



REPORT FOR ACTION

Growth Plan Conformity and Municipal Comprehensive Review (MCR) – Work Plan

Date: May 19, 2020

To: Planning and Housing Committee

From: Chief Planner and Executive Director, City Planning

Wards: All

SUMMARY

This report outlines City Planning staff's recommended approach and work plan that will ultimately result in Official Plan Amendments required to align the Official Plan with the Province's A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) ("Growth Plan (2019)"). The updated Growth Plan was brought into effect on May 16, 2019.

The *Planning Act* requires that municipalities revise their official plan to ensure that it conforms to provincial plans. The *Places to Grow Act* requires that municipalities amend their official plan to conform to the Growth Plan. These provincially legislated requirements are satisfied through a Growth Plan conformity exercise and Municipal Comprehensive Review ([MCR](#)). The Minister of Municipal Affairs and Housing is the approval authority for the conformity exercise and MCR. There is no appeal of the Minister's approval. The Minister has established a deadline to achieve the required conformity exercise under the *Places to Grow Act* on or by July 1, 2022. It is staff's understanding that the Province's Suspension of Statutory Time-lines under the *Planning Act* do not apply to the legislated conformity date.

The upcoming Growth Plan Conformity and [MCR](#) present an opportunity to address, through planning policy, a number of the growth related challenges facing Toronto today and in the future. These challenges include: housing affordability, climate change, mobility, public health and others that will help inform the City's response to, and recovery from the current global pandemic. The recommended work plan presents City Planning's recommended approach to implement [inclusionary zoning](#) and put in place a policy framework that is balanced and appropriately manages anticipated population and employment growth while planning complete communities. Importantly, this work plan responds to the City's overall objective to improve housing supply across the spectrum.

The recommended [engagement strategy](#) is intended to ensure that all Torontonians, businesses, and other stakeholders, including First Nations and Métis communities

have the opportunity to participate in this initiative. Staff will design the citywide engagement strategy to accommodate physical distancing measures, given the City's current inability to host large public gatherings. In response to the Planning and Housing Committee's direction to prioritize the study of the Keele – St. Clair area, this report provides information related to this local area study.

RECOMMENDATIONS

The Chief Planner and Executive Director City Planning recommends that:

1. City Council approve the recommended approach and work plan as described in the report (May 19, 2020), including the phased Major Transit Station Area (MTSA) Prioritization Approach (Attachment 2), the preliminary stakeholder list (Attachment 4) and engagement strategy described in the report (May 19, 2020) from the Chief Planner and Executive Director, City Planning.
2. City Council authorize the commencement of the City's next Municipal Comprehensive Review (MCR) on August 4, 2020, and request that the Chief Planner and Executive Director, City Planning receive written requests to convert lands designated *Core Employment Areas* or *General Employment Areas* for non-employment uses, pursuant to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) policies 2.2.5.9 and 2.2.5.10 until August 3, 2021.
3. City Council authorize the Chief Planner and Executive Director, City Planning to review the conversion requests received as contemplated by Recommendation 2 above by applying the Conversion and Removal Policies for *Employment Areas* (Attachment 3) to the report (May 19, 2020) from the Chief Planner and Executive Director, City Planning.
4. City Council request the Chief Planner and Executive Director, City Planning, in consultation with the City Solicitor, to review options on introducing a fee associated with reviewing conversion requests outlined in Recommendation 2 above contained in the report from the Chief Planner (May 19, 2020).

FINANCIAL IMPACT

The requirement to undertake and complete a Growth Plan conformity exercise and [Municipal Comprehensive Review](#) by July 1, 2022 is legislated by the *Places to Grow Act* and *Planning Act*.

The City Planning Division confirms that there are no financial implications resulting from the recommendations included in the report 2020 Operating Budget. Should staff determine that additional resources are required to meet the City's legislated obligations, the Chief Planner and Executive Director, City Planning will report to City Council, as needed. The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information

DECISION HISTORY

Council adopted the City's first [Municipal Comprehensive Review \(MCR\)](#) through Official Plan Amendment 231 (OPA 231) in 2013, which the Minister of Municipal Affairs and Housing approved, in 2014 with the exception of certain lands with the Lower Don Special Policy Area. The first [MCR](#) has been before the Local Planning Appeal Tribunal (LPAT) since 2015. Significant portions of OPA 231 have been approved including policies pertaining to [Employment Area](#) land use designations, permitted uses, mapping, compatibility and mitigation, and most recently the conversion policies. In addition, Council has adopted a number of site specific settlements, which have also received LPAT approval and have resulted in new intensified employment uses and in some cases, residential approvals.

In the LPAT's January 30, 2020 decision on the 2013 employment lands conversion policies and assessment of whether the City had sufficient land outside of employment lands to address the provincial population growth forecasts, the LPAT decided in favour of the City's position and stated that – in Toronto's case – certain Provincial employment policies have paramountcy over policies related to creating complete communities and providing a range and mix of housing. The LPAT decision on the conversion policies can be accessed at this link: <http://www.omb.gov.on.ca/e-decisions/pl140860-Jan-30-2020.pdf>. On May 8, 2020, the LPAT issued its final Order on this Phase of the OPA 231 proceedings, bringing into effect the City's employment conversion policies.

The remaining citywide policy matters before the LPAT relate to retail matters and office replacement. Approximately 80 site and area specific appeals remain to be resolved. The LPAT's webpage on the OPA 231 proceedings can be accessed at this link: <https://www.omb.gov.on.ca/ecs/CaseDetail.aspx?n=PL140860>.

At its meeting on October 15, 2019 the Planning and Housing Committee considered a report (September 30, 2019) from the Chief Planner and Executive Director, City Planning that described requirements for the Growth Plan (2019) conformity exercise and [Municipal Comprehensive Review](#) (Item PH9.2 <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.PH9.2>). The Committee requested the Chief Planner to report on a work program and associated timing for the completion of the required Growth Plan conformity exercise in the first quarter of 2020.

In addition, to this direction, Committee also requested that the Chief Planner include a review of Official Plan policies relating to improved design standards as part of the review and development of environmental policies. Committee also directed the Chief Planner as part of the [MCR](#) and Conformity Review to prioritize the study of the Keele-St. Clair area, including lands around McCormack Street where lands are designated as [Employment Areas](#) and are not identified as [Provincially Significant Employment Zones](#) in the Growth Plan. This report responds to Committee's decision, which can be accessed at this link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.PH9.2>

Planning Toronto's Future

Since Council's adoption of the Official Plan in 2002, the City has undergone demographic change and unprecedented growth. The City's evolving growth and change are annually reported in City Planning bulletins, namely [How Does the City Grow?](#) and the [Toronto Employment Survey](#). As an evolving document, Council has adopted a number of amendments to the Official Plan intended to address both citywide and local planning issues. Over the last two decades, a number of significant issues and areas of change have emerged across the city. Together with the new Provincial [MTSA](#) obligations and other requirements ([Item PH9.2](#) <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.PH9.2>), the City's upcoming [MCR](#) presents an opportunity to address - through planning policy - a number of the growth related challenges facing Toronto today and in the future. Among, but not limited to these challenges are housing affordability, climate change, mobility, public health, and others that will help inform the City's response to, and recovery from the current global pandemic. This upcoming MCR is an opportunity to build on the Urban Structure of the City's first Official Plan and develop an outlook for the next 30 years, which responds to these significant challenges.

The [MCR](#) and Growth Plan conformity work plan described in this report presents City Planning's recommended approach to implement [inclusionary zoning](#) and comprehensively put in place a policy framework that is balanced and appropriately manages anticipated population and employment growth while planning complete communities. [Attachment 1](#) to this report acts as a "glossary of terms" and provides a list of frequently used terms in this report and their general definitions as it relates to the City of Toronto. These terms are hyperlinked throughout the report for ease of reference and online reading.

The Growth Plan (2019) defines a [MCR](#) as, "A new official plan, or an official plan amendment, initiated by an upper- or single-tier municipality under Section 26 of the *Planning Act* that comprehensively applies the policies and schedules of this Plan." This report outlines how the City proposes to implement the Provincial policy requirements and describes the recommended approach and work plan to complete the conformity exercise and MCR. Amendments to the Official Plan will also be consistent with the Province's recently released Provincial Policy Statement (2020), which came into effect on May 1, 2020.

The Growth Plan (2019) requirements can be organized into four thematic categories. The analysis required to complete all requirements are interrelated and findings from one stream of work may inform another. City staff will undertake each stream of work simultaneously in order to ensure the efficient and wise management of assigned resources. The four categories described below are: Managing Forecasted Growth through Intensification; Protecting Employment Lands; Considering Requests to Convert [Employment Areas](#); and Updating the Official Plan's Environmental Policies. Two additional categories described in this report are the [Engagement Strategy](#) and [Other Policy Matters](#) to be included in the [MCR](#) and Conformity Exercise.

