

WELCOME!

Public Open House #1

LINCOLNVILLE GO STATION LAND USE STUDY

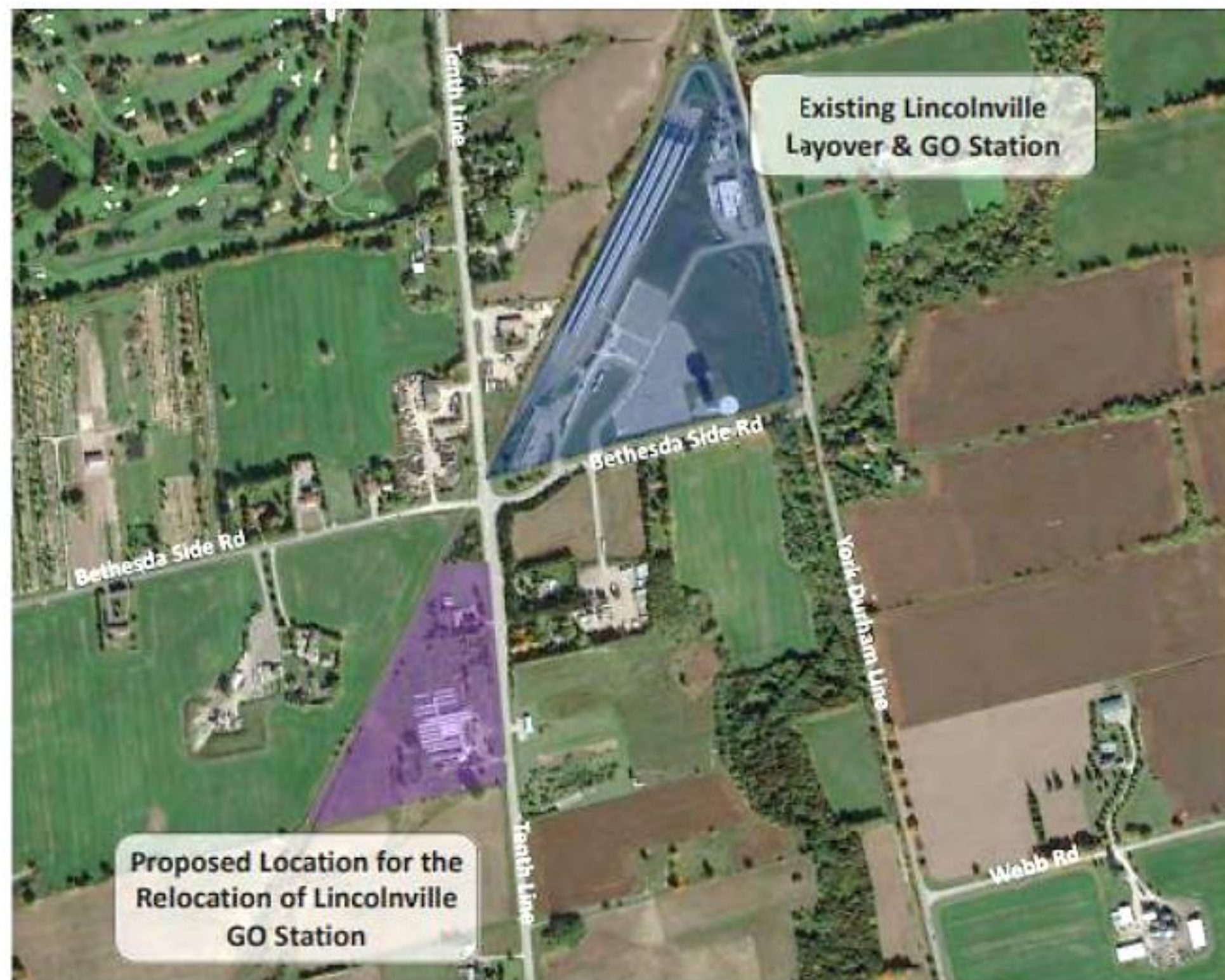


Town of
Whitchurch-Stouffville

- Please sign in at the front table
- Feel free to review the boards and provide comments
- The Project Team is available to answer questions

WHAT IS THE LINCOLNVILLE LAND USE STUDY?

STUDY BACKGROUND



Metrolinx is planning to construct the **new Lincolnville GO Station** just south of the existing GO Station (see map).

The GO Station is an exceptional opportunity to create a transit-oriented community, with a mix of residential unit types (apartments and townhouses), mix of uses (offices, residential, retail and restaurants), great public spaces and to promote walkability.

PURPOSE OF THE STUDY

The Town of Whitchurch-Stouffville has initiated a Land Use Study for lands in the vicinity of the future Lincolnville GO Station. **The purpose of the Land Use Study is to identify appropriate land uses, development densities, policies and guidelines to guide future development within lands near the future Lincolnville GO Station.** The outcome of this study will be an **Official Plan Amendment** and **Urban Design Guidelines**, which are used to guide development applications.

PURPOSE OF THIS OPEN HOUSE

The purpose of this Public Open House is to:

- > Introduce the Lincolnville GO Station Land Use Study;
- > Present work completed to date, including the Draft Land Use Study Report;
- > Present ideas about how the Study Area could be developed and obtain your feedback; and
- > Obtain feedback and input on preliminary work, which will be integrated in the final Land Use Study Report.

WHAT IS A MAJOR TRANSIT STATION AREA (MTSA)?

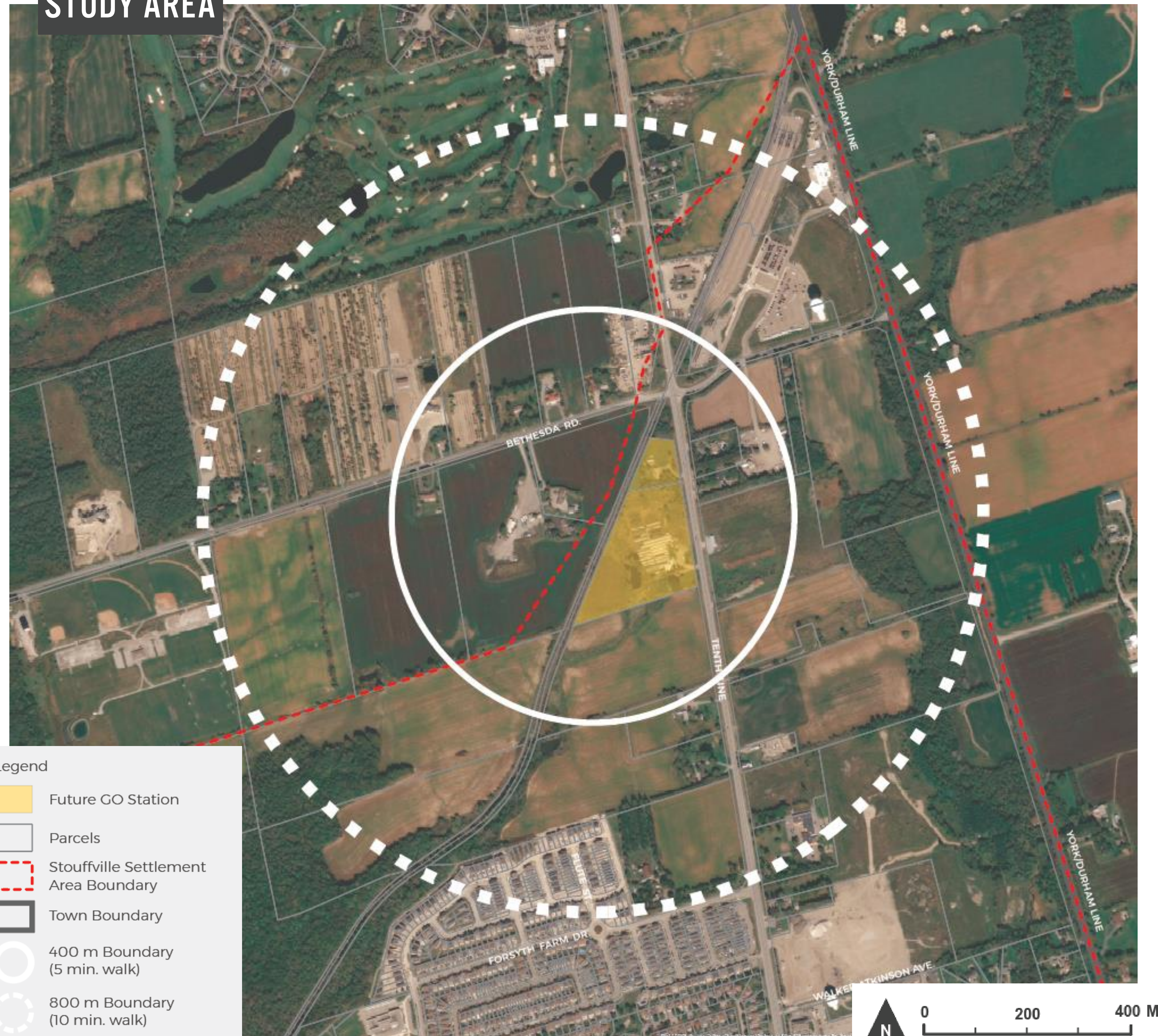
The Province's **2019 Growth Plan for the Greater Golden Horseshoe** (the Growth Plan) defines a **Major Transit Station Area** as:

“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.”

The Growth Plan requires that all major transit station areas are planned and designed to be transit-supportive – this means planning for a mix of land use, walkable streetscapes and higher density development forms, like apartments and townhouses.

WHAT IS THE STUDY AREA?

STUDY AREA



The Study Area is generally considered to include lands within an 800-metre radius around the future GO Station.

A 'hard line' for the Study Area is not identified – intent of this Study to delineate the Major Transit Station Area (MTSA) and it may be suitable to delineate an area smaller than 800 metres.

The Study Area is located in the northeastern portion of Stouffville. Most of the Study Area consists of agricultural uses, natural features and other rural uses.

Most of the Study Area is located in Stouffville's "Settlement Area Boundary" but some of it is not.

- Urban development is only be permitted *within* the Settlement Area boundary.
- An expansion of this boundary can only be made by the Region in a separate process called the Municipal Comprehensive Review of the Regional Official Plan.
- As such, this Study will focus on setting a land use plan for development within the settlement area boundary.
- However, consideration will be made about how development might look outside the settlement area boundary, since so much the Study Area is just outside the settlement area and an expansion of the boundary could possibly occur in the long-term.

HOW WILL THE STUDY BE COMPLETED?

PROCESS AND TIMELINE

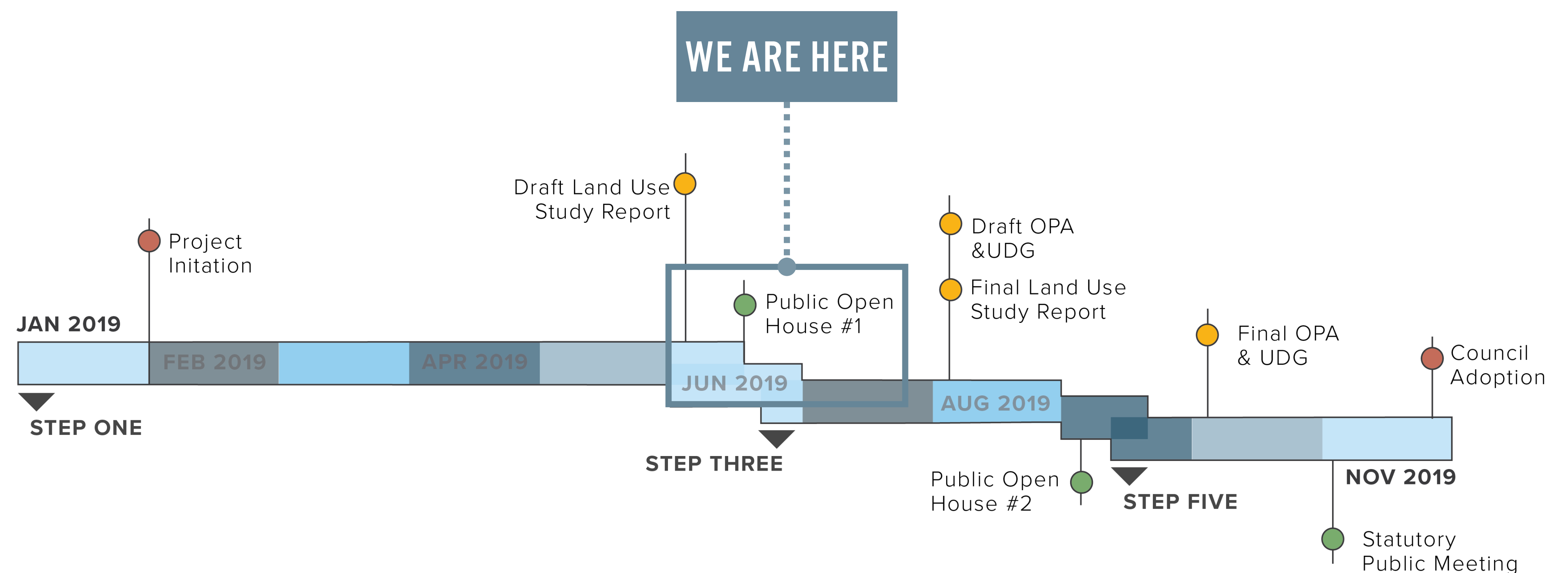
This Study will be completed over a period of 10 months, through a five-step process.

