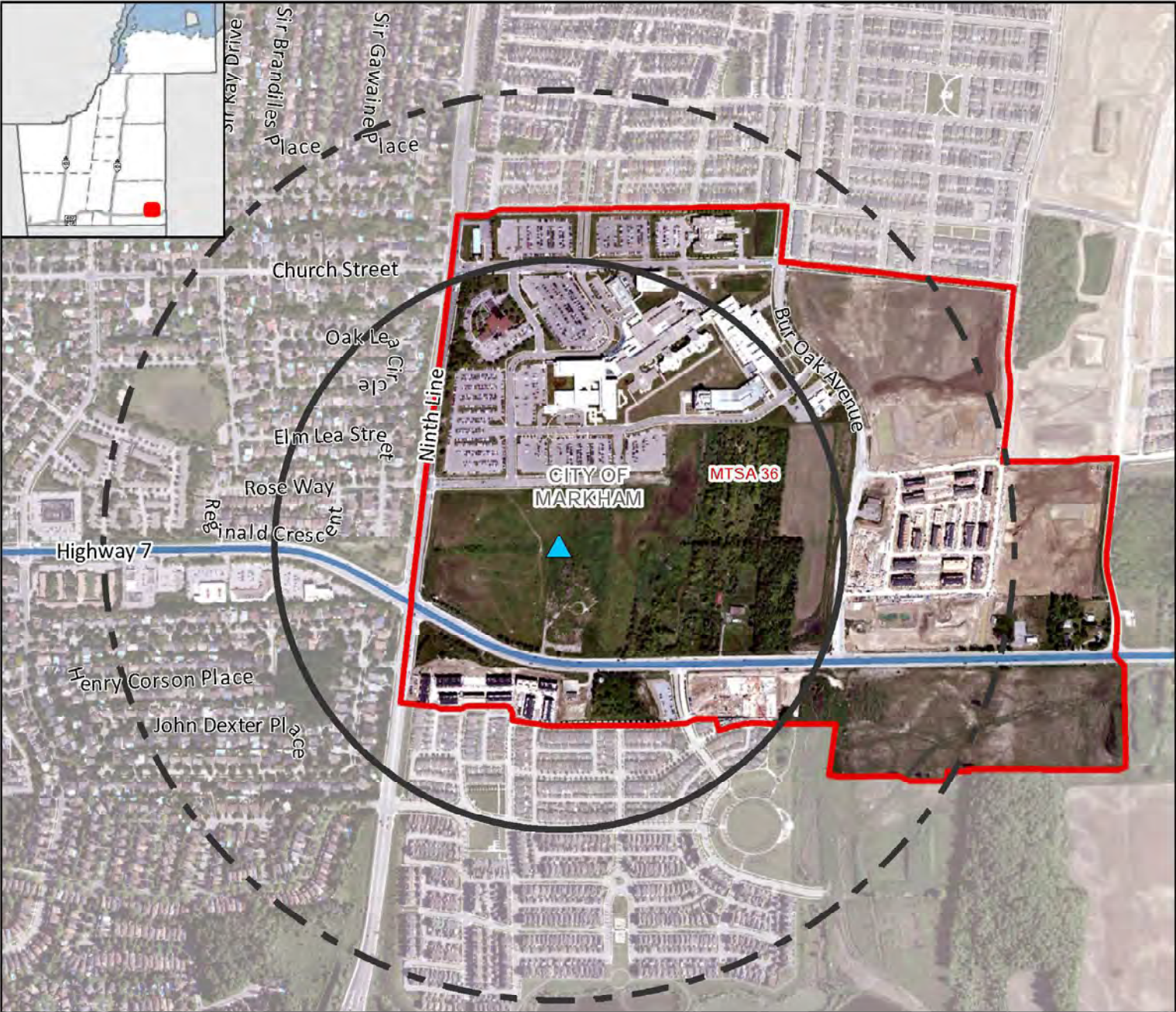




# Cornell BRT Station

Along Highway 7 at Bur Oak Avenue

MTSA 36  
Markham

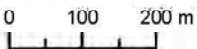


### Legend

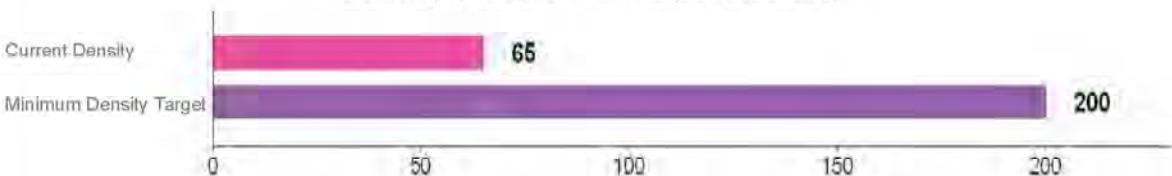
- Major Transit Station
- Other Bus Rapid Transit
- Proposed MTSA Boundary
- 500m Radius
- 800m Radius
- Adjacent Proposed MTSA Boundary

- Other Transit Corridors
- Bus Rapid Transit

Cornell BRT Station MTSA  
Gross Area:  
100.45 ha



### Density (People & Jobs per Hectare)



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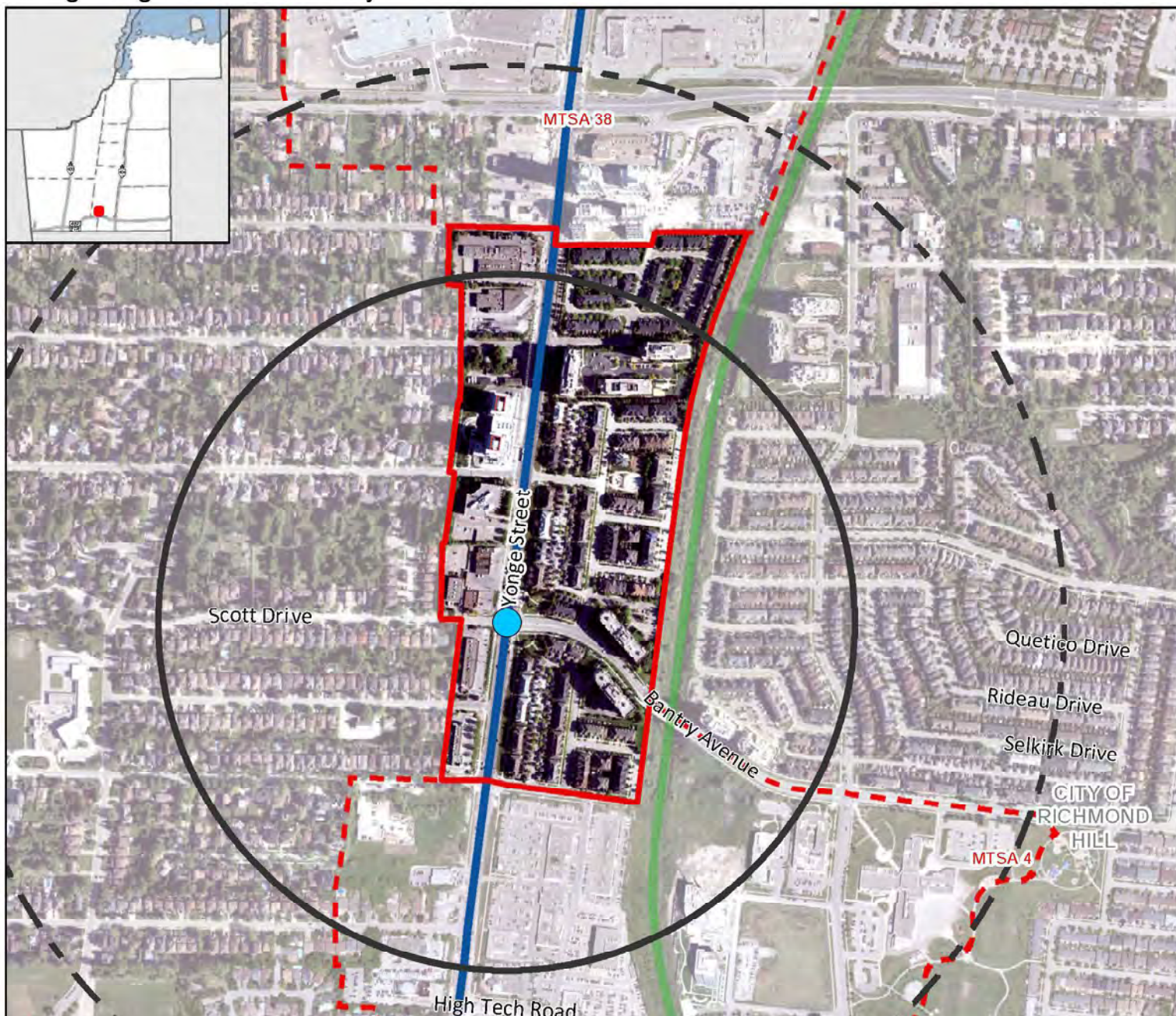


# Bantry-Scott BRT Station

Along Yonge Street at Bantry Avenue/Scott Drive

MTSA 37

Richmond Hill



## Legend

### Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

### Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

### Other Transit Corridors

GO Rail

**Bantry-Scott  
BRT Station  
MTSA Gross  
Area:  
26.05 ha**



0 100 200 m

## Density (People & Jobs per Hectare)

Current Density

170

Minimum Density Target

200

0 50 100 150 200



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Along Yonge Street at 16th Avenue/Carrville Road

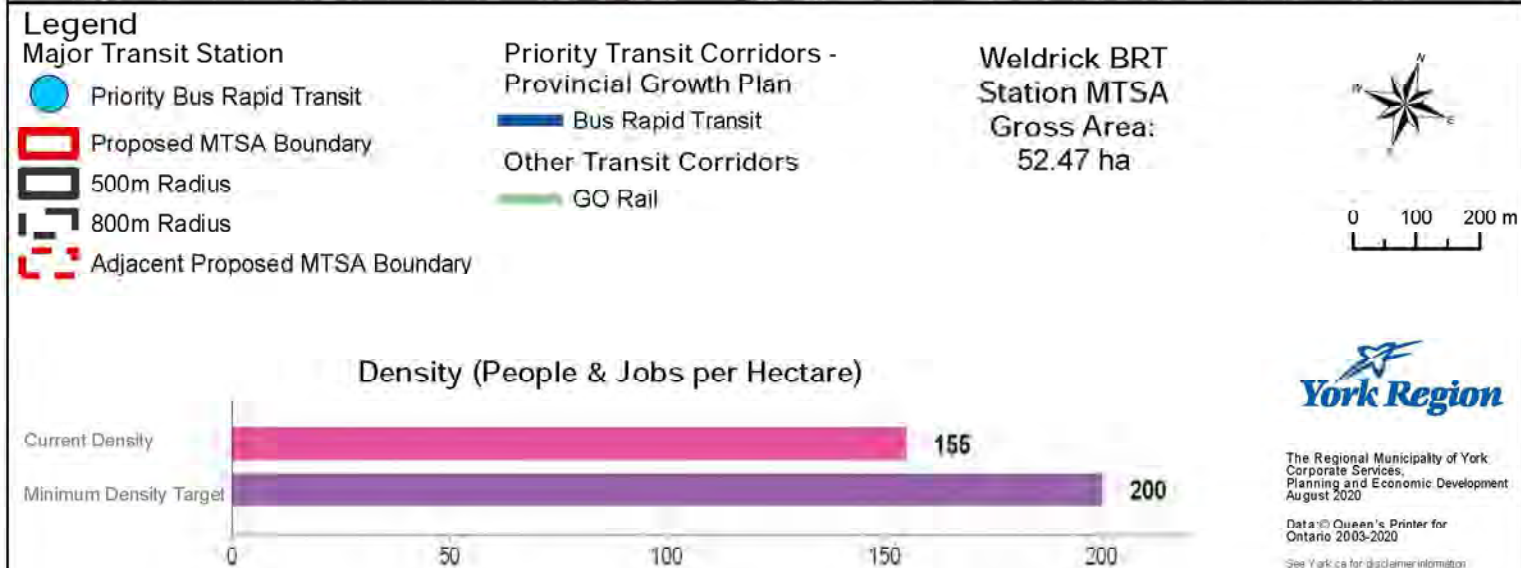
## Richmond Hill





Along Yonge Street at Weldrick Road

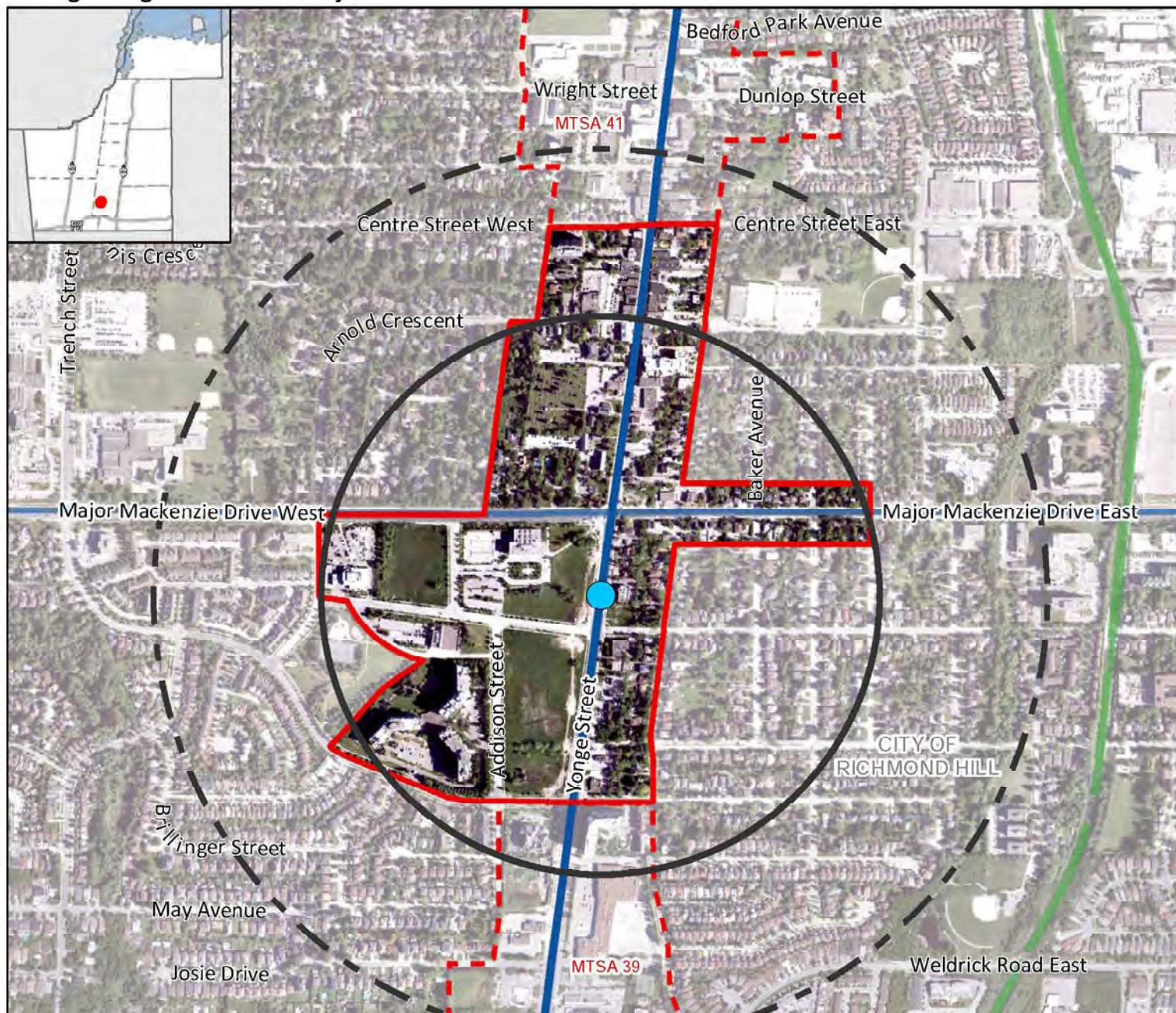
## Richmond Hill





# Major Mackenzie BRT Station Along Yonge Street at Major Mackenzie Drive

**MTSA 40**  
Richmond Hill



## Legend

### Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

### Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

### Other Transit Corridors

Bus Rapid Transit

GO Rail

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



0 100 200 m

## Density (People & Jobs per Hectare)

Current Density

66

Minimum Density Target

160



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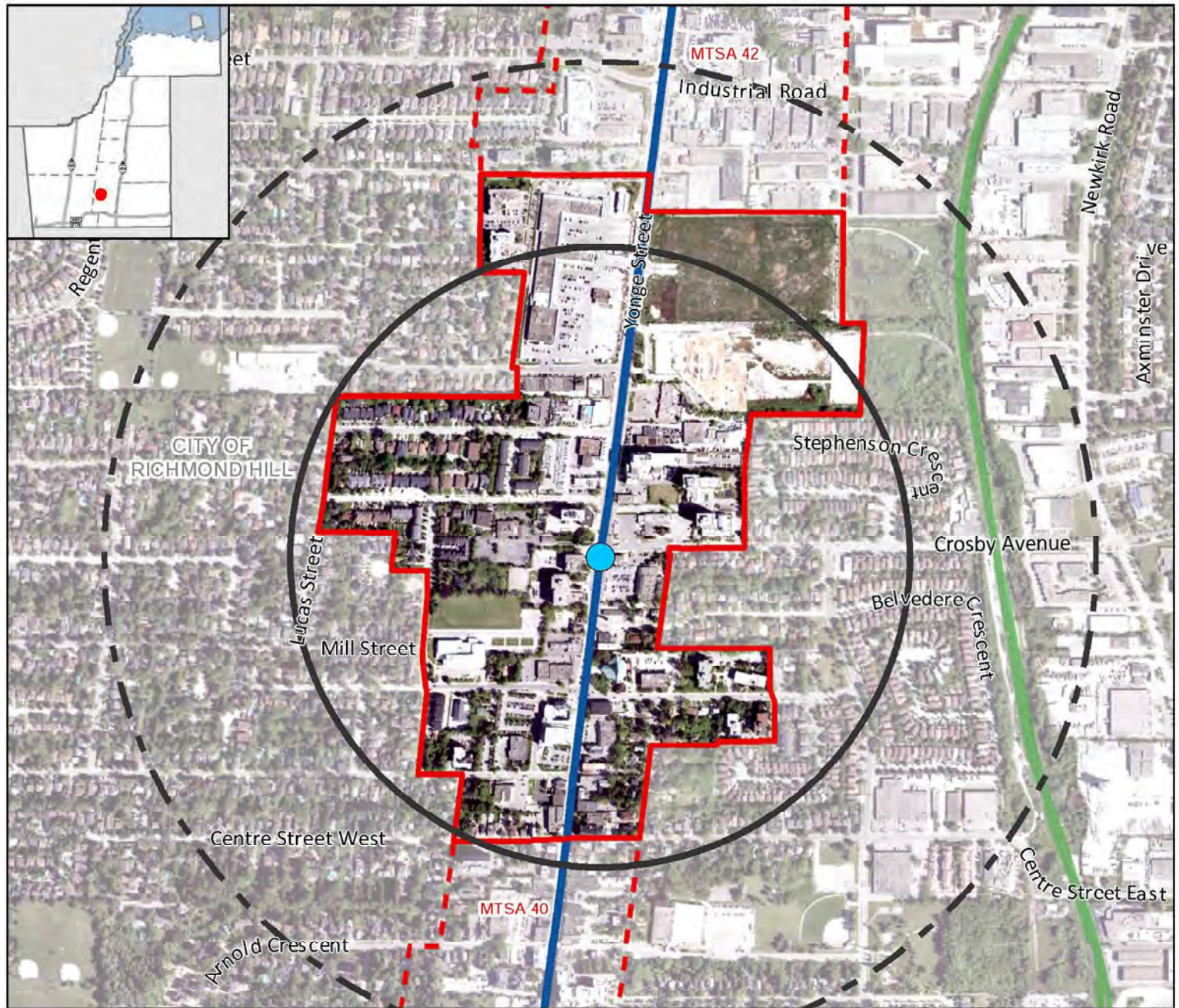


# Crosby BRT Station

Along Yonge Street at Crosby Avenue

MTSA 41

Richmond Hill



## Legend

### Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

### Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

### Other Transit Corridors

GO Rail

### Crosby BRT Station MTSA

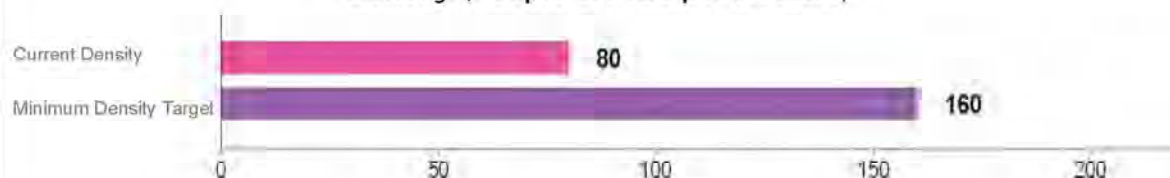
Gross Area:

54.98 ha



0 100 200 m

### Density (People & Jobs per Hectare)



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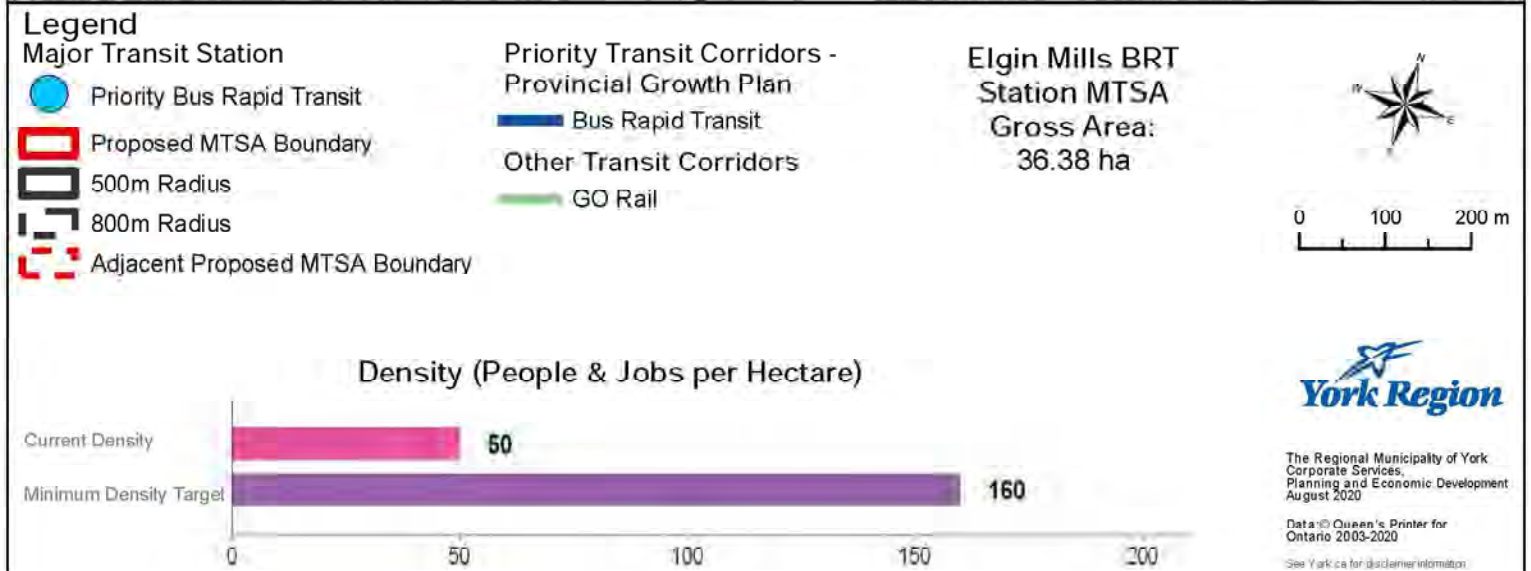
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Along Yonge Street at Elgin Mills Road