Managing Forecasted Growth through Intensification

The first category of work represents a significant component of work to be undertaken during the Growth Plan conformity exercise and [MCR](#). Municipalities are required to undertake an intensification strategy to satisfy the Growth Plan (2019) policies. This intensification strategy is intended to direct [Transit Oriented Development \(TOD\)](#) and prioritize growth where transit and other infrastructure currently exists or is planned, including in [Major Transit Station Areas](#), [Urban Growth Centres](#), and other [Strategic Growth Areas](#). As part of the intensification strategy, City staff will undertake a [Land Needs Assessment](#), as required by the Growth Plan (2019), to assess the quantity of land required to accommodate forecasted growth to 2041. Components of the intensification strategy are described below.

[Major Transit Station Areas \(MTSAs\)](#)

MTSAs are defined in the Growth Plan (2019) as areas within an approximate 500-800 metre radius of a transit station and representing a 10-minute walk. The Growth Plan (2019) prescribes the following minimum density targets for MTSAs: 200 residents and jobs per hectare for subways; 160 residents and jobs per hectare for light rail transit; and 150 residents and jobs for GO Transit rail. To satisfy the Growth Plan (2019) requirements, the City is required to individually delineate the boundaries for the 180+ MTSAs within the City and to demonstrate that each MTSA is planned for the established minimum target as part of the [MCR](#). The number of MTSAs increases to approximately 180 upon the finalization of station locations for the Provincial Priority projects that are currently under study through the draft Bill 171 - *Building Transit Faster Act, 2020*.

Requests for Lower [MTSA](#) densities

The Growth Plan (2019) allows municipalities to request lower targets for particular MTSAs if it can be demonstrated that the targets cannot be achieved because development is prohibited by provincial policy or severely restricted on a significant portion of the affected lands (e.g. floodplains), or there are a limited number of residents and jobs associated with the built form, but a major trip generator or feeder service will sustain high ridership at that particular station or stop.

Local Area Studies, where necessary to inform [MTSA](#)

Local area studies will inform the MTSA delineation and density calculation for some, but not all MTSAs. Considering the time and resources required to complete a local area study, the recommended prioritization approach will inform which MTSAs Council should consider as a priority.

The MCR will apply outcomes from recently completed planning studies to avoid duplicating work that has already been completed (or nearing completion) and adopted by Council. Over the last several years, City Planning has completed a number of studies that cover almost 35% of lands designated *Mixed Use Areas* and 90% of all identified [Urban Growth Centres](#). Planning staff is well positioned to advance MTSAs in a phased approach that avoids the duplication of work and allows Council to consider MTSA delineations and density calculations in a timely manner.

The MTSA prioritization takes into account that certain MTSA's will require local area studies to inform the required MTSA delineation and density calculations. Staff have initiated and prioritized the Keele-St. Clair study, as directed by Planning and Housing Committee ([Item PH9.2](#) <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.PH9.2>) as one of such local studies to be expedited.

Keele - St.Clair Lands

As directed by Planning and Housing Committee on October 15, 2019, City staff are undertaking a study of the Keele and St. Clair West area to produce a planning framework that will inform the Growth Plan (2019) conformity exercise for the lands in proximity to the planned GO/Smart Track station near Keele Street and St. Clair Avenue West. The study will focus on identifying sites that may be appropriate for redevelopment, to establish a framework for the development of a complete community in light of planned transportation/transit and infrastructure improvements. Staff have initiated this work and will target a report on the initial recommendations to Planning and Housing Committee in the fourth quarter of 2020 or first quarter 2021. The timing of this report will be contingent on the City's ability to advance the local area study during the current work-from-home period.

Protected Major Transit Station Areas

Delineated Protected Major Transit Station Areas (PMTSAs) will be a subset of all 180+ MTSA's that the City can delineate **before** the [MCR](#) is concluded. In order to delineate PMTSA's before the MCR is concluded, the City must put in place a detailed planning framework that includes the authorized permitted uses of land and minimum densities with respect to buildings and structures within the delineated area. The PMTSA requirement for minimum densities for buildings and structures requires a level of specificity that is akin to provisions contained within an area zoning by-law. This level of specificity is not required for MTSA's completed as part of the [MCR](#) process.

Key considerations for the determination of PMTSA candidacy are: enabling Transit Oriented Development ([TOD](#)); facilitating large scale revitalization; implementing [inclusionary zoning](#); and building upon recently completed planning studies where significant work was conducted to put in a place the required level of specificity described above. For example, staff are advancing two PMTSA's following the completion of the Keele-Finch study.

Given that implementing [inclusionary zoning](#) is limited to PMTSA's (or where a Development Permit System by-law is in place), this key consideration is applied to the phasing approach outlined in Table 2, below. Inclusionary zoning is an affordable housing tool that links the production of affordable housing to the production of market-rate housing. [Inclusionary zoning market areas](#) across the City have been broadly categorized into strong, moderate, or emerging market areas for potential inclusionary zoning based on a City-wide analysis of resale prices and escalation; new condominium prices and escalation; new rental prices; residential development activity; and financial impact viability. Additional information on inclusionary zoning can be accessed at this

link (<https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/inclusionary-zoning-policy/>).

Phased [MTSA](#) Implementation

Staff are recommending a three-phased implementation approach to delineate and set the density targets of all MTSA. [Table 2](#) lists the selection criteria that informs the recommended prioritization of each MTSA listed in [Attachment 2](#) to this report. Once the required work is completed for each MTSA, consistent with the criteria in this report, certain qualifying MTSA's will be brought forward to Council in advance of the [MCR's](#) completion as [PMTSA's](#).

Given that all MTSA's are "not created equally", staff are recommending a phased implementation approach that builds upon and applies recently completed Planning studies to advance the MCR. Staff will advance those MTSA's where a recently completed Planning study is in place before other MTSA's that will require additional work to demonstrate conformity to the Growth Plan (2019). Additionally, during the course of the MCR, should a third-party partnership to redevelop/develop a transit station arise, the phased implementation approach described below would be modified. The phased implementation approach will also be affected by staff's ability to advance certain components.

Phase 1 (Approximately 40 [MTSA's](#), [Table 3](#))

The first phase of MTSA's do not require local area studies (or have a recently completed study), but do require that the station area already meets or exceeds the required minimum density targets and inclusionary zoning can be applied. Where appropriate, these MTSA's will be advanced to implement a [PMTSA](#) policy framework to implement [inclusionary zoning](#). During Phase 1, City staff will be undertaking the work to advance the MTSA's listed in phases 2 and 3, including the initiation of local area studies and any other background work necessary to ensure that MTSA delineations and density calculations are continually considered by Council.

Phase 2 (Approximately 65 [MTSA's](#), [Table 4](#))

The second phase of MTSA's are those where Council may request the Minister of MMAH to approve a lower density target, which will require the proper documentation and density calculations for Council's consideration. During the second phase, any MTSA where a planning study has recently been completed or nearing completion will be advanced for Council's consideration and Ministerial approval as a PMTSA, where appropriate. Any necessary background work for Phase 3 will be continued or initiated in Phase 2.

Phase 3 (Approximately 50 [MTSA's](#), [Table 5](#))

The third phase of MTSA's are those that require local area studies to demonstrate how the minimum density targets will be planned for. These local area studies will have commenced in the previous phases and will be completed in the last phase.

Table 1: MTSA Phased Implementation Approach

Phase	MTSA Criteria	Inclusionary Zoning Lens
1	Station areas that already meet or exceed the minimum density targets and may not require a planning study.	Yes, if located in strong or moderate market
	Station areas that are within the strong or moderate market potential for the application of inclusionary zoning.	Yes
2	Station areas located within the boundaries of a recently completed and Council-adopted planning study that includes potential MTSA's.	Yes, if located in strong or moderate market
	Station areas located within the boundaries of a planning study that is currently underway and nearing completion that includes potential MTSA's.	Yes, if located in strong or moderate market
	Station areas where significant intensification is constrained or prohibited by Provincial policy and may require a request for lower density targets, given the local context.	Yes, if located in strong or moderate market
3	Station areas that have lands surrounding them that are not planned for transit supportive development, but require a study to set in place a Council adopted planning framework.	Yes, if located in strong or moderate market

Additional [MTSAs](#) (Estimated 25+ [MTSAs](#), [Table 6](#))

A number of potential MTSAs do not have approved Environmental Assessments for station locations, but work is underway to identify specific station locations. Attachment 2 (Table 6) to this report lists the Provincial Priority projects as corridors that are currently under study through the draft Bill 171 - *Building Transit Faster Act, 2020*. Upon finalization of station locations, these potential MTSAs will be studied. Other priority areas may be identified through the course of the [MCR](#) that include additional potential MTSAs.

