

## **Development Charges Deferral for Affordable Rental Buildings Policy**

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Approved By: Council  
Approved On: December 5, 2024

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### **Policy Statement**

A policy governing the deferral of Regional development charges and area-specific development charges for affordable rental buildings that meet the policy criteria.

### **Application**

Subject to the terms and conditions as set out in this policy, this policy is available for affordable rental buildings that meet the following criteria:

- A minimum of four storeys
- Affordable to the midrange income cohort (household incomes that fall between the fourth and sixth deciles of income distribution for York Region) with average rents that are less than, or equal to, 175% of Average Market Rent for private apartments, by bedroom type
- Located in the Urban Area, Towns and Villages, on Regional Centres and Corridors, Major Transit Station Areas (MTSA), or on specific Local Centres for those local municipalities without lands on Regional Centres and Corridors

For the purposes of this deferral, the development may be registered as a condominium, but it must be operated as an affordable rental property for a period of not less than 20 years.

## Purpose

The purpose of this policy is to incentivize the development of affordable rental buildings to:

- Increased affordable rental supply in the Region
- More complete communities offering a range of housing options
- Promote live/work within the Region

## Definitions

**Act:** The *Development Charges Act, 1997*, S.O. 1997, c. 27, as amended, revised, re-enacted or consolidated from time to time, and any successor statute.

**Affordable:** Rental housing that is less than, or equal to, 175% of Average Market Rent for private apartments, by bedroom type.

**Average Market Rent (AMR):** Average actual rents paid by tenants for private apartments in York Region (Region-wide rents), calculated and published annually through the Canada Mortgage and Housing Corporation (CMHC) Fall Rental Market Report.

**Bedroom:** A room that meets the requirements of a bedroom under the *Building Code Act, 1992*, S.O. 1992, c. 23 as amended, revised, re-enacted or consolidated from time to time, and any successor statute and/or the requirements of a bedroom under Ontario Regulation 332/12 as amended, revised, re-enacted or consolidated from time to time, and any successor statute.

**Development:** Construction, erection or placing of one or more buildings or structures on land or the making of an addition or alteration to a building or structure that has the effect of increasing the size or changing the use thereof from non-residential to residential or from residential to non-residential and includes redevelopment.

**Development Charges:** The Region's development charges, including any area-specific development charges.

**Dwelling Unit:** Means a room or suite of rooms used, or designed or intended for use by one person or persons living together, in which culinary and sanitary facilities are provided for the exclusive use of such person or persons.

**Local Centres:** Specific Local Centres that qualify under this policy are:

- Georgina: Glenwoods Urban Centre, Maskinonge Urban Centre, Uptown Keswick Urban Centre, as well as Mixed-Use Corridor 1 and 2

- King: Village Core and Mixed-Use areas of King City, Nobleton, and Schomberg
- Whitchurch-Stouffville: Western Approach Mixed-Use Area, Gateway Mixed Use Area, and Highway 48 Mixed-Use Corridor

**Major Transit Station Areas (MTSAs):** As identified in Appendix A.

**Regional Centres and Corridors:** As depicted on Map 1 – Regional Structure, attached as Appendix B.

- Markham Centre (Highway 7 and Warden Avenue)
- Newmarket Centre (Yonge Street and Davis Drive)
- Richmond Hill/Langstaff Gateway (Highway 7 and Yonge Street)
- Vaughan Metropolitan Centre (Highway 7 and Jane Street)

**Restrictive Covenant:** A covenant registered on the title of the proposed development requiring it be developed and entirely operated as an affordable rental building for a period of not less than 20 years.

**Schedule 'I' Bank:** As referenced in subsection 14(1)(a) of the *Bank Act*, S.C. 1991, c. 46. These are domestic banks and are authorized under the *Bank Act* to accept deposits, which may be eligible for deposit insurance provided by the Canadian Deposit Insurance Corporation.

**Storey:** A portion of a building that is above grade and is situated:

- a) Between the top of any floor and the top of the floor next above it, or
- b) Between the top of the floor and the ceiling above the floor, if there is no floor above it

## Description

### 1. Development Charges Deferral Agreement

Any developer wishing to defer development charges for affordable rental buildings (minimum of four storeys) must enter into a development charges deferral agreement with the Region.

A development charges deferral agreement will only be executed by the Region provided that the developer can immediately upon execution of the agreement attain building permit issuance by the local municipality.

## **2. Covenants Included in the Development Charges Deferral Agreement**

Every development charges deferral agreement will include covenants on the part of the developer. These covenants will include, but not be limited to, a covenant by the developer(s) that:

- a) The affordable rental building will remain affordable for a period of not less than 20 years
- b) Monthly rents will not be increased at a rate that brings them above 175% of Average Market Rent for private apartments, by bedroom type
- c) For those units that achieve 125% Average Market Rent or less for private apartments, by bedroom type, and do not have to satisfy the unit split requirement identified in Term '3' of this policy, that they will be maintained at 125% Average Market Rent or less for private apartments, by bedroom type, for the duration of the development charges deferral
- d) They will notify the Region on an annual basis, at an agreed upon date, in an agreed upon manner, of the rents, by bedroom type, in the affordable rental building
- e) If they are found to be in non-conformity with clauses 'a', 'b', 'c', or 'd' of this Term ('2'), development charges will be made payable (including interest)
- f) They will enter into any additional agreement(s), as determined to be required by the Regional Solicitor, to give full force and effect to the development charges deferral agreement

## **3. Duration of the Deferral**

- a) Duration

The duration of the development charges deferral will vary based on the location, total number of units and number of units with two or more bedrooms, in accordance with Table 1 below.

**Table 1  
Duration of Development Chart Deferral**

| Criteria*   | Duration of Development Charges deferral |
|---|--|
| 1. Affordable rental housing (located in Urban Area, Towns and Villages)  | 5 Year                                   |
| 1. Affordable rental housing<br>2. Located in Regional Centres and Corridors, MTSAs, or specific Local Centres  | 10 Year                                  |
| 1. Affordable rental housing (located in Urban Area, Towns and Villages)<br>2. Minimum of 100 Dwelling Units<br>3. Minimum of 50% of the total number of dwelling units in the affordable rental building must have two or more bedrooms (unit split requirement)**                                       | 10 Year                                  |
| 1. Affordable rental housing<br>2. Located in Regional Centres and Corridors, MTSAs, or specific Local Centres<br>3. Minimum of 200 Dwelling Units<br>4. Minimum of 50% of the total number of dwelling units in the affordable rental building must have two or more bedrooms (unit split requirement)** | 20 Year                                  |

\*Note:

- All criteria must be met to qualify for each Duration of Development Charges Deferral

\*\*Note:

- Units that achieve 125% of Average Market Rent or less for private apartments, by bedroom type, may not have to satisfy the unit split requirement
- In addition, those units that achieve 125% of Average Market Rent or less for private apartments, by bedroom type, will be excluded from the total number of units used to calculate the unit split calculation

- Those units that have been excluded from the unit split requirement, as a result of achieving 125% of Average Market Rent or less for private apartments, by bedroom type:
  - Must be maintained at 125% of Average Market Rent or less for private apartments, by bedroom type for the duration of the Development Charges deferral
  - After the Development Charges deferral they must still be less than, or equal to, 175% of Average Market Rent for private apartments, by bedroom type
- These units must remain less than, or equal to, 175% of Average Market Rent for private apartments, by bedroom type, for the duration of the restrictive covenant as identified under Term '7' of this policy.

### b) Start date

1. Development charges are deferred until 15 days immediately following the date that is 5 years, 10 years, or 20 years (as applicable) after the date that the building permit is issued by the local municipality
  - Applications submitted for approval of a development in a site plan control area under subsection 41(4) of the *Planning Act* for an affordable rental building prior to January 1, 2020, or
  - Applications submitted for an amendment to a bylaw passed under section 34 of the *Planning Act* prior to January 1, 2020
2. Development charges are deferred until 15 days immediately following the date that is 5 years, 10 years, or 20 years (as applicable) after the earlier of the date of the issuance of a permit under the Building Code Act, 1992, authorizing occupation of the building or the date the building is first occupied
  - Applications submitted for approval of a development in a site plan control area under subsection 41(4) of the *Planning Act* for an affordable rental building including and after January 1, 2020, or
  - Applications submitted for an amendment to a by-law passed under section 34 of the *Planning Act* including and after January 1, 2020

If the occupation of the building is not authorized by a permit under the Building Code Act, 1992, the developer must notify the Region within five business days of the building first being occupied, whereupon the deferral period will begin. Failure to notify the Region within five business days of the

building first being occupied will constitute a material default of the deferral agreement.

Development charges will be payable prior to the timeframe indicated in Table 1 should any of the following trigger events occur:

- Change of use from an affordable rental building
- Failure to notify the Region on an annual basis, at an agreed upon date and in an agreed upon manner of the rents in the affordable rental building
- Monthly rents exceeding 175% of Average Market Rent for private apartments, by bedroom type
- Monthly rents exceeding 125% of Average Market Rent for private apartments, by bedroom type, for those units that do not have to satisfy the unit split requirement identified in Term '3' of this policy. This trigger only applies for the duration of the Development Charges deferral
- Sale, or transfer of ownership, of the property unless an assumption agreement is entered into
- Any other material default as defined in the agreement(s)

Notification to the property owner on the tax roll will occur immediately after the trigger event. The 15 business days will begin with the mailing, by registered mail, of notice.

#### **4. Development Charges Rates**

The Regional development charges rate will be the amount determined under the applicable development charges bylaw:

- a) Day of building permit issuance
  - i. Applications submitted for approval of a development in a site plan control area under subsection 41(4) of the *Planning Act* for an affordable rental building prior to January 1, 2020, or
  - ii. Applications submitted for an amendment to a bylaw passed under section 34 of the *Planning Act* prior to January 1, 2020

- OR -

b) Day of application

- i. Applications submitted for approval of a development in a site plan control area under subsection 41(4) of the *Planning Act* for an affordable rental building including and after January 1, 2020, or
- ii. Applications submitted for an amendment to a bylaw passed under section 34 of the *Planning Act* including and after January 1, 2020

For greater clarity, if clauses b(i) or b(ii) do not apply to an affordable rental building that is seeking to defer development charges including and after January 1, 2020, the development charges rate is determined on the day the development charges is payable in accordance with section 26 of the Act.

