

Major Transit Station Areas

Presentation to Planning Advisory Committee
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Michael Skelly
Senior Planner, Long Range Planning



PRESENTATION OUTLINE

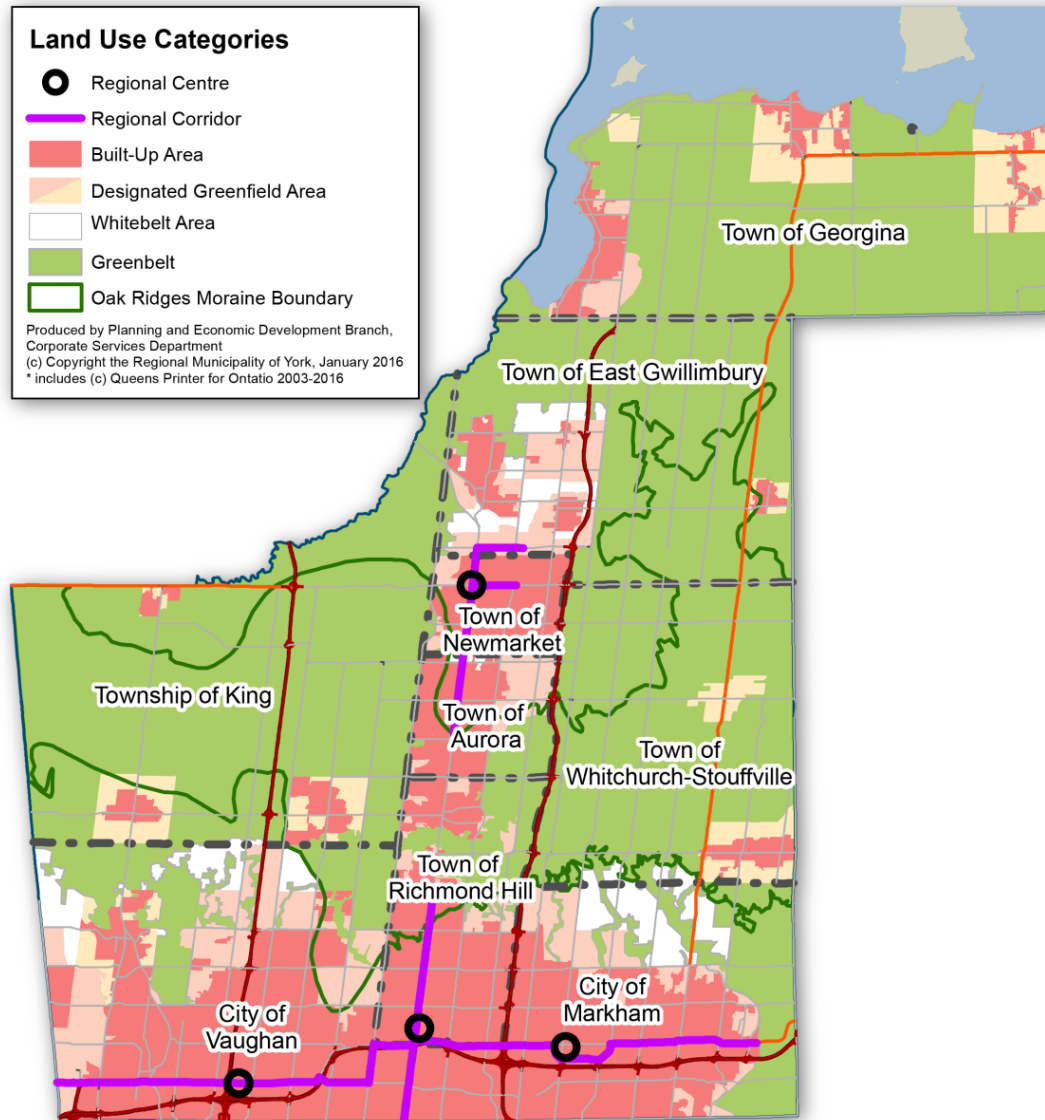
- Regional Intensification Strategy Context
- Major Transit Station Area Definition
- MTSA Requirements
- Priority Transit Corridor MTSA in York Region
- Delineating Boundaries and Setting Density Targets
- Potential Alternative Target MTSA
- Visualizing MTSA
- Next Steps