- 1 Project Initiation and Background Review**
 - > The Study team has reviewed background information and prepare land use options for consultation purposes
- 2 Public Open House #1 (We are here)**
 - > We will seek the public's input on the land use options and evaluation process
- 3 Evaluate Land Use Options and Prepare the Official Plan Amendment (OPA) & Urban Design Guidelines (UDGs) (Summer 2019)**
 - > The study team will evaluate the land use options (presented tonight) and produce a recommended land use plan including design guidelines
- 4 Public Open House #2 (by early Fall 2019)**
 - > We will seek input on the preferred land use plan
- 5 Finalize Materials and Statutory Public Meeting (Fall 2019)**
 - > The team will hold a public meeting and finalize the materials for Council's adoption

ARE THERE OTHER WAYS TO PARTICIPATE?

Three public meetings (including this meeting) are planned through this study. If you are unable to attend future meetings, you can visit the project website at any time. These display boards, all reports and other materials will be posted here:

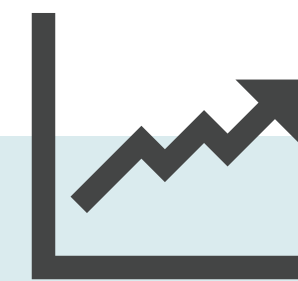
<http://www.townofws.ca/lincolnville>



PROVINCIAL POLICY CONSIDERATIONS

WHAT PROVINCIAL POLICIES & GUIDELINES ARE RELEVANT TO THIS STUDY?

The Province has issued a range of different documents that guide land use planning within the vicinity of transit stations. This display board summarizes some of the applicable Provincial policy.



PLANNING GROWTH

The *Planning Act*, Provincial Policy Statement, and Growth Plan support **planning for transit-oriented development**. More specifically, the Growth Plan:

- > Establishes the need to **delineate boundaries**, reach specific **density targets**, and plan **for transit-supportive development** and a **mix of uses** near higher order transit stations;
- > Intends for MTSAs to be delineated within about **500 to 800 metres of the transit station**.

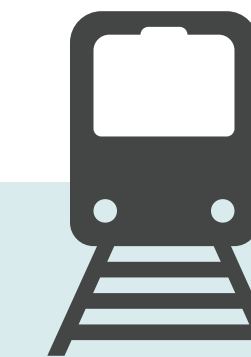


ENVIRONMENTAL PROTECTION

The Study Area contains various natural features, being located within:

- > the Oak Ridges Moraine;
- > Duffin's Creek Watershed; and,
- > a wellhead protection area.

Provincial planning policy provides guidance and requirements for the **protection of environmentally sensitive features**. The preferred land use scenario of this Study will support their continued protection. These features will also be studied as part of development applications.

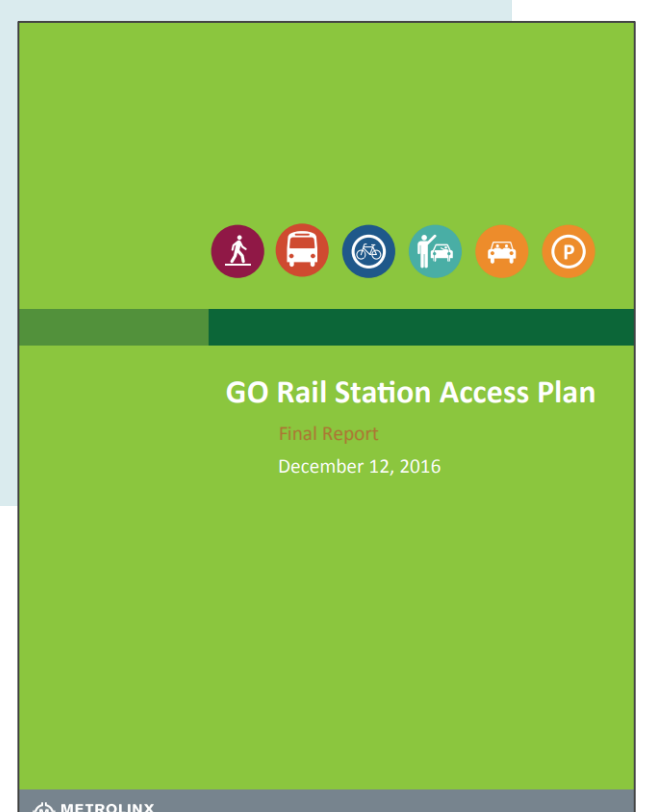
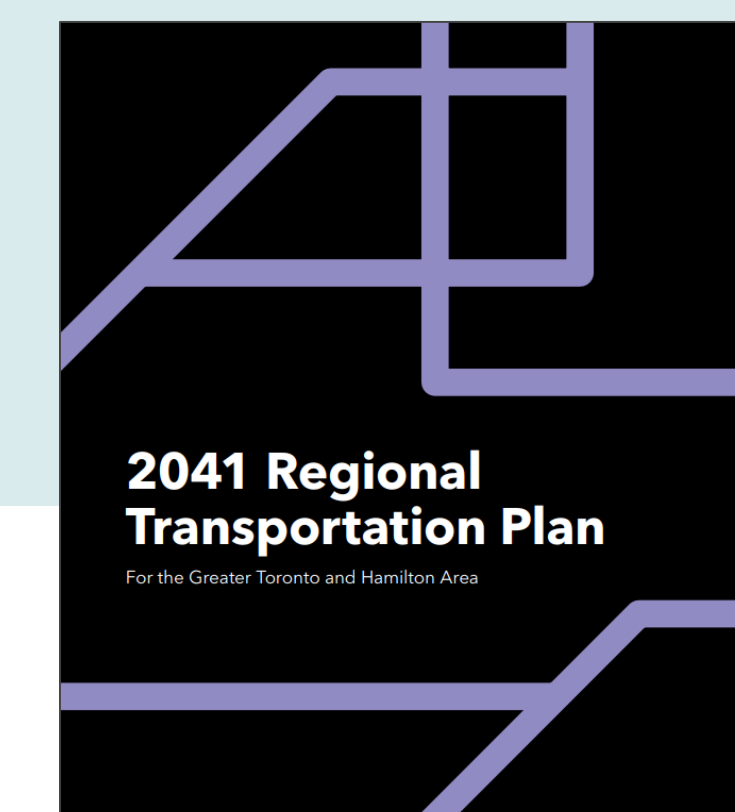
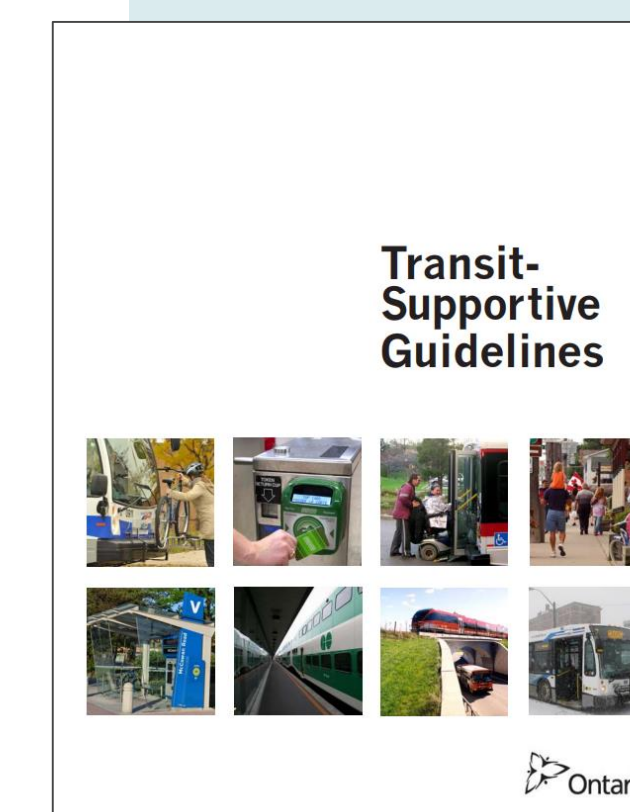
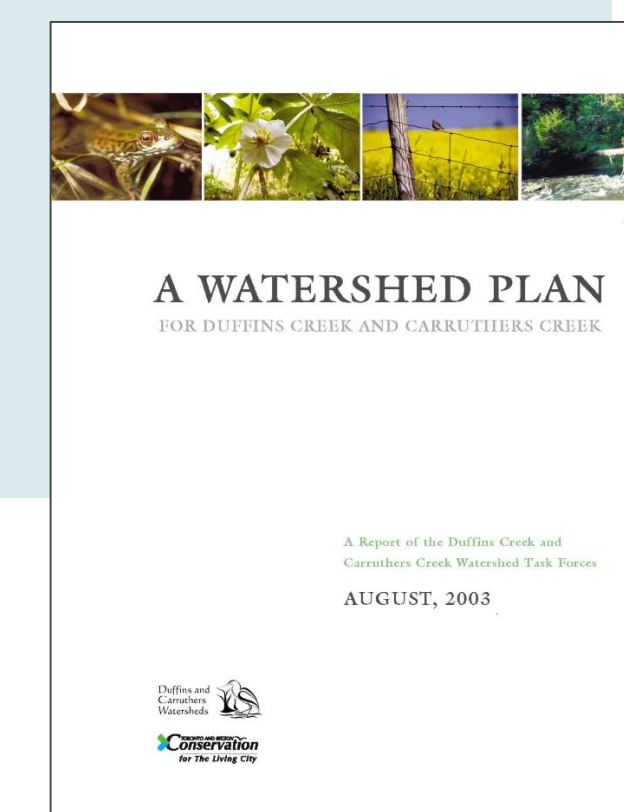
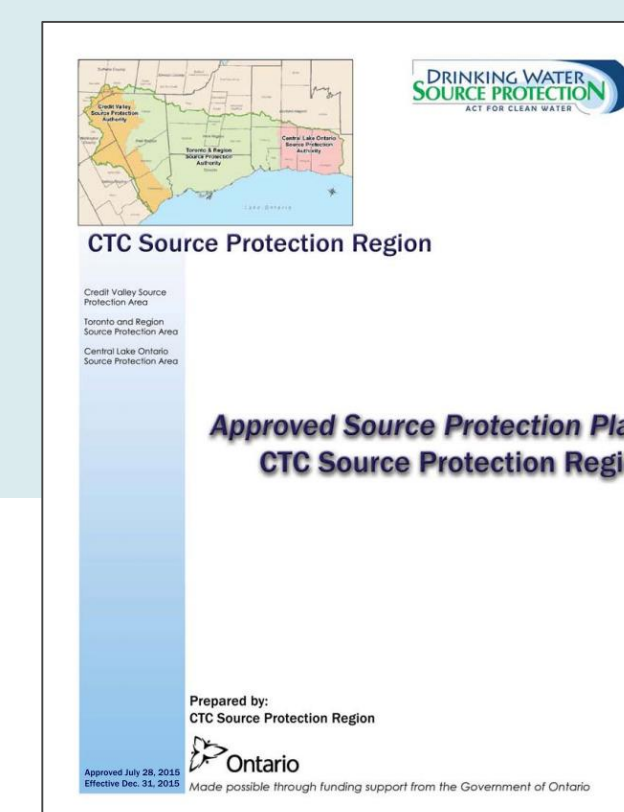
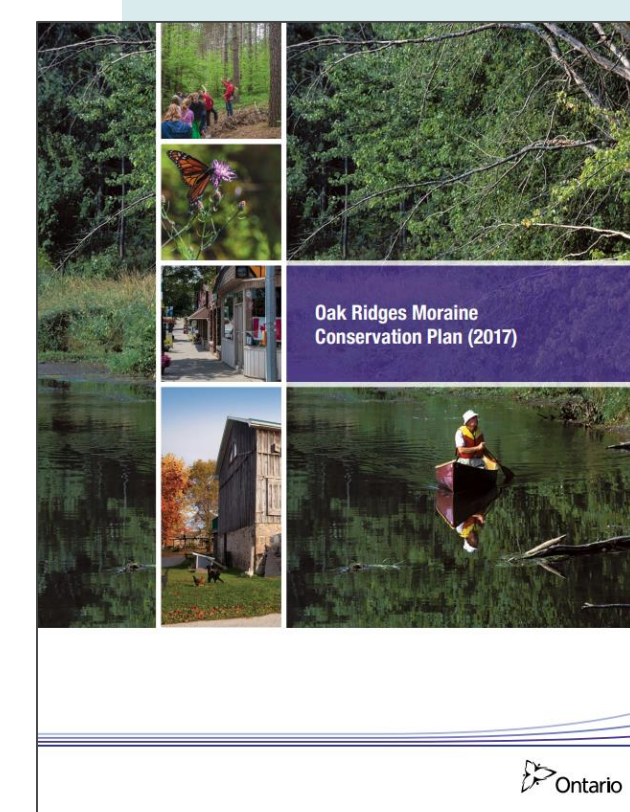
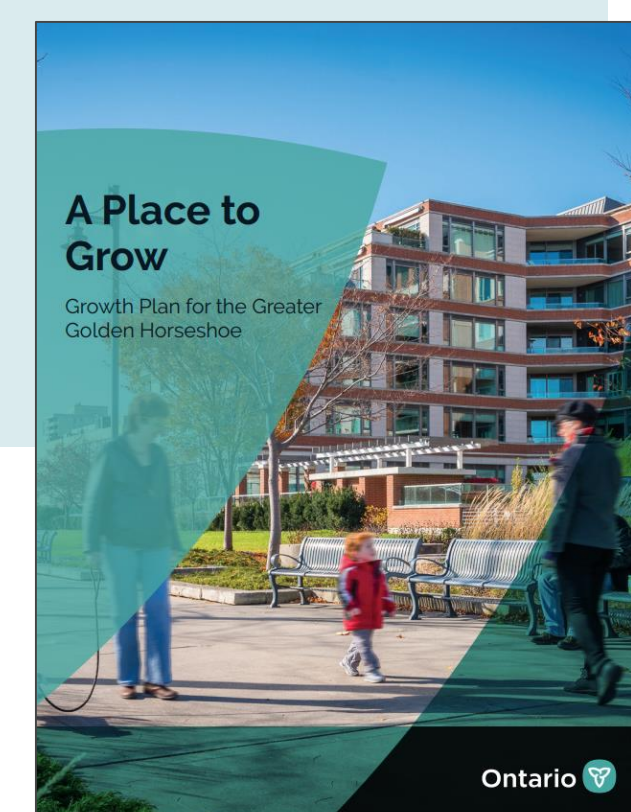
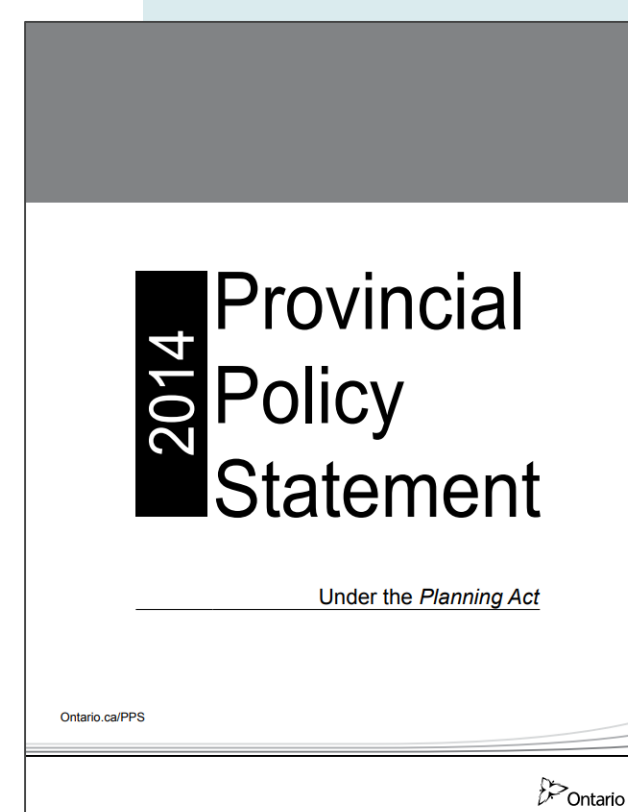


