



July 27, 2020

Chris Raynor
Regional Clerk, York Region
17250 Yonge Street
Newmarket, ON L3Y 6Z1

RE: [CITY OF MARKHAM COMMENTS ON YORK REGION'S DRAFT MTSAS FOR INCLUSION IN THE REGIONAL OFFICIAL PLAN \(10.3\)](#)

Dear Mr. Raynor;

This will confirm that at a meeting held July 14 and 16, 2020, the Council of the City of Markham adopted the following resolution:

1. That the staff report entitled "City of Markham Comments on York Region's Draft MTSAs for Inclusion in the Regional Official Plan" dated June 22, 2020 be received; and,
2. That the memorandum dated July 13, 2020 to the Development Services Committee entitled "City of Markham Comments on York Region's Draft MTSAs for Inclusion in the Regional Official Plan – Supplementary Information" be incorporated to the City of Markham's comments to the Region; and,
3. That Council support the comments and recommendations regarding the draft major transit stations areas (MTSAs), provided in Appendix 'B' and Appendix 'C' to this report; and,
4. That Council request York Region to bring forward a Regional Official Plan Amendment to implement MTSAs and include inclusionary zoning policies in advance of completion of the Municipal Comprehensive Review and adoption of a new Regional Official Plan to enable local municipalities to require the provision of affordable housing in MTSAs as soon as possible; and,
5. That the report entitled "City of Markham Comments on York Region's Draft MTSAs for Inclusion in the Regional Official Plan" dated June 22, 2020, be forwarded to York Region as Markham Council's input on the Region's draft MTSAs; and,
6. That Council request a detailed plan from York Region for the proposed extension of the Highway 7 Rapidway from Town Centre Boulevard BRT Station to Cornell Terminal; and,

7. That staff be directed to report back to Development Services Committee at its July 13, 2020 meeting with further information on the identified matters; and further,
8. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Should you have any questions, please contact Darryl Lyons at 905.477.7000 ext. 2459.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Kimberley Kitteringham', with a horizontal line extending to the right.

Kimberley Kitteringham
City Clerk

ATTACHMENTS:

[Appendix A](#)
[Appendix B](#)
[Appendix C](#)
[July 13, 2020 Memo](#)
[Appendix](#)



Report to: Development Services Committee

Meeting Date: June 22, 2020

SUBJECT: City of Markham Comments on York Region's Draft MTSA's for Inclusion in the Regional Official Plan

PREPARED BY: Policy & Research Group

REVIEWED BY: Darryl Lyons, MCIP, RPP, Manager, Policy, Policy & Research (x. 2459)
Marg Wouters, MCIP, RPP, Senior Manager, Policy & Research (x. 2909)

RECOMMENDATION:

- 1) That the staff report entitled "City of Markham Comments on York Region's Draft MTSA's for Inclusion in the Regional Official Plan" dated June 22, 2020 be received;
- 2) That Council support the comments and recommendations regarding the draft major transit stations areas (MTSA's), provided in Appendix 'B' and Appendix 'C' to this report;
- 3) That Council request York Region to bring forward a Regional Official Plan Amendment to implement MTSA's and include inclusionary zoning policies in advance of completion of the Municipal Comprehensive Review and adoption of a new Regional Official Plan to enable local municipalities to require the provision of affordable housing in MTSA's as soon as possible;
- 4) That the report entitled "City of Markham Comments on York Region's Draft MTSA's for Inclusion in the Regional Official Plan" dated June 22, 2020, be forwarded to York Region as Markham Council's input on the Region's draft MTSA's;
- 5) And that Staff be authorized and directed to do all things necessary to give effect to this resolution.

EXECUTIVE SUMMARY:

The purpose of this report is to provide comments on the draft Major Transit Station Areas (MTSA's) that have been identified by York Region for inclusion in the Regional Official Plan (ROP). Provincial policy directs the Region and Markham to manage growth through transit supportive development. In particular, the Growth Plan for the Greater Golden Horseshoe, 2019 (Growth Plan, 2019), seeks to align transit with growth by directing development to strategic growth areas (SGAs) identified to accommodate intensification and a higher density of mixed uses, such as MTSA's.

Markham's approach to planning for intensification is reflected in the Official Plan, 2014 and is based on the Region's urban structure of centres and corridors. This approach directs the highest levels of intensification to the City's Regional Centres, Regional

Corridors/Key Development Areas (KDAs), and Local Centres and Corridors, as shown on Map 2 – Centres and Corridors and Transit Network in Appendix ‘A’. The two Regional Centres – Markham Centre and Langstaff Gateway – are anticipated to accommodate the largest share of intensification, followed by KDAs along the Yonge Street and Highway 7 Rapid Transit Corridors, and Local Centres and Corridors along the Stouffville GO line.

York Region, in consultation with its local municipal partners, is required by the Growth Plan, 2019 to include the boundaries and minimum density targets for MTSAs located on priority transit corridors in the ROP. The densities are expected to be achieved incrementally over the long-term, up to 2041 and beyond.

A MTSA is generally defined as the area surrounding a transit station, within a 500-800 metre radius or 10-minute walk. The minimum density targets for MTSAs in the Growth Plan are:

- 200 residents and jobs per hectare for subway stations,
- 160 residents and jobs per hectare for BRT/LRT stations; and
- 150 residents and jobs per hectare for GO rail stations.

Upper-tier municipalities may also identify and delineate additional MTSAs beyond the priority transit corridors identified in the Growth Plan, 2019. The minimum density targets for these additional MTSAs can be set by the upper-tier municipality and are not subject to the Growth Plan, 2019 minimum density targets.

On March 12, 2020 Regional Council endorsed 72 MTSAs for inclusion in the ROP, 24 of which are located in Markham. Of the 24 MTSAs, sixteen (16) are required to be delineated as they are on identified priority transit corridors. In Markham, the priority transit corridors include the section of the Hwy 7 BRT corridor between Yonge Street and Markham Centre (13 MTSAs), and the Stouffville GO Line between Milliken Station and Unionville Station (3 MTSAs). The eight (8) proposed additional MTSAs include four (4) located on non-priority portions of these transit routes, as well as four (4) along the proposed Yonge North Subway Extension (YNSE).

The Region has proposed minimum density targets for the MTSAs in Markham that meet and, in most cases, exceed the minimum density targets of the Growth Plan, 2019 as shown in Appendix ‘B’. The draft delineations for each MTSA are provided in Appendix ‘C’.

Staff are generally in agreement with the Region’s draft MTSA delineations and minimum density targets but recommend certain revisions to reflect local conditions and site specific concerns. Recommended revisions to minimum density targets are identified in Appendix ‘B’ and summarized below. Regional staff are generally in concurrence with the proposed revisions.

- a) Yonge North Subway Extension – Minimum density targets for Clark and Royal Orchard MTSAs should be consistent – both at 250 residents + jobs per hectare, rather than 200.

-
- b) Employment MTSAs along Highway 7 BRT – Staff recommend slightly lower targets (ranging from 160 to 250 jobs/hectare) to better reflect existing conditions and provide more flexibility in accommodating new employment development in these areas, while still meeting or exceeding the Growth Plan, 2019 minimum density for BRT MTSAs.
- c) Markham Centre MTSAs – Staff recommend applying a more generalized target of 300 residents + jobs/hectare, with slightly lower targets for the Town Centre Blvd and Enterprise MTSAs (200 to 250), until the Secondary Plan is further advanced and the potential for higher densities can be verified. All of these proposed targets are still well above the Growth Plan, 2019 minimum density of 160 residents + jobs/hectare for BRT MTSAs.
- d) 14th Avenue and Milliken Centre MTSAs – Regional staff have indicated that the proposed 14th Avenue MTSA will be removed as Metrolinx is no longer planning for a station at that location. Markham staff are continuing to pursue a new station at Denison Street at the northern limit of the Milliken Centre secondary plan area, and may provide a delineation and density target for this station at a later date.

Markham staff are supportive of the identified additional MTSAs located on the non-priority portions of transit routes, as listed below, to ensure transit-supportive development as well as the application of inclusionary zoning for affordable housing:

- Steeles, Clark, Royal Orchard and Langstaff MTSAs along the YNSE;
- Langstaff GO MTSA on the Richmond Hill GO line;
- McCowan and Cornell MTSAs on the Highway 7 BRT; and
- Mount Joy MTSA on the Stouffville GO line.

While opportunities for additional MTSAs on all of the future rapid transit corridors shown on Map 2 – Centres and Corridors Transit Network in the Official Plan were considered, including future Major Mackenzie Drive, Steeles Avenue, and Leslie Street rapid transit routes, staff recommend limiting additional MTSAs at this time to those areas where there is anticipated funding for transit, or where there is already development interest. Further to this, Markham staff recommend extending the northern boundary of the Post MTSA in Markham Centre to include the lands fronting Highway 7, as shown in Appendix ‘C’, to maximize the application of inclusionary zoning. Likewise, until a decision is made by the Region on an additional MTSA at Denison Street, the delineation of the Milliken MTSA should be extended as far northward as reasonable within an 800 metre radius to capture additional opportunities for inclusionary zoning.

To allow local municipalities to begin applying inclusionary zoning as quickly as possible, it is also recommended that the Region bring forward a separate Regional Official Plan Amendment (ROPA) in advance of the completion of the MCR and new ROP.

PURPOSE:

This report provides comments on the draft MTSAs that have been identified by York Region for inclusion in the ROP.

BACKGROUND:

York Region is preparing a new ROP and undertaking a municipal comprehensive review (MCR) as part of its conformity exercise to the Growth Plan, 2019. The new ROP is also required to reflect the policy direction of other provincial policies and plans, including the Provincial Policy Statement 2020, Greenbelt Plan 2017 and Oak Ridges Moraine Conservation Plan 2017.

A key component of the Region's MCR work program is the preparation of an intensification strategy, which will include:

- An intensification framework based on a hierarchy of centres and corridors;
- Intensification targets Region-wide and for each local municipality to 2041;
- MTSA delineations and minimum density targets;
- Any additional strategic growth area (intensification area) delineations and minimum density targets;
- An implementation strategy for local municipalities with recommended tools for implementation; and
- Policy direction to update the ROP.

The "Planning for Intensification Background Report", which was considered by Regional Council on April 11, 2019, contained a summary of the background analysis completed to inform the preparation of the intensification strategy. The report also introduced draft components of the intensification strategy, which included an updated intensification matrix, and MTSA delineations and density targets, as the basis for consultation with municipalities and other stakeholders. Markham staff provided initial comments on the draft MTSA's in a report to Development Services Committee (DSC) on April 29, 2019 and was directed to consult with the public and stakeholders in June 2019 to inform formal comments to the Region.

Regional staff provided an update on the draft MTSA's to Regional Council on March 11, 2020, seeking confirmation of the number of MTSA's to be identified in the ROP. Regional Council endorsed 72 staff recommended draft MTSA's for inclusion in the ROP and directed Regional staff to identify certain additional MTSA's in Richmond Hill and Vaughan, while continuing consultation to inform refinements to the draft MTSA delineations and density targets. The final MTSA's are expected to be reported to Regional Council in Q3 2020.

This report provides an overview of the Region's draft intensification strategy with a focus on Markham staff comments on the draft MTSA delineations and density targets. To provide context, the report begins with a review of the current Provincial and Regional policy framework that directs planning for intensification, as well as an overview of the Region's and Markham's intensification strategy to 2031.

OPTIONS/ DISCUSSION:**1. Provincial plans and policies direct municipalities to manage growth through transit supportive development****1.1. Provincial Policy Statement, 2020 and Growth Plan, 2019**

A key principle of the Provincial Policy Statement, 2020 (PPS, 2020) is to promote development that uses land, resources and public investment in infrastructure and public service facilities efficiently and cost-effectively to accommodate growth. Accordingly, PPS, 2020 policies provide direction for planning for intensification, while promoting the integration of land use and transportation planning to manage growth and achieve transit-supportive development, among other things.

Building on the PPS, 2020, the Growth Plan, 2019 promotes the development of complete communities that are compact, transit-supportive, and make efficient use of investments in infrastructure and public service facilities. The Growth Plan, 2019 also seeks to align transit with growth by directing development to SGAs identified to accommodate intensification and a higher density of mixed uses, such as urban growth centres and MTSAs.

More specifically, the Growth Plan, 2019 provides direction for planning for intensification through policies that require municipalities to: manage population and employment growth based on forecasts to 2041; realize minimum intensification targets for residential development; identify intensification areas (SGAs) as the focus for accommodating growth, and specifically identify, delineate and set density targets for MTSAs. The Growth Plan, 2019 requirements for MTSAs are outlined in more detail below.

A more detailed overview of the applicable provincial policies is available in the Region's April 2019 "[Planning for Intensification Background Report](#)".

1.2. Current Regional Official Plan 2010 and Markham Official Plan 2014 are based on directing growth to regional centres and corridors served by higher order transit

The current ROP provides policy direction at the Regional level to achieve the Growth Plan for the Greater Golden Horseshoe, 2006 intensification target of 40% by 2031 and to coordinate growth with transit planning. In particular, Sections 5.3, 5.4 and 5.5 direct intensification to strategic areas within the Region to leverage existing and planned infrastructure, services and transit. These strategic areas are based on a centres and corridor urban structure that directs the highest levels of intensification to Regional Centres and Corridors, GO stations, and local centres and corridors.

A graphic representation of the intensification strategy is provided in Figure 1. The highest levels of intensification will be accommodated in the intensification areas identified at the top of the matrix and generally decline towards the bottom of the matrix. The matrix has been updated to include MTSAs, which fall within the centres and corridor components of the matrix.



Figure 1 - York Region's Updated Intensification Matrix

The focus of intensification in centres and corridors served by higher order transit in Markham is reflected in Map 2 – Centres and Corridors and Transit Network in the Official Plan 2014, as shown in Appendix ‘A’. These intensification areas are identified as Regional Centres, Regional Corridors/Key Development Areas (KDAs), and Local Centres and Corridors. The two Regional Centres – Markham Centre and Langstaff Gateway – are anticipated to accommodate the largest share of intensification, followed by KDAs along the Yonge Street and Highway 7 Rapid Transit Corridors, and Local Centres and Corridors. Markham staff support the principle of continuing to focus growth in centres and corridors served by higher order transit, particularly within MTSAs, as reflected in the updated matrix.

As part of the 2041 MCR, the Region is required to distribute population growth to 2041 to achieve the new Growth Plan, 2019 minimum intensification target of 50% region-wide. This work is being done through the land needs assessment currently underway. The distribution of population growth to local municipalities will be based on capacity of the centres and corridors (including MTSAs) and other components of the intensification matrix to accommodate growth in each local municipality. Intensification targets to 2041 for each local municipality will also be determined through this exercise.

Markham staff will report back to Council when the Region releases updated population and employment forecasts and intensification targets in early 2021.

2. Comments on York Region’s draft MTSAs

The Growth Plan, 2019 requires upper-tier municipalities, in consultation with lower-tier municipalities, to define the boundaries and assign density targets for MTSAs located on the priority transit corridors identified in Schedule 5 of the Growth Plan, 2019 in their

official plans. An MTSA is generally defined as the area surrounding a higher order transit station within a 500-800 metre radius, representing about a 10-minute walk.

The minimum densities specified in the Growth Plan, 2019 for required MTSA's are:

- 200 residents and jobs per hectare for subway stations,
- 160 residents and jobs per hectare for BRT/LRT stations; and
- 150 residents and jobs per hectare for GO rail stations.

These targets do not need to be met by the 2041 planning horizon, rather they represent densities at full build-out which may extend beyond 2041.

Upper-tier municipalities may also identify and delineate additional MTSA's beyond the priority transit corridors identified in the Growth Plan, 2019. The minimum density targets for these additional MTSA's can be set by the upper-tier municipality and are not subject to the Growth Plan, 2019 minimum density targets.

2.1 Twenty-four MTSA's identified in Markham

The Region's April 2019 "Planning for Intensification Background Report" identified seventy (70) draft MTSA's for inclusion in the ROP. Twenty-three (23) of the draft MTSA's were located in Markham. York Region subsequently identified two additional draft MTSA's in June 2019, one being the proposed Royal Orchard subway station, bringing the City's total to twenty-four (24). A map showing the draft MTSA's identified in Markham is provided in Figure 2.

Of the 24 MTSA's, sixteen (16) are required to be delineated as they are on identified priority transit corridors. In Markham, the priority transit corridors include the section of the Hwy 7 BRT corridor between Yonge Street and Markham Centre (13 MTSA's), and the Stouffville GO Line between Milliken Station and Unionville Station (3 MTSA's). The eight (8) proposed additional MTSA's include four (4) located on non-priority portions of these transit routes, as well as four (4) along the proposed YNSE.

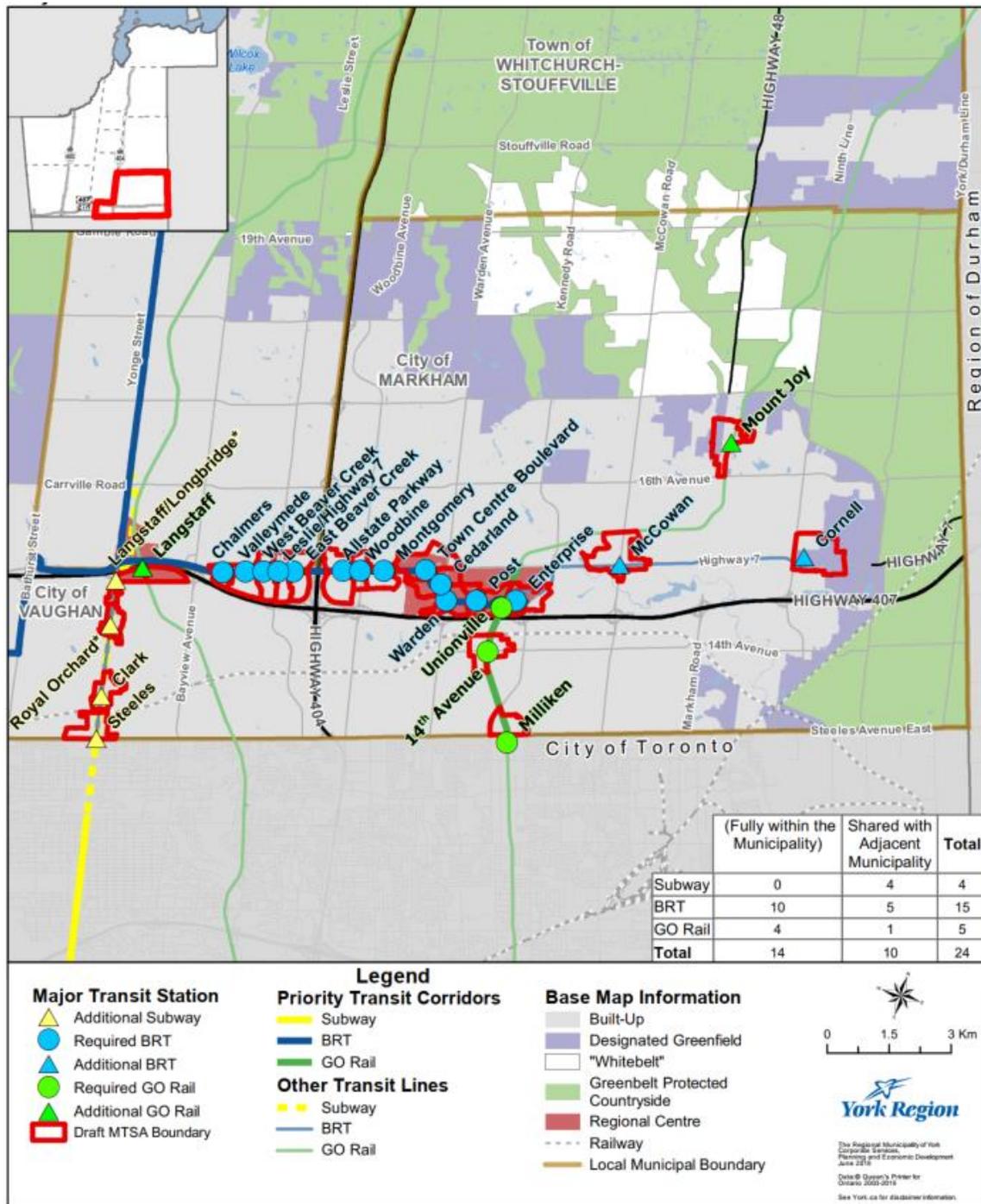


Figure 2 – Draft Major Transit Station Areas Identified in Markham

Ten (10) of the draft MTSAs are shared with municipalities adjacent to Markham, including Richmond Hill, Vaughan and Toronto. Where MTSAs are shared between municipalities, the Region has identified separate minimum density targets for each local municipality. The local municipalities will be responsible for independently planning to achieve the density target within their portion of the MTSA. York Region and the City of Toronto will also independently delineate and set minimum density targets for their portion of shared MTSAs (e.g., Milliken GO MTSA).

The Region has proposed minimum density targets for the MTSA's in Markham that meet and in most cases exceed the minimum density targets of the Growth Plan, 2019, as shown in Appendix 'B'. Local municipalities will be responsible for directing intensification and allocating density within each MTSA to achieve the minimum density targets. It is expected that full build-out will occur after 2041 and that the densities will be achieved incrementally over the long-term.

In accordance with the Planning Act, the Region plans to identify both the required and additional MTSA's in the new ROP as protected MTSA's, which are similar to MTSA's under the Growth Plan, 2019, in order to protect associated official plan policies and zoning from appeals. Once approved in the ROP, the MTSA's will be reflected in the Markham Official Plan and zoning.

2.2 York Region developed a consistent approach to delineate MTSA's across the Region

York Region's draft delineations and minimum density targets for each of the MTSA's identified in Figure 2, are provided in Appendix 'C'. The draft MTSA's were developed in consultation with the local municipalities, based on a consistent methodology developed to identify MTSA's across the Region.

Markham staff provided comments during the development of the methodology and worked with the Region to identify preliminary boundaries and density targets for the required and additional MTSA's across the City.

2.3 Community and stakeholder consultations were undertaken by staff to inform formal comments on the draft MTSA's to the Region

In April 2019, Council authorized staff to proceed with a community information meeting to obtain stakeholder and public input on the draft MTSA's released by the Region. The community information meeting took place in June 2019 and was facilitated by both City of Markham and York Region staff. Markham staff also presented the draft MTSA's to development industry representatives at a separate meeting.

Feedback received at the community information meeting ranged from general questions about the roles and responsibilities for land use planning at the Regional and local levels of government to questions about specific MTSA stations. Meeting participants were generally receptive of the draft MTSA's and emphasized the need to continue investing in transit infrastructure and services in Markham.

Written submissions received after these consultation events conveyed comments from landowners with properties in or near the following MTSA's:

- Royal Orchard Subway Station – Comments expressed support for the identification of Royal Orchard Subway Station as an MTSA and area of intensification.
- Unionville GO Station/Enterprise BRT Station – Comments suggested extending the boundary of the Unionville GO Station MTSA east to include two properties immediately adjacent to the station area but currently captured within the

- Enterprise BRT MTSA delineation, and to increase the minimum density targets for the properties given that they are served by two MTSAs.
- Mount Joy GO Station – Comments suggested extending the northern boundary of the Mount Joy GO Station MTSA from 500 to 800 metres to include a portion or all the lands immediately south of Major Mackenzie Drive within the delineation.

2.4 Staff are generally in agreement with the Region’s draft MTSA delineations and minimum density targets but recommend certain revisions to reflect local conditions and site specific concerns

Markham staff are generally satisfied with York Region’s approach to delineate the majority of the MTSAs located in Markham. The draft MTSAs are, with one exception, located within the City’s Regional Centres, Regional Corridors/KDAs and local centres and corridors and are for the most part consistent with the boundaries for these areas. As noted earlier, these areas are intended to accommodate the majority of future residential and employment growth through intensification.

