

**Summary of Feedback on Proposed Major Transit Station Areas from the
Planning for Intensification Background Report ([April 2019](#))**

Stakeholder	Theme(s)	Regional Response(s)
Local Municipalities		
Town of Aurora	<ul style="list-style-type: none"> Suggested minor boundary adjustments to Aurora GO Station MTSA 	<ul style="list-style-type: none"> Modifications to the Aurora GO Station MTSA boundary were incorporated in one area; remaining suggestions to be reviewed
Town of East Gwillimbury	<ul style="list-style-type: none"> No further comments on draft boundary and density targets provided beyond discussions held as part of developing the draft MTSA boundaries and minimum density targets 	N/A
Township of King	<ul style="list-style-type: none"> No further comments on draft boundary and density targets provided beyond discussions held as part of developing the draft MTSA boundaries and minimum density target 	N/A
Town of Newmarket	<ul style="list-style-type: none"> Suggested MTSA boundary should align with the Mulock Station Area Secondary Plan 	<ul style="list-style-type: none"> Comments received will be reviewed as the Mulock Station public consultation progresses
City of Markham	<ul style="list-style-type: none"> Comments regarding the inclusion of natural heritage systems and schools for MTSA 	<ul style="list-style-type: none"> Natural heritage systems along the edge of MTSA are included to create a continuous boundary or to eliminate holes or gaps within the MTSA Schools are included due to the jobs that contribute to the density and the potential for redevelopment in the long term

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	<ul style="list-style-type: none"> • Suggested consistent density targets for MTSA's along Highway 7 BRT/Regional Centres 	<ul style="list-style-type: none"> • Individual MTSA's have differing targets on the same corridor due to local context and a consistent density target will not be applied across all MTSA's located along the same corridor
	<ul style="list-style-type: none"> • Comments and suggestions for minor boundary adjustments for a number of MTSA's including: <ul style="list-style-type: none"> ○ 14th Avenue GO Station ○ Allstate Parkway BRT Station ○ Cornell BRT Station ○ Entreprise BRT Station ○ Langstaff/Longbridge Subway Station ○ McCowan BRT Station ○ Milliken GO Station ○ Montgomery BRT Station ○ Mount Joy GO Station ○ Post BRT Station ○ Unionville GO Station ○ Royal Orchard Subway Station ○ Town Centre BRT Station 	<ul style="list-style-type: none"> • Comments received and will be considered for the final MTSA report
	<ul style="list-style-type: none"> • Suggested the relocation of the 14th Avenue MTSA to Denison Street and Kennedy Road 	<ul style="list-style-type: none"> • Identification of this location as a MTSA is pending final decision from Metrolinx
City of Richmond Hill	<ul style="list-style-type: none"> • Suggested boundary adjustments for some MTSA's including: <ul style="list-style-type: none"> ○ Bathurst-Highway 7 BRT Station ○ Bayview BRT Station ○ Leslie-Highway 7 BRT Station 	<ul style="list-style-type: none"> • Comments received and will require further analysis to be considered in the final MTSA report

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	<ul style="list-style-type: none"> • Suggested revising projected population to employment ratio for some MTSAs including: <ul style="list-style-type: none"> ○ Crosby BRT Station ○ East Beaver Creek BRT Station ○ Elgin Mills BRT Station ○ Leslie-Highway 7 BRT Station ○ Weldrick BRT Station 	<ul style="list-style-type: none"> • Comments received and will require further analysis to be considered in the final MTSA report
	<ul style="list-style-type: none"> • Suggested the inclusion of additional MTSAs including: <ul style="list-style-type: none"> ○ Richmond Hill GO Station ○ Gormley GO Station 	<ul style="list-style-type: none"> • Richmond Hill GO MTSA has been added to the Region's MTSA network • Gormley GO station has not been added to the Region's MTSA network as it would not meet the Growth Plan minimum required density target and is located within the Greenbelt with limited development potential. It is the Region's approach to include additional MTSAs that have the potential to achieve Growth Plan minimum density targets, even though transit stations located beyond Provincial Transit Corridors are not subject to Growth Plan minimum density targets.
City of Vaughan	<ul style="list-style-type: none"> • Suggested lower density targets for some MTSAs including: <ul style="list-style-type: none"> ○ Creditstone BRT Station ○ Vaughan Metropolitan Centre Subway Station 	<ul style="list-style-type: none"> • Comments received and will require further analysis to be considered in the final MTSA report