TRANSIT-ORIENTED DEVELOPMENT GUIDELINES

Given that the **form of higher-order transit in this case is inter-regional rail**, there are also guidelines produced by Metrolinx and the Ministry of Transportation that are relevant to this Study.

These guidelines speak to:

- > land use
- > connectivity
- > compatibility of adjacent uses
- > pedestrian comfort
- > wayfinding / amenity; and,
- > efficiency.



REGIONAL POLICY CONSIDERATIONS

WHAT REGIONAL POLICIES & GUIDELINES ARE RELEVANT TO THIS STUDY?

Similarly, York Region has policies and guidelines that must be considered in this study. These policies and guidelines will influence how we plan for lands around the Lincolnville GO Station.



YORK REGION OFFICIAL PLAN

The York Region Official Plan (YROP) provides guidance to local municipalities for managing growth, protecting the environment, and other matters. The York Region Official Plan currently plans for development up to the year 2031.

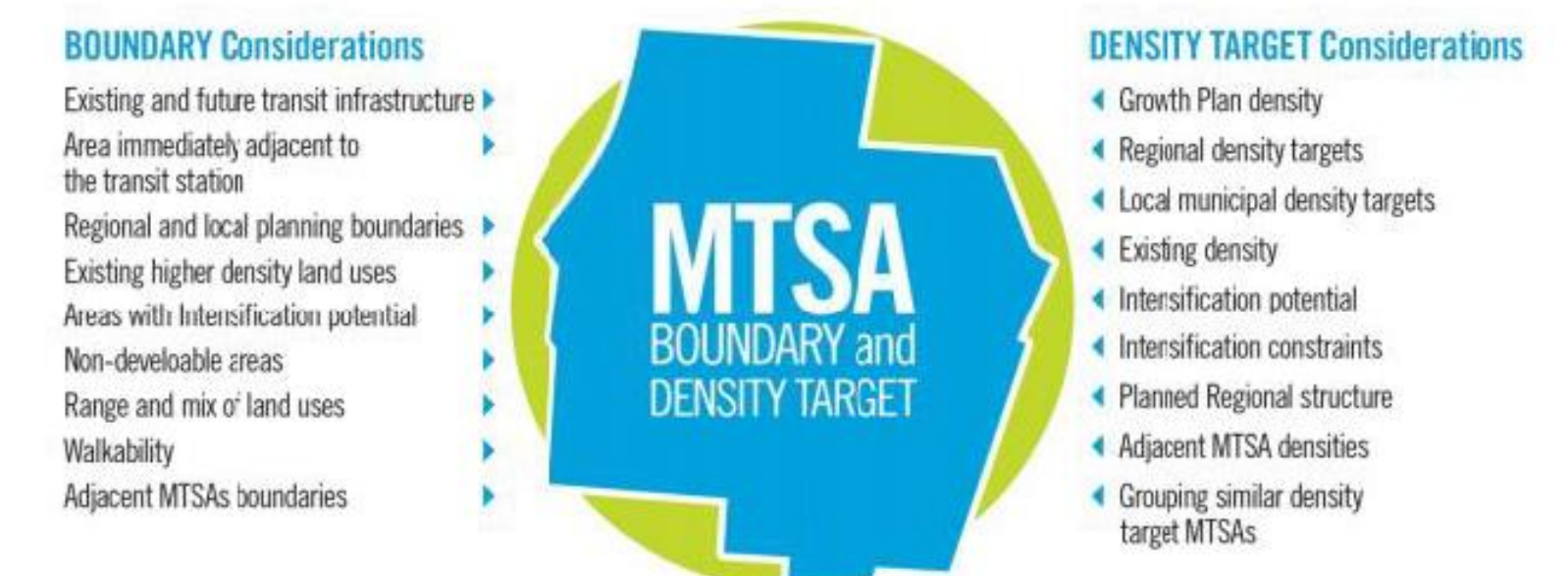
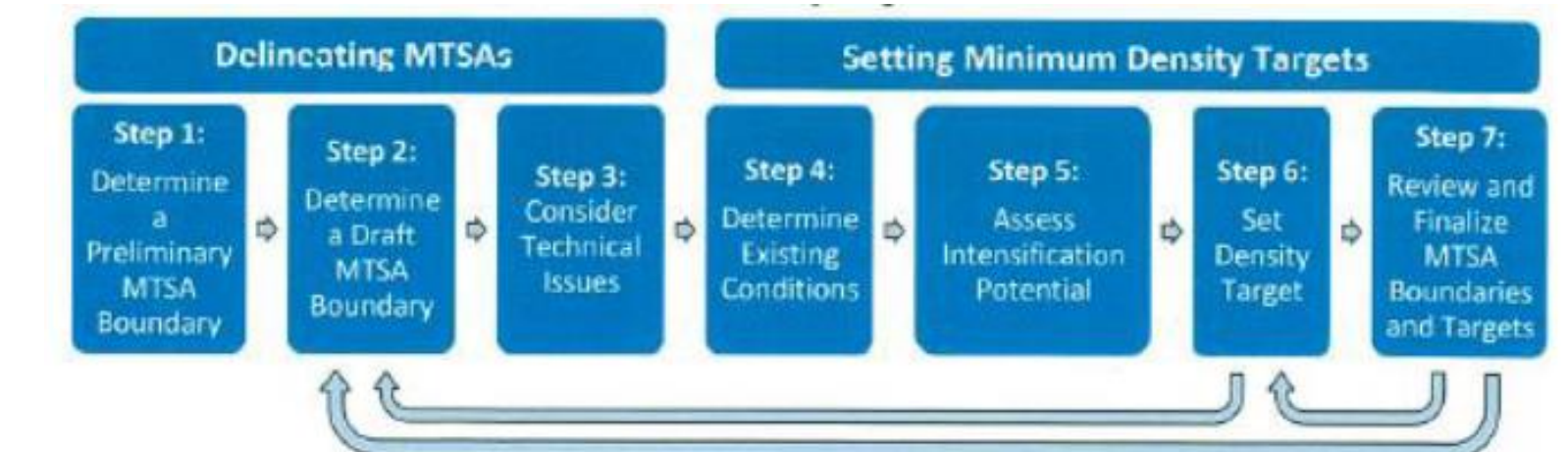
The Region is **currently undertaking a Municipal Comprehensive Review (MCR)** process to review the Region's population and employment forecasts, land budget and YROP policies and update the planning framework to the 2041 horizon.

YORK REGION'S GUIDANCE FOR PLANNING AROUND MAJOR TRANSIT STATIONS

The Region has completed the following relevant guiding documents that are relevant to this Study:

1. **The Region's Draft Guidelines to Delineate and Set The Draft Guidelines to Delineate and Set Density Targets for Major Transit Station Areas (July 2018)**, set out a framework for delineating and setting densities for MTSA.
2. **The Region's Planning for Intensification Background Report (April 2019)** includes proposed delineations and minimum density targets based on certain considerations for the Region's 70 MTSA.
3. **The Region's Edge Planning Background Report (November 2018)**, presents a review of best practices in edge planning to identify various planning tools and implementation mechanisms that should be considered to address planning conditions at the urban-rural fringe.

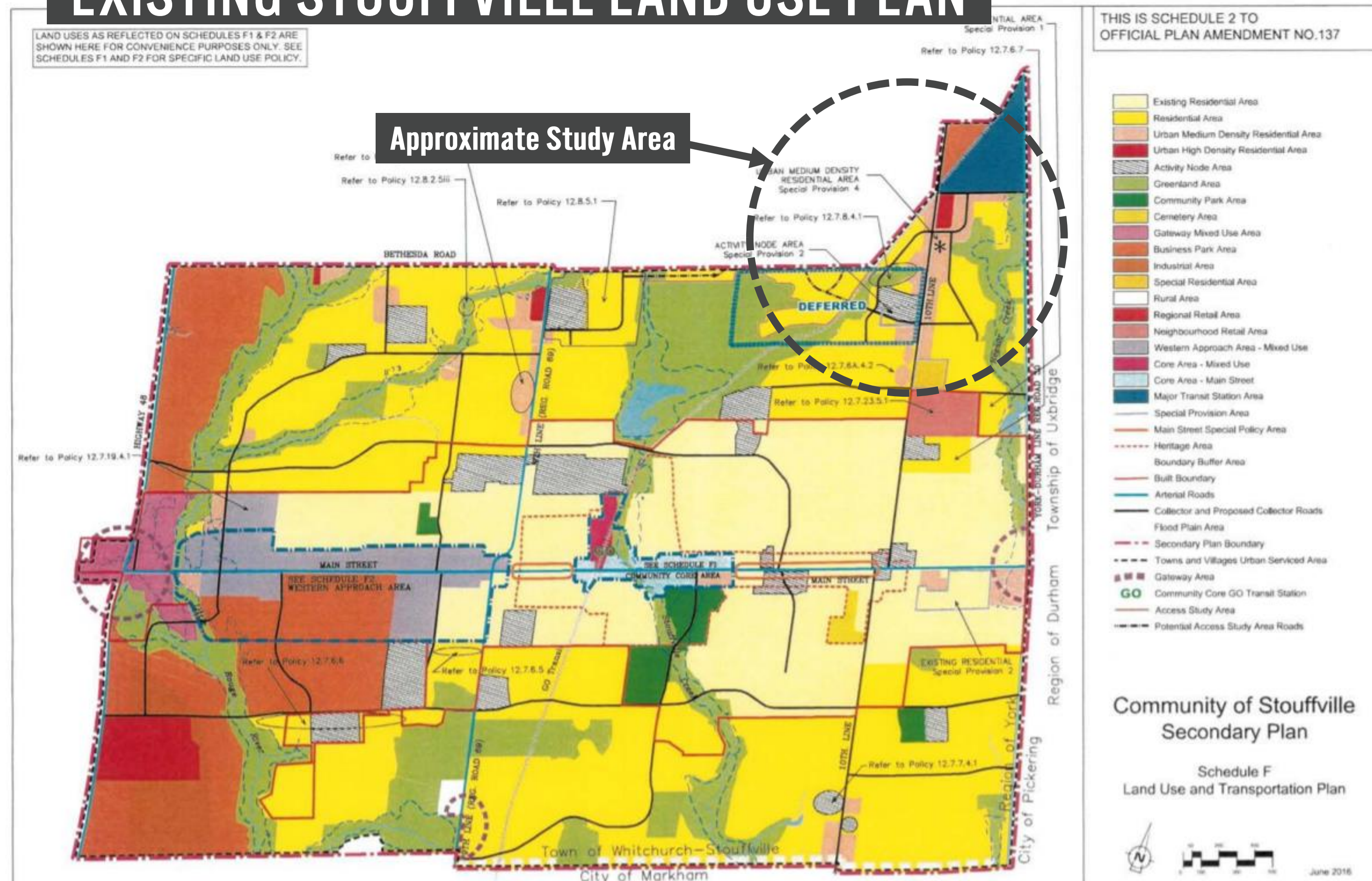
All of these guidelines are relevant to the identification of land uses around the Lincolnville GO Station.