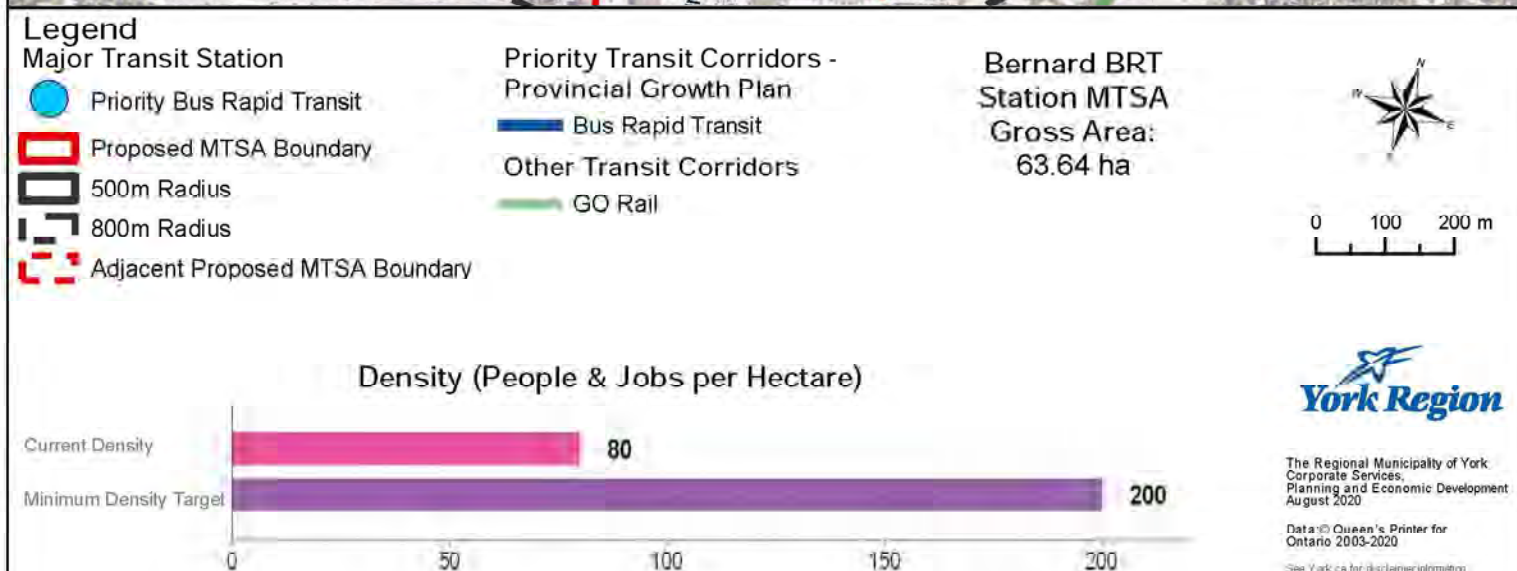
## Richmond Hill





Along Yonge Street at Bernard Avenue/Canyon Hill Avenue

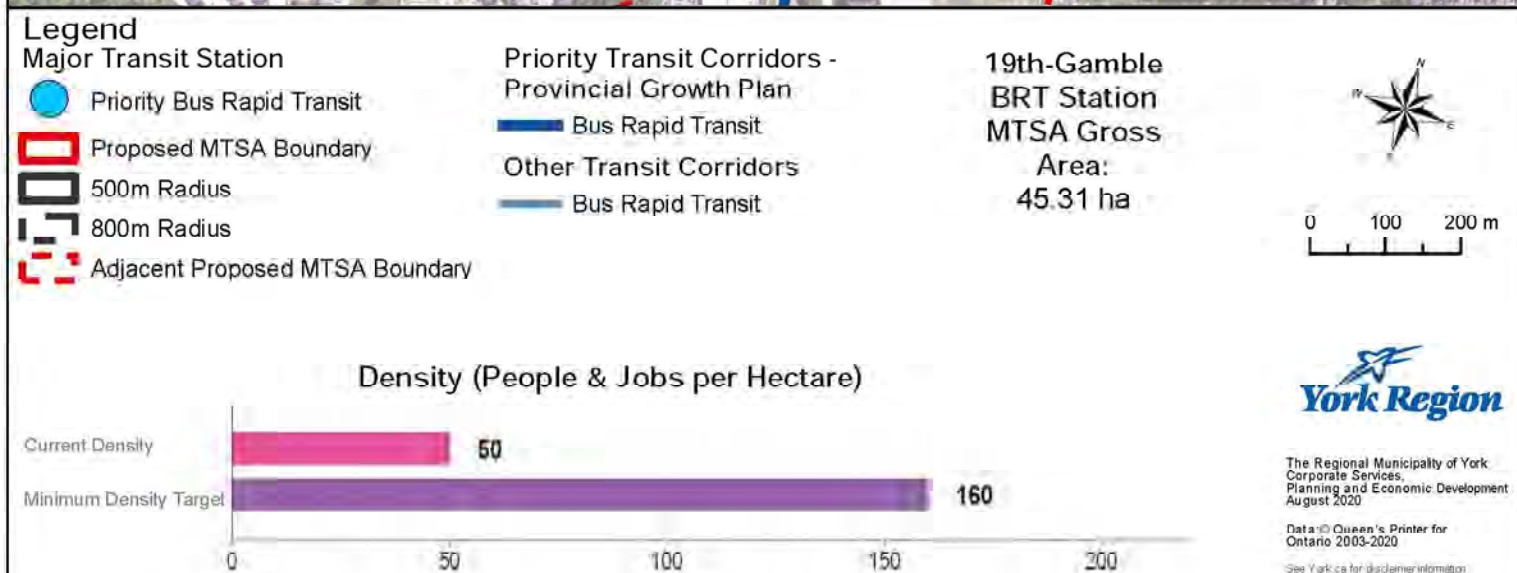
## Richmond Hill





Along Yonge Street at 19th Avenue/Gamble Road

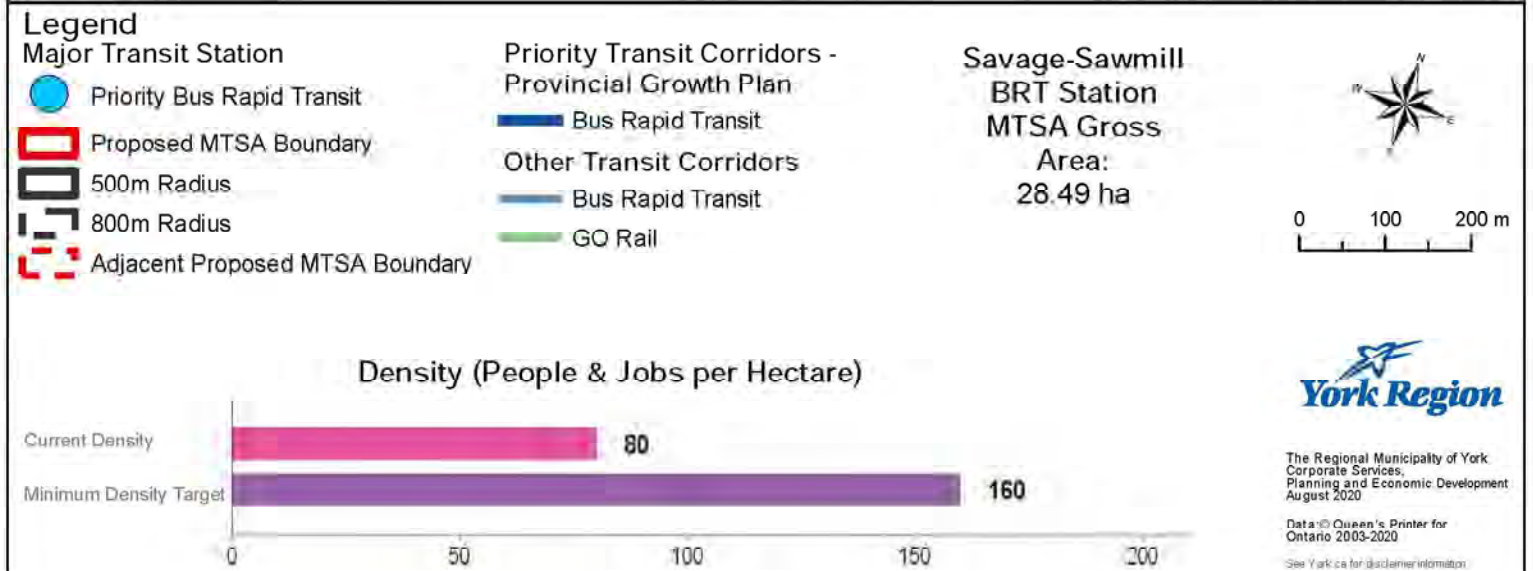
## Richmond Hill





Along Yonge Street at Savage Road/Sawmill Valley Drive

## Newmarket

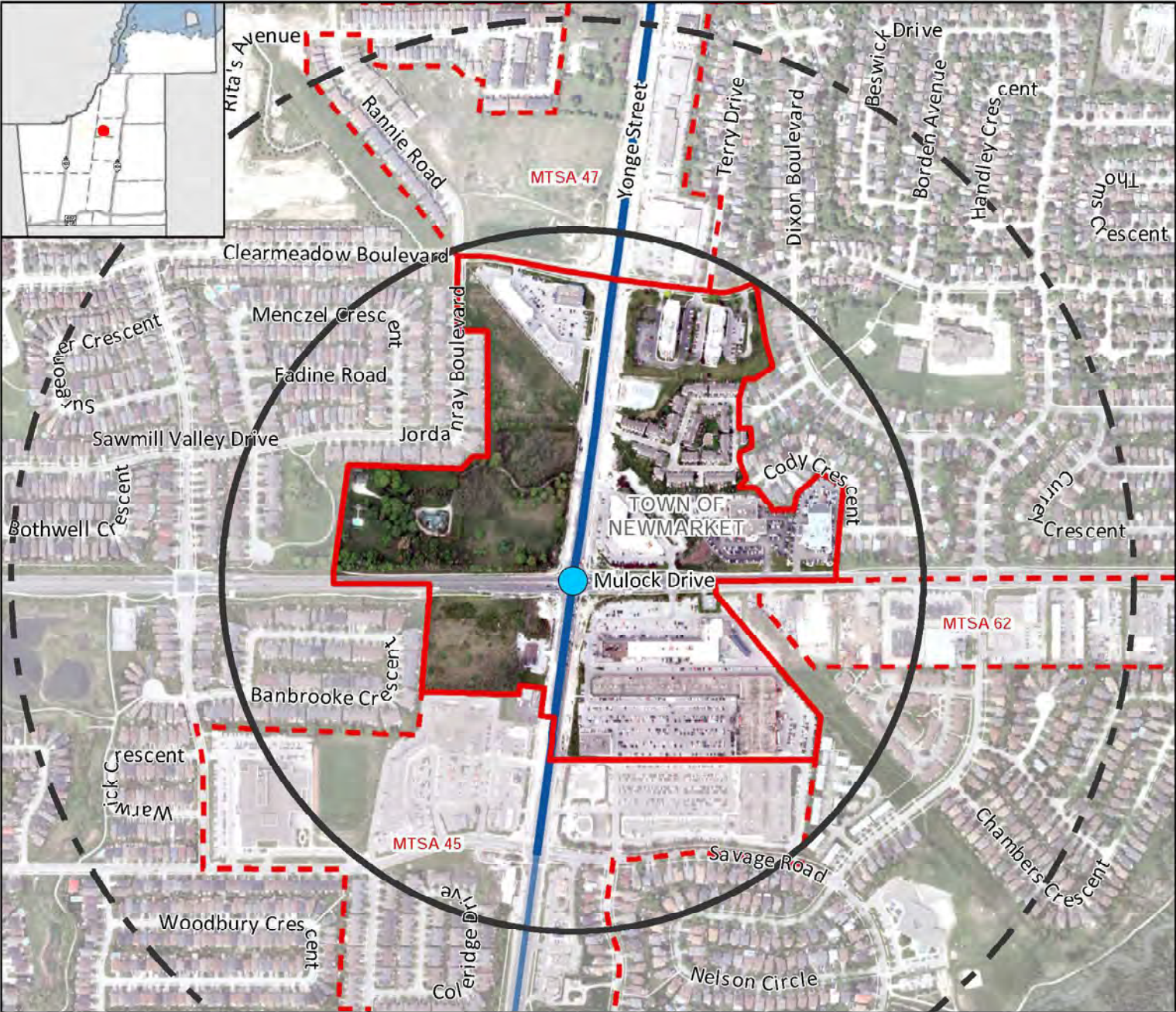




# Mulock BRT Station

## Along Yonge Street at Mulock Drive

**MTSA 46**  
**Newmarket**



### Legend

#### Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

#### Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

#### Other Transit Corridors

Bus Rapid Transit

#### Mulock BRT Station MTSA

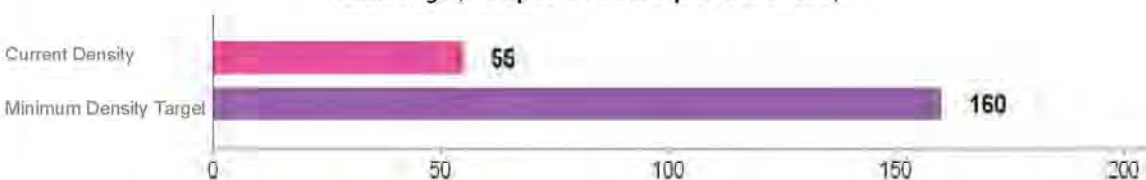
Gross Area:

32.89 ha



0 100 200 m

### Density (People & Jobs per Hectare)



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# Eagle BRT Station

## Along Yonge Street at Eagle Street

MTSA 47  
Newmarket



### Legend

#### Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

#### Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

Eagle BRT  
Station MTSA  
Gross Area:  
60.66 ha



0 100 200 m

### Density (People & Jobs per Hectare)

Current Density

70

Minimum Density Target

200

0 50 100 150 200

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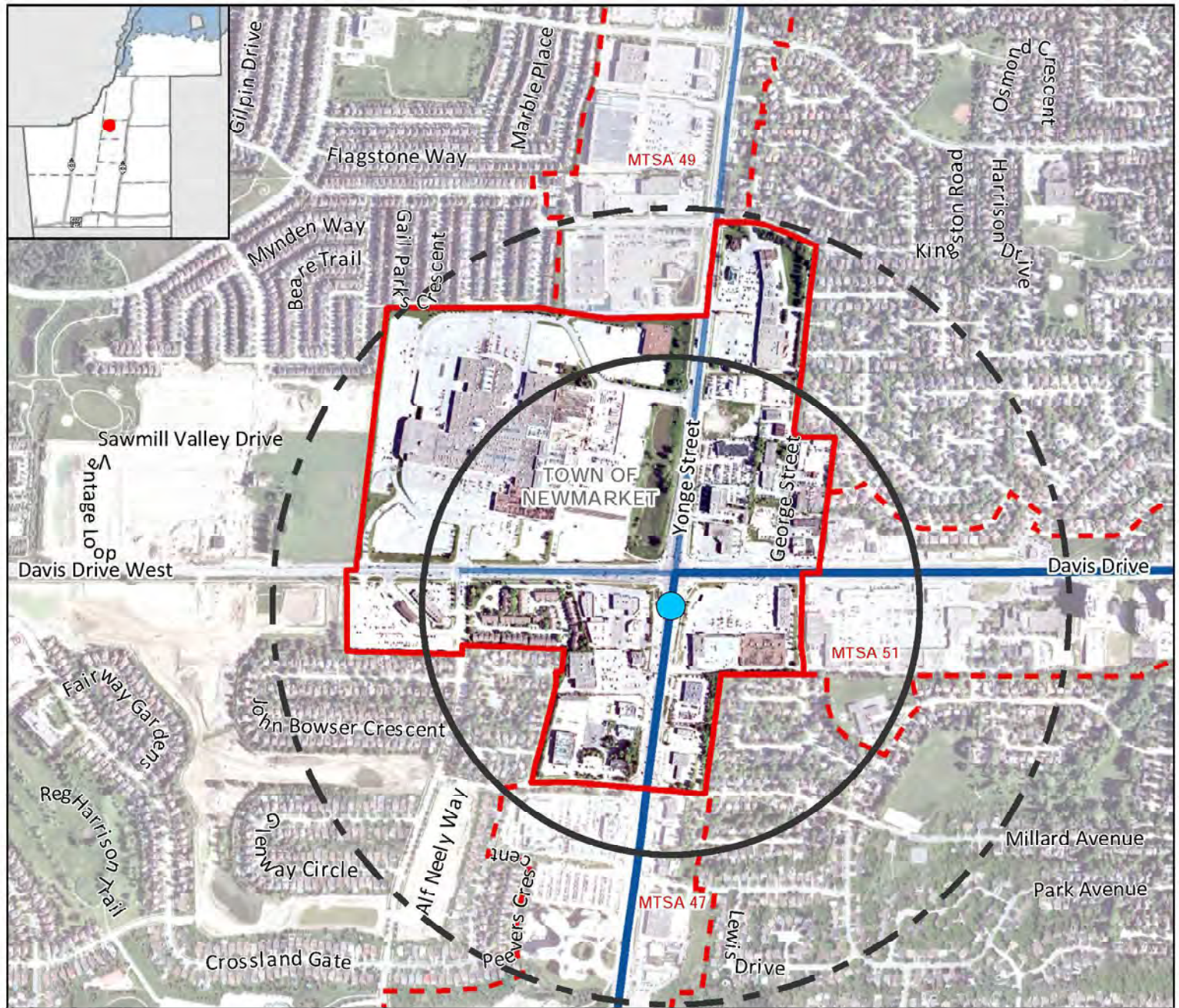


# Yonge-Davis BRT Station

Along Yonge Street at Davis Drive

MTSA 48

Newmarket



## Legend

### Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

### Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

### Other Transit Corridors

Bus Rapid Transit

### Yonge-Davis BRT Station

MTSA Gross

Area:

74.27 ha



0 100 200 m

## Density (People & Jobs per Hectare)

Current Density

65

Minimum Density Target

250

0 100 200 300



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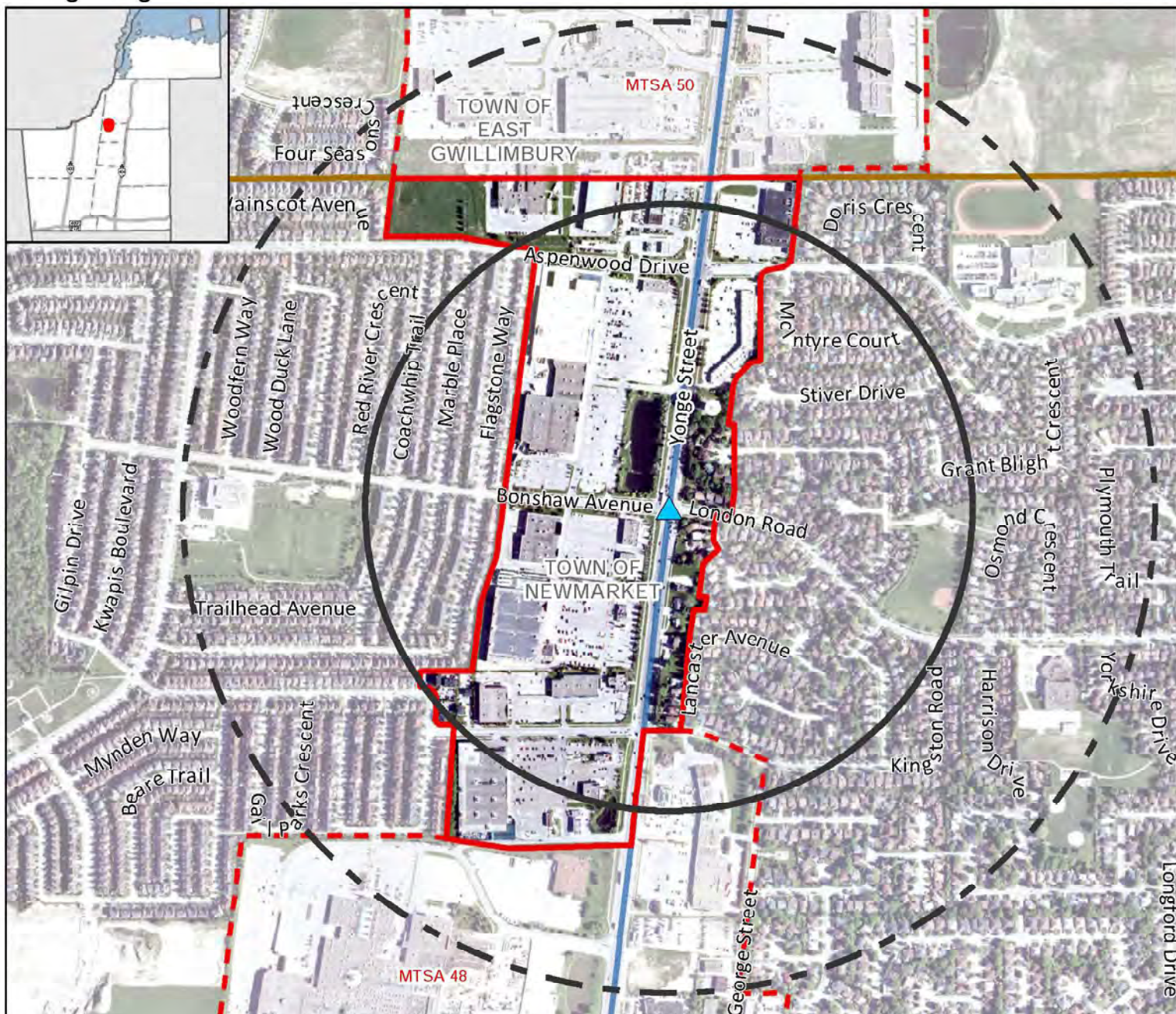


# Bonshaw BRT Station

Along Yonge Street at Bonshaw Avenue/London Road

MTSA 49

Newmarket



## Legend

### Major Transit Station

Other Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

### Other Transit Corridors

Bus Rapid Transit

Local Municipal Boundary

### Bonshaw BRT

Station MTSA

Gross Area:

42.95 ha



0 100 200 m

## Density (People & Jobs per Hectare)

Current Density

40

Minimum Density Target

160



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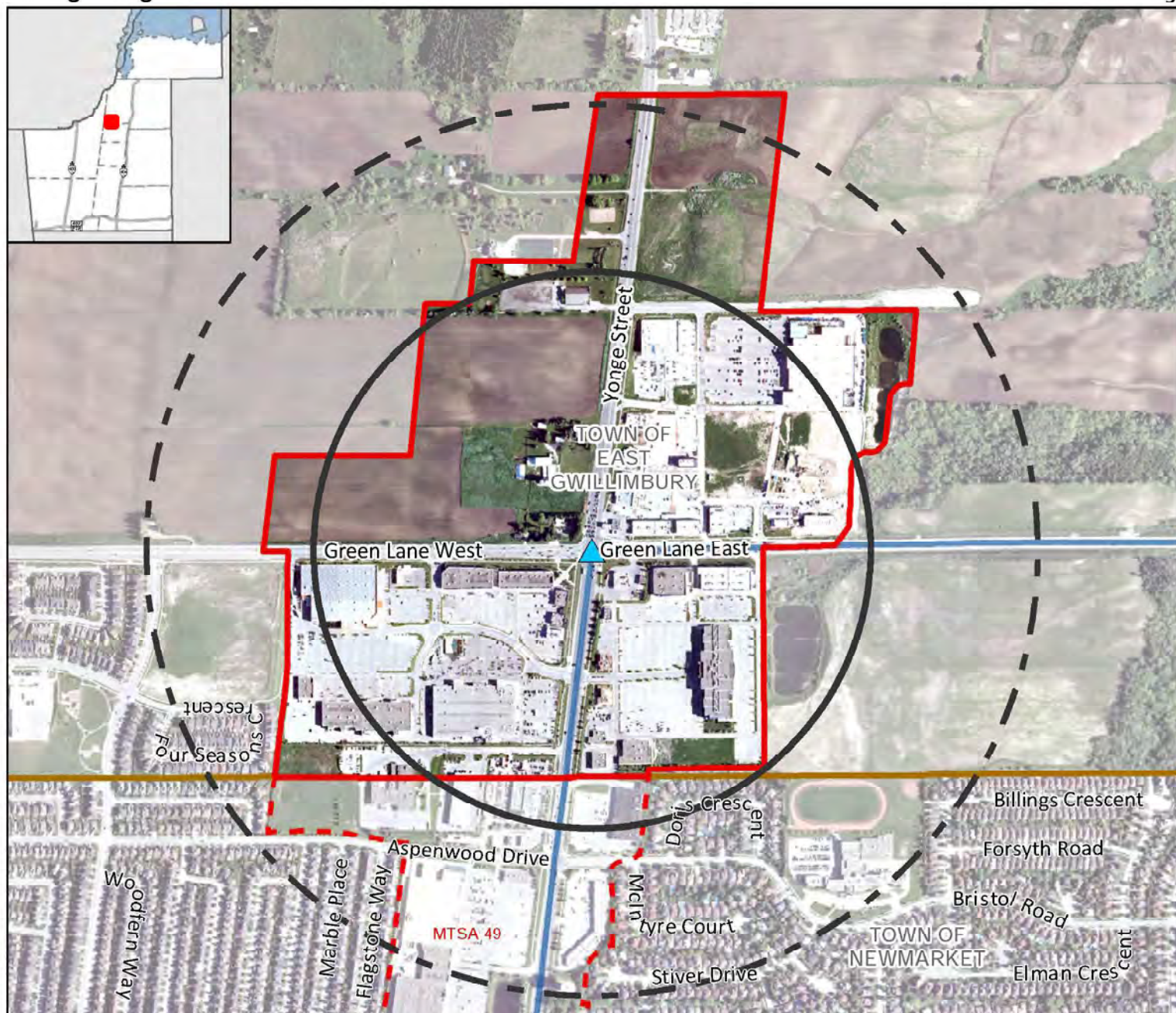


