

# Planning for Intensification

Presentation to Planning Advisory Committee

Haydi Wong & Karmen Whitbread  
Planning and Economic Development  
May 15, 2019

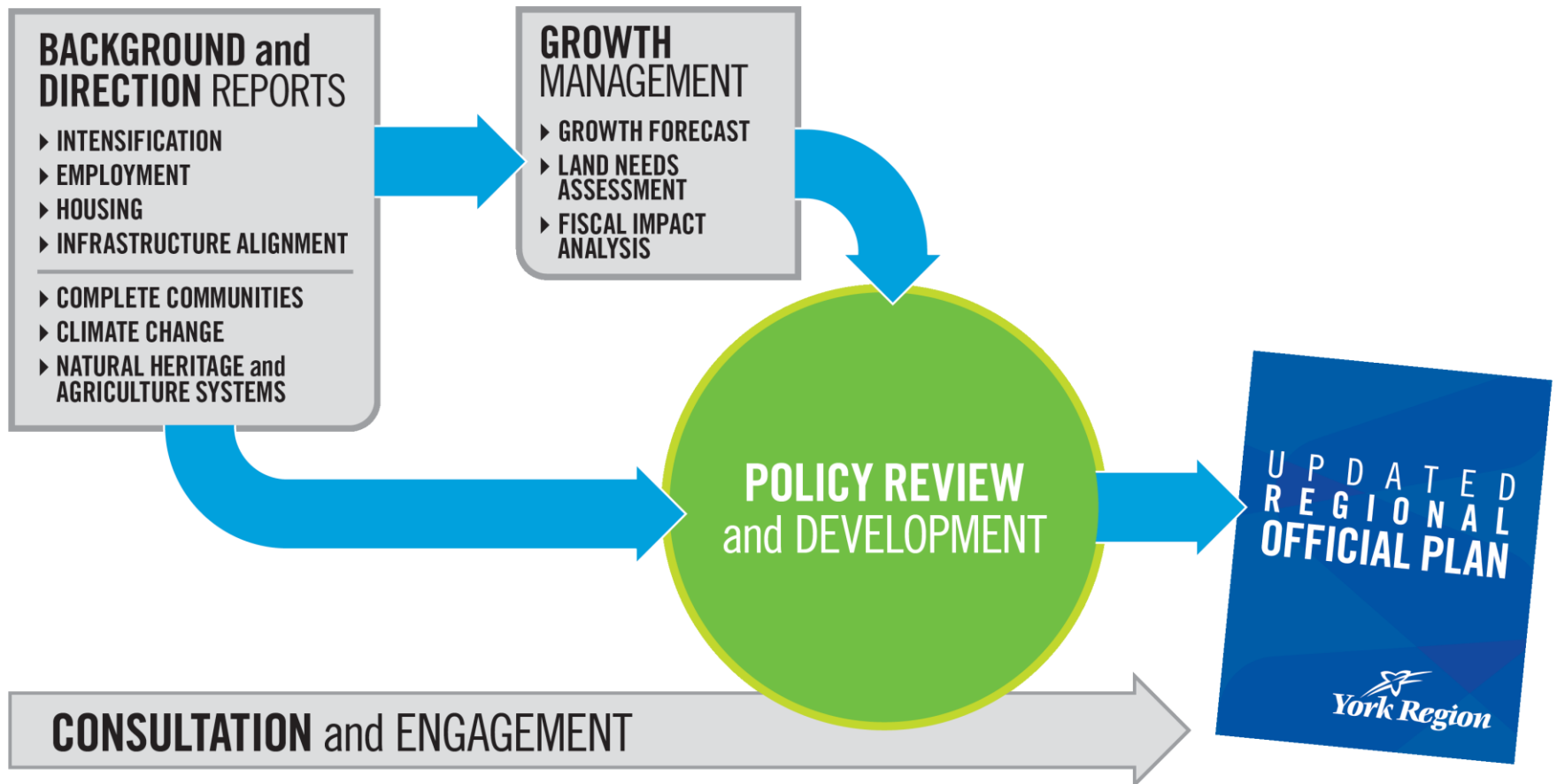


# PRESENTATION OUTLINE

- Proposed Intensification Framework
- Draft Major Transit Station Areas
- Consultation
- Next Steps