LOCAL POLICY CONTEXT

The Town of Whitchurch-Stouffville also has an Official Plan that provides guidance for development across the Town, including the Study Area. The purpose of this Display Board is to summarize what the Town's existing policies say about the Study Area.

EXISTING STOUFFVILLE LAND USE PLAN



Land Use Designations in the Study Area include:

- > Urban High Density Residential, to provide for 65 – 120 units per net hectare
- > Urban Medium Density Residential, to provide for 30 – 65 units per net hectare
- > Major Transit Station Area, which is currently designated on the existing GO Station (since the GO Station is being relocated to the southwest corner of Bethesda/Tenth Line, this will need to change)
- > Industrial Area, at the northern extent of the Settlement Area boundary
- > Activity Node Area, on the west side of Tenth Line, south of the GO Station
- > Greenland Area along the east and west sides of the Study Area

The Town of Whitchurch-Stouffville Official Plan, including the Stouffville Secondary Plan provides policies for development in the Study Area.

- > The Official Plan, including Official Plan Amendment 137, establishes land uses and policies to guide development across Stouffville.
- > Generally, the Study Area is planned for a mix of different land uses (see map).
- > An outcome of this study will be an amendment to the Official Plan. An update is required to relocate the GO Station lands and to consider land use and policies that meet Regional and Provincial policies for planning around transit stations and provide the best plan for this new community.

URBAN DESIGN GUIDELINES

The Town currently administers two sets of design guidelines which are applicable to the Study Area, including the **Community of Stouffville Urban Design Guidelines** and **Community of Stouffville Residential Intensification Urban Design Guidelines**. A key part of this Study will be to develop design guidelines for the Study Area to address the recommended land use plan, and build on the Town's existing design guidelines.

INFRASTRUCTURE MASTER PLANS

The Town's various infrastructure master plans shape **physical infrastructure across the Town, including roads, water/sewers, and trails/parks/ recreational facilities**.

These plans include:

- > Transportation Master Plan (2017), including the Phase 3 Lands;
- > Active Transportation Servicing Plan (2017);
- > Water and Wastewater Master Plan (2018);
- > Leisure and Community Services Master Plan (2018).

EXAMPLES OF OTHER TRANSIT STATION PLANS

CASE STUDIES

It is worthwhile to examine how other municipalities are planning for development in proximity to rapid transit stations to help generate ideas and identify best practice. This panel summarizes some of the case studies reviewed.

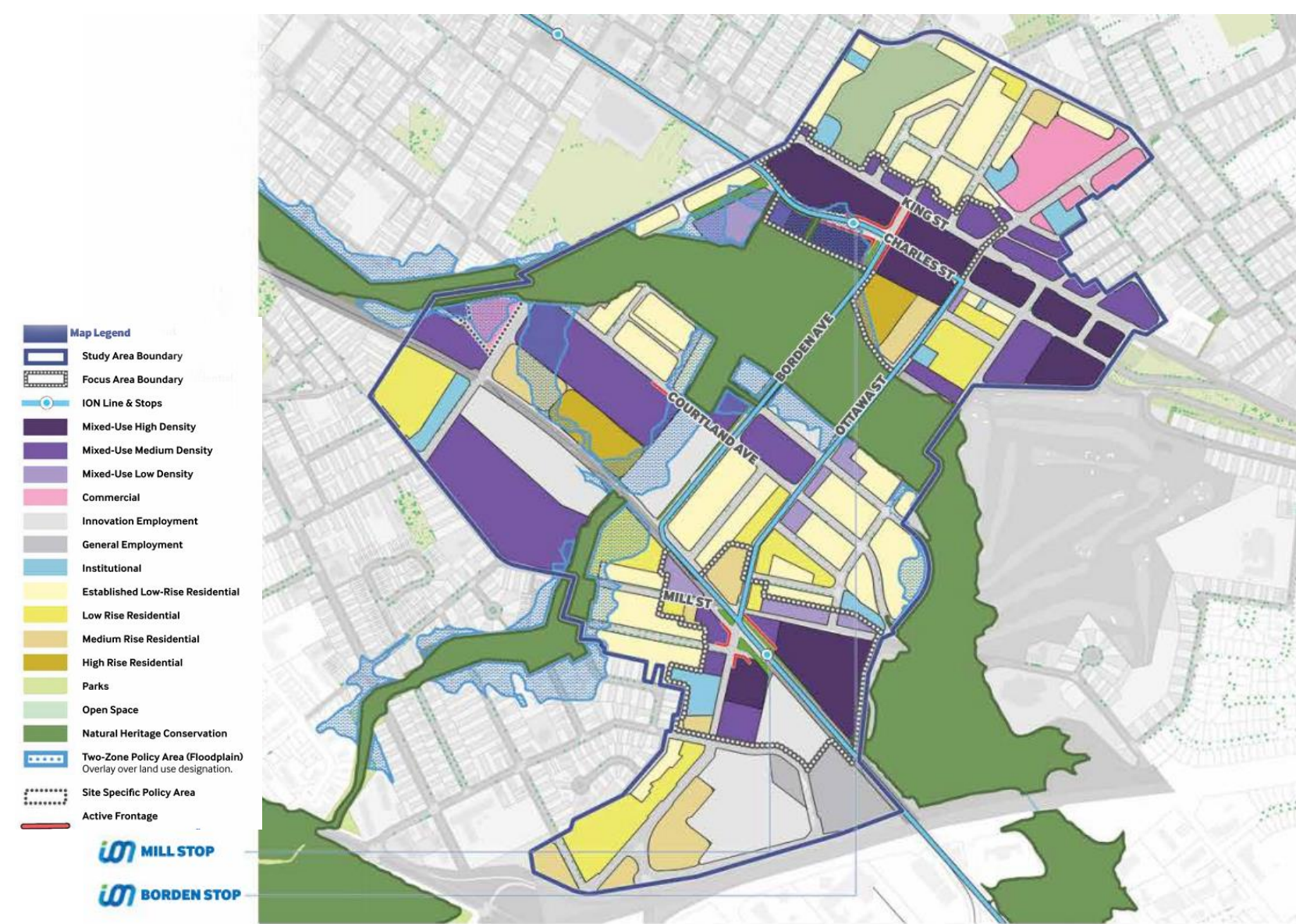
MOUNT PLEASANT GO STATION, BRAMPTON

- > Transit-oriented greenfield development
- > Presents a nodal framework for medium-density transit-oriented development in a greenfield context, which is similar to the Study Area



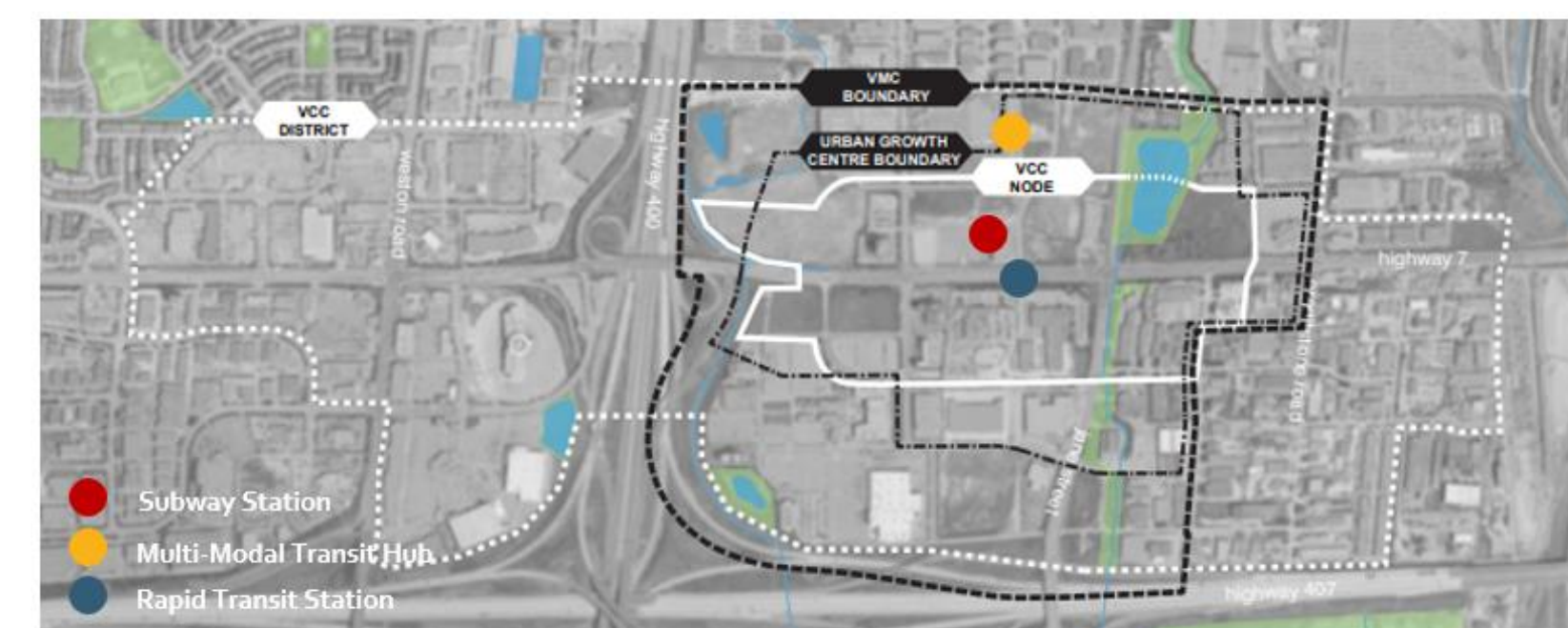
PLANNING AROUND RAPID TRANSIT STATIONS, KITCHENER

- > Comprehensive plan for areas around the rapid transit station stops associated with the future Light Rail Transit (LRT)
- > This includes the Rockway Station Area, which currently consists of mostly industrial and low density residential uses
- > Similar to this Study in terms of the need to update the land use framework to allow for transit-supportive developments



VAUGHAN METROPOLITAN CENTRE, CITY OF VAUGHAN

- > The City developed comprehensive land use controls to create a complete and connected community around high-order transit
- > Differs from Lincolnville in terms of the very high densities that are planned and the existing land uses, which include existing low-rise retail and some industrial uses



KEY TAKEAWAYS FROM THE CASE STUDIES

While each case study addresses transit-oriented development planning in a different context, they address similar topics:

- Transit station area planning emphasizes neighbourhood connectivity
- There is a need to ensure that services and facilities are provided to serve the daily needs of all future residents, such as public space and service commercial uses
- There is a diversity of land uses and diversity of building types and tenures contemplated
- Built forms and public realm is designed to respond to the character and to create interesting streetscapes
- Green space and open spaces are integrated into the community