REGIONAL INTENSIFICATION STRATEGY CONTEXT

- Growth Plan requires the Region to prepare an Intensification Strategy
- Intensification refers to development within the Region's delineated built-up area and consists of:
 - Redevelopment;
 - Development of vacant/underutilized sites;
 - Infill development;
 - Expansion or conversion of existing buildings
- Growth Plan intensification targets:
 - 50% at the time the MCR is approved until 2031
 - 60% from 2031 to 2041

YORK REGION URBAN STRUCTURE



REGIONAL INTENSIFICATION STRATEGY CONTEXT

- MTSAs will form part of the Region's Intensification Strategy:

- Urban Growth Centres
- Major Transit Station Areas
- Other Strategic Growth Areas



- Intensification Strategy will identify Strategic Growth Areas (SGAs) to support achievement of the intensification target and recognize them as a key focus for development

MTSA DEFINITION

- Major Transit Station Area (MTSA)
 - The area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core.
 - Major Transit Station Area generally defined as the area within an approximate 500 metre radius of a transit station, representing about a 10-minute walk.



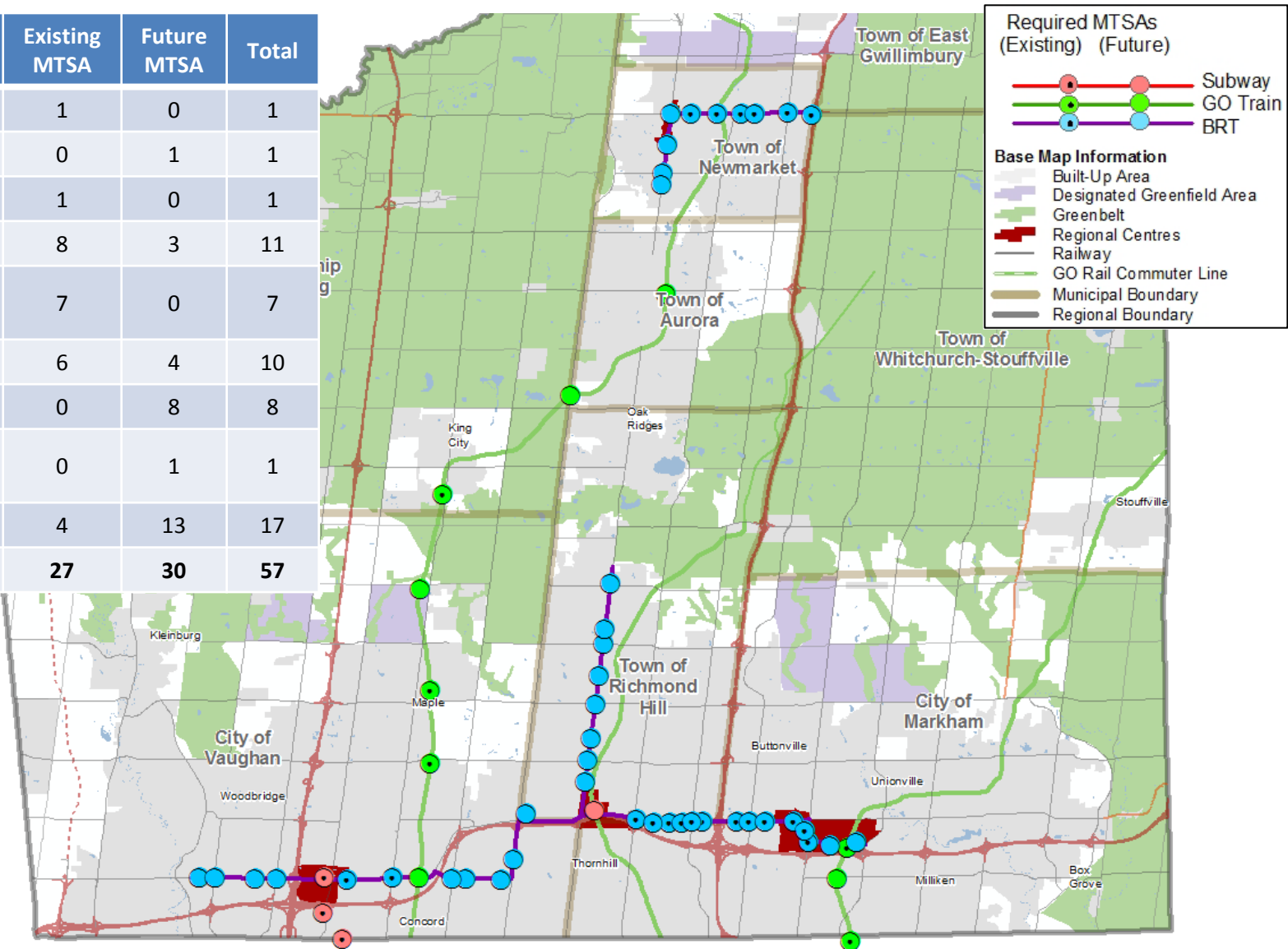
MTSA REQUIREMENTS

- ROP to delineate and set density targets for all MTSA's in Priority Transit Corridors
- Growth Plan MTSA minimum density targets: (residents & jobs per ha)
 - 200 for subway stations
 - 160 for BRT and LRT stops and stations
 - 150 for GO rail stations
- Can plan to achieve targets post 2041
- Alternative targets can be requested
- Targets can be averaged across Priority Transit Corridors
- Can also identify MTSA's outside of Priority Transit Corridors - require delineation and targets



PRIORITY TRANSIT CORRIDOR MTSAs IN YORK REGION

	Existing MTA	Future MTA	Total
Aurora	1	0	1
Aurora/King	0	1	1
King	1	0	1
Markham	8	3	11
Markham/ Richmond Hill	7	0	7
Newmarket	6	4	10
Richmond Hill	0	8	8
Richmond Hill/ Vaughan	0	1	1
Vaughan	4	13	17
Total	27	30	57