# Green Lane Station

## Along Yonge Street and Green Lane

MTSA 50

East Gwillimbury



### Legend

#### Major Transit Station

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

#### Other Transit Corridors

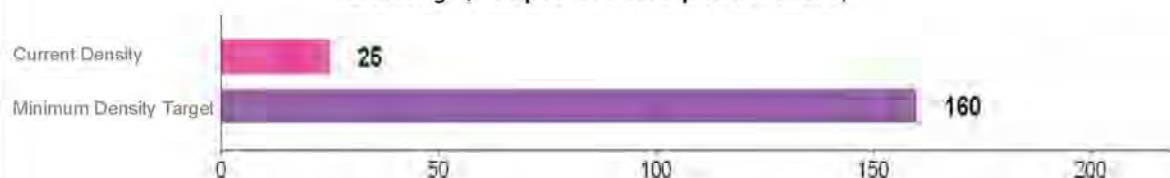
- Bus Rapid Transit
- Local Municipal Boundary

**Green Lane  
BRT Station**  
MTSA Gross  
Area:  
89.82 ha



0 100 200 m

### Density (People & Jobs per Hectare)



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Along Davis Drive at Longford Drive/Parkside Drive

## Newmarket

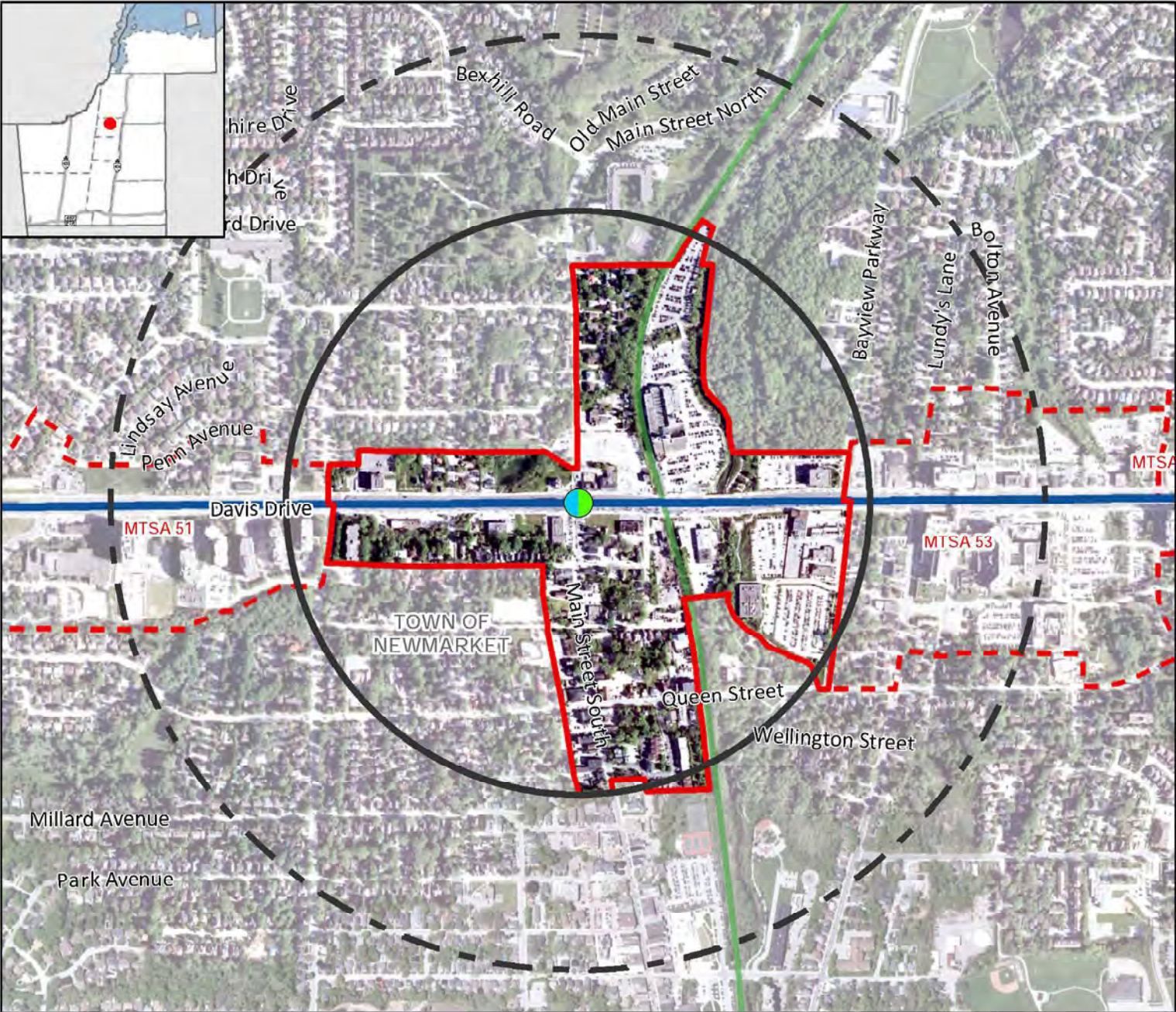




# Main BRT Station

Along Davis Drive at Main Street

MTSA 52  
Newmarket

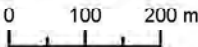


**Legend**

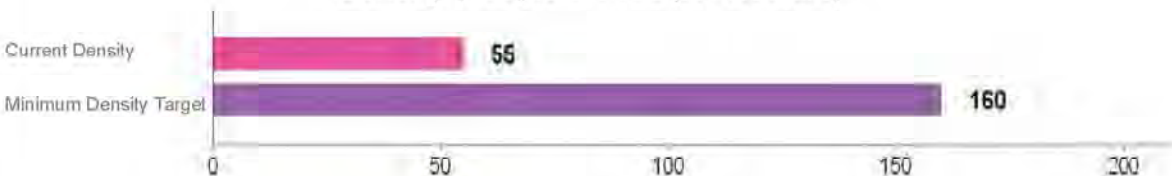
- Major Transit Station**
- Priority Bus Rapid Transit/ GO Rail
  - Proposed MTSA Boundary
  - 500m Radius
  - 800m Radius
  - Adjacent Proposed MTSA Boundary

- Priority Transit Corridors - Provincial Growth Plan**
- Bus Rapid Transit
- Other Transit Corridors**
- GO Rail

Main BRT Station MTSA  
Gross Area:  
36.96 ha



**Density (People & Jobs per Hectare)**



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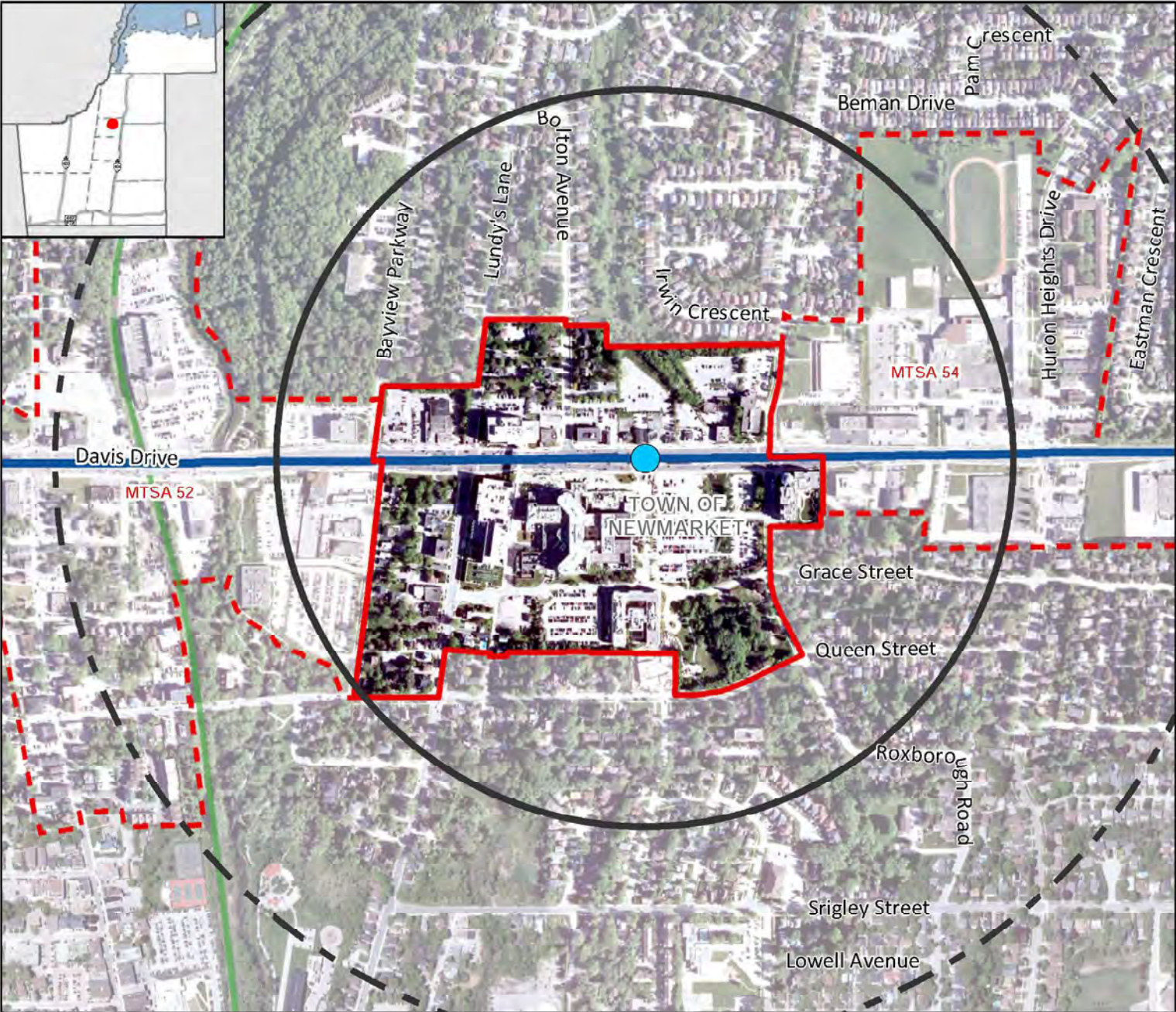


# Southlake BRT Station

Along Davis Drive at Bolton Avenue

MTSA 53

Newmarket



### Legend

Major Transit Station

● Priority Bus Rapid Transit

▭ Proposed MTSA Boundary

▭ 500m Radius

▭ 800m Radius

▭ Adjacent Proposed MTSA Boundary

Priority Transit Corridors -  
Provincial Growth Plan

▬ Bus Rapid Transit

Other Transit Corridors

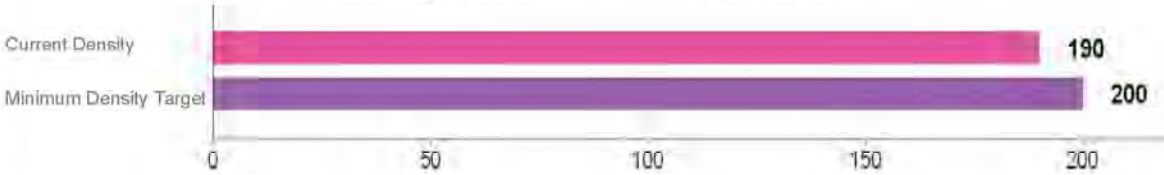
▬ GO Rail

Southlake BRT  
Station MTSA  
Gross Area:  
24.50 ha



0 100 200 m

### Density (People & Jobs per Hectare)



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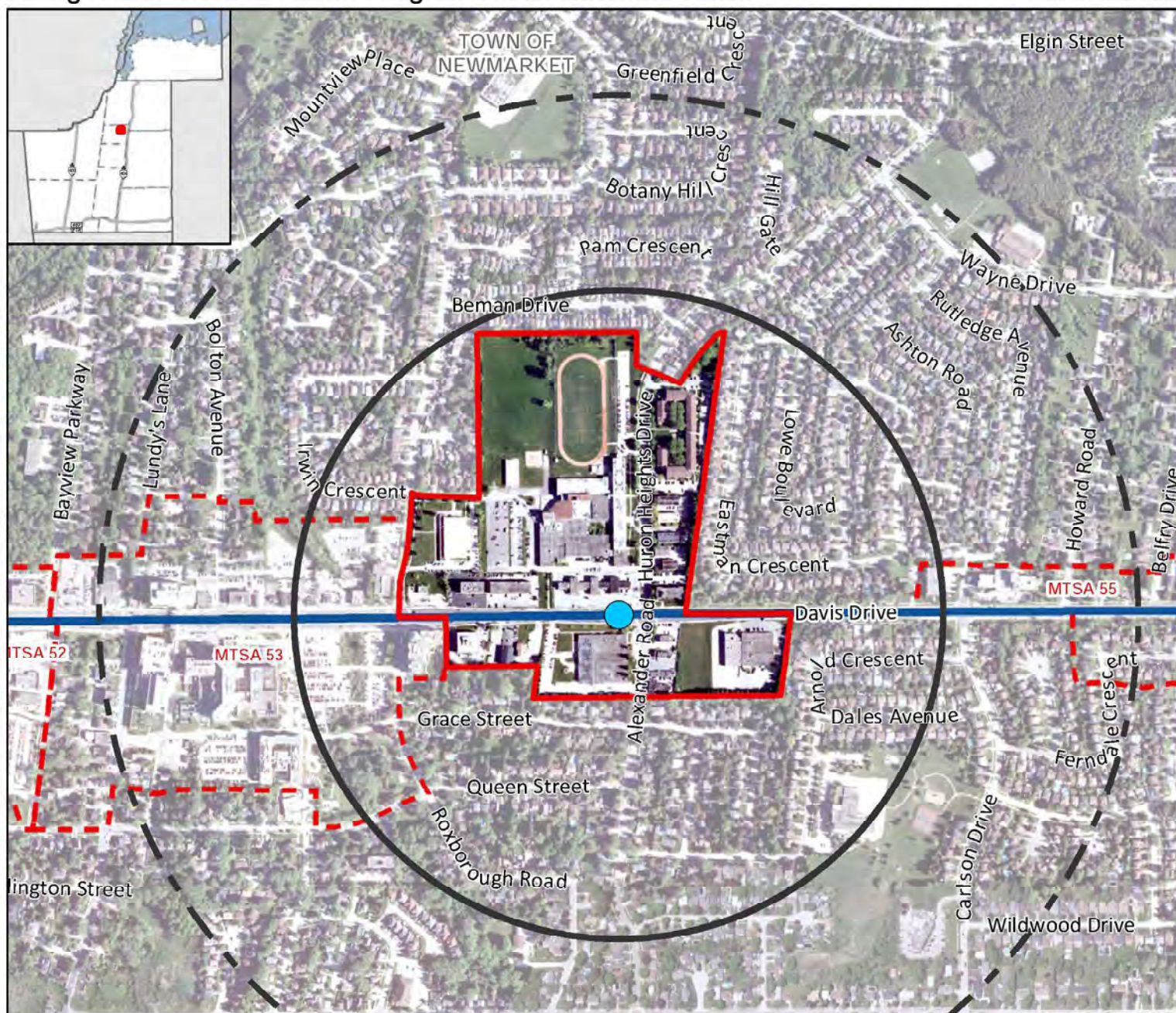


# Huron Heights BRT Station

Along Davis Drive at Huron Heights Drive/Alexander Road

MTSA 54

Newmarket



## Legend

### Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

### Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

### Other Transit Corridors

GO Rail

**Huron Heights  
BRT Station  
MTSA Gross  
Area:  
22.58 ha**



0 100 200 m

## Density (People & Jobs per Hectare)

Current Density

40

Minimum Density Target

160



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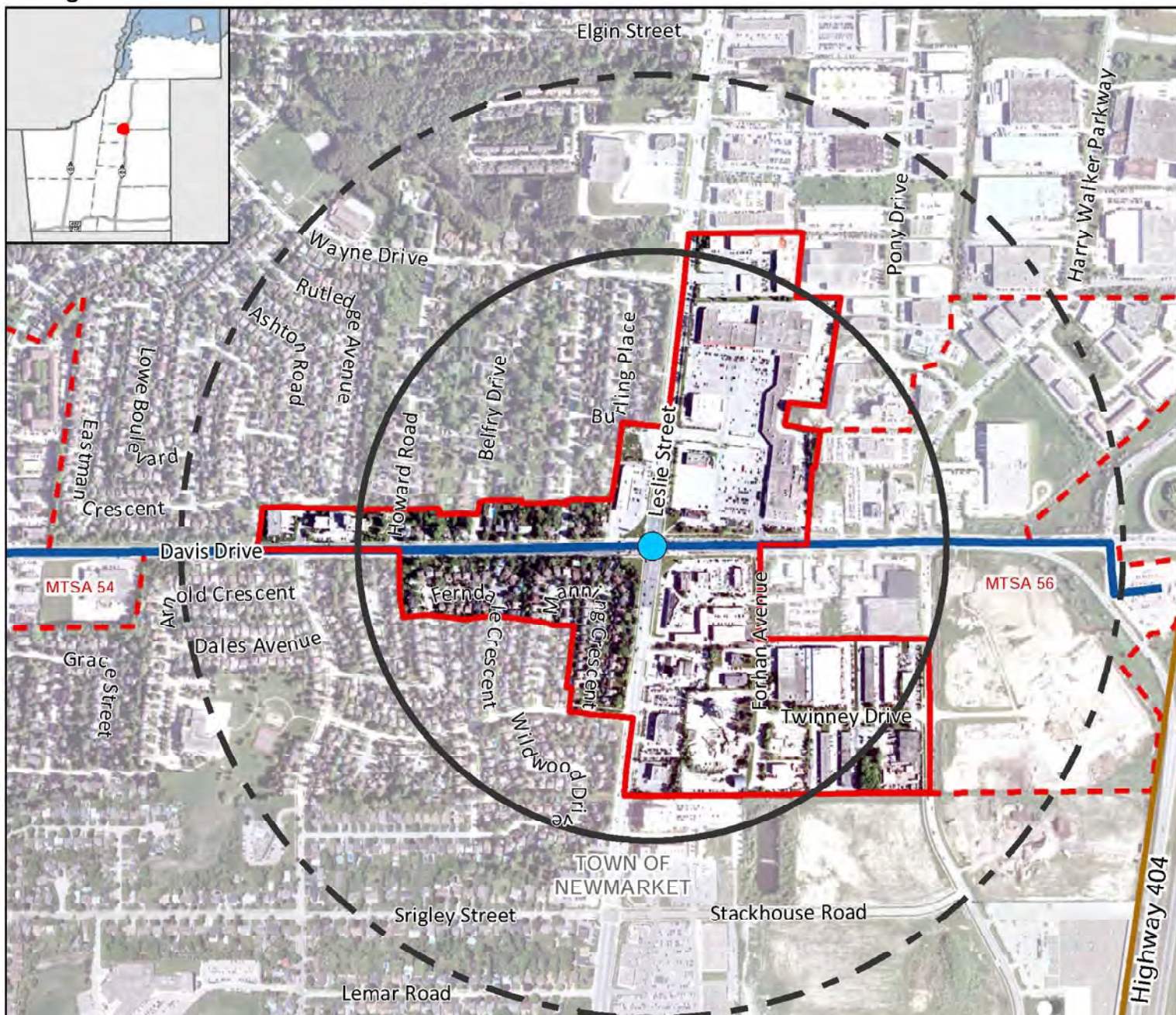


# Leslie-Davis BRT Station

Along Davis Drive at Leslie Street

MTSA 55

Newmarket



## Legend

### Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

### Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

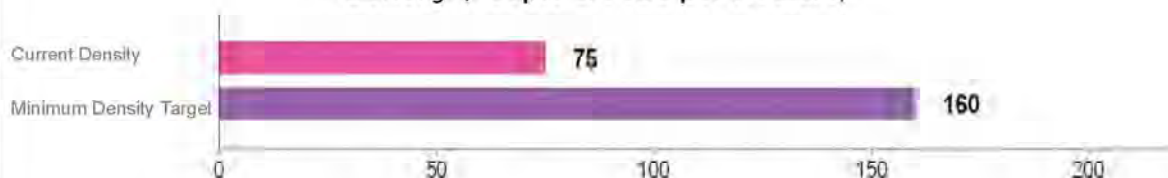
Local Municipal Boundary

**Leslie-Davis  
BRT Station**  
MTSA Gross  
Area:  
42.12 ha



0 100 200 m

## Density (People & Jobs per Hectare)



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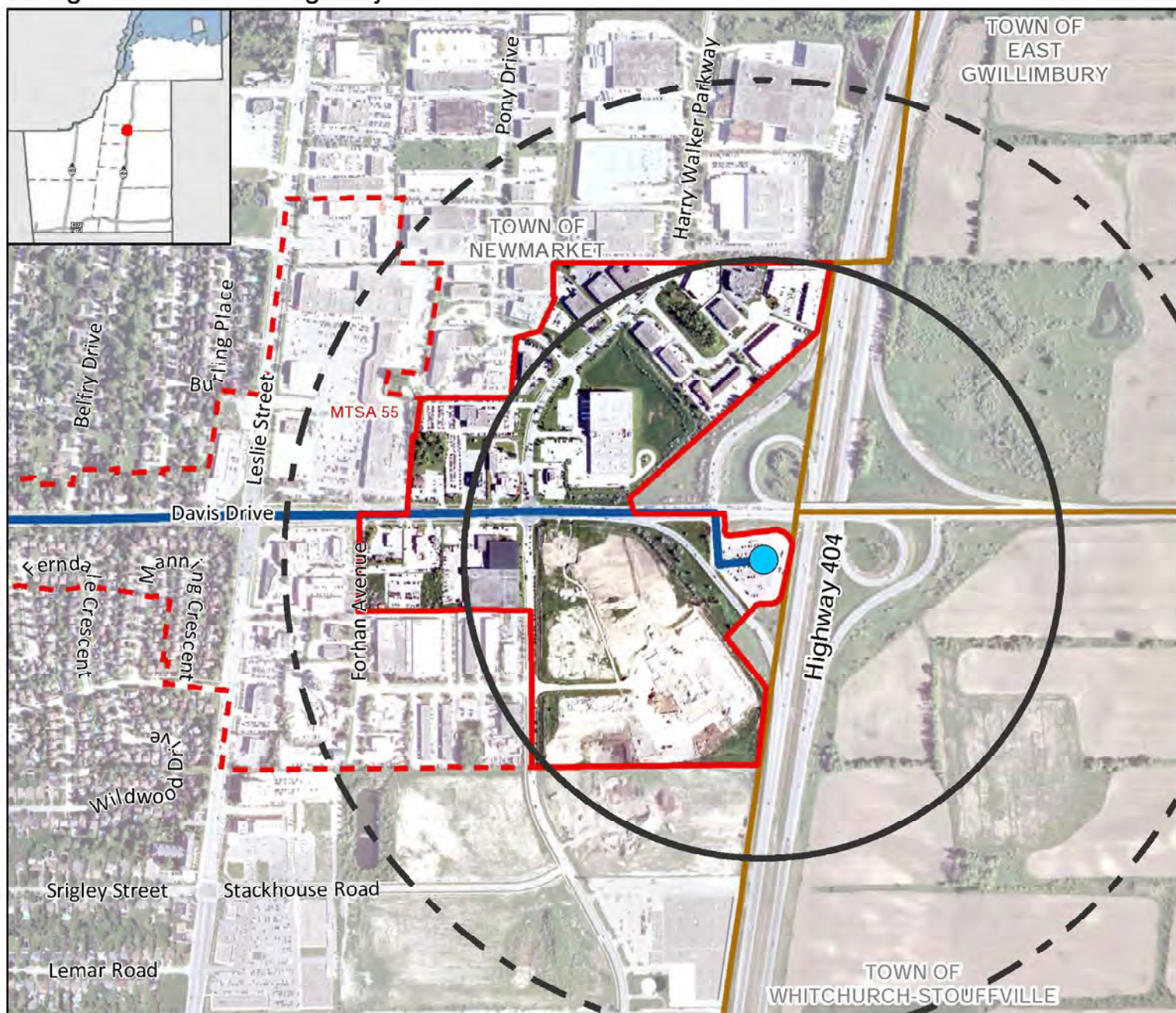