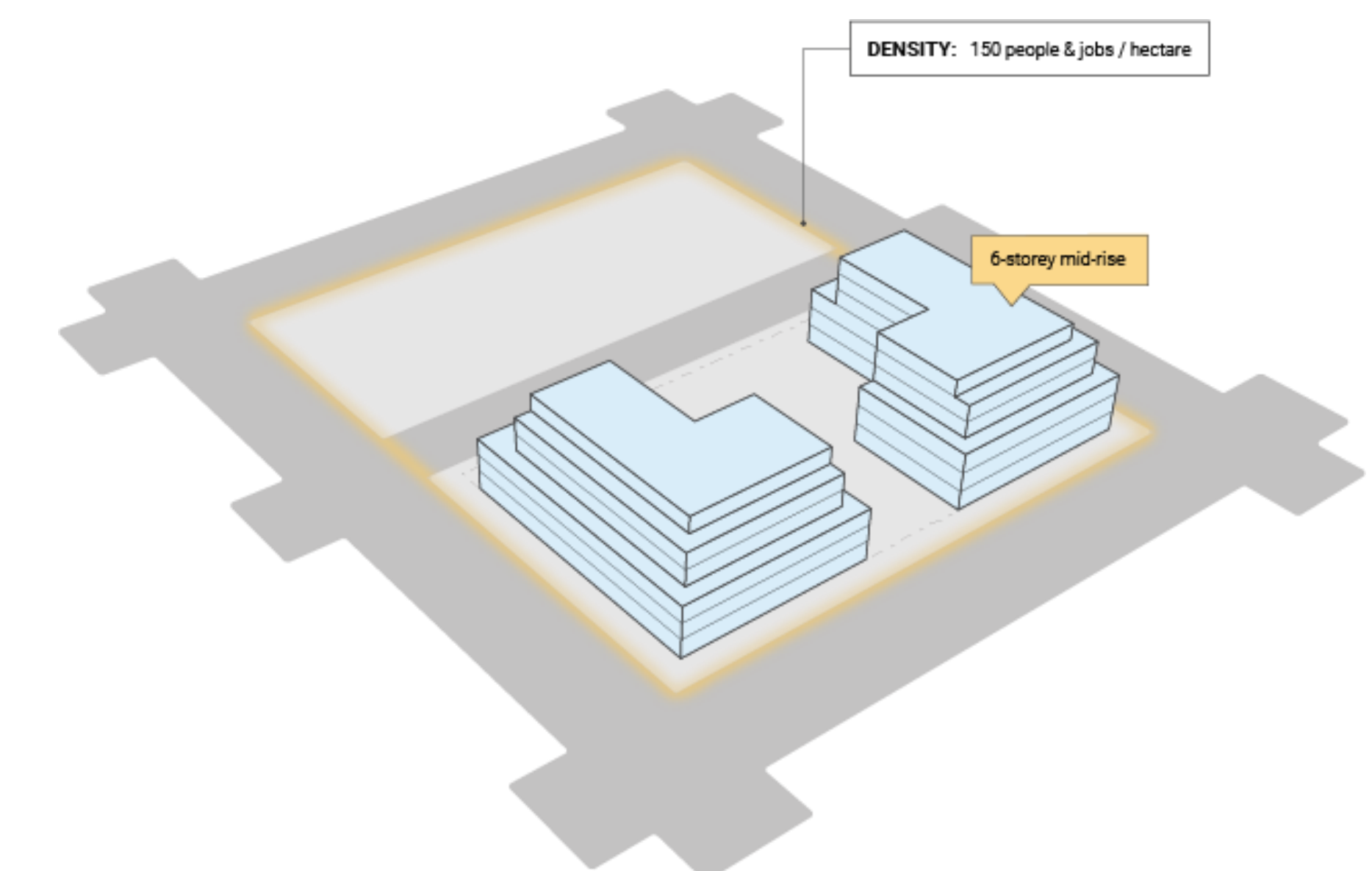
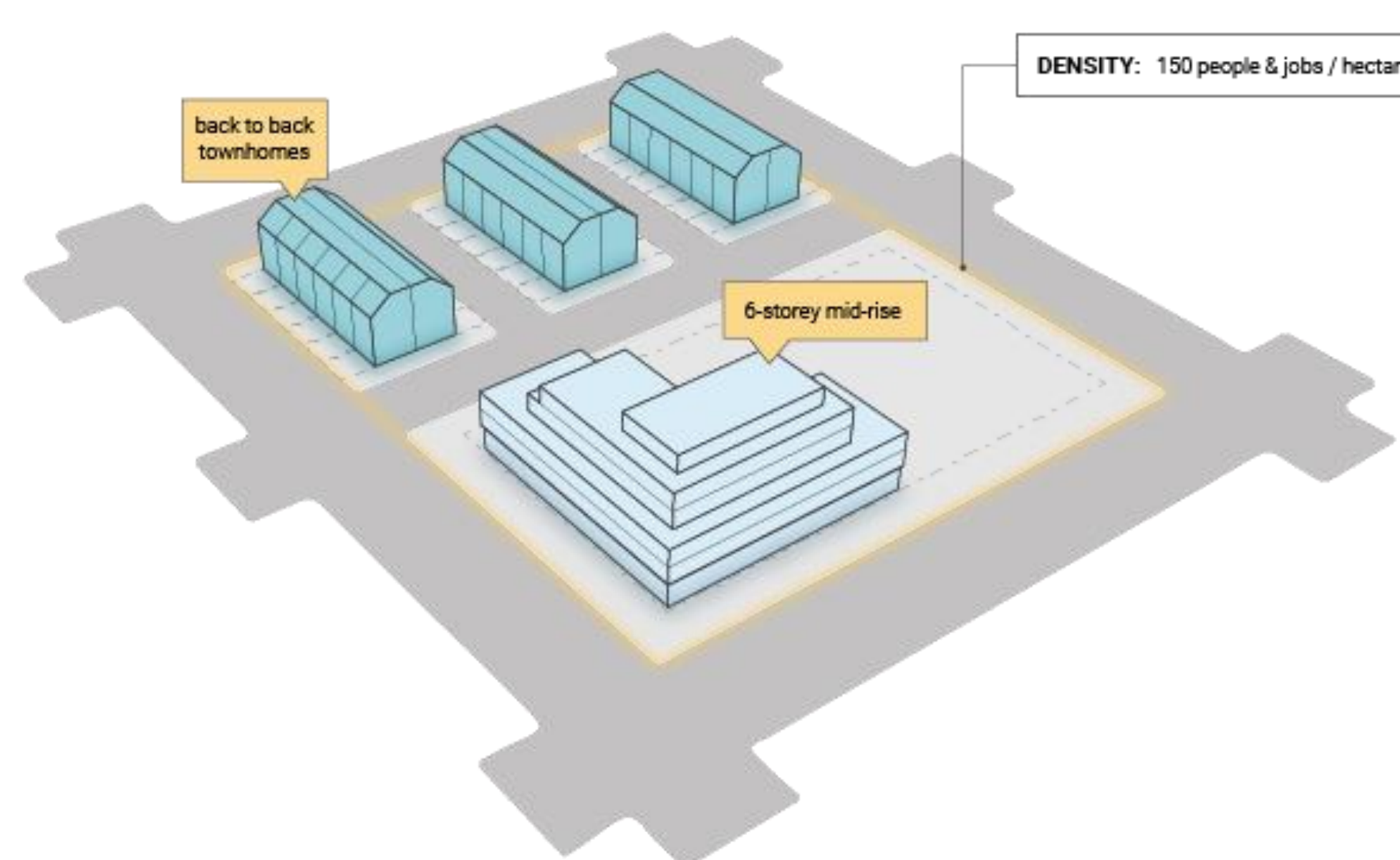
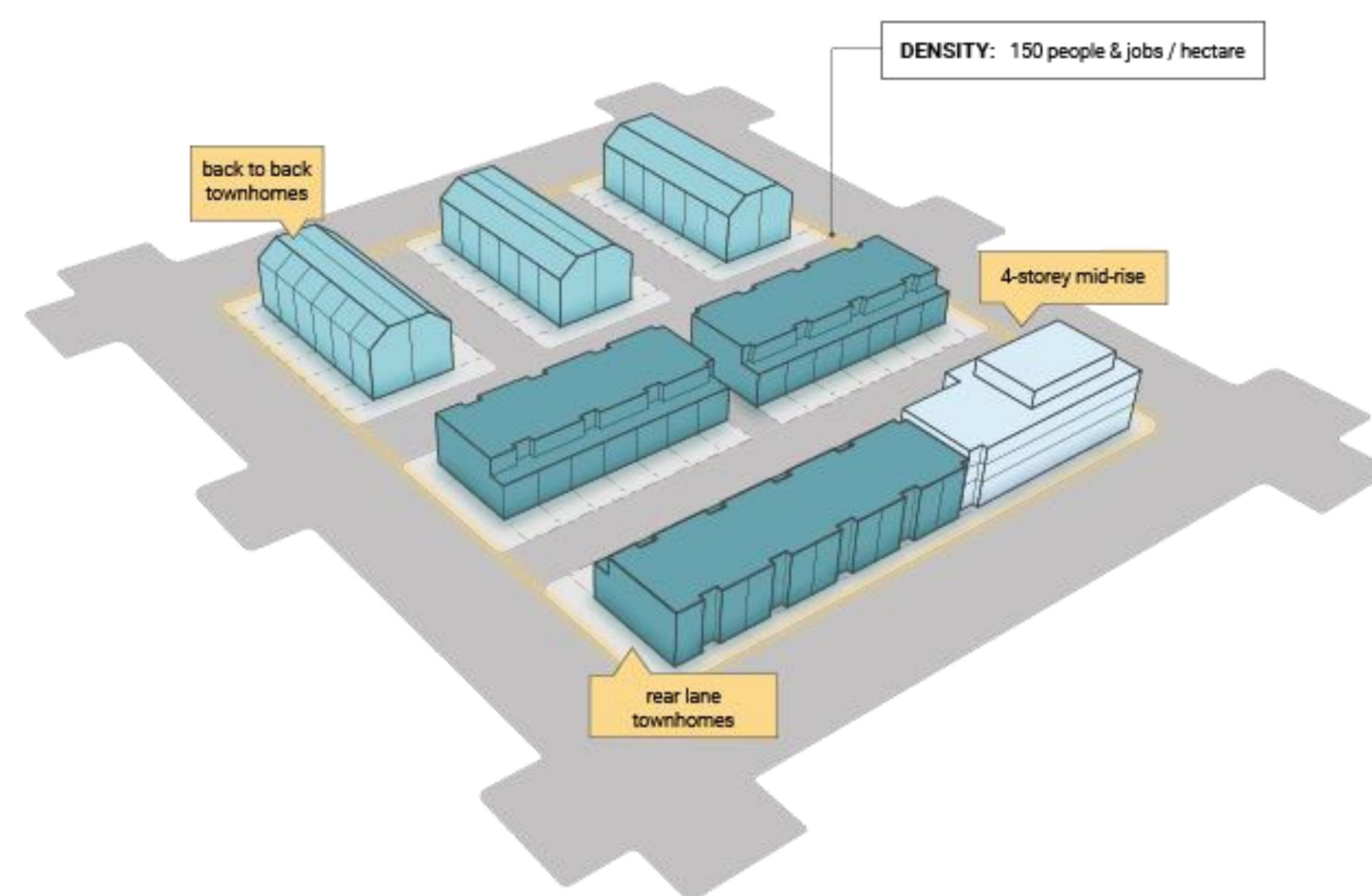
WHAT DENSITY IS BEING PLANNED FOR?

YORK REGION'S DENSITY TARGET

York Region's "Planning for Intensification Background Report" states that it is the Region's expectation that stations on the Stouffville line, including the Lincolnville GO Station, *will achieve at least 150 people and jobs per hectare*. This means that development is expected to be planned with a mix of unit types that contribute to this density. This Study will confirm the appropriateness of this density target in consideration of the Region's guidelines as well as technical considerations (servicing or other constraints).

WHAT DOES 150 PEOPLE AND JOBS PER HECTARE LOOK LIKE?

- > Higher density does not always equal taller buildings – can be delivered through a variety and mix of built forms / unit types
- > The figures below illustrate how 150 people and jobs per hectare can be achieved through different patterns
- > A minimum density of 150 people and jobs per hectare would not have to be achieved on every block throughout the MTSA – density would vary based on land use designations and permitted uses associated with such designation.
 - The MTSA would average out to the target of 150 people and jobs per hectare, with block level densities fluctuating above and below this target.



WHAT IS "DENSITY"?