It should be noted that the draft delineations shown in the Region’s April 2019 report reflected the definition of MTSAs in the Growth Plan for the Greater Golden Horseshoe, 2017 (500 metre radius of a station) rather than the 500-800 metre radius now identified in the Growth Plan, 2019. The application of an 800 metre radius is expected to affect the delineation of only one or two MTSAs as discussed further below.

It should also be noted that the Region’s methodology differs from the work undertaken by Markham to inform Metrolinx’s YNSE station analysis as reported to DSC on May 25, 2020. The Regional MTSA delineations were based primarily on lands with existing or potential for high density development whereas the YNSE station analysis was based on a broader commutershed approach.

Recommended revisions to minimum density targets are identified in Appendix ‘B’, and summarized below. Regional staff is in concurrence with the proposed revisions.

- a) Yonge North Subway Extension – Staff recommend that minimum density targets for Clark and Royal Orchard MTSAs should be consistent – both at 250 residents + jobs per hectare, rather than 200.
- b) Employment MTSAs along Highway 7 BRT – Staff recommend slightly lower targets (ranging from 160 to 250 jobs/hectare) to better reflect existing conditions and provide more flexibility in accommodating new employment development in these areas, while still meeting or exceeding the Growth Plan, 2019 minimum density for BRT MTSAs.
- c) Markham Centre MTSAs – Staff recommend applying a more generalized target of 300 residents + jobs/hectare, with slightly lower targets for the Town Centre Blvd and Enterprise MTSAs (200 and 250), until the Secondary Plan is further advanced and the potential for higher densities can be verified. All of these proposed targets

are still well above the Growth Plan, 2019 minimum density of 160 residents + jobs/hectare for BRT MTSAs.

- d) 14th Avenue and Milliken Centre MTSAs – Regional staff have indicated that the proposed 14th Avenue MTSA will be removed as Metrolinx is no longer planning for a station at that location. Markham staff are continuing to pursue a new station at Denison Street at the northern limit of the Milliken Centre secondary plan area, and may provide a delineation and density target for this station at a later date.

Further comments may be reported by City staff at a later date regarding the draft delineations and proposed densities for MTSAs in Markham Centre, Milliken Centre, Cornell and Markham Road – Mount Joy as secondary planning processes currently underway in these areas continue to advance.

2.5 Staff are supportive of the proposed eight (8) additional MTSAs (located outside of priority transit corridors) to ensure transit-supportive development as well as the application of inclusionary zoning for affordable housing

Markham staff are supportive of the identified additional MTSAs located on the non-priority portions of transit routes as follows:

- Steeles, Clark, Royal Orchard and Langstaff MTSAs along the YNSE;
- Langstaff GO MTSA on the Richmond Hill GO line;
- McCowan and Cornell MTSAs on the Highway 7 BRT; and
- Mount Joy MTSA on the Stouffville GO line.

While opportunities for additional MTSAs on all of the future rapid transit corridors shown on Map 2 – Centres and Corridors Transit Network in the Official Plan were considered, including future Major Mackenzie Drive, Steeles Avenue, and Leslie Street rapid transit routes, staff recommend limiting additional MTSAs at this time to those areas where there is anticipated funding for transit, or where there is already development interest.

The Growth Plan, 2019 allows for additional MTSAs to be identified in the ROP outside of a Regional MCR to coincide with investments in transportation infrastructure or increases in the anticipated level of intensification for specific transit corridors. Any additional MTSAs over and above those listed which may be identified through secondary plan or other studies could continue to be put forward following completion of the Regional MCR. These may include recommendations for additional MTSAs to reflect an additional GO Station near Major Mackenzie Drive East and Markham Road, currently being assessed through the Markham Road – Mount Joy Secondary Plan Study process, or the additional station being pursued at Denison Street in Milliken Centre.

Inclusionary zoning for affordable housing applicable only to MTSAs

With respect to the relationship between MTSAs and inclusionary zoning for affordable housing, changes to the Planning Act in 2019 now limit the application of inclusionary zoning to lands within protected MTSAs. In order to maximize the application of inclusionary zoning in Markham, staff recommend extending the northern boundary of

the Post MTSA in Markham Centre to include the lands fronting Highway 7, as shown in Appendix 'C'. Likewise, the delineation of the Milliken MTSA should be extended as far northward as reasonable within an 800 metre radius to capture additional opportunities for inclusionary zoning. For the remainder of the MTSA's, the current proposed boundaries already capture the majority of lands with potential for high density residential development.

To allow local municipalities to begin applying inclusionary zoning as quickly as possible, it is recommended that the Region bring forward a separate Regional Official Plan Amendment (ROPA) in advance of the completion of the MCR and new ROP.

Recommendations and Next Steps

It is recommended that this report be forwarded to York Region as City of Markham comments on the Region's draft MTSA's.

In addition, it is recommended that the Region consider a standalone Regional Official Plan Amendment to implement MTSA's and inclusionary zoning in advance of completion of the MCR and adoption of the new ROP, to enable municipalities to implement inclusionary zoning as soon as possible.

Staff will continue to report to Committee as required, when other consultation documents pertaining to the MCR are released by the Region.

FINANCIAL CONSIDERATIONS:

Not applicable.

HUMAN RESOURCES CONSIDERATIONS:

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES:

This report supports Goal 3 – Safe, Sustainable and Complete Community of Building Markham's Future Together, 2020-2023.

BUSINESS UNITS CONSULTED AND AFFECTED:

The Planning and Urban Design Department was consulted regarding the recommendations of this report.

RECOMMENDED BY:

Arvin Prasad, M.C.I.P., R.P.P.
Commissioner of Development Services

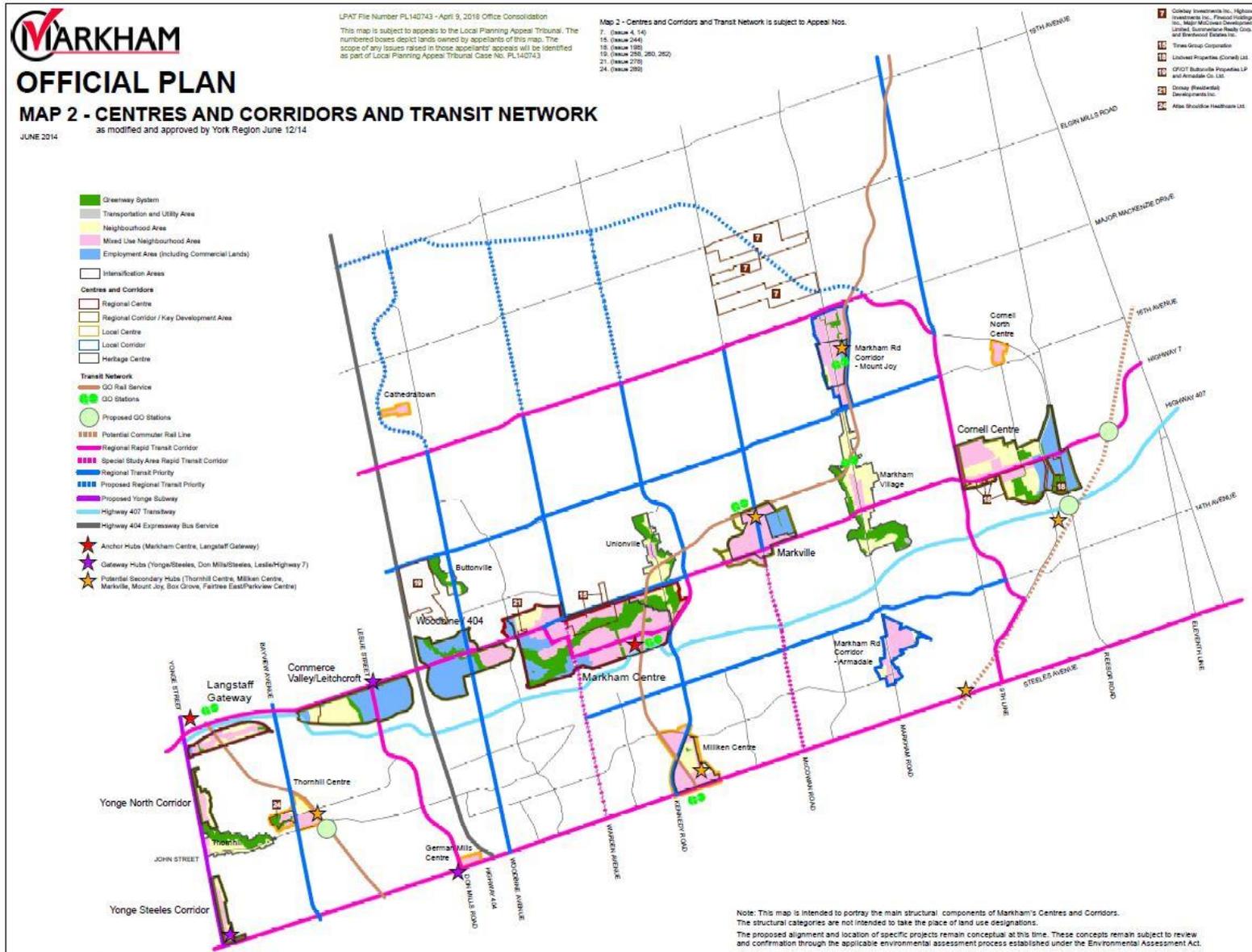
ATTACHMENTS:

Appendix 'A': Map 2 – Centres and Corridors and Transit Network

Appendix 'B': Draft MTSA Boundary Delineations/Density Targets and Recommended
Revisions

Appendix 'C': Draft MTSAs in Markham

Appendix 'A'



Appendix 'B'
Draft MTSA Boundary Delineations/Density Targets and Recommended Revisions

Map No.	Station Name	Growth Plan Minimum Density Target	York Region Draft Density Target	Markham Staff Recommended Revisions	
				Density Target	Boundary Delineation
		(residents + jobs/hectare)			
Yonge North Subway Extension and Langstaff Gateway GO Stations					
7	Steeles	200	300		
6	Clark	200	200	Increase to 250 to be consistent with Royal Orchard	
71	Royal Orchard	200	250		
5	Langstaff/Longbridge	200	450		Lands south of cemetery would be equally appropriate within Royal Orchard
64	Langstaff GO	150	500		
Highway 7 BRT					
22	Chalmers	160	200		
23	Valleymede	160	250		
29	Montgomery	160	200		
HWY 7 BRT - Employment MTSAs					
24	West Beaver Creek	160	300	Reduce to 250 to provide flexibility in accommodating new employment development	
25	Leslie-Highway 7	160	250	Reduce to 200 to provide flexibility in accommodating new employment development	
26	East Beaver Creek	160	250	Reduce to 200 to provide flexibility in accommodating new employment development	
27	Allstate Parkway	160	300	Reduce to 160 to provide flexibility in accommodating new employment development	
28	Woodbine	160	200	Reduce to 160 to provide flexibility in accommodating new employment development	

Map No.	Station Name	Growth Plan Minimum Density Target	York Region Draft Density Target	Markham Staff Recommended Revisions	
				Density Target	Boundary Delineation
Highway 7 BRT and Unionville GO - Markham Centre					
30	Town Centre Blvd	160	200		
31	Cedarland	160	400	Apply 300 density target pending confirmation through Secondary Plan	
32	Warden	160	300	Apply 300 density target pending confirmation through Secondary Plan	
33	Post	160	450	Apply 300 density target pending confirmation through Secondary Plan	Extend the northern boundary, as shown in Appendix 'C', to include lands fronting onto Hwy 7
67	Unionville GO	150	450	Apply 300 density target pending confirmation through Secondary Plan	
34	Enterprise	160	250		
HWY 7 BRT - Additional					
35	McCowan	160	200		
36	Cornell	160	200		
Stouffville GO Line					
65	Milliken	150	250		Extend the delineation north, as shown in Appendix 'C', as far northward as reasonable within an 800 m radius
66	14 th Avenue	150	150	Regional staff have indicated that the proposed 14 th Avenue MTSA will be removed as Metrolinx is no longer planning for a station at that location	
68	Mount Joy GO	150	200		Remove some or all of the residential low rise lands east of the rail corridor as shown in Appendix 'C'

Appendix 'C'
Draft MTSAs in Markham

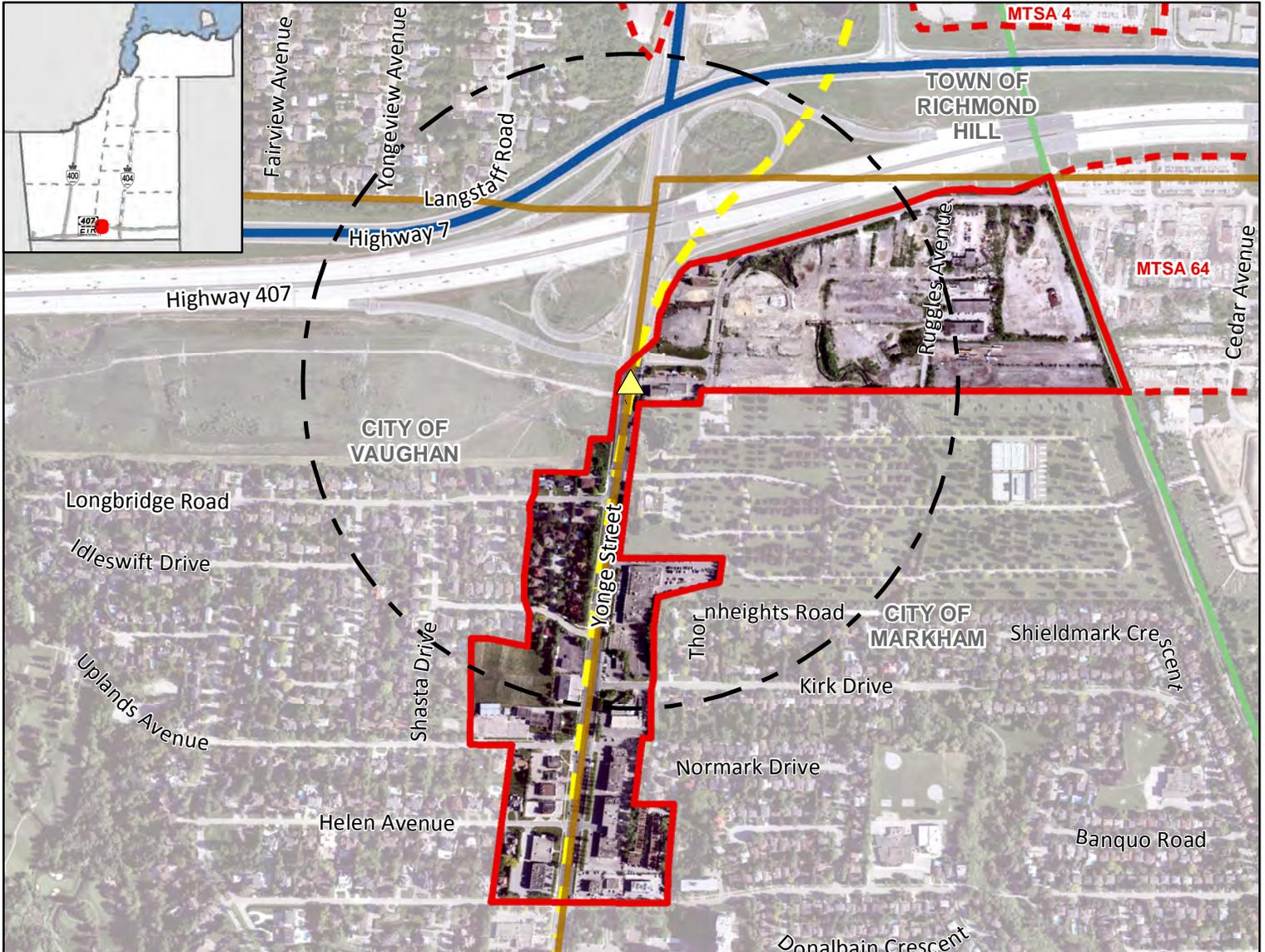
Notes:

1. York Region's draft delineations and minimum density targets for each of the MTSAs are provided in this Appendix. The methodology to develop the MTSAs was based on the following principles, among others:
 - Reinforce the planned regional and local municipal urban structure;
 - Provide a diverse range and mix of land uses, where appropriate;
 - Include existing higher density land uses and include areas that are anticipated to develop or redevelop to higher densities;
 - Contiguous alignment of MTSA boundaries where stations are closely spaced; and
 - Walkability to the station.
2. All of the Region's proposed MTSA mapping, except for the Royal Orchard Subway MTSA, was prepared under the Growth Plan, 2017 that required generally 500 metres around a transit station. The Region's Royal Orchard Subway MTSA mapping was released after the Growth Plan, 2019 came into effect which changed the definition of MTSA to include a radius of generally 500 – 800 metres.
3. The additional maps for the Post BRT and Milliken GO MTSAs that were prepared by Markham staff illustrate recommended changes to the draft delineations and include both the 500 and 800 metre radii.

Langstaff/Longbridge Subway Station

On Yonge Subway Extension Corridor

Near Longbridge Road and Yonge Street, Vaughan/Markham



Legend

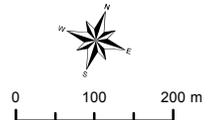
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|--------------------------------|-----------------------------------|-----------------------------|
| Major Transit Station | Priority Transit Corridors | Base Map Information |
| ▲ Additional Subway | — BRT | — Local Municipal Boundary |
| □ 500m Radius | Other Transit Lines | |
| ▭ Draft MTSA Boundary | — Subway | |
| ▭ Adjacent Draft MTSA Boundary | | |

Langstaff/Longbridge Subway Station
Gross Area:
 33.31 ha

Density (People & Jobs per Hectare) ¹



Population/Job Split ²



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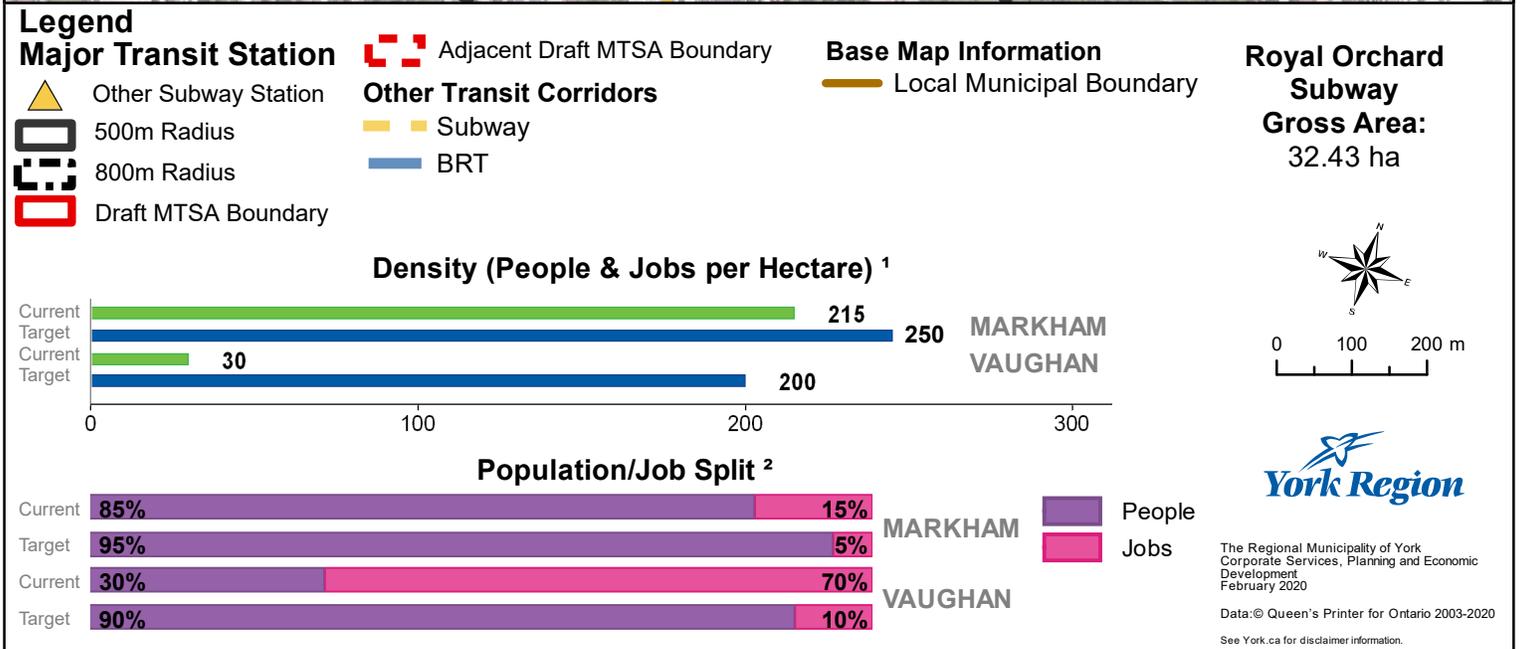
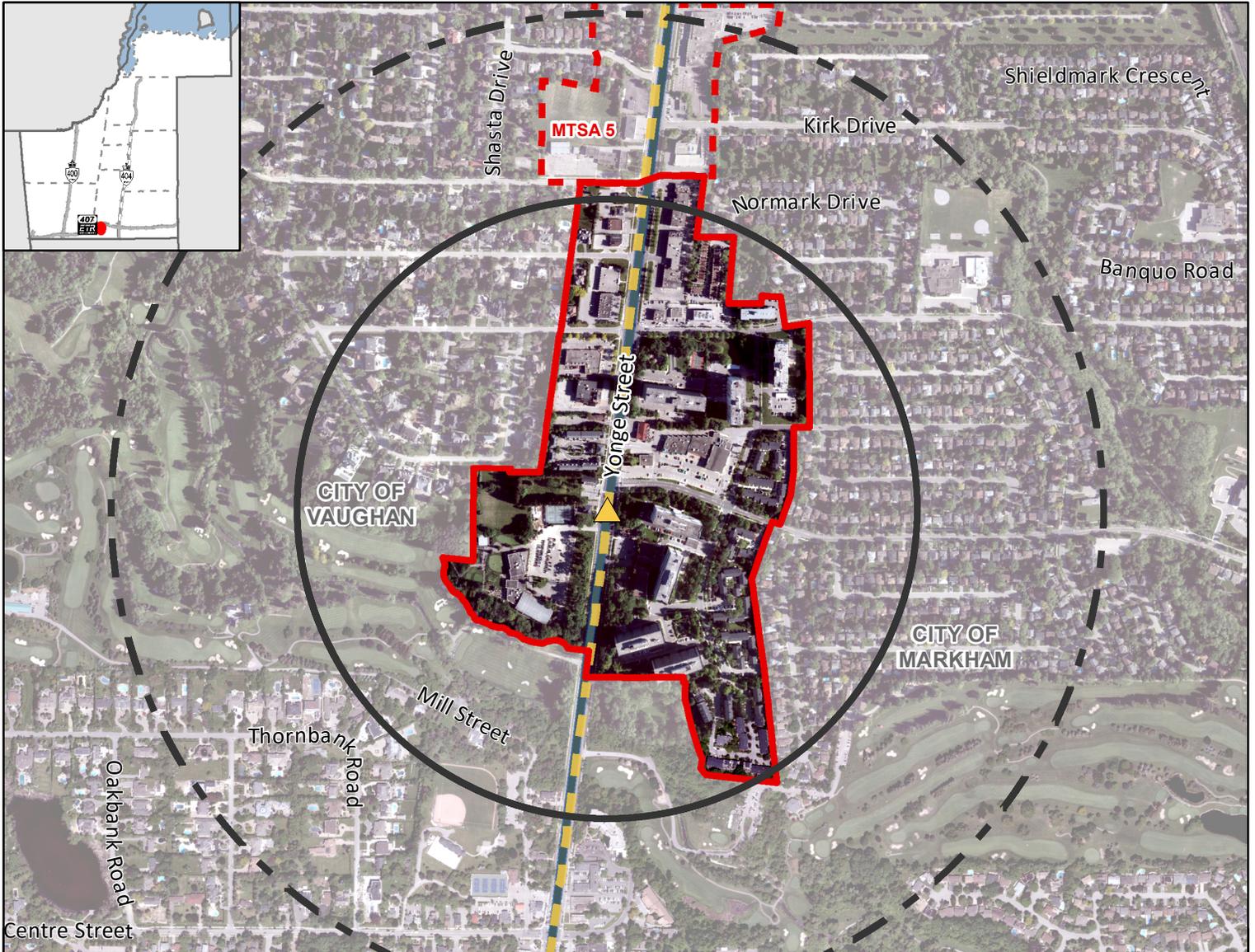
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¹ Values are rounded to the nearest 5 People & Jobs per Hectare