# Highway 404 BRT Station

Along Davis Drive at Highway 404

MTSA 56

Newmarket



## Legend

### Major Transit Station

Priority Bus Rapid Transit

Proposed MTSA Boundary

500m Radius

800m Radius

Adjacent Proposed MTSA Boundary

### Priority Transit Corridors - Provincial Growth Plan

Bus Rapid Transit

Local Municipal Boundary

### Highway 404

BRT Station  
MTSA Gross

Area:

39.51 ha



0 100 200 m

### Density (People & Jobs per Hectare)

Current Density

20

Minimum Density Target

160

0 50 100 150 200



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# Rutherford GO Station

Near Rutherford Road at Westburne Drive

**MTSA 57**  
Vaughan



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

Priority Transit Corridors -  
Provincial Growth Plan

GO Rail

Rutherford GO  
Station MTSA  
Gross Area:  
31.03 ha



0 100 200 m

Density (People & Jobs per Hectare)

Current Density

15

Minimum Density Target

150

0 50 100 150 200



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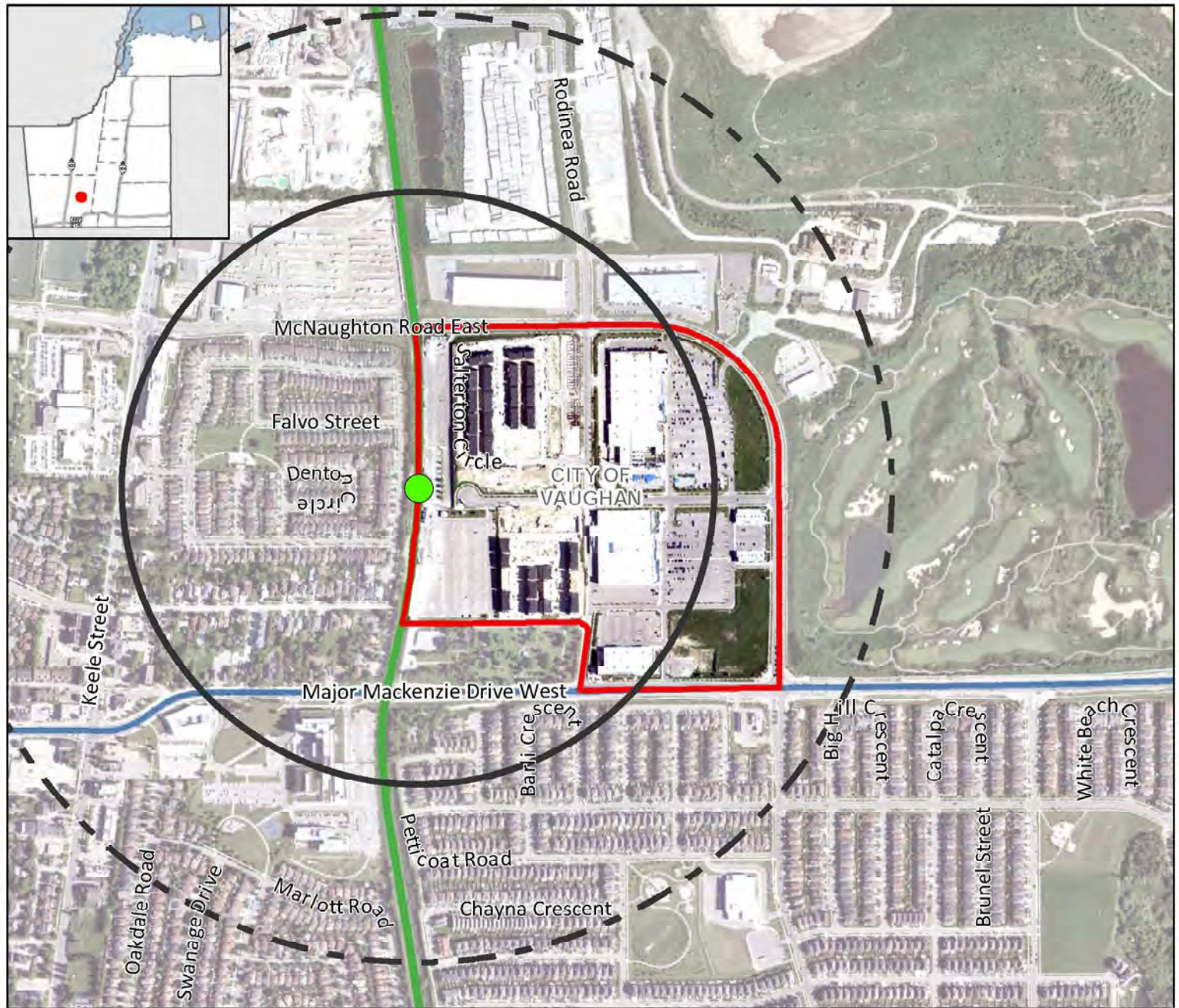


# Maple GO Station

Near Major Mackenzie Drive at Keele Street

MTSA 58

Vaughan



## 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)

Current Density

50

Minimum Density Target

150

0 50 100 150 200

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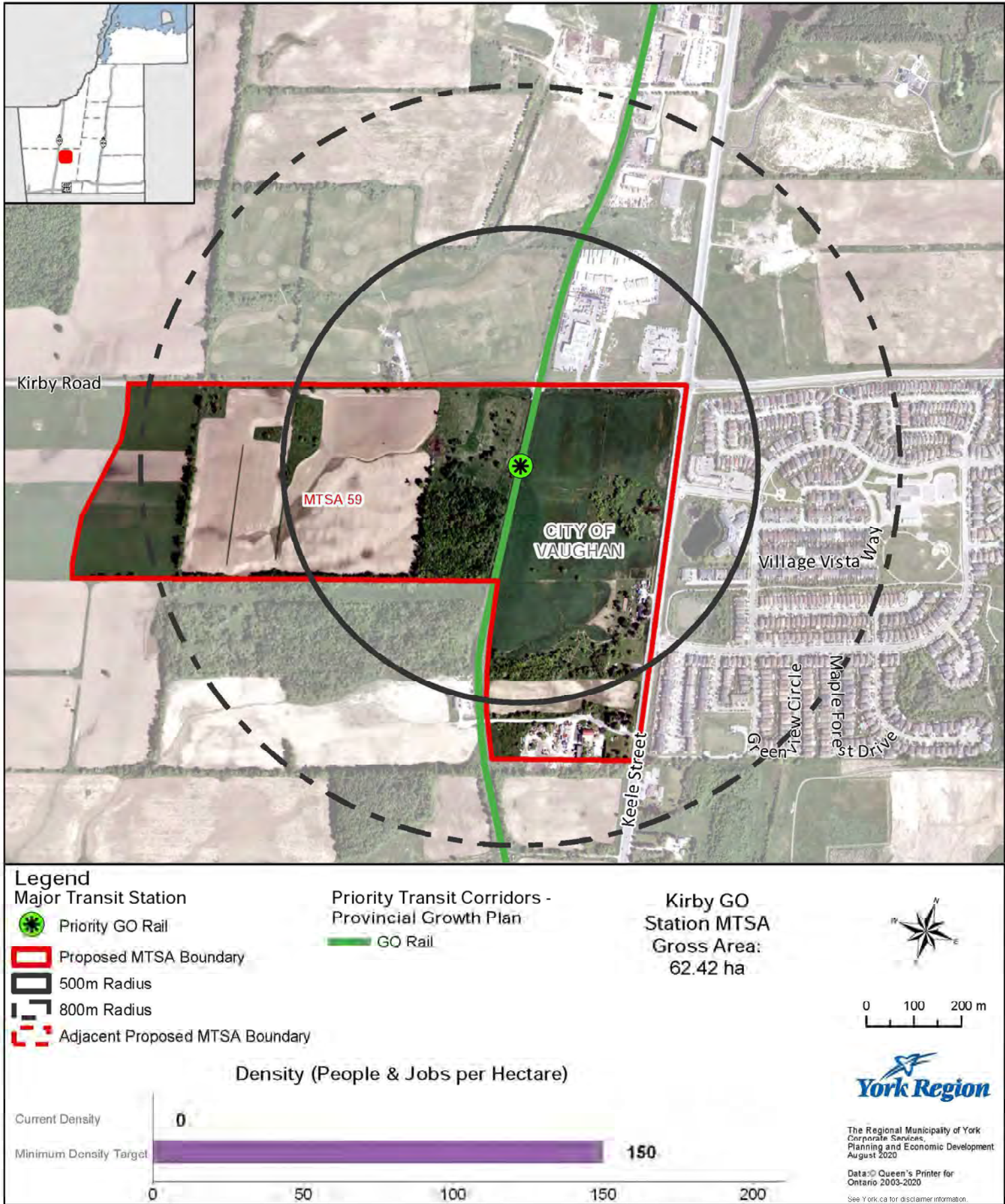
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# Kirby GO Station

Near Kirby Road and Keele Street

**MTSA 59**  
Vaughan



\* Identification of this location as a MTSA is pending final approval from Metrolinx of a GO station at this location. Delineations and density targets may require refinements depending on final decisions on these future stations from Metrolinx.

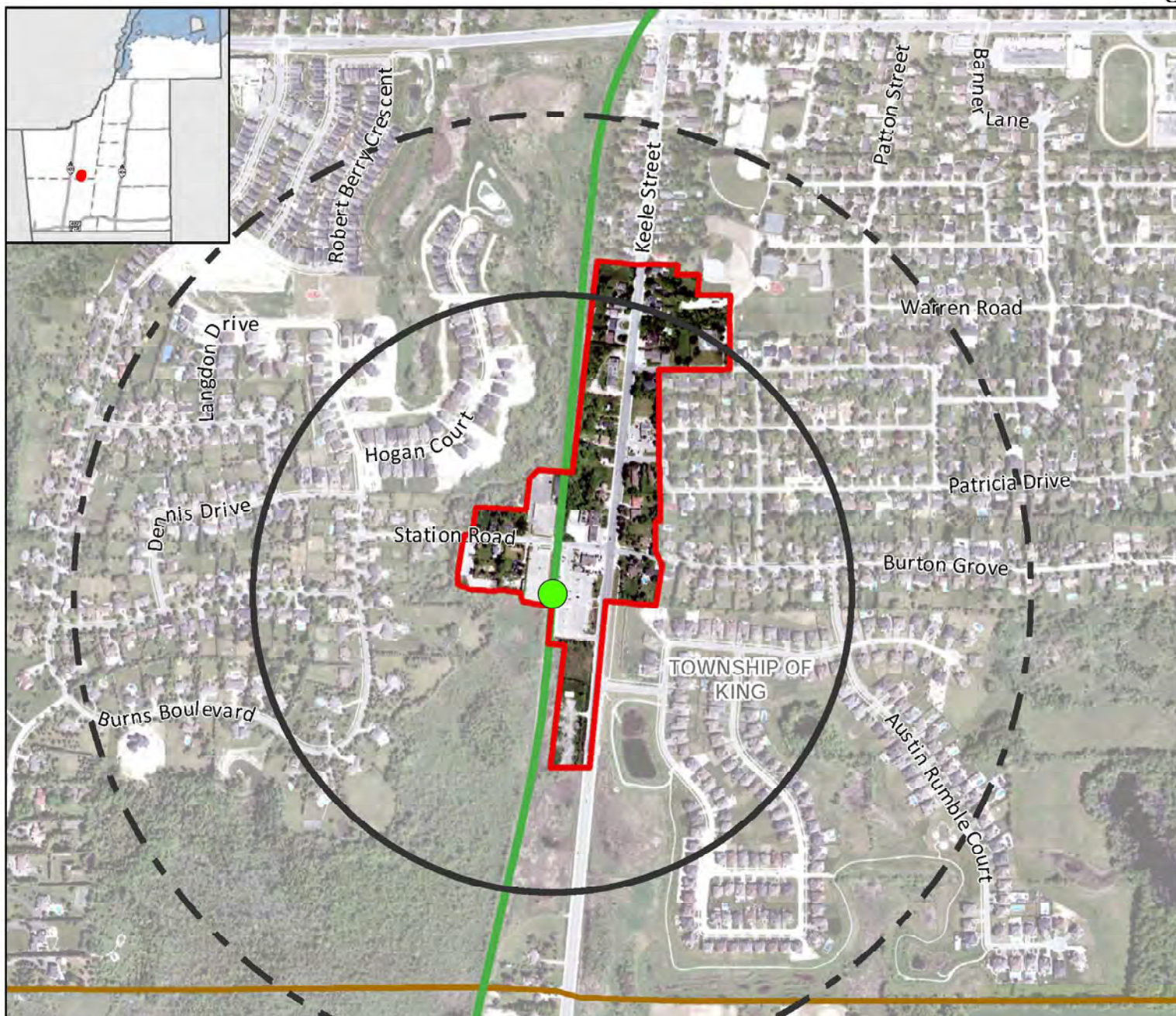


# King City GO Station

## Near Station Road at Keele Street

MTSA 60

King



### Legend

Major Transit Station

Priority GO Rail

Proposed MTSA Boundary

500m Radius

800m Radius

Priority Transit Corridors -  
Provincial Growth Plan

GO Rail

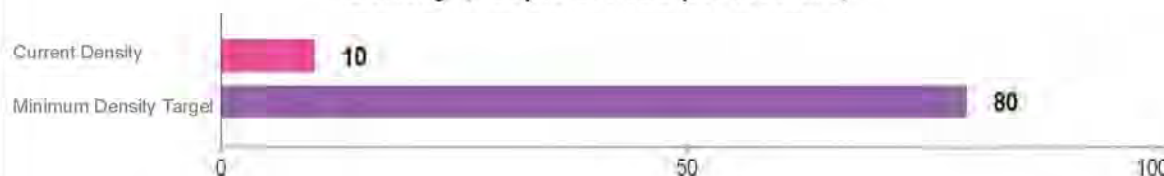
Local Municipal Boundary

King City GO  
Station MTSA  
Gross Area:  
14.27 ha



0 100 200 m

### Density (People & Jobs per Hectare)



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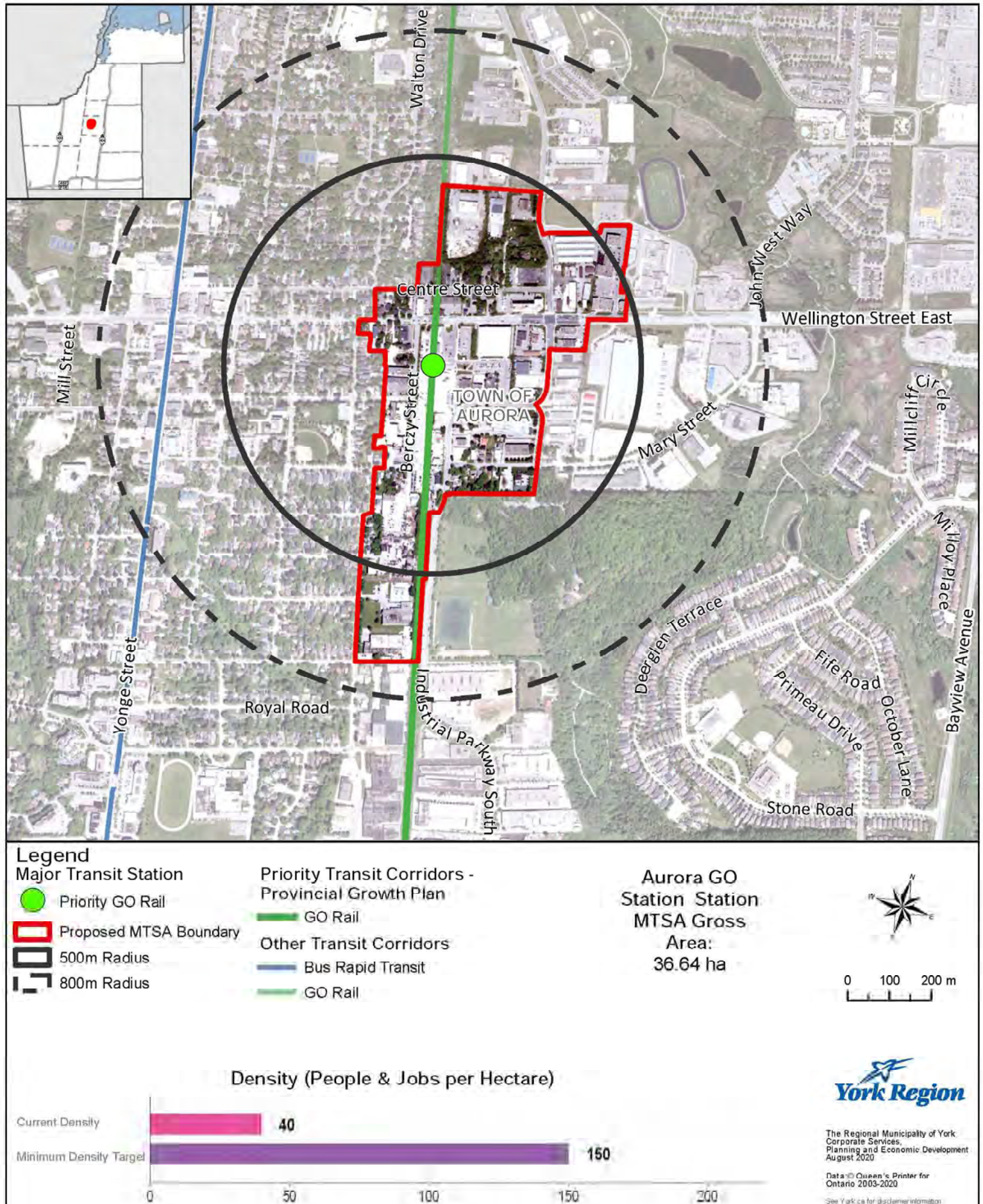


# Aurora GO Station Station

Near Wellington Street and Berczy Street

**MTSA 61**

# Aurora

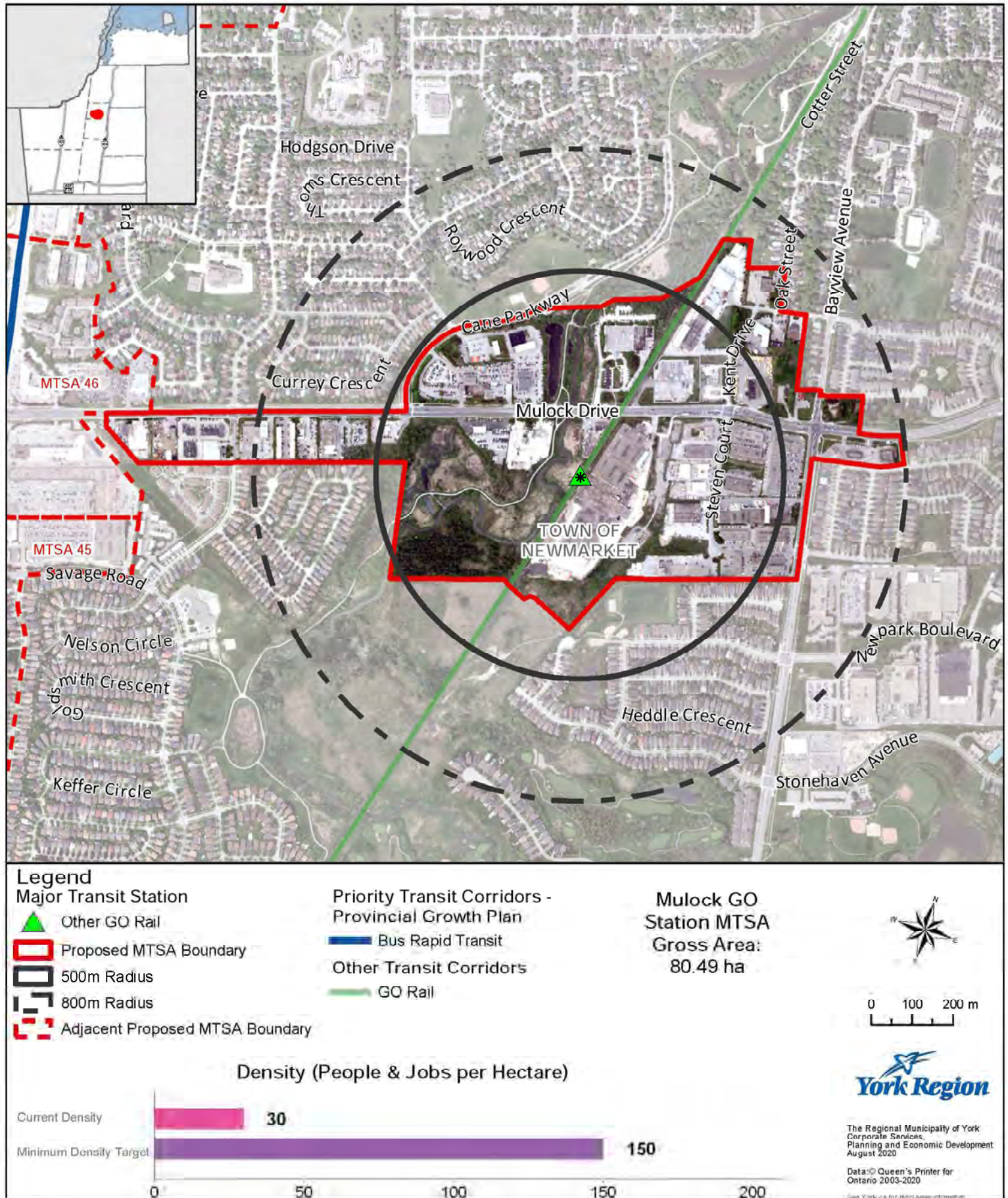




# Mulock GO Station

Near Mulock Drive and Bayview Avenue

**MTSA 62**  
Newmarket



\* Identification of this location as a MTSA is pending final approval from Metrolinx of a GO station at this location. Delineations and density targets may require refinements depending on final decisions on these future stations from Metrolinx.

