MARKHAM

CREATING A COMPLETE DESTINATION

TRANSIT ORIENTED DEVELOPMENT

INTERACTIVE CORRIDOR ECONOMY

"INVENTING THE FUTURE TODAY"

"REDUCING THE CARBON FOOTPRINT"

"GROW TALL, OR PLANNED INFILL, BUT NOT SPRAWL"

1. CONDUCT CORRIDOR FLEASIBILITY STUDY TO DETERMINE THE ECONOMIC OPPORTUNITY
2. GROW STOUFFVILLE GO TRANSIT DAILY RIDERSHIP TO 400,000 BY 2063
3. BUILD 400,000 CONDO UNITS IN THE STOUFFVILLE CORRIDOR BY 2063
4. CREATE 400,000 GOOD PAYING JOBS IN THE STOUFFVILLE CORRIDOR BY 2063
5. CREATE TWO-WAY, ALL DAY PREDICTABLE SUBWAY STYLE TRANSIT SERVICE
6. CREATE A CORRIDOR WHERE PEOPLE WANT TO LIVE, WORK, PLAY AND VISIT
7. CREATE AFFORDABLE TRANSIT ORIENTED DEVELOPMENT (TOD) COMMUNITIES
8. DEVELOP TOD TRAIN STATIONS AS RETAIL, EMPLOYMENT AND ENTERTAINMENT CENTERS
9. CONDUCT VERTICAL FARMING, AUTONOMOUS VEHICLES AND WASTE TO ENERGY PILOTS
10. CREATE A MAJOR SPORTS/ENTERTAINMENT DESTINATION AT 407/KENNEDY STN HUB
11. UTILIZE INFRASTRUCTURE, LAND AND FINANCIAL ASSETS EFFICIENTLY
12. ENSURE STAKEHOLDERS AND RATEPAYERS ARE INVOLVED IN THE PLANNING PROCES
13. TRANSFORM THE STOUFFVILLE GO LINE TO AN LIGHT RAIL TRANSIT LINE (LRT) POWERED BY HYDROGEN FUEL WHICH CAN COEXIST WITH THE UP EXPRESS POWERED BY DIESEL FUEL, INSTEAD OF ELECTRICIFYING THE STOUFFVILLE GO TRANSIT LINE

Notice of Motion: **Reimagine the Stouffville GO Transit Corridor**

Moved by: Regional Councillor Jim Jones

Seconded by: Councillor Keith Irish

MARKHAM

Jim Jones
Regional Councillor

DEAR STAKEHOLDERS, DEVELOPERS, LANDOWNERS, AND RESIDENTS: **NOVEMBER 29, 2023**

I am writing to emphasize the remarkable parallels between the meticulous planning and design of transit-oriented development (TOD) and the strategic design and engineering of a computer's motherboard and the Internet's World Wide Web Integrated Data Network. Both endeavors, though seemingly distinct, share fundamental principles that underscore their transformative potential. Long term planning must include detail financial justification as well as the following:

1. **SYSTEMATIC DESIGN:** Just as a computer's motherboard is meticulously designed to ensure seamless functionality, TODs require systematic and financial planning. From land use to transportation infrastructure, every element must integrate harmoniously to create efficient public realm and livable urban environments.
2. **INTEGRATION:** In both scenarios, integration is paramount. Just as a computer's components must work together seamlessly, TODs must combine housing, commercial spaces, employment, institutional buildings, entertainment, recreational spaces, green areas, and transit options to create great spaces, comprehensive, and character communities.
3. **EFFICIENCY:** System engineers optimize component layout for efficiency and reduced energy consumption. Likewise, TODs prioritize efficiency by reducing traffic congestion, minimizing air pollution, and promoting public transportation to lower the reliance on private cars.
4. **CONNECTIVITY:** Just as a computer's components need robust connectivity, TODs focus on well-planned public transportation networks, pedestrian-friendly pathways, and bike lanes to enhance mobility for residents.
5. **SUSTAINABILITY:** Sustainability is a shared goal. Both computer motherboards and TODs should prioritize energy efficiency and green building practices to minimize the environmental impact.
6. **USER-CENTRIC APPROACH:** A user-centric approach is vital in both realms. Engineers consider the end-user experience in computer design, while TODs aim to create attractive, livable spaces where residents can live, work, play, and thrive.
7. **SCALABILITY:** Both computer motherboards and TODs must be scalable and adaptable to future needs and advancements, ensuring long-term relevance.
8. **SAFETY AND RELIABILITY:** Reliability is essential in both contexts. Just as a computer must function flawlessly, TODs must provide safe and reliable public facilities and transportation services for residents.
9. **TESTING AND ITERATION:** System engineers iterate their designs through testing and feedback, and the same iterative approach should apply to TODs, with pilot projects and community input to enhance functionality and appeal.
10. **LONG-TERM VISION PLANNING:** Both endeavors require a long-term vision to remain effective over time, considering evolving technology and societal needs.