## 5. Development Charges Payable

The amount of the development charges payable to the Region, as required under the Act, will be based on the rates determined under Term '4' of this policy multiplied by the number of dwelling units, of which will be determined on the day that the developer enters into a development charges deferral agreement with the Region.

## 6. Interest Waiver

All interest will be calculated using the development charges payable in Term '5' to this policy until the date upon which the development charges are fully paid.

All deferred development charges will bear interest at the prime commercial lending rate charged by an agreed upon 'Schedule I' commercial bank on demand loans in Canadian funds to its most creditworthy customers plus 2% per annum. All interest will accrue and be compounded.

The time period will be calculated beginning on the date of issuance of the building permit for the proposed structure by the local municipality.

The Region will forgive all amounts due and owing on account of interest, provided that the development charges are paid in full to the Region at the time required (within 15 business days immediately following notification of a trigger event as defined in Term '3' of this policy).

If unpaid development charges are added to the tax roll (Term '9'), interest will continue to accrue and be compounded until all outstanding charges are fully paid.

For greater clarity, this term has no effect on any interest charged in accordance with Region's Development Charge Interest Policy - Under sections 26.1, 26.2 and 26.3 of the Act, as may be amended by Regional Council from time to time.

## **7. Restrictive Covenant**

A 20 year change of use covenant will be registered on the title stipulating that the property will be developed and entirely operated as an affordable rental building for a period expiring 20 years from the date that an occupancy permit is issued for the affordable rental building.

The burden of the restrictive covenant will run with the title of the land.

## **8. Local Participation**

The Region will only enter into a development charges deferral agreement if the local municipality has provided a similar, if not better, deferral, exemption, or other incentive, for the proposed development.

It will be up to the Commissioner of Finance and/or the Chief Administrative Officer, in consultation with the Commissioner, Corporate Services, to decide what constitutes “similar, if not better”, but this may be determined by looking at:

- Whether or not there is a prescribed timeframe for the deferral
- Whether or not interest is waived
- Other incentives that may be provided, be them financial or otherwise

## **9. Unpaid Development Charges**

If any development charges (including any interest) are unpaid within 15 business days immediately following notification of a trigger event identified in Term ‘3’ of this policy, or at the end of the development charge deferral timeframe when payment has not been made, those development charges (including interest) will be added to the tax roll and collected in the same manner as taxes (in accordance with section 32 of the Act).

If unpaid development charges are added to the tax roll, interest will continue to accrue and be compounded until all outstanding total charges are fully paid (development charges + interest).

## **10. Security**

A form of security will be taken and registered against the title to the property, at the execution of the development charges deferral agreement with the Region. The Region’s security interest will always be, at minimum, *pari passu*, or of equal footing, to that of the local municipality offering a similar, if not better, deferral of development charges.

## **11. Other Agreements Required**

In addition to the requirements that the developer enter into a development charges deferral agreement with the Region, the developer will enter into any other agreements as required by the Regional Solicitor. Additional agreements include, but may not be limited to:

- Charge
- Assignment of Rents
- Restrictive Covenant
- Pari Passu Agreement
- General Security Agreement
- Other agreement(s) as deemed necessary

## **12. Legal and Administration Fees**

All legal fees of the developer(s) and Region, including any costs incurred by the Region to prepare any other agreements required by the Regional Solicitor, and other associated administration fees, will be borne by the developer.

## **13. Report Back to Council**

Staff will report back to Council annually on the uptake of this policy.

## **14. Non-Applicability – 36 month Development Charges Deferral**

For greater clarity, any affordable, rental building that avails itself of the deferral under this policy is not eligible for the Region's 36 month development charges deferral for rental buildings that are a minimum of four storeys.

## **15. Mixed-Use Developments**

This policy does apply to affordable rental buildings, or uses, in a mixed-use building or development.

For greater clarity, this policy does not apply to the non-residential development charges due for any mixed-use development, the residential portion of which is an affordable rental building.

## **16. Section 26.1 of the Act**

For greater clarity, any rental building to which section 26.1 applies and that opts to pay development charges in instalments in accordance with section 26.1 of the Act, will not be entitled to also avail itself of the deferral under this policy.

## **17. Effective Date**

This policy will take effect the day it is passed by Regional Council and may be repealed by the Region at any time.

# **Responsibilities**

## **Chief Administrative Officer, Regional Municipality of York**

- Responsibilities as identified under the Terms of this policy
- Signing of security agreements

## **Commissioner of Finance, Finance Department**

- Responsibilities as identified under the Terms of this policy
- Signing of security agreements

## **Regional Solicitor, Legal Services**

- Draft and prepare for execution the deferral agreement between Region and the developer
- Draft and prepare for execution any additional agreements required
- Maintain copies of all executed deferral agreements and other agreements as required
- Registration of security on title

## **Commissioner, Corporate Services**

- Responsibilities as identified under the Terms of this policy

## **Director, Treasury Office, Finance Department**

- Administer the deferral policy, including assisting stakeholders in determining if they qualify for the policy, the development charges rates to be applied, and the development charges payable

- Enforce the deferral policy
- Collect all development charges when due
- Monitor timing of payment to ensure compliance with Term '6' of the policy
- Notify, through the Commissioner of Finance, to the Treasurer of the local municipality if development charges are not paid/received within the prescribed timeframe and to have said charges added to the tax roll of that municipality
- Undertake any additional administrative obligations as determined through the agreements
- Maintain copies of all executed deferral agreements and other agreements as required

### **Director, Development Services, Corporate Services Department**

- Assist in identifying structures as within Regional Centres and Corridors or MTSAs

## Compliance

Immediately upon the occurrence of any of the trigger events identified in Term '3' of this policy, the **Director, Treasury Office** will notify the owner of the property on the tax roll that development charges are due within 15 business days, the timing of which will begin with the mailing, by registered mail, of notice.

The **Director, Treasury Office** will also monitor the payment of the development charges due in order to ensure interest is only forgiven (Term '6' of the policy) when the development charges are paid in full to the Region within 15 business days immediately following notification of a trigger event.

## Reference

### **Legislative and other authorities**

- [Building Code Act, 1992, S.O. 1992, c. 23](#)
- [Development Charges Act, 1997, S.O. 1997, c. 27](#)
- [Ontario Regulation 82/98](#)
- [Ontario Regulation 332/12](#)
- [Planning Act, R.S.O. 1990, c. P.13](#)

## Development Charges Deferral for Affordable Rental Buildings Policy

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- [York Region Development Charges Bylaw No. 2022-31](#)
- [Council Report, Affordable Rental Development Charges Deferral Policy Update, December 5, 2024](#)

### Appendices

- [Appendix A - York Region Major Transit Station Areas \(MTSAs\)](#)
- [Appendix B - Map 1 - Regional Structure](#)

### Contact

|            |                           |
|------------|---------------------------|
| Title      | Director, Treasury Office |
| Branch     | Treasury Office           |
| Department | Finance Department        |

### Approval

|  |                            |
|--|----------------------------|
| Council Date: <a href="#">December 5, 2024</a> | Committee Date: N/A        |
| Council Minute Item: H.5                       | Committee Minute Item: N/A |

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Accessible formats or communication supports are available upon request.