² Values are rounded to the nearest 5%

Royal Orchard Subway Station

On Yonge St., near Royal Orchard Blvd., Markham / Vaughan



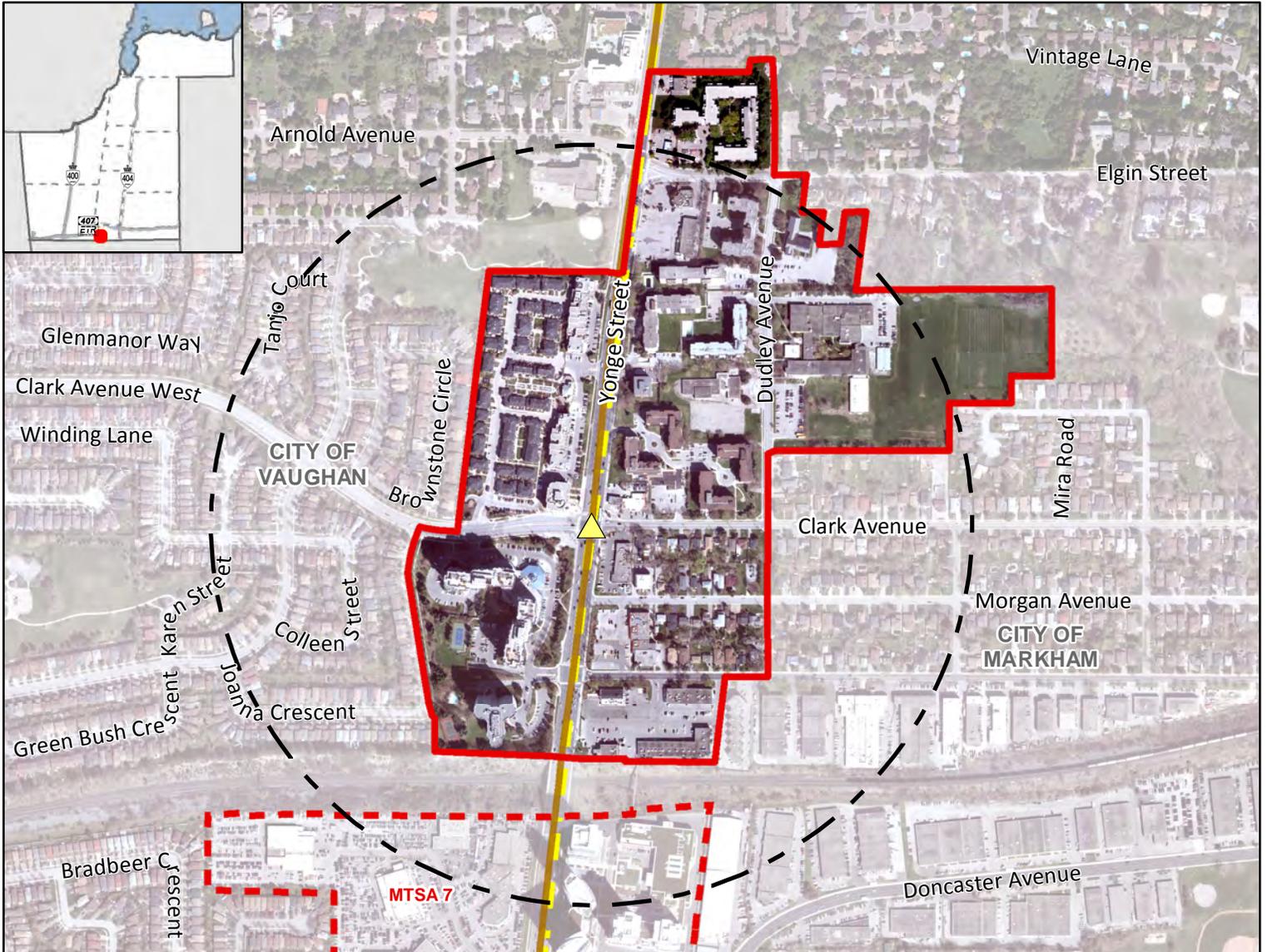
¹ Values are rounded to the nearest 5 People & Jobs per Hectare

² Values are rounded to the nearest 5%

Clark Subway Station

On Yonge Subway Extension Corridor

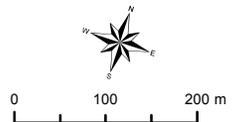
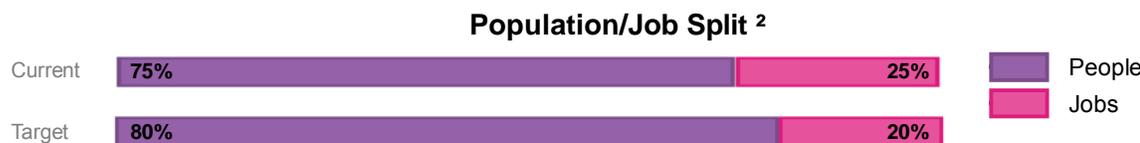
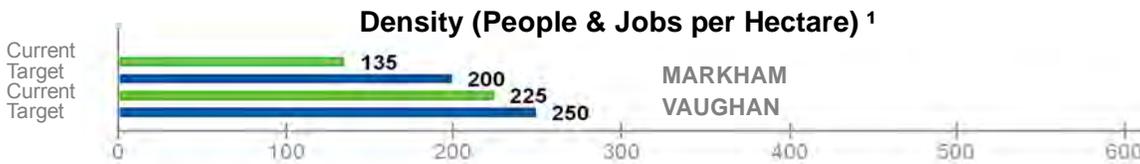
Near Clark Avenue and Yonge Street, Vaughan/Markham



Legend

- Major Transit Station
- Additional Subway
- 500m Radius
- Draft MTSA Boundary
- Adjacent Draft MTSA Boundary
- Other Transit Lines
- Subway
- Local Municipal Boundary

Clark Subway Station
Gross Area:
 39.10 ha



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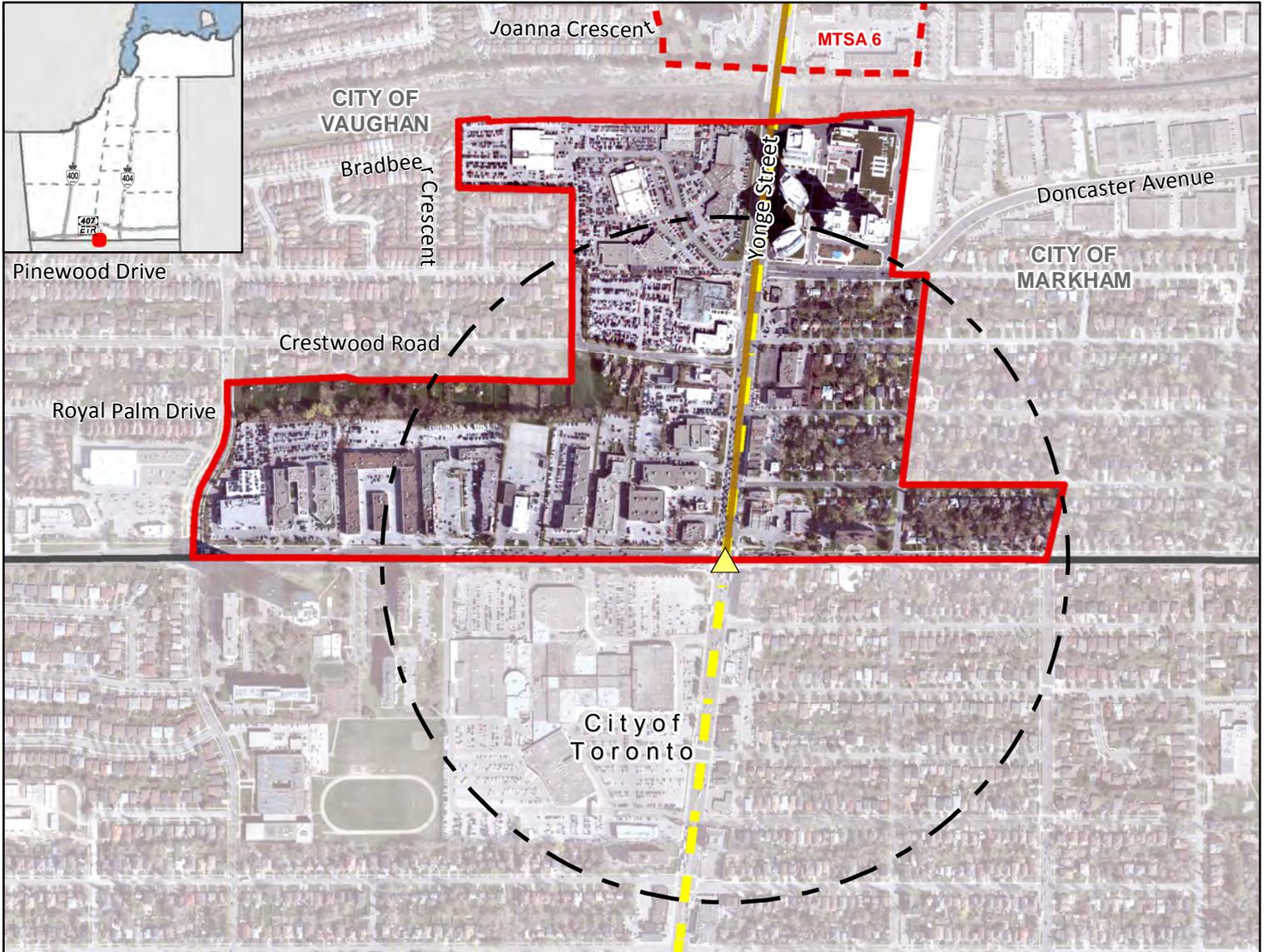
¹ Values are rounded to the nearest 5 People & Jobs per Hectare

² Values are rounded to the nearest 5%

Steeles Subway Station

On Yonge Subway Extension Corridor

Near Steeles Avenue and Yonge Street, Vaughan/Markham



Legend

Major Transit Station

▲ Additional Subway

○ 500m Radius

▭ Draft MTSA Boundary

▭ Adjacent Draft MTSA Boundary

Other Transit Lines

— Subway

Base Map Information

— Regional Municipal Boundary

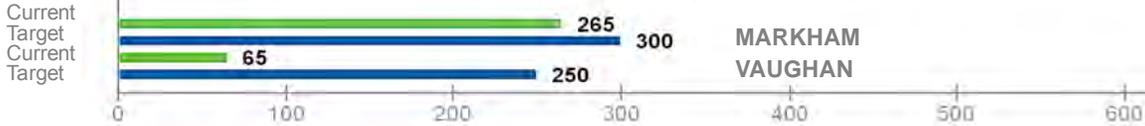
— Local Municipal Boundary

Steeles Subway Station

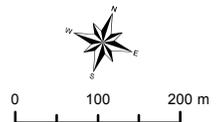
Gross Area:

49.17 ha

Density (People & Jobs per Hectare) ¹



Population/Job Split ²



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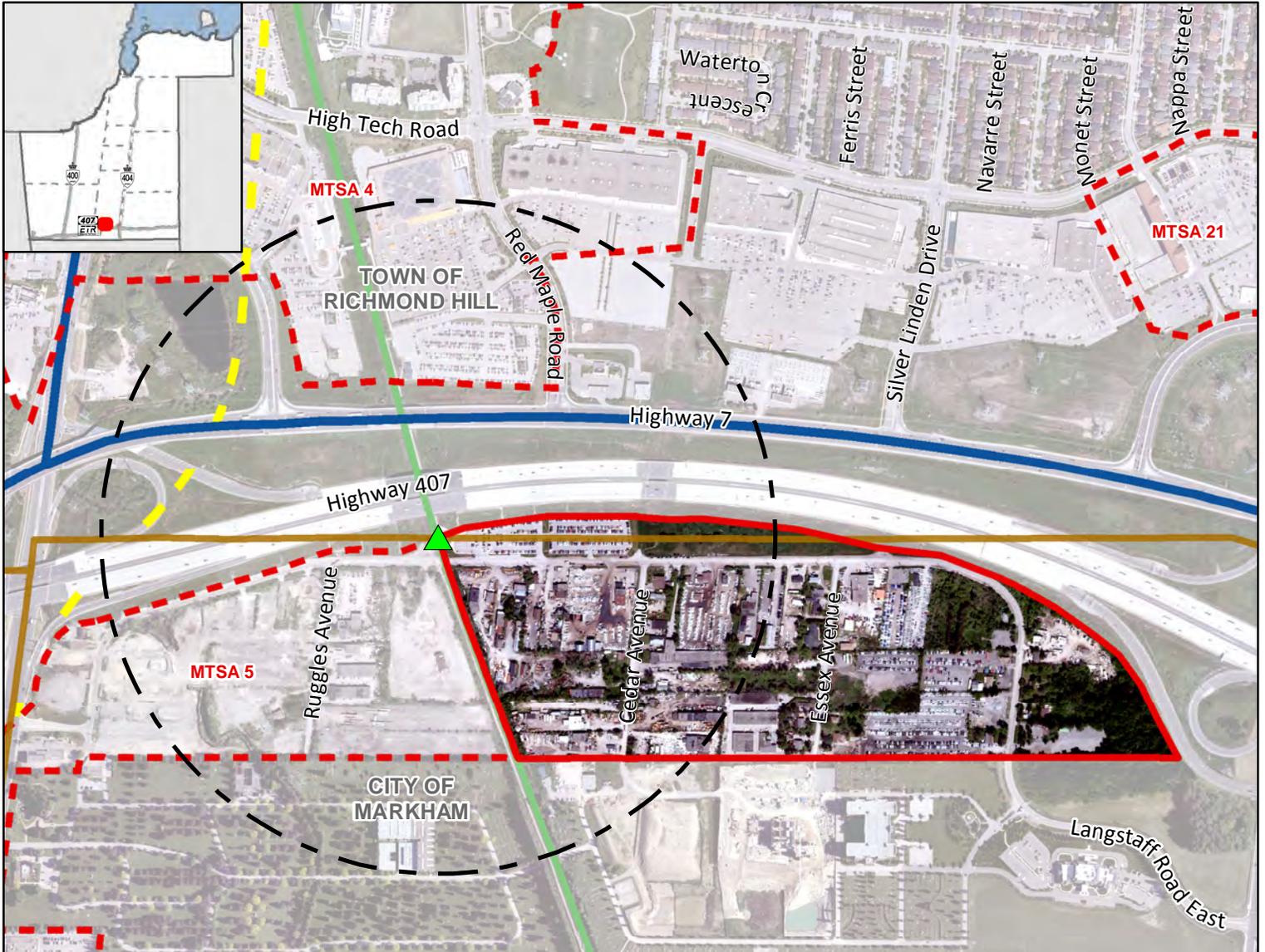
¹ Values are rounded to the nearest 5 People & Jobs per Hectare

² Values are rounded to the nearest 5%

Langstaff GO Station

On Richmond Hill GO Line Corridor

Near Langstaff Road and Cedar Avenue, Markham

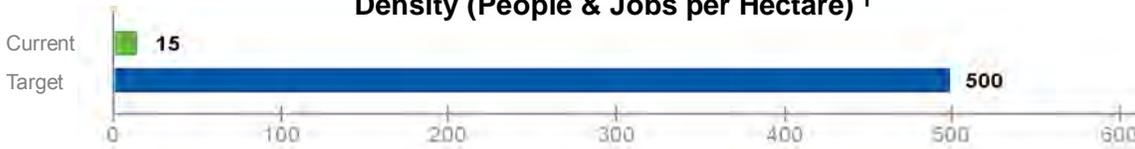


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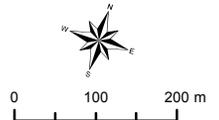
- | | | |
|--------------------------------|-----------------------------------|-----------------------------|
| Major Transit Station | Priority Transit Corridors | Base Map Information |
| ▲ Additional GO Rail | ■ BRT | — Local Municipal Boundary |
| □ 500m Radius | Other Transit Lines | |
| ▭ Draft MTSA Boundary | ■ Subway | |
| ▭ Adjacent Draft MTSA Boundary | ■ GO Rail | |

Langstaff GO Station
Gross Area:
 30.60 ha

Density (People & Jobs per Hectare) ¹



Population/Job Split ²



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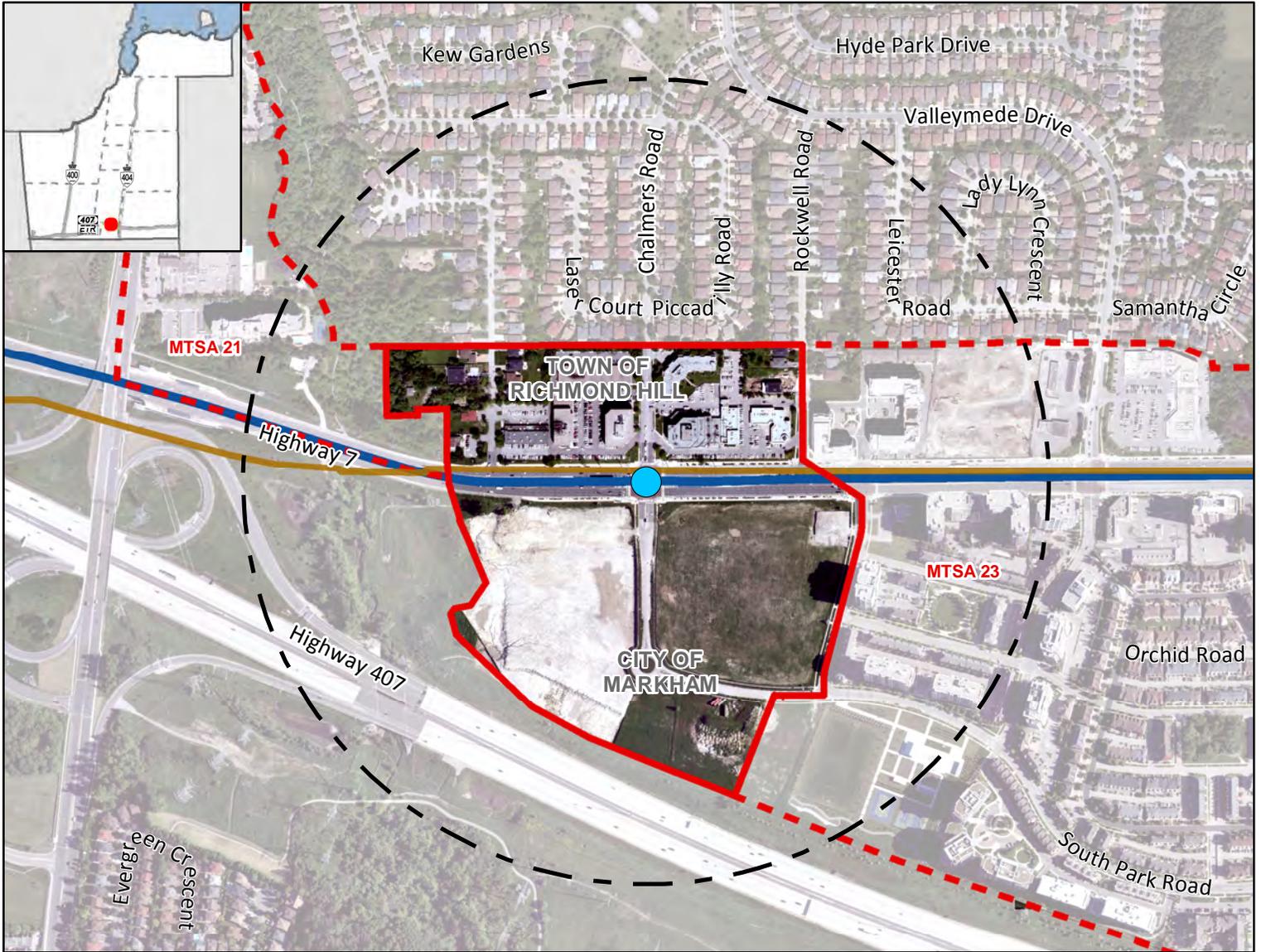
¹ Values are rounded to the nearest 5 People & Jobs per Hectare

² Values are rounded to the nearest 5%

Chalmers BRT Station

On Highway 7 BRT Corridor

Along Highway 7 at Chalmers Road/South Park Road, Markham/Richmond Hill



Major Transit Station

- Required BRT
- 500m Radius
- Draft MTSA Boundary
- Adjacent Draft MTSA Boundary

Legend

Priority Transit Corridors

- BRT

Base Map Information

- Local Municipal Boundary

Chalmers BRT Station

Gross Area:
22.60 ha

Density (People & Jobs per Hectare) ¹

Category	Value
Current	30
Target	200
MARKHAM	185
RICHMOND HILL	200

Population/Job Split ²

Category	People (%)	Jobs (%)
Current	30%	70%
Target	75%	25%

York Region

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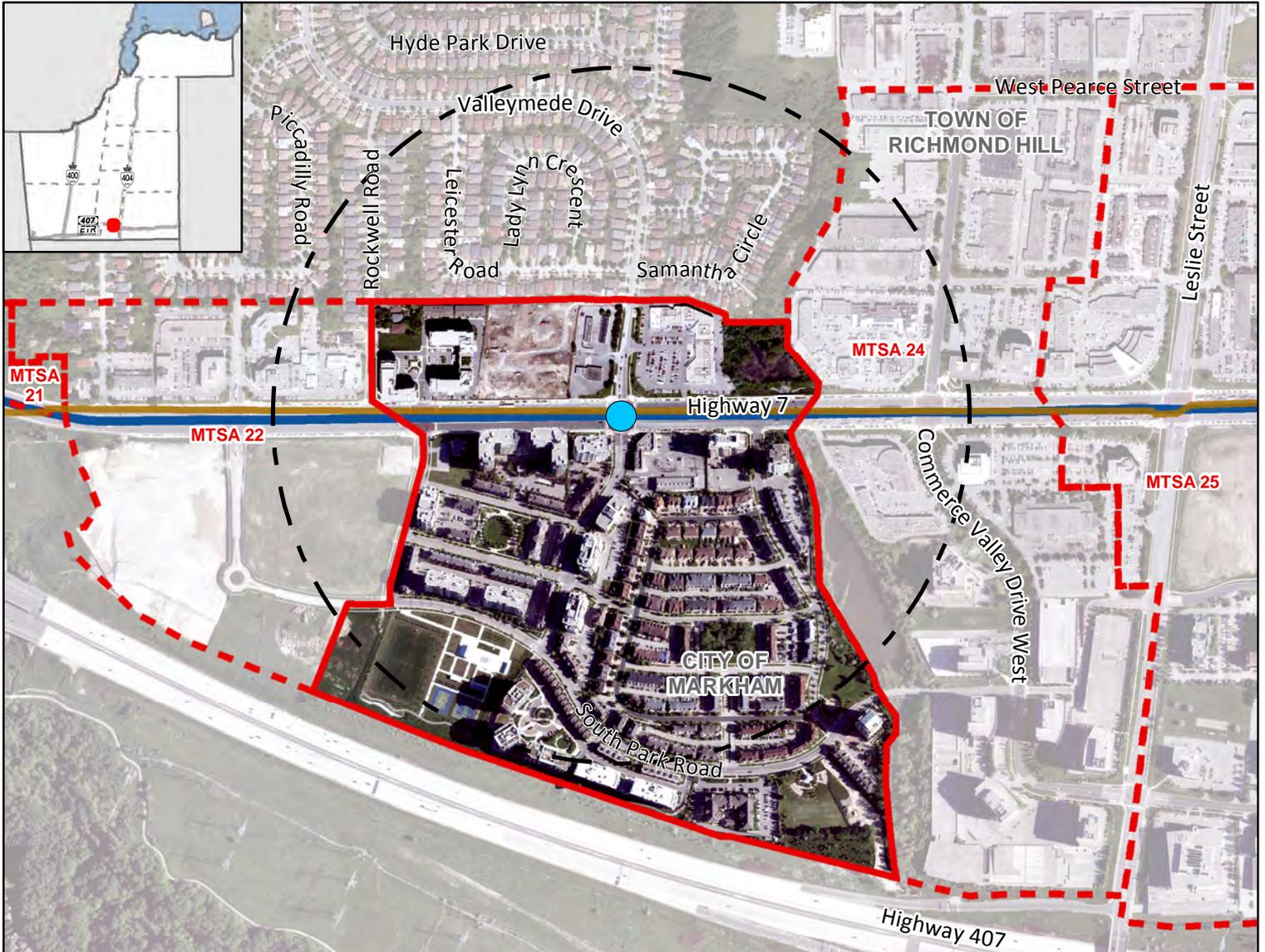
¹ Values are rounded to the nearest 5 People & Jobs per Hectare

