

## **Our Plan Toronto: Major Transit Station Area Draft Delineations - Lower Density Target Requests**

**Date:** September 30, 2021

**To:** Planning and Housing Committee

**From:** Chief Planner and Executive Director, City Planning Division

**Wards:** Etobicoke North; Etobicoke-Lakeshore; Parkdale-High Park; Humber River-Black Creek; Eglinton-Lawrence; Don Valley West; Don Valley East; and Scarborough-Rouge Park

### **SUMMARY**

---

In June 2020, City Planning initiated the Growth Plan Conformity and Municipal Comprehensive Review ("the MCR") which includes the delineation of 180+ potential Major Transit Station Areas (MTSAs) to meet Provincial intensification requirements by July 2022. A subset of MTSAs will be identified as Protected Major Transit Station Areas (PMTSAs), where inclusionary zoning By-laws can be implemented. An equity lens is being applied to this work program that prioritizes the delineation of PMTSAs to enable the implementation of inclusionary zoning as an affordable housing tool, where market conditions could support it.

This report will be the basis for consultation of draft Official Plan Amendment (OPA) 544, which includes 11 potential MTSAs and their corresponding Site and Area Specific Policies (SASPs).

Preliminary analysis of 180+ potential MTSAs demonstrated that 11 (6% of all MTSAs) would generally not be appropriate areas to dramatically increase density in the absence of a completed local area study. These 11 potential MTSAs cannot meet the Growth Plan (2019) density targets and are eligible for lower targets due to: development constraints related to overlap with the City's Green Space System; and/or a station with high ridership where there is limited density (people and jobs). In the case of stations where post-secondary institutions are located, students are not included as either "people or jobs" in the Province's growth forecast method, but the institution is considered a major trip generator.

Seven of these 11 draft MTSAs have been identified as potential PMTSAs, as they are within areas of high growth and strong market conditions. Within developable lands of these PMTSAs the City will look to implement inclusionary zoning By-laws to secure new affordable housing as part of the development review process.

The draft MTSA delineations within the SASPs are based on a walking analysis. Parcels within an estimated 10-minute walk (approximately 500 – 800 m walking) to the station are included within the draft delineated area. Staff's preliminary analysis also included identifying accessible connections and barriers for those with mobility impairments. Each draft MTSA identifies minimum targets for people and jobs per hectare based on the following Council-approved development framework: in effect Official Plan land use designations within the identified areas; as-of-right zoning by-law permissions; density permissions included in secondary plans; and approved developments that have not yet been built.

Planning staff will use the draft MTSA's as the basis for consultation, prior to advancing a Final Report for City Council's consideration in the second quarter of 2022. The Minister of Municipal Affairs and Housing is the approval authority for MTSA's with lower density targets, and for the delineation of PMTSA's. There is no appeal of the Minister's decision.

## **RECOMMENDATIONS**

---

The Chief Planner & Executive Director, City Planning recommends that:

1. Planning and Housing Committee authorize the Chief Planner and Executive Director, City Planning to use the draft Official Plan Amendment as a basis for consultation and bring forward a Final Report by the second quarter of 2022.

## **FINANCIAL IMPACT**

---

The City Planning Division confirms that there are no financial implications resulting from the recommendations included in this report in the current budget year.

## **EQUITY IMPACT STATEMENT**

---

The Official Plan provides a vision for the City grounded in principles that assure a successful and healthy future. A founding principle of the Official Plan is that Toronto's future must be diverse, inclusive and equitable. The provision of adequate and affordable housing is the cornerstone of building inclusive and equitable communities.

The draft Official Plan Amendment for 11 Major Transit Station Areas City-wide, includes seven Protected Major Transit Station Areas. Delineation of PMTSA's will help advance the implementation of Provincial policy requirements that would enable the use of inclusionary zoning policies, which once in effect can increase the supply of affordable housing across the City.

