

**Summary of Feedback from Stakeholders and the Public on Proposed Major Transit Station Areas**  
**From the Planning for Intensification Background Report ([April 2019](#)) and the Major Transit Station Areas Update Report ([March 2020](#))**

Stakeholder	Theme(s)	Regional Response(s)
<b>External Stakeholders</b>		
Metrolinx	<ul style="list-style-type: none"> <li>Supported only existing or funded transit stations</li> </ul>	<ul style="list-style-type: none"> <li>All existing and fully funded transit stations on Provincial Priority Transit Corridors were considered to be part of the Region's MTSA network</li> <li>All five planned subway stations on the Yonge North Subway Extension corridors were included in the MTSA network</li> <li>Recommended MTSA's on Other Transit Corridors generally be located on a Regional corridor and/or have planned intensification potential</li> </ul>
York Region Rapid Transit Corporation (YRRTC)	<ul style="list-style-type: none"> <li>Request the protection of unfunded rapid transit corridors in the Region through identifying MTSA's</li> <li>Comments regarding the boundary considerations and additional MTSA's to be considered in the Region's MTSA network</li> </ul>	<ul style="list-style-type: none"> <li>MTSA's can be added outside of the Municipal Comprehensive Review process</li> <li>Regional staff reviewed and considered comments provided and made updates and refinements to boundary delineations, density targets and additional MTSA's, as appropriate</li> </ul>
Toronto Region Conservation Authority (TRCA)	<ul style="list-style-type: none"> <li>Identified floodplain areas, restriction levels, and natural heritage system areas for a number of MTSA's</li> </ul>	<ul style="list-style-type: none"> <li>Information provided was incorporated into MTSA boundary delineations. Some NHS areas are included to create a contiguous boundary with adjoining MTSA's, eliminating any holes or gaps</li> </ul>

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Lake Simcoe Region Conservation Authority (LSRCA)	<ul style="list-style-type: none"> <li>No comments received</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
York Catholic and York District School Boards (joint response)	<ul style="list-style-type: none"> <li>Agree with the inclusion of existing and designated school sites within MTSA's where appropriate, but exclude them from the density calculations</li> </ul>	<ul style="list-style-type: none"> <li>All parcels within an MTSA are included in the density calculation for people, jobs or both; inclusion of schools is included due to the existing number of jobs that contributes to the density</li> </ul>
Public	<ul style="list-style-type: none"> <li>Recognized the importance of intensification to support transit and suggested areas for potential redevelopment</li> <li>Supported active transportation connections and increased opportunities for transportation options within and around MTSA's</li> <li>Comments regarding revitalization opportunities within certain MTSA's</li> <li>Comments regarding the desire for more walkable and environmentally friendly communities built with attractive urban form within and around MTSA's</li> <li>Support for different built forms and mixed-use development within MTSA's, and minimizing big-box developments</li> <li>Suggestion of additional stations on Other Transit Corridors to be included as MTSA's</li> <li>Minor adjustments to boundary and/or density targets</li> <li>Concerns with increased traffic congestion and impact on community amenities</li> <li>Comments regarding the current low level of</li> </ul>	<ul style="list-style-type: none"> <li>Regional staff reviewed and considered all comments provided and made updates and refinements to boundary delineations, density targets and additional MTSA's, as appropriate</li> </ul>

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	<p>transit use and infrequent service levels and concerns as to why additional infrastructure is needed</p> <ul style="list-style-type: none"> <li>• Comments received regarding the desire for additional community amenities such as parks and dog parks</li> <li>• Comments regarding transit infrastructure timing, especially of proposed GO stations</li> </ul>	

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<b>Land Owners</b> (alphabetical by applicant name)				
Evans Planning Inc. on behalf of Ms. Asha Rani Batra	Richmond Hill	72	<ul style="list-style-type: none"> <li>• Inclusion of subject properties on the northwest corner of Highway 404 and Stouffville Road in potential Gormley GO Station MTSA</li> </ul>	<ul style="list-style-type: none"> <li>• Gormley GO station has been added to the Region's MTSA network</li> <li>• Property will not be included in the Gormley GO Station MTSA as it is currently located in the Oak Ridges Moraine Conservation Plan</li> </ul>
Evans Planning Inc. on behalf of 2585231 Ontario Inc.	Markham	67	<ul style="list-style-type: none"> <li>• Include all or a portion of 9999 Markham Road in the Mount Joy GO Station MTSA</li> </ul>	<ul style="list-style-type: none"> <li>• Property will not be included in the Mount Joy GO Station MTSA due to its location beyond the 800m radius</li> </ul>
Gatzios Planning + Development Consultants Inc. on behalf of Enterprise Boulevard Inc.	Markham	34, 66	<ul style="list-style-type: none"> <li>• Revise the area MTSA's so that two properties north and south of Enterprise Boulevard and east of Rivis Road be included in the Unionville GO Station MTSA boundary as opposed to the Enterprise BRT Station MTSA</li> </ul>	<ul style="list-style-type: none"> <li>• Subject properties included in the Unionville GO Station MTSA</li> <li>• Proposed density targets for both MTSA's are above the Growth Plan minimum</li> <li>• Density targets are an average of</li> </ul>