² Values are rounded to the nearest 5%

Valleymede BRT Station

On Highway 7 BRT Corridor

Along Highway 7 at Valleymede Drive/Times Avenue, Markham/Richmond Hill



Legend

Major Transit Station

- Required BRT
- 500m Radius
- Draft MTSA Boundary
- Adjacent Draft MTSA Boundary

Priority Transit Corridors

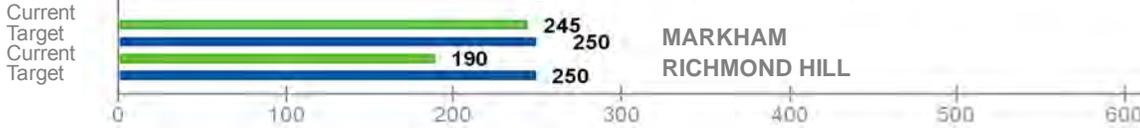
- BRT

Base Map Information

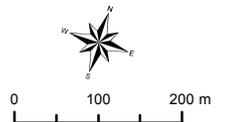
- Local Municipal Boundary

Valleymede BRT Station
Gross Area:
 47.07 ha

Density (People & Jobs per Hectare) ¹



Population/Job Split ²



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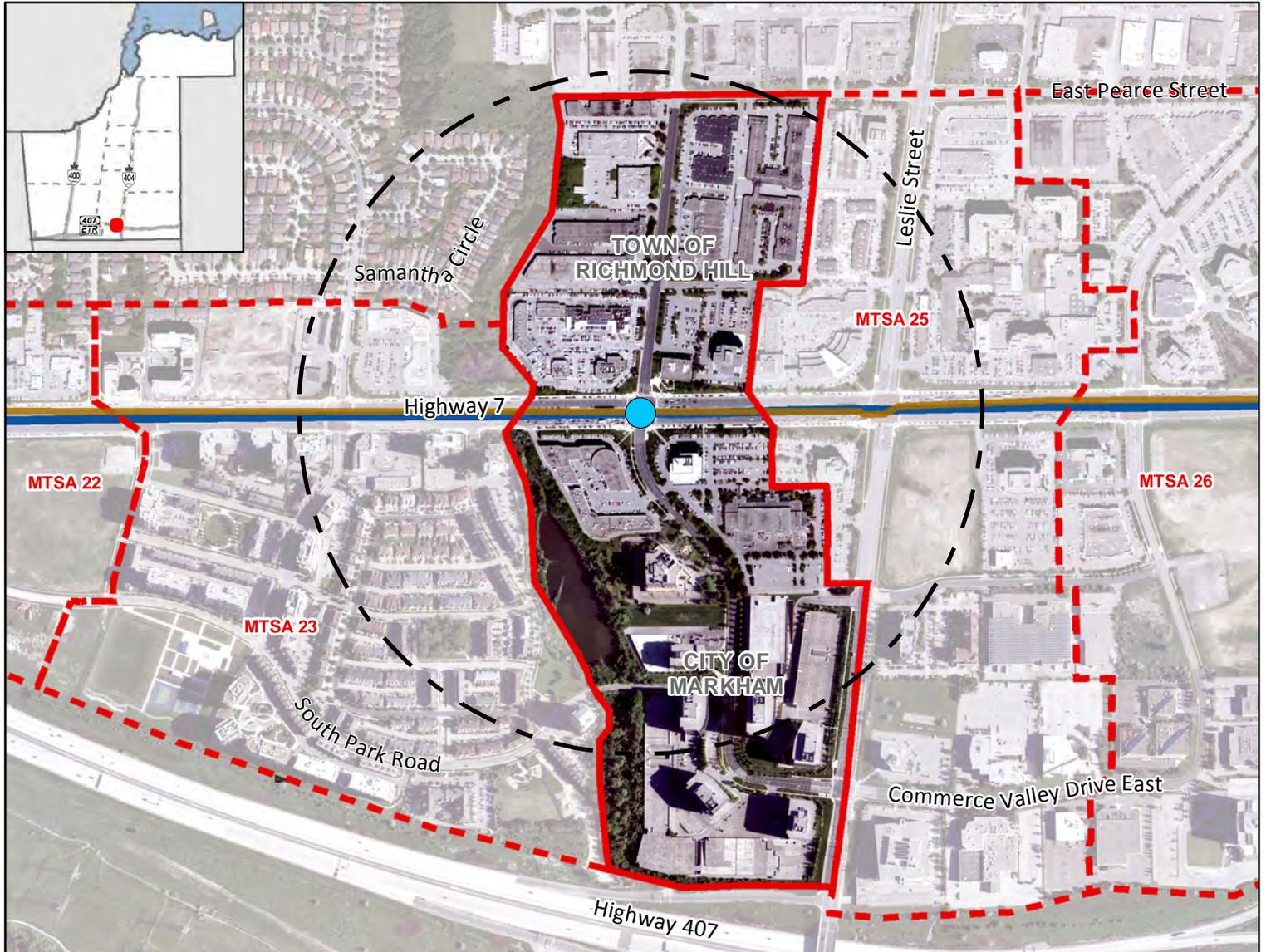
¹ Values are rounded to the nearest 5 People & Jobs per Hectare

² Values are rounded to the nearest 5%

West Beaver Creek BRT Station

On Highway 7 BRT Corridor

Along Highway 7 at West Beaver Creek Rd/Commerce Valley Dr W, Markham/Richmond Hill



Legend

Major Transit Station

- Required BRT
- 500m Radius
- Draft MTSA Boundary
- Adjacent Draft MTSA Boundary

Priority Transit Corridors

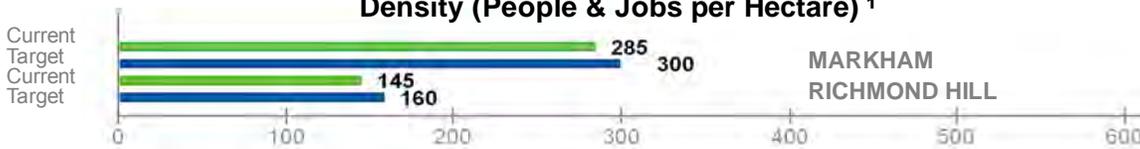
- BRT

Base Map Information

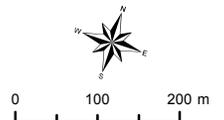
- Local Municipal Boundary

West Beaver Creek BRT Station
Gross Area:
 44.36 ha

Density (People & Jobs per Hectare) ¹



Population/Job Split ²



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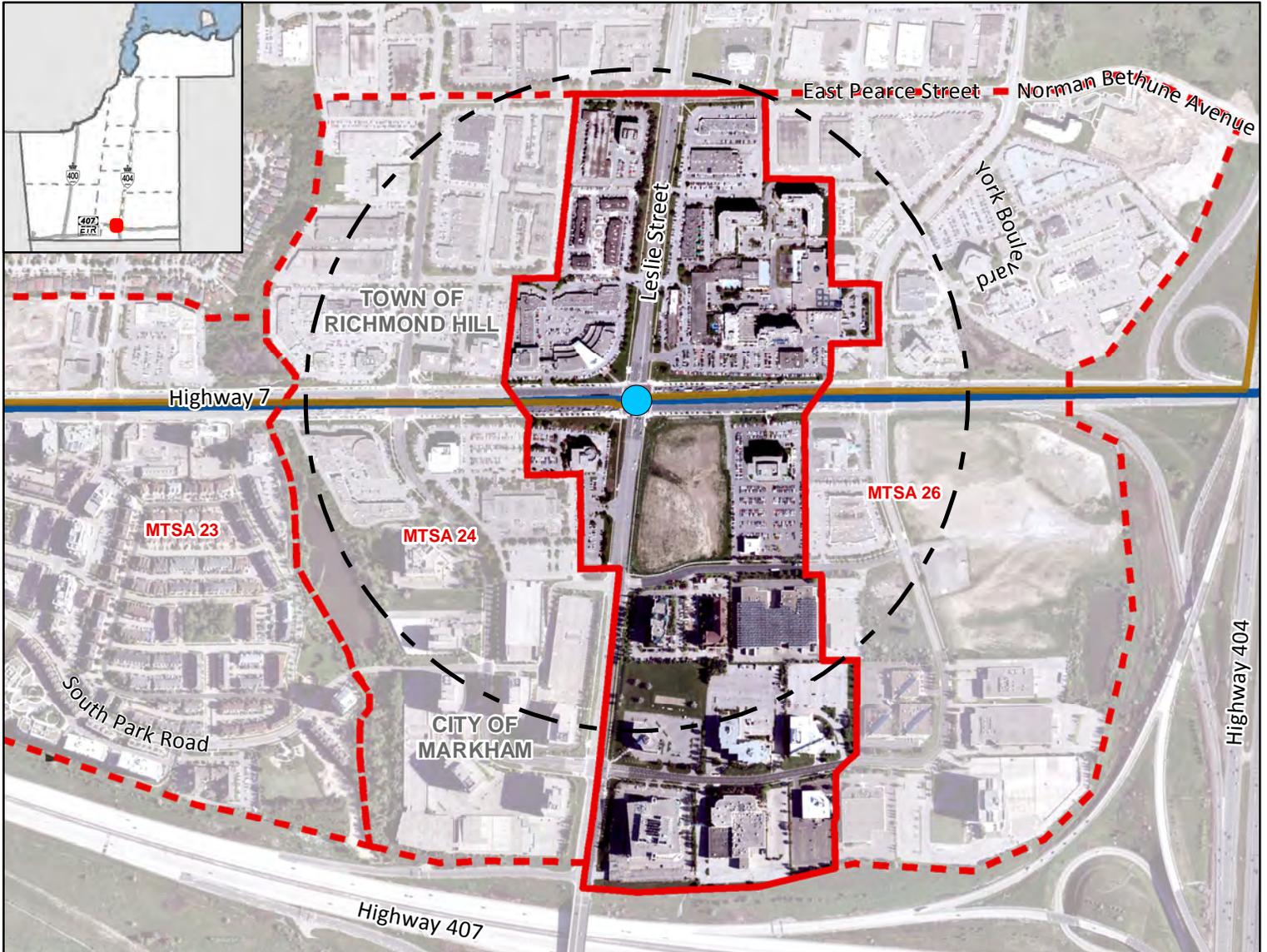
¹ Values are rounded to the nearest 5 People & Jobs per Hectare

² Values are rounded to the nearest 5%

Leslie-Highway 7 BRT Station

On Highway 7 BRT Corridor

Along Highway 7 at Leslie Street, Markham/Richmond Hill



Legend

Major Transit Station

- Required BRT
- 500m Radius
- Draft MTSA Boundary
- Adjacent Draft MTSA Boundary

Priority Transit Corridors

- BRT

Base Map Information

- Local Municipal Boundary

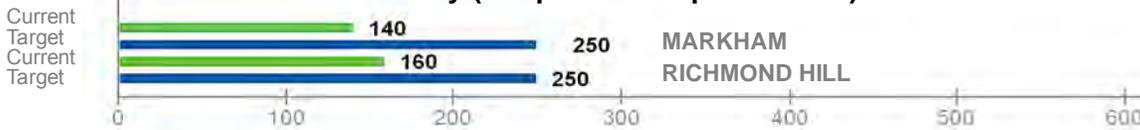
Leslie-Highway 7

BRT Station

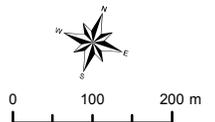
Gross Area:

46.03 ha

Density (People & Jobs per Hectare) ¹



Population/Job Split ²



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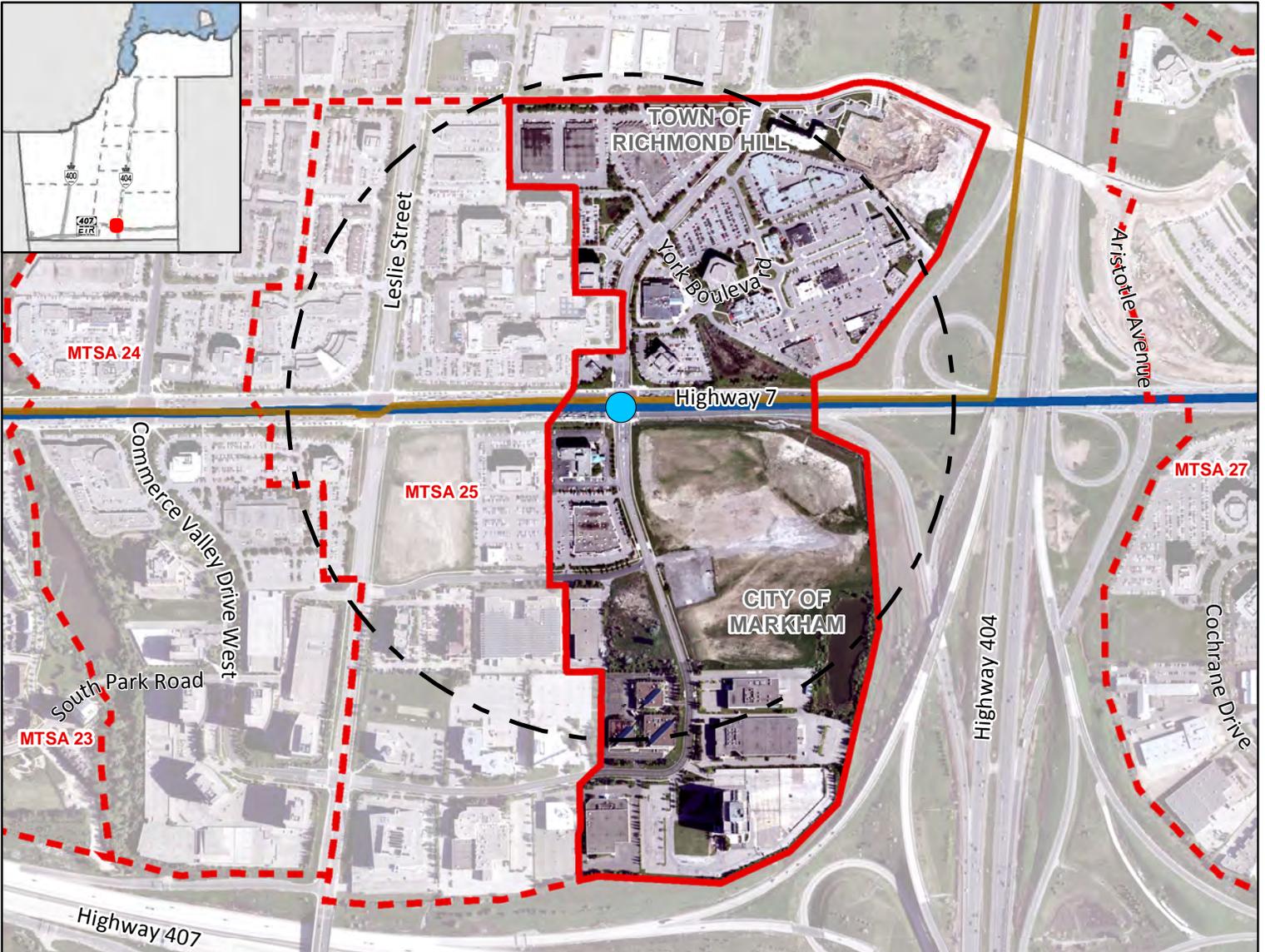
¹ Values are rounded to the nearest 5 People & Jobs per Hectare

² Values are rounded to the nearest 5%

East Beaver Creek BRT Station

On Highway 7 BRT Corridor

Along Highway 7 at East Beaver Creek Rd/Commerce Valley Dr E, Markham/Richmond Hill



Legend

Major Transit Station

- Required BRT
- 500m Radius
- Draft MTSA Boundary
- Adjacent Draft MTSA Boundary

Priority Transit Corridors

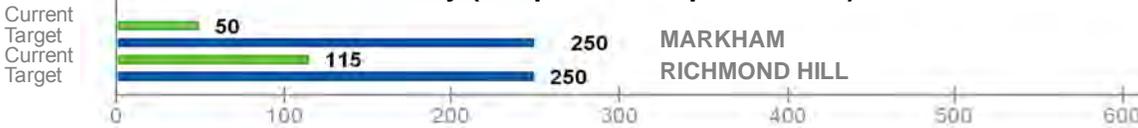
- BRT

Base Map Information

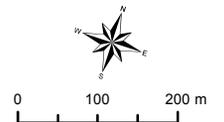
- Local Municipal Boundary

East Beaver Creek BRT Station
Gross Area:
 54.61 ha

Density (People & Jobs per Hectare) ¹



Population/Job Split ²



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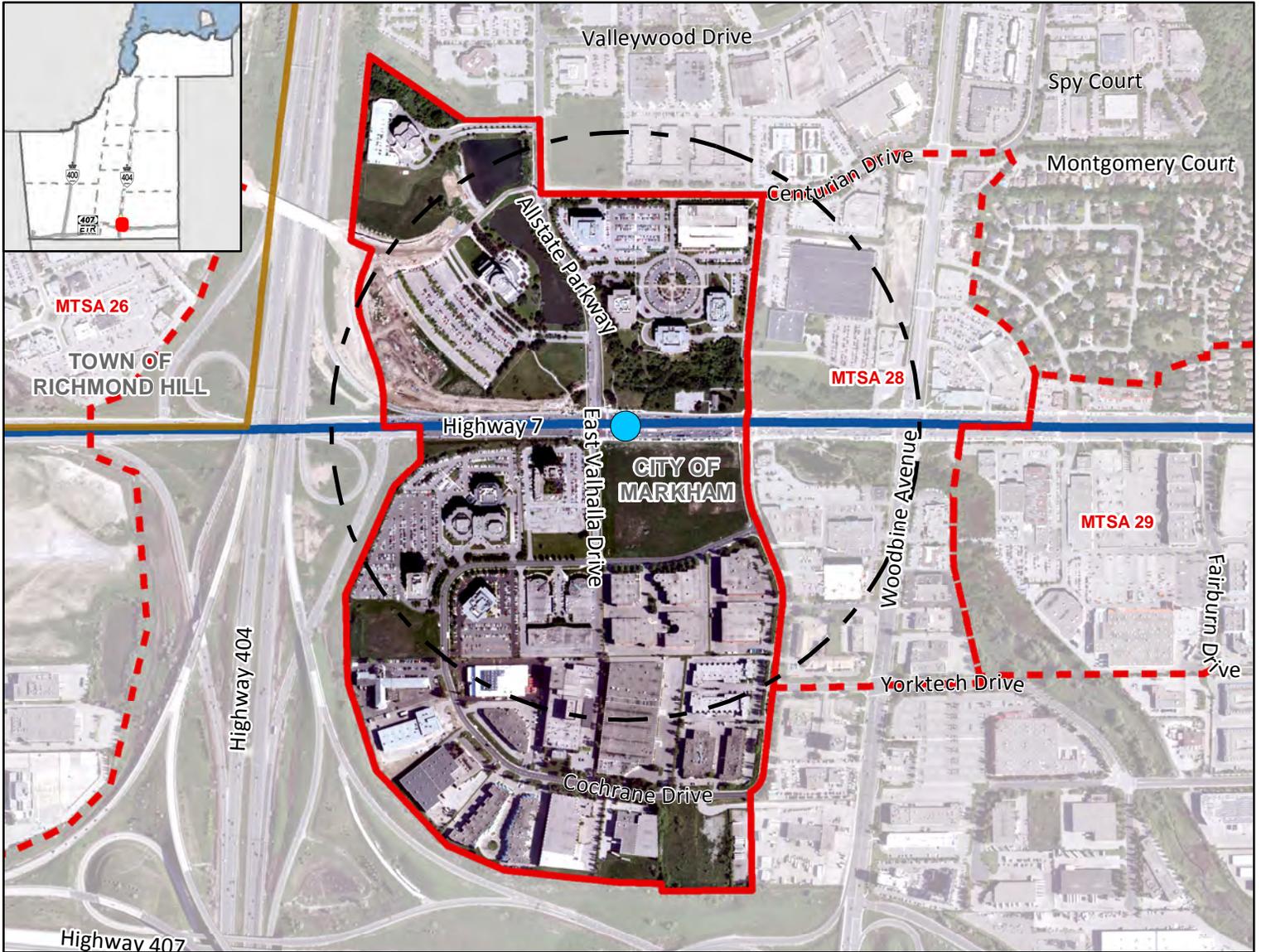
¹ Values are rounded to the nearest 5 People & Jobs per Hectare

² Values are rounded to the nearest 5%

Allstate Parkway BRT Station

On Highway 7 BRT Corridor

Along Highway 7 at Allstate Parkway/East Valhalla Drive, Markham



Legend

Major Transit Station

- Required BRT
- 500m Radius
- Draft MTSA Boundary
- Adjacent Draft MTSA Boundary