## Appendix A - York Region Major Transit Station Areas



### YORK REGION MAJOR TRANSIT STATION AREAS (MTSAs)

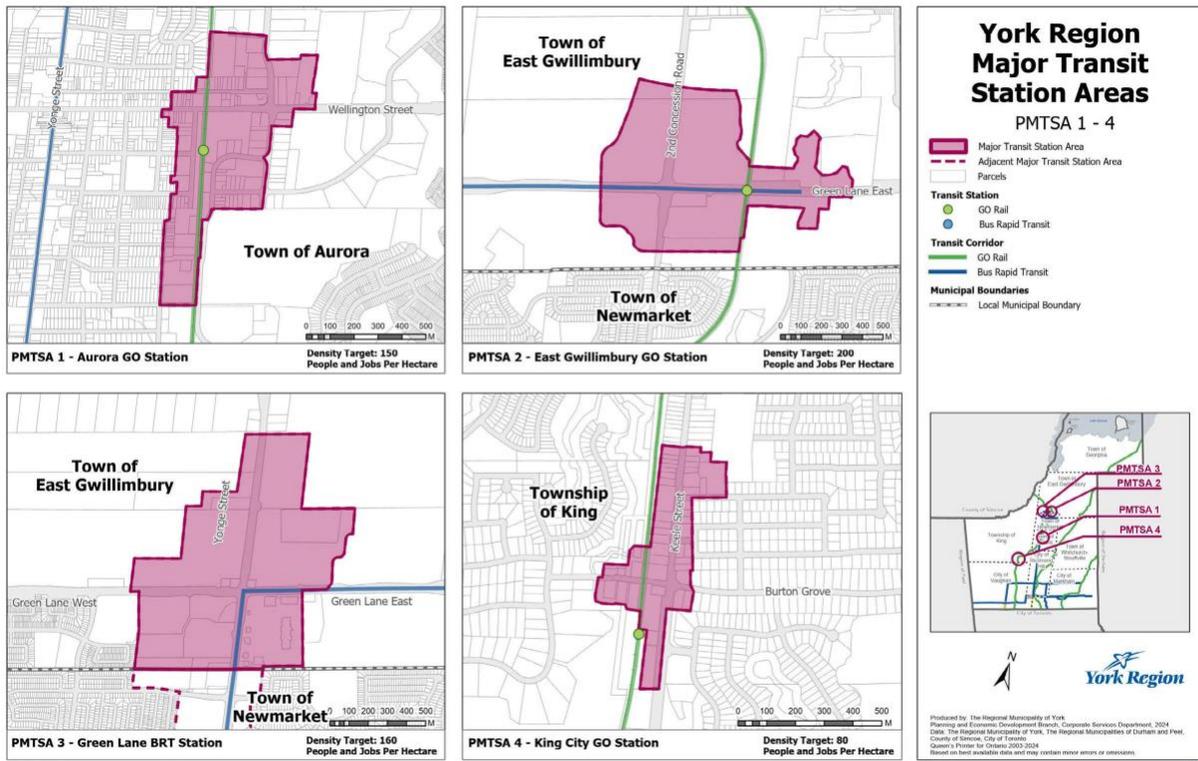
PMTSA: PROTECTED MAJOR TRANSIT STATION AREAS

| MTSA ID  | STATION NAME                  | MUNICIPALITY     | PROPOSED MINIMUM DENSITY TARGET             |
|----------|-------------------------------|------------------|---|
| PMTSA 1  | Aurora GO Station             | Aurora           | 150 PEOPLE and JOBS/HA                      |
| PMTSA 2  | East Gwillimbury GO Station   | East Gwillimbury | 200 PEOPLE and JOBS/HA                      |
| PMTSA 3  | Green Lane BRT Station        | East Gwillimbury | 160 PEOPLE and JOBS/HA                      |
| PMTSA 4  | King City GO Station          | King             | 80 PEOPLE and JOBS/HA                       |
| PMTSA 5  | Allstate Parkway BRT Station  | Markham          | 160 PEOPLE and JOBS/HA                      |
| PMTSA 6  | Andre De Grasse BRT Station   | Markham          | 300 PEOPLE and JOBS/HA                      |
| PMTSA 7  | Cedarland BRT Station         | Markham          | 300 PEOPLE and JOBS/HA                      |
| PMTSA 8  | Chalmers BRT Station          | Markham          | 200 PEOPLE and JOBS/HA                      |
| PMTSA 9  | Clark Subway Station          | Markham          | 250 PEOPLE and JOBS/HA                      |
| PMTSA 10 | Cornell BRT Station           | Markham          | 200 PEOPLE and JOBS/HA                      |
| PMTSA 11 | East Beaver Creek BRT Station | Markham          | 200 PEOPLE and JOBS/HA                      |
| PMTSA 12 | Enterprise BRT Station        | Markham          | 250 PEOPLE and JOBS/HA                      |
| PMTSA 13 | Langstaff GO-Bridge Station   | Markham          | 400 (PMTSA), 1,200 (TOC) PEOPLE and JOBS/HA |
| PMTSA 14 | Leslie-Highway 7 BRT Station  | Markham          | 200 PEOPLE and JOBS/HA                      |
| PMTSA 15 | McCowan BRT Station           | Markham          | 200 PEOPLE and JOBS/HA                      |
| PMTSA 16 | Milliken GO Station           | Markham          | 250 PEOPLE and JOBS/HA                      |
| PMTSA 17 | Montgomery BRT Station        | Markham          | 200 PEOPLE and JOBS/HA                      |
| PMTSA 18 | Mount Joy GO Station          | Markham          | 200 PEOPLE and JOBS/HA                      |
| PMTSA 19 | Royal Orchard Subway Station  | Markham          | 250 PEOPLE and JOBS/HA                      |
| PMTSA 20 | Steeles Subway Station        | Markham          | 300 PEOPLE and JOBS/HA                      |
| PMTSA 21 | Town Centre BRT Station       | Markham          | 200 PEOPLE and JOBS/HA                      |
| PMTSA 22 | Unionville GO Station         | Markham          | 300 PEOPLE and JOBS/HA                      |
| PMTSA 23 | Valleymede BRT Station        | Markham          | 250 PEOPLE and JOBS/HA                      |
| PMTSA 24 | Warden BRT Station            | Markham          | 300 PEOPLE and JOBS/HA                      |
| PMTSA 25 | West Beaver Creek BRT Station | Markham          | 250 PEOPLE and JOBS/HA                      |
| PMTSA 26 | Woodbine BRT Station          | Markham          | 160 PEOPLE and JOBS/HA                      |
| PMTSA 27 | Bonshaw BRT Station           | Newmarket        | 160 PEOPLE and JOBS/HA                      |
| PMTSA 28 | Eagle BRT Station             | Newmarket        | 200 PEOPLE and JOBS/HA                      |
| PMTSA 29 | Highway 404 BRT Station       | Newmarket        | 160 PEOPLE and JOBS/HA                      |
| PMTSA 30 | Huron Heights BRT Station     | Newmarket        | 160 PEOPLE and JOBS/HA                      |