The comparison of TODs to the transformation brought about by the World Wide Web (WWW) underscores the magnitude of this vision. Just as the WWW revolutionized the internet, Metrolinx's GO Transit Network and TODs along the Stouffville line aspires to transform it into a self-sustaining dynamic economy. This transformation aims to create jobs, housing, shopping, entertainment, and transit opportunities on a large scale.

To achieve this vision, meticulous planning and integration of functions are indeed crucial. It necessitates a collaborative approach that transcends property lines and ownership, designing TODs based on their optimal functions within the broader network. This holistic perspective ensures the creation of thriving, integrated transit-oriented development. Planning at the corridor level for TODs offers numerous advantages, including economic, environmental, social, and quality of life benefits. It can help create more sustainable, vibrant, and accessible communities while reducing the negative impacts of urban sprawl and car-centric development.

In conclusion, I commend Metrolinx and the Province for embarking on this transformative journey with us. The parallels between planning a Rail Transit Integrated Corridor Network with complete destination TODs and the design and engineering of the World Wide Web (WWW) along with that of a computer's motherboard serve as a powerful reminder of the potential for positive change in our urban environments. I look forward to witnessing the evolution of transit-oriented developments that offer sustainable, accessible, and vibrant places for people to live, work, play and prosper. To further these goals, please refer to the enclosed motion and appendices.

Sincerely

Jim Jones
Markham Regional Councillor
Chairman, Markham Development Services

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NOTICE OF MOTION: **REIMAGINE THE STOUFFVILLE GO TRANSIT CORRIDOR LINE "DEVELOPING AFFORDABLE TOD COMMUNITIES"**

MOVED BY: **REGIONAL COUNCILLOR JIM JONES**

SECONDED BY: **COUNCILLOR KEITH IRISH**

WHEREAS, There is a need to reimagine the Stouffville GO Transit Corridor Line into a subway style, driverless with automatic train control service and land use plans as well as to create the high-speed 407 Crosstown Transitway Corridor, coordinated at a supra-regional level with all affected municipalities within the 416 and 905 area code, spearheading a major transformation of the Stouffville GO Transit line to unlock economic opportunity, job generation, increase ridership and optimize investments in rail transit infrastructure, create complete, walkable communities, provide for a range of housing choices and affordability levels and create unique destinations surrounding each Transit Oriented Development (TOD) station areas (refer to Appendices: for background material and detail); and

WHEREAS, A holistic, comprehensive plan would produce a far more efficient and effective two-way all-day corridor of destinations surrounding GO "Transit-Oriented Development" Stations coupled with 24-hour land uses that focus on the public realm and community amenities to create a vibrant and liveable economic corridor that is not premised on the current commuter model between the 905 and downtown Toronto areas; and

WHEREAS, All GO Commuter Transit Lines, including the Stouffville Line are currently underperforming, low ridership lines that need revitalization into vibrant complete destination TODs with high animation activity, high ridership, multiple amenities, jobs, retail establishments, and concentration of destination facilities; and,

WHEREAS, Planning GO TOD stations at the corridor level allows for the coordination of land use and transportation, which can provide fast, direct, and cost-effective access to more destinations for more people. It also allows for the concentration of higher-density, mixed-use, pedestrian-friendly development within walking distance of frequent transit stops and stations, in tandem with measures to discourage unnecessary driving. This supports sustainable transportation choices and other community goals, resulting in lower levels of vehicle use, reduced greenhouse gas emissions, improved air quality, reduced cost of living, and healthier lifestyles; and