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	<ul style="list-style-type: none"> • Concerns with inclusion of low density residential dwellings within MTSA's that are rear lotted, natural heritage systems and schools for MTSA's including: <ul style="list-style-type: none"> ○ Atkinson BRT Station ○ Bathurst BRT Station ○ Concord BRT Station ○ Keele BRT Station ○ Kirby GO Station ○ Pine Valley BRT Station ○ Rutherford GO Station ○ Taiga BRT Station ○ Wigwoss-Helen BRT Station 	<ul style="list-style-type: none"> • Natural heritage areas along the edge of MTSA's are included to create a continuous boundary or to eliminate holes or gaps within the MTSA • Schools are included due to the jobs that contribute to the density • Single-detached houses that are part of subdivisions located in close proximity to the transit station will continue to be included in MTSA boundaries
	<ul style="list-style-type: none"> • Concerns regarding the proposed density target and location in the provincial Parkway Belt for the MTSA at: <ul style="list-style-type: none"> ○ Highway 407 Subway Station 	<ul style="list-style-type: none"> • Comments received and will require further analysis to be considered in the final MTSA report
	<ul style="list-style-type: none"> • Suggested additional MTSA's along the: <ul style="list-style-type: none"> ○ Jane Street BRT Corridor 	<ul style="list-style-type: none"> • Recommending MTSA's on Other Transit Corridors generally be located on a Regional corridor, have planned intensification potential, have some certainty for approved or committed funding for construction and/or have the potential to become a required MTSA through a future extension of the Province's Priority Transit Corridor. • These stations can be reassessed and considered at the next MCR or when there is more certainty around funding

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		for these stations.
Town of Whitchurch-Stouffville	<ul style="list-style-type: none"> • Provided draft Lincolnville MTSA boundary as a result of secondary plan process 	<ul style="list-style-type: none"> • Draft Lincolnville boundary to be included in MTSA delineation
External Stakeholders		
Metrolinx	<ul style="list-style-type: none"> • Supported only existing or funded transit stations 	<ul style="list-style-type: none"> • All existing and fully funded transit stations on Provincial Priority Transit Corridors were considered to be part of the Region's MTSA network • All five planned subway stations on the Yonge North Subway Extension corridors were included in the MTSA network • Recommending MTSA's on Other Transit Corridors generally be located on a Regional corridor, have planned intensification potential, have some certainty for approved or committed funding for construction and/or have the potential to become a required MTSA through a future extension of the Province's Priority Transit Corridor.
York Region Rapid Transit Corporation (YRRTC)	<ul style="list-style-type: none"> • Request the protection of unfunded rapid transit corridors in the Region through identifying MTSA's • Comments regarding the boundary considerations and additional MTSA's to be considered in the Region's MTSA network • Requested the Region's methodology guide 	<ul style="list-style-type: none"> • Comments received and will require further analysis to be considered in the final MTSA report

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	to delineating and setting density targets for MTSA's	
Toronto Region Conservation Authority (TRCA)	<ul style="list-style-type: none"> Identified floodplain areas, restriction levels, and natural heritage system areas for a number of MTSA's 	<ul style="list-style-type: none"> 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
Lake Simcoe Region Conservation Authority (LSRCA)	<ul style="list-style-type: none"> No comments received 	N/A
York Catholic and York District School Boards (joint response)	<ul style="list-style-type: none"> Agree with the inclusion of existing and designated school sites within MTSA's where appropriate, but exclude them from the density calculations 	<ul style="list-style-type: none"> All parcels within an MTSA are included in the density calculation for people, jobs or both; inclusion of schools is included due to the number of jobs that contributes to the density
Public	<ul style="list-style-type: none"> Recognized the importance of intensification to support transit and suggested areas for potential redevelopment Supported active transportation connections and increased opportunities for transportation options within and around MTSA's Comments regarding revitalization opportunities within certain MTSA's Comments regarding the desire for more walkable and environmentally friendly communities built with attractive urban form within and around MTSA's 	<ul style="list-style-type: none"> Comments received and will be considered for the final MTSA report

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	<ul style="list-style-type: none"> • Support for different built forms and mixed-use development within MTSAs, and minimizing big-box developments • Suggestion of additional stations on Other Transit Corridors to be included as MTSAs • Minor adjustments to boundary and/or density targets • Concerns with increased traffic congestion and impact on community amenities • Comments regarding the current low level of transit use and infrequent service levels and concerns as to why additional infrastructure is needed • Comments received regarding the desire for additional community amenities such as parks and dog parks • Comments regarding transit infrastructure timing, especially of proposed GO stations 	
Land Owners		
Evans Planning Inc. on behalf of Ms. Asha Rani Batra	<ul style="list-style-type: none"> • Inclusion of subject properties on the northwest corner of Highway 404 and Stouffville Road in potential Gormley GO Station MTSA 	<ul style="list-style-type: none"> • Gormley GO station has not been added to the Region's MTSA network as it would not meet the Growth Plan minimum required density target and is located within the Greenbelt with limited development potential. It is the Region's approach to include additional MTSAs that have the potential to achieve Growth Plan minimum density targets, even though transit stations located beyond