# PRESENTATION OUTLINE



# PLANNING FOR INTENSIFICATION PROCESS

- Planning for Intensification Background Report – April 2019
- Forecast and Land Needs Assessment – Q4 2019
- York Region Intensification Strategy – Q1 2020
- Draft Regional Official Plan – Q2 2020



# WHY INTENSIFY?

- Align growth with infrastructure investment
- Efficient use of land
- Range and mix of housing types including affordable options
- Contributes to a more balanced overall housing mix
- Fiscal benefits to the Region and local municipalities
- Vibrant urban environments

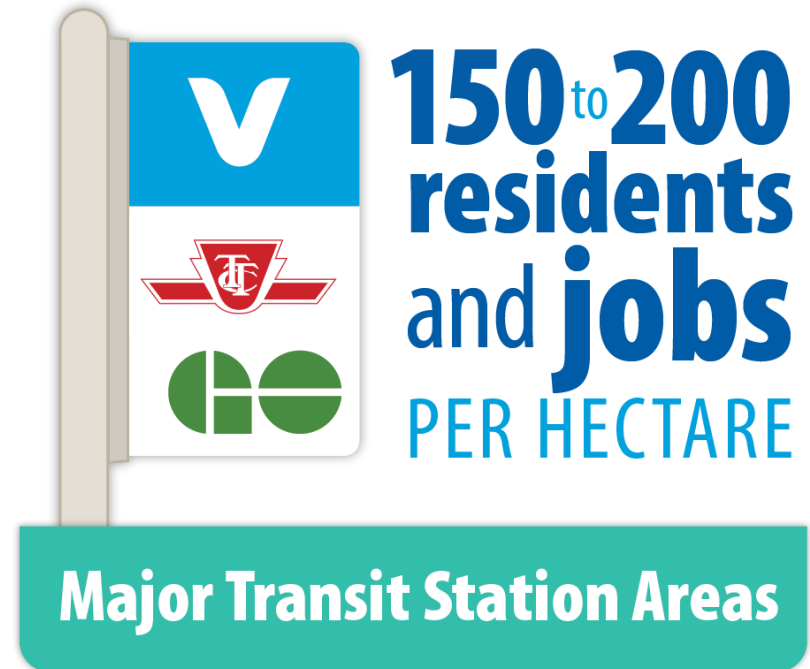


# PROPOSED INTENSIFICATION FRAMEWORK



# MTSA DENSITY REQUIREMENTS

- Region is required to delineate and set minimum density targets for MTSAs on priority transit corridors
- Generally, 500m to 800 radius around a higher order transit station
- Alternative targets require Provincial approval





# MTSA CONSIDERATIONS

## BOUNDARY Considerations

- ▶ Existing and future transit infrastructure
- ▶ Area immediately adjacent to the transit station
- ▶ Regional and local planning boundaries
- ▶ Existing higher density land uses
- ▶ Areas with intensification potential
- ▶ Non-developable areas
- ▶ Range and mix of land uses
- ▶ Walkability
- ▶ Adjacent MTSA boundaries