Density is:

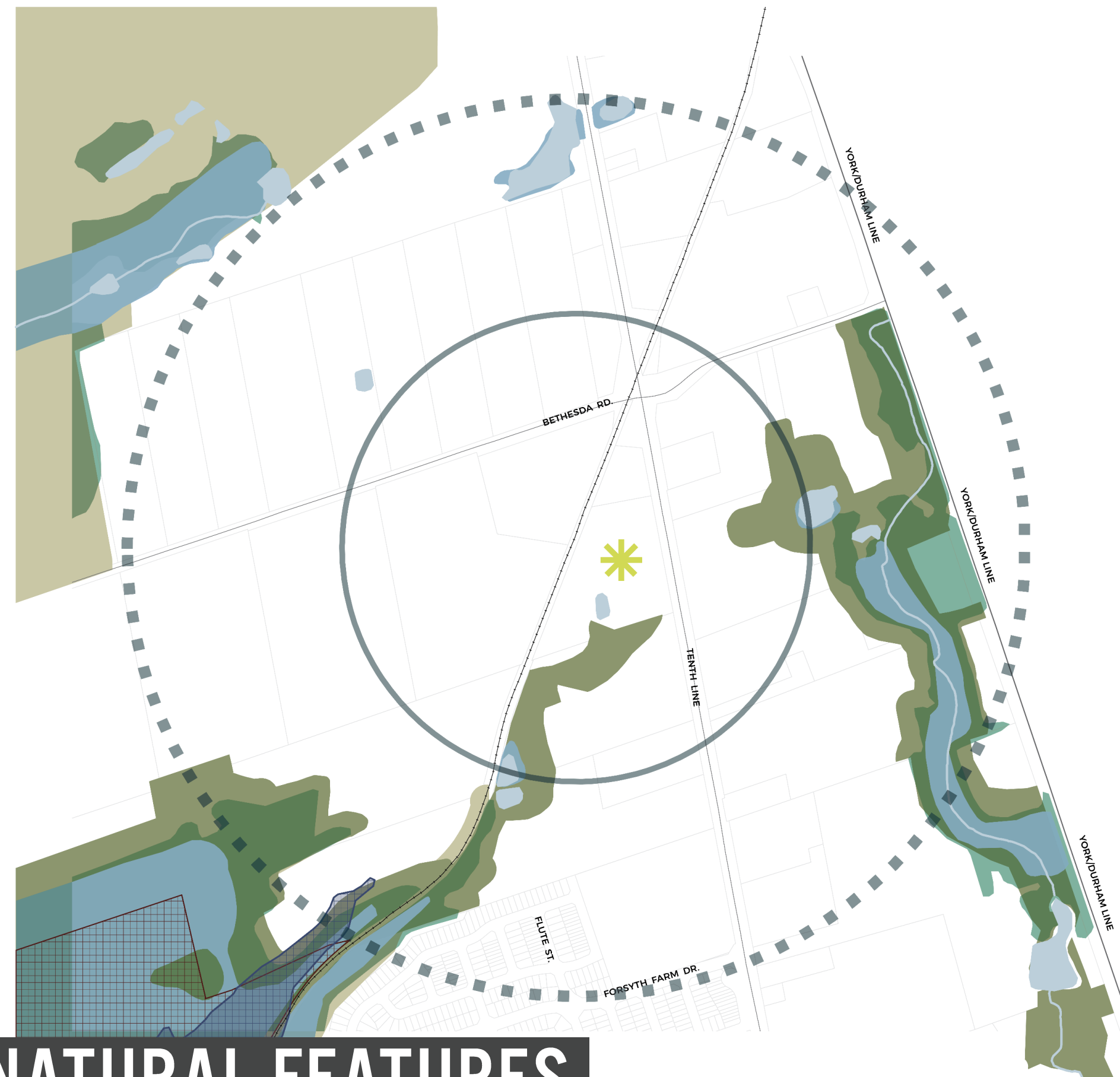
*a measure of the **concentration** of residents or employees in an area, and speaks to the intensity of land use and development.*

It is important to understand what the density means in terms of building heights, building forms and unit types.

EXISTING CONDITIONS

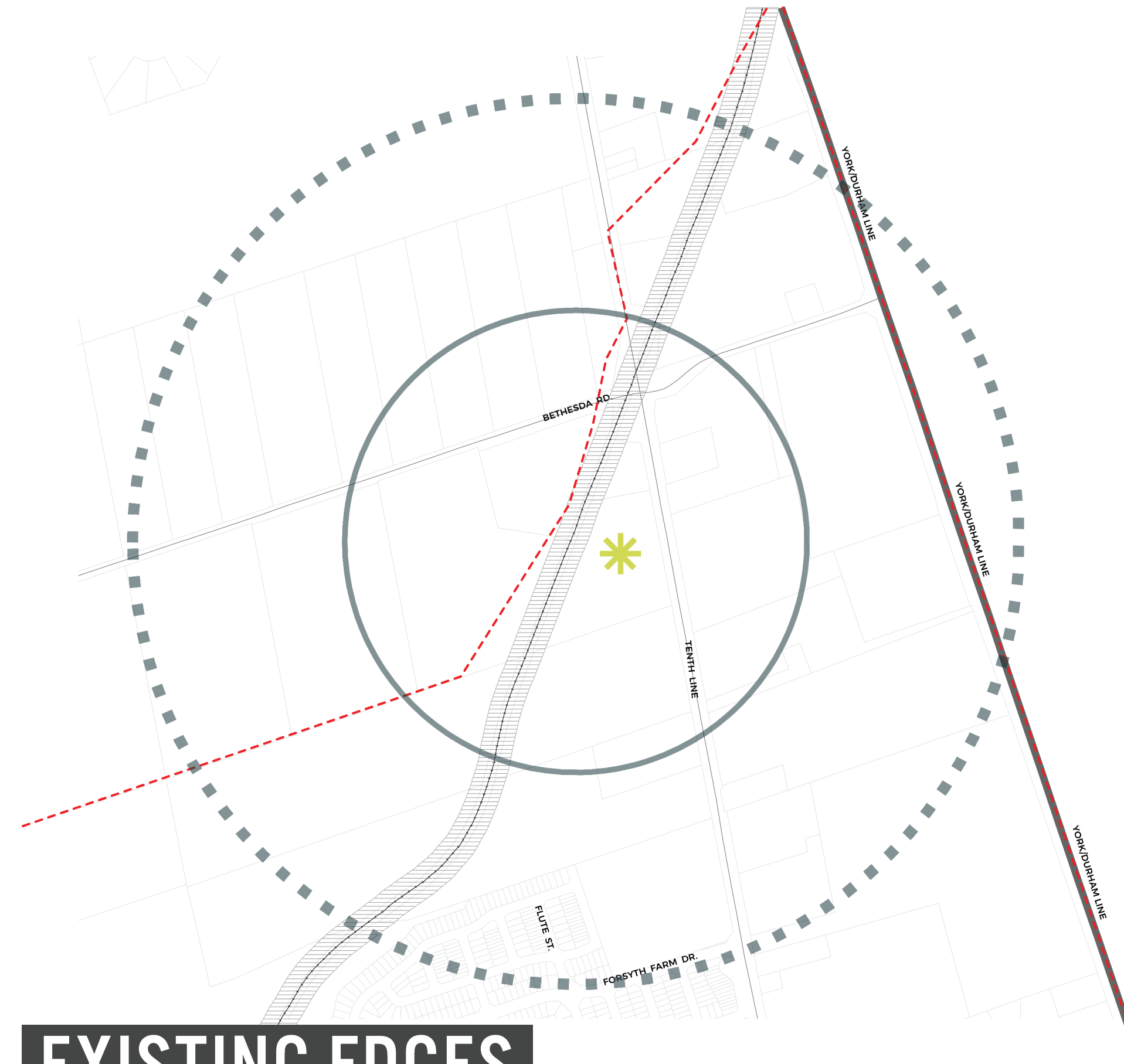
CONSTRAINTS MAPPING

The Study Area is principally rural land uses, but there are some existing constraints that must be identified and considered.



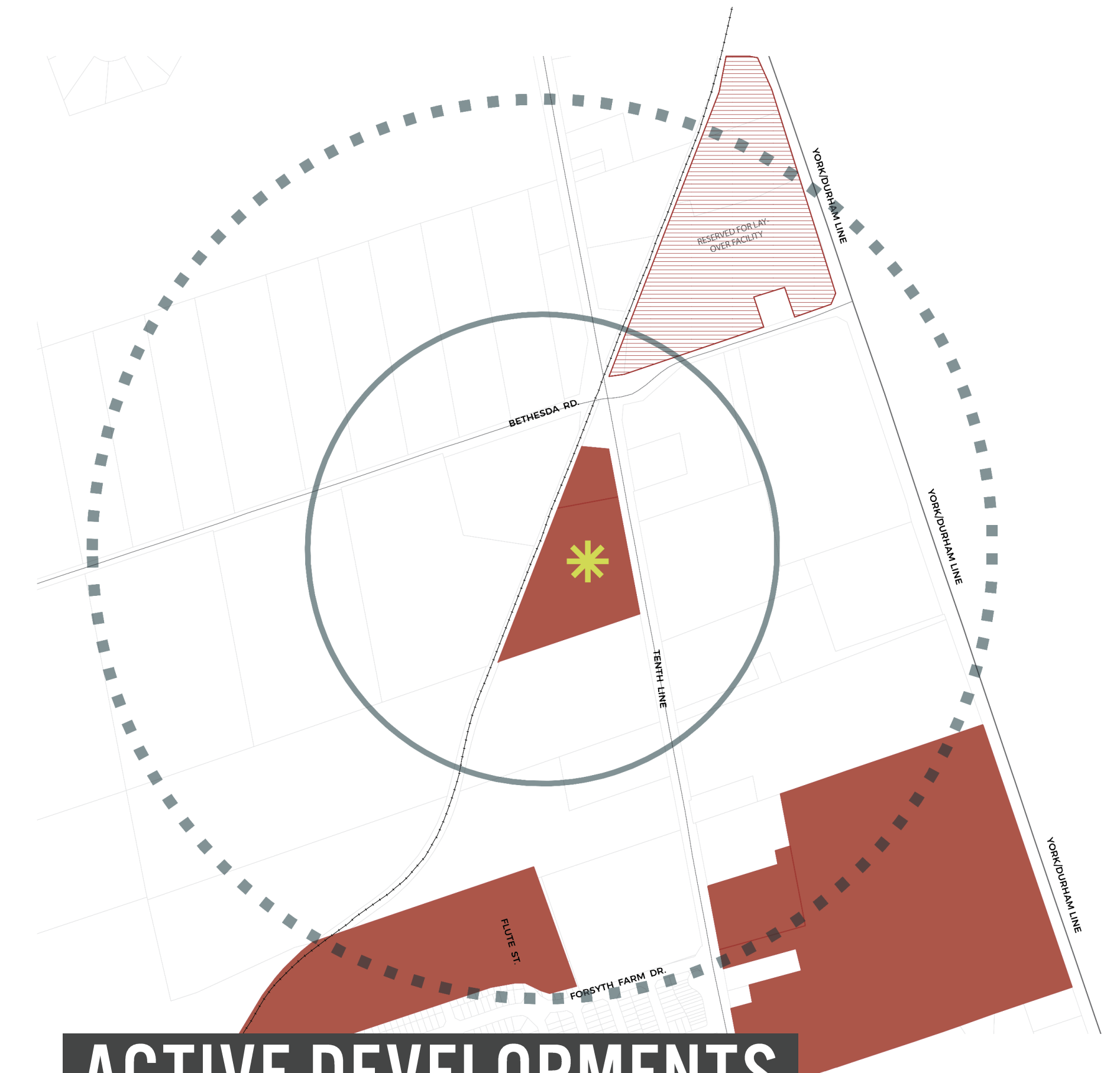
NATURAL FEATURES

- > The Study Area contains the Town's designated Greenland Area, which consists of woodlots, wetlands, and watercourses.



EXISTING EDGES

- > The Stouffville Settlement Area, Town boundary (York-Durham Line) and rail line present structural edges within the Study Area