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		Provincial Transit Corridors are not subject to Growth Plan minimum density targets.
Gatzios Planning + Development Consultants Inc. on behalf of Enterprise Boulevard Inc.	<ul style="list-style-type: none"> • Revise the area MTSAs so that two properties north and south of Enterprise Boulevard and east of Ravis Road be included in the Unionville GO Station MTSA boundary as opposed to the Enterprise BRT Station MTSA • Support higher density targets 	<ul style="list-style-type: none"> • Subject properties are closer to the Enterprise BRT Station and continue to be within this MTSA • Proposed density targets for both MTSAs are above the Growth Plan minimum • Density targets are an average of 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	<ul style="list-style-type: none"> • Supports delineation and density target of Royal Orchard BRT Station MTSA and the inclusion of 10 Royal Orchard Boulevard in this MTSA 	<ul style="list-style-type: none"> • Agree with inclusion of the noted property
Goldberg Group on behalf of Baif Developments Ltd.	<ul style="list-style-type: none"> • Request higher density for Major Mackenzie BRT Station MTSA where subject properties are located 	<ul style="list-style-type: none"> • Comments received and will require further analysis to be considered in the final MTSA report
Goldberg Group on behalf of Acorn Development Corporation	<ul style="list-style-type: none"> • Inclusion of subject property at northwest corner of Major Mackenzie Drive and Arnold Crescent in the Major Mackenzie BRT Station MTSA 	<ul style="list-style-type: none"> • Comments received and will require further analysis to be considered in the final MTSA report
Goldberg Group on behalf of Whitehorn Investments Ltd., 891566 Ontario Ltd., and	<ul style="list-style-type: none"> • Inclusion of subject property adjacent South Hill Shopping Centre at the northeast corner Yonge Street and 16th Avenue and railway in 	<ul style="list-style-type: none"> • Further investigation required to determine if subject property is within the municipality's Natural Heritage System designation

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Ledbrow Investments Ltd.	the 16 th -Carrville BRT Station MTSA	
Humphries Planning on behalf of NSDM2 Corporation	<ul style="list-style-type: none"> • Inclusion of 66 Roxborough Road in the Southlake BRT Station MTSA 	<ul style="list-style-type: none"> • Comments received and will require further analysis to be considered in the final MTSA report
LandLaw	<ul style="list-style-type: none"> • Inclusion of 8100 Yonge Street, Vaughan into the Langstaff/Longbridge Subway Station MTSA 	<ul style="list-style-type: none"> • Subject property included in the draft Royal Orchard Subway Station MTSA
Malone Given Parsons Ltd. on behalf of the Stouffville Phase 3 East Landowners Group	<ul style="list-style-type: none"> • Exclude the area west of the railway line on draft delineated Lincolnville GO Station MTSA • Concerned density target is too high in an area surrounded by rural lands 	<ul style="list-style-type: none"> • Draft Lincolnville boundary excludes lands west of railway • The Growth Plan minimum density target is proposed for the Lincolnville GO Station MTSA • The Town's Land Use Study indicates that the proposed density target is achievable
Malone Given Parsons Ltd. on behalf of the Portage Landowners Group	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • Comments received and will require further analysis to be considered in the final MTSA report
MPLAN Inc.	<ul style="list-style-type: none"> • Suggested the inclusion of additional MTSA's including: <ul style="list-style-type: none"> ○ Richmond Hill GO Station ○ Gormley GO Station 	<ul style="list-style-type: none"> • Richmond Hill GO MTSA has been added to the Region's MTSA network • Gormley GO station has not been added to the Region's MTSA network as it would not meet the Growth Plan

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		<p>minimum required density target and is located within the Greenbelt with limited development potential. It is the Region's approach to include additional MTSA that have the potential to achieve Growth Plan minimum density targets, even though transit stations located beyond Provincial Transit Corridors are not subject to Growth Plan minimum density targets.</p>
MSH Plan	<ul style="list-style-type: none"> • Inclusion of subject property at southeast corner of Times Avenue and Highway 7 in an MTSA 	<ul style="list-style-type: none"> • Comments received and will require further analysis to be considered in the final MTSA report
Paul Cooke	<ul style="list-style-type: none"> • Inclusion of 111 Metcalfe Street in Aurora GO Station MTSA 	<ul style="list-style-type: none"> • Received comments from Town staff regarding noted property • Comments received and will require further analysis to be considered by Regional staff in the final MTSA report
Remington Group Inc.	<ul style="list-style-type: none"> • Questions regarding the assumptions used to determine density and jobs for Warden BRT Station MTSA 	<ul style="list-style-type: none"> • Staff responded by email to explain population calculations, people per unit (PPU) assumptions, employment survey information, work at home assumptions, and job density assumptions
Weston Consulting on behalf of 1529749 Ontario Ltd. Co.	<ul style="list-style-type: none"> • Supports delineation and density target of Disera/Promenade BRT Station MTSA and the inclusion of 7700 Bathurst Street in this MTSA 	<ul style="list-style-type: none"> • Agree with inclusion of the noted property

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Weston Consulting on behalf of land owner	<ul style="list-style-type: none"> • Inclusion of 4850 Highway 7 and 79 Arrowhead Drive in the Wigwoss-Helen BRT Station MTSA 	<ul style="list-style-type: none"> • Agree with inclusion of the 2 noted properties