DELINEATING BOUNDARIES AND SETTING DENSITY TARGETS

OVERALL APPROACH

- Delineate MTSA boundaries
- Estimate existing population and employment
- Identify the following 3 areas within the MTSA:
 - Non-developable areas (e.g. Natural Heritage System)
 - Areas likely to remain largely stable (e.g. low density residential areas)
 - Areas with intensification potential (e.g. vacant lots, redevelopment sites)
- Estimate development potential based on secondary plans and official plan designations
- Project population and employment for theoretical maximum build-out
- Set density target between Growth Plan MTSA target and maximum potential



DELINEATING BOUNDARIES AND SETTING DENSITY TARGETS

MTSA WORK WILL BUILD ON LOCAL MUNICIPAL WORK

- Significant intensification-related work has been completed by local municipalities:
 - Local municipal intensification strategies;
 - Secondary plans for Key Development Areas; and
 - Identification of intensification areas in their local official plans
- Will use existing local municipal delineations and targets when these align with potential MTSA boundaries
- Held one-on-one meetings with local municipalities with MTSA
- Will work collaboratively with local municipal staff to delineate and set minimum density targets for MTSA



DELINEATING AND SETTING MTTSA DENSITY TARGETS

PRINCIPLES FOR MTTSA DELINEATION

1. Reinforce the planned Regional and local municipal urban structure
2. Provide a range and mix of land uses (if possible)
3. Include existing higher density land uses
4. Include areas that are anticipated to develop or redevelop to higher densities
5. Connect with adjacent MTTSAs to maximize inclusion of the Priority Transit Corridor
6. Be Walkable



In addition, the following principles apply across all MTTSAs collectively:

1. Provide a range of amenities(e.g. parks, schools, cultural facilities, etc.)
2. Provide opportunities to live and work along the transit corridor
3. Support the creation of complete communities for the broader community