[Urban Growth Centres \(UGCs\)](#)

The City has five UGCs for which the Growth Plan (2019) requires each to be "planned to achieve" a minimum of 400 residents and jobs per hectare by 2031. All five UGCs have Secondary Plans in place, two of which were recently reviewed and updated by Official Plan amendments (Downtown and Yonge-Eglinton). Planning studies for the remaining three UGCs are either currently underway or targeted to commence. The focused reviews for each remaining UGC will inform the delineation and density calculation for the applicable MTSAs.

Other Strategic Growth Areas (SGAs)

Strategic Growth Areas are generally defined as areas to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. SGAs are areas that can take many forms that may include, UGCs, MTSAAs, the City's Avenues and other opportunities for intensification that can be accommodated throughout the City.

The Growth Plan (2019) allows municipalities to optionally delineate SGAs and assign densities to them as part of the MCR. If the work to complete the intensification strategy determines that SGAs are warranted, City staff will report to Council accordingly as part of the MCR process. For example, some identified Avenues may not be within an identified MTSA to be delineated, but, through study, may warrant a specific delineation and density target. This determination may result in that particular Avenue (or an extension of that Avenue) or other Urban Structure (Official Plan Map 2) component being modified as a SGA through the MCR process.

Land Needs Assessment (LNA)

The Land Needs Assessment will help determine the quantity of land required to accommodate forecasted growth to 2041. The work undertaken through the LNA is a critical component essential to informing the various components of the intensification strategy and to identify the amount of employment land required to achieve the objectives of the employment lands strategy and those of the Provincial Policy Statement.

Population Forecasts

As part of the LNA, staff will translate the Growth Plan population forecasts into long-range projections of population by age and then into households by taking into account demographic factors and housing occupancy trends. The projected households will be translated into demand for different types of housing at different points in time. To determine how much land is required for this housing, staff may undertake a study of housing potential across the city. The potential housing supply can be matched to the housing demand in each time period to identify the mix and range of housing required to accommodate the anticipated households.

Employment Forecasts

The LNA involves steps to determine where and how forecasted employment will be accommodated across the city, within the *Mixed Use Areas*, *Employment Areas*, and other land use designations. An analysis of regional economic growth and change will contribute to an understanding of the municipal economic structure and the drivers of the City's economic change. The LNA will generate a better understanding of the regional labour force, employment rates and the sectoral composition by place of work, which can be combined to build detailed employment projections for major office uses, *Employment Areas* and population-related employment, as well as employment densities and land needs.

Employment and Population

At the metropolitan scale of the Greater Toronto Area, employment growth contributes to population growth. Employment is more volatile than population due to its direct response to economic cycles. Despite the ups and downs of the economy, over the past three decades Toronto has maintained a balanced ratio of approximately two residents to one job. This balanced ratio of population and employment has been supported by land use planning policies designed to encourage residential development in areas well served by transit and which are appropriate for residential development while protecting [Employment Areas](#) for their planned economic function. The LNA will inform an understanding of the land needed for housing and the land needed for employment.

Revised Forecasts

Key inputs into the LNA are the population and employment forecasts of the Growth Plan (2019). The Ministry of Municipal Affairs and Housing is currently reviewing these forecasts and staff will take into account any new employment and population forecasts upon the Province's release of them later in 2020. The nature of the revisions, including extended time horizons and any transition provisions as to how and when new forecasts are to be considered by an MCR that has been commenced will affect the timeline of the LNA work.

Protecting [Employment Areas](#)

Staff will undertake an employment lands strategy to satisfy the Growth Plan (2019) requirements to complete the conformity exercise and next [MCR](#). This employment lands strategy is intended to review the policies and mapping applicable to the City's economic health. The review will include an analysis – conducted with broad stakeholder engagement – of which employment and economic policies are working and which ones require further refinement. Components of the employment lands strategy are described below.

Land uses in [Employment Areas](#)

An integral component of the City's economic health are the 8,100 hectares of lands designated as *Core Employment Areas* and *General Employment Areas*. These two designations account for 13 per cent of all lands in the City. The Growth Plan (2019) requires municipalities to: prohibit certain land uses (residential); prohibit or limit other [sensitive land uses](#); prohibit or establish size or scale thresholds for major retail uses; and address compatibility issues between *Employment Areas* and non-employment areas. As part of the employment lands strategy, City staff will undertake a review of the recently approved policies and advance recommendations for Council's consideration that may be necessary.

Minimum density targets for [Employment Areas](#)

The Growth Plan (2019) requires municipalities to establish official plan policies implementing minimum density targets for all *Employment Areas*. The minimum density targets are required to: be measured in jobs per hectare; reflect the current and anticipated type and scale of employment; reflect opportunities for intensification to

support active transportation and are served by existing or planned transit. To undertake this analysis, staff may advance a report to Planning and Housing Committee on policy directions and potential minimum density targets to help inform final recommendations for Council's consideration.

Considering Requests to Convert [Employment Areas](#)

This report recommends that Council set an [MCR](#) commencement date of August 4, 2020. This commencement date would allow City staff to start receiving formal requests to convert lands designated as *Core Employment Areas* or *General Employment Areas* to non-employment uses, as stated in Growth Plan (2019) policies 2.2.5.9 (related to [Provincially Significant Employment Zones \(PSEZ\)](#)) and 2.2.5.10 (non-PSEZ) until August 3, 2021. The Growth Plan (2019) indicates that these lands may be converted and lists the tests that would need to be considered before any *Employment Area* conversion. Attachment 3 to this report lists the Conversion and Removal Policies for *Employment Areas* to be applied, in addition to those set out in the Growth Plan (2019). These policies are consistent with Council's managed approach when considering land use conversions of this finite land resource that accounts for 13 per cent of our land base and houses 27 per cent of all jobs across the City.

[MCR](#) Commencement – August 4, 2020

The recommended MCR commencement date provides sufficient time for the first MCR to be completed at the LPAT, provided that the City is able to reach settlements with the remaining citywide appellants on the remaining citywide policy matters that need to be addressed before the next review can officially begin. The LPAT recently cancelled the City's 9-day hearing scheduled to begin on May 19, 2020 for the retail phase, while discussions on the office replacement phase is ongoing. The LPAT will schedule settlement hearings through teleconference or written submissions.

Approximately 80 site and area specific appeals to OPA 231 are currently outstanding, which the Province transitioned under the 2006 Growth Plan through O.Reg 305/19. Those site and area specific appellants will not be part of this upcoming conformity exercise, given their appeal to and status under OPA 231.

[Employment Area](#) Conversion window – August 3, 2021

During the previous [MCR](#), the City received over 140 requests to convert *Employment Areas*, for which no minimum submission requirements or fees were associated with the review of each request. Prior to Council's consideration of each conversion request, staff prepared "preliminary assessments" upon receipt of conversion request and "final assessments" indicating staff's recommendation on the request over the course of three years. To standardize the expected level of submitted materials required to review conversion request, this report recommends that Council authorize and communicate the application of the Conversion and Removal Policies for *Employment Areas* in Attachment 3. The conversion and removal policy framework is intended to outline the necessary "tests" and policy considerations that need to be satisfied for a land use conversion to occur.

Potential Conversion Request Fee

In consultation with Legal Services, this report recommends that the Chief Planner review options on introducing a fee associated with reviewing conversion requests. The staff resources required to review each conversion request entails a level of effort almost equivalent to the effort required to review an amendment to the Official Plan. Any proposed fee would be informed by a calculation of staff resources expended to during the previous [MCR](#).

Updating the Official Plan's Environmental Policies

Staff will develop official plan policies based on conservation objectives related to: water, energy, air quality improvement, integrated waste management, and stormwater master plans. As the City continues to implement TransformTO, the Growth Plan (2019) requires municipalities to develop policies that will reduce greenhouse gas emissions and address climate change adaptation and mitigation goals that are aligned with other provincial plans and policies for environmental protection.

As part of the previous Official Plan Review, Council adopted and the Minister approved OPA 262 in May 2016. This set of comprehensive environmental policies pertain to climate change and energy, the natural environment and green infrastructure as well as the identification of 68 new Environmentally Significant Areas. Through the Growth Plan conformity exercise, staff will review these policies in light of the City's declaration of a climate emergency and any revisions necessary to further advance climate change mitigation and resilience.