WHEREAS, A joint committee comprised of the Province, Federal Government, Toronto/Markham/Stouffville and York Region are well positioned to work together and implement this comprehensive work and bring all levels of government, agencies and stakeholders together in a joint initiative to reimagine the Stouffville GO Transit Corridor and its surrounding lands across municipal boundaries, and other government jurisdictions; and

WHEREAS, Toronto/Markham/Stouffville Growth Strategy describes the goals, strategies, and actions agreed to by the municipal partnership to pursue sustainable growth and development to 2053 and beyond. It is based on containing growth inside the urban containment boundary, and focusing this growth in Toronto, Markham and Stouffville's Urban Growth Centres, Transit Oriented Development Communities and other areas well-served by frequent transit service. It aims to support sustainable transportation choices with an emphasis on Toronto/Markham/Stouffville land use patterns that promote walking, cycling, and transit; and

WHEREAS, A new transportation plan for Toronto/Markham/Stouffville will setout the goals for a transportation strategy to keep people and our economy moving, strengthen our communities, and protect the environment. It will set out the goals for Toronto/Markham's integrated transportation system and outlines the importance of coordinating land use and transportation to be proactive in using transit to serve and shape land use. MTO (Metrolinx) are called to lead the planning and development of a new GTHA Regional Rail Integrated Transportation Strategy and the Municipalities will lead the planning of the Stouffville Corridor TOD Communities, with a planning horizon of 2053, in coordination with Toronto and Markham's 2053 and beyond Transportation Strategy; and

WHEREAS, Corridor-level planning can attract more economic development opportunities and substantial investment. Developers and businesses are often attracted to corridors with planned transit oriented development, as they see the potential for a larger customer base and improved accessibility. This can lead to more significant economic growth and job opportunities along the entire corridor; and

WHEREAS, Community Connectivity and Planning at the corridor level encourages the creation of pedestrian-friendly pathways, bike lanes, and other non-motorized transportation options that connect various stations and surrounding areas. Corridor planning promotes active transportation and enhances overall livability of the community; and

WHEREAS, Planning and urban design can, at the corridor level, facilitate the establishment of consistent design and development standards across the entire corridor. It can lead to a more cohesive, aesthetic and functional environment, avoiding abrupt transitions between different station areas; and

WHEREAS, Corridor-level planning allows for more effective public engagement will help to reduce nimbyism. Communities can provide input on the overall vision and priorities for the entire corridor, fostering a sense of ownership and involvement in the planning process. Regular open Corridor Committee meetings with stakeholders and ratepayers will help to reduce nimbyism; and

WHEREAS, By planning at the corridor level, environmental impacts and considerations can be assessed and mitigated on a broader scale. This might include evaluating the overall ecological footprint, preserving and increasing green spaces, and implementing sustainable practices that benefit the entire corridor; and.

WHEREAS, in order to speed up the planning process, and use financial resources more efficiently for everyone, it is important that public lands, infrastructure and buildings serve multi-purpose uses where appropriate:

1. Tank storm ponds located in TOD Communities and put parkland or sports bubble on top,
2. Streams and watercourses in TODs Communities can be covered and put parkland on top,
3. Sports fields, parkland and playgrounds be shared between schools and the municipality,
4. Co-locate public and separate schools and municipal facilities in the same multi-level building including separate and public school libraries incorporated into a municipal public library,
5. Do not tax condo and office building underground parking in TOD Communities and transit corridors,
6. Government and Municipal assets should serve multi-purposes because of the cost of land,
7. The Ontario Government should allow the straddling of rail lines to create strata indoor or outdoor parks or urban vertical farming facilities,
8. Within approx. 500 meters of TOD Community GO Stations, buildings should be allowed up to 8.0+ FSI etc.
9. Corridors and Major Streets within a Heritage TOD Community should have minimum heights of 6 storeys. Buildings will be permitted to extend to 8 storeys with a 3 metre step back. Building materials and architecture should be reflective of the existing heritage character,
10. Reduce GO Transit Station Platforms to 82.5 or 103.0 meters long instead of today's 300 meters long platforms,
11. Add more stations to reduce the distance between stations when justified,
12. Increase the frequency when ridership is justified,
13. Build buildings or parkland over the top of GO Stations and GO Platforms,
14. Transform the Stouffville GO Line to an Light Rail Transit Line powered by hydrogen fuel which can coexist with UP Express diesel fuel - instead of the need to electrify the Stouffville GO Transit Line
15. Connect the Union Station Pearson Express to the Stouffville GO Transit Line up to Lincolnville,
16. Conduct a proof of concept pilot for hydrogen trains instead of electric on the Stouffville GO Transit Line,
17. Develop an integrated corridor with condos, retail, office, jobs, institutions, and destination attractions at each TOC station on the Stouffville GO corridor to grow ridership, jobs, residential and economic activity,
18. 10% of all new condo units built are affordable or purpose build rentals in the Stouffville GO TOC corridor,
19. With the provincial and federal governments, conduct pilot projects in urban vertical farming, autonomous vehicles in a geo-fenced environment and waste to energy. If successful, this would be a model for all TOCs.
20. Plan for A MAJOR SPORTS, ENTERTAINMENT AND CONVENTION CENTRE DESTINATION AT THE MARKHAM CENTRE GO STATION HUB.