DELINEATING AND SETTING MTSA DENSITY TARGETS

PROPOSED APPROACH TO DELINEATING MTSAs

1. Determine a Preliminary MTSA Boundary

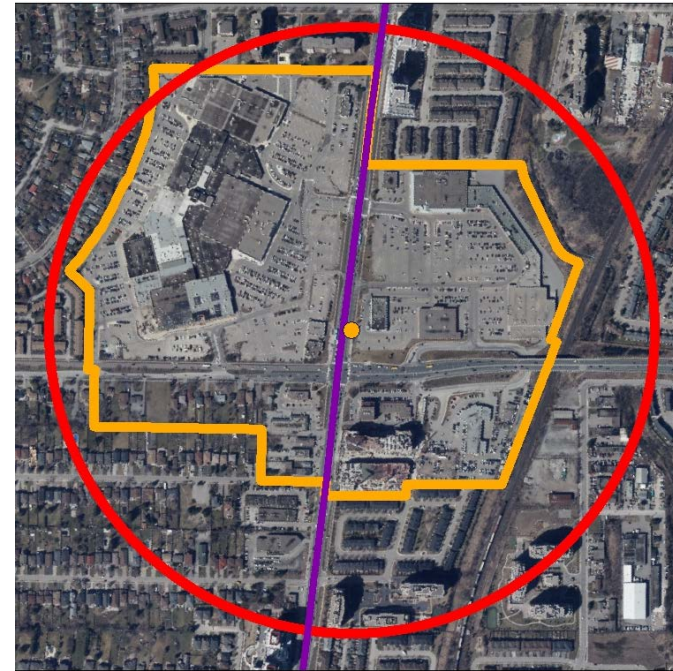
- Start with 500 metre radius
- Avoid overlapping MTSA areas
- Exclude non-developable areas (e.g. NHS)
- Remove areas inaccessible by pedestrians

2. Refine the MTSA Boundary

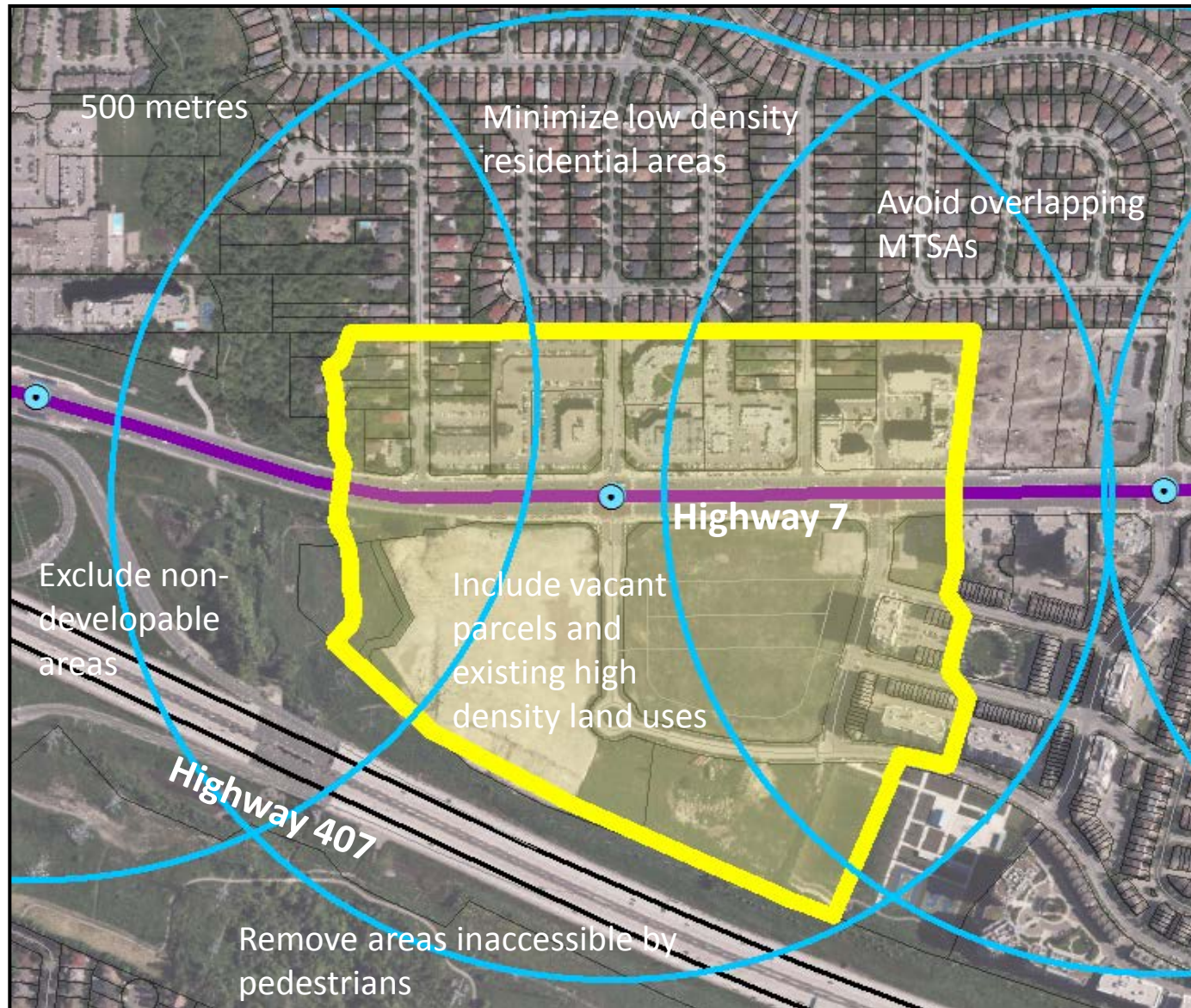
- Align with local municipal planning boundaries
- Minimize low density residential areas
- Include employment lands where appropriate
- Include vacant parcels and existing high density land uses
- Include both sides of a road, where possible

