

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

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

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

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

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|------------|--|------------------------|--------------|-----------------------------------|---|--|---|--|---|
| 1          | Vaughan Metropolitan Centre Subway Station | Vaughan                | SUBWAY       | No                                | 400   | 500  | -100                                    | Lower target to 400.                                 | Reduced density target to provide flexibility for local municipalities to achieve density target.   |
| 11         | Weston BRT Station                         | Vaughan                | BRT          | No                                | 250   | 250  | 0                                       | No changes.  |   |
| 8          | Wigwoss-Helen BRT Station                  | Vaughan                | BRT          | Yes                               | 160   | 160  | 0                                       | Exclude single-detached houses and school.           | Removed school site.<br>Single-detached houses retained to be consistent with the principle of including lands in close proximity to the transit station as part of the MTSA delineation. |
| 69         | Lincolville GO Station                     | Whitchurch-Stouffville | GO TRAIN     | Yes                               | 150   | 150  | 0                                       | Boundary provided by Town's consultant.              | Proposed MTSA boundary is consistent with boundary provided by the Town of Whitchurch-Stouffville.  |
| 68         | Stouffville GO Station                     | Whitchurch-Stouffville | GO TRAIN     | No                                | 150   | 150  | 0                                       | No changes.  |   |

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

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

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

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

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### OTHER GENERAL MTSA COMMENTS

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