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Near Green Lane and Main Street

## East Gwillimbury

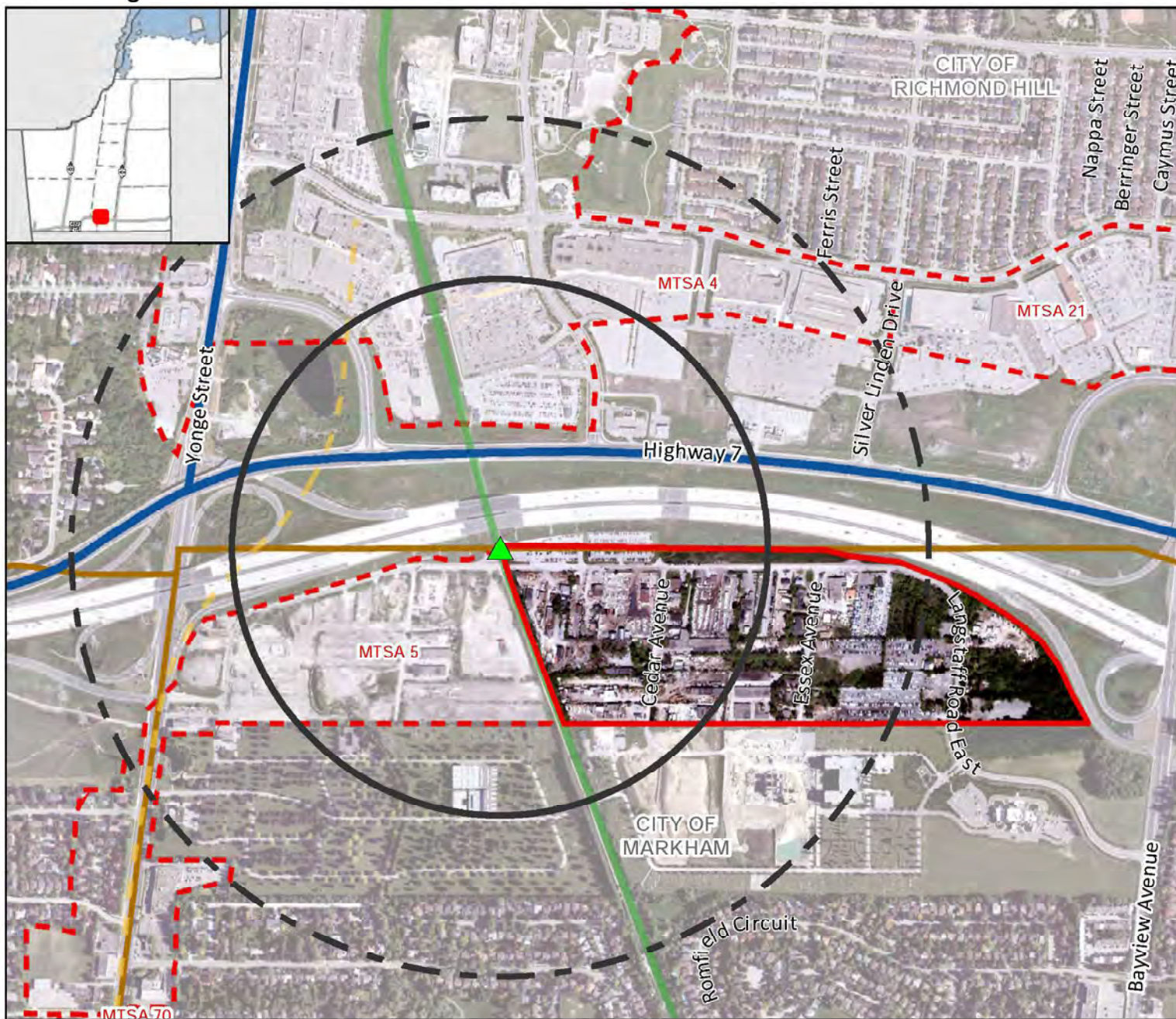




# Langstaff GO Station

## Near Langstaff Road and Cedar Avenue

**MTSA 64**  
Markham



### Legend

#### Major Transit Station

- Other GO Rail
- Proposed MTSA Boundary
- 500m Radius
- 800m Radius
- Adjacent Proposed MTSA Boundary

#### Priority Transit Corridors - Provincial Growth Plan

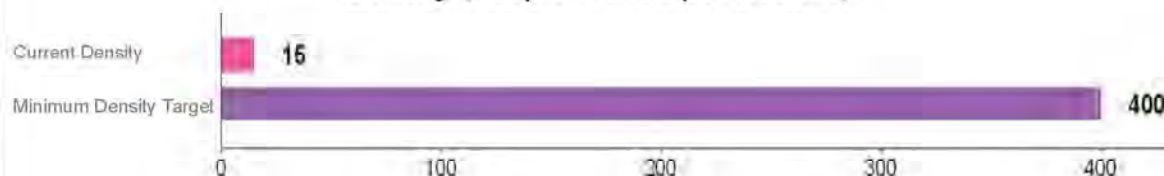
- Bus Rapid Transit
- #### Other Transit Corridors
- Subway
  - GO Rail
  - Local Municipal Boundary

**Station MTSA**  
**Gross Area:**  
**29.25 ha**



0 100 200 m

### Density (People & Jobs per Hectare)



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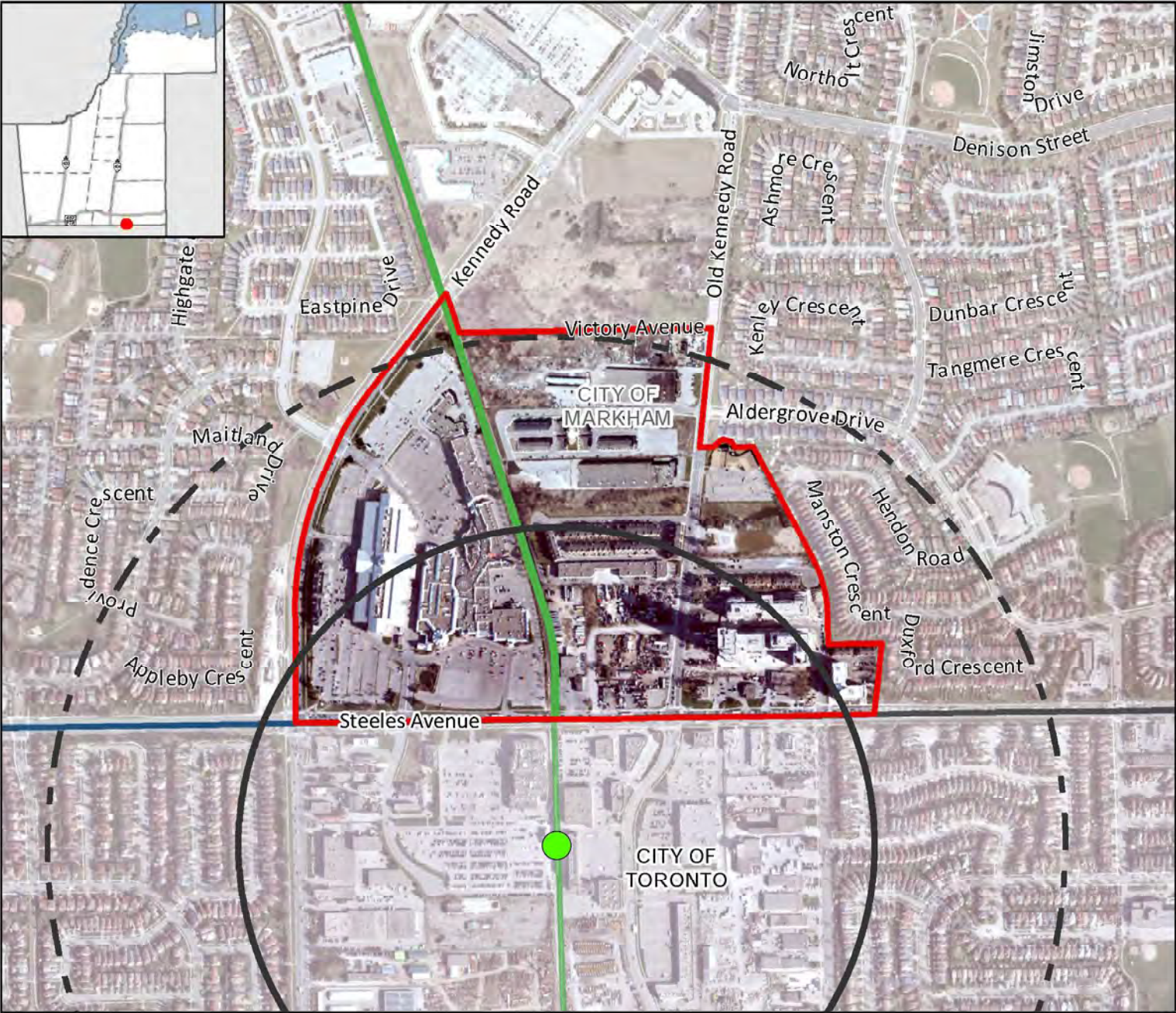
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# Milliken GO Station

Near Steeles Avenue and Kennedy Road

MTSA 65  
Markham



- Legend**

**Major Transit Station**

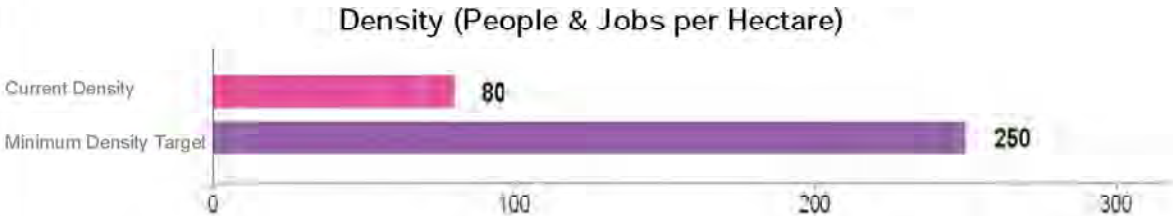
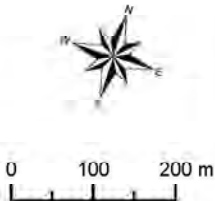
  - Priority GO Rail
  - Proposed MTSA Boundary
  - 500m Radius
  - 800m Radius
- Priority Transit Corridors - Provincial Growth Plan**

  - GO Rail

**Other Transit Corridors**

  - Bus Rapid Transit
  - GO Rail
  - Regional Municipal Boundary

Milliken GO  
Station MTSA  
Gross Area:  
44.68 ha



**York Region**

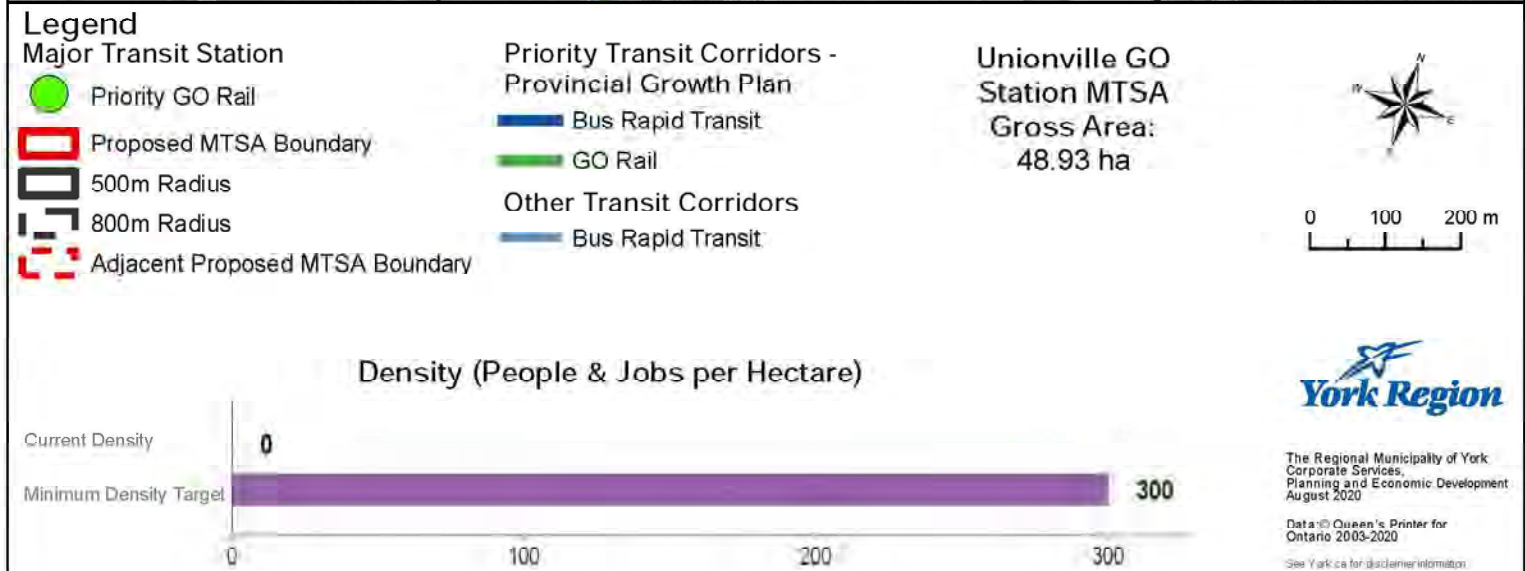
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**MTSA 66**  
Markham





# Mount Joy GO Station

Near Bur Oak Avenue and Markham Road

**MTSA 67**  
**Markham**



## Legend

Major Transit Station

Other GO Rail

Proposed MTSA Boundary

500m Radius

800m Radius

Other Transit Corridors

GO Rail

Mount Joy GO

Station MTSA

Gross Area:

53.82 ha



0 100 200 m

## Density (People & Jobs per Hectare)

Current Density

Minimum Density Target

70

200

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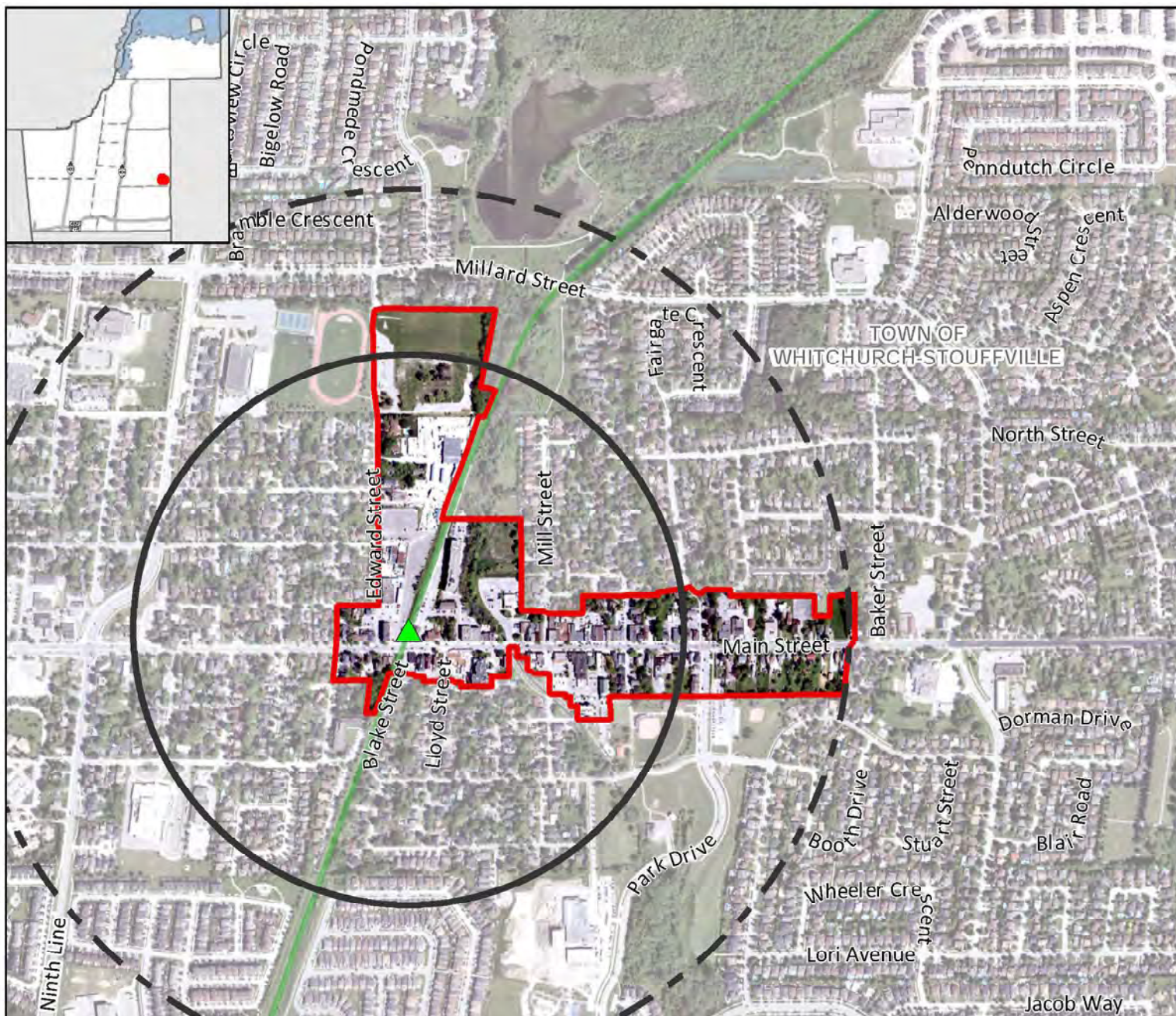


# Stouffville GO Station

Near Main Street at Edward Street

MTSA 68

Whitchurch-Stouffville



## Legend

Major Transit Station

Other GO Rail

Proposed MTSA Boundary

500m Radius

800m Radius

Other Transit Corridors

GO Rail

Stouffville GO

Station MTSA

Gross Area:

26.09 ha



0 100 200 m

## Density (People & Jobs per Hectare)

Current Density

55

Minimum Density Target

150



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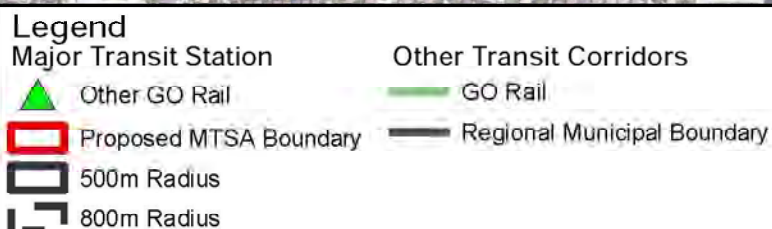
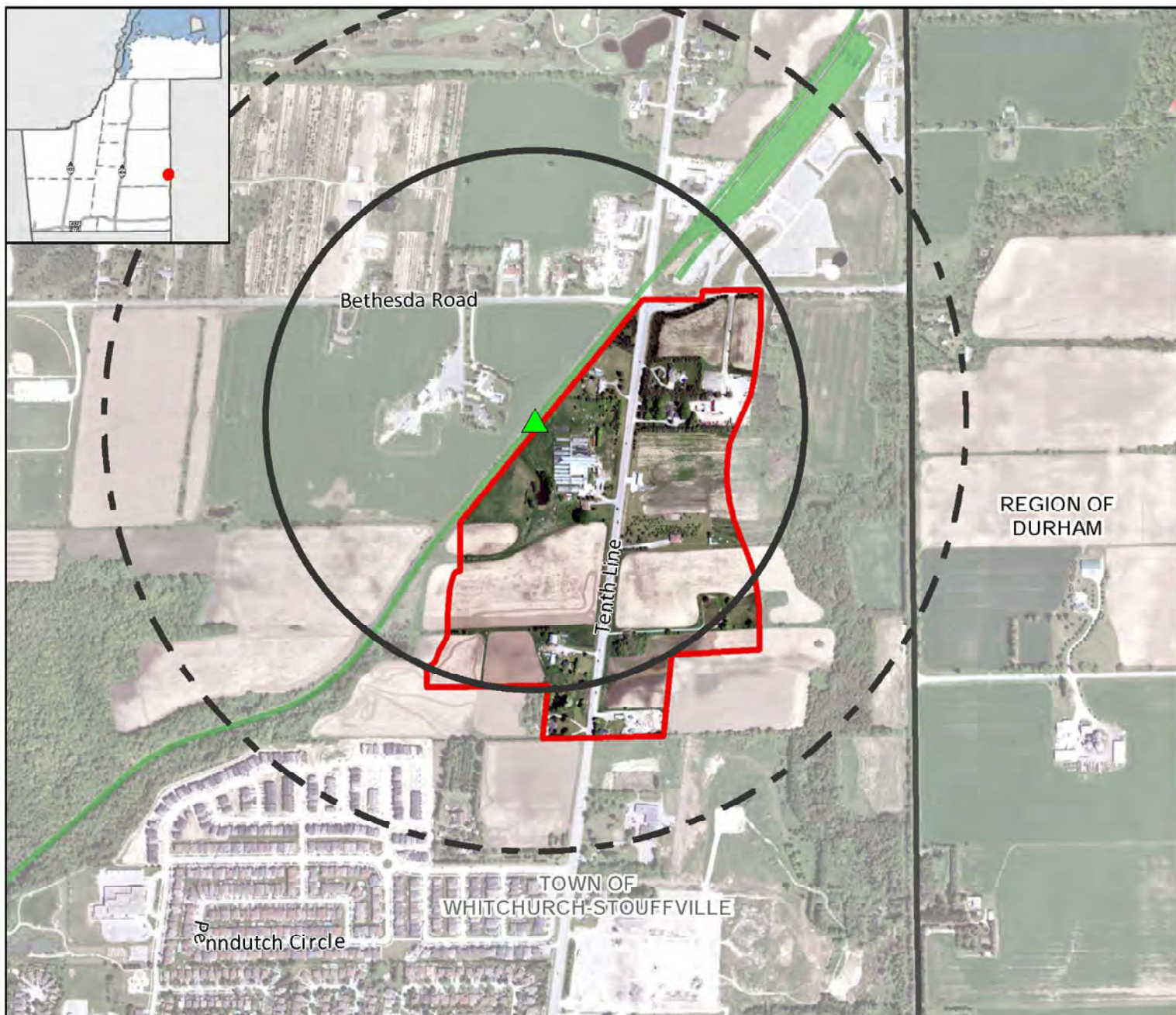


# Lincolnville GO Station

Near Bethesda Road and Tenth Line

MTSA 69

Whitchurch-Stouffville



Lincolnville GO  
Station MTSA  
Gross Area:  
33.31 ha

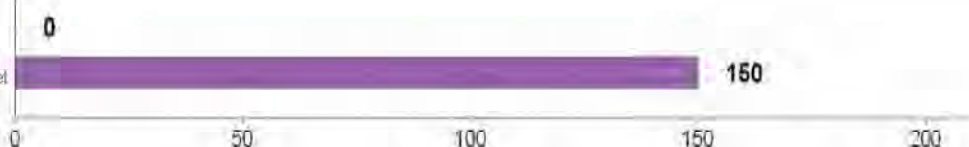


0 100 200 m

Density (People & Jobs per Hectare)

Current Density

Minimum Density Target



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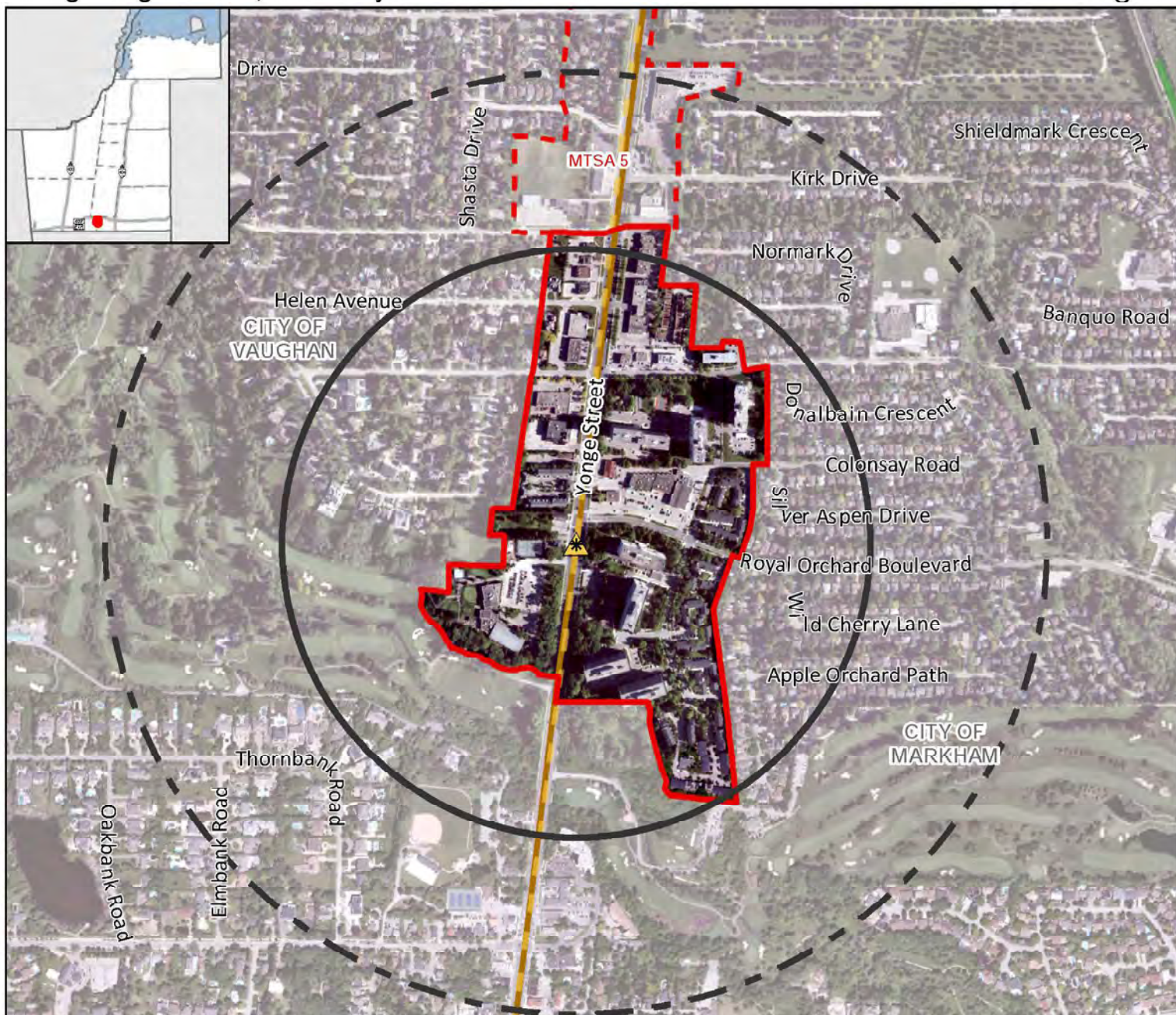


# Royal Orchard Subway Station

Along Yonge Street, near Royal Orchard Boulevard

MTSA 70

Markham/Vaughan



## Legend

### Major Transit Station

- Other Subway
- Proposed MTSA Boundary
- 500m Radius
- 800m Radius
- Adjacent Proposed MTSA Boundary

### Other Transit Corridors

- Subway
- GO Rail
- Local Municipal Boundary

Royal Orchard  
Subway Station  
MTSA Gross  
Area:  
31.60 ha



0 100 200 m

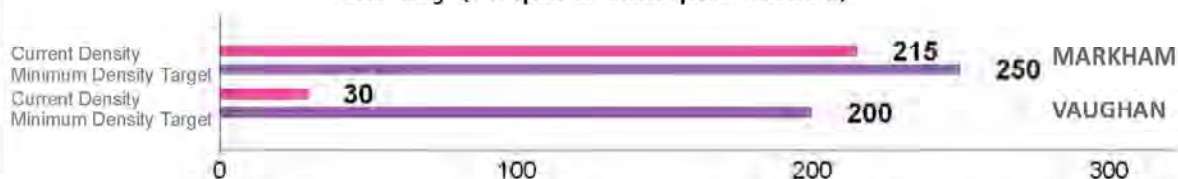


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## Density (People & Jobs per Hectare)



\* Identification of this location as a MTSA is pending final approval from Metrolinx of a Subway station at this location. Delineations and density targets may require refinements depending on final decisions on these future stations from Metrolinx.