Engagement Strategy

As a major undertaking that will direct the future growth of the City for the next 30 years, the conformity exercise and [MCR](#) will require an engagement strategy that ensures all Torontonians, businesses, and other stakeholders, including First Nations and Métis communities have the opportunity to participate and engage with the City. Staff will design the citywide engagement strategy to accommodate physical distancing measures, given the City's current inability to host large public gatherings. Staff will develop and execute an inclusive and comprehensive engagement strategy that is intended to explain the process, approach and outcomes; major areas of work; and associated timing in a manner that is accessible to all Torontonians and interested stakeholders. This report recommends that Council approve the Preliminary Stakeholder List for the Engagement Strategy in Attachment 4.

Other Policy Matters to be included in the [MCR](#) and Conformity Exercise

This report outlines the recommended approach to addressing the Growth Plan (2019) requirements through the upcoming conformity exercise and MCR. Through the course of the conformity exercise and MCR, staff may determine that additional Official Plan policy matters may need to be reviewed and amended. Should this be the case, staff will report to Planning and Housing Committee and Council, if necessary.

Conclusion

The described work plan is intended to lay out the necessary tasks to complete the conformity exercise and [Municipal Comprehensive Review](#) in an orderly manner. [Attachment 5](#) to this report lists the major work tasks described in this report and provides a preliminary estimate when each component can be delivered. Staff will revisit the expected timing for completion of the next MCR in Q1-2021 and report to City Council, should additional staff resources be required.

CONTACT

Kerri A. Voumvakis, Director, Strategic Initiatives, Policy & Analysis, City Planning Division, 416-392-8148, Kerri.Voumvakis@toronto.ca

Jeffrey Cantos, MCIP, RPP, PLE, Project Manager, Strategic Initiatives, Policy & Analysis, City Planning Division, 416-397-0244, Jeffrey.Cantos@toronto.ca

Pauline Beaupré, Senior Planner, Strategic Initiatives, Policy & Analysis, City Planning Division, 416-392-0881, Pauline.Beaupre@toronto.ca

SIGNATURE

Gregg Lintern, MCIP, RPP
Chief Planner and Executive Director
City Planning Division

ATTACHMENTS

Attachment 1: Frequently Used Growth Plan Conformity Terms
Attachment 2: Phased MTSA Prioritization Approach
Attachment 3: Conversion and Removal Policies for *Employment Areas*
Attachment 4: Preliminary Stakeholder List for the Engagement Strategy
Attachment 5: Conformity and MCR Work Plan - at a glance

Attachment 1: Frequently Used Growth Plan Conformity Terms

Provided below are frequently used terms and their general definition as it relates to the City of Toronto. Official definitions are located in provincial policy documents and planning legislation, where applicable.

Employment Areas

The Official Plan contains a number of land use designations, two of which are *Core Employment Areas* and *General Employment Areas*. These land use designations account for 13 per cent of our land base and house 27 per cent of all jobs across the City. Both *Core Employment Areas* and *General Employment Areas* accommodate over 420,000 jobs, which is an increase of 30,000 jobs from 2015. Permitted uses in both *Employment Areas* include, but are not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities.

Inclusionary Zoning (IZ)

Inclusionary zoning is an affordable housing tool that links the production of affordable housing to the production of market-rate housing. The ability to implement inclusionary zoning is limited to Protected Major Transit Station Areas (PMTSAs) or areas where the Minister has ordered a Development Permit System.

Inclusionary Zoning Market Areas

Strong market areas are more easily able to absorb the impact of inclusionary zoning requirements, with only marginal impacts on land value. In order to be considered a strong market area, the geographic area had to achieve at least fifty percent of a minimum number of indicators that were assessed for that area. Moderate market areas are geographic areas that did not meet the test for a strong market but are still areas where significant new development is being supported. Emerging markets are areas of the City where significant new development is not occurring and land values were not able to support any level of affordable housing requirement.

Land Needs Assessment (LNA)

The Land Needs Assessment is a study undertaken by City staff that is intended to determine the land required to provide a range and mix of housing that can accommodate households of different sizes and incomes in locations that provide transportation options and access to jobs and other amenities. The LNA study is also intended to determine the need for *Employment Area* land based on the number of jobs to be accommodated and the projected densities of those *Employment Areas*. The work undertaken through the LNA is essential to inform the various components of the City's intensification strategy and to identify the amount of *Employment Areas* required to achieve the objectives of the City's employment lands strategy and those of the Provincial Policy Statement.

Major Transit Station Area (MTSA)

The City has approximately 180+ potential MTSA's, which are defined as areas within an approximate 500-800 metre radius of an existing or planned transit station and representing a 10-minute walk. The Growth Plan (2019) prescribes the following minimum density targets for MTSA's: 200 residents and jobs per hectare for subways; 160 residents and jobs per hectare for light rail transit; and 150 residents and jobs for GO Transit rail.

The upcoming MCR will include the following potential MTSA's:

- Attachment 2 to this report (Tables 3, 4, and 5) lists the potential MTSA's that have an existing approved Environmental Assessment;
- Attachment 2 to this report (Table 6) lists the identified Provincial Priority Projects through draft Bill 171 - *Building Transit Faster Act, 2020*. Upon finalization of station locations, these potential MTSA's will be studied; and
- Other priority areas may be identified through the course of the MCR that include additional potential MTSA's.

Municipal Comprehensive Review (MCR)

The *Places to Grow Act* and the *Planning Act* require that municipalities undertake a Municipal Comprehensive Review (MCR) and Growth Plan conformity exercise and bring official plans into conformity with the Growth Plan on or by July 1, 2022. The MCR can take the form of a new official plan or an official plan amendment that the City must initiate. The MCR is required under section 26 of the *Planning Act*, which specifies that the Minister of Municipal Affairs and Housing is the approval authority. The Minister's approval is not appealable to the Local Planning Appeal Tribunal.

Protected Major Transit Station Area (PMTSA)

Protected Major Transit Station Areas (PMTSA's) will be a subset of all 180+ potential MTSA's that the City may delineate. PMTSA's are different because Council can adopt the delineations and densities in advance of the completion of the next Municipal Comprehensive Review. PMTSA's must put into place a detailed planning framework that identifies permitted uses and minimum densities with respect to buildings and structures within the delineated area. This level of specificity is akin to provisions contained within an area zoning by-law, which is not required for MTSA's. Bill 108 allows municipalities to apply Inclusionary Zoning to PMTSA's.

Provincially Significant Employment Zone (PSEZ)

Provincially Significant Employment Zones (PSEZs) are areas defined by the Minister of Municipal Affairs and Housing for the purpose of long-term planning for job creation and economic development. Approximately 67% of all of Toronto's *Employment Areas* are identified as PSEZs, which are only subject to conversions to non-employment uses during a Municipal Comprehensive Review. PSEZs can consist of *Employment Areas* as well as mixed-use areas that contain a significant number of jobs.

Sensitive Land Uses

Sensitive land uses are those that experience one or more adverse effects from nearby major facilities, including factories. Examples may include, but are not limited to: residences, day care centres, educational and health facilities.

Strategic Growth Area (SGA)

Strategic Growth Areas (SGAs) are nodes, corridors, and other areas that have been identified by the City or the Province to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. SGAs are areas that can take many forms that may include, UGCs, MTSAs, the City's Avenues and other opportunities for intensification that can be accommodated across the City. The Growth Plan (2019) allows municipalities to delineate SGAs and assign densities to them as part of the Municipal Comprehensive Review.

Transit Oriented Development (TOD)

Transit Oriented Development (TOD) integrates compact, walkable, pedestrian-oriented areas with a diverse mix of uses and incomes, all organized within walking distance of a rapid transit station, and at densities which support transit ridership so that people can walk to transit services quickly and conveniently from the places they live, work, shop and play.

Urban Growth Centre (UGC)

Urban Growth Centres (UGCs) are shown in Schedule 4 in the Growth Plan (2019). UGCs must have plans in place to achieve 400 residents and jobs combined per hectare by 2031 or earlier. Toronto contains five UGCs, each of which is delineated through a Secondary Plan: North York Centre, Yonge and Eglinton Centre, Scarborough Centre, Downtown Toronto Centre, and Etobicoke Centre.

Attachment 2: Phased MTSA Prioritization Approach

The following Tables list potential Major Transit Station Areas and places them in one of three phases, in which staff target advancing the delineation of, and density calculation for each.

Tables 3, 4, and 5 list the potential MTSAs that have an existing approved Environmental Assessment and Table 6 lists the identified Provincial Priority Projects through draft Bill 171 - *Building Transit Faster Act, 2020*.

The Tables indicate the status of studies either recently completed or currently underway, in which the potential MTSA is located. In some instances, major development applications are currently under review that will act as an input towards the delineation of the MTSA and the associated density calculation.

Other priority areas may be identified through the course of the MCR that include additional potential MTSA.