THEREFORE, BE IT RESOLVED.

1. **That the Province of Ontario and the appropriate municipalities** form an inter-governmental, inter-municipal, stakeholders and agency steering committee and working group to undertake a comprehensive study, followed by development of a plan that will unlock the land use, economic and transit opportunity of the Stouffville GO Transit Line Corridor and its surrounding lands; and
2. **That a Steering Committee made up of representatives from the Federal, Provincial and Municipal Governments and a Government Technical Working Group** be supported by various experts, including urban planners, urban design architects, engineers, economists, environmental specialists, and community stakeholders. Collaboration between government agencies, transit authorities, and private entities would be essential to successfully realize the transformation of the Stouffville GO transit line Corridor and the evolution of Transit-Oriented Developments; and
3. **That the Following Key Steps should be Considered to Guide the Study**:
   a. Define the Scope and Objectives
   b. Assess existing Infrastructure and Demand
   c. Identify Potential Transit Oriented Development Communities Stations
   d. Conduct Stouffville GO Transit Corridor Feasibility Study
   e. Develop Transit Oriented Development Communities Concepts
   f. Analyze Cost and Funding Options
   g. Public Engagement and Consultation
   h. Develop an Implementation Plan
   i. Monitor and Evaluate
   j. Plan a major GTA Sports, Entertainment and Convention Facilities at the Unionville GO/407 Transitway Hub
4. **That the Following Matters be Considered as Part of the Study and Plan** (refer to Appendices for details):
   a. Provide land use, typologies and communities that optimize the frequent rail transit investment where communities are seamlessly linked by high frequency public LRT
   b. Provide Complete Destinations (**Retail, Office and Residential build over the TOD stations**) Transit-Oriented Development Stations that are seamlessly linked with 24-hour uses that create two-way all-day traffic between Toronto's Union Station and Stouffville's Lincolnville Station. (**Involve Pension Funds and other Capital Investors)**
   c. Evaluate and implement autonomous vehicles in a geo-fenced environment and micro-mobility connections to support first-mile/last-mile solutions at rail transit station areas
   d. Create a multi-modal corridor of transit supported neighbourhoods (like a string of pearls along the corridor)

e. Create complete communities and heirarchy of destinations, employment centres and amenities within the sub-centres that generate and attract two-way all-day traffic
f. Examine opportunities for renewables, district energy generation, solar, wind and geo-thermal solutions within the Stouffville GO Transit corridor
g. Provide a Range of Housing Choices and Affordability
h. Balance City-Wide and Regional Goals with the Existing Communities and Its Context
i. Ensure Job Space and Diversity through a Comprehensive Job Creation Strategy
j. Create digital twins of the affected municipalities that utilize the internet of things to monitor utilities and the transportation grid in real time and improve analysis, projection and development review

5. That the Following Programmes be Considered to Reimagine the Stouffville GO Transit line as a Comprehensive Transit Corridor with integrated urban development and sustainable features:

A. *Conduct a Technical and Financial Feasibility Study* to assess the technical, financial, and operational viability of the proposed transformation of the Stouffville GO transit line to LRT (Subway) type Service:

i. ***Transportation Demand Analysis:*** Analyze the current and projected transportation demand along the corridor, considering population growth, employment distribution and other demographic factors.

ii. ***Infrastructure and Engineering Study:*** Conduct engineering study to determine whether to tunnel, or elevate, or grade separate, and other infrastructure upgrades along the corridor.

iii. ***Environmental Impact Assessment***: Evaluate potential environmental impacts of transit line upgrades, new stations, increased urban development, density, and develop strategies to mitigate any negative effects.

iv. ***Driverless Train with Automation Train Control Technology Study***: Explore the technical requirements, costs and benefits of implementing driverless LRT technology, and automatic train control.