## DECISION HISTORY

---

At its meeting on April 22, 2021, Planning and Housing Committee adopted Draft Delineations for the Protected Major Transit Station Areas within the Downtown Secondary Plan and Draft Citywide MTSA Policy Directions (Item PH22.6). Committee advanced the 16 downtown delineations for MTSA's and policy direction for consultation. This report can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH22.6>

At its meeting on June 29, 2020, City Council approved the recommended approach and work plan for the Growth Plan Conformity and Municipal Comprehensive Review (MCR) - Work Plan (Item PH 14.4). Council approved a prioritization strategy for the delineation of 180+ Major Transit Station Areas (MTSA's) across the City that advances the delineation of PMTSA's before completion of the MCR to support the implementation of inclusionary zoning. The report can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH14.4>

At its meeting on December 16, 2020, City Council adopted Official Plan Amendment 482 (OPA 482), Protected Major Transit Station Areas, for the Finch West Transit Station Area and Sentinel Transit Station Area, and Official Plan Amendment 482 (OPA 483), Keele Finch Secondary Plan. OPA 482 introduced the City's first Protected Major Transit Station Areas under section 16(15) of the Planning Act. OPA 482 has been submitted to the Minister of Municipal Affairs and Housing for approval and a decision of the Minister is pending. Introduction of the necessary Bills for the Keele Finch Secondary Plan have been withheld until the Minister of Municipal Affairs and Housing has made a decision on OPA 483. The report can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH19.1>

City Council adopted the Ravine Strategy Implementation (Item EX 12.1 <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.EX12.1>) at its meeting on January 29, 2020. This outlined key actions required to implement the Ravine Strategy and included the identification of Priority Investments Areas in parkland, which in some cases is within delineated draft MTSA's.

At its meeting on October 2, 2019, City Council unanimously approved the Toronto Biodiversity Strategy (Item IE 7.8

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.IE7.8>). Action #8 in the Strategy identifies the need to "review policies and bylaws for opportunities to support biodiversity", including in area-based planning studies.

City Council adopted Official Plan Amendment 262 (Item PG 4.5

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PG4.5>) at its meeting on June 10, 2015. This included updated environmental policies to bring the Official Plan into conformity with the 2014 Provincial Policy Statement, including the designation of new Environmentally Significant Areas (ESAs).

## BACKGROUND

---

In June 2020, City Council approved the work plan for the City-initiated Growth Plan Conformity and [Municipal Comprehensive Review](#) (MCR). A significant component of this work is the implementation of an intensification strategy that directs Transit Oriented Development (TOD) and prioritizes growth where transit and other infrastructure currently exist or is planned. A summary of Frequently Used Terms is included in Attachment 1.

### **[Major Transit Station Areas](#) and Lower Target Request**

The City is required to update its Official Plan through the MCR to include the 180+ MTSA's identified across the City. The Growth Plan requires that MTSA's are delineated to "maximize the size of the area and number of potential transit users that are within walking distance of the station". The Official Plan must prioritize planning the MTSA's in a manner that implements the Growth Plan (including directing growth, protecting natural heritage and supporting Transit Oriented Development).

The Growth Plan conformity exercise requires municipalities to demonstrate that a plan is in place for the following MTSA minimum density targets: 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. Staff will implement outcomes of recently completed planning studies when delineating MTSA's to avoid duplicating work that has already been completed (or nearing completion) and adopted by Council. In the absence of local area studies, complete with community consultation and detailed contextual analysis, staff's delineation of MTSA's will reflect the minimum requirements set out by the Growth Plan.

Planning staff's preliminary analysis of the City's 180+ potential MTSA's has shown that 11 are unable to meet the prescribed density targets of the Growth Plan. The Growth Plan provides the opportunity for municipalities to request a lower density target for those MTSA's that cannot meet the targets in policy 2.2.4.4 (described below).

Of the 180+ potential MTSA's, six have a significant overlap with the City's Green Space System, which generally prohibits and restricts development; and five have a built form that does not support added density, but still sustain high ridership.

### **[Protected Major Transit Station Areas](#) and [Inclusionary Zoning](#)**

Protected Major Transit Station Areas (PMTSA's) will become a subset of the 180+ potential MTSA's. Both MTSA's and PMTSA's require a municipality to delineate the area boundaries, identify a planned density target, and demonstrate implementation through planning policies/define authorized land uses. Additionally, PMTSA's require the identification of minimum densities for the buildings and structures contained within the delineated area. The identification of a PMTSA is a prerequisite for the City to implement Inclusionary Zoning bylaws under the Planning Act Section 16(15).

Providing housing that is affordable to a wide range of residents and located to meet the needs of people throughout their life cycle, is essential to the goal of an inclusive City.