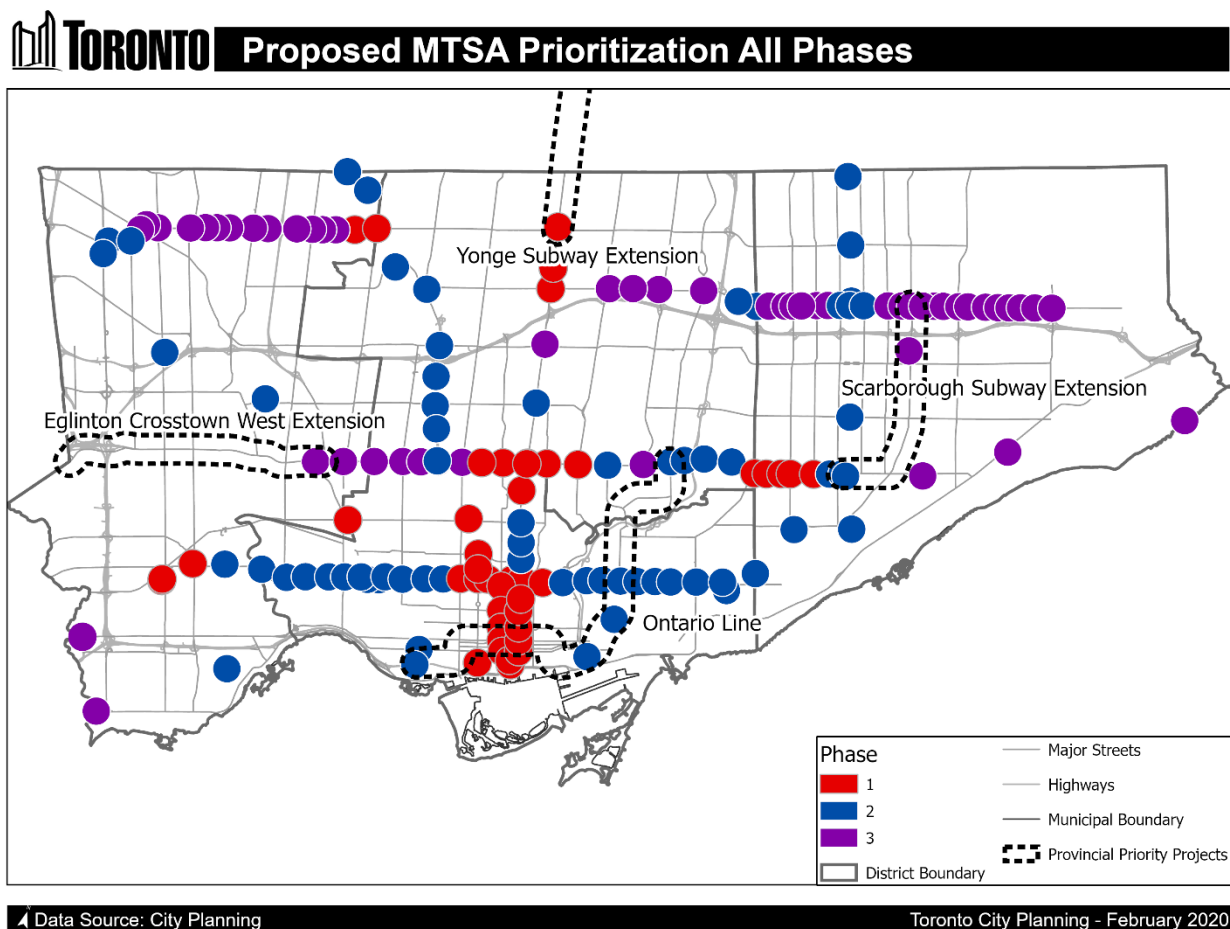
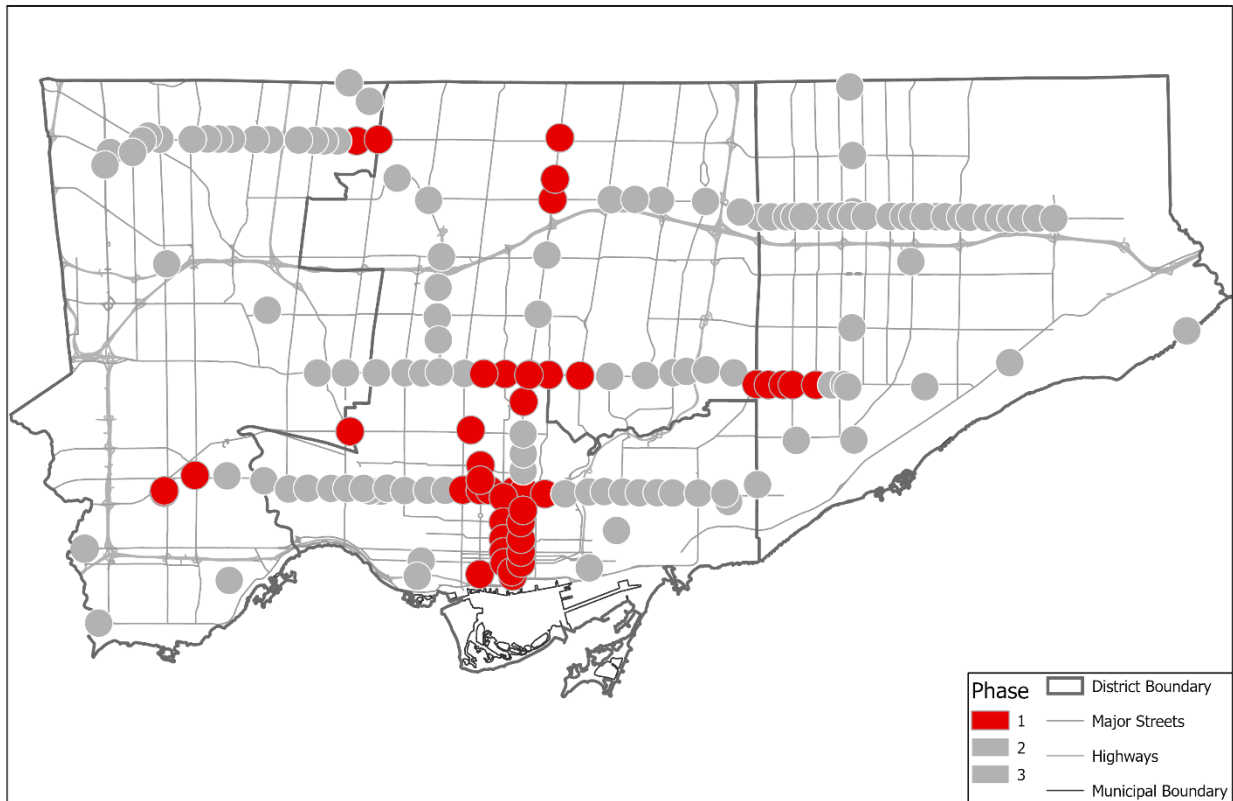


Table 2: Proposed MTSA Prioritization Phase 1

Station	Line	Related Study Status
Bathurst	Line 2 - Bloor-Danforth	Completed
Bay	Line 2 - Bloor-Danforth	Completed
Islington	Line 2 - Bloor-Danforth	Underway
Kipling	Line 2 - Bloor-Danforth	Underway
Sherbourne	Line 2 - Bloor-Danforth	Completed
Bloor-Yonge	Line 2 - Bloor-Danforth /Line 1-Yonge-University	Completed
Spadina	Line 2 - Bloor-Danforth / Line 1-Yonge-University	Completed
St George	Line 2 - Bloor-Danforth/ Line 1-Yonge-University	Completed
Avenue	Eglinton Crosstown LRT	Completed
Birchmount	Eglinton Crosstown LRT	Underway
Chaplin	Eglinton Crosstown LRT	Completed
Eglinton	Eglinton Crosstown LRT	Completed
Golden Mile	Eglinton Crosstown LRT	Underway
Hakimi Lebovic	Eglinton Crosstown LRT	Underway
Leaside	Eglinton Crosstown LRT	Completed
Mount Pleasant	Eglinton Crosstown LRT	Completed
O'Connor	Eglinton Crosstown LRT	Underway
Pharmacy	Eglinton Crosstown LRT	Underway
Sentinel	Finch West LRT	Completed
Kipling	GO - Milton	Underway
St. Clair-Old Weston	Smart Track / GO - Kitchener	Underway
Spadina-Front	Smart Track/ GO - Lakeshore / GO - Kitchener / GO - Barrie	Completed