B. *Engage A World-Class Transit Oriented Development (TOD) Planning Consultant Team to masterplan the entire Stouffville GO corridor and every TOD Station, including but not limited to:*

i. ***Station Area Master Plans***: Develop station master plans for proposed TODs. These plans should include mixed-use development concepts, urban design guidelines, land use strategies, and strategies for creating complete destination stations. Consider factors like job distribution, housing density, retail, entertainment facilities, creating great public realm, green spaces, and building on top of TOD stations.

ii. ***Land Use and Zoning Studies***: Work with local municipalities to update zoning regulations and land use policies that encourage mixed-use development and don't encourage single-family houses and townhouses in TODs.

iii. ***Transit-Oriented Development (TOD) Strategy***: Establish design guidelines to ensure aesthetic coherence, functionality, and sustainability in the development of stations and surrounding areas. These guidelines would encompass building heights, aesthetics, green spaces, and public amenities.

iv. ***Indoor Urban Vertical Farming Warehouse Feasibility***: Assess the feasibility of integrating urban vertical farming facilities at each station, considering factors such as space, technology, and economic viability.

v. **Conduct an Autonomous Vehicles Proof of Concept:** At a TOD station in a geofenced campus environment.

vi. ***Conduct an Waste-to-Energy Infrastructure Proof of Concept Study***: Assess the possibility of central waste-to-energy facilities at each major TOD station area to manage waste sustainably and produce energy. Evaluate technology options, environmental impacts, financial viability and regulatory considerations.

vii. ***3D Modelling Solutions***: Create 3D digital twins and printed models for each TOD station area.

viii. ***Economic and Job Analysis***: Assess the potential for job creation along the transit corridor. Identify sectors that could thrive in proximity to transit stations, such as technology hubs, commercial centres, and research institutions. This study must consider how to attract businesses to establish their presence at each station.

ix. ***Housing Market Analysis***: Understand the housing market dynamics in the GTA, including housing affordability issues. Explore different housing typologies, such as mid-rise and high-rise condos, to accommodate the projected population growth and demand for housing. Examine strategies to ensure housing affordability while maintaining the desired urban density.

x. ***Modular Prefabrication Condominium Construction Feasibility Study:*** The feasibility of using modular prefabricated construction methods for the creation of mid-rise buildings at each transit station and corridor..

xi. ***Legal and Regulatory Framework:*** Review existing legal and regulatory frameworks and identify any necessary changes to support the proposed transformation of the transit line and TOD station areas.

xii. ***Conduct visual preference surveys and studies for each TOD***: Solicit feedback in urban planning, architecture, and design to gather public opinions about the visual qualities of different environments, landscapes, buildings, and urban elements.

xiii. ***Eliminate NIMBYism: Community Engagement, Stakeholder Involvement and Visual Preference Survey***: Conduct public engagement sessions to involve residents in the planning process. Utilize visual preference surveys to gather input on design elements, community preferences, and potential concerns. This can help address potential "NIMBYism" (Not in My Backyard) reactions and ensure community buy-in.

xiv. ***Heritage Districts:*** Develop a policy on single-storey buildings near rail transit stations or in heritage districts, the policies are to encourage denser developments in these areas to accommodate more residents and preserve the character of heritage districts.

xv. ***Plan Major Destinations***: Strategically plan major destinations along the Stouffville GO Corridor as part of an integrated transit network.

xvi. ***Seek Guidance from the Premier, Minister's of Sports and Economic Development and the Canadian Sports Institute of Ontario (CSIO)***, on how a major Sports, Entertainment & Convention Centre can be part of the economic strategy for the integrated GTA rail transit network. **(A community that works together, plays together and lives together, stays together)**

xvii. ***Financial and Funding Strategy***: Develop a funding strategy that considers public and private funding sources, potential revenue streams from commercial development, and long-term financial sustainability.

xviii. ***Public-Private Partnerships (PPPs):*** Investigate the potential for public-private partnerships to help finance, develop, and operate the new TOD corridor and station areas.

xix. **Implementation Plan:** Develop a phased implementation plan that outlines the timeline, milestones, and responsibilities for each stage of the transit corridor transformation.