ACTIVE DEVELOPMENTS

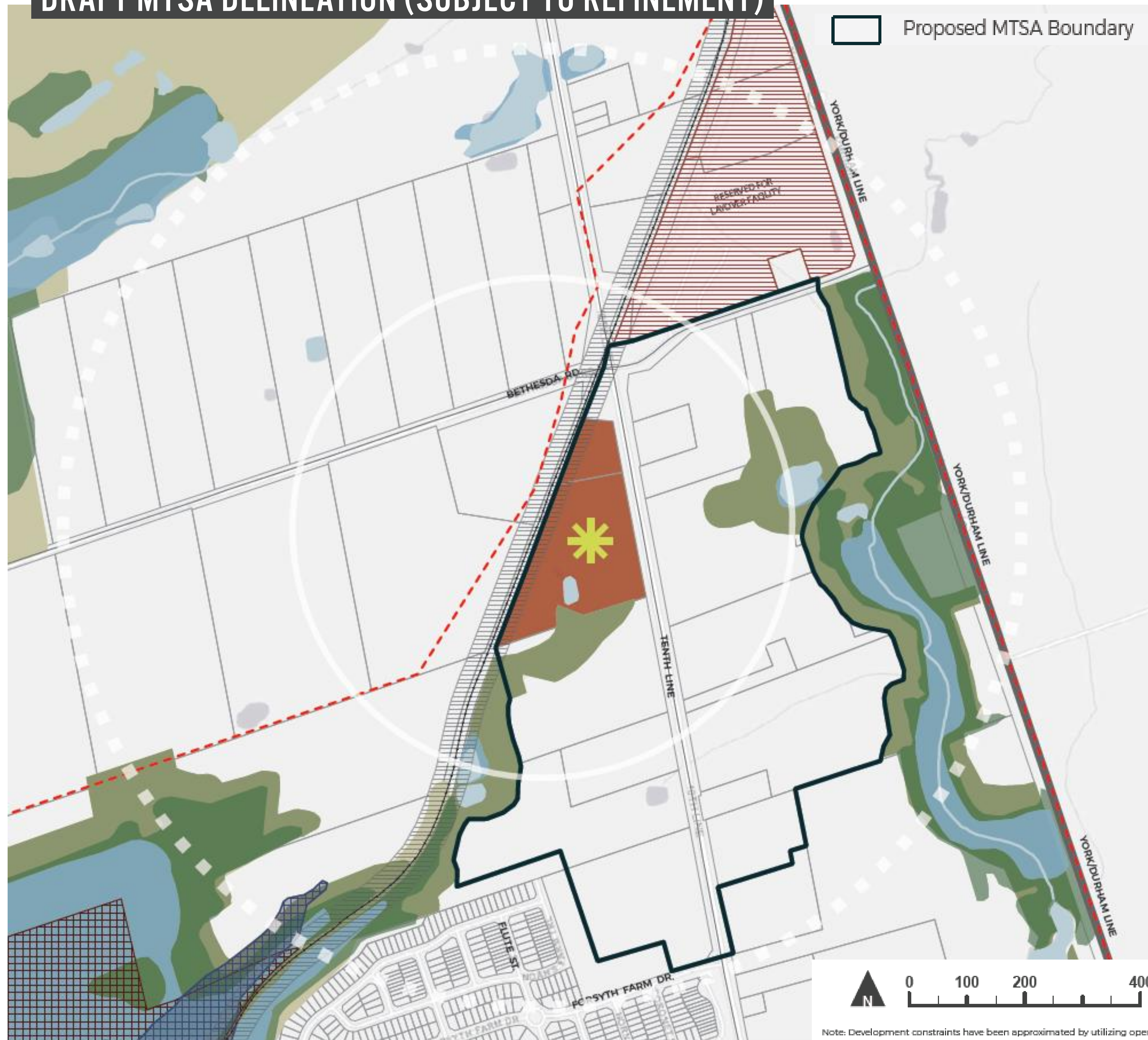
- > The Study Area consists of four active development applications, inclusive of the future GO Station
- > The existing GO Station parcel will be maintained as a Layover Facility

LEGEND

	Proposed MTSA Boundary		Conservation Areas and Regional Forests		Parcels
	Future GO Station		Watercourses and Waterbodies		Stouffville Settlement Area Boundary
	Future Layover Facility		Wetlands		Town Boundary
	Active Developments		Woodlots		400 m Boundary (5 min. walk)
	Buffer from Rail Corridor (30 m)		Greenland Area (OPA 137)		800 m Boundary (10 min. walk)
	Environmentally Sensitive Area		Regional Greenlands System		
			Parcels		

HOW SHOULD THE MTSA BE DELINEATED?

DRAFT MTSA DELINEATION (SUBJECT TO REFINEMENT)



Note: Development constraints have been approximated by utilizing open data from the Region of York and aerial imagery. Further confirmation is required for a more accurate representation of development constraints.

SUMMARY OF APPROACH

An important task in this Study is to delineate – set the boundary – of the Major Transit Station Area (MTSA). The MTSA represents the area where higher densities and transit-supportive development are to be planned. The **Draft MTSA boundary delineation** shown on this display board is based on:

- > A ten-minute (800 metre) walking distance measured from the centre of the future Lincolnville GO Station platform sets a general basis for the MTSA.
- > Lands outside the settlement area boundary are not included in the MTSA since they cannot be developed for urban uses in the horizon of the Official Plan.
- > Natural features, existing land uses, roads and the rail line and adjacent existing land uses help establish the outer boundary.

This delineation is a preliminary boundary and the MTSA will likely need to be refined as land uses are determined in this Study.

LEGEND

- | | |
|---|--------------------------------------|
| Proposed MTSA Boundary | Woodlots |
| Future Layover Facility | Greenland Area (OPA 137) |
| Future GO Station | Regional Greenlands System |
| Active Developments | Parcels |
| Buffer from Rail Corridor (30 m) | Stouffville Settlement Area Boundary |
| Environmentally Sensitive Area | Town Boundary |
| Conservation Areas and Regional Forests | 400 m Boundary (5 min. walk) |
| Watercourses and Waterbodies | 800 m Boundary (10 min. walk) |
| Wetlands | |

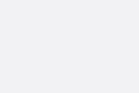
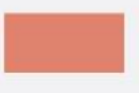
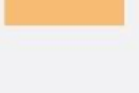
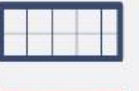
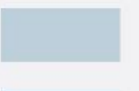
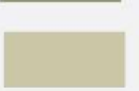
LAND USE SCENARIO OPTIONS

LAND USE OPTION 1

Lincolnville GO Station Area Land Use Study

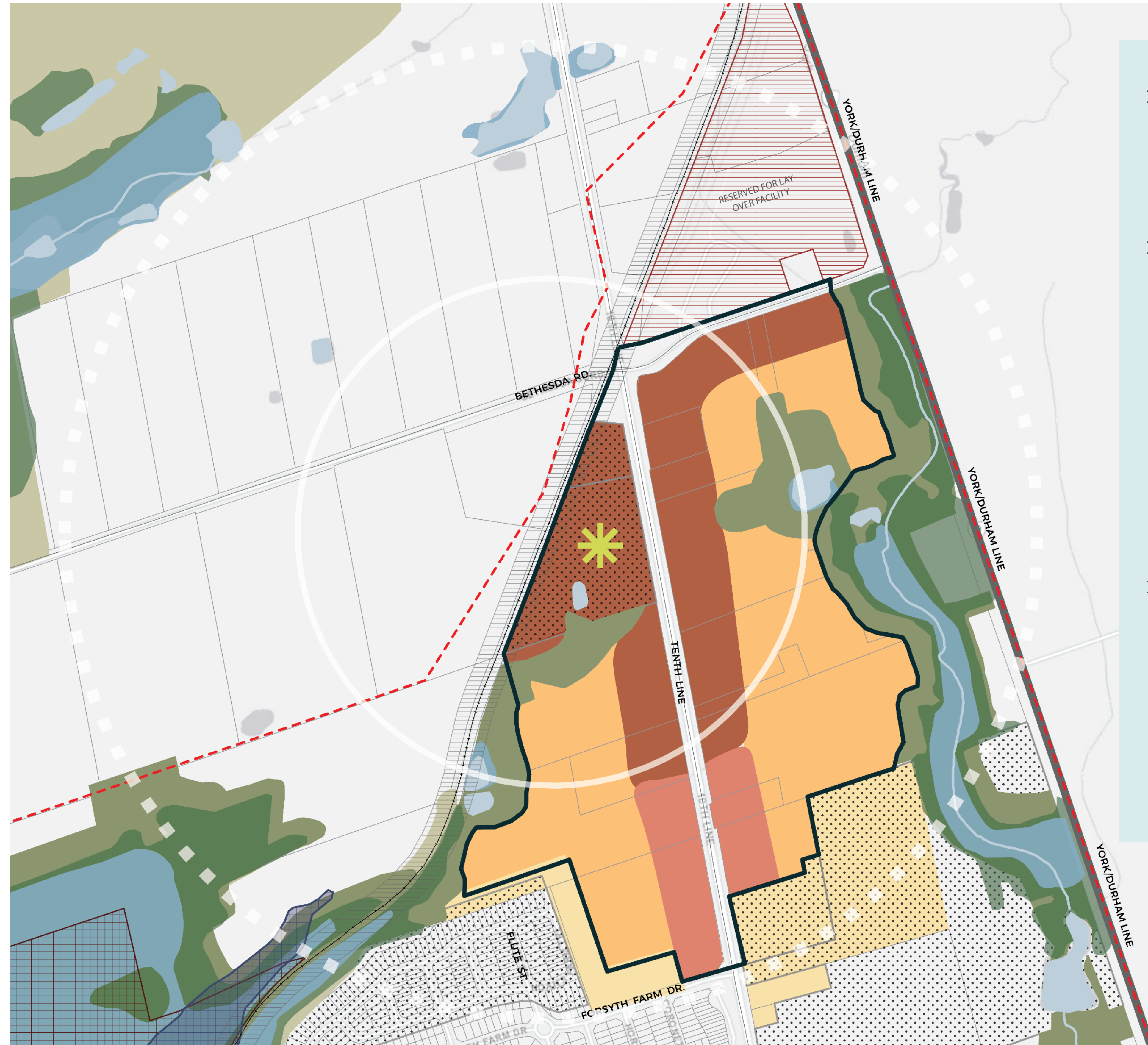
Option 1 Land Use Concept

LEGEND

-  Proposed MTSA Boundary
-  Future GO Station
-  Future Layover Facility
-  Active Developments
-  Employment Priority Overlay
 - > Office; retail; commercial retail
-  High-Density Mixed-Use
 - > Mid- to high-rise apartments; retail; office; commercial retail
 - > Transit Station
-  High-Density Residential
 - > Mid- to high-rise apartments; high-density townhomes (i.e. stacked, back-to-back)
-  Medium-Density Residential
 - > Low-rise apartments
 - > Townhomes (all forms)
-  Transitional Residential
 - > Townhomes, semis, and singles
-  Buffer from Rail Corridor (30 m)
-  Environmentally Sensitive Area
-  Conservation Areas and Regional Forests
-  Watercourses and Waterbodies
-  Wetlands
-  Woodlots
-  Greenland Area (OPA 137)
-  Regional Greenlands System
-  Parcels
-  Stouffville Settlement Area Boundary
-  Town Boundary
-  400 m Boundary (5 min. walk)
-  800 m Boundary (10 min. walk)



Note: Development constraints have been approximated by utilizing open data from the Region of York and aerial imagery. Further confirmation is required for a more accurate representation of development constraints.



KEY COMPONENTS

- > Places the highest densities closest to the GO Station area and along the Tenth Line corridor and Bethesda Road.
- > High-Density serves as a veneer of mixed use (commercial/office/residential) and residential high density that transitions to medium density residential uses towards the eastern and western boundaries of the proposed MTSA boundary.
- > Transitional residential areas with low rise residential densities are proposed at the southern edges of the boundary to address the existing and proposed low-rise residential areas.

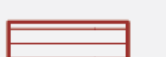
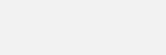
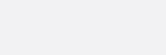
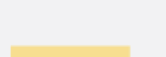
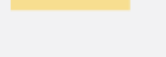
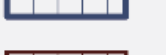
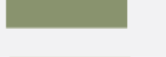
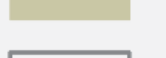
LAND USE SCENARIO OPTIONS