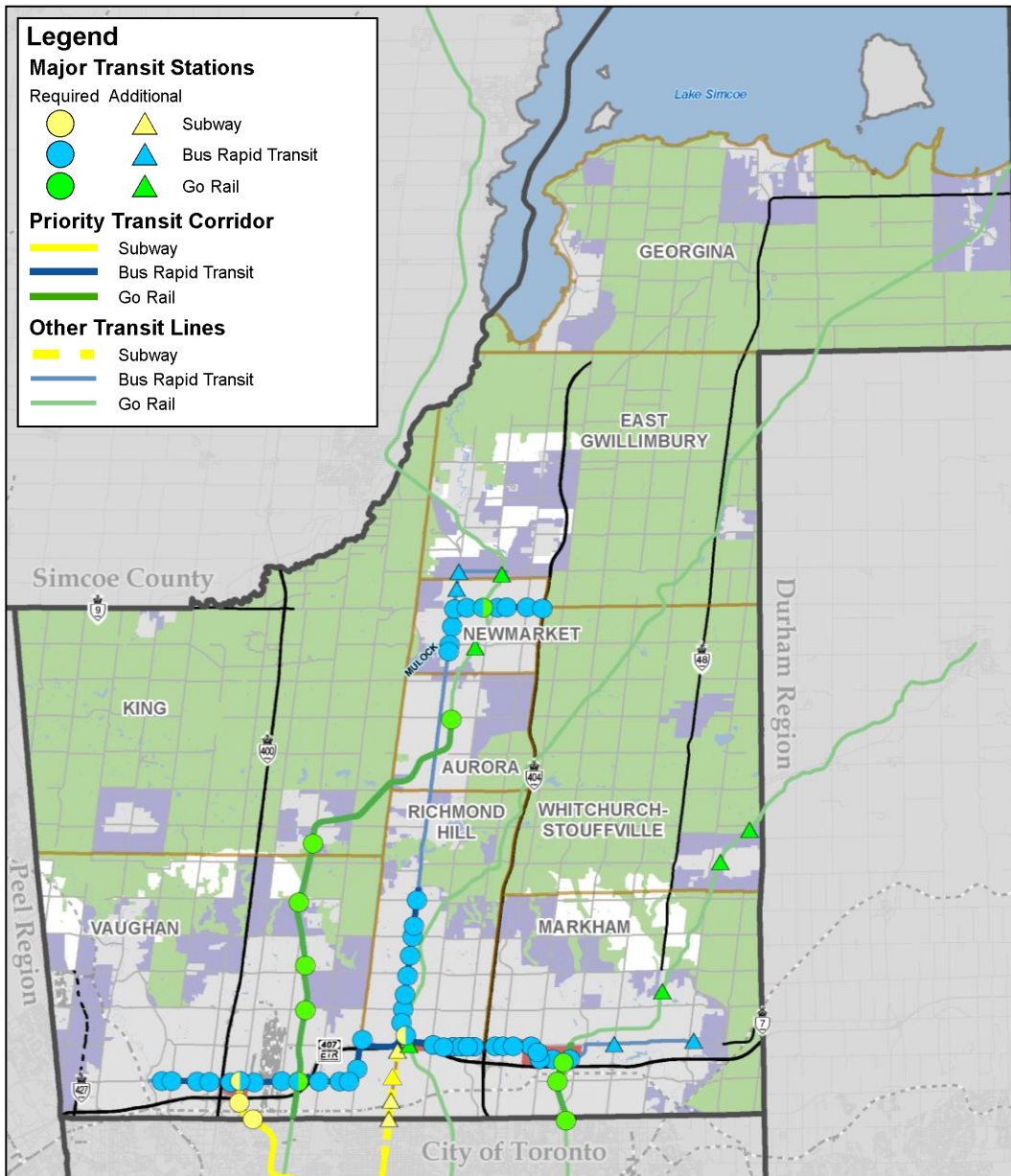


## DENSITY TARGET Considerations

- ◀ Growth Plan density
- ◀ Regional density targets
- ◀ Local municipal density targets
- ◀ Existing density
- ◀ Intensification potential
- ◀ Intensification constraints
- ◀ Planned Regional structure
- ◀ Adjacent MTSA densities
- ◀ Grouping similar density target MTSA



# 71 MTSAs HAVE BEEN IDENTIFIED



Municipality	Required MTSAs	Additional MTSAs	Total MTSAs
Aurora	1	0	1
East Gwillimbury	0	2	2
Georgina	0	0	0
King	1	0	1
Markham	11	4	15
Markham / Richmond Hill (shared)	5	0	5
Markham / Vaughan (shared)	0	4	4
Newmarket	10	2	12
Richmond Hill	10	0	10
Richmond Hill / Vaughan (shared)	1	0	1
Vaughan	18	0	18
Whitchurch-Stouffville	0	2	2
York Region	57	14	71