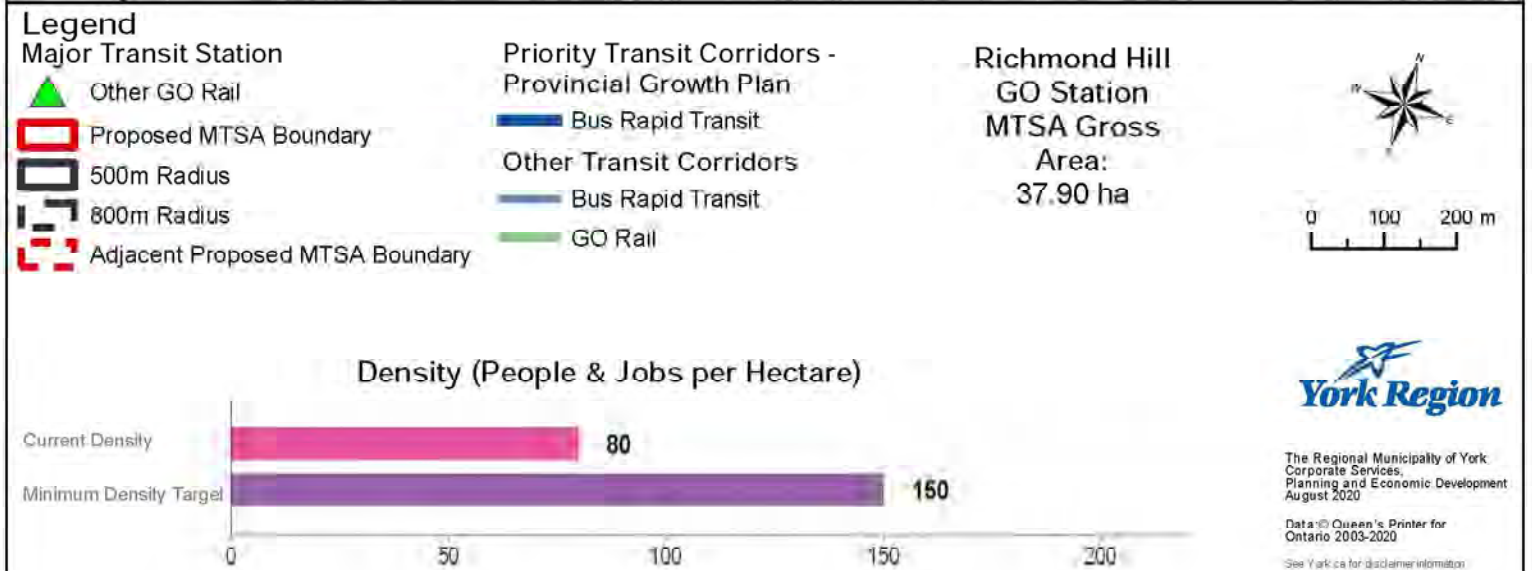
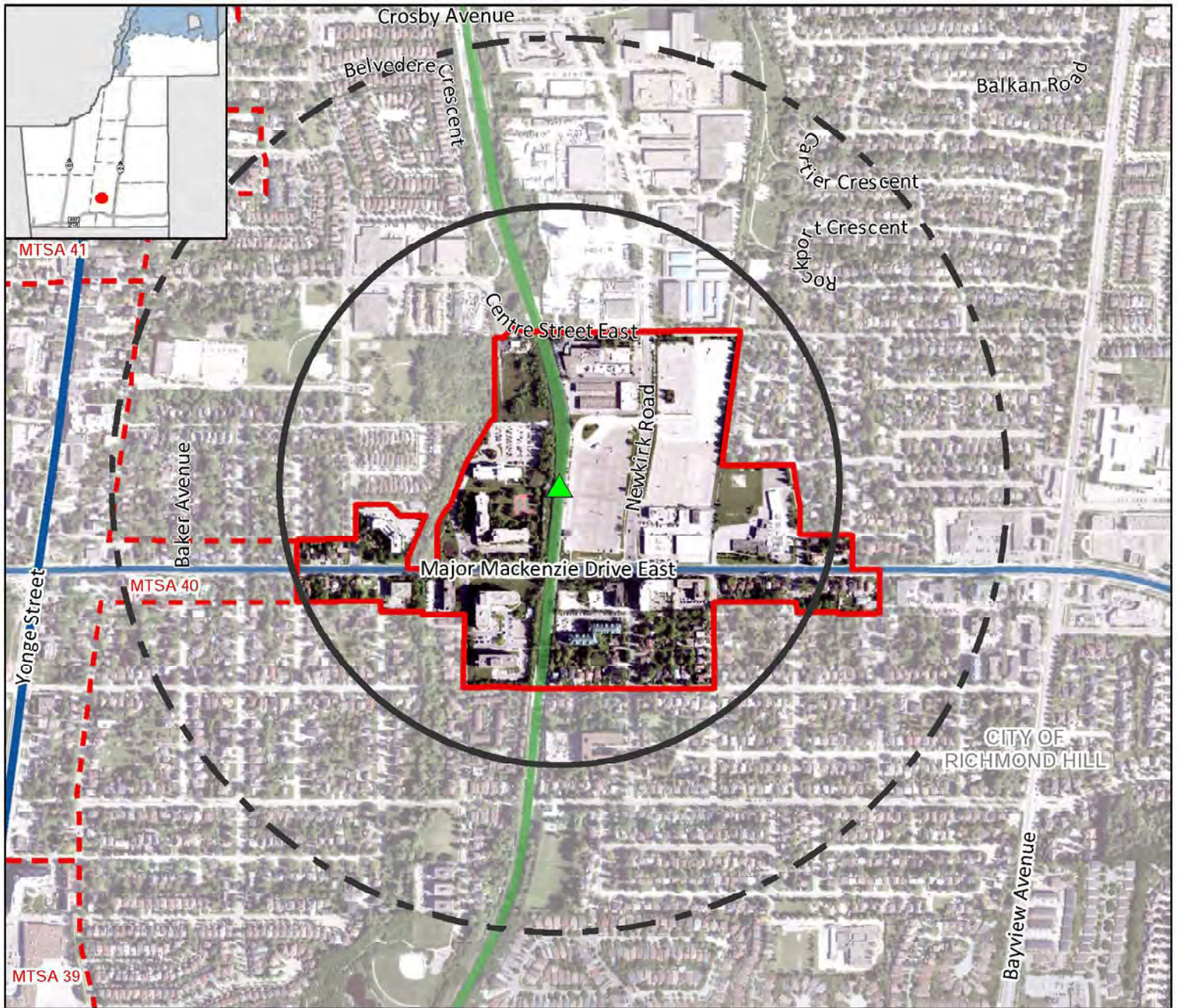


# Richmond Hill GO Station

Near Newkirk Road and Major Mackenzie Drive East

MTSA 71

Richmond Hill



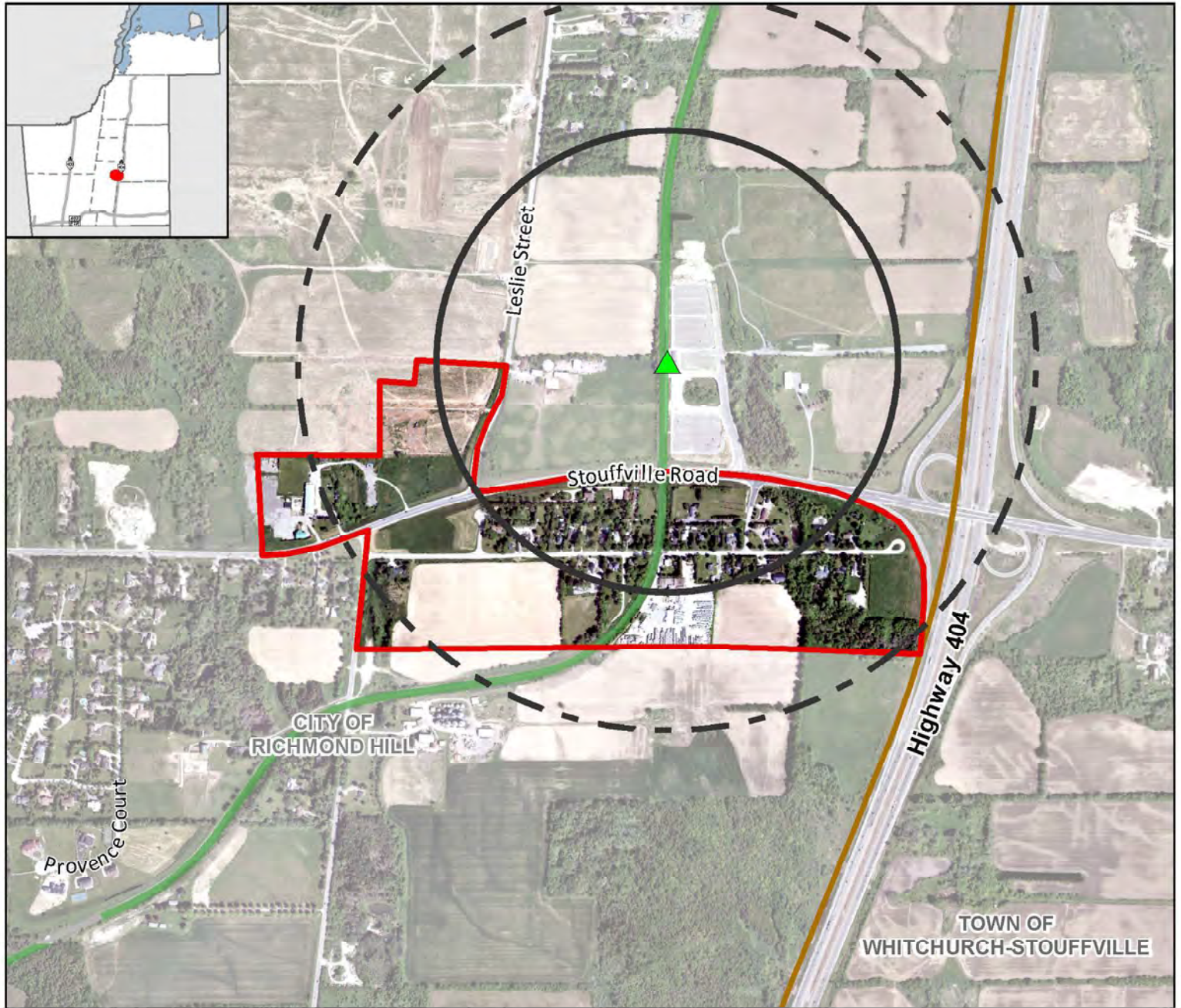


# Gormley GO Station

Near Leslie Street and Stouffville Road

MTSA 72

Richmond Hill



## Legend

### Major Transit Station

Other GO Rail

Proposed MTSA Boundary

500m Radius

800m Radius

### Other Transit Corridors

GO Rail

Local Municipal Boundary

Gormley GO Station MTSA

Gross Area:  
53.59 ha



0 100 200 m

## Density (People & Jobs per Hectare)

Current Density

Minimum Density Target



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## Summary of Comments from Local Municipalities and Recommended Changes from York Region Staff on Proposed Major Transit Station Areas in York Region

Station ID	Station Name	Municipality	Station Type	Boundary Updated Since April 2019	Proposed Minimum Density Target (Sept 2020)	Proposed Minimum Density Target (Apr 2019)	Target Difference (Apr 2019- Sept 2020)	Local Municipal Staff and/or Council Comments (2020)	York Region Comments and Changes (2020)
61	Aurora GO Station	Aurora	GO TRAIN	Yes	150	200	-50	Suggestions for technical boundary adjustments, reducing the size of the MTSA to align with employment lands, land owner requests and the Aurora Promenade boundary which will be updated. Lower the density target from 200 to 150.	Technical adjustments to the boundary to better align with employment lands, land owner requests and the Aurora Promenade which will eventually be updated. Density target has been lowered to 150.
63	East Gwillimbury GO Station	East Gwillimbury	GO TRAIN	No	200	200	0	No changes.	
50	Green Lane BRT Station	East Gwillimbury	BRT	No	160	160	0	No changes.	
60	King City GO Station	King	GO TRAIN	No	80	80	0	No changes.	
27	Allstate Parkway BRT Station	Markham	BRT	No	160	300	-140	Reduce density target to provide flexibility in accommodating new employment development.	Reduced density target to provide flexibility in accommodating new employment development.
33	Andre De Grasse BRT Station	Markham	BRT	Yes	300	450	-150	Rename station name to "Andre De Grasse". Apply 300 density target pending confirmation through Secondary Plan. Expand the boundary north to include lands along Highway 7.	Renamed from "Post" to "Andre De Grasse". Reduced density target to provide increased flexibility to local municipality to plan to achieve density target. Boundary was expanded to include lands along Highway 7.
31	Cedarland BRT Station	Markham	BRT	No	300	400	-100	Apply 300 density target pending confirmation through Secondary Plan.	Reduced density target to provide increased flexibility to local municipality to plan to achieve density target.
22	Chalmers BRT Station (M)	Markham	BRT	No	200	200	0	No changes.	
6	Clark Subway Station (M)*	Markham	SUBWAY	No	250	200	50	Increase density to 250 to be consistent with Royal Orchard Subway Station.	Increased density target to 250.
36	Cornell BRT Station	Markham	BRT	No	200	200	0	No changes.	
26	East Beaver Creek BRT Station (M)	Markham	BRT	No	200	250	-50	Reduce density target to provide flexibility in accommodating new employment development.	Reduced density target to provide flexibility in accommodating new employment development.
34	Enterprise BRT Station	Markham	BRT	Yes	250	250	0	Adjust boundary delineation and transfer a few parcels by the railroad track into the Unionville GO Station MTSA.	Minor boundary adjustment which transferred a few parcels from the Enterprise BRT MTSA into the Unionville GO Station MTSA.
64	Langstaff GO Station	Markham	GO TRAIN	Yes	400	500	-100	Minor technical boundary adjustment to align with Markham municipal boundary.	Reduced density target to provide flexibility for local municipalities to achieve density target. Minor boundary adjustment to align with Markham municipal boundary.
5	Langstaff-Longbridge Subway Station (M)*	Markham	SUBWAY	No	400	450	-50	Lands south of the cemetery would be equally appropriate within the Royal Orchard MTSA.	Reduced density target to provide flexibility for local municipalities to achieve density target. No change to boundary.
25	Leslie-Highway 7 BRT Station (M)	Markham	BRT	No	200	250	-50	Reduce density target to provide flexibility in accommodating new employment development.	Reduced density target to provide flexibility in accommodating new employment development.
35	McCowan BRT Station	Markham	BRT	No	200	200	0	No changes.	
65	Milliken GO Station	Markham	GO TRAIN	Yes	250	250	0	Extend the delineation north, as far northward as reasonable within an 800 m radius.	Boundary was expanded to include additional parcels to the north within the 800 m radius of the station.
29	Montgomery BRT Station	Markham	BRT	No	200	200	0	No changes.	
67	Mount Joy GO Station	Markham	GO TRAIN	Yes	200	200	0	Remove some or all of the residential low rise lands east of the rail corridor.	Boundary was adjusted to exclude the residential low rise lands east of the railway corridor. Captured GO station parking lot east of railway.
70	Royal Orchard Subway Station (M)*	Markham	SUBWAY	No	250	250	0	No changes.	
7	Steeles Subway Station (M)*	Markham	SUBWAY	No	300	300	0	No changes.	
30	Town Centre BRT Station	Markham	BRT	No	200	200	0	No changes.	
66	Unionville GO Station	Markham	GO TRAIN	Yes	300	450	-150	Apply 300 density target pending confirmation through Secondary Plan. Boundary adjustment to include a few additional parcels by the railroad tracks from the Enterprise BRT MTSA.	Reduced density target to provide flexibility for local municipalities to achieve density target. Minor boundary adjustment to include a few additional parcels from the Enterprise MTSA.



## Summary of Comments from Local Municipalities and Recommended Changes from York Region Staff on Proposed Major Transit Station Areas in York Region

Station ID	Station Name	Municipality	Station Type	Boundary Updated Since April 2019	Proposed Minimum Density Target (Sept 2020)	Proposed Minimum Density Target (Apr 2019)	Target Difference (Apr 2019- Sept 2020)	Local Municipal Staff and/or Council Comments (2020)	York Region Comments and Changes (2020)
23	Valleymede BRT Station (M)	Markham	BRT	No	250	250	0	No changes.	
32	Warden BRT Station	Markham	BRT	No	300	300	0	Apply 300 density target pending confirmation through Secondary Plan.	Acknowledged, no change necessary.
24	West Beaver Creek BRT Station (M)	Markham	BRT	No	250	300	-50	Reduce density target to provide flexibility in accommodating new employment development.	Reduced density target, taking into consideration the existing density in the MTSA.
28	Woodbine BRT Station	Markham	BRT	No	160	200	-40	Reduce density target to provide flexibility in accommodating new employment development.	Reduced density target to provide flexibility in accommodating new employment development.
49	Bonshaw BRT Station	Newmarket	BRT	No	160	160	0	No changes.	
47	Eagle BRT Station	Newmarket	BRT	No	200	200	0	No changes.	
56	Highway 404 BRT Station	Newmarket	BRT	No	160	160	0	No changes.	
54	Huron Heights BRT Station	Newmarket	BRT	No	160	160	0	No changes.	
55	Leslie-Davis BRT Station	Newmarket	BRT	No	160	160	0	No changes.	
51	Longford BRT Station	Newmarket	BRT	No	200	200	0	No changes.	
52	Main BRT Station	Newmarket	BRT	No	160	160	0	No changes.	
46	Mulock BRT Station	Newmarket	BRT	Yes	160	160	0	Revise boundary after Mulock GO MTSA changes, remove United Circle and hydro corridor areas.	Boundary revised to remove United Circle and hydro corridor.
62	Mulock GO StationΔ	Newmarket	GO TRAIN	Yes	150	150	0	Match Mulock GO Station Secondary Plan Boundary.	Boundary revised to match Mulock GO Station Secondary Plan.
45	Savage-Sawmill BRT Station	Newmarket	BRT	Yes	160	160	0	Remove Hope Circle area.	Boundary revised to remove Hope Circle area.
53	Southlake BRT Station	Newmarket	BRT	No	200	250	-50	Agree with the reduction of the proposed density target.	Reduced density target to provide flexibility for local municipalities to achieve density target.
48	Yonge-Davis BRT Station	Newmarket	BRT	No	250	250	0	No changes.	
38	16th-Carrville BRT Station	Richmond Hill	BRT	No	300	300	0	No changes.	
44	19th-Gamble BRT Station	Richmond Hill	BRT	No	160	160	0	No changes.	
37	Bantry-Scott BRT Station	Richmond Hill	BRT	No	200	200	0	No changes.	
20	Bathurst-Highway 7 BRT Station (R)‡	Richmond Hill	BRT	Yes	160	0	160	Investigate the inclusion of lands on the east side of Bathurst Street.	Lands east of Bathurst Street are currently within the Parkway Belt West Lands. Development of the MTSA is contingent upon removal by the Province from the Parkway Belt West Plan. A minimum density target of 160 p+j/ha has been proposed for this MTSA.
21	Bayview BRT Station	Richmond Hill	BRT	Yes	160	160	0	Expand boundary on the east side of the proposed MTSA to link to Richmond Hill Centre MTSA in order to create a continuous corridor of intensification. Increase the residents to jobs target to a ratio of 80 residents and 20 jobs.	Boundary was expanded on the west side to connect to the Richmond Hill Centre Subway Station MTSA. Preliminary policy directions are proposed to encourage local municipalities to set residents to job targets, if desired.
43	Bernard BRT Station	Richmond Hill	BRT	No	200	200	0	No changes.	
22	Chalmers BRT Station (R)	Richmond Hill	BRT	No	200	200	0	No changes.	
41	Crosby BRT Station	Richmond Hill	BRT	No	160	160	0	No changes.	
26	East Beaver Creek BRT Station (R)	Richmond Hill	BRT	No	200	250	-50	Agree with Regional staff in reducing the density target to align with Markham side and to allow for more flexibility.	Reduced density target to provide flexibility in accommodating new employment development and to align with Markham MTSA density target.
42	Elgin Mills BRT Station	Richmond Hill	BRT	No	160	160	0	No changes.	
72	Gormley GO Station	Richmond Hill	GO TRAIN	Yes	10	0	10	Add Gormley GO Station as a MTSA.	New station added to the Region's MTSA network.
25	Leslie-Highway 7 BRT Station (R)	Richmond Hill	BRT	No	200	250	-50	Agree with Regional staff in reducing the density target to align with Markham side and to allow for more flexibility.	Reduced density target to provide flexibility in accommodating new employment development and to align with Markham MTSA density target.
40	Major Mackenzie BRT Station	Richmond Hill	BRT	No	160	160	0	No changes.	
4	Richmond Hill Centre Subway Station	Richmond Hill	SUBWAY	Yes	400	500	-100	Expand boundary on the west side of the proposed MTSA to Bayview BRT Station MTSA in order to create a continuous corridor of intensification.	Boundary was expanded on the east side to connect to the Bayview BRT Station MTSA. Reduced density target to provide flexibility for local municipalities to achieve density target.
71	Richmond Hill GO Station	Richmond Hill	GO TRAIN	Yes	150	150	0	No changes.	