Station	Line	Related Study Status
College	Line 1- Yonge-University	Completed
Davisville	Line 1- Yonge-University	Completed
Dundas	Line 1- Yonge-University	Completed
Dupont	Line 1- Yonge-University	Completed
Eglinton	Line 1- Yonge-University	Completed
Finch	Line 1- Yonge-University	Underway
King	Line 1- Yonge-University	Completed
Museum	Line 1- Yonge-University	Completed
North York Centre	Line 1- Yonge-University	Underway
Osgoode	Line 1- Yonge-University	Completed
Queen	Line 1- Yonge-University	Completed
Queens Park	Line 1- Yonge-University	Completed
Sheppard-Yonge	Line 1- Yonge-University	Underway
Spadina North	Line 1- Yonge-University	Completed
St Andrew	Line 1- Yonge-University	Completed
St Clair West	Line 1- Yonge-University	Underway
St Patrick	Line 1- Yonge-University	Completed
Union	Line 1- Yonge-University	Completed
Wellesley	Line 1- Yonge-University	Completed
Finch West	Line 1- Yonge-University / Finch West LRT	Underway



Data Source: City Planning

Toronto City Planning - February 2020

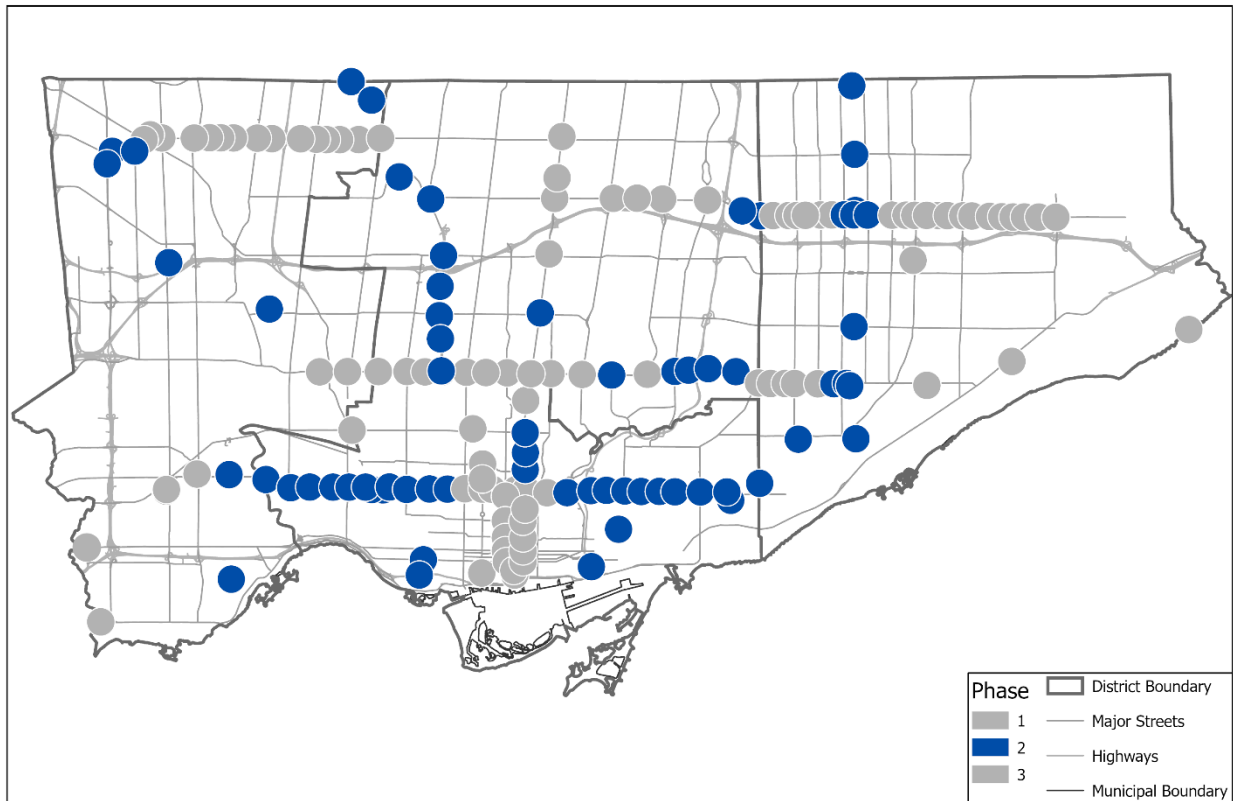
Table 3: Proposed MTSA Prioritization Phase 2

Station	Line	Related Study Status
Broadview	Line 2 - Bloor-Danforth	Completed
Castle Frank	Line 2 - Bloor-Danforth	Not Studied
Chester	Line 2 - Bloor-Danforth	Completed
Christie	Line 2 - Bloor-Danforth	Completed
Coxwell	Line 2 - Bloor-Danforth	Completed
Donlands	Line 2 - Bloor-Danforth	Underway
Dufferin	Line 2 - Bloor-Danforth	Not studied, but major application under review
Dundas West	Line 2 - Bloor-Danforth	Completed

Station	Line	Related Study Status
Greenwood	Line 2 - Bloor-Danforth	Completed
High Park	Line 2 - Bloor-Danforth	Completed
Jane	Line 2 - Bloor-Danforth	Completed
Keele	Line 2 - Bloor-Danforth	Completed
Lansdowne	Line 2 - Bloor-Danforth	Not studied
Main Street	Line 2 - Bloor-Danforth	Completed
Old Mill	Line 2 - Bloor-Danforth	Completed
Ossington	Line 2 - Bloor-Danforth	Not studied
Pape	Line 2 - Bloor-Danforth	Underway
Royal York	Line 2 - Bloor-Danforth	Not studied
Runnymede	Line 2 - Bloor-Danforth	Completed
Victoria Park	Line 2 - Bloor-Danforth	Completed
Warden	Line 2 - Bloor-Danforth	Underway
Woodbine	Line 2 - Bloor-Danforth	Completed
Kennedy	Line 2 - Bloor-Danforth /Line - 3 Scarborough	Not studied
Aga Khan Park & Museum	Eglinton Crosstown LRT	Completed
Ionview	Eglinton Crosstown LRT	Underway
Kennedy	Eglinton Crosstown LRT	Not studied
Laird	Eglinton Crosstown LRT	Completed
Science Centre	Eglinton Crosstown LRT	Completed
Sloane	Eglinton Crosstown LRT	Not studied
Wynford	Eglinton Crosstown LRT	Not studied
Humber College	Finch West LRT	Underway
Martin Grove	Finch West LRT	Underway

Station	Line	Related Study Status
Westmore	Finch West LRT	Underway
Bloor	GO - Kitchener	Not studied
Etobicoke North	GO - Kitchener	Not studied
Weston	GO - Kitchener	Underway
Exhibition	GO - Lakeshore	Not studied
Mimico	GO - Lakeshore	Completed
Danforth	GO - Lakeshore / Stouffville	Completed
Scarborough	GO - Lakeshore / Stouffville	Not studied
Agincourt	GO - Stouffville	Underway
Milliken	GO - Stouffville	Completed
Agincourt	Sheppard LRT	Underway
Consumers	Sheppard LRT	Completed
Kennedy	Sheppard LRT	Underway
Midland	Sheppard LRT	Underway
Victoria Park	Sheppard LRT	Not studied, but major application under review
Lansdowne-Bloor	SmartTrack / GO - Barrie	Not studied
King-Liberty	SmartTrack / GO - Barrie / GO - Kitchener	Underway
East Harbour	SmartTrack / GO - Lakeshore / GO - Stouffville	Completed
Gerrard-Carlaw	SmartTrack / GO - Lakeshore / GO - Stouffville	Underway
Finch-Kennedy	SmartTrack / GO - Stouffville	Not studied
Lawrence-Kennedy	SmartTrack / GO - Stouffville	Major development application under review in area
Downsview Park	Line 1- Yonge-University	Not studied

Station	Line	Related Study Status
Eglinton West	Line 1- Yonge-University	Not studied
Glencairn	Line 1- Yonge-University	Not studied
Lawrence	Line 1- Yonge-University	Not studied
Lawrence West	Line 1- Yonge-University	Not studied
Pioneer Village	Line 1- Yonge-University	Not studied
Rosedale	Line 1- Yonge-University	Completed
Sheppard West	Line 1- Yonge-University	Not studied
St Clair	Line 1- Yonge-University	Completed
Summerhill	Line 1- Yonge-University	Completed
Wilson	Line 1- Yonge-University	Completed
York University	Line 1- Yonge-University	Completed
Yorkdale	Line 1- Yonge-University	Major development application under review in area