Priority Transit Corridors

- BRT

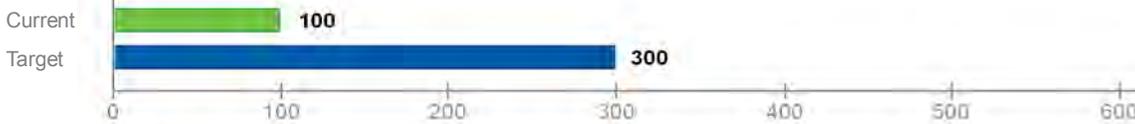
Base Map Information

- Local Municipal Boundary

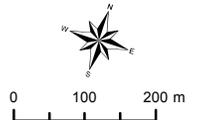
Allstate Parkway BRT Station

Gross Area:
80.42 ha

Density (People & Jobs per Hectare) ¹



Population/Job Split ²



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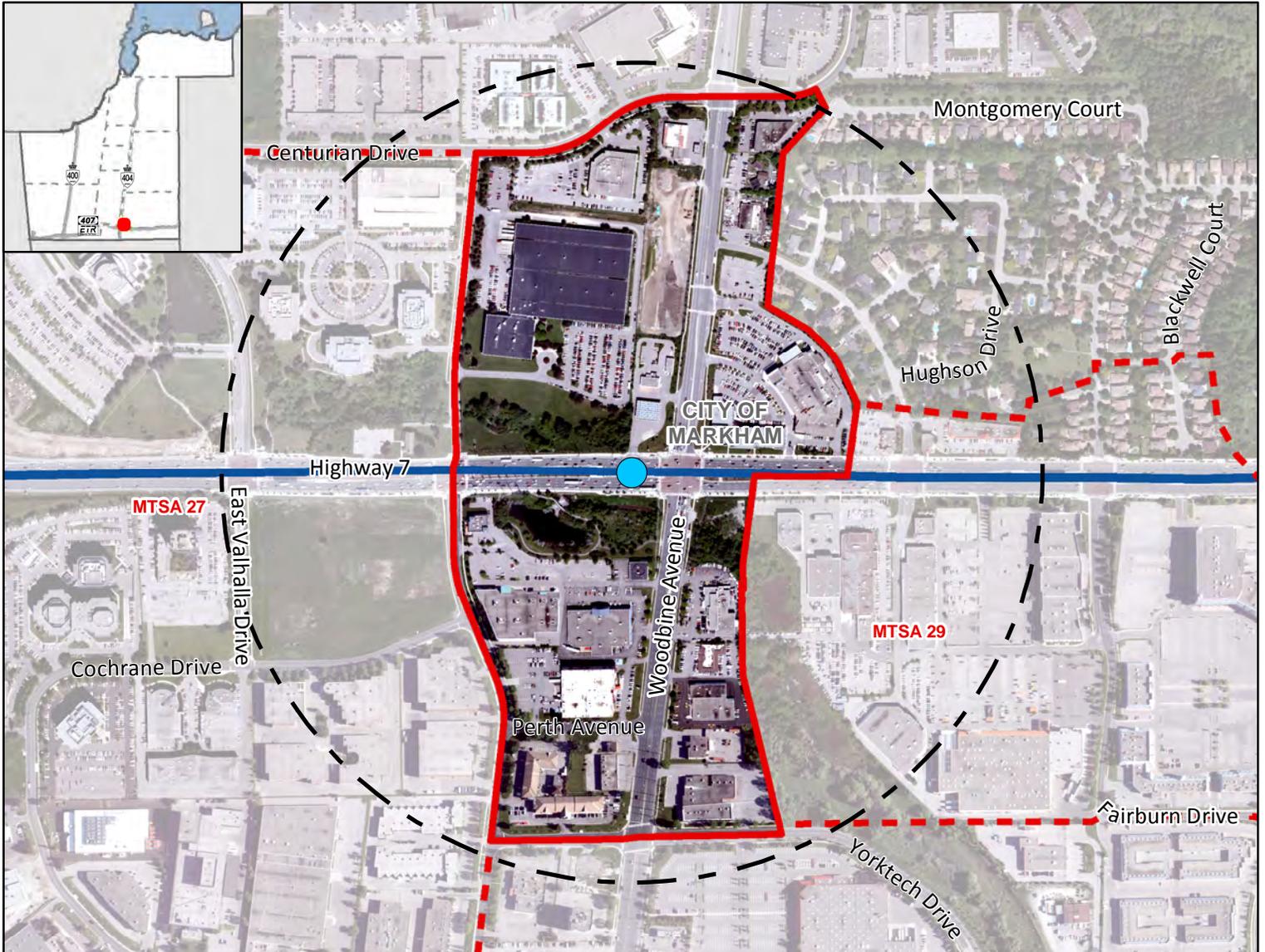
¹ Values are rounded to the nearest 5 People & Jobs per Hectare

² Values are rounded to the nearest 5%

Woodbine BRT Station

On Highway 7 BRT Corridor

Along Highway 7 at Woodbine Avenue, Markham



Legend

Major Transit Station

Required BRT

500m Radius

Draft MTSA Boundary

Adjacent Draft MTSA Boundary

Priority Transit Corridors

BRT

Woodbine BRT Station

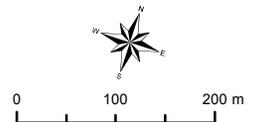
Gross Area:

33.02 ha

Density (People & Jobs per Hectare) ¹



Population/Job Split ²



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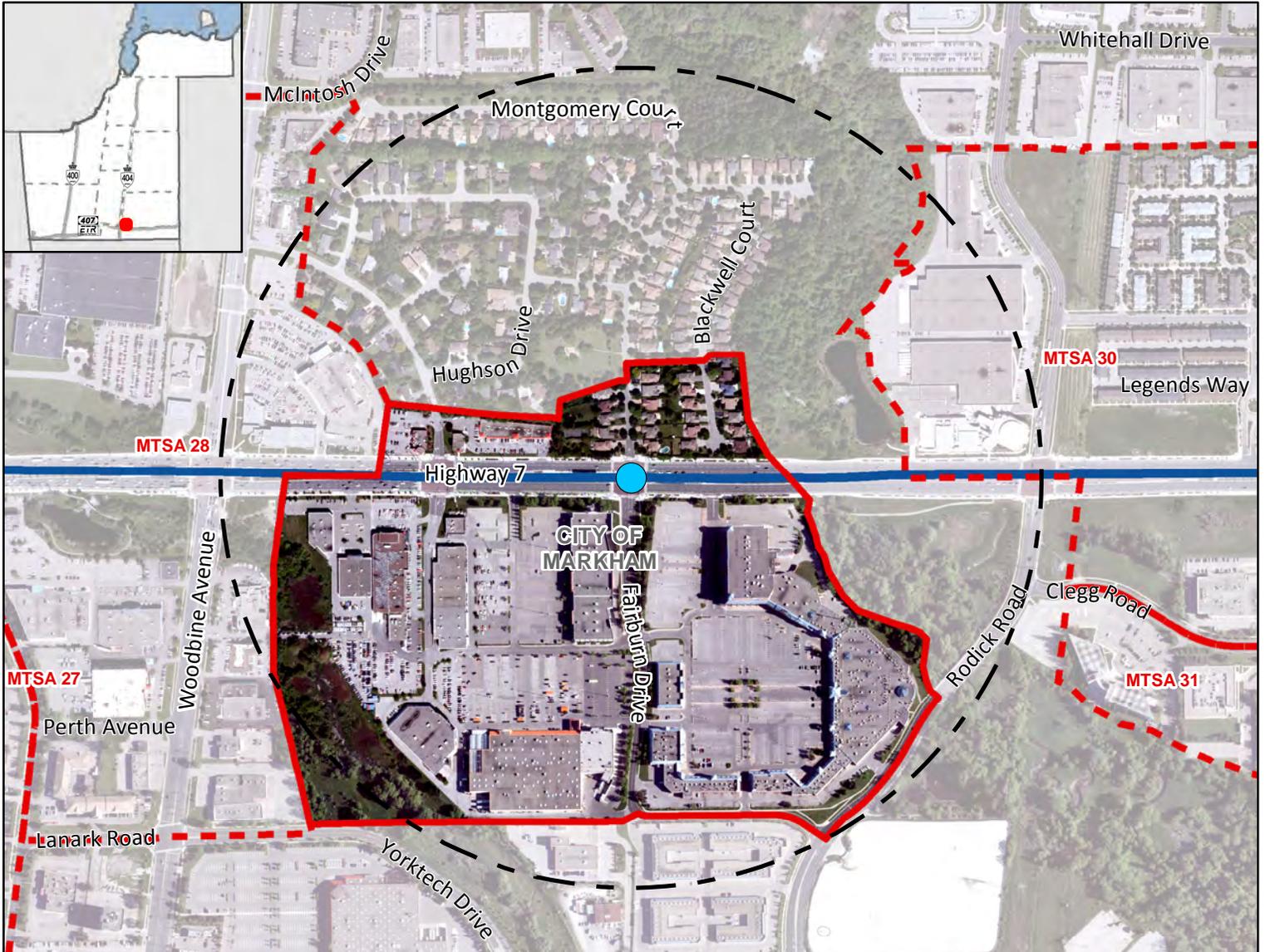
¹ Values are rounded to the nearest 5 People & Jobs per Hectare

² Values are rounded to the nearest 5%

Montgomery BRT Station

On Highway 7 BRT Corridor

Along Highway 7 at Montgomery Court/Fairburn Drive, Markham



Legend

Major Transit Station

- Required BRT
- 500m Radius
- Draft MTSA Boundary
- Adjacent Draft MTSA Boundary

Priority Transit Corridors

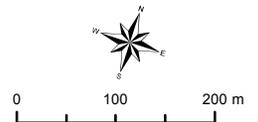
- BRT

Montgomery BRT Station
Gross Area:
 34.89 ha

Density (People & Jobs per Hectare) ¹



Population/Job Split ²



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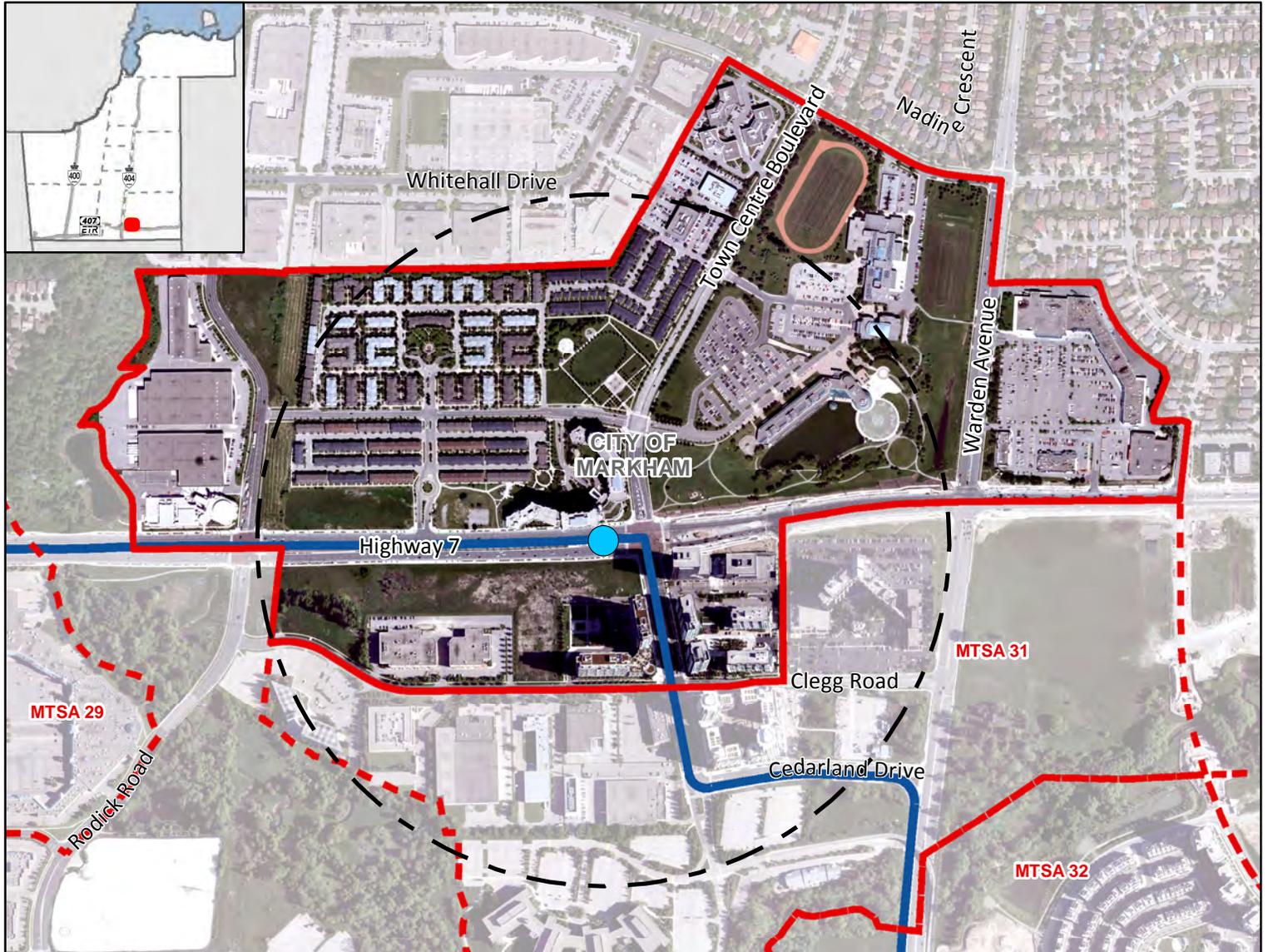
¹ Values are rounded to the nearest 5 People & Jobs per Hectare

² Values are rounded to the nearest 5%

Town Centre Boulevard BRT Station

On Highway 7 BRT Corridor

Along Highway 7 at Town Centre Boulevard, Markham



Legend

Major Transit Station

- Required BRT
- 500m Radius
- Draft MTSA Boundary
- Adjacent Draft MTSA Boundary

Priority Transit Corridors

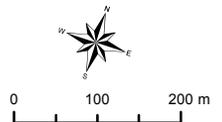
- BRT

Town Centre Boulevard BRT Station
Gross Area:
 80.75 ha

Density (People & Jobs per Hectare) ¹



Population/Job Split ²



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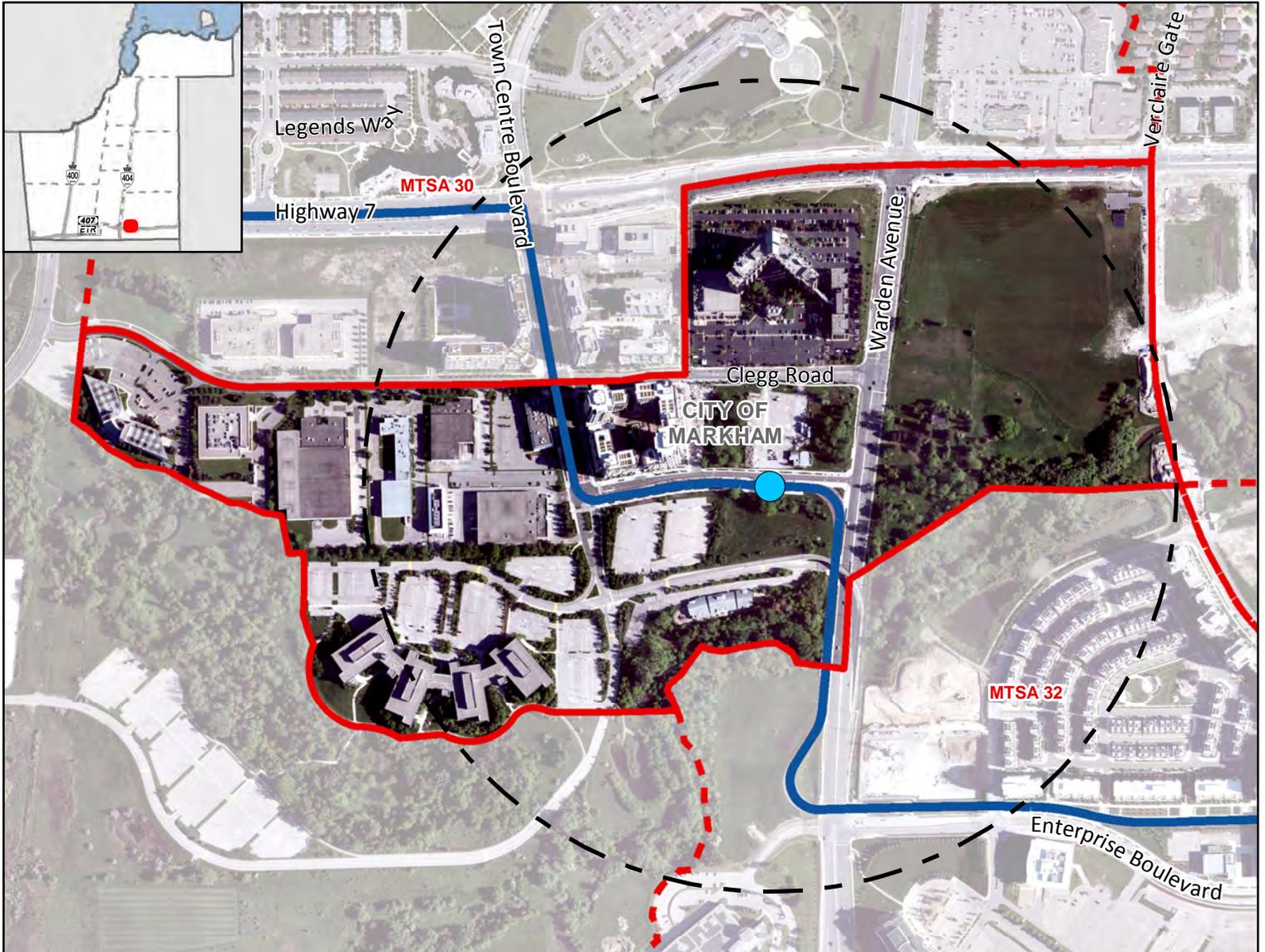
¹ Values are rounded to the nearest 5 People & Jobs per Hectare

² Values are rounded to the nearest 5%

Cedarland BRT Station

On Highway 7 BRT Corridor

Along Cedarland Drive at Warden Avenue, Markham



Legend

Major Transit Station

- Required BRT
- 500m Radius
- Draft MTSA Boundary
- Adjacent Draft MTSA Boundary

Priority Transit Corridors

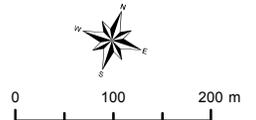
- BRT

Cedarland BRT Station
Gross Area:
 51.65 ha

Density (People & Jobs per Hectare) ¹



Population/Job Split ²



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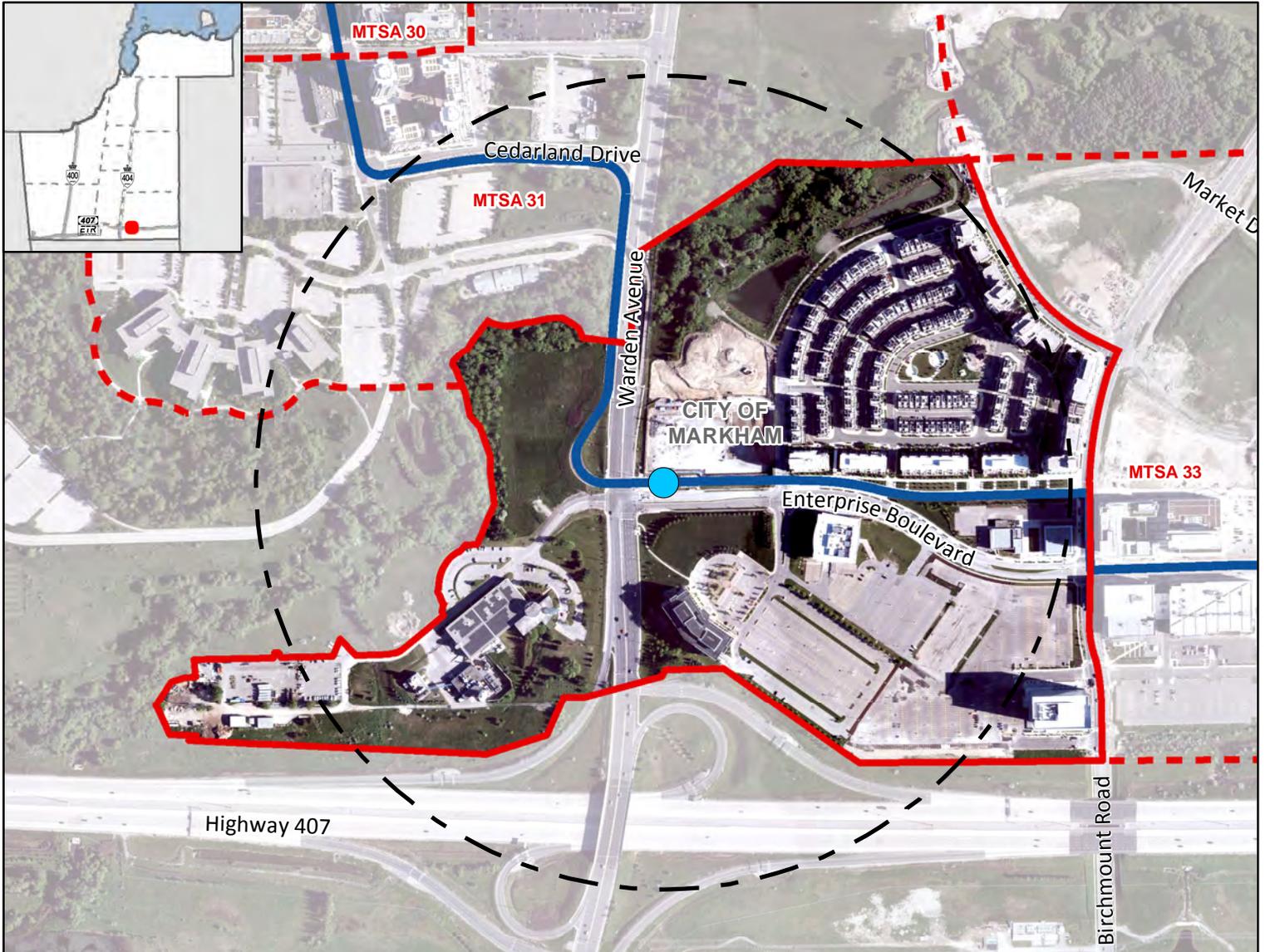
¹ Values are rounded to the nearest 5 People & Jobs per Hectare

² Values are rounded to the nearest 5%

Warden BRT Station

On Highway 7 BRT Corridor

Along dedicated BRT road, near Enterprise Boulevard and Warden Avenue, Markham



Legend

Major Transit Station

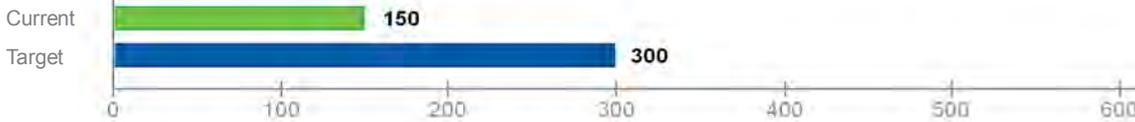
- Required BRT
- 500m Radius
- Draft MTSA Boundary
- Adjacent Draft MTSA Boundary