## Summary of Comments from Local Municipalities and Recommended Changes from York Region Staff on Proposed Major Transit Station Areas in York Region

Station ID	Station Name	Municipality	Station Type	Boundary Updated Since April 2019	Proposed Minimum Density Target (Sept 2020)	Proposed Minimum Density Target (Apr 2019)	Target Difference (Apr 2019- Sept 2020)	Local Municipal Staff and/or Council Comments (2020)	York Region Comments and Changes (2020)
23	Valleymede BRT Station (R)	Richmond Hill	BRT	No	250	250	0	No changes.	
39	Weldrick BRT Station	Richmond Hill	BRT	No	200	200	0	Increase residents to jobs target to a ratio of 80 residents and 20 jobs.	Preliminary policy directions are proposed to encourage local municipalities to set residents to job targets, if desired.
24	West Beaver Creek BRT Station (R)	Richmond Hill	BRT	No	160	160	0	No changes.	
10	Ansley Grove BRT Station	Vaughan	BRT	No	200	200	0	No changes.	
19	Atkinson BRT Station	Vaughan	BRT	Yes	160	160	0	Exclude single-detached houses, parkland, 2 schools.	Removed 1 school and townhouses in southwest corner due to its proximity from the transit station. Single-detached houses adjacent to the station is retained to be consistent with the principle of including lands in close proximity to the transit station as part of the MTSA delineation.
20	Bathurst-Highway 7 BRT Station (V)	Vaughan	BRT	Yes	0	80	-80	Exclude single-detached houses.	Removed Vaughan portion of this MTSA.
6	Clark Subway Station (V)*	Vaughan	SUBWAY	No	250	250	0	No changes.	
12	Commerce BRT Station	Vaughan	BRT	No	350	350	0	Local staff comments regarding the land owner requests on the various parcels on Portage Parkway: If the Regional Council decision is that the lands should not be within the Employment Area, then include the lands within the MTSA boundary. If Regional Council's decision is that the lands should be within the Employment Area, then do not include the lands within the MTSA.	Regional staff will review the MTSA boundary pending the results of the Regional Council decision on the employment area conversion request.
15	Concord Station BRT Station	Vaughan	BRT	Yes	160	160	0	Exclude natural heritage system (NHS).	Adjustments made to boundary for natural heritage system (NHS). Aligned with the Concord Secondary Plan along Baldwin Ave.
13	Creditstone BRT Station	Vaughan	BRT	No	300	300	0	No changes.	
18	Disera-Promenade BRT Station	Vaughan	BRT	No	200	200	0	No changes.	
16	Dufferin BRT Station	Vaughan	BRT	No	160	160	0	No changes.	
2	Highway 407 Subway Station†	Vaughan	SUBWAY	No	0	200	-200	Lower target to zero due to Parkway Belt.	Target lowered to zero.
14	Keele BRT Station	Vaughan	BRT	No	160	160	0	Exclude single-detached houses.	Single-detached houses retained to be consistent with the principle of including lands in close proximity to the transit station as part of the MTSA delineation.
59	Kirby GO StationΔ	Vaughan	GO TRAIN	No	150	150	0	No changes.	
5	Langstaff-Longbridge Subway Station (V)*	Vaughan	SUBWAY	Yes	200	200	0	No changes.	Adjustments made to match revised adjacent MTSA.
58	Maple GO Station	Vaughan	GO TRAIN	No	150	150	0	No changes.	No changes to the MTSA boundary.
9	Pine Valley BRT Station	Vaughan	BRT	No	160	160	0	Exclude single-detached houses.	Singles-detached houses retained to be consistent with the principle of including lands in close proximity to the transit station as part of the MTSA delineation.
3	Pioneer Village Subway Station	Vaughan	SUBWAY	No	200	250	-50	No changes.	Reduced density target to provide flexibility for local municipalities to achieve density target.
70	Royal Orchard Subway Station (V)*	Vaughan	SUBWAY	Yes	200	200	0	Exclude parkland.	Removed parkland.
57	Rutherford GO Station	Vaughan	GO TRAIN	No	150	150	0	Exclude stormwater management pond and semi-detached houses.	Stormwater management pond retained due to potential future development potential. Semi-detached houses retained to be consistent with the principle of including lands in close proximity to the transit station as part of the MTSA delineation.
7	Steeles Subway Station (V)*	Vaughan	SUBWAY	No	300	250	50		Density target has been increased to reflect the development potential for this MTSA and to better align with the Steeles MTSA portion in Markham.
17	Taiga BRT Station	Vaughan	BRT	No	160	160	0	Exclude single-detached houses.	Single-detached houses retained to be consistent with the principle of including lands in close proximity to the transit station as part of the MTSA delineation.



## Summary of Comments from Local Municipalities and Recommended Changes from York Region Staff on Proposed Major Transit Station Areas in York Region

Station ID	Station Name	Municipality	Station Type	Boundary Updated Since April 2019	Proposed Minimum Density Target (Sept 2020)	Proposed Minimum Density Target (Apr 2019)	Target Difference (Apr 2019- Sept 2020)	Local Municipal Staff and/or Council Comments (2020)	York Region Comments and Changes (2020)
1	Vaughan Metropolitan Centre Subway Station	Vaughan	SUBWAY	No	400	500	-100	Lower target to 400.	Reduced density target to provide flexibility for local municipalities to achieve density target.
11	Weston BRT Station	Vaughan	BRT	No	250	250	0	No changes.	
8	Wigwoss-Helen BRT Station	Vaughan	BRT	Yes	160	160	0	Exclude single-detached houses and school.	Removed school site. Single-detached houses retained to be consistent with the principle of including lands in close proximity to the transit station as part of the MTSA delineation.
69	Lincolnton GO Station	Whitchurch-Stouffville	GO TRAIN	Yes	150	150	0	Boundary provided by Town's consultant.	Proposed MTSA boundary is consistent with boundary provided by the Town of Whitchurch-Stouffville.
68	Stouffville GO Station	Whitchurch-Stouffville	GO TRAIN	No	150	150	0	No changes.	

\*Identification of this location as a MTSA is pending final approval from the Province of a Subway Station at this location.

ΔIdentification of this location as a MTSA is pending final approval from the Province of GO Train Station at this location.

† An alternative minimum density target of zero is currently proposed until lands in this MTSA are removed from the Parkway Belt West Plan designation by the Province. Once these lands are removed, appropriate minimum density targets will be proposed for this MTSA.

‡ Removal of the lands from the Provincial Parkway Belt West Plan designation is required to implement this MTSA.



## Summary of Comments from Local Municipalities and Recommended Changes from York Region Staff on Proposed Major Transit Station Areas in York Region

### OTHER GENERAL MTSA COMMENTS

Municipality	Local Municipal Comments	York Region Staff Comments
Markham	<b>New GO Station at Denison Street:</b> Recommend continuing to pursue a new GO station at Denison Street at the northern limit of the Milliken Centre Secondary Plan area, and may provide a delineation and density target at a later date.	Future GO transit, future bus rapid transit and subway stations located outside of the Provincial Priority Transit Corridors will be assessed and considered for their potential to be included as MTSA's, as appropriate.
	<b>Inclusionary Zoning:</b> Staff are supportive of additional MTSA's identified on the Region's Other Transit Corridors to ensure transit-supportive development and inclusionary zoning (Steeles Subway, Clark Subway, Royal Orchard Subway, Langstaff-Longbridge Subway, Langstaff GO, McCowan BRT, Cornell BRT, Mount Joy GO MTSA's)	Regional staff are in agreement with this comment.
	<b>Additional MTSA's:</b> Staff recommend limiting additional MTSA's at this time to those areas where there is anticipated funding for transit, or where there is already development interest.	Regional staff are in agreement with this comment. GO transit, future bus rapid transit and subway corridors located outside of the Provincial Priority Transit Corridors were assessed and considered for their potential to be included as MTSA's. Recommended MTSA's on Other Transit Corridors are generally located on a Regional corridor, have planned intensification potential and have some certainty for approved or committed funding for construction.
	<b>Expedite MTSA's in Advance of Finalizing the ROP:</b> Staff recommend the Region to bring forward a separate Regional Official Plan Amendment (ROPA) in advance of the completion of the MCR and the new ROP to allow municipalities to begin applying inclusionary zoning as quickly as possible.	Options to expedite being explored.
Richmond Hill	<b>Residents to Job Ratios:</b> Recommend the Region to consider Employment Conversion requests in setting of residents to job ratios.	Preliminary policy directions are proposed to allow local municipalities to set residents to job targets, if desired.
Vaughan	<b>Boundary Adjustments to Exclude Stable Low-Density and Other Land Uses:</b> Recommend MTSA boundary adjustments to exclude stable low-density land uses, schools, stormwater ponds and natural heritage systems, where possible. The inclusion of stable lands would put greater pressure on the remaining lands to meet the minimum density requirements for the MTSA. Recommend excluding existing single detached homes from 6 of the proposed MTSA boundaries.	These existing land uses located in close proximity to the transit station continue to be included in the MTSA boundaries. Local municipalities will have the flexibility to determine the detailed planning for these parcels within MTSA's, including the planning for permitted uses and structures, building heights, minimum and/or maximum densities and other planning considerations.



**Summary of Feedback from Stakeholders and the Public on Proposed Major Transit Station Areas**  
**From the Planning for Intensification Background Report ([April 2019](#)) and the Major Transit Station Areas Update Report ([March 2020](#))**

Stakeholder	Theme(s)	Regional Response(s)
<b>External Stakeholders</b>		
Metrolinx	<ul style="list-style-type: none"> <li>Supported only existing or funded transit stations</li> </ul>	<ul style="list-style-type: none"> <li>All existing and fully funded transit stations on Provincial Priority Transit Corridors were considered to be part of the Region's MTSA network</li> <li>All five planned subway stations on the Yonge North Subway Extension corridors were included in the MTSA network</li> <li>Recommended MTSA's on Other Transit Corridors generally be located on a Regional corridor and/or have planned intensification potential</li> </ul>
York Region Rapid Transit Corporation (YRRTC)	<ul style="list-style-type: none"> <li>Request the protection of unfunded rapid transit corridors in the Region through identifying MTSA's</li> <li>Comments regarding the boundary considerations and additional MTSA's to be considered in the Region's MTSA network</li> </ul>	<ul style="list-style-type: none"> <li>MTSA's can be added outside of the Municipal Comprehensive Review process</li> <li>Regional staff reviewed and considered comments provided and made updates and refinements to boundary delineations, density targets and additional MTSA's, as appropriate</li> </ul>
Toronto Region Conservation Authority (TRCA)	<ul style="list-style-type: none"> <li>Identified floodplain areas, restriction levels, and natural heritage system areas for a number of MTSA's</li> </ul>	<ul style="list-style-type: none"> <li>Information provided was incorporated into MTSA boundary delineations. Some NHS areas are included to create a contiguous boundary with adjoining MTSA's, eliminating any holes or gaps</li> </ul>



Stakeholder	Theme(s)	Regional Response(s)
Lake Simcoe Region Conservation Authority (LSRCA)	<ul style="list-style-type: none"> <li>No comments received</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
York Catholic and York District School Boards (joint response)	<ul style="list-style-type: none"> <li>Agree with the inclusion of existing and designated school sites within MTSA's where appropriate, but exclude them from the density calculations</li> </ul>	<ul style="list-style-type: none"> <li>All parcels within an MTSA are included in the density calculation for people, jobs or both; inclusion of schools is included due to the existing number of jobs that contributes to the density</li> </ul>
Public	<ul style="list-style-type: none"> <li>Recognized the importance of intensification to support transit and suggested areas for potential redevelopment</li> <li>Supported active transportation connections and increased opportunities for transportation options within and around MTSA's</li> <li>Comments regarding revitalization opportunities within certain MTSA's</li> <li>Comments regarding the desire for more walkable and environmentally friendly communities built with attractive urban form within and around MTSA's</li> <li>Support for different built forms and mixed-use development within MTSA's, and minimizing big-box developments</li> <li>Suggestion of additional stations on Other Transit Corridors to be included as MTSA's</li> <li>Minor adjustments to boundary and/or density targets</li> <li>Concerns with increased traffic congestion and impact on community amenities</li> <li>Comments regarding the current low level of</li> </ul>	<ul style="list-style-type: none"> <li>Regional staff reviewed and considered all comments provided and made updates and refinements to boundary delineations, density targets and additional MTSA's, as appropriate</li> </ul>



Stakeholder	Theme(s)	Regional Response(s)
	<p>transit use and infrequent service levels and concerns as to why additional infrastructure is needed</p> <ul style="list-style-type: none"> <li>• Comments received regarding the desire for additional community amenities such as parks and dog parks</li> <li>• Comments regarding transit infrastructure timing, especially of proposed GO stations</li> </ul>	

Stakeholder	Municipality	MTSA Station ID	Theme(s)	Regional Response(s)
<b>Land Owners</b> (alphabetical by applicant name)				
Evans Planning Inc. on behalf of Ms. Asha Rani Batra	Richmond Hill	72	<ul style="list-style-type: none"> <li>• Inclusion of subject properties on the northwest corner of Highway 404 and Stouffville Road in potential Gormley GO Station MTSA</li> </ul>	<ul style="list-style-type: none"> <li>• Gormley GO station has been added to the Region's MTSA network</li> <li>• Property will not be included in the Gormley GO Station MTSA as it is currently located in the Oak Ridges Moraine Conservation Plan</li> </ul>
Evans Planning Inc. on behalf of 2585231 Ontario Inc.	Markham	67	<ul style="list-style-type: none"> <li>• Include all or a portion of 9999 Markham Road in the Mount Joy GO Station MTSA</li> </ul>	<ul style="list-style-type: none"> <li>• Property will not be included in the Mount Joy GO Station MTSA due to its location beyond the 800m radius</li> </ul>
Gatzios Planning + Development Consultants Inc. on behalf of Enterprise Boulevard Inc.	Markham	34, 66	<ul style="list-style-type: none"> <li>• Revise the area MTSA's so that two properties north and south of Enterprise Boulevard and east of Rivis Road be included in the Unionville GO Station MTSA boundary as opposed to the Enterprise BRT Station MTSA</li> </ul>	<ul style="list-style-type: none"> <li>• Subject properties included in the Unionville GO Station MTSA</li> <li>• Proposed density targets for both MTSA's are above the Growth Plan minimum</li> <li>• Density targets are an average of</li> </ul>



Stakeholder	Municipality	MTSA Station ID	Theme(s)	Regional Response(s)
			<ul style="list-style-type: none"> <li>Support higher density targets</li> </ul>	densities of properties within the entire MTSA which allows site specific densities to be higher or lower than the target
Gatzios Planning + Development Consultants Inc. on behalf of Greenpark Group	Markham	70	<ul style="list-style-type: none"> <li>Supports delineation and density target of Royal Orchard Subway Station MTSA and the inclusion of 10 Royal Orchard Boulevard in this MTSA</li> </ul>	<ul style="list-style-type: none"> <li>Agree with inclusion of the noted property; Royal Orchard Subway Station has been added to the Region's MTSA network</li> </ul>
Goldberg Group on behalf of Baif Developments Ltd.	Richmond Hill	40	<ul style="list-style-type: none"> <li>Request higher density for Major Mackenzie BRT Station MTSA where subject properties are located</li> </ul>	<ul style="list-style-type: none"> <li>The Major Mackenzie BRT Station's proposed density target of 160 will be maintained to provide the local municipality with more flexibility</li> </ul>
Goldberg Group on behalf of Acorn Development Corporation	Richmond Hill	40	<ul style="list-style-type: none"> <li>Inclusion of subject property at northwest corner of Major Mackenzie Drive and Arnold Crescent in the Major Mackenzie BRT Station MTSA</li> </ul>	<ul style="list-style-type: none"> <li>Regional and local planning staff are in agreement that the property will not be included in the Major Mackenzie BRT Station as it is located in the City's Neighbourhood designation, and is outside of the City of Richmond Hill's Downtown Local Centre and Local Mixed Use Corridor. The subject property is fairly disconnected from the proposed MTSA boundary.</li> </ul>
Goldberg Group on behalf of Whitehorn Investments Ltd., 891566 Ontario Ltd., and Ledbrow Investments Ltd.	Richmond Hill	38	<ul style="list-style-type: none"> <li>Inclusion of subject property adjacent South Hill Shopping Centre at the northeast corner Yonge Street and 16<sup>th</sup> Avenue and railway in the 16<sup>th</sup>-Carrville BRT Station MTSA</li> </ul>	<ul style="list-style-type: none"> <li>Regional and local planning staff are in agreement that the property will not be included in the 16<sup>th</sup>-Carrville BRT Station MTSA. The property is part of the Natural Core designation. There is no development potential on the subject property and it is located on the outer edge of the MTSA boundary.</li> <li>Based on the Region's MTSA boundary delineation principles, NHS lands located on the outer edge are excluded</li> </ul>



Stakeholder	Municipality	MTSA Station ID	Theme(s)	Regional Response(s)
				as much as possible unless they are required to create a continuous boundary or to eliminate holes or gaps within and between adjoining MTSA's.
Goldberg Group on behalf of Upper Yonge Properties Ltd.	Richmond Hill	41	<ul style="list-style-type: none"> <li>Increase density target for Crosby BRT Station MTSA</li> </ul>	<ul style="list-style-type: none"> <li>The Crosby BRT Station's proposed density target of 160 will be maintained to provide local municipalities with more flexibility</li> </ul>
Humphries Planning on behalf of NSDM2 Corporation	Newmarket	53	<ul style="list-style-type: none"> <li>Inclusion of 66 Roxborough Road in the Southlake BRT Station MTSA</li> </ul>	<ul style="list-style-type: none"> <li>Property not added to MTSA as Queen Street acts as a natural divider between intensification and established areas</li> </ul>
KLM Planning on behalf of York Major Holdings Inc.	Vaughan	58	<ul style="list-style-type: none"> <li>Expand Maple GO MTSA east of McNaughton Road</li> </ul>	<ul style="list-style-type: none"> <li>Lands not included in the MTSA as they are designated Private Open Space in City of Vaughan Official Plan</li> </ul>
LandLaw	Vaughan	5	<ul style="list-style-type: none"> <li>Inclusion of 8100 Yonge Street, Vaughan into the Langstaff-Longbridge Subway Station MTSA</li> </ul>	<ul style="list-style-type: none"> <li>Subject property included in the draft Royal Orchard Subway Station MTSA</li> </ul>
Larkin+ Land Use Planners Inc.	Aurora	61	<ul style="list-style-type: none"> <li>Inclusion of 180-182 Centre Street in Aurora GO Station MTSA</li> </ul>	<ul style="list-style-type: none"> <li>Subject properties have been considered and included in the draft Aurora GO Station MTSA</li> </ul>
Malone Given Parsons Ltd. on behalf of the Stouffville Phase 3 East Landowners Group	Whitchurch-Stouffville	69	<ul style="list-style-type: none"> <li>Exclude the area west of the railway line on draft delineated Lincolnville GO Station MTSA</li> <li>Concerned density target is too high in an area surrounded by rural lands</li> </ul>	<ul style="list-style-type: none"> <li>Draft Lincolnville boundary excludes lands west of railway</li> <li>The Growth Plan minimum density target is proposed for the Lincolnville GO Station MTSA</li> <li>The Town's Land Use Study indicates that the proposed density target is achievable</li> </ul>



Stakeholder	Municipality	MTSA Station ID	Theme(s)	Regional Response(s)
Malone Given Parsons Ltd. on behalf of the Portage Landowners Group	Vaughan	1, 12	<ul style="list-style-type: none"> <li>Inclusion of properties on Portage Parkway between Applewood Crescent and Jane Street in Vaughan in the Commerce BRT Station and Vaughan Metropolitan Centre Subway Station MTSA</li> </ul>	<ul style="list-style-type: none"> <li>Pending the Regional Council decision on the proposed employment area conversions, the MTSA boundary will be reassessed</li> </ul>
MPLAN Inc.	Richmond Hill	71, 72	<ul style="list-style-type: none"> <li>Suggested the inclusion of additional MTSA's including: <ul style="list-style-type: none"> <li>Richmond Hill GO Station</li> <li>Gormley GO Station</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Richmond Hill GO Station and Gormley GO Station has been added to the Region's MTSA network</li> </ul>
MSH Plan	Markham	23	<ul style="list-style-type: none"> <li>Inclusion of subject property at southeast corner of Times Avenue and Highway 7 in an MTSA</li> </ul>	<ul style="list-style-type: none"> <li>Subject property is included in the draft Valleymede BRT Station MTSA</li> </ul>
Paul Cooke	Aurora	61	<ul style="list-style-type: none"> <li>Inclusion of 111 Metcalfe Street in Aurora GO Station MTSA</li> </ul>	<ul style="list-style-type: none"> <li>Subject property is included in the draft Aurora GO Station MTSA</li> </ul>
Remington Group Inc.	Markham	32	<ul style="list-style-type: none"> <li>Questions regarding the assumptions used to determine density and jobs for Warden BRT Station MTSA</li> </ul>	<ul style="list-style-type: none"> <li>Staff responded by email to explain population calculations, people per unit (PPU) assumptions, employment survey information, work at home assumptions, and job density assumptions</li> </ul>
Weston Consulting on behalf of 1529749 Ontario Ltd. Co.	Vaughan	18	<ul style="list-style-type: none"> <li>Supports delineation and density target of Disera/Promenade BRT Station MTSA and the inclusion of 7700 Bathurst Street in this MTSA</li> </ul>	<ul style="list-style-type: none"> <li>Agree with inclusion of the noted property</li> </ul>
Weston Consulting on behalf of land owner	Vaughan	8	<ul style="list-style-type: none"> <li>Inclusion of 4850 Highway 7 and 79 Arrowhead Drive in the Wigwoss-Helen BRT Station MTSA</li> </ul>	<ul style="list-style-type: none"> <li>Agree with inclusion of the 2 noted properties</li> </ul>



Stakeholder	Municipality	MTSA Station ID	Theme(s)	Regional Response(s)
Weston Consulting on behalf of 7553 Islington Holding Inc.	Vaughan	8	<ul style="list-style-type: none"> <li>Inclusion of 7553 Islington Avenue and 150 Bruce Street in the Wigwoss-Helen BRT Station MTSA</li> </ul>	<ul style="list-style-type: none"> <li>Property will not be included in the Wigwoss-Helen BRT Station MTSA as lands are designated Natural Area in the City of Vaughan Official Plan</li> </ul>



## Preliminary Policy Directions for Major Transit Station Areas in York Region

Theme Area	Policy Directions
<p><b>1. MTSA Mapping and Density Targets</b></p> <p>The Growth Plan requires MTSA in Priority Transit Corridors to be identified and delineated with minimum density targets in the Regional Official Plan. Provincial requirements for transit corridors and MTSA in the Regional Official Plan to support the Region's Intensification Strategy and to enhance the planned urban structure. A well-established and comprehensive MTSA framework will support the development of high quality, compact urban areas that will be transit-supportive.</p>	<p>The Regional Official Plan will include:</p> <ul style="list-style-type: none"> <li>• Definitions and mapping for MTSA in Priority Transit Corridors</li> <li>• Minimum density targets and detailed mapping of the boundary delineation for each individual MTSA</li> <li>• MTSA classified as Protected MTSA</li> <li>• Policies regarding additional approvals required prior to development occurring for specific MTSA (e.g. Provincial confirmation on a planned potential GO/subway stations and approval for lands to be removed from the Parkway Belt West Plan)</li> <li>• Policies addressing future refinements to MTSA delineations and/or minimum density targets</li> </ul>
<p><b>2. Municipal Planning for MTSA</b></p> <p>Local municipalities play a key role in implementing MTSA. Once MTSA are approved in the Regional Official Plan, local municipalities will be required to update their official plans and secondary plans to be consistent with the Region's MTSA policies. The Regional Official Plan will provide guidance for local municipalities on planning for MTSA by specifying clear roles and responsibilities.</p>	<p>Local municipalities will:</p> <ul style="list-style-type: none"> <li>• Have the flexibility to determine how to meet the MTSA minimum density targets established in the Regional Official Plan</li> <li>• Provide the detailed planning framework with respect to permitted uses, building heights, minimum and/or maximum densities and other planning considerations within MTSA, as appropriate</li> <li>• Develop secondary plans for MTSA, if desired</li> <li>• Be encouraged to set residents to job ratio target for each MTSA, if desired</li> <li>• Be encouraged to implement the provisions for inclusionary zoning within MTSA</li> </ul>