Inclusionary zoning is a planning tool that will enable the City to secure new affordable housing as part of the development review process. The identification and delineation of PMTSAs in areas of strong or moderate market conditions, has been identified as a priority component of the City's Growth Plan conformity exercise, given the City's ability to apply an equity lens to its land use planning framework.

## COMMENTS

---

This report is part of the intensification strategy outlined in City Planning's Growth Plan Conformity and MCR Work Plan (PH14.4). The identification and delineation of Major Transit Station Areas (MTSAs) is a key component of the intensification strategy to prioritize growth in areas where transit exists or is planned.

This report describes 11 draft MTSAs for consultation where the minimum density targets set out in the Growth Plan (2019) cannot be achieved based on preliminary analysis by staff. These 11 stations account for 6% of the City's 180+ potential MTSAs.

These 11 draft MTSAs meet criteria that allows for density targets lower than those otherwise outlined in the Growth Plan. Six of these draft MTSAs have significant overlap with the City's Green Space System; and five stations will sustain high ridership (i.e. major trip generators or transit feeder services) where there is limited density. These draft MTSAs are listed in Table 1, below.

**Table 1: Draft MTSAs described in this report**

	<b>Significant overlap with the City's Green Space System</b>	<b>High ridership with major trip generators or feeder services</b>	<b>Identified as potential Protected Major Transit Station Areas</b>
Old Mill (Line 2 Subway)	X		X
Humber College (Finch West LRT)	X		
Rowntree Mills (Finch West LRT)	X		X
Tobermory (Finch West LRT)	X		X
York Mills (Line 1 Subway)	X		X
Sunnybrook Park (Eglinton LRT)	X		
York University (Line 1 Subway)		X	X
Pioneer Village (Line 1 Subway)		X	X
Rouge Hill (Lakeshore East GO)		X	

	<b>Significant overlap with the City's Green Space System</b>	<b>High ridership with major trip generators or feeder services</b>	<b>Identified as potential Protected Major Transit Station Areas</b>
Martin Grove (Finch West LRT)		X	
Long Branch (Lakeshore West GO)		X	X

Proposed lower density targets for each station are outlined below and included within draft Site and Area Specific Policy (SASPs) in Attachment 2, which staff will use for the basis of consultation.

Seven of the draft MTSA's presented in this report will also be identified as Protected Major Transit Station Areas, enabling the City to implement inclusionary zoning in those areas.

## **MTSA Lower Target Components - Draft OPA**

This draft OPA (Attachment 2) was developed for consultation and includes the draft delineation of 11 MTSA's. Following consultation, these draft MTSA's will be finalized and presented to Planning and Housing Committee and Council for consideration and will be included as Site and Area Specific Policies (SASPs) contained within a new Chapter 8 of the Official Plan. The draft SASPs are intended to satisfy the requirements of the Growth Plan, including seven SASPs that are identified as PMTSA's that will also satisfy requirements of the Planning Act.

### **1. Draft Delineations**

The boundaries of each draft MTSA were delineated based on a walkshed analysis. Parcels within an estimated 10-minute walk (approximately 500 – 800 m walking) to the station are included within the draft delineated area. The analysis also included identifying accessible connections and barriers for those with mobility impairments. This analysis took into account the connectivity to stations using existing streets, pedestrian access, limitations or constraints that could impede walkability/mobility (e.g. steep ravine, impassable infrastructure, impact of a back facing lot), and any unique or special characteristics of the local area.

The delineated areas for each draft MTSA are shown as 'Map 1' on each SASP in Attachment 2. Images of the draft delineations for each potential MTSA are overlaid atop aerial photography in Attachment 4. These images illustrate the existing site context that helped inform staff's draft delineations.

### **2. Planned Density (People and Jobs per Hectare)**

The minimum population and employment targets for each of the 11 draft MTSA's are identified in the report below and in the individual SASPs (Attachment 2). These targets do not meet the minimum people and jobs per hectare targets set out in Growth Plan

policy 2.2.4.3 – the general area context and preliminary policy rationale for the draft MTSA's lower density target is outlined below. Images of the draft delineations for each potential MTSA is overlaid atop aerial photography (Attachment 4) and existing land use designations (Attachment 3) to help visualize the site context and constraints.