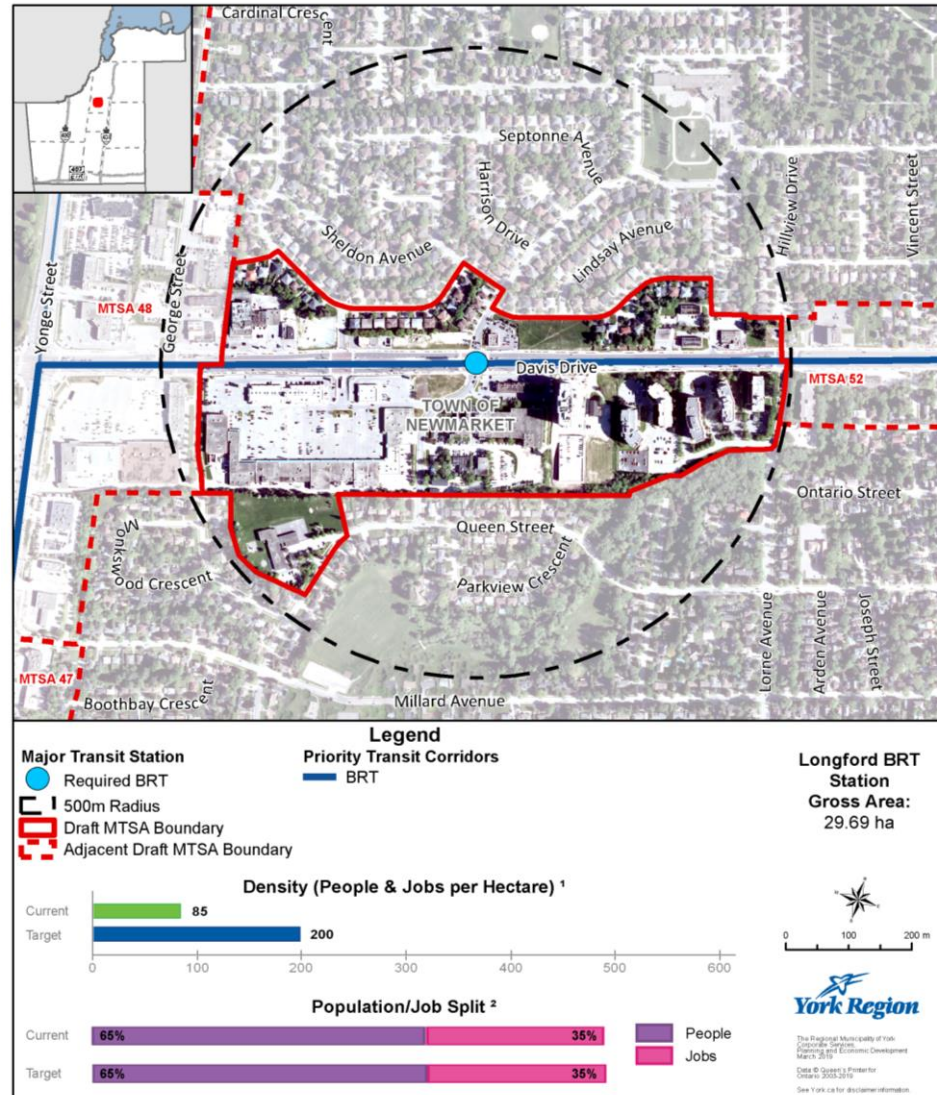
# SAMPLE DRAFT MTSA — Longford BRT, Newmarket