Priority Transit Corridors

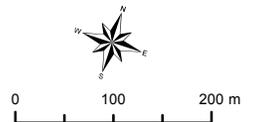
- BRT

Warden BRT Station
Gross Area:
 50.52 ha

Density (People & Jobs per Hectare) ¹



Population/Job Split ²



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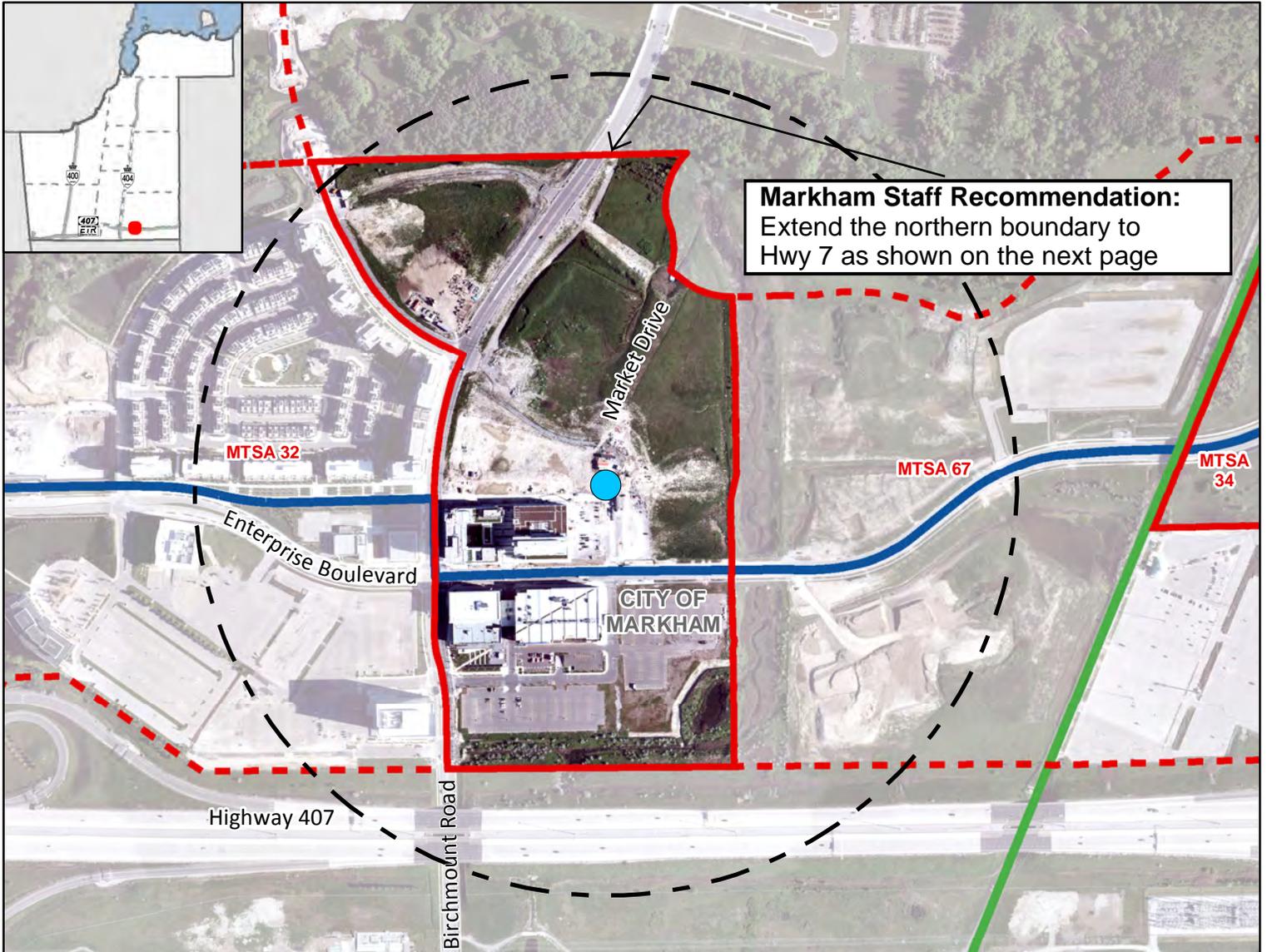
¹ Values are rounded to the nearest 5 People & Jobs per Hectare

² Values are rounded to the nearest 5%

Post BRT Station

On Highway 7 BRT Corridor

Along dedicated BRT road, north of Enterprise Boulevard and Post Road, Markham



Markham Staff Recommendation:
Extend the northern boundary to Hwy 7 as shown on the next page

Legend

Major Transit Station

- Required BRT
- 500m Radius
- Draft MTSA Boundary
- Adjacent Draft MTSA Boundary

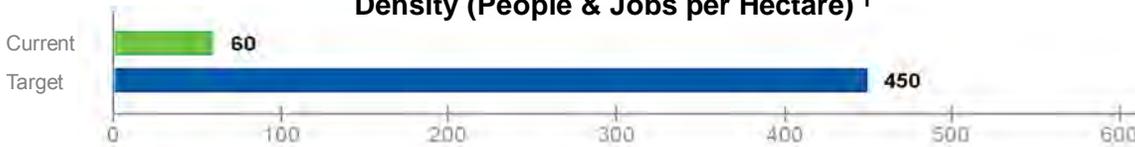
Priority Transit Corridors

- BRT
- GO Rail

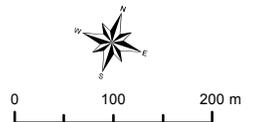
Post BRT Station

Gross Area:
27.53 ha

Density (People & Jobs per Hectare) ¹



Population/Job Split ²

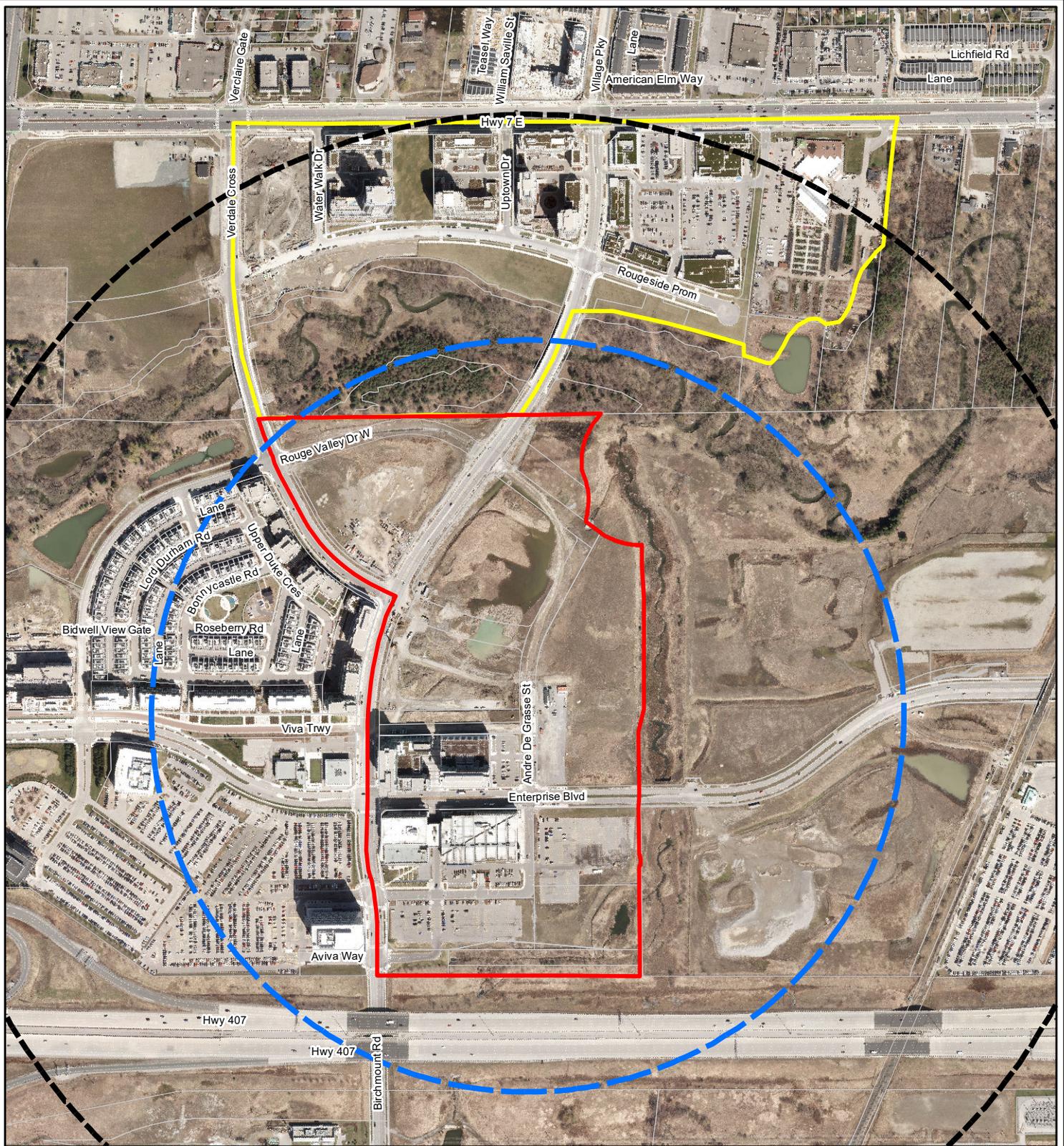


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¹ Values are rounded to the nearest 5 People & Jobs per Hectare

² Values are rounded to the nearest 5%



Post BRT MTSA

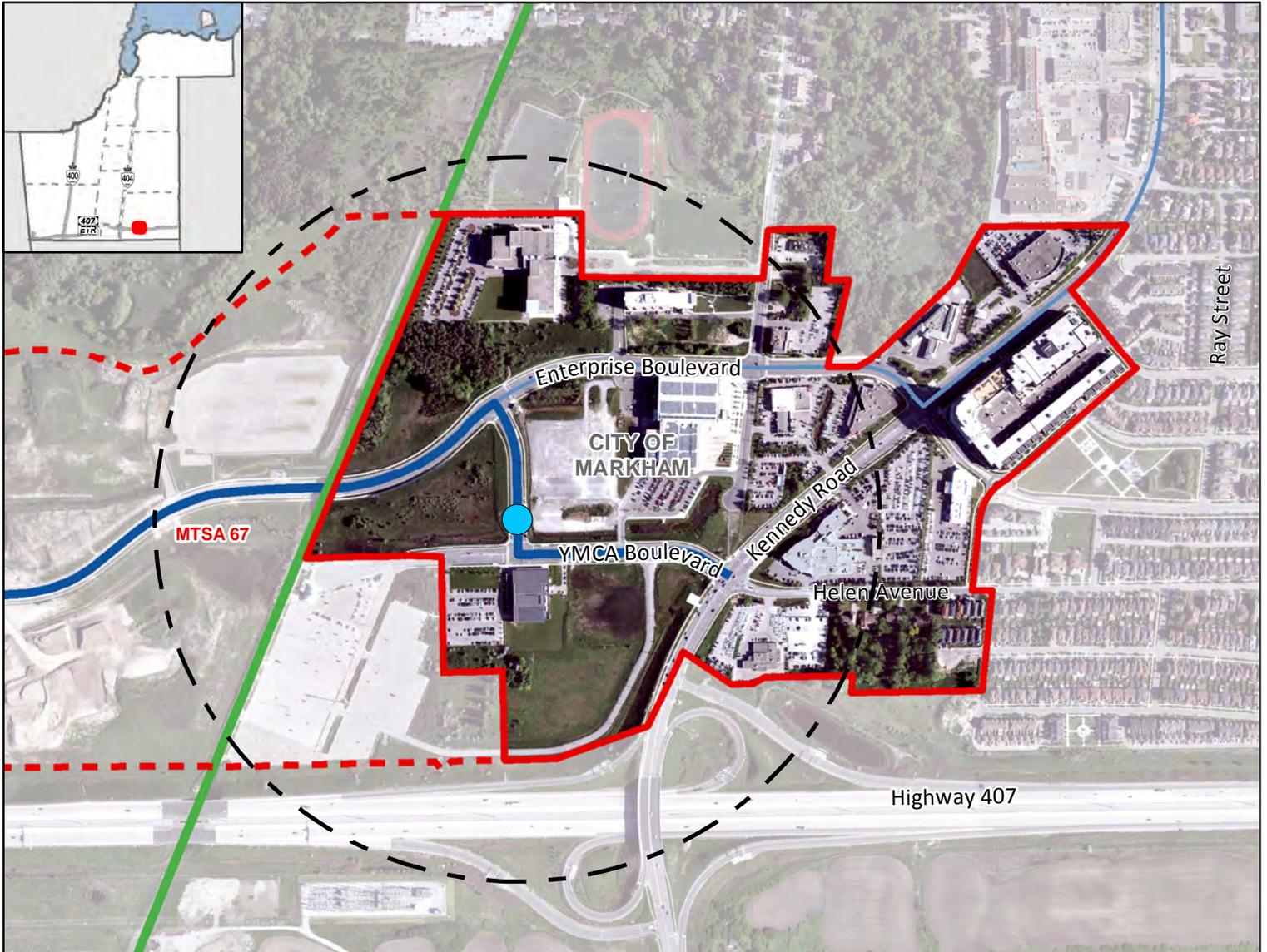
- Required BRT
- MTSA Boundary
- Proposed Addition to MTSA
- 500m Radius
- 800m Radius



Enterprise BRT Station

On Highway 7 BRT Corridor

Along Ravis Road at YMCA Boulevard, Markham

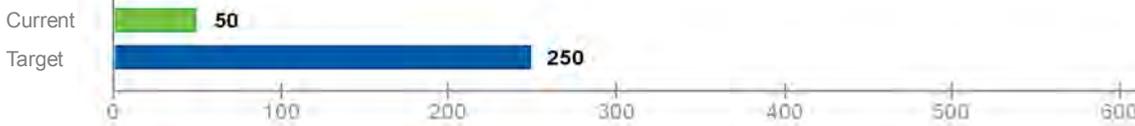


Legend

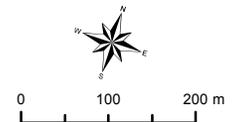
- Major Transit Station
- Required BRT
- 500m Radius
- Draft MTSA Boundary
- Adjacent Draft MTSA Boundary
- Priority Transit Corridors
- BRT
- GO Rail
- Other Transit Lines
- BRT

Enterprise BRT Station
Gross Area:
 53.94 ha

Density (People & Jobs per Hectare) ¹



Population/Job Split ²



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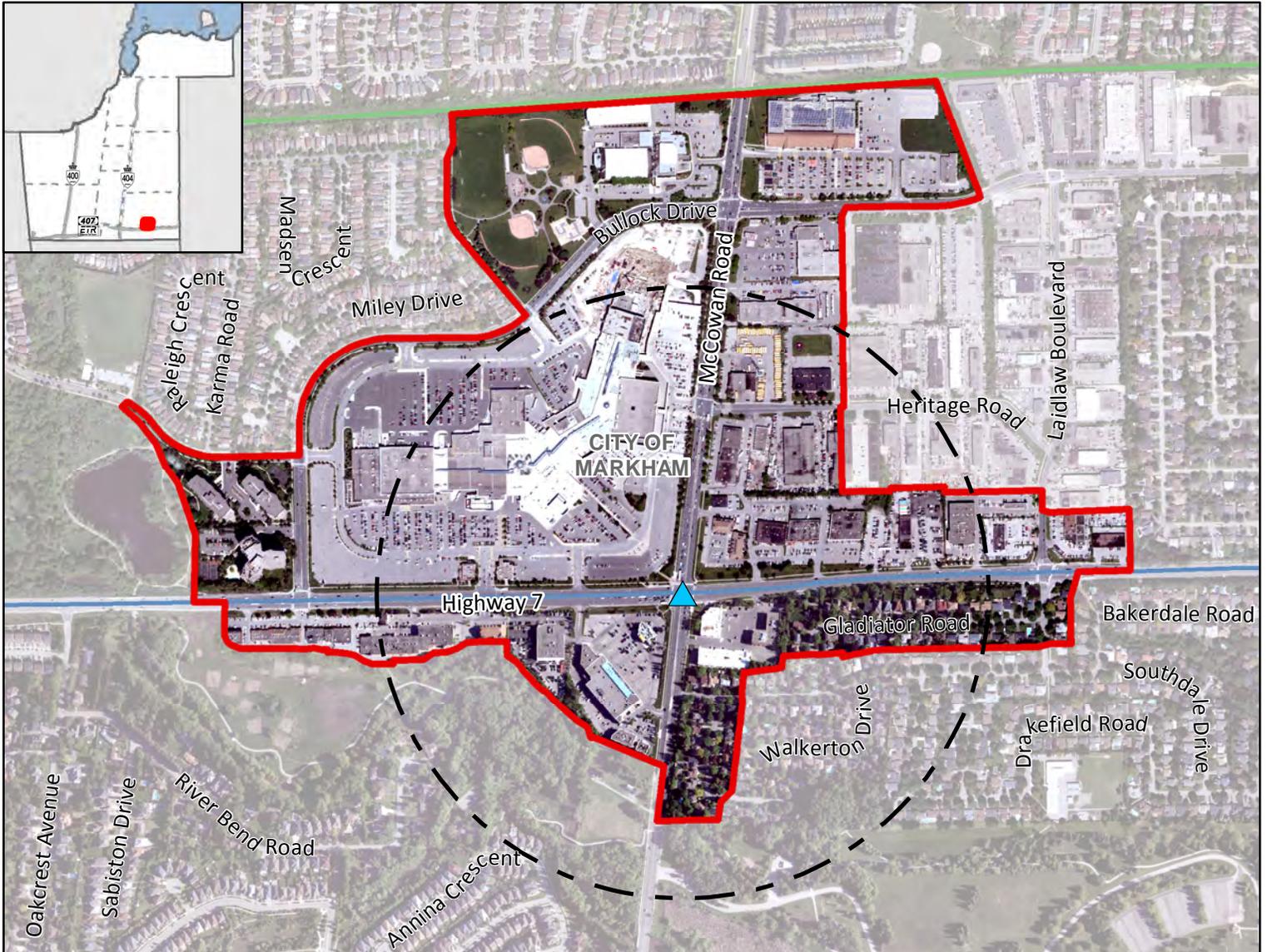
¹ Values are rounded to the nearest 5 People & Jobs per Hectare

² Values are rounded to the nearest 5%

McCowan BRT Station

On Highway 7 BRT Corridor

Along Highway 7 at McCowan Road, Markham



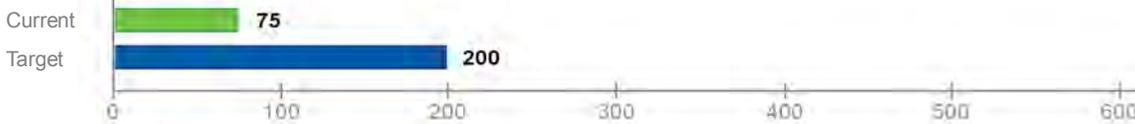
Legend

- Major Transit Station
- Additional BRT
- 500m Radius
- Draft MTSA Boundary

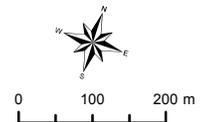
- Other Transit Lines
- BRT
- GO Rail

McCowan BRT Station
Gross Area:
 95.09 ha

Density (People & Jobs per Hectare) ¹



Population/Job Split ²



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

² Values are rounded to the nearest 5%

Cornell BRT Station

On Highway 7 BRT Corridor

Along Highway 7 at Bur Oak Avenue, Markham



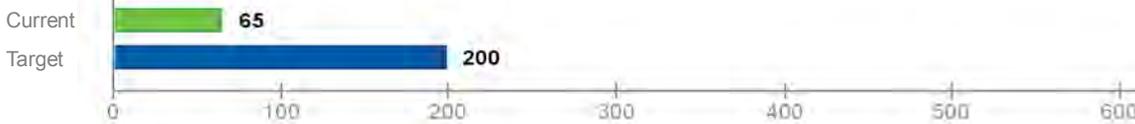
Legend

- Major Transit Station
- Additional BRT
- 500m Radius
- Draft MTSA Boundary

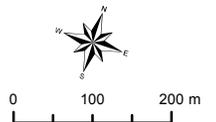
- Other Transit Lines
- BRT

Cornell BRT Station
Gross Area:
 100.45 ha

Density (People & Jobs per Hectare) ¹



Population/Job Split ²



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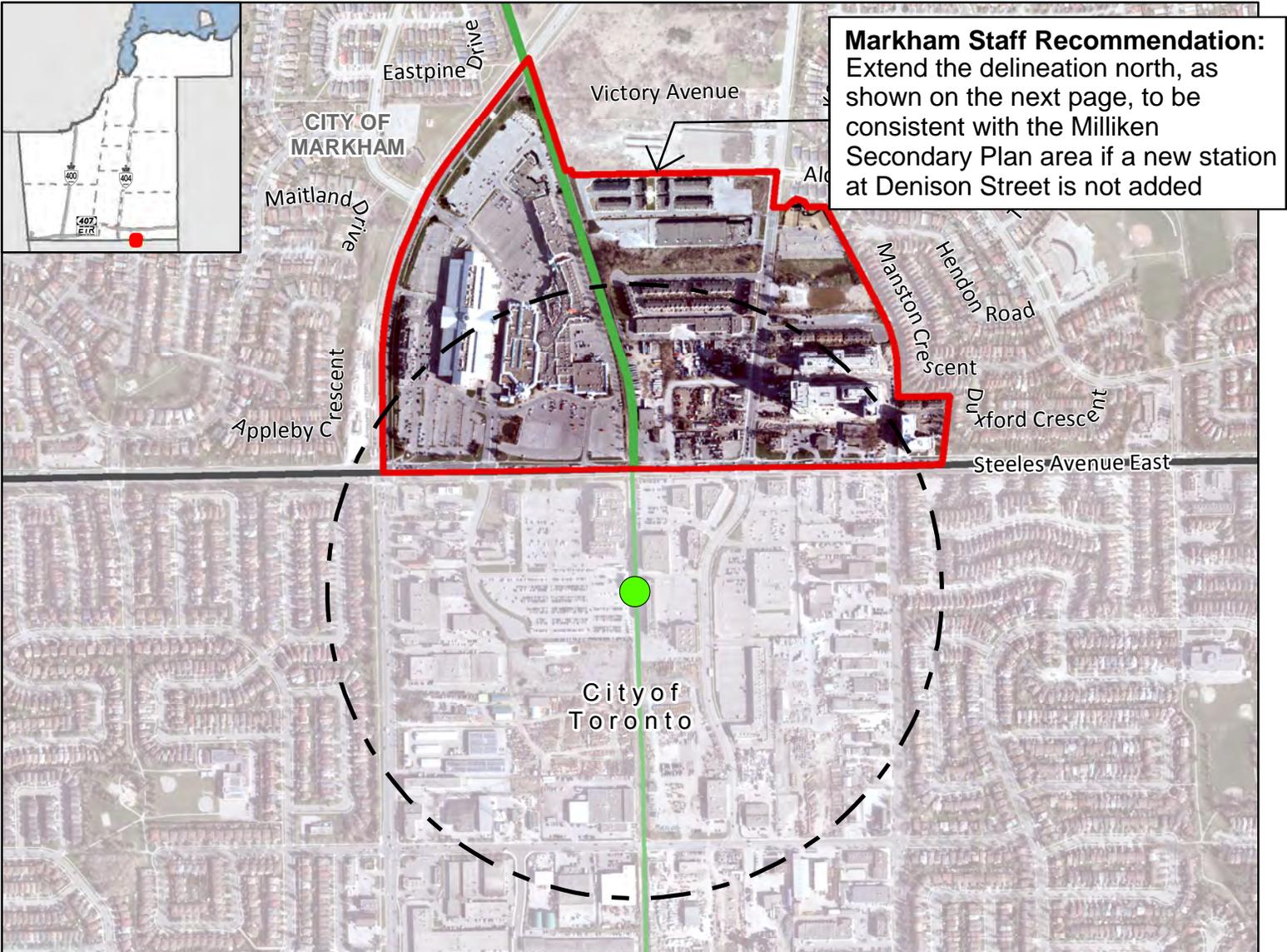
¹ Values are rounded to the nearest 5 People & Jobs per Hectare

² Values are rounded to the nearest 5%

Milliken GO Station

On Stouffville GO Line Corridor

Near Steeles Avenue and Kennedy Road, Markham/Toronto



Markham Staff Recommendation:
 Extend the delineation north, as shown on the next page, to be consistent with the Milliken Secondary Plan area if a new station at Denison Street is not added

Legend

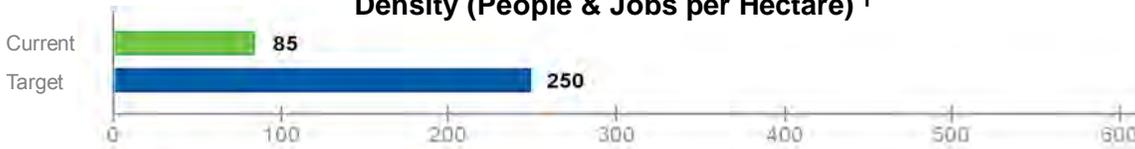
- Major Transit Station
- Required GO Rail
- 500m Radius
- Draft MTSA Boundary