The proposed minimum population and employment targets are intended to apply across the entire delineated area for each draft MTSA. As the entire delineated area is planned collectively to meet or exceed the established targets, this may result in individual developments not meeting the population and employment targets. The intent of the draft MTSA framework is to recognize that some areas within an MTSA will intensify more than others as development occurs over time.

Planned density targets within the potential MTSAs were identified by calculating the maximum potential density of each parcel. This density calculation was informed by the following Council-approved development framework: in effect Official Plan land use designations within the identified areas; as-of-right zoning by-law permissions; density permissions included in secondary plans; and approved developments that have not yet been built. Preliminary analysis of each station demonstrated that these 11 MTSAs would generally not be appropriate areas to dramatically increase density due to a number of reasons, including: constraints related to overlap with the City's Green Space System; and built form that does not generally support increased density (people and jobs) in areas where high ridership will be sustained (e.g. post-secondary institutions whose students are frequent transit riders but who are not considered "people" or "jobs" in the Province's growth forecast method).

### **3. Authorized Use of Land**

The draft SASPs acknowledge the authorized uses of land that are set out through the Official Plan land use designations, and relevant Secondary Plans, if applicable, at individual stations.

Images of the existing land use designations that are currently in effect are overlaid on the proposed delineations in Attachment 3.

### **4. Minimum Development Densities**

The seven draft SASPs identified as PMTSAs (identified in Table 1) include a "minimum development density", in accordance with Section 16(15) of the Planning Act. City Planning has identified the minimum density using floor space indices (FSI), or a minimum number of units per site for all developable lands, excluding streets.

Generally, the minimum densities are defined at a block level and applied at a site-specific basis. The minimum densities, expressed in FSI, is shown on 'Map 2' of the seven SASPs identified as PMTSAs in Attachment 2. The minimum densities do not propose any changes to maximum development permissions on lands within the delineated areas, and all applicable Official Plan policies, including Secondary Plans and Site and Area Specific Policies would continue to apply on individual sites.

## **Lower Density Target Requests (2 Tests)**

The Growth Plan allows municipalities to identify MTSAAs that cannot meet the applicable density targets. There are two policy "tests" outlined within policy 2.2.4.4 that municipalities can draw upon when requesting lower density targets from the Minister. The policy "tests" are:

- Test 1: Where it can be demonstrated that "development is prohibited by provincial policy or severely restricted on a significant portion of the lands within the delineated areas"; or
- Test 2: Where it can be demonstrated that "there are a limited number of residents of jobs associated with the built form, but a major trip generator or feeder service will sustain high ridership at the station".

Planning staff have undertaken a preliminary analysis identifying 11 MTSAAs that will require lower density targets.

### **Test 1: Green Space System and Natural Hazard Protection Restricting Development**

Six of the potential MTSAAs have a significant overlap with the Green Space System, which severely restricts development within the proposed delineated areas. The Official Plan and Map 2: "Urban Structure", identifies the Green Space System, which is comprised of lands designated Parks and Open Space Areas. These lands have significant natural heritage and/or recreation value and are functionally connected.

Direction to protect the elements of the Green Space System and to protect public health/safety from natural hazards is established in provincial policy (PPS, 2020; Growth Plan, 2019; Greenbelt Plan, 2017); Toronto and Region Conservation Authority's (TRCA) Living City Policies and Ontario Regulation 166/06; and Toronto's Official Plan, Zoning by-laws, Ravine and Natural Feature Protection By-law.

### **Provincial Policy**

The Provincial Policy Statement (2020) (PPS) outlines that "natural features and areas shall be protected for the long term" (PPS, 2.1.1). The PPS does not permit development or site alteration in significant wetlands; or in significant woodlands, valleylands, wildlife habitat and Areas of Natural and Scientific Interest (ANSIs) where negative impacts to those features will occur (PPS, 2.1.4; 2.1.5). In addition, the lands adjacent to those natural heritage features do not permit development or site alteration, unless it has been demonstrated that there will be no negative impacts on the natural features or their functions (PPS 2.1.8).

The City's Green Space System includes many natural features and areas that receive protection in the PPS, including significant wetlands, woodlands, valleylands, wildlife habitat, fish habitat, and ANSIs. The PPS also requires that development be directed away from areas of natural hazard where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards (PPS 3.1.1).