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			<ul style="list-style-type: none"> <li>Support higher density targets</li> </ul>	<p>densities of properties within the entire MTSA which allows site specific densities to be higher or lower than the target</p>
Gatzios Planning + Development Consultants Inc. on behalf of Greenpark Group	Markham	70	<ul style="list-style-type: none"> <li>Supports delineation and density target of Royal Orchard Subway Station MTSA and the inclusion of 10 Royal Orchard Boulevard in this MTSA</li> </ul>	<ul style="list-style-type: none"> <li>Agree with inclusion of the noted property; Royal Orchard Subway Station has been added to the Region's MTSA network</li> </ul>
Goldberg Group on behalf of Baif Developments Ltd.	Richmond Hill	40	<ul style="list-style-type: none"> <li>Request higher density for Major Mackenzie BRT Station MTSA where subject properties are located</li> </ul>	<ul style="list-style-type: none"> <li>The Major Mackenzie BRT Station's proposed density target of 160 will be maintained to provide the local municipality with more flexibility</li> </ul>
Goldberg Group on behalf of Acorn Development Corporation	Richmond Hill	40	<ul style="list-style-type: none"> <li>Inclusion of subject property at northwest corner of Major Mackenzie Drive and Arnold Crescent in the Major Mackenzie BRT Station MTSA</li> </ul>	<ul style="list-style-type: none"> <li>Regional and local planning staff are in agreement that the property will not be included in the Major Mackenzie BRT Station as it is located in the City's Neighbourhood designation, and is outside of the City of Richmond Hill's Downtown Local Centre and Local Mixed Use Corridor. The subject property is fairly disconnected from the proposed MTSA boundary.</li> </ul>
Goldberg Group on behalf of Whitehorn Investments Ltd., 891566 Ontario Ltd., and Ledbrow Investments Ltd.	Richmond Hill	38	<ul style="list-style-type: none"> <li>Inclusion of subject property adjacent South Hill Shopping Centre at the northeast corner Yonge Street and 16<sup>th</sup> Avenue and railway in the 16<sup>th</sup>-Carrville BRT Station MTSA</li> </ul>	<ul style="list-style-type: none"> <li>Regional and local planning staff are in agreement that the property will not be included in the 16<sup>th</sup>-Carrville BRT Station MTSA. The property is part of the Natural Core designation. There is no development potential on the subject property and it is located on the outer edge of the MTSA boundary.</li> <li>Based on the Region's MTSA boundary delineation principles, NHS lands located on the outer edge are excluded</li> </ul>