- Priority Transit Corridors
- GO Rail
- Other Transit Lines
- GO Rail

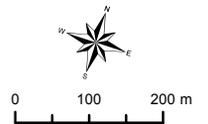
- Base Map Information**
- Regional Municipal Boundary

Milliken GO Station
Gross Area:
 39.88 ha

Density (People & Jobs per Hectare) ¹



Population/Job Split ²



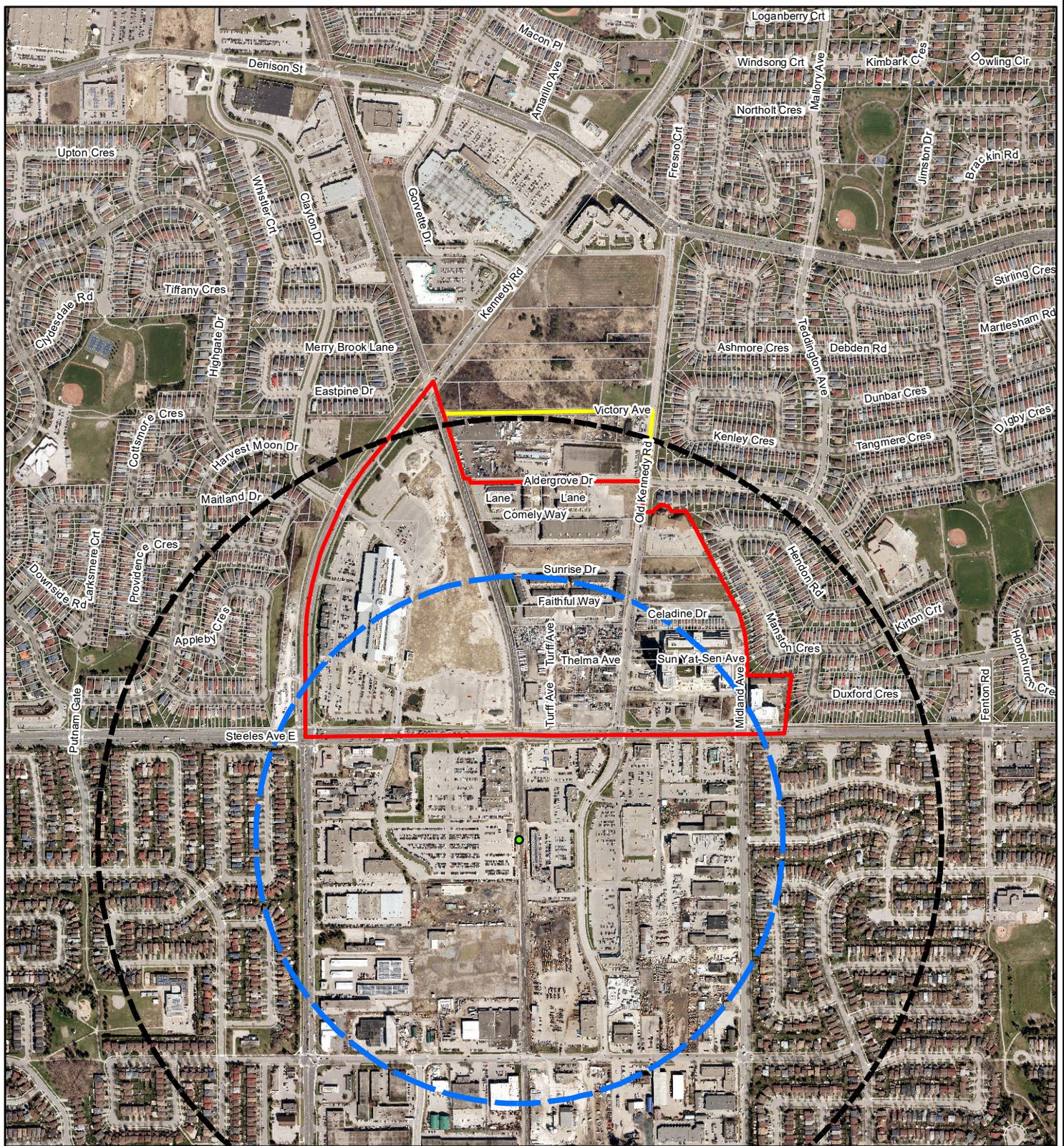
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² Values are rounded to the nearest 5%



Milliken GO MTSA

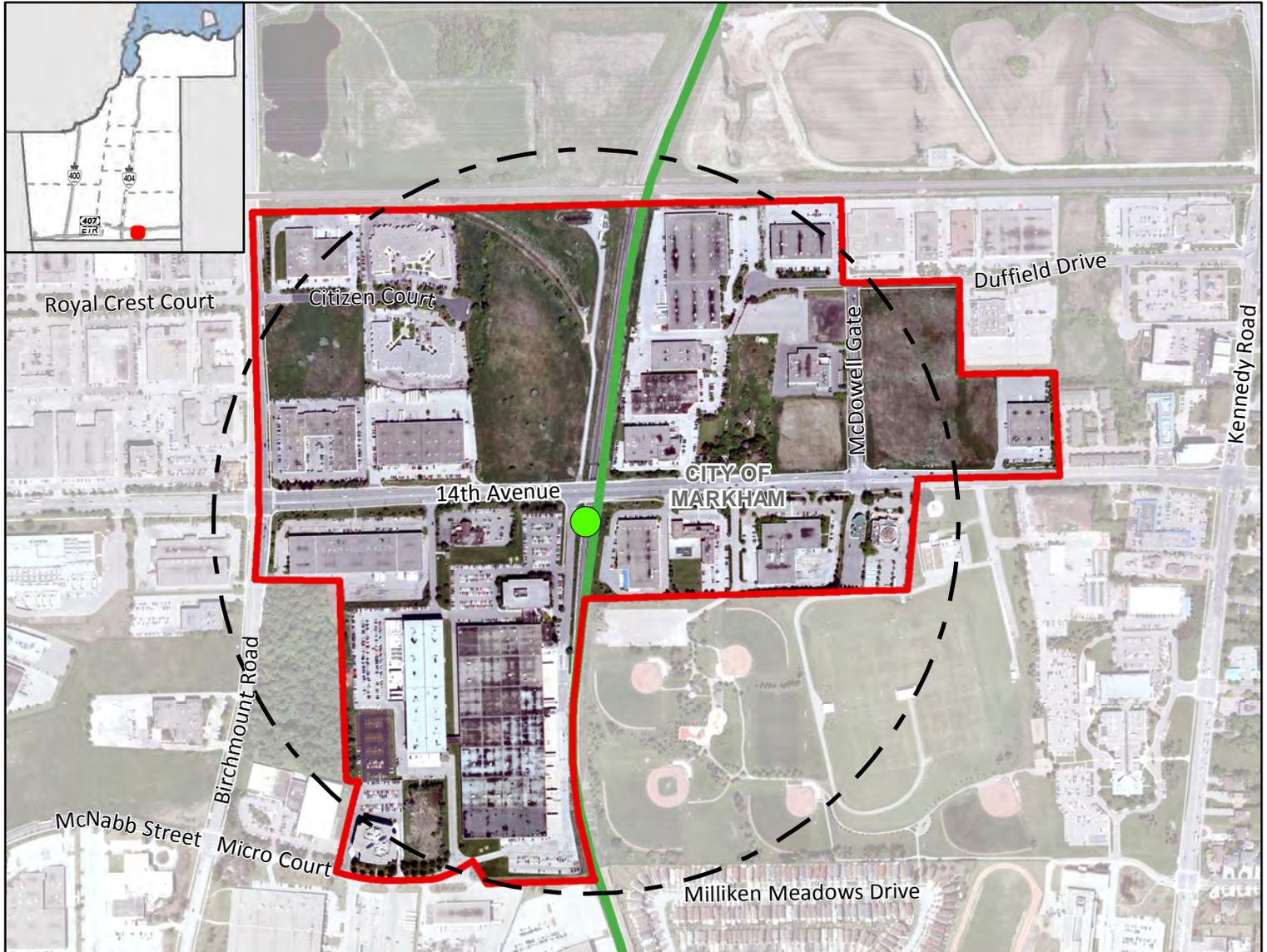
- Required GO Rail
- MTSA Boundary
- 500m Radius
- 800m Radius
- Proposed Addition to MTSA



14th Avenue GO Station

On Stouffville GO Line Corridor

Near 14 Avenue & Birchmount Road, Markham



Legend

- Major Transit Station
- Required GO Rail
- 500m Radius
- Draft MTSA Boundary

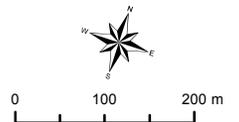
- Priority Transit Corridors
- GO Rail

14th Avenue GO Station
Gross Area:
 60.30 ha

Density (People & Jobs per Hectare) ¹



Population/Job Split ²



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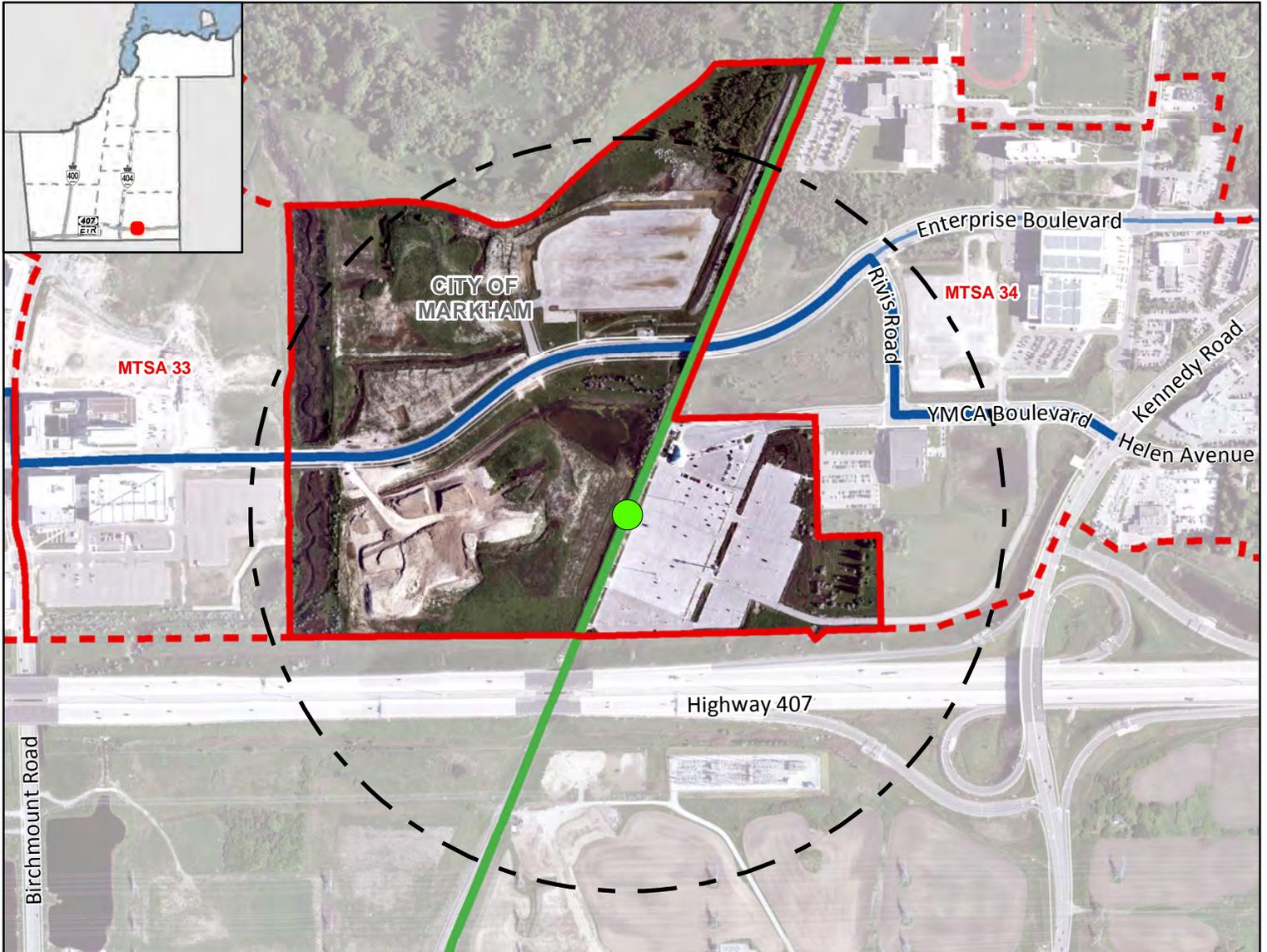
¹ Values are rounded to the nearest 5 People & Jobs per Hectare

² Values are rounded to the nearest 5%

Unionville GO Station

On Stouffville GO Line Corridor

Near Enterprise Boulevard at Ravis Road, Markham



Major Transit Station

- Required GO Rail
- 500m Radius
- ▭ Draft MTSA Boundary
- ▭ Adjacent Draft MTSA Boundary

Legend

Priority Transit Corridors

- BRT
- GO Rail

Other Transit Lines

- BRT

Unionville GO Station
Gross Area:
41.18 ha

Density (People & Jobs per Hectare) ¹

Current	0
Target	450

Population/Job Split ²

Current	100%	0%
Target	60%	40%

York Region

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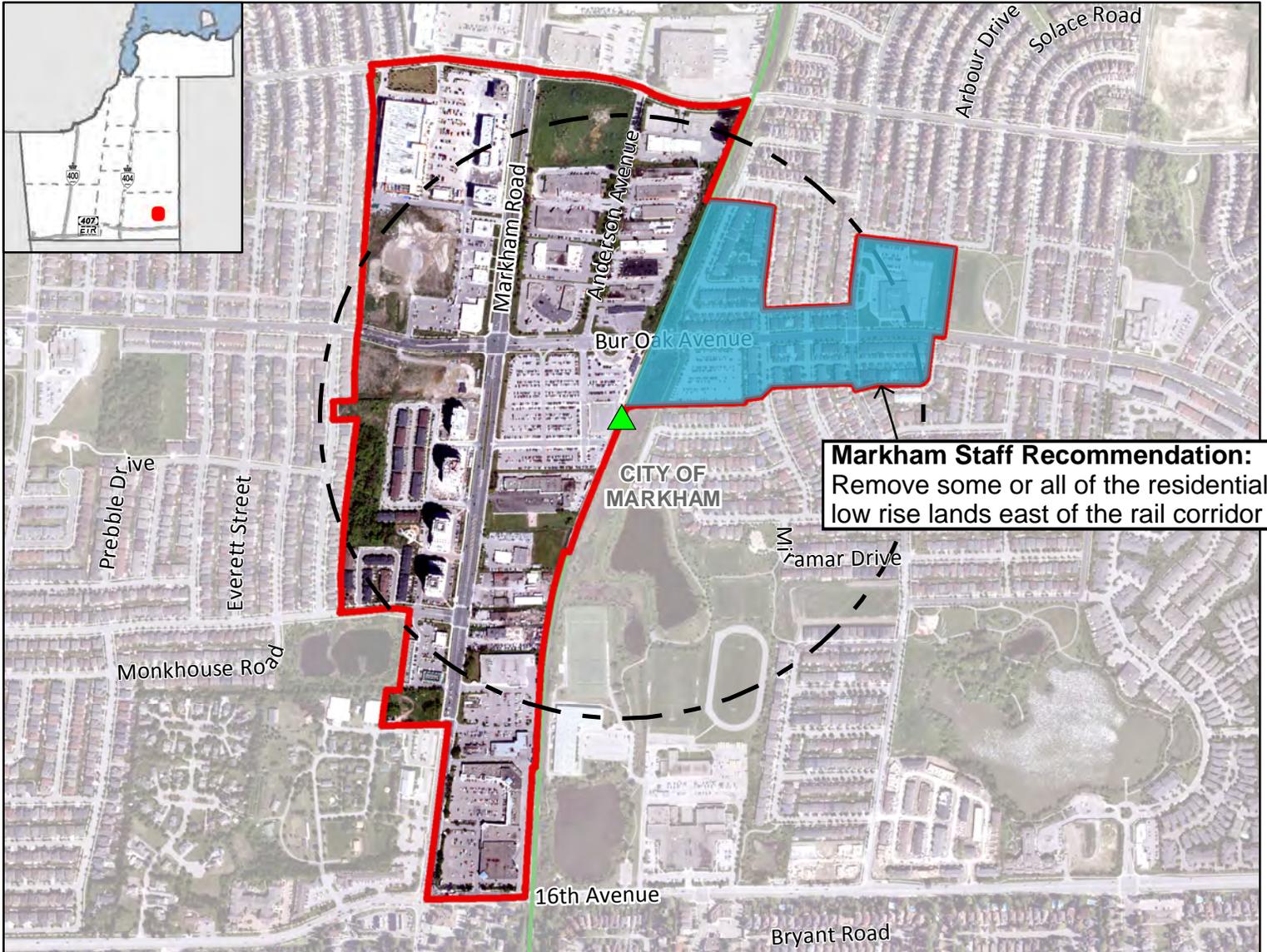
¹ Values are rounded to the nearest 5 People & Jobs per Hectare

² Values are rounded to the nearest 5%

Mount Joy GO Station

On Stouffville GO Line Corridor

Near Bur Oak Avenue and Markham Road, Markham



Markham Staff Recommendation:
Remove some or all of the residential low rise lands east of the rail corridor

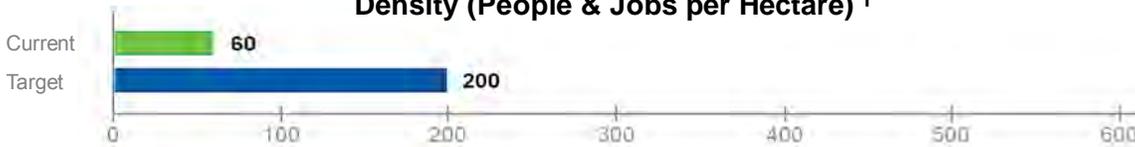
Legend

- Major Transit Station
- Additional GO Rail
- 500m Radius
- Draft MTSA Boundary

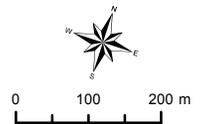
- Other Transit Lines
- GO Rail

Mount Joy GO Station
Gross Area:
62.78 ha

Density (People & Jobs per Hectare) ¹



Population/Job Split ²



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

² Values are rounded to the nearest 5%



MEMORANDUM

To: Mayor and Members of Council

From: Arvin Prasad, Commissioner of Development Services

Prepared by: Policy & Research Group

Date: July 13, 2020

Re: City of Markham Comments on York Region's Draft MTSA's for Inclusion in the Regional Official Plan – Supplementary Information

RECOMMENDATION:

1. That the memorandum entitled “City of Markham Comments on York Region’s Draft MTSA's for Inclusion in the Regional Official Plan – Supplementary Information” be received.

BACKGROUND:

On June 22, 2020, Development Services Committee (DSC) considered a staff report and presentation entitled “City of Markham Comments on York Region’s Draft MTSA's for Inclusion in the Regional Official Plan”. Staff were directed to report back to DSC on July 13, 2020 with further information about certain matters raised by Committee.

DISCUSSION:

The matters requiring further information are addressed below. No changes to the June 22, 2020 staff report are recommended.

1. Potential impact of Metrolinx’s proposed changes to stations on the Yonge North Subway Extension (YNSE) still to be determined

Metrolinx is currently evaluating various subway alignment and station location options to minimize costs and enhance transit benefits, but at this time, no final recommendations are available. Staff will report to Committee once Metrolinx or the Ministry of Transportation releases a decision.

2. Rationale for proposed Allstate Parkway, Woodbine, Montgomery and Enterprise BRT MTSA delineations

The Growth Plan 2019 changed the definition of MTSAs to being generally within 500-800 metres of a transit station. The Region's draft MTSAs were based on the Growth Plan 2017 definition of a 500 metre radius. In preparing the comments in the June 22, 2020 report, staff reviewed the boundaries of all the draft MTSAs considering the wider 800 metre radius, and concluded that only two MTSAs (i.e., Post BRT and Milliken GO Stations) warranted revisions to the boundary, mainly for the purpose of maximizing opportunities for inclusionary zoning. As requested, mapping for the Allstate Parkway, Woodbine, Montgomery and Enterprise BRT Stations illustrating the 800 metre radius is provided in Figures 1 and 2, and the staff rationale for not recommending further extension of the MTSAs is provided below.

Allstate Parkway, Woodbine and Montgomery BRT Stations

As indicated in the June 22, 2020 staff report, Regional staff's approach to delineating proposed MTSAs was based on a methodology that reinforced the planned regional and local municipal urban structure for accommodating growth through intensification (e.g., reflecting approved Centres, Corridors/Key Development Areas, local centres and local corridors), among other things.

The proposed delineations of the Allstate Parkway and Woodbine MTSAs are consistent with the boundary of the Woodbine/404 Key Development Area (KDA) in the Official Plan, which also closely reflects the original 500 metre radius. As shown in Figure 1, expanding the delineations of these MTSAs beyond the KDA boundary to the 800 metre radius would include additional employment lands, and in the case of the Montgomery Station, additional established low rise residential lands.

Staff are hesitant to add more employment lands to these MTSAs in light of recent proposed changes to the Growth Plan (see separate staff report to the July 13, 2020 Development Services Committee meeting), that would allow conversion of employment lands within MTSAs outside of an MCR, even if they are within Provincially Significant Employment Zones (PSEZs). Most of the employment lands within these MTSAs are identified as PSEZs. Therefore staff would recommend not including any additional employment lands within these MTSAs at this time in order to minimize the risk of accelerated conversion requests, which could potentially destabilize the larger employment areas. If the Province approves the proposed changes, staff will review the boundaries of all the MTSAs which contain employment lands within PSEZs, and provide any further comments through subsequent reports to Committee prior to Regional Council approving the MTSAs.

Committee also discussed whether the Allstate Parkway and Woodbine BRT Station MTSAs should be expanded to the north to include the anticipated redevelopment of the Buttonville Airport lands. Figure 1 illustrates that the lands are well beyond the 800 metre radius of the Allstate Parkway and Woodbine MTSAs. Given the distance from the Hwy 7 BRT, and also considering that the current owner of the Buttonville Airport lands is no longer proceeding with the redevelopment of the site, and future plans for the site are unknown, staff concluded that the lands should not be included within the MTSAs.

Enterprise BRT Station

In response to Committee's question of whether the property located at the southwest corner of Kennedy Road and Highway 7 (Peach Tree Plaza) should be included within the Enterprise BRT Station MTSA, Figure 2 illustrates that the plaza is located beyond the station's 800 metre radius. In addition, as the location of this station, as well as the Viva BRT alignment through Markham Centre, is being reviewed through the Markham Centre Secondary Plan process, staff concluded that the delineation proposed by the Region can be confirmed as part of that process.

3. Rationale for not recommending additional MTSAs at potential John Street GO station and Centennial GO station

As indicated in the June 22, 2020 report, opportunities for additional MTSAs were analyzed on all of the future rapid transit corridors shown on Map 2 – Centres and Corridors Transit Network in the Official Plan, but staff recommended limiting additional MTSAs to those areas where there is anticipated funding for transit, or where there is already development interest. Although there is currently no committed funding for continuation of the Hwy 7 BRT east of Markham Centre, there is currently development interest in both the Markville and Cornell Centre Secondary Plan areas.