The Greenbelt Plan (2017) identifies four Urban River Valleys in Schedule 1 of the Plan that flow through Toronto. The goals set out in the Greenbelt Plan for Urban River Valleys are to protect natural and open space lands adjacent to these river valleys to assist in ecologically connecting the Greenbelt Area to Lake Ontario (Greenbelt Plan, 1.2.3). The Greenbelt Plan's External Connections policy (3.2.6) promotes "appropriate planning and design" to ensure Urban River Valley areas are "maintained and/or enhanced".

### **Conservation Authority Policy**

The Toronto and Region Conservation Authority ("TRCA") regulates proposed development or alteration activities taking place within valley and stream corridors, under Ontario Regulation 166/06. The goals of O/Reg 166/06 are to ensure public safety, and protect property with respect to natural hazards; and to safeguard watershed health by preventing pollution and destruction of sensitive environmental areas, such as wetlands, shorelines and watercourses.

The TRCA's regulation limit includes areas identified as natural features and natural hazards, including slopes and areas susceptible to flooding (Living City Policy, 2014). The issuance of a permit is required for all development within the TRCA's Regulated Land, including placing or excavating fill, building or replacing a house, adding home additions or other structures. O/Reg 166/06 gives the TRCA authority to deny permits in hazard land, wetlands, and areas within the river valley where the proposed work will affect the control of flooding, erosion, or conservation of land. Under the Conservation Authorities Act, the application of O/Reg 166/06 is "applicable law" and required before a building permit can be issued.

### **Official Plan, Zoning and Regulations**

The Green Space System identified in the Official Plan is comprised of those lands with a Parks and Open Space Areas designation; which are large, have significant natural heritage or recreational value, and which are connected. The OP policies seek to improve, preserve and enhance the Green Space System. Development is "generally prohibited" in Parks and Open Space Areas; and Natural Areas are intended to be "maintained primarily in a natural state" (OP Section 4.3).

The Green Space System provides opportunities for recreation, tourism and appreciation of cultural and natural heritage, which are an important part of complete communities. Most of Toronto's Environmentally Significant Areas (ESAs) are also located within the Green Space System. Development is prohibited in ESAs, as these areas are particularly sensitive and require additional protection to preserve their unique qualities (OP Section 3.4). Only certain compatible uses and facilities for which there are no alternatives are permitted, and only when it is demonstrated to have minimal adverse impacts on natural features and functions.

The Open Space Zone within the Zoning By-law (569-2013) does not permit land uses associated with increased density (e.g. residential, office, employment). The zoning permissions within valley and ravine lands generally prohibit development, with

exceptions for compatible recreational and cultural facilities and essential public works – provided that impacts are mitigated.

The Ravine and Natural Features Protection By-law requires landowners to obtain a permit prior to undertaking any work that may injure or destroy a tree, involve placing or dumping fill or reuse, or altering the grade of land within the identified area. The By-law area overlaps with most of the Green Space System and TRCA regulated area. This policy does not alter existing OP designations or zoning permissions, but is designed to reduce impacts to ravines and natural features.

### **Lower Target Requests due to Green Space System Overlap**

- Old Mill (SAPS 635): 50 people and jobs per hectare (Line 2 subway)
- Humber College (SASP 636): 115 people and jobs per hectare (Finch West LRT)
- Rowntree Mills (SASP 637): 80 people and jobs per hectare (Finch West LRT)
- Tobermory (SASP 638): 85 people and jobs per hectare (Finch West LRT)
- York Mills (SASP 639): 85 people and jobs per hectare (Line 1 subway)
- Sunnybrook Park (SASP 640): 65 people and jobs per hectare (Eglinton LRT)

These six stations are all located within close proximity to the existing ravines and river valleys of the Humber River, Black Creek, and Don River. Each potential MTSA contains a significant overlap with the Green Space System, including in some cases ESAs and Provincially Significant Wetlands. Walkability and connections to developable land is impacted by natural ravine slopes, floodplains, and the presence of large parks and open space. In some cases these features presents barriers to walkability, or for individuals with mobility impairments.