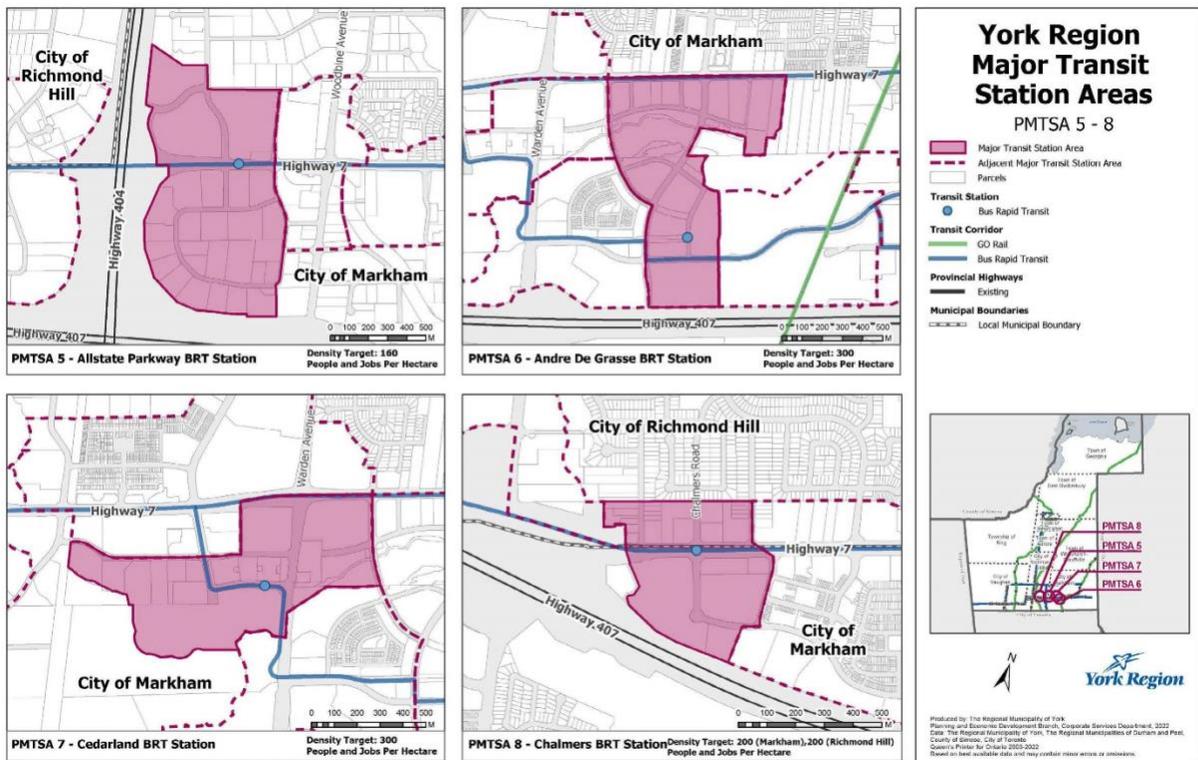


## Development Charges Deferral for Affordable Rental Buildings Policy

|                       |  |                        |   |
|-----------------------|--|------------------------|---|
| <b>PMTSA 31</b>       | Leslie-Davis BRT Station                   | Newmarket              | 160 PEOPLE and JOBS/HA                      |
| <b>PMTSA 32</b>       | Longford BRT Station                       | Newmarket              | 200 PEOPLE and JOBS/HA                      |
| <b>PMTSA 33</b>       | Main BRT Station                           | Newmarket              | 160 PEOPLE and JOBS/HA                      |
| <b>PMTSA 34</b>       | Mulock BRT Station                         | Newmarket              | 160 PEOPLE and JOBS/HA                      |
| <b>Future MTSA 35</b> | Mulock GO Station                          | Newmarket              |   |
| <b>PMTSA 36</b>       | Savage-Sawmill BRT Station                 | Newmarket              | 160 PEOPLE and JOBS/HA                      |
| <b>PMTSA 37</b>       | Southlake BRT Station                      | Newmarket              | 200 PEOPLE and JOBS/HA                      |
| <b>PMTSA 38</b>       | Yonge-Davis BRT Station                    | Newmarket              | 250 PEOPLE and JOBS/HA                      |
| <b>PMTSA 39</b>       | 16th-Carrville BRT Station                 | Richmond Hill          | 300 PEOPLE and JOBS/HA                      |
| <b>PMTSA 40</b>       | 19th-Gamble BRT Station                    | Richmond Hill          | 160 PEOPLE and JOBS/HA                      |
| <b>PMTSA 41</b>       | Bantry-Scott BRT Station                   | Richmond Hill          | 200 PEOPLE and JOBS/HA                      |
| <b>PTMSA 42</b>       | Bathurst-Highway 7 BRT Station             | Richmond Hill          | 160 PEOPLE and JOBS/HA                      |
| <b>PMTSA 43</b>       | Bayview BRT Station                        | Richmond Hill          | 160 PEOPLE and JOBS/HA                      |
| <b>PMTSA 44</b>       | Bernard BRT Station                        | Richmond Hill          | 200 PEOPLE and JOBS/HA                      |
| <b>PMTSA 8</b>        | Chalmers BRT Station                       | Richmond Hill          | 200 PEOPLE and JOBS/HA                      |
| <b>PMTSA 45</b>       | Crosby BRT Station                         | Richmond Hill          | 160 PEOPLE and JOBS/HA                      |
| <b>PMTSA 11</b>       | East Beaver Creek BRT Station              | Richmond Hill          | 200 PEOPLE and JOBS/HA                      |
| <b>PMTSA 46</b>       | Elgin Mills BRT Station                    | Richmond Hill          | 160 PEOPLE and JOBS/HA                      |
| <b>PMTSA 14</b>       | Leslie-Highway 7 BRT Station               | Richmond Hill          | 200 PEOPLE and JOBS/HA                      |
| <b>PMTSA 48</b>       | Major Mackenzie BRT Station                | Richmond Hill          | 160 PEOPLE and JOBS/HA                      |
| <b>PMTSA 49</b>       | Richmond Hill Centre Subway Station        | Richmond Hill          | 400 (PTMSA), 1,400 (TOC) PEOPLE and JOBS/HA |
| <b>PMTSA 50</b>       | Richmond Hill GO Station                   | Richmond Hill          | 150 PEOPLE and JOBS/HA                      |
| <b>PMTSA 23</b>       | Valleymede BRT Station                     | Richmond Hill          | 250 PEOPLE and JOBS/HA                      |
| <b>PMTSA 51</b>       | Weldrick BRT Station                       | Richmond Hill          | 200 PEOPLE and JOBS/HA                      |
| <b>PMTSA 25</b>       | West Beaver Creek BRT Station              | Richmond Hill          | 160 PEOPLE and JOBS/HA                      |
| <b>PMTSA 52</b>       | Ansley Grove BRT Station                   | Vaughan                | 200 PEOPLE and JOBS/HA                      |
| <b>PMTSA 53</b>       | Atkinson BRT Station                       | Vaughan                | 160 PEOPLE and JOBS/HA                      |
| <b>PMTSA 9</b>        | Clark Subway Station                       | Vaughan                | 250 PEOPLE and JOBS/HA                      |
| <b>PMTSA 54</b>       | Commerce BRT Station                       | Vaughan                | 350 PEOPLE and JOBS/HA                      |
| <b>PMTSA 55</b>       | Concord Station BRT Station                | Vaughan                | 160 PEOPLE and JOBS/HA                      |
| <b>PMTSA 56</b>       | Creditstone BRT Station                    | Vaughan                | 300 PEOPLE and JOBS/HA                      |
| <b>PMTSA 57</b>       | Disera-Promenade BRT Station               | Vaughan                | 200 PEOPLE and JOBS/HA                      |
| <b>PMTSA 58</b>       | Dufferin BRT Station                       | Vaughan                | 160 PEOPLE and JOBS/HA                      |
| <b>PMTSA 59</b>       | Highway 407 Subway Station                 | Vaughan                | 0 PEOPLE and JOBS/HA                        |
| <b>PMTSA 60</b>       | Keele BRT Station                          | Vaughan                | 160 PEOPLE and JOBS/HA                      |
| <b>Future MTSA 61</b> | Kirby GO Station                           | Vaughan                |   |
| <b>PMTSA 62</b>       | Maple GO Station                           | Vaughan                | 150 PEOPLE and JOBS/HA                      |
| <b>PMTSA 63</b>       | Pine Valley BRT Station                    | Vaughan                | 160 PEOPLE and JOBS/HA                      |
| <b>PMTSA 64</b>       | Pioneer Village Subway Station             | Vaughan                | 200 PEOPLE and JOBS/HA                      |
| <b>PMTSA 19</b>       | Royal Orchard Subway Station               | Vaughan                | 200 PEOPLE and JOBS/HA                      |
| <b>PMTSA 65</b>       | Rutherford GO Station                      | Vaughan                | 100 PEOPLE and JOBS/HA                      |
| <b>PMTSA 20</b>       | Steeles Subway Station                     | Vaughan                | 300 PEOPLE and JOBS/HA                      |
| <b>PMTSA 66</b>       | Taiga BRT Station                          | Vaughan                | 160 PEOPLE and JOBS/HA                      |
| <b>PMTSA 67</b>       | Vaughan Metropolitan Centre Subway Station | Vaughan                | 400 PEOPLE and JOBS/HA                      |
| <b>PMTSA 68</b>       | Weston BRT Station                         | Vaughan                | 250 PEOPLE and JOBS/HA                      |
| <b>PMTSA 69</b>       | Wigwoss-Helen BRT Station                  | Vaughan                | 160 PEOPLE and JOBS/HA                      |
| <b>PMTSA 70</b>       | Old Elm GO Station                         | Whitchurch-Stouffville | 150 PEOPLE and JOBS/HA                      |
| <b>PMTSA 71</b>       | Stouffville GO Station                     | Whitchurch-Stouffville | 150 PEOPLE and JOBS/HA                      |
| <b>Future MTSA 72</b> | Langstaff BRT Station                      | Vaughan                |   |
| <b>Future MTSA 73</b> | Major Mackenzie BRT Station                | Vaughan                |   |
| <b>Future MTSA 74</b> | Norwood BRT Station                        | Vaughan                |   |
| <b>Future MTSA 75</b> | Pennsylvania BRT Station                   | Vaughan                |   |
| <b>Future MTSA 76</b> | Springside BRT Station                     | Vaughan                |   |
| <b>Future MTSA 77</b> | Vaughan Mills BRT Station                  | Vaughan                |   |



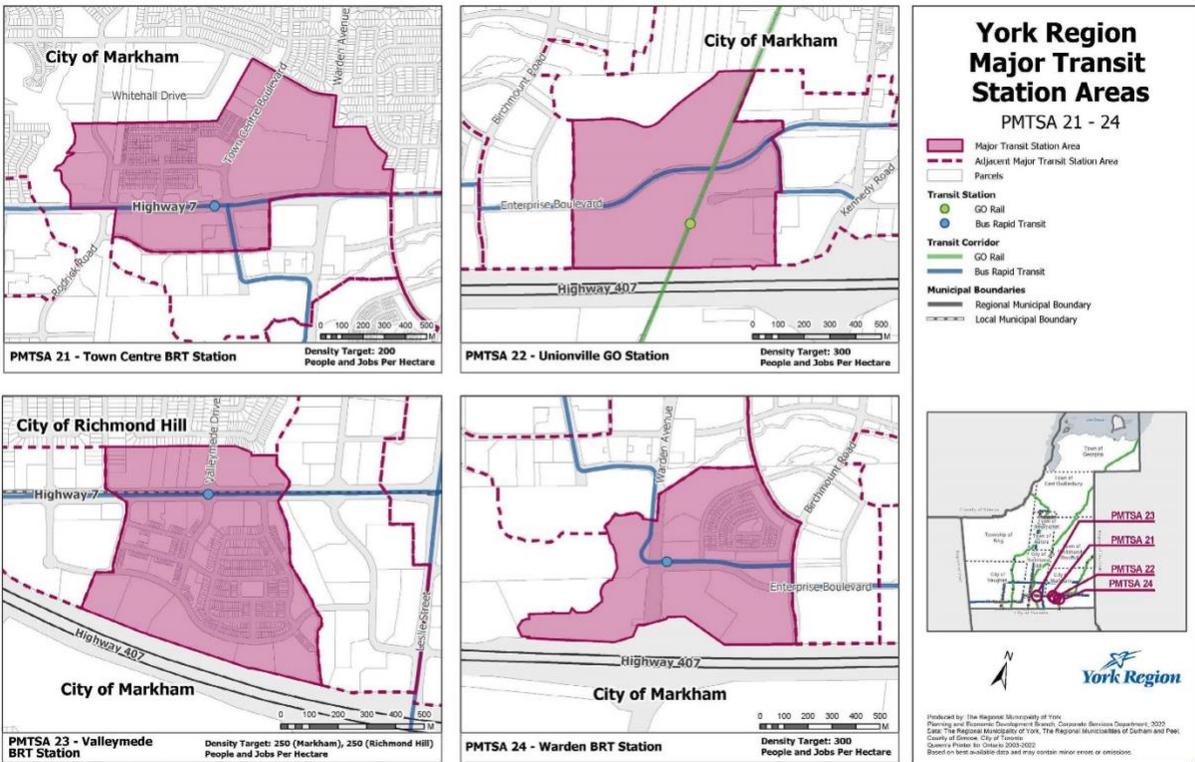
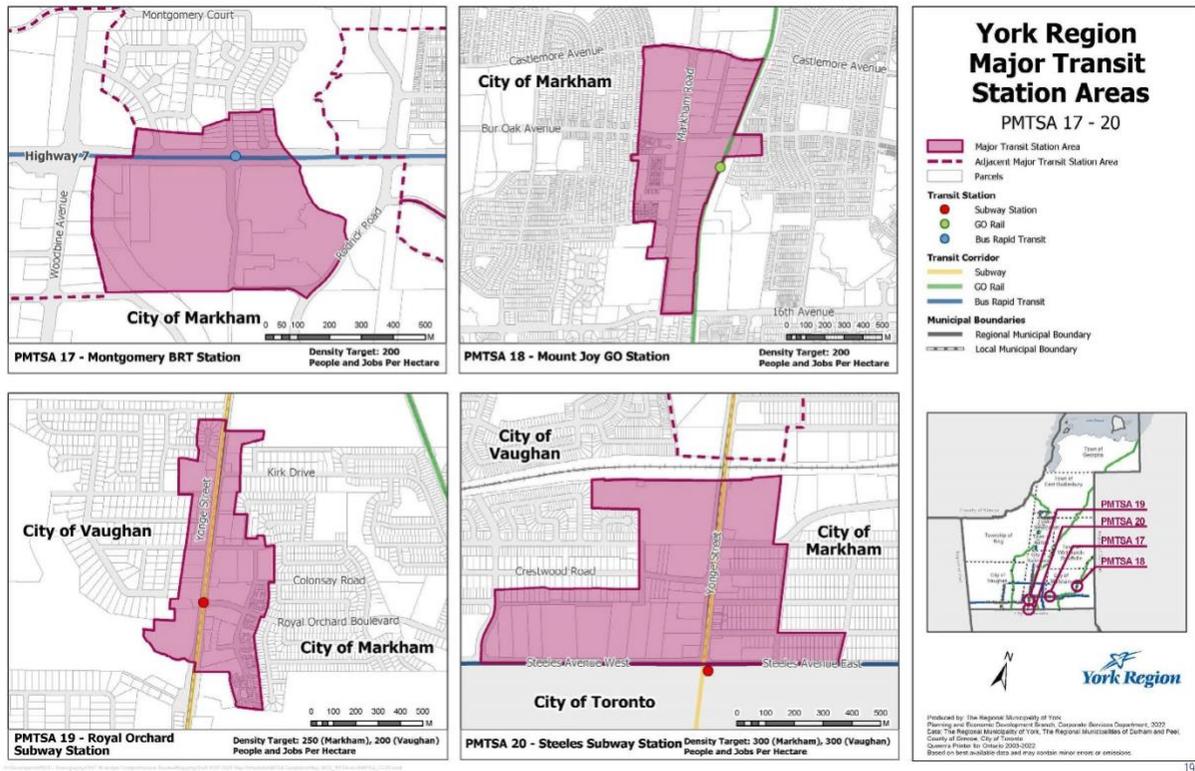
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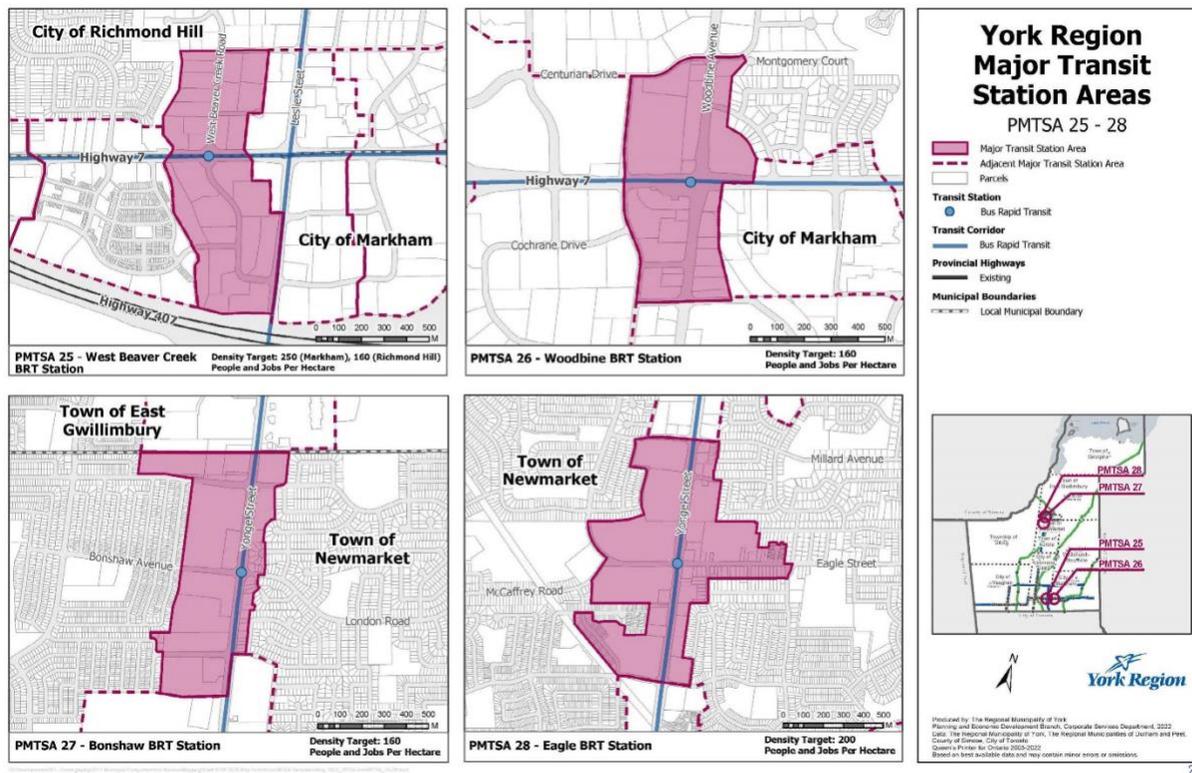


