

Preliminary Policy Directions for Major Transit Station Areas in York Region

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

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

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