	<ul style="list-style-type: none"> <li>• Implement transitional planning policies to ensure land use compatibility with adjacent land uses, particularly areas in close proximity to stable low-rise residential neighbourhoods and sensitive land uses</li> </ul>
<p><b>3. MTSAs within Employment Areas</b></p> <p>York Region is committed to maintaining and enhancing the long term viability of employment areas, as these areas play a significant role in the Region's economy. Effective planning and design of employment areas located within MTSAs will play an important role in the ongoing viability of these lands and economic activity in the Region. MTSAs within employment areas can contribute to a balanced transit system by providing centres for higher density employment uses along transit corridors.</p>	<p>The Regional Official Plan will include:</p> <ul style="list-style-type: none"> <li>• Policies to protect employment area lands within MTSAs to ensure that employment area designations continue to apply while still encouraging higher density employment uses to meet the applicable MTSA minimum density target</li> </ul>
<p><b>4. Transit-Oriented Development in MTSAs</b></p> <p>MTSAs will be designed to accommodate a range of land uses, as appropriate, supporting a high level of transit-usage and active transportation. Creating transit-oriented communities in MTSAs will require consideration of urban design, and the public realm including planning to encourage active transportation in order to support a diverse and compatible mix of land uses, including residential and employment uses where people can live, work and play.</p>	<p>To create high-quality transit-oriented communities, policies should require local municipalities to plan for MTSA with the objective of providing:</p> <ul style="list-style-type: none"> <li>• Mix of land uses, where appropriate</li> <li>• High quality urban design and built form</li> <li>• Pedestrian-oriented development</li> <li>• Active transportation facilities to facilitate first and last mile transportation connections</li> <li>• Public service facilities and services</li> <li>• Major office and appropriate institutional development</li> <li>• Connections to natural heritage and open space systems</li> </ul>



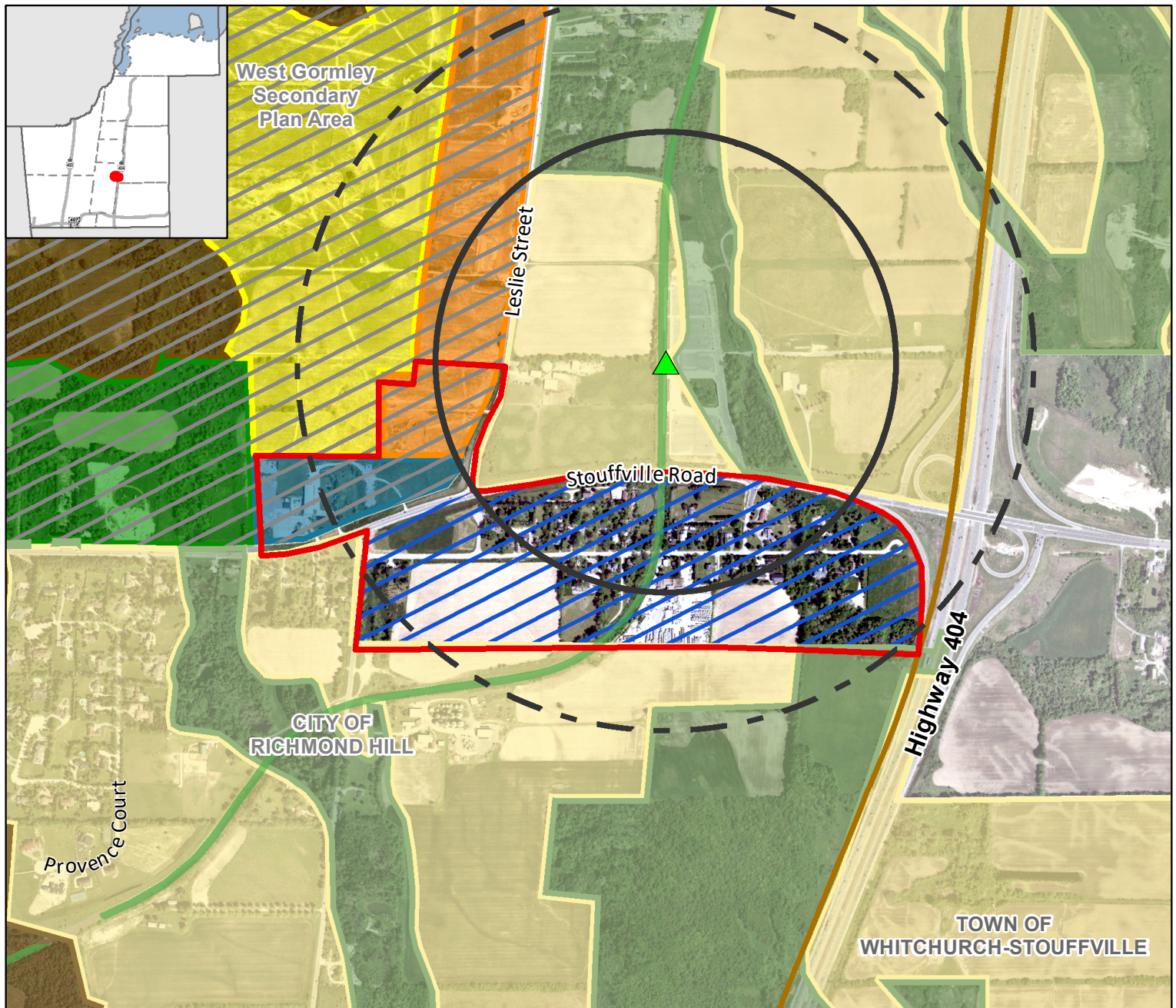
<p><b>5. Monitoring Progress in MTSAs</b></p> <p>Comprehensive monitoring and on-going assessment will help measure progress towards achieving the MTSA minimum density targets and creating successful transit-oriented development. Regular monitoring will also allow the Region to identify emerging trends, provide the basis for adjustments as required and allow for continuous improvement for MTSAs.</p>	<p>MTSAs will be monitored and evaluated by:</p> <ul style="list-style-type: none"> <li>• Working with local municipalities to monitor and report on planning and development activity within MTSAs</li> </ul>
<p><b>6. Prioritization and Optimization of Infrastructure Investments for MTSAs</b></p> <p>The Region supports efficient use of land and infrastructure by directing growth to settlement areas and prioritizing intensification in strategic locations such as MTSAs. Prioritizing growth and intensification in locations with existing and/or committed infrastructure will maximize the overall return on investment.</p>	<p>Policy directions will include:</p> <ul style="list-style-type: none"> <li>• Recognizing major transit station areas as a Regional strategic investment priority and a key element of York Region's urban structure</li> <li>• Working with local municipalities to provide transit facilities and amenities that support existing and planned transit infrastructure</li> </ul>



# Gormley GO Station

Near Leslie Street and Stouffville Road

**ATTACHMENT 7**  
**MTSA 72**  
**Richmond Hill**



## Legend

### Major Transit Station

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

### Other Transit Corridors

- GO Rail
- Hamlet of Gormley
- West Gormley Secondary Plan Area

### Regional Official Plan 2010 - ORMCP Designations

- Natural Core Area
- Natural Linkage Area
- Countryside Area

### West Gormley Secondary Plan - Land Use Designations

- Institutional
- ORMCP Natural Core Area

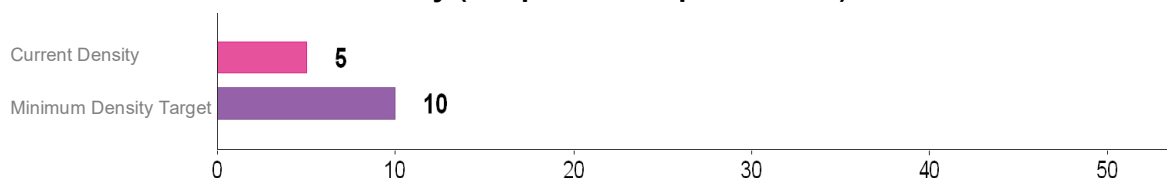
- ORMCP Natural Linkage Area
- Residential Low Density
- Residential Medium Density
- Local Municipal Boundary

**Gormley GO Station MTSA**  
**Gross Area:**  
**53.59 ha**



0 100 200 m

## Density (People & Jobs per Hectare)



The Regional Municipality of York  
Corporate Services,  
Planning and Economic Development  
August 2020

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## 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

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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**

<b>Location</b>	<b>Gross Area (Hectares)</b>	<b>Total People</b>	<b>Total Jobs</b>	<b>Density (people &amp; jobs per hectare)</b>
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
<b>Total</b>	<b>53.6</b>	<b>645</b>	<b>135</b>	<b>14.5*</b>

\*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](mailto:Sandra.Malcic@york.ca).

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Paul Freeman, MCIP, RPP  
Chief Planner

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Bruce Macgregor  
Chief Administrative Officer

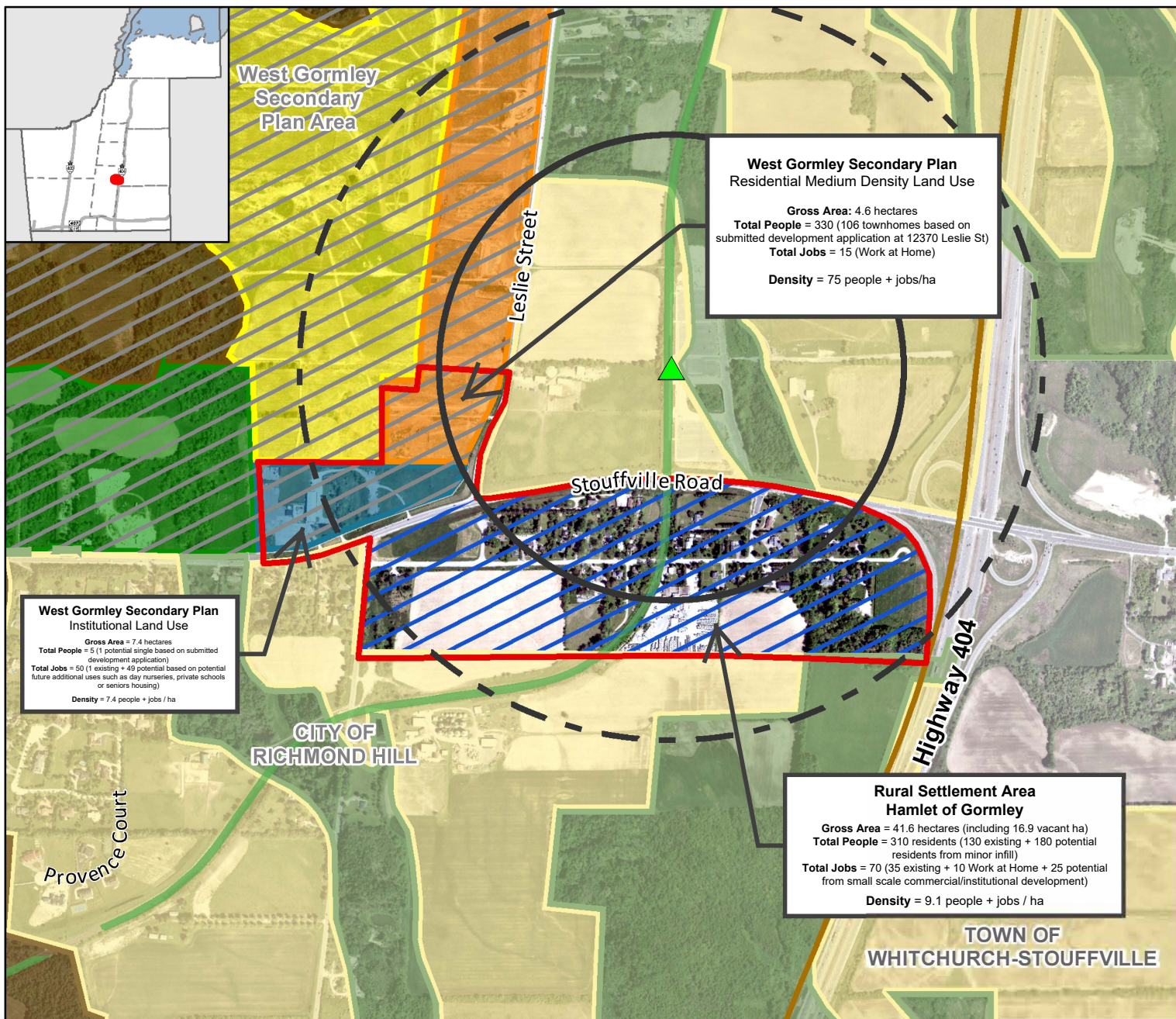
Attachments (3)  
#11638438



# Gormley GO Station

Near Leslie Street and Stouffville Road

**ATTACHMENT 1**  
**MTSA 72**  
**Richmond Hill**



## Legend

### Major Transit Station

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

### Other Transit Corridors

- GO Rail
- Hamlet of Gormley
- West Gormley Secondary Plan Area

### Regional Official Plan 2010 - ORMCP Designations

- Natural Core Area
- Natural Linkage Area
- Countryside Area

### West Gormley Secondary Plan - Land Use Designations

- Institutional
- ORMCP Natral Core Area

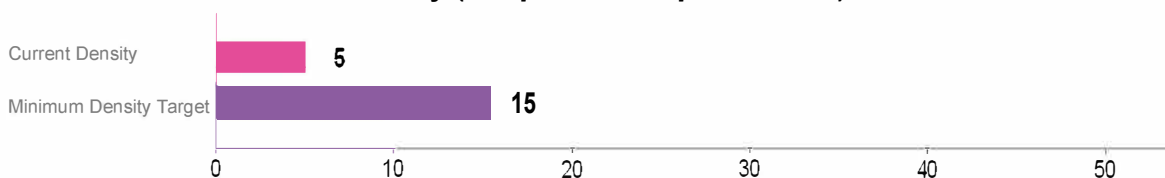
- ORMCP Natural Linkage Area
- Residential Low Density
- Residential Medium Density
- Local Municipal Boundary

**Gormley GO Station MTSA**  
**Gross Area:**  
**53.59 ha**



0 100 200 m

## Density (People & Jobs per Hectare)



The Regional Municipality of York  
Corporate Services,  
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August 2020

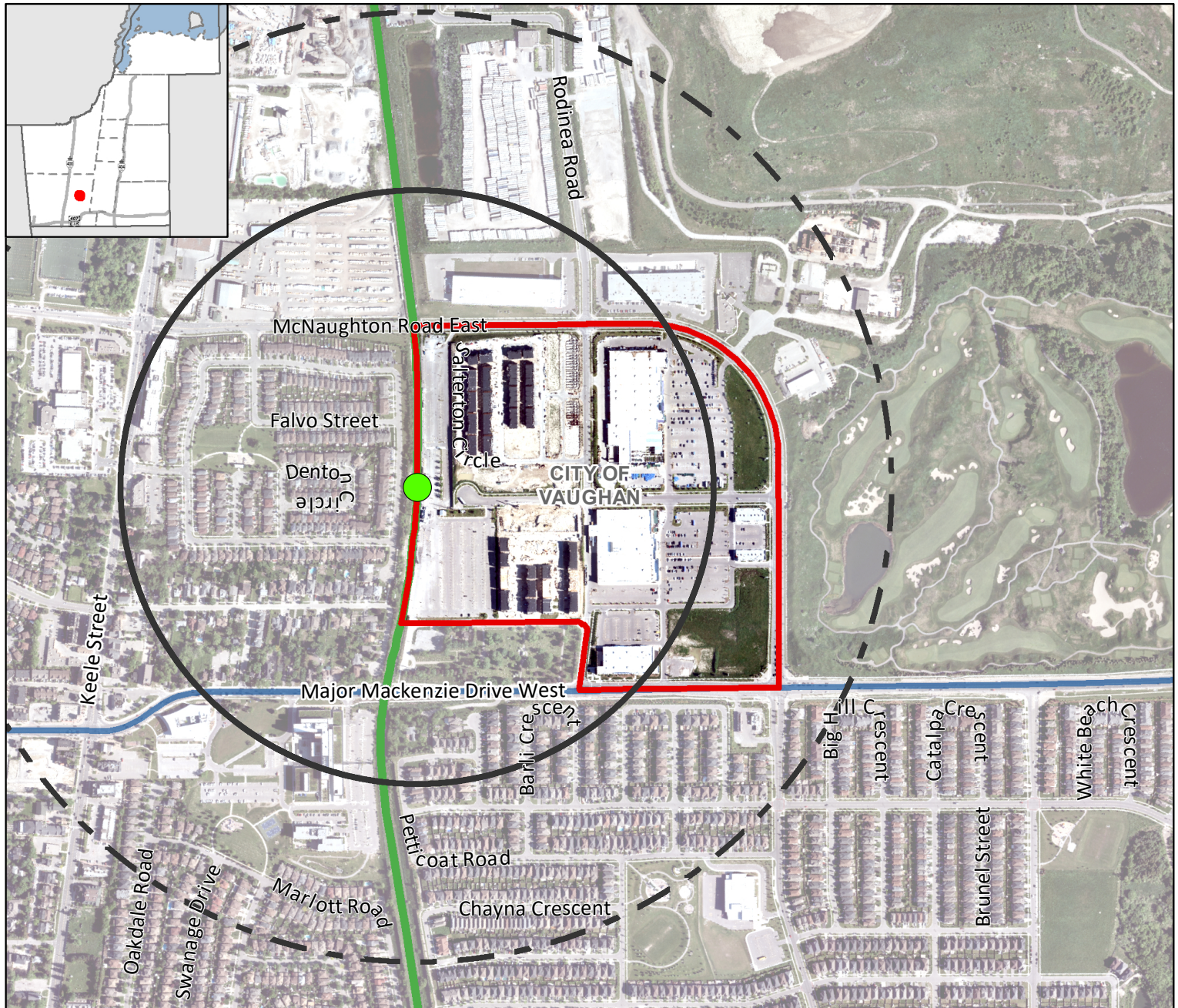
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# Maple GO Station - OPTION 1

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

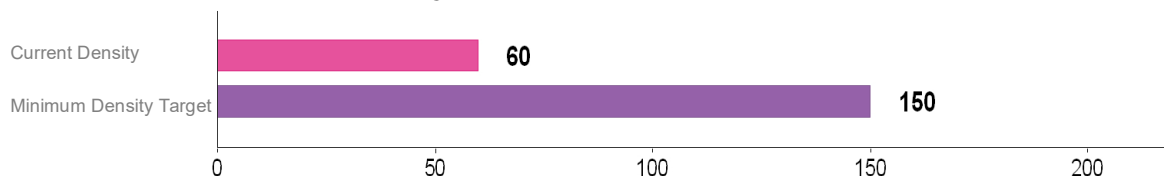
— Bus Rapid Transit

**Maple GO Station MTSA**  
Gross Area:  
33.44 ha



0 100 200 m

## Density (People & Jobs per Hectare)



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August 2020

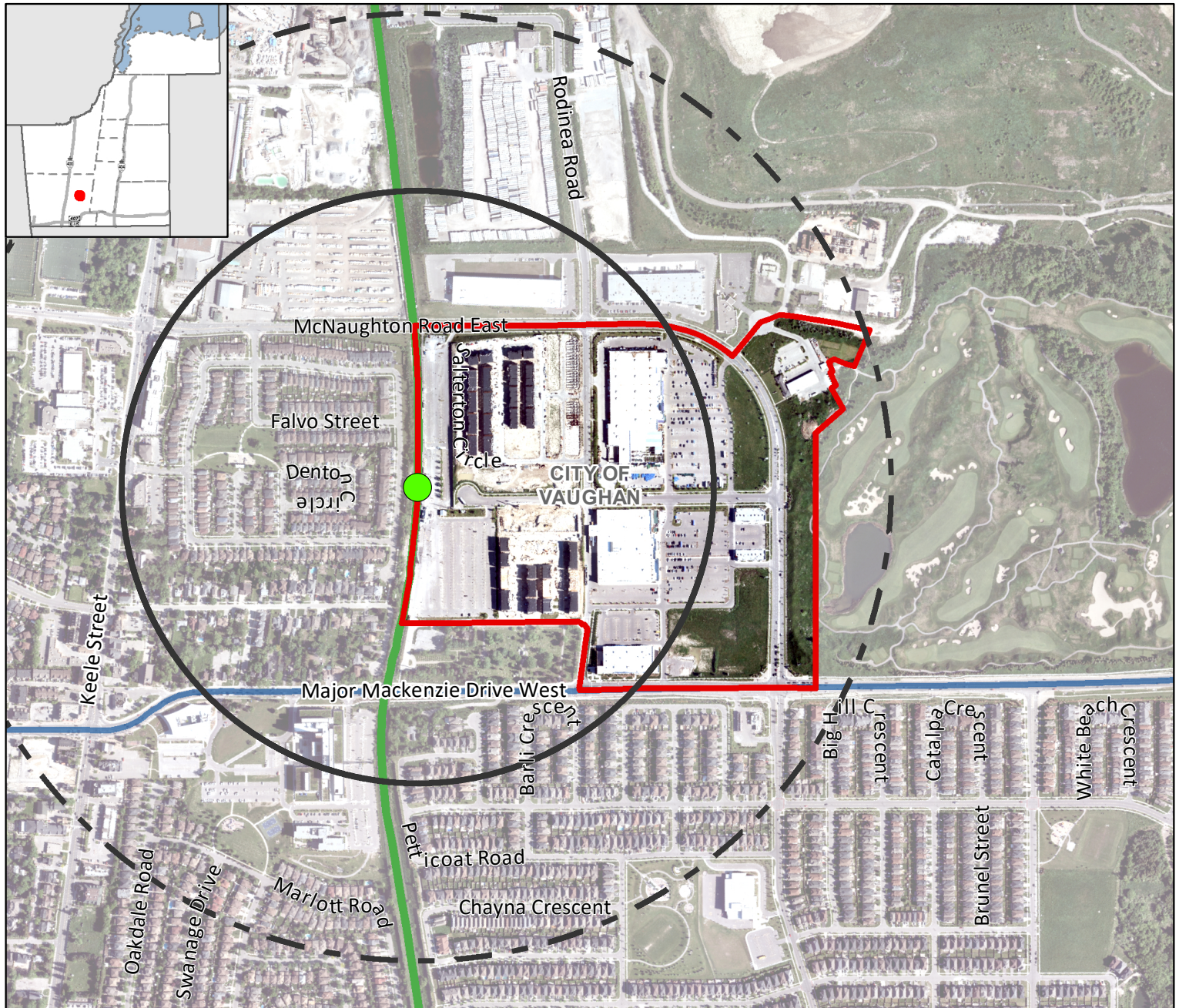
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# Maple GO Station - OPTION 2

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

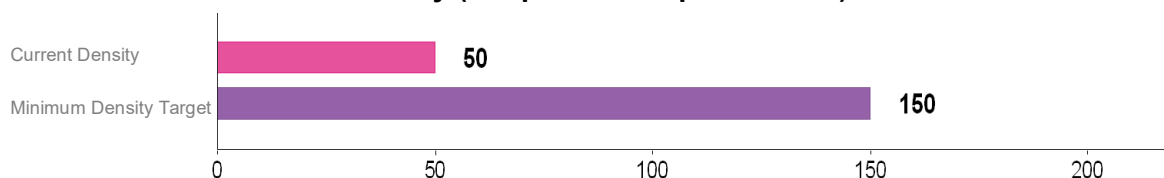
Bus Rapid Transit

**Maple GO Station MTSA**  
Gross Area:  
38.95 ha



0 100 200 m

## Density (People & Jobs per Hectare)



The Regional Municipality of York  
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September 2020

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