## Longford BRT Station

### On Davis BRT Corridor

Along Davis Drive at Longford Drive/Parkside Drive, Newmarket

MTSA 51



<sup>1</sup> Values are rounded to the nearest 5 People & Jobs per Hectare

<sup>2</sup> Values are rounded to the nearest 5%



# PUTTING DENSITY INTO CONTEXT

Residential / Mixed Use

160 pop. & jobs per ha



200 pop. & jobs per ha



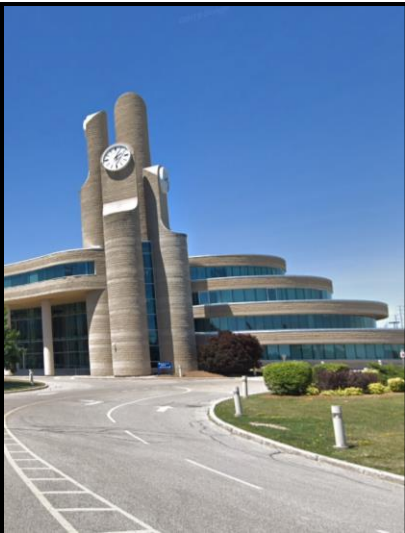
300 pop. & jobs per ha



500 pop. & jobs per ha



Office Use



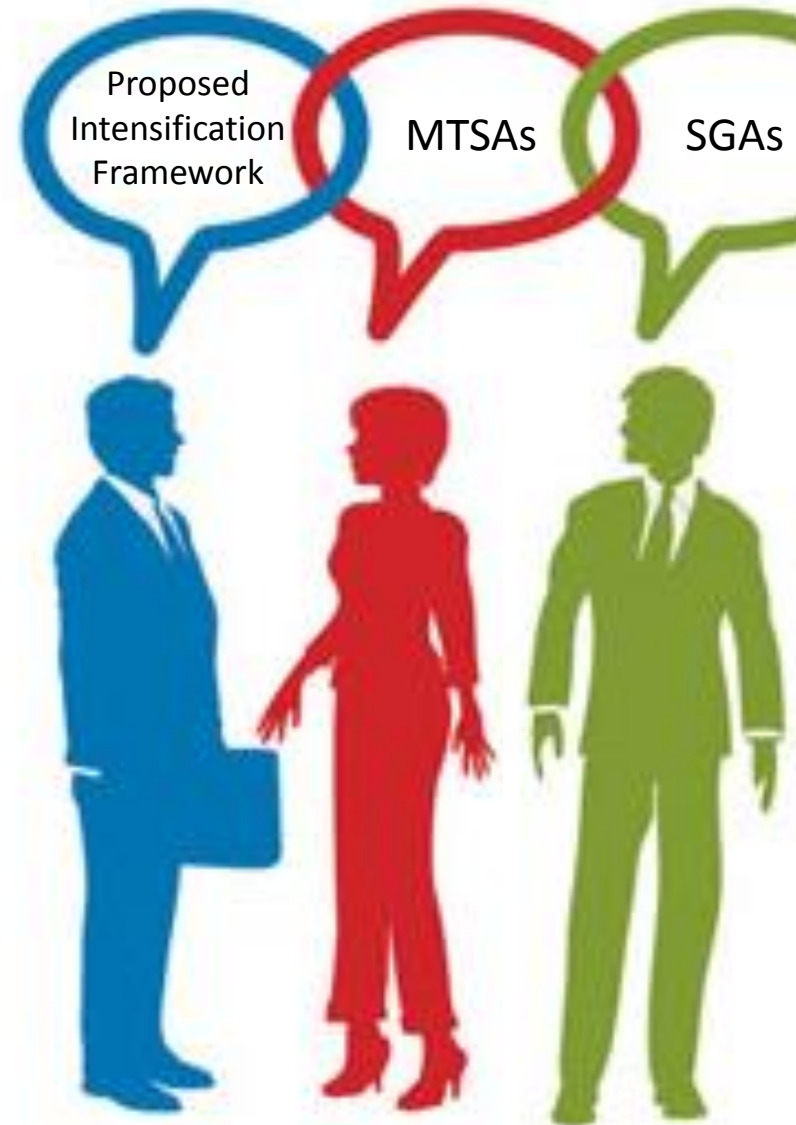
# MAJOR TRANSIT STATION AREAS — KEY POINTS

- MTSA minimum density targets are long term targets – do not need to be achieved by 2041
- Not all lands within a MTSA boundary need to be high density
- Additional MTSA's may be designated as the Region's transit infrastructure expands
- Local municipal official plans and secondary plans will determine the detailed land uses, densities and building heights within MTSA's
- MTSA's will be protected from appeals



# CONSULTATION

- From now to Sept, 2019
- Consult on:
  - Proposed Intensification Framework
  - Draft major transit station areas
  - Other strategic growth areas



# CONSULTATION WITH

- Engage with:
  - General Public
  - Businesses
  - Transit Users
  - Key Stakeholders
    - PAC
    - BILD
    - Transit Authorities
  - Local Municipalities



**PAC**



**VIVAnext**



Town of  
East Gwillimbury



GEORGINA



















**KING**



*Richmond Hill*



# CONNECTING THE WHO WITH THE HOW

		General Public	Transit Users	Businesses	Building Industry and Land Development	Planning Advisory Committee	Transit Authorities	Local Municipalities
Direct Engagement	Community Events (incl. Open Houses)							
	Council Presentations							
	1-on-1 Stakeholder Meetings							
	1-on-1 Local Municipal Meetings							
In-Direct Engagement	Social Media							
	E-Newsletters							
	Posters at Major Transit Stations*							
	Pamphlets anywhere transit route maps are available*							
	Post Cards Handouts							
	Business Cards							

\*Subject to approval



# METHODS FOR PUBLIC INPUT

- In-person at community events
- Email [futureyork@york.ca](mailto:futureyork@york.ca)
- [York.ca/mcrgetinvolved](http://York.ca/mcrgetinvolved)
- Drop a pin on the interactive map



# NEXT STEPS

- Consultation
- Density visualization
- Align intensification allocation and timing with planned infrastructure
- Develop proposed local municipal intensification targets to inform the Draft 2041 Forecast and Land Budget
- Finalize Intensification Strategy in Q2 of 2020

# MTSA Boundary and Density Target Discussion