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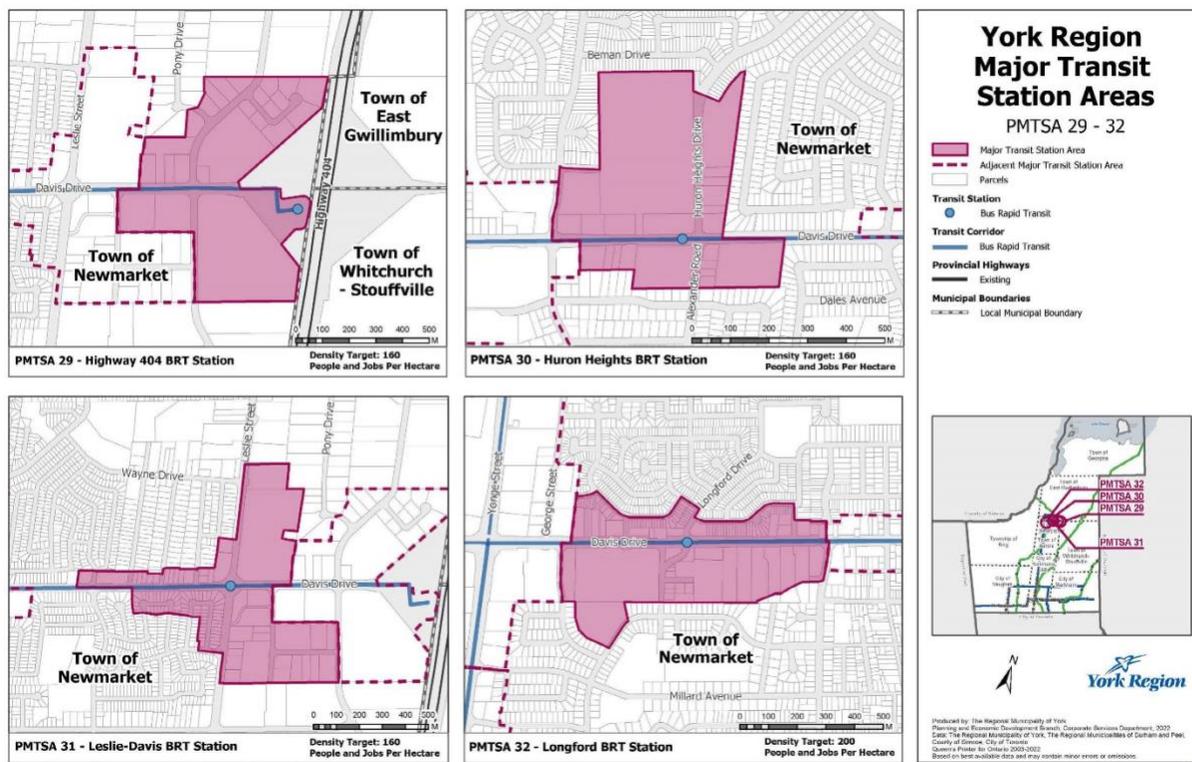