### **Test 2: Major Trip Generators or Feeder Service Sustaining High Ridership**

Five of the potential MTSA's contain Major Trip Generators or feeder services that will sustain high ridership in stations where the surrounding built form is associated with a limited number of residents and jobs. Major Trip Generators are defined in the Growth Plan as destinations with "concentrated activities which generate many trips". Examples include: community hubs, large parks and recreational destinations, post-secondary institutions and public service facilities. While 'feeder services' is not defined in the Growth Plan, they are interpreted as stations with transit connections (TTC or regional), and major commuter stations.

Staff's preliminary analysis of these five potential MTSA's demonstrate that the built form and land use within the delineated areas would not support an increase in density to the levels defined in the Growth Plan. While the residents and jobs did not achieve high density, each of these MTSA's did have high ridership at the station and is planned to sustain or increase those ridership levels in to the future.

It is important to note that the Province's growth forecast method does not explicitly count students residing in on-campus residence when calculating "people and jobs" as part of the minimum density targets. Instead, students are counted as "people" at their place of residence as per the Census, which is often their parents' home or somewhere

else within commuting distance. As such, potential MTSAs around post-secondary schools generate low density numbers, even though they exhibit high ridership levels.

### **Lower Target Requests due to Major Trip Generators or Feeder Services**

- Long Branch (SASP 646): 80 people and jobs per hectare (Lakeshore West GO)
- Martin Grove (SASP 645): 100 people and jobs per hectare (Finch West LRT)
- York University (SASP 642): 95 people and jobs per hectare (Line 1 subway)
- Pioneer Village (SASP 643): 55 people and jobs per hectare (Line 1 subway)
- Rouge Hill (SASP 644): 80 people and jobs per hectare (Lakeshore East GO)

These five stations have a built form that does not support high density, as calculated in the provincial "people and jobs" method. Some of these potential MTSAs contain Major Trip Generators, including: York University; dense clusters of High Schools and middle Schools; community centres; and other community hubs. In some cases, the size of the draft delineated area is significantly reduced, due to the station's location near the City's border. All stations are expected to maintain high ridership with many feeder services serving the stations, including regional transit connections and major commuter parking lots.

### **Next Steps**

This report presents a set of 11 draft MTSAs for consultation. Preliminary analysis of 180+ potential MTSAs demonstrated that these 11 (6% of all MTSAs) would generally not be appropriate areas to dramatically increase density. Upon completion of consultation and engagement process, staff will recommend Site and Area Specific Policies to be adopted within a new Chapter 8 of the Official Plan. It is anticipated that the recommended SASPs will be brought forward in the second quarter of 2022.

Seven of the MTSAs presented in this report will also be identified as Protected Major Transit Station Areas (PMTSAs), enabling the City to implement inclusionary zoning in those areas. The seven SASPs are intended to meet the requirements of Section 16(15) of the Planning Act. Staff will report to Planning and Housing Committee on the results of consultation, including any commentary from members of the public and stakeholders on the desire for local area studies that would examine the underlying development framework for these areas.

### **CONTACT**

---

Joshua Wise, Planner, Strategic Initiatives, Policy & Analysis, 416-392-4787,  
[joshua.wise@toronto.ca](mailto:joshua.wise@toronto.ca)

Philip Parker, Senior Planner, Strategic Initiatives, Policy & Analysis, 416-338-4161  
[philip.parker@toronto.ca](mailto:philip.parker@toronto.ca)

Kerri A. Voumvakis, Director, Strategic Initiatives, Policy & Analysis, 416-392-8148,  
[kerri.voumvakis@toronto.ca](mailto:kerri.voumvakis@toronto.ca)

## **SIGNATURE**

---

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

## **ATTACHMENTS**

---

Attachment 1: Frequently Used Terms Draft  
Attachment 2: Draft OPA 544 - Lower Density Target MTSA's  
Attachment 3: Official Plan Land Use Designations and Draft Delineations  
Attachment 4: Aerial Imagery and Draft Delineations



## **Attachment 1: Frequently Used 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.

### **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

### **Major Transit Station Area (MTSA)**

The City has approximately 180+ potential MTSAs, 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 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.

### **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 (PMTSAs) will be a subset of all 180+ potential MTSAs that the City may delineate. PMTSAs are different because Council can adopt the delineations and densities in advance of the completion of the next Municipal Comprehensive Review. PMTSAs much 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 MTSAs. Bill 108 allows municipalities to apply Inclusionary Zoning to PMTSAs.