3. Technical Considerations

- Use logical planning boundaries (e.g. property lines, natural features)
- Boundaries should be smooth, where possible, and have no holes
- Should one single, contiguous area



DELINEATING AND SETTING M TSA DENSITY TARGETS



Align with local municipal planning boundaries

DELINEATING AND SETTING M TSA DENSITY TARGETS

INCLUSION OF LOW DENSITY RESIDENTIAL AREAS IN M TSAs

- Province issued a draft guidance document in March 2018 – “Application of the Intensification and Density Targets”
- Province states that M TSAs are:
 - To be delineated to generally reflect a 500 metre radius or a 10-minute walk from the station or stop
 - Not required to be solely areas of high density and could contain portions of stable neighbourhoods
 - Reason given is to “...maximize the number of potential transit users that are within walking distance of the station or stop.”
- York Region staff are of view that stable low density residential neighbourhoods, in most cases, should **not** be included in M TSAs
 - Not where major intensification is wanted, at most modest infill
 - M TSA designation would potentially create redevelopment expectations
 - Will require higher densities in other parts of the M TSA as an offset
 - Being located inside or outside the delineated M TSA has no effect on transit usage

DELINEATING AND SETTING MTSA DENSITY TARGETS

POTENTIAL FOR DETERMINING POPULATION AND EMPLOYMENT TARGETS

A. Determine Existing Conditions

- Estimate current population and employment in the MTSA
- Identify current development applications

B. Assess Future Development Potential

- Examine secondary plans and official plan designations, density policies
- Identify areas not anticipated to develop/redevelop (e.g. existing office buildings)
- Identify and assess areas with potential for new development and redevelopment
- Determine land use mix based on existing designations, surrounding uses
- Estimate additional population and jobs generated from new development and redevelopment
- Assess potential timing of development of MTSA: pre- and post-2041

C. Set Density Target

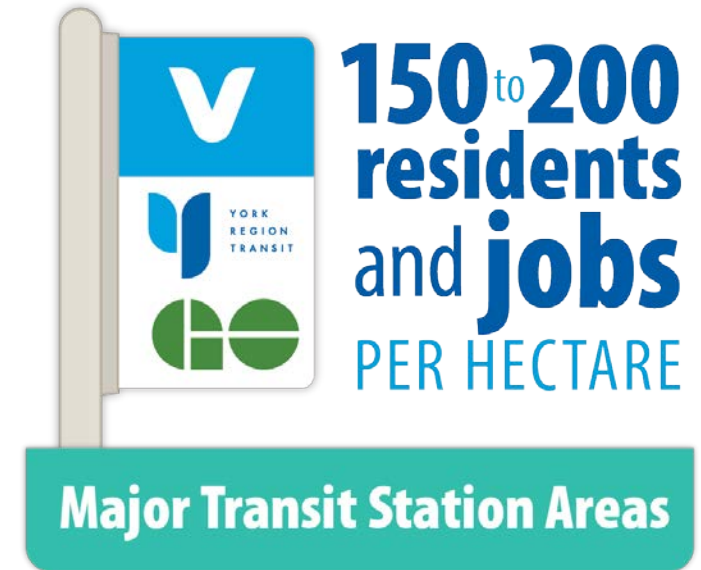
- Set target in between potential build-out density and Growth Plan minimum density