▲ Data Source: City Planning

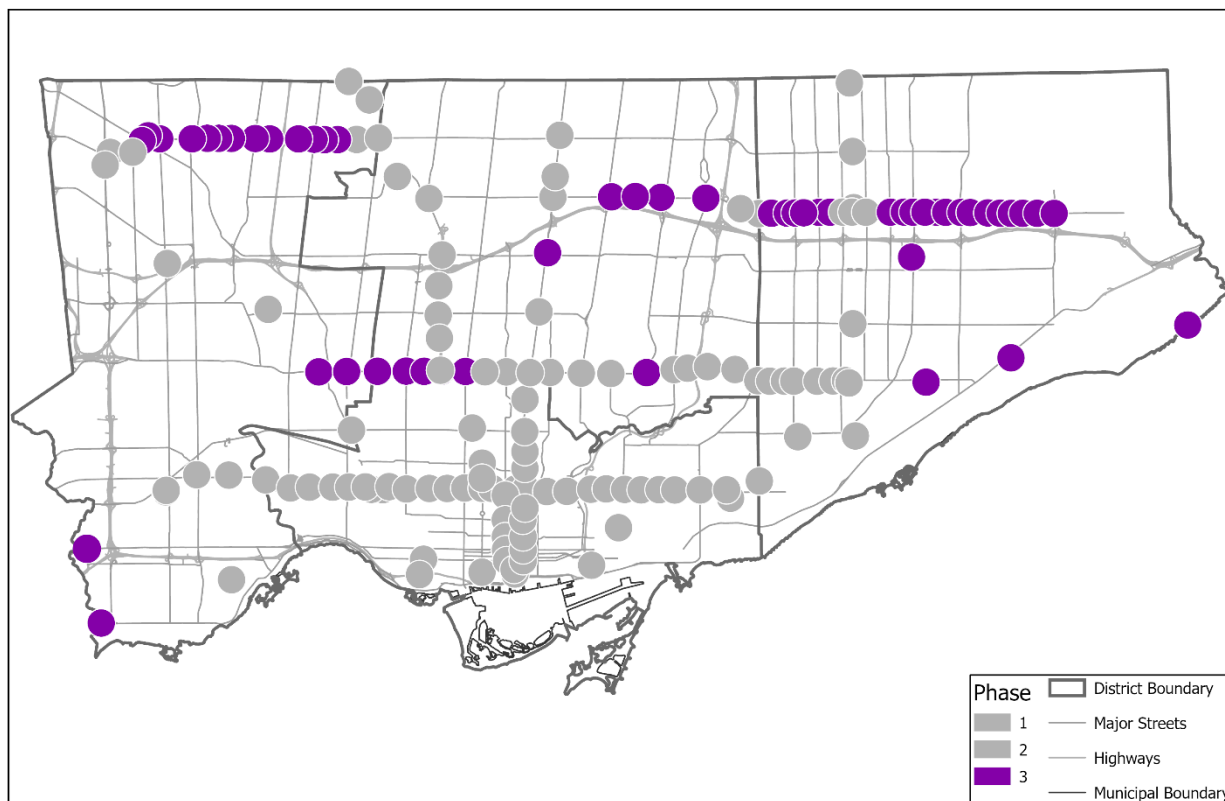
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Table 4: Proposed MTSA Prioritization Phase 3

Station	Line	Related Study Status
Scarborough Centre	Line 2 - Bloor-Danforth	Underway
Sherway	Line 2 - Bloor-Danforth	Completed
Caledonia	Eglinton Crosstown LRT	Not studied
Cedarvale	Eglinton Crosstown LRT	Major development application under review in area
Fairbank	Eglinton Crosstown LRT	Not studied
Forest Hill	Eglinton Crosstown LRT	Not studied
Keelesdale	Eglinton Crosstown LRT	Not studied
Mount Dennis	Eglinton Crosstown LRT	Underway

Station	Line	Related Study Status
Oakwood	Eglinton Crosstown LRT	Not studied
Sunnybrook Park	Eglinton Crosstown LRT	Completed
Albion	Finch West LRT	Underway
Driftwood	Finch West LRT	Underway
Duncanwoods	Finch West LRT	Underway
Islington	Finch West LRT	Underway
Jane	Finch West LRT	Underway
Kipling	Finch West LRT	Underway
Milvan/Rumike	Finch West LRT	Underway
Norfinch/Oakdale	Finch West LRT	Underway
Pearldale	Finch West LRT	Underway
Signet/Arrow	Finch West LRT	Underway
Stevenson	Finch West LRT	Underway
Tobermory	Finch West LRT	Underway
Weston	Finch West LRT	Underway
Eglinton	GO – Lakeshore	Not studied
Guildwood	GO - Lakeshore	Not studied
Long Branch	GO – Lakeshore	Not studied
Rouge Hill	GO - Lakeshore	Not studied
Bayview	Line 4 - Sheppard	Underway
Bessarion	Line 4 - Sheppard	Not studied
Don Mills	Line 4 - Sheppard	Underway
Leslie	Line 4 - Sheppard	Major development application under review in area
Allanford	Sheppard LRT	Underway

Station	Line	Related Study Status
Bay Mills	Sheppard LRT	Underway
Birchmount	Sheppard LRT	Underway
Brenyon	Sheppard LRT	Not studied
Brimley	Sheppard LRT	Underway
Brownspring	Sheppard LRT	Underway
Burrows Hall	Sheppard LRT	Not studied
Malvern/Progress	Sheppard LRT	Not studied
Markham	Sheppard LRT	Not studied
Massie	Sheppard LRT	Not studied
McCowan	Sheppard LRT	Underway
Morningside	Sheppard LRT	Not studied
Murison	Sheppard LRT	Not studied
Neilson	Sheppard LRT	Not studied
Palmdale	Sheppard LRT	Completed
Pharmacy	Sheppard LRT	Not studied
Shorting	Sheppard LRT	Not studied
Warden	Sheppard LRT	Underway
Washburn	Sheppard LRT	Not studied
White Haven	Sheppard LRT	Not studied
York Mills	Line 1- Yonge-University	Not studied



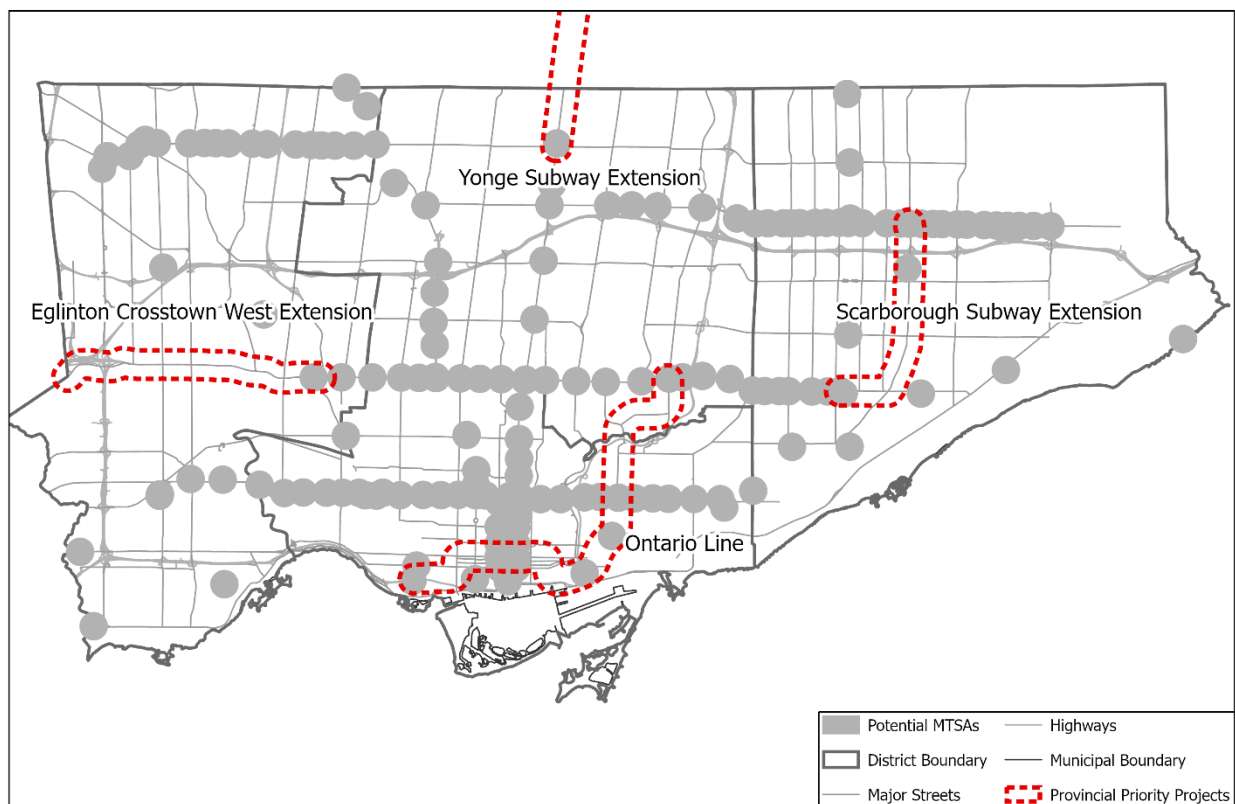
▲ Data Source: City Planning

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Table 5: Provincial Priority Projects Phase TBD