# Development Charges Deferral for Affordable Rental Buildings Policy

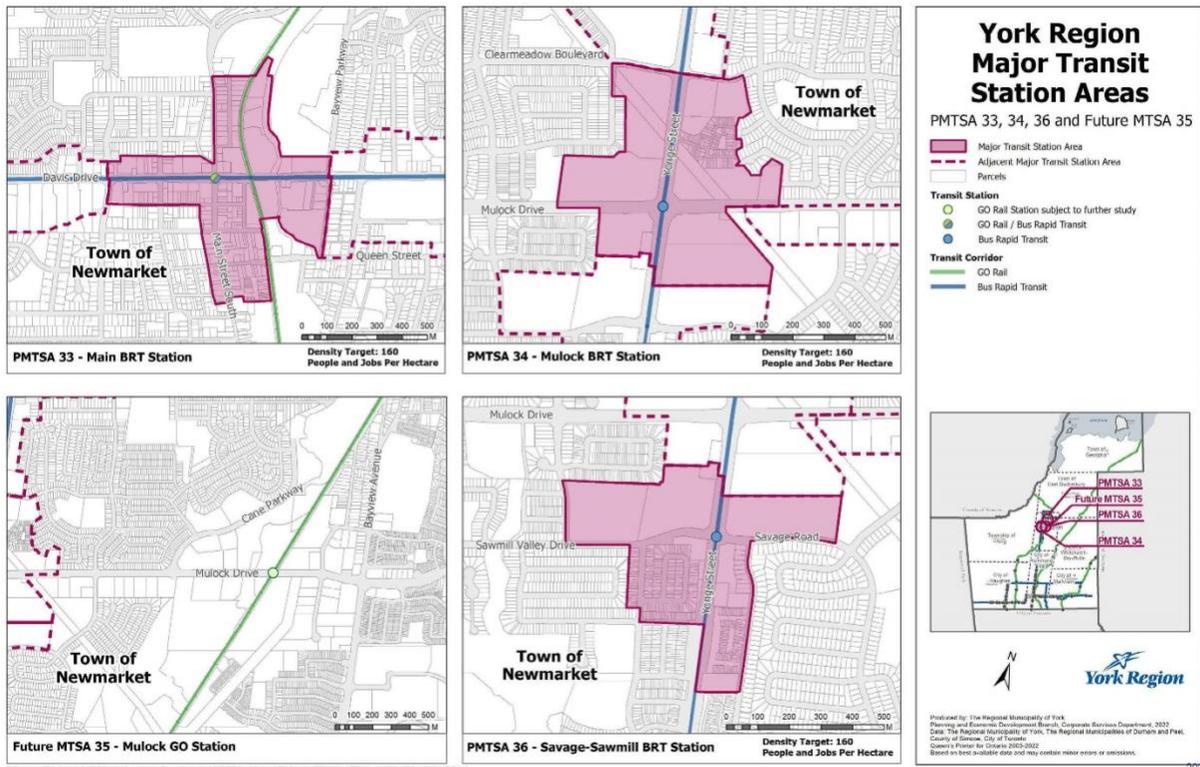




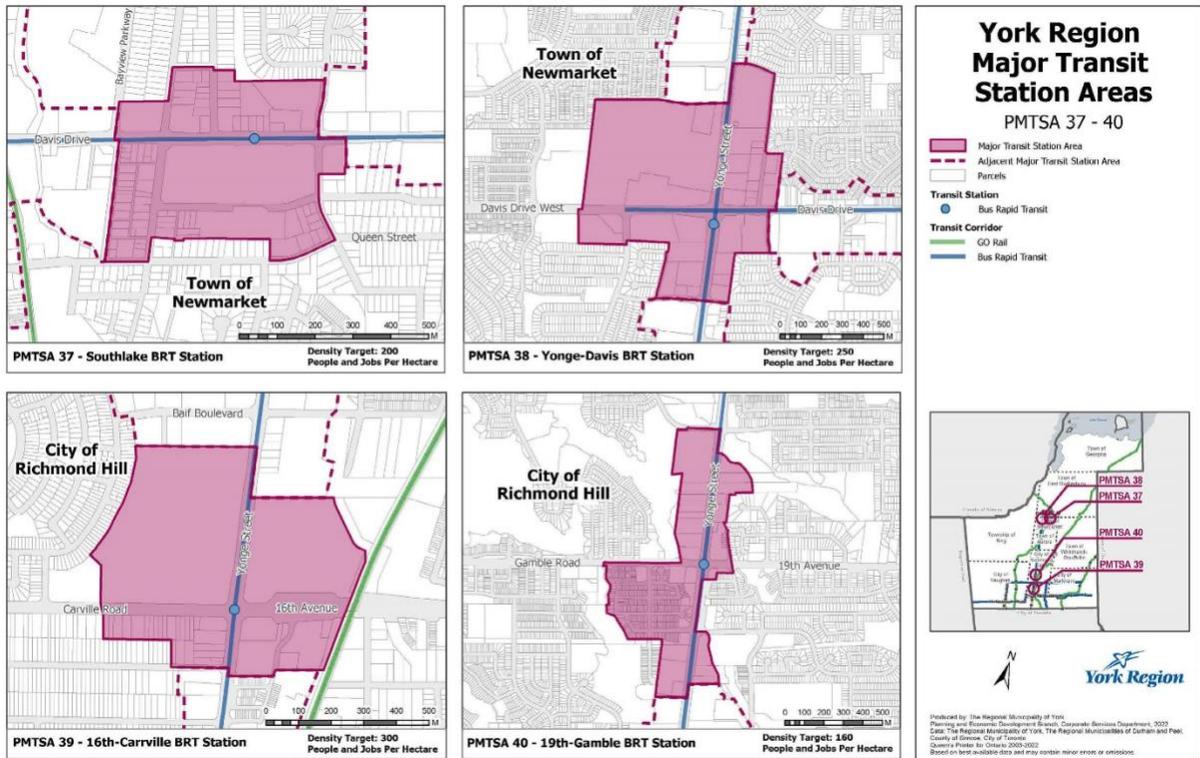
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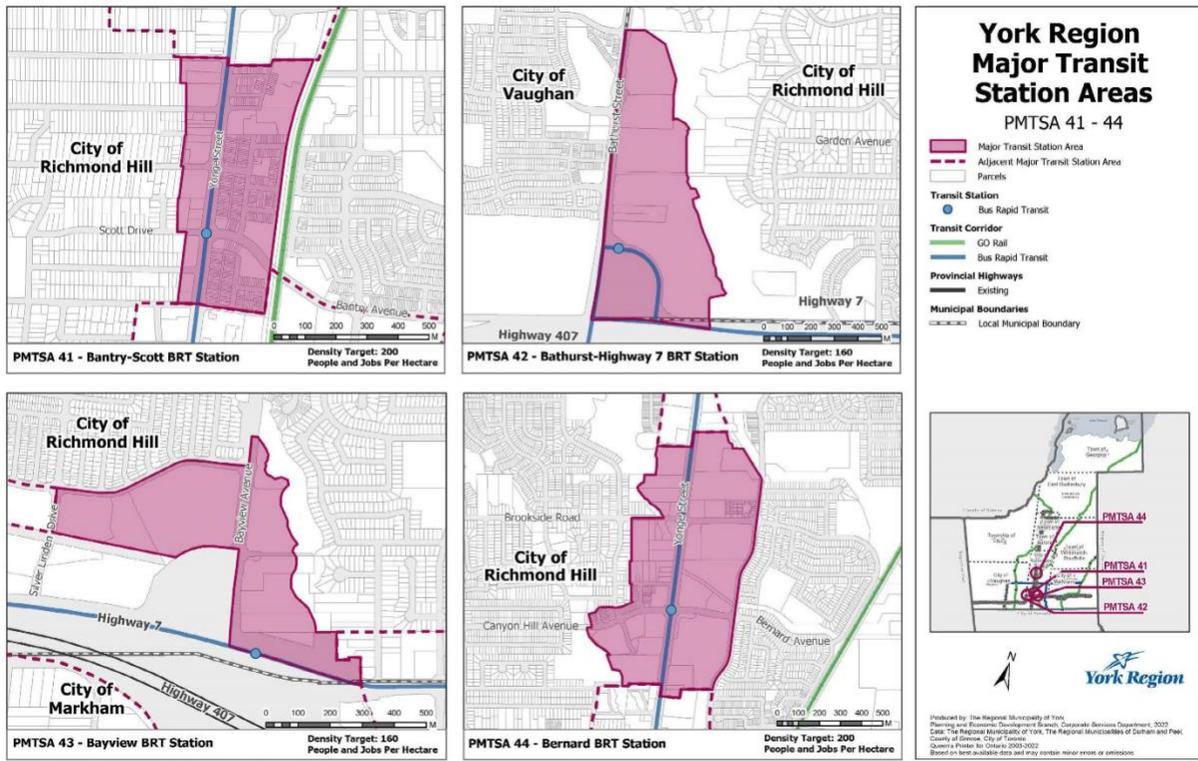
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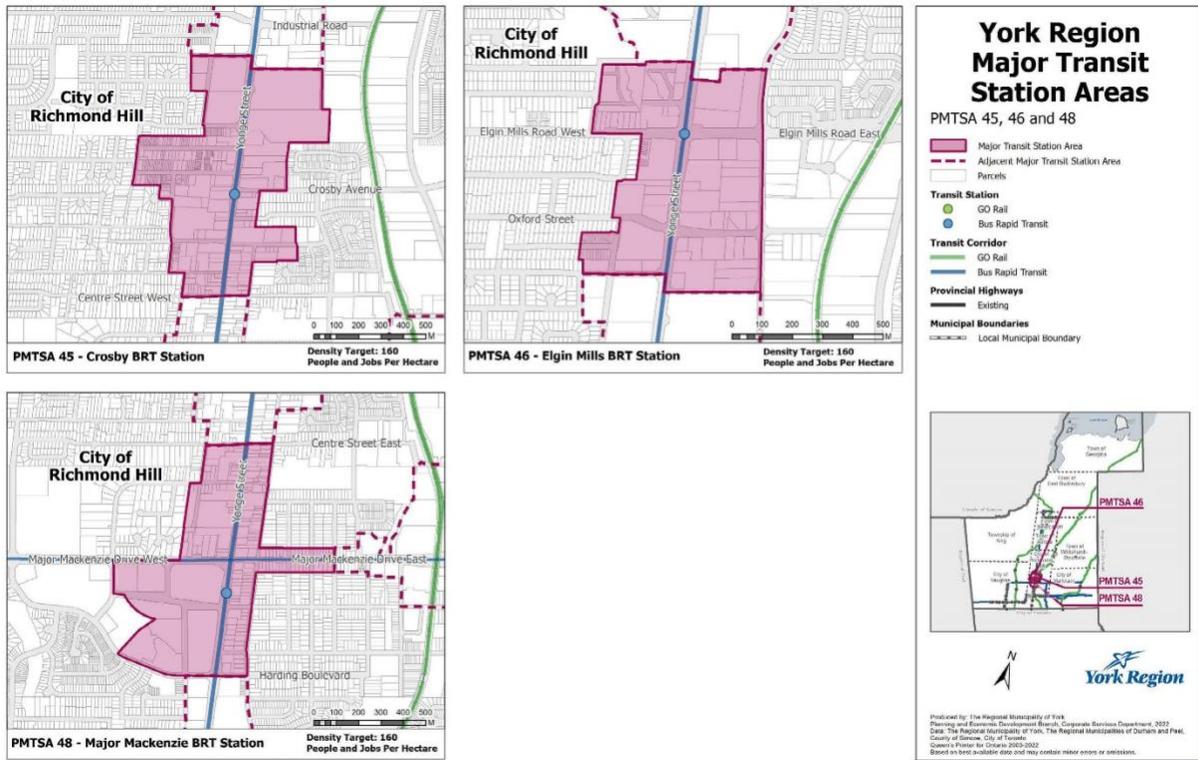
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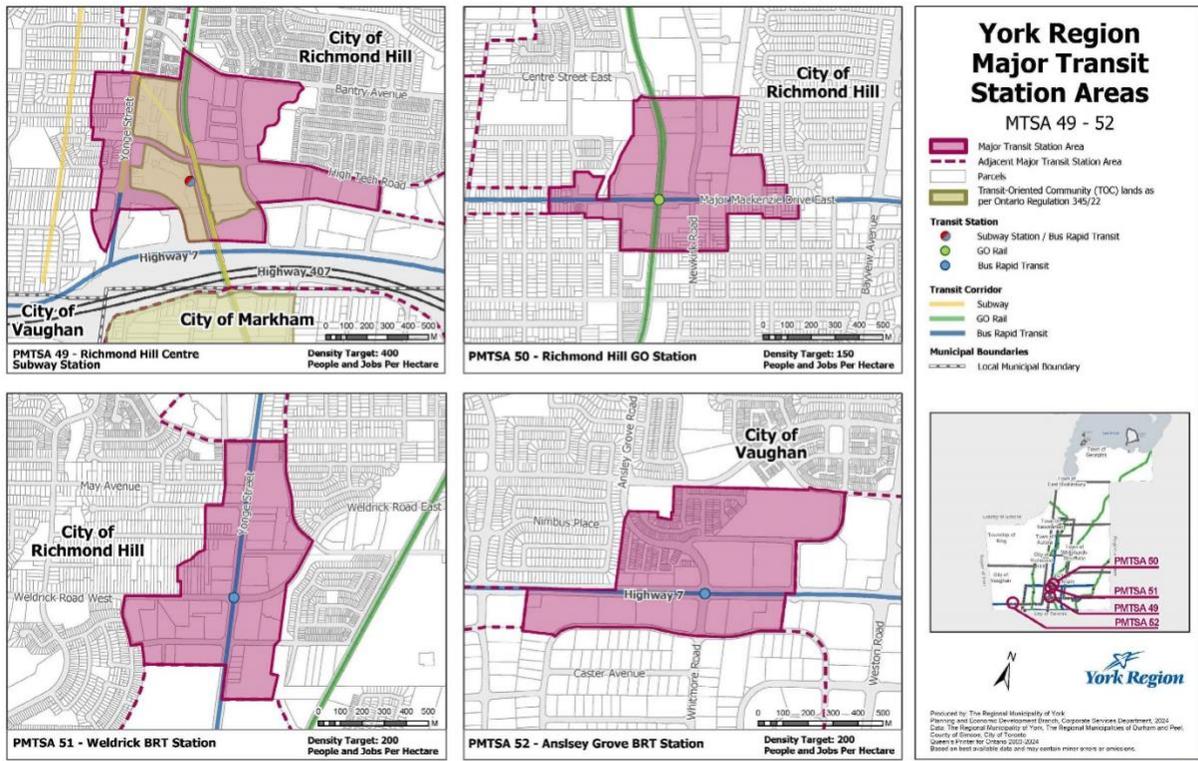
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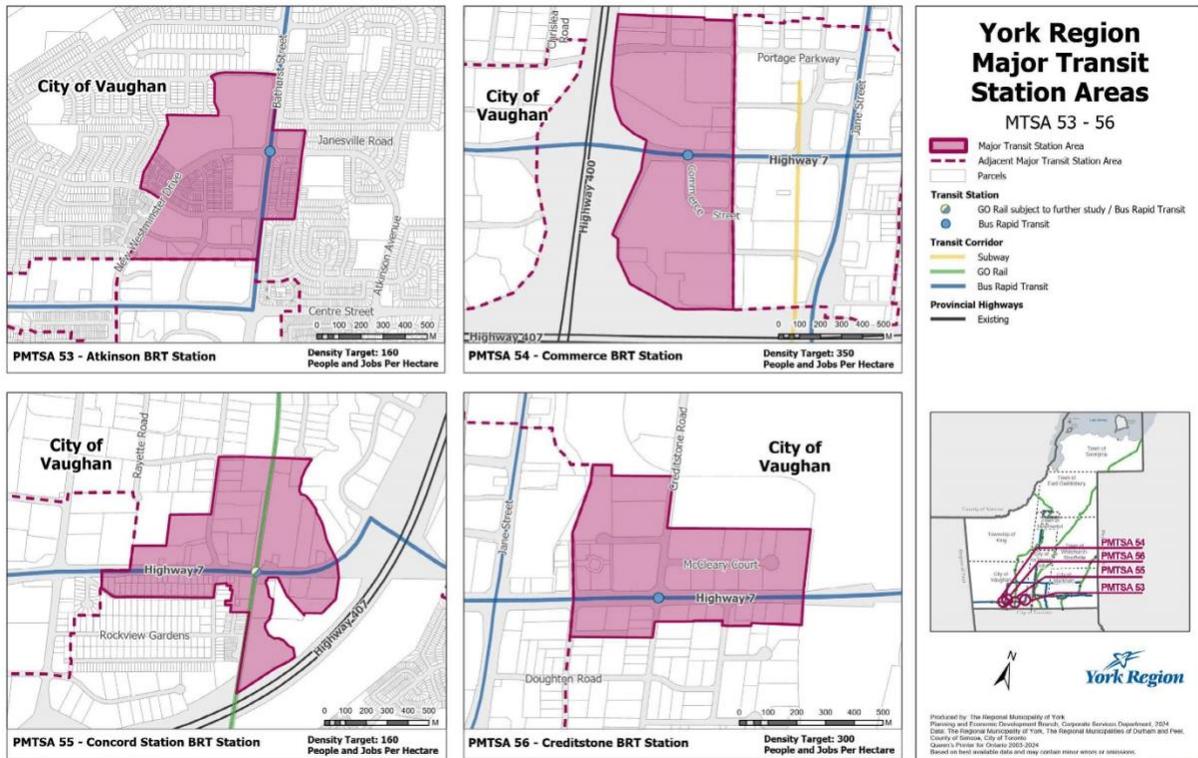
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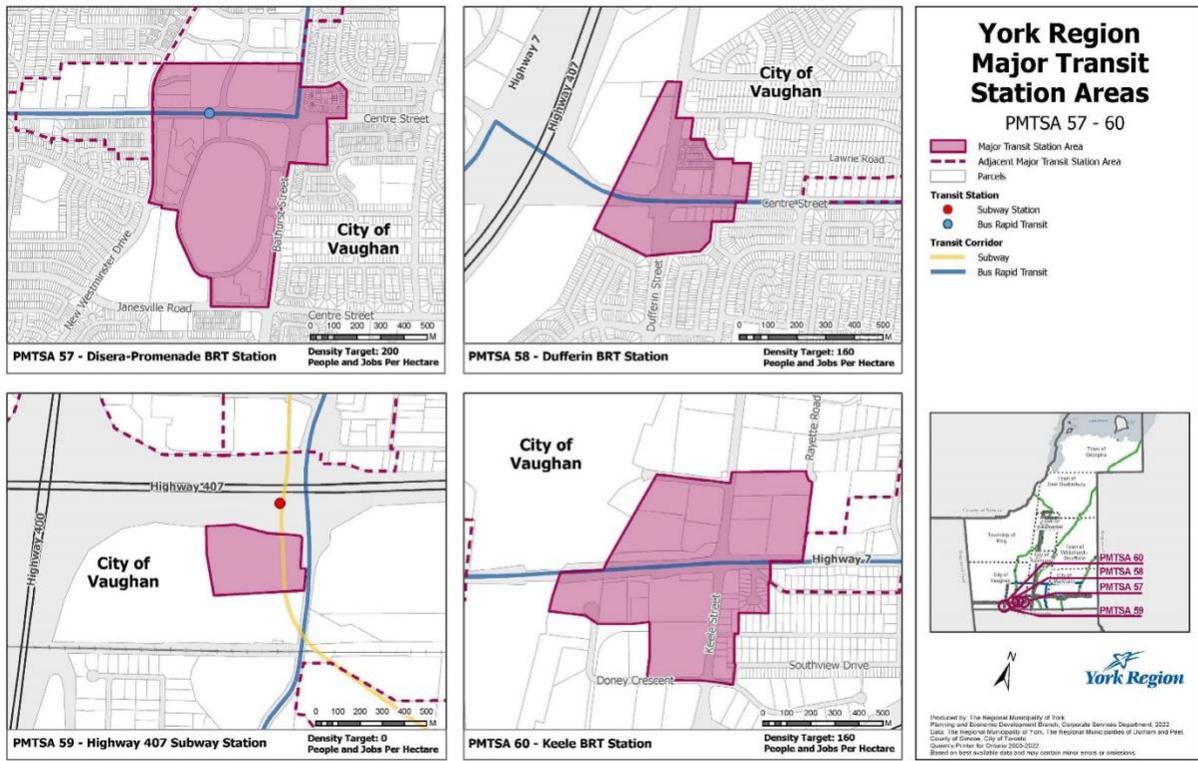