C. Establish a Stouffville GO TOD Corridor Stakeholder and Ratepayer Committee to ensure integrated Transit Corridor TOD Planning:

i. This is essential for creating efficient, safe, and sustainable transportation systems that serve the needs of the communities and the GTHA.

ii. The Tri-Government Political Steering committee adopts a multidisciplinary approach that considers various factors including transportation, land use, urban design, economic development, job creation, and community engagement.

iii. Conduct regular transparent committee meetings both in person and hybrid.

Conclusion: Conducting a masterplan study for the Stouffville GO Transit corridor is crucial to meet the growing transportation needs of the 1.5 million people it serves and the millions more expected to make the GTHA their home. By learning from successful transit systems, optimizing capacity, and exploring cost-effective solutions, we can enhance the efficiency, capacity, and overall performance of the corridor. This study will provide valuable insights and recommendations for future infrastructure upgrades, operational improvements, and station design modifications.

That the printing costs associated with the document entitled "Creating a Complete Destination Transit Oriented Development Interactive Corridor Economy" be funded from a City account to an upset limit of $15,000.

6. That This Resolution be Provided to the Following:

- The Right Honourable Justin Trudeau, Prime Minister of Canada
- Hon. Chrystia Freeland, Deputy Prime Minister and Minister of Finance
- Hon. Dominic LeBlanc, Minister of Public Safety, Democratic Institutions, and Intergovernmental Affairs
- Hon. Lawrence MacAulay, Minister of Agriculture and Agri-Food
- Hon. Francois-Philippe Champagne, Minister of Innovation, Science, and Industry
- Hon. Sean Fraser, Minister of Housing, Infrastructure and Communities
- Hon. Mary Ng, Export Promotion, International Trade and Economic Development
- Hon. Steven Guilbeault, Minister of Environment and Climate Change
- Hon. Pablo Rodriguez, Minister of Transport and Quebec Lieutenant
- Hon. Soraya Martinez Ferrada, Minister of Tourism and Minister responsible for the Economic Development Agency of Canada for the Regions of Quebec
- Hon. Carla Qualtrough, Minister of Sport and Physical Activity
- Hon. Kamal Khera, Minister of Diversity, Inclusion and Persons with Disabilities
- Hon. Filomena Tassi, Minister responsible for Federal Economic Development Agency for Southern ON
- Hon. Rechie Valdez, Minister of Small Business
- Hon. Doug Ford, Premier of Ontario
- Hon. Paul Calandra, Minister of Municipal Affairs and Housing
- Hon. Kinga Surma, Minister of Infrastructure
- Hon. Prabmeet Sarkaria, Minister of Transportation
- Hon. Vic Fedeli, Minister of Economic Development, Job Creation and Trade
- Hon. Peter Bethlenfalvy, Minister of Finance
- Hon. Lisa Thompson, Minister of Agriculture, Food and Rural Affairs
- Hon. Todd Smith, Minister of Energy
- Hon. Neil Lumsden, Minister of Tourism, Culture and Sport
- Phil Verster, President and Chief Executive Officer, Metrolinx
- Donald Wright, Chair of the Board of Directors, Metrolinx
- Michael Lindsay, President and Chief Executive Officer, Infrastructure Ontario
- Marit Stiles, Leader of the New Democratic Party of Ontario
- John Fraser, Interim Leader of the Liberal Party of Ontario
- Brian Bentz, President and CEO, Alectra Utilities
- Brian MacPherson, Executive Director, 2030 Commonwealth Games
- Debbie Low, President & CEO, Canadian Sports Institute of Ontario
- York Region Councillors
- Mayor and Councillors, Markham, Richmond Hill, Vaughan, Whitchurch Stouffville
- Mayor and Councillors, City of Toronto
- CEOs and Commissioners of Planning, York Region, Markham, Richmond Hill, Vaughan
- City Clerks – Markham, Richmond Hill, Vaughan, Durham, Brampton, Mississauga, Toronto
- Local York Region MPPs and MPs
- A Better GTA – An Alliance of GTA Resident and Ratepayers Groups in the GTA
- Media - CBC, CTV, City News, Toronto Star, Globe & Mail, York Region.com