Line	Phase	Related Study Status
Eglinton Crosstown West Extension	TBD	Portions underway or not studied
Ontario Line	TBD	Portions complete, underway or not studied
Scarborough Subway Extension	TBD	Portions underway or not studied
Yonge Subway Extension	TBD	Portions underway or not studied

Provincial Priority Projects



▲ Data Source: City Planning

Toronto City Planning - February 2020

Attachment 3: Conversion and Removal Policies for *Employment Areas*

Official Plan Policies 2.2.4.14 to 2.2.4.18 [Final LPAT Order issued on May 8, 2020]

14. The redesignation of land from an *Employment Area* designation to any other designation, by way of an Official Plan Amendment, or the introduction of a use that is otherwise not permitted in an *Employment Area* is a conversion of land within an *Employment Area* and is also a removal of land from an *Employment Area*, and may only be permitted by way of a Municipal Comprehensive Review. The introduction of a use that may be permitted in a *General Employment Area* into a *Core Employment Area* or the redesignation of a *Core Employment Area* into a *General Employment Area* designation is also a conversion and may only be permitted by way of a Municipal Comprehensive Review.

15. The conversion of land within an *Employment Area* is only permitted through a City-initiated Municipal Comprehensive Review that comprehensively applies the policies and schedules of the Provincial Growth Plan.

16. Applications to convert lands within an *Employment Area* will only be considered at the time of a municipal review of employment policies and designations under Section 26 of the *Planning Act* and a concurrent Municipal Comprehensive Review under the Growth Plan for the Greater Golden Horseshoe. Applications to convert lands within an *Employment Area* received between such City-initiated Official Plan Reviews will be not be considered unless Council directs that a Municipal Comprehensive Review be initiated.

17. The City will assess requests to convert lands within *Employment Areas*, both cumulatively and individually, by considering whether or not:

a) There is a demonstrated need for the conversion(s) to:

1. meet the population forecasts allocated to the City in the Growth Plan for the Greater Golden Horseshoe; or
2. mitigate existing and/or potential land use conflicts;

b) The lands are required over the long-term for employment purposes;

c) The City will meet the employment forecasts allocated to the City in the Growth Plan for the Greater Golden Horseshoe;

d) The conversion(s) will adversely affect the overall viability of an *Employment Area* and maintenance of a stable operating environment for business and economic activities with regard to the:

1. compatibility of any proposed land use with lands designated *Employment Areas* and major facilities, as demonstrated through the submission of a Compatibility/Mitigation Study in accordance with Policies 2.2.4.5, 2.2.4.7 and 2.2.4.8 and Schedule 3 for any proposed land use, with such policies read as applying to lands within *Employment Areas*;

2. prevention or mitigation of adverse effects from noise, vibration, and emissions, including dust and odour;
3. prevention or mitigation of negative impacts and minimization of the risk of complaints;
4. ability to ensure compliance with environmental approvals, registrations, legislation, regulations and guidelines;
5. ability to provide appropriate buffering and/or separation of employment uses from sensitive land uses, including residential;
6. ability to minimize risk to public health and safety;
7. reduction or elimination of visibility of, and accessibility to, employment lands or uses;
8. impact upon the capacity and functioning of the transportation network and the movement of goods for existing and future employment uses;
9. removal of large and/or key locations for employment uses;
10. ability to provide opportunities for the clustering of similar or related employment uses; and
11. provision of a variety of land parcel sizes within the *Employment Area* to accommodate a range of permitted employment uses;

e) The existing or planned sewage, water, energy and transportation infrastructure can accommodate the proposed conversion(s);

f) In the instance of conversions for residential purposes, sufficient parks, libraries, recreation centres and schools exist or are planned within walking distance for new residents;

g) Employment lands are strategically preserved near important transportation infrastructure such as highways and highway interchanges, rail corridors, ports and airports to facilitate the movement of goods;

h) The proposal(s) to convert lands in an *Employment Area* will help to maintain a diverse economic base accommodating and attracting a variety of employment uses and a broad range of employment opportunities in Toronto; and

i) Cross-jurisdictional issues have been considered.

18. When assessing proposal(s) to convert lands within *Employment Areas*, the City will:

a) notify all major facilities whose influence area(s) includes any portion of the lands proposed to be converted; and

b) notify all facilities that store, distribute or handle propane whose required separation distances by law and/or regulation may include any portion of the lands proposed to be converted.

Attachment 4: Preliminary Stakeholder List for Engagement Strategy

The following list of stakeholder and stakeholder groups is a preliminary list that will be finalized prior to executing the final engagement strategy.

A. Business and Industry

1. Building Industry and Land Development Association (BILD)
2. Business Improvement Areas (BIAs)
3. Leaside Business Park Association
4. National Association of Industrial Office Properties (NAIOP)
5. Society of Industrial Office Properties (SIOP)
6. South Etobicoke Industrial Employees Association (SEIEA)
7. Toronto Association of Business Improvement Areas (TABIA)
8. Toronto & York Region Labour Council (TYRLC)
9. Toronto Board of Trade
10. Toronto East, West and North CAER Associations
11. Toronto Industry Network (TIN)

B. Resident/Tenant Associations

12. Advocacy Centre for Tenants Ontario (ACTO)
13. Association of Community Organizations for Reform Now (ACORN)
14. Confederation of Resident and Ratepayer Associations in Toronto (CORRA)
15. Faith Groups
16. Federation of Metro Tenants' Associations
17. Federation of North Toronto Residents' Associations (FoNTRA)
18. Other Residents Associations

C. Environment and Academia

19. Canadian Standards Association
20. Clean Air Partnership
21. Creating Healthy and Sustainable Environments (CHASE)
22. Environmental Defence
23. Friends of the Greenbelt Foundation
24. Ontario Federation of Anglers and Hunters
25. Toronto and Region Conservation Authority (TRCA)
26. Toronto Atmospheric Fund
27. Toronto Environmental Alliance
28. Universities and Colleges

D. Indigenous

29. Aboriginal Housing Support Centre
30. Alderville First Nation
31. Anishnawbe Health Toronto
32. Beausoleil First Nation
33. Chippewas of Georgina Island First Nation

34. Chippewas of Mnjikaning First Nation
35. Conseil de la Nation Huronne-Wendat
36. Council Fire Native Cultural Centre
37. Curve Lake First Nation
38. Hiawatha First Nation
39. Huron Wendat Nation
40. Kawartha Nishnawbe First Nation
41. Métis Nation of Ontario
42. Mississaugas of the New Credit First Nation
43. Mohawks of Akwesasne First Nation
44. Native Child & Family Services
45. Oneida Nation of the Thames
46. Ontario Federation of Indian Friendship Centres
47. Six Nations Haudenosaunee Confederacy Council
48. Six Nations of the Grand River Elected Council
49. The Mohawks of the Bay of Quinte First Nation
50. Wahta Mohawks First Nation

Attachment 5: Conformity and MCR Work Plan - at a glance

TASK LIST	Estimated Year of Completion		
	2020-2021	2021-2022	2022
Managing Forecasted Growth through Intensification			
Major Transit Station Areas (Phases 1, 2, and 3) -Land use, Delineation and Density Assignment	•	•	•
Request for Lower Major Transit Station Areas densities		•	
Local Area Studies, where necessary, e.g. Keele-St. Clair		•	•
Protected Major Transit Station Areas, e.g. Keele-Finch	•	•	•
Additional Major Transit Station Areas			•
Urban Growth Centres			•
Other Strategic Growth Areas		•	•
Land Needs Assessment			•
Protecting Employment Areas			
Land Uses in Employment Areas -Prohibit certain land uses (residential), prohibit or limit other sensitive land uses; prohibit or establish size thresholds for major retail uses		•	
Minimum density targets for Employment Areas -Minimum density targets to be measured in jobs per hectare			•
Considering Employment Area Conversions			
Recommended 1-year window to receive conversion requests		•	•
Potential conversion request fee	•		
Updating the Official Plan's Environmental Policies			
Review and develop policies	•	•	
Engagement Strategy			
Develop and execute engagement strategy	•	•	•
Other Policy Matters			
-Additional policy matters to be reviewed and amended		•	•