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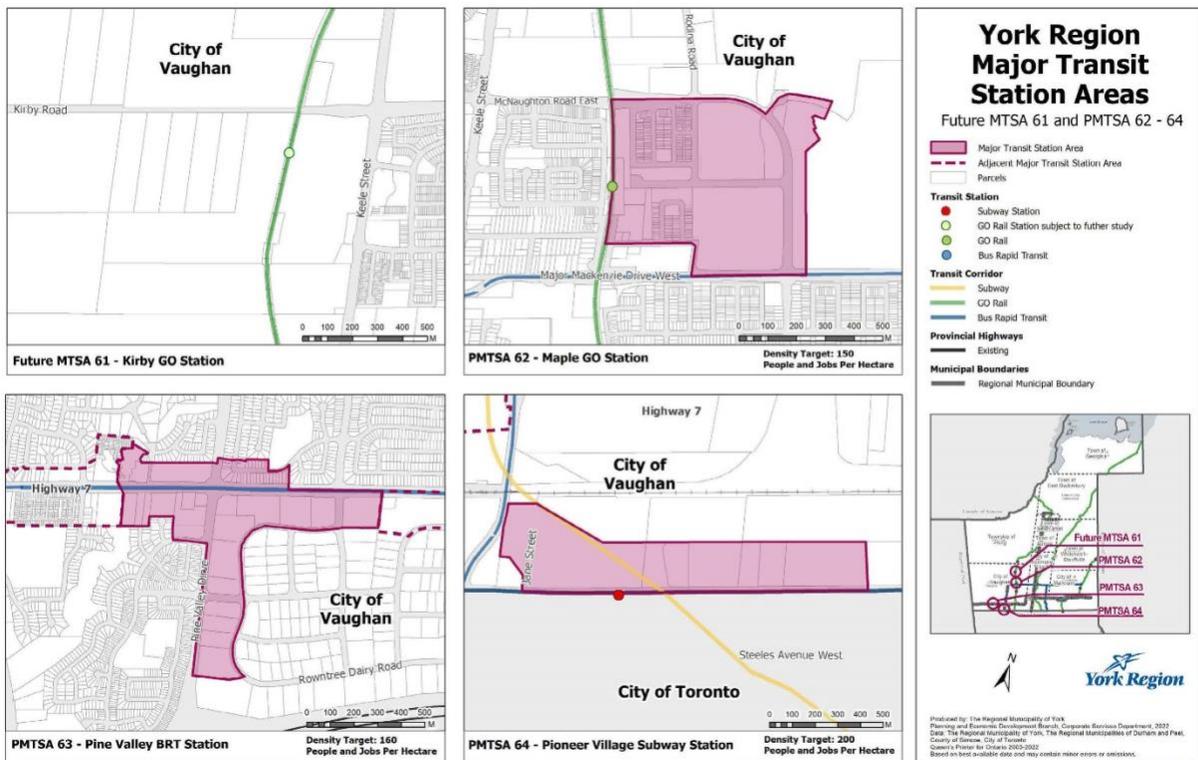