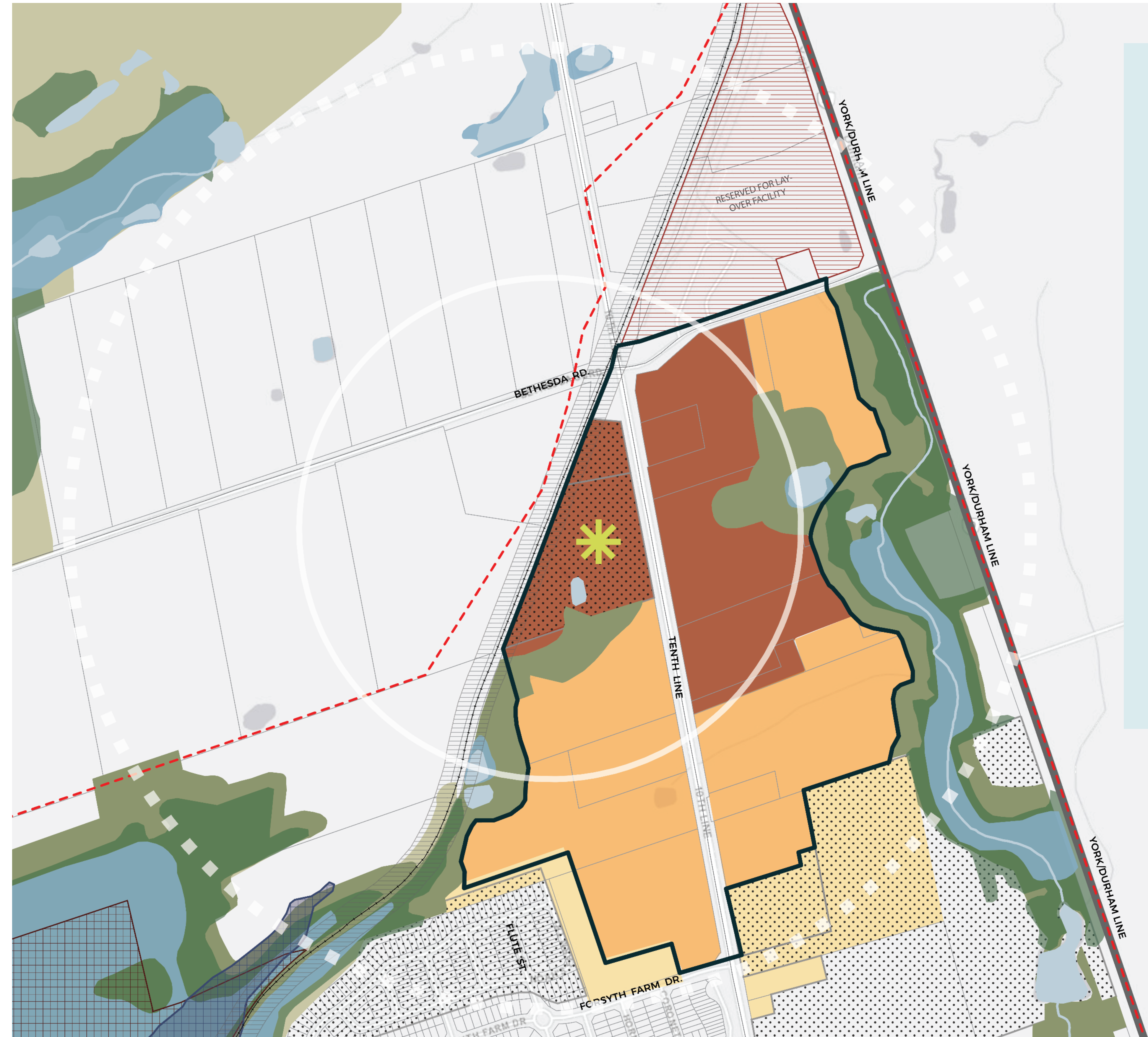
LAND USE OPTION 2

Lincolnville GO Station Area Land Use Study

Option 2 Land Use Concept

LEGEND

-  Proposed MTSA Boundary
-  Future GO Station
-  Future Layover Facility
-  Active Developments
-  Employment Priority Overlay
> Office; retail; commercial retail
-  High-Density Mixed-Use
> Mid- to high-rise apartments; retail; office;
commercial retail
> Transit Station
-  High-Density Residential
> Mid- to high-rise apartments; high-density
townhomes (i.e. stacked, back-to-back)
-  Medium-Density Residential
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> Townhomes (all forms)
-  Transitional Residential
> Townhomes, semis, and singles
-  Buffer from Rail Corridor (30 m)
-  Environmentally Sensitive Area
-  Conservation Areas and Regional Forests
-  Watercourses and Waterbodies
-  Wetlands
-  Woodlots
-  Greenland Area (OPA 137)
-  Regional Greenlands System
-  Parcels
-  Stouffville Settlement Area Boundary
-  Town Boundary
-  400 m Boundary (5 min. walk)
-  800 m Boundary (10 min. walk)



KEY COMPONENTS

- > Concentrates the highest densities around the GO Station
- > Ensures the High-Density Mixed-Use area is within a short 200 metre radius of the GO Station
- > High-Density Mixed Use area serves as a transition to medium density residential uses in the remainder of the MTSA
- > Low-rise residential densities are proposed at the southern edges of the boundary to address transition to the existing and proposed low-rise residential areas south of the MTSA boundary

Note: Development constraints have been approximated by utilizing open data from the Region of York and aerial imagery. Further confirmation is required for a more accurate representation of development constraints.

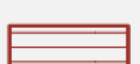
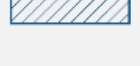
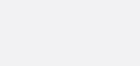
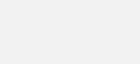
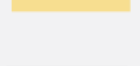
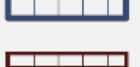
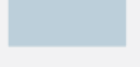
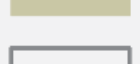
LAND USE SCENARIO OPTIONS

LAND USE OPTION 3

Lincolnville GO Station Area Land Use Study

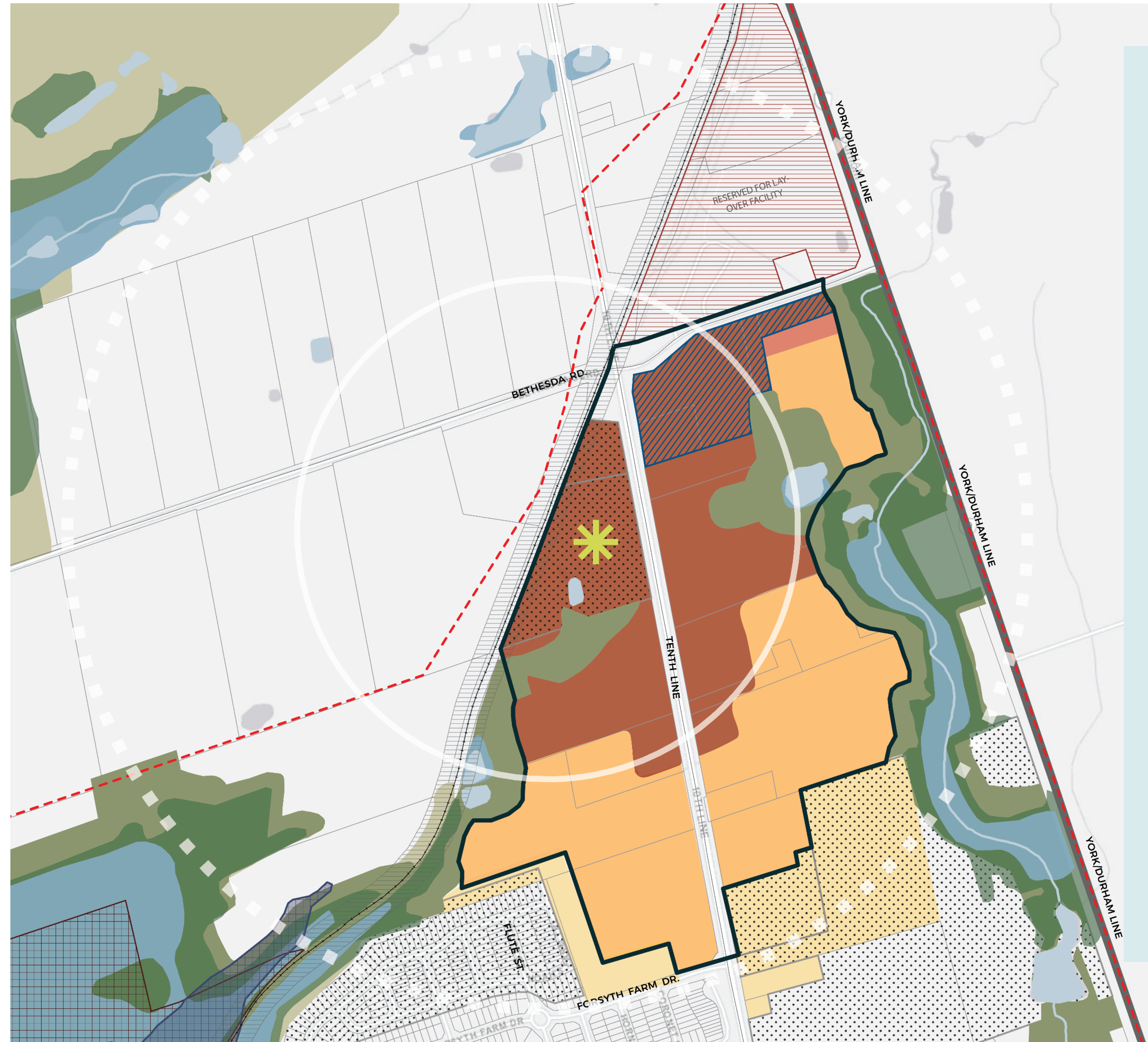
Option 3 Land Use Concept

LEGEND

-  Proposed MTSA Boundary
-  Future GO Station
-  Future Layover Facility
-  Active Developments
-  Employment Priority Overlay
> Office; retail; commercial retail
-  High-Density Mixed-Use
> Mid- to high-rise apartments; retail; office; commercial retail
> Transit Station
-  High-Density Residential
> Mid- to high-rise apartments; high-density townhomes (i.e. stacked, back-to-back)
-  Medium-Density Residential
> Low-rise apartments
> Townhomes (all forms)
-  Transitional Residential
> Townhomes, semis, and singles
-  Buffer from Rail Corridor (30 m)
-  Environmentally Sensitive Area
-  Conservation Areas and Regional Forests
-  Watercourses and Waterbodies
-  Wetlands
-  Woodlots
-  Greenland Area (OPA 137)
-  Regional Greenlands System
-  Parcels
-  Stouffville Settlement Area Boundary
-  Town Boundary
-  400 m Boundary (5 min. walk)
-  800 m Boundary (10 min. walk)



Note: Development constraints have been approximated by utilizing open data from the Region of York and aerial imagery. Further confirmation is required for a more accurate representation of development constraints.



KEY COMPONENTS

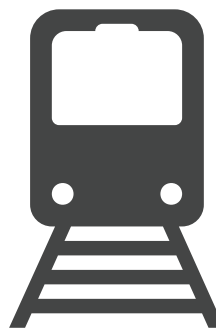
- > Places the highest densities closest to the GO Station area and along the Tenth Line corridor within 400- metres
- > Includes an Employment Priority Overlay to transition from industrial uses to the north and prioritize transit-supportive employment, like offices
- > Concentrates the highest densities around the GO Station area and extended southward along Tenth Line
- > Medium Density Residential is predominantly outside the 400-metre radius
- > Transitional residential areas are proposed at the southern edges of the boundary to address the existing and proposed low-rise residential areas south of the proposed MTSA boundary

HOW WILL PREFERRED LAND USES BE DETERMINED?



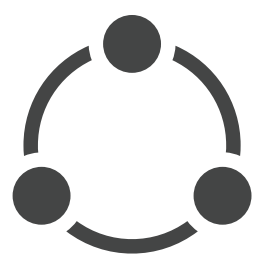
DRAFT EVALUATION CRITERIA

Three structural land use options have been presented. In the next stage of the Study, we will need to evaluate these options and develop a preferred land use concept. As such, criteria have been proposed to guide the development of the preferred land use option. The preferred land use plan is one that:



TRANSIT-ORIENTED

- ❑ best supports and capitalizes on its proximity to the GO Station through transit-supportive land use and built form
- ❑ achieves the Region's minimum density target of 150 persons and jobs per hectare
- ❑ best achieves Provincial and transit agency guidelines for planning around higher-order transit
- ❑ provides opportunities for office / employment uses to create a complete community where people can live where they work
- ❑ provides a mix of land uses to support the population, including local amenities and population-serving commercial uses
- ❑ best achieves principles of contributing to complete communities



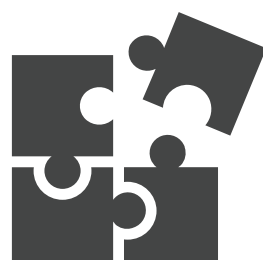
CONNECTED / ACCESSIBLE

- ❑ best facilitates walkability to the transit station
- ❑ creates a network of active transportation within the MTSA
- ❑ supports transit connections to and from the MTSA
- ❑ ensures the proposed network can serve the increased number of people living / working within the MTSA
- ❑ provides connections and opportunities to facilitate access to natural features while ensuring their protection



FEASIBLE

- ❑ can be serviced and is fiscally sustainable
- ❑ is achievable/feasible
- ❑ provides efficient transportation connections and capitalizes on existing connections



COMPATIBLE

- ❑ is compatible with existing neighbourhoods, providing for transition and integrating with existing and planned road networks
- ❑ minimizes impacts to environmental features
- ❑ mitigates impact of rail line and yard
- ❑ supports identified linkages and enhances them where possible

HOW WILL THE PREFERRED LAND USE PLAN BE DEVELOPED

It is anticipated that the preferred land use plan will be developed through an iterative process of refining a preferred option. The evaluation criteria will be applied to select the most desirable elements of the options presented and work towards a preferred land use concept. This might consist of a hybrid of the three options presented, or a fourth option may be developed based on the feedback we receive.

WILL SERVICING AND TRANSPORTATION BE CONSIDERED?

The effect of this study is anticipated to be an increase in the number of people and jobs in the Study Area, compared to the existing land use plan for this area (as per Official Plan Amendment 137). An assessment of how this additional population will impact transportation, water and wastewater services will be conducted to inform the development of the preferred land use concept.

NEXT STEPS



PROJECT INFORMATION AND UPDATES

We invite and encourage you to stay informed by signing up for our email updates on for upcoming public meetings and opportunities to participate in the process of completing the Study.

The Draft Land Use Study Report and panels from this meeting can be downloaded from the following Project Website. This site will be updated with new information as the project progresses.

<http://www.townofws.ca/lincolnville>

CONTACT INFORMATION

Additional information and updates relating to the Study are available by contacting the Town's Planning Department. We welcome your written input at any time in this process.

Tim Hayward, Policy Planner II

e: tim.hayward@townofws.ca

t: 905-640-1910 ext. 2234

NEXT STEPS

- > Evaluate the land use options and select a preferred option
- > Conduct a technical assessment of servicing (water/wastewater) /transportation constraints and opportunities
- > Prepare the Draft Official Plan Amendment and Urban Design Guidelines
- > Meet with stakeholders or other interested persons to obtain detailed input
- > Host Public Meeting #2 in **early Fall 2019** to seek input on the preferred land use plan, the Official Plan Amendment and Urban Design Guidelines

Thank you for contributing to the
Lincolnville GO Station Land Use Study!