Centennial GO Station

The Centennial GO Station is located on the non-priority portion of the Stouffville GO Line, and is therefore not required to be identified as an MTSA. It was not identified as a separate additional MTSA by Regional or Markham staff because of the limited development/redevelopment potential north of the rail line (see Figure 3). In addition, all of the lands with redevelopment potential near the GO station are already captured within the McCowan BRT MTSA.

However, staff support asking the Region to identify the Centennial GO station on the McCowan BRT MTSA mapping, and to rename the MTSA to 'McCowan BRT/Centennial GO MTSA'.

Proposed John Street GO station (Richmond Hill GO Line)

With respect to a potential GO station in the vicinity of John Street on the Richmond Hill GO line, although a proposed GO Station is shown on Map 2 – Centres and Corridors and Transit Network in the Official Plan, staff felt the identification of an additional MTSA in this area is premature, given technical issues with upgrading service on this rail line (flood risk, required grade separation, priority of freight trains on CN York Subdivision) and limited redevelopment potential in close proximity to the station (see Figure 4).

A land use study for the Thornlea Employment Area immediately east of the rail line, initiated in early 2011, found the area to contain a mix of established, viable employment uses, some of which may not be compatible with adjacent residential uses. The report proposed a vision for the area transitioning from a predominance of heavier automotive repair uses to a broader range of service employment uses potentially including some office, service and appropriately scaled retail uses, but this transition would take time because the existing uses are generally viable businesses in operator-owned premises. West of the rail line there are some opportunities for redevelopment on the Shouldice Hospital lands west of Bayview Avenue, which is at the periphery of the 800 metre radius, and potential intensification

opportunities on the Thornhill Square shopping centre lands immediately east of the Thornhill Community Centre. As previously indicated, MTSAs can be added to the Regional Official Plan outside of an MCR, so the opportunity remains to identify an MTSA in this location at a later date, if conditions change.

4. Impact of relocating or expanding the centre point of the proposed Milliken GO and Unionville GO MTSA boundaries

Milliken GO Station

Committee discussed depicting the Milliken station as being extended to the entire length of the platform to Steeles Avenue to see what impact this would have on the lands included within the 800 metre radius. Figure 5 illustrates that under this scenario, additional lands to the north of Victory Avenue would fall within the 800 metre radius, whereas under the original scenario, the 800 metre radius did not extend beyond Victory Avenue. The June 22, 2020 staff report recommended including additional lands up to Victory Avenue (the original 800m limit) within the MTSA boundary to maximize inclusionary zoning opportunities. The staff report also noted that the MTSA boundaries could be confirmed through the Milliken Centre Secondary Plan study current underway, taking into account the potential for a second station/MTSA at Denison Street, which would also capture the additional lands.

Unionville GO Station

Committee discussed a scenario of moving the GO station further south to better illustrate the intent to provide direct connection to the proposed Highway 407 Transitway, and to capture lands south of Highway 407 within the Unionville GO MTSA. Figure 6 illustrates the impact of the shifted GO station location, which is to capture Parkway Belt lands immediately south of Hwy 407 as well as employment lands further south to 14th Avenue within the 800 metre radius. As requested by Committee, the draft 14th Avenue MTSA is also shown to highlight the distance between the two MTSAs, however, the Region is expected to remove the proposed 14th Avenue MTSA as Metrolinx is no longer planning for a station at that location.

The staff report recommends that the Markham Centre MTSAs be confirmed as part of the ongoing Markham Centre Secondary Plan update.

ATTACHMENTS:

Figure 1: Allstate Parkway, Woodbine, and Montgomery BRT Stations

Figure 2: Enterprise BRT Station

Figure 3: Centennial GO Station and McCowan BRT Station

Figure 4: Potential John Street GO Station

Figure 5: Milliken GO Station

Figure 6: Unionville GO Station

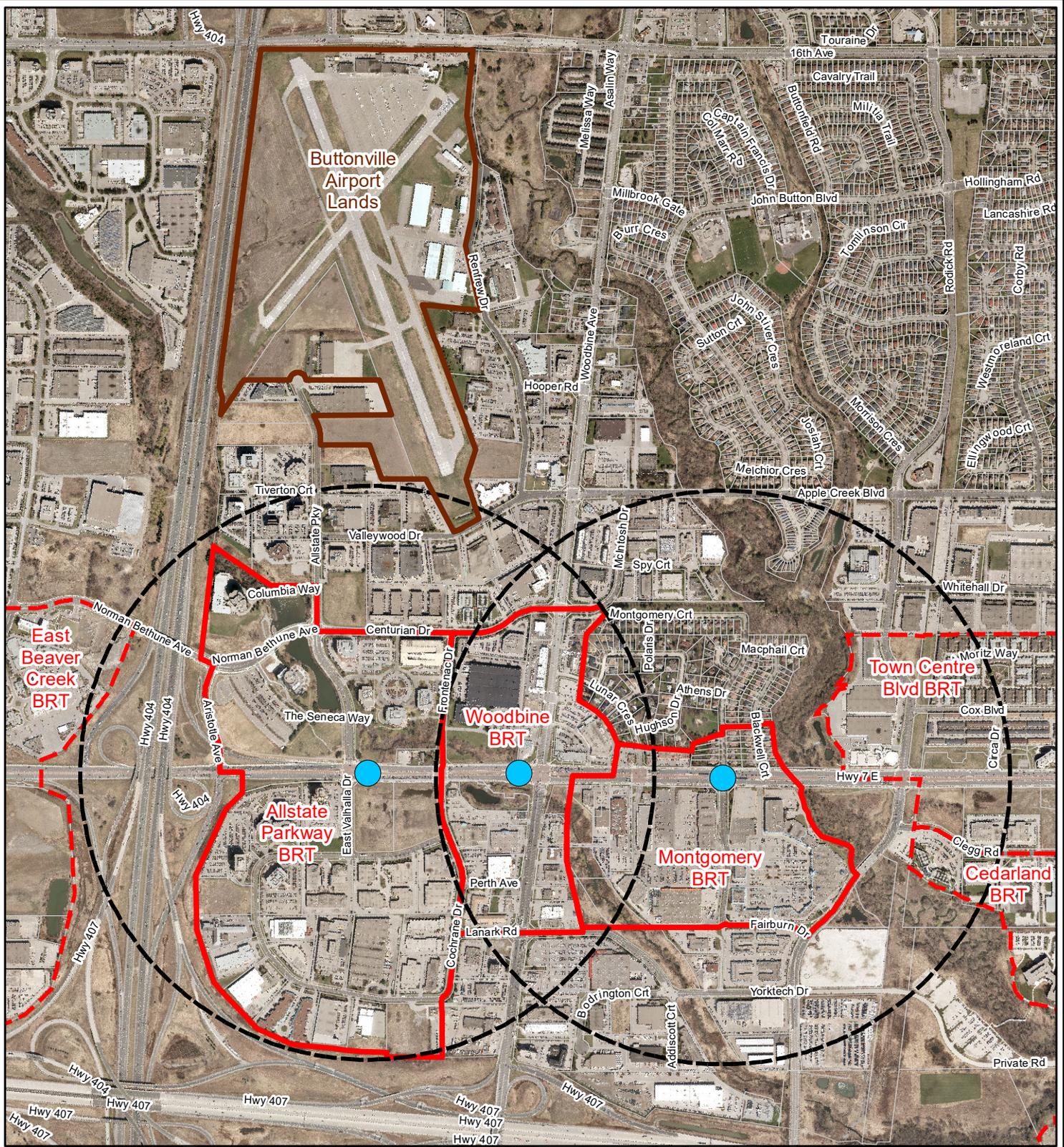


Figure 1: Allstate Parkway, Woodbine and Montgomery BRT Stations





Figure 2: Enterprise BRT Station

- Required BRT
- MTSA Boundary
- Adjacent MTSA Boundary
- 800m Radius

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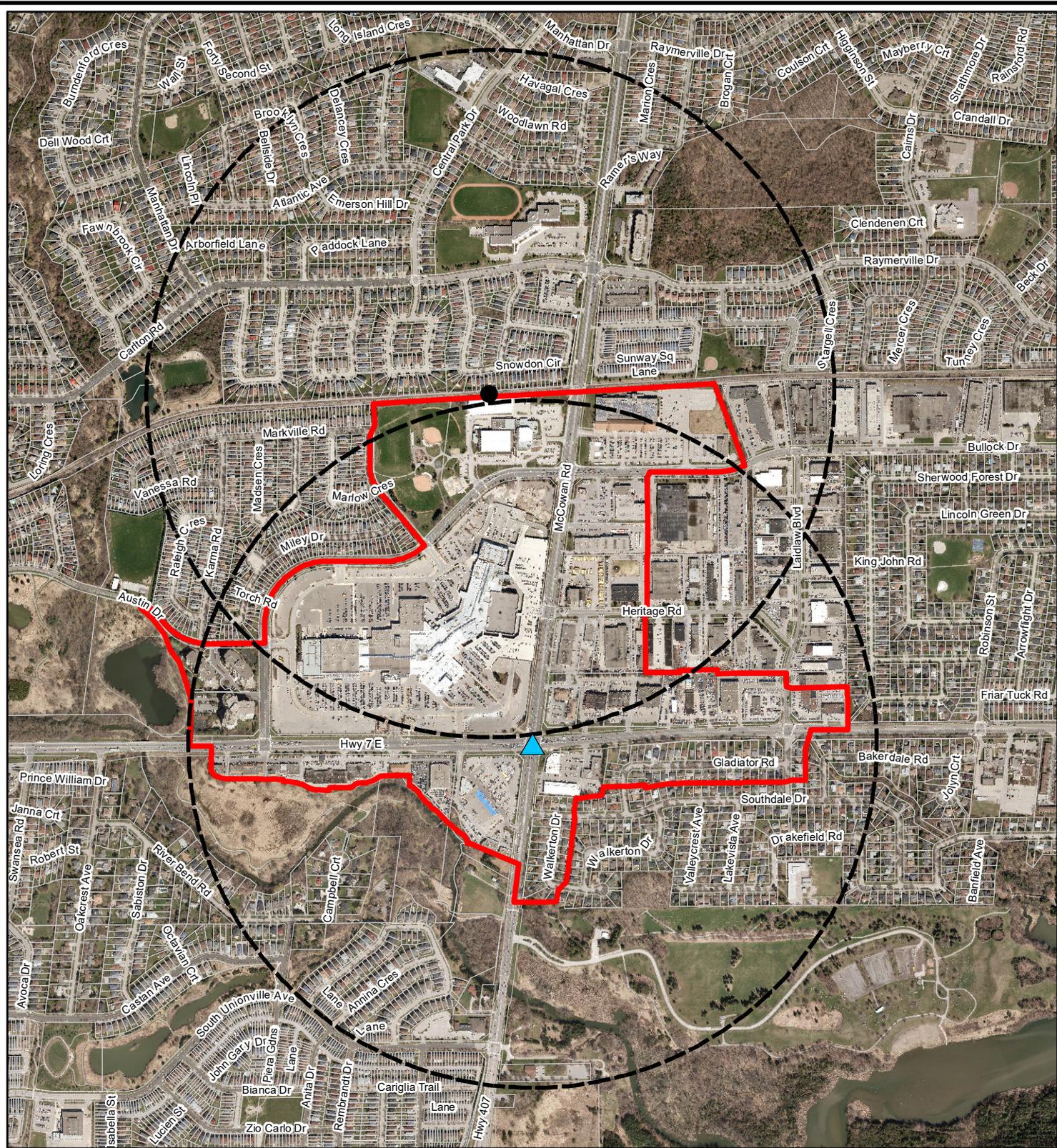


Figure 3: Centennial GO Station and McCowan BRT Station

- ▲ Additional BRT
- MTSA Boundary
- Centennial GO Station
- 800m Radius



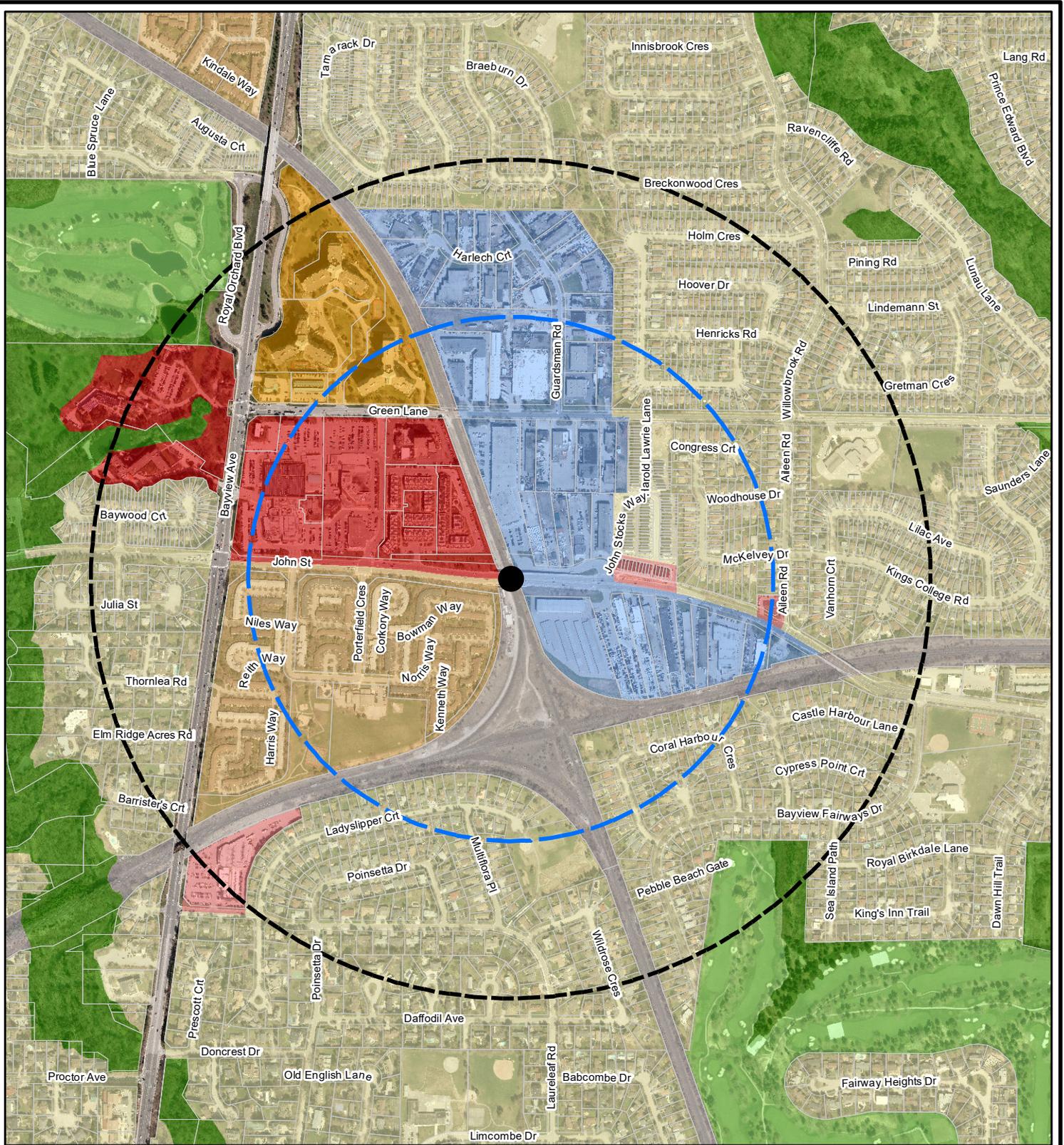


Figure 4: Potential John Street GO Station (Richmond Hill Line)

- | | | | | | |
|---|--------------------------|---|-----------------------|---|------------------------------|
|  | Potential Future Station |  | Mixed Use Mid Rise |  | Residential Low Rise |
|  | 500m Radius |  | Mixed Use Low Rise |  | Greenway |
|  | 800m Radius |  | Residential High Rise |  | Private Open Space |
|  | Service Employment |  | Residential Mid Rise |  | Transportation and Utilities |



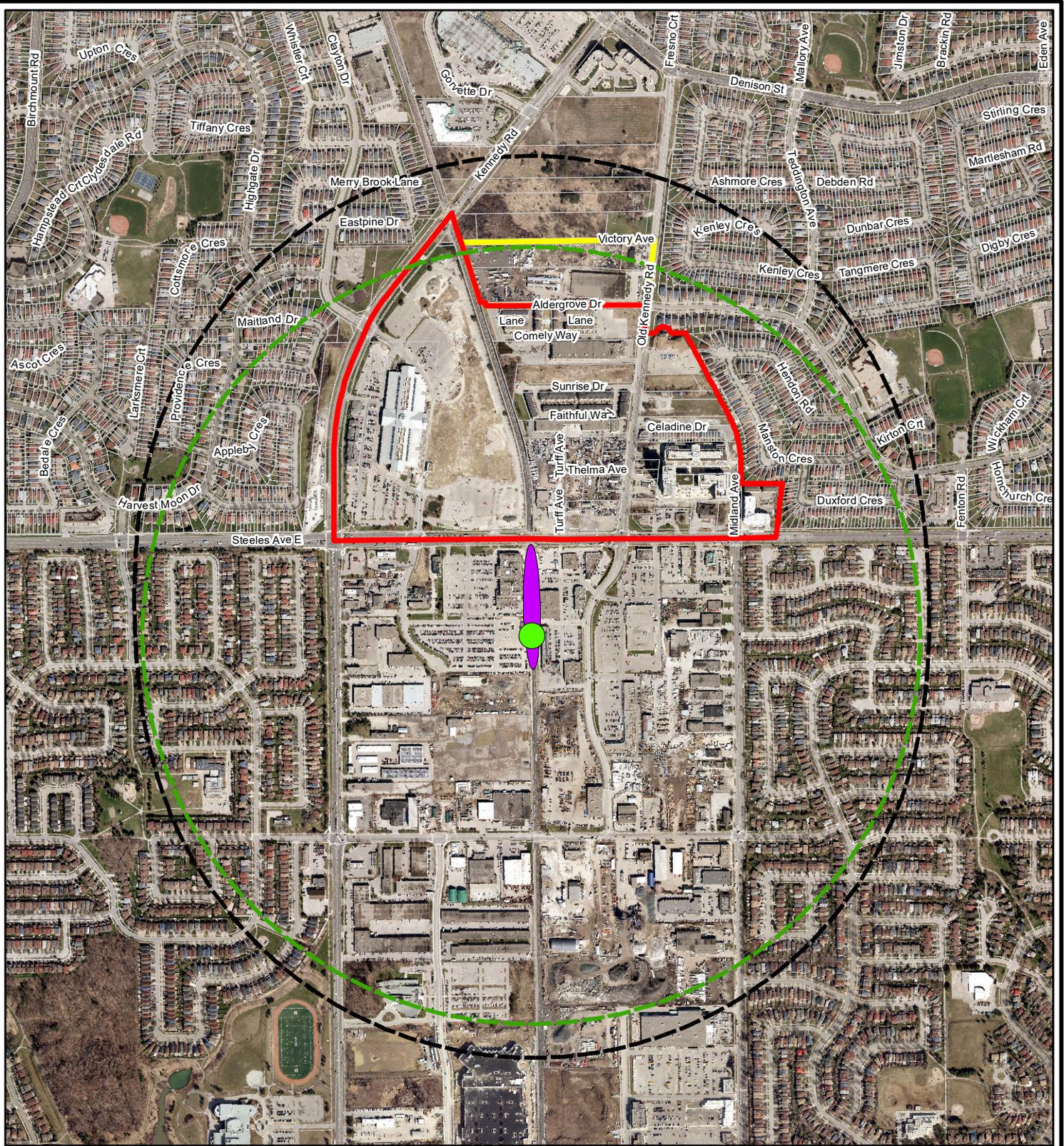


Figure 5: Milliken GO Station

-  Extended GO Station
-  Existing GO Station
-  M TSA Boundary
-  800m Radius Extended Station
-  800m Radius Existing GO Station
-  Staff Recommended Addition June 22/20 Report



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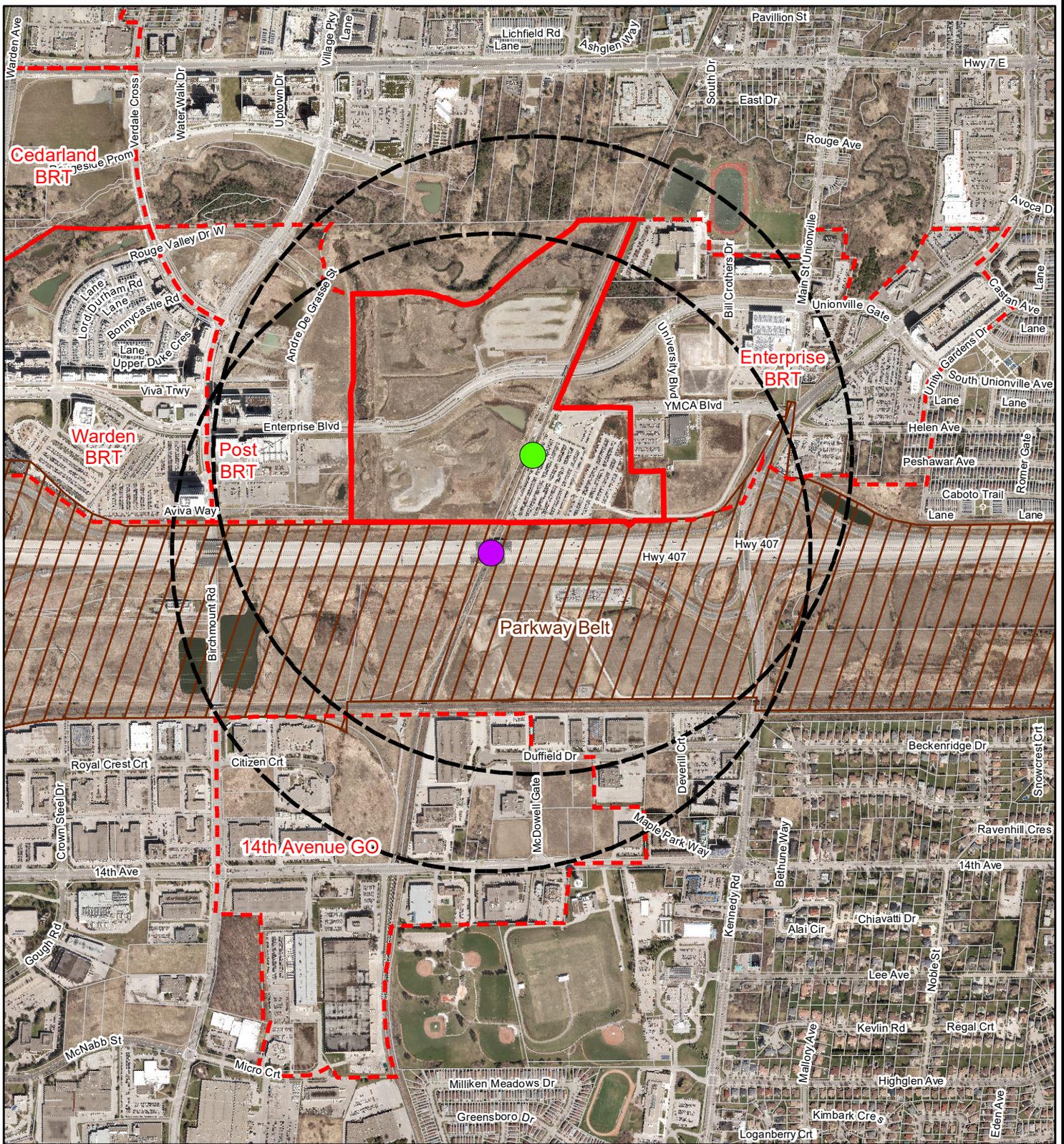


Figure 6: Unionville GO Station

- Existing GO Station
- Relocated GO Station
- MTSA Boundary
- Adjacent MTSA Boundary
- 800m Radius