D. Review Target in Context of Entire Transit Corridor

DELINEATING AND SETTING M TSA DENSITY TARGETS

POTENTIAL RELEVANT REGIONAL OFFICIAL PLAN POLICIES

- Regional Centres and Key Development Areas shall achieve a minimum density of 2.5 FSI (Floor Space Index)
- Subway stations shall have a density of at least 3.5 FSI
- The above densities exceed the Growth Plan minimum density requirements for MT SAs and Urban Growth Centres
- Some existing Secondary Plan designations for areas in the Priority Transit Corridors exceed 2.5 FSI



ALTERNATIVE M TSA TARGETS

SAMPLE POTENTIAL ALTERNATIVE TARGET M TSAs

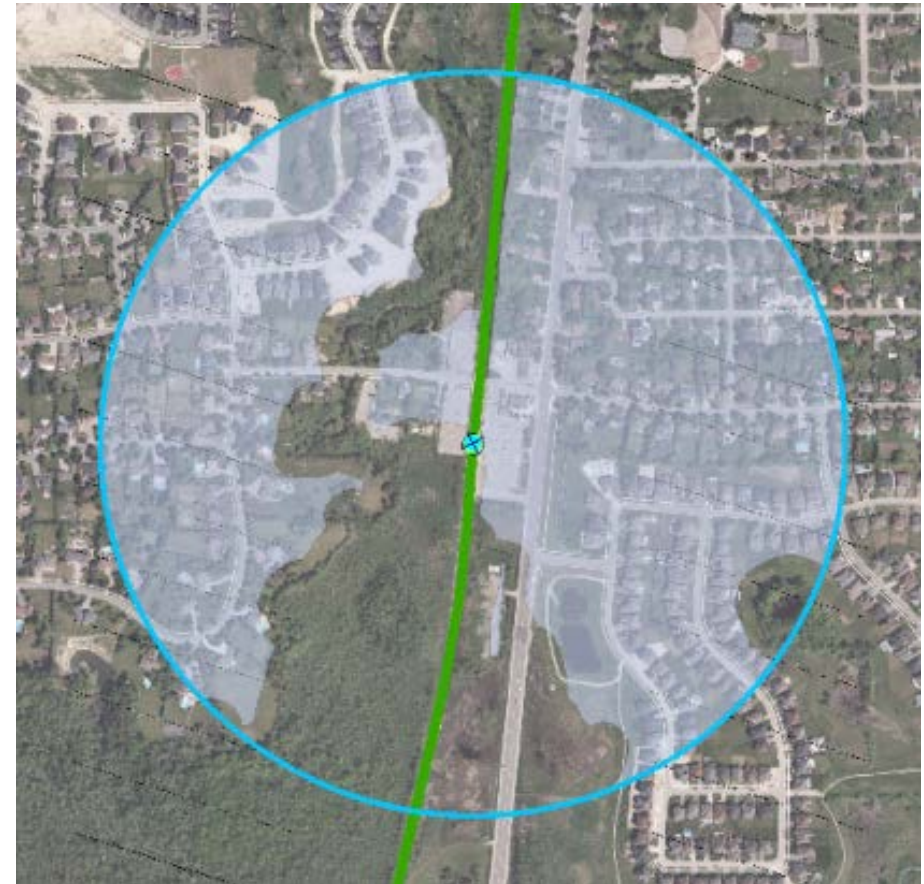
Highway 7 @ Bathurst



King City



Developable Area



VISUALIZING MTSA_s

- Part of the Municipal Comprehensive Review work will include developing visualizations for use in public consultation documents and website
- Locations for visualization will include:
 - MTSA meeting Growth Plan target
 - MTSA with alternative target
- Obtaining input from local municipalities on:
 - Existing 3D models or visualizations
 - Confirming potential sites for visualizations
 - Base data for selected sites

NEXT STEPS

- Finalize and circulate draft York Region MTSA Guidance document to local municipalities
- Send comments to the Province on the Provincial Guidance documents
- Work with local municipalities to delineate and set density targets for MTSA
- Identify potential Alternative Target MTSA and meet with Province to discuss
- Input results of MTSA analysis to Intensification Strategy



QUESTIONS / DISCUSSION

For more information

Paul Bottomley

Paul.Bottomley@york.ca, extension 71530