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				as much as possible unless they are required to create a continuous boundary or to eliminate holes or gaps within and between adjoining MTSA's.
Goldberg Group on behalf of Upper Yonge Properties Ltd.	Richmond Hill	41	<ul style="list-style-type: none"> <li>Increase density target for Crosby BRT Station MTSA</li> </ul>	<ul style="list-style-type: none"> <li>The Crosby BRT Station's proposed density target of 160 will be maintained to provide local municipalities with more flexibility</li> </ul>
Humphries Planning on behalf of NSDM2 Corporation	Newmarket	53	<ul style="list-style-type: none"> <li>Inclusion of 66 Roxborough Road in the Southlake BRT Station MTSA</li> </ul>	<ul style="list-style-type: none"> <li>Property not added to MTSA as Queen Street acts as a natural divider between intensification and established areas</li> </ul>
KLM Planning on behalf of York Major Holdings Inc.	Vaughan	58	<ul style="list-style-type: none"> <li>Expand Maple GO MTSA east of McNaughton Road</li> </ul>	<ul style="list-style-type: none"> <li>Lands not included in the MTSA as they are designated Private Open Space in City of Vaughan Official Plan</li> </ul>
LandLaw	Vaughan	5	<ul style="list-style-type: none"> <li>Inclusion of 8100 Yonge Street, Vaughan into the Langstaff-Longbridge Subway Station MTSA</li> </ul>	<ul style="list-style-type: none"> <li>Subject property included in the draft Royal Orchard Subway Station MTSA</li> </ul>
Larkin+ Land Use Planners Inc.	Aurora	61	<ul style="list-style-type: none"> <li>Inclusion of 180-182 Centre Street in Aurora GO Station MTSA</li> </ul>	<ul style="list-style-type: none"> <li>Subject properties have been considered and included in the draft Aurora GO Station MTSA</li> </ul>
Malone Given Parsons Ltd. on behalf of the Stouffville Phase 3 East Landowners Group	Whitchurch-Stouffville	69	<ul style="list-style-type: none"> <li>Exclude the area west of the railway line on draft delineated Lincolnville GO Station MTSA</li> <li>Concerned density target is too high in an area surrounded by rural lands</li> </ul>	<ul style="list-style-type: none"> <li>Draft Lincolnville boundary excludes lands west of railway</li> <li>The Growth Plan minimum density target is proposed for the Lincolnville GO Station MTSA</li> <li>The Town's Land Use Study indicates that the proposed density target is achievable</li> </ul>

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Malone Given Parsons Ltd. on behalf of the Portage Landowners Group	Vaughan	1, 12	<ul style="list-style-type: none"> <li>Inclusion of properties on Portage Parkway between Applewood Crescent and Jane Street in Vaughan in the Commerce BRT Station and Vaughan Metropolitan Centre Subway Station MTSA</li> </ul>	<ul style="list-style-type: none"> <li>Pending the Regional Council decision on the proposed employment area conversions, the MTSA boundary will be reassessed</li> </ul>
MPLAN Inc.	Richmond Hill	71, 72	<ul style="list-style-type: none"> <li>Suggested the inclusion of additional MTSA's including: <ul style="list-style-type: none"> <li>Richmond Hill GO Station</li> <li>Gormley GO Station</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Richmond Hill GO Station and Gormley GO Station has been added to the Region's MTSA network</li> </ul>
MSH Plan	Markham	23	<ul style="list-style-type: none"> <li>Inclusion of subject property at southeast corner of Times Avenue and Highway 7 in an MTSA</li> </ul>	<ul style="list-style-type: none"> <li>Subject property is included in the draft Valleymede BRT Station MTSA</li> </ul>
Paul Cooke	Aurora	61	<ul style="list-style-type: none"> <li>Inclusion of 111 Metcalfe Street in Aurora GO Station MTSA</li> </ul>	<ul style="list-style-type: none"> <li>Subject property is included in the draft Aurora GO Station MTSA</li> </ul>
Remington Group Inc.	Markham	32	<ul style="list-style-type: none"> <li>Questions regarding the assumptions used to determine density and jobs for Warden BRT Station MTSA</li> </ul>	<ul style="list-style-type: none"> <li>Staff responded by email to explain population calculations, people per unit (PPU) assumptions, employment survey information, work at home assumptions, and job density assumptions</li> </ul>
Weston Consulting on behalf of 1529749 Ontario Ltd. Co.	Vaughan	18	<ul style="list-style-type: none"> <li>Supports delineation and density target of Disera/Promenade BRT Station MTSA and the inclusion of 7700 Bathurst Street in this MTSA</li> </ul>	<ul style="list-style-type: none"> <li>Agree with inclusion of the noted property</li> </ul>
Weston Consulting on behalf of land owner	Vaughan	8	<ul style="list-style-type: none"> <li>Inclusion of 4850 Highway 7 and 79 Arrowhead Drive in the Wigwoss-Helen BRT Station MTSA</li> </ul>	<ul style="list-style-type: none"> <li>Agree with inclusion of the 2 noted properties</li> </ul>

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Weston Consulting on behalf of 7553 Islington Holding Inc.	Vaughan	8	<ul style="list-style-type: none"> <li>Inclusion of 7553 Islington Avenue and 150 Bruce Street in the Wigwoss-Helen BRT Station MTSA</li> </ul>	<ul style="list-style-type: none"> <li>Property will not be included in the Wigwoss-Helen BRT Station MTSA as lands are designated Natural Area in the City of Vaughan Official Plan</li> </ul>