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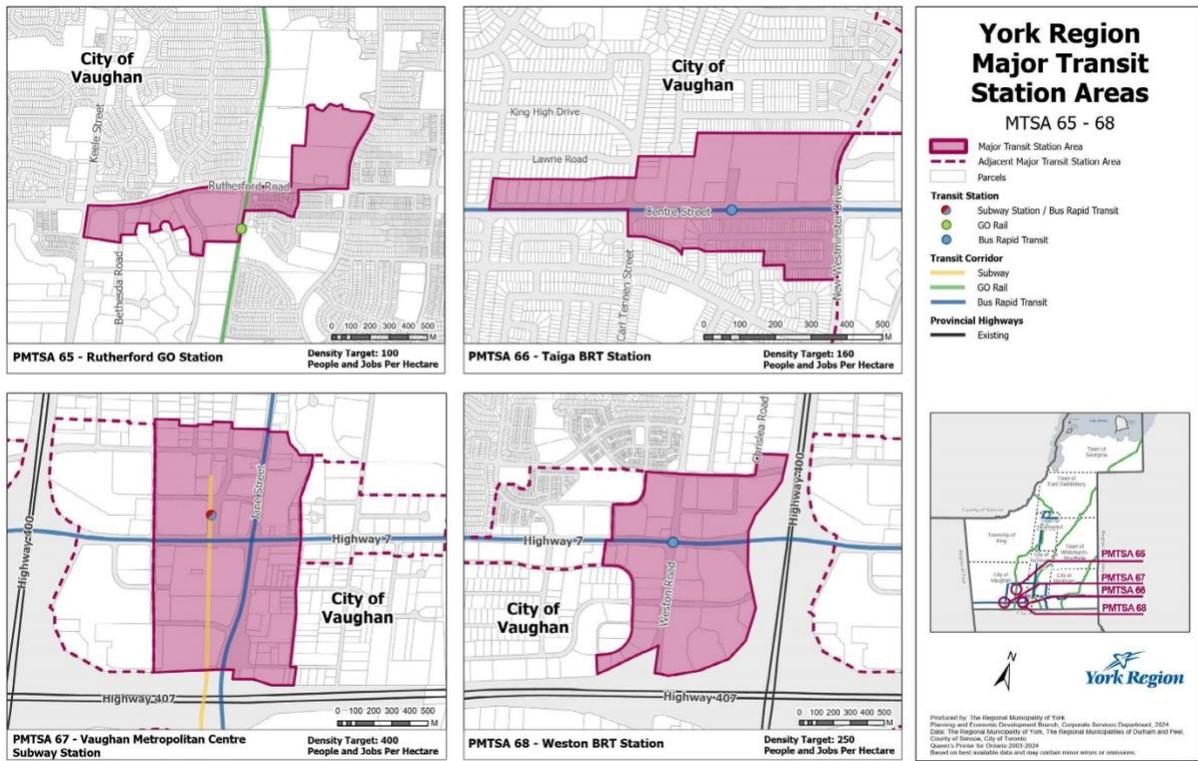
# Development Charges Deferral for Affordable Rental Buildings Policy



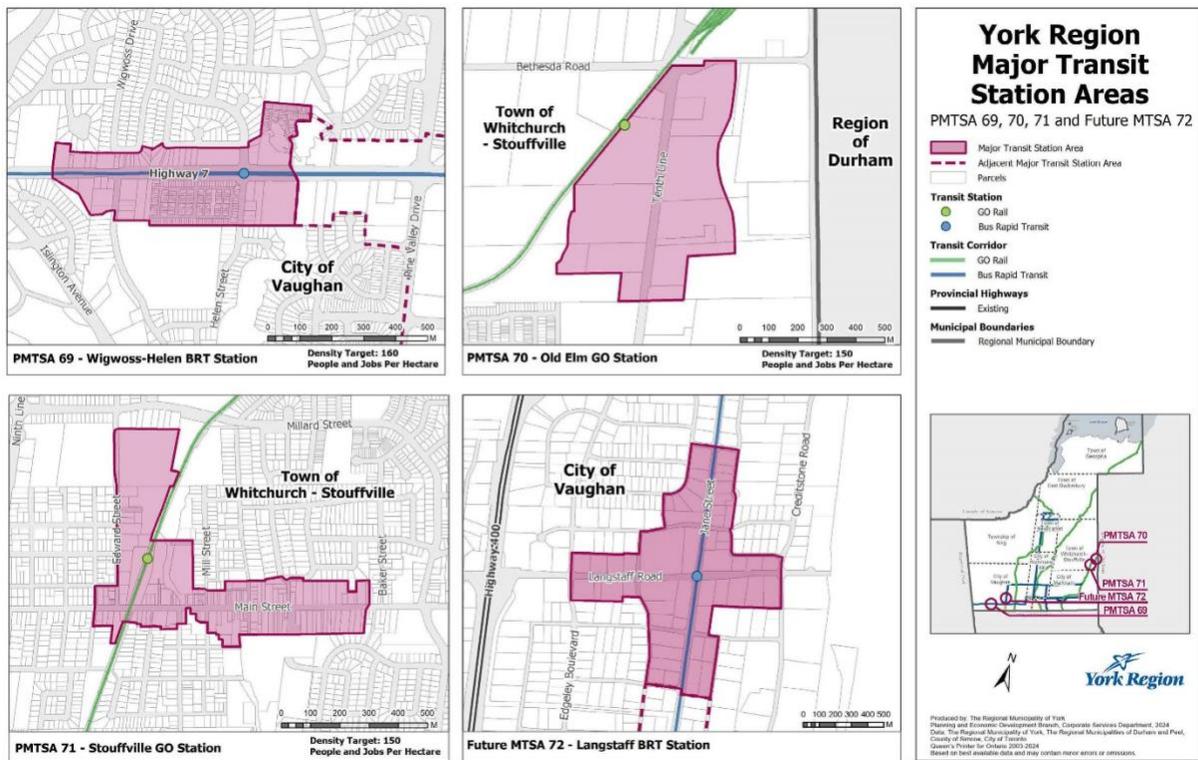
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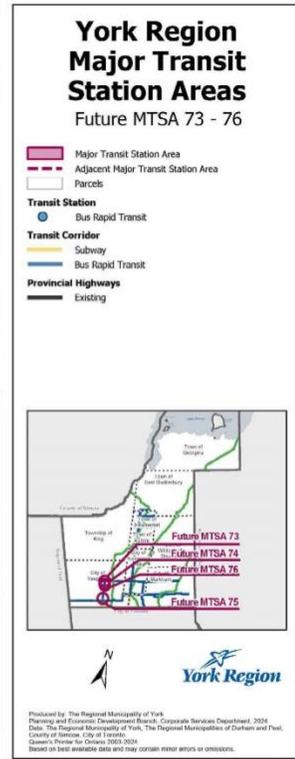
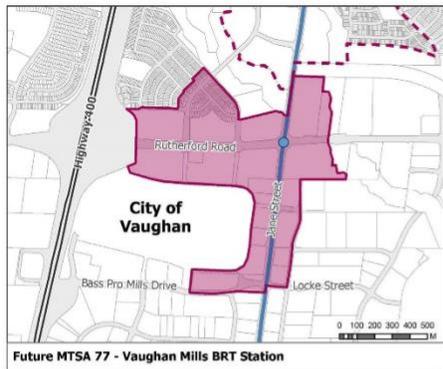
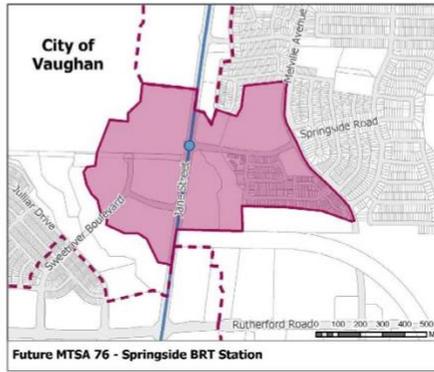
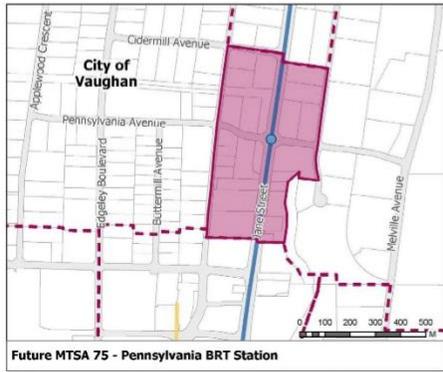
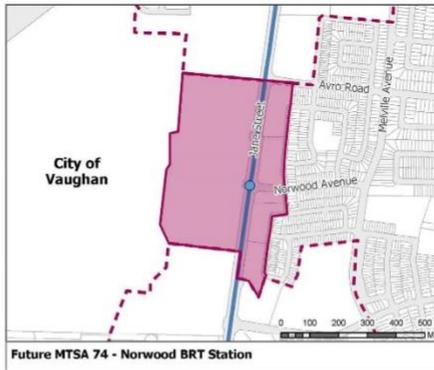
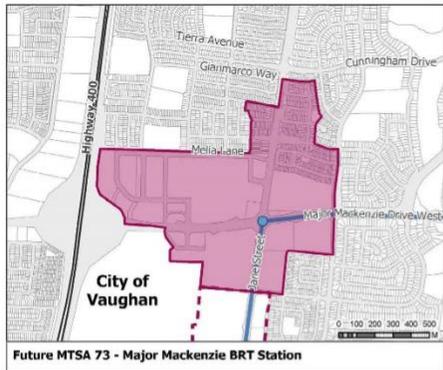


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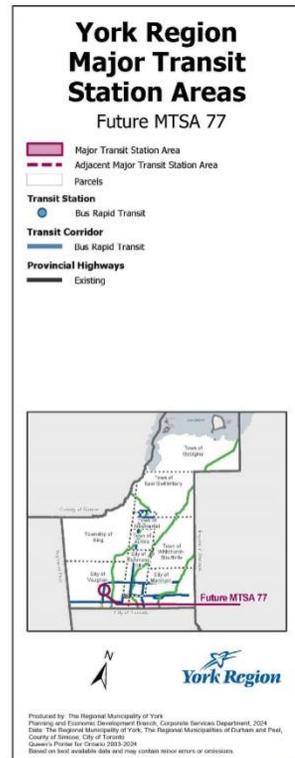


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# Development Charges Deferral for Affordable Rental Buildings Policy



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# Appendix B - Map 1 — Regional Structure