### **Urban Growth Centre (UGC)**

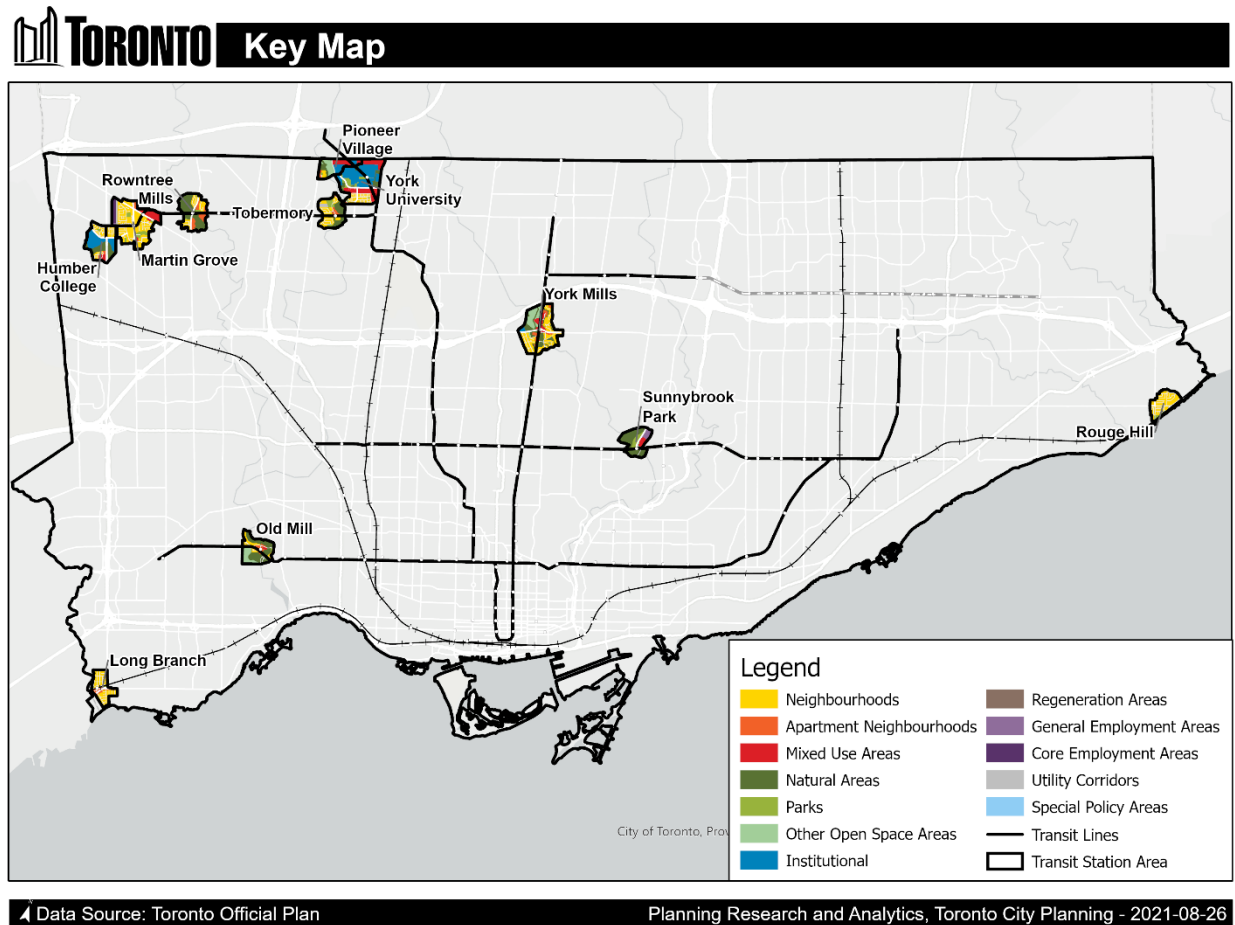
Urban Growth Centre (UGC) are shown in Schedule 4 in the Growth Plan (2019). UGCs must have plans in place to achieve 400 residents and jobs combined per hectare by 2031 or earlier. Toronto contains five UGCs, each of which is delineated through a Secondary Plan: North York Centre, Yonge and Eglinton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

**Attachment 2: Draft OPA 544 – Lower Density Target MTSA**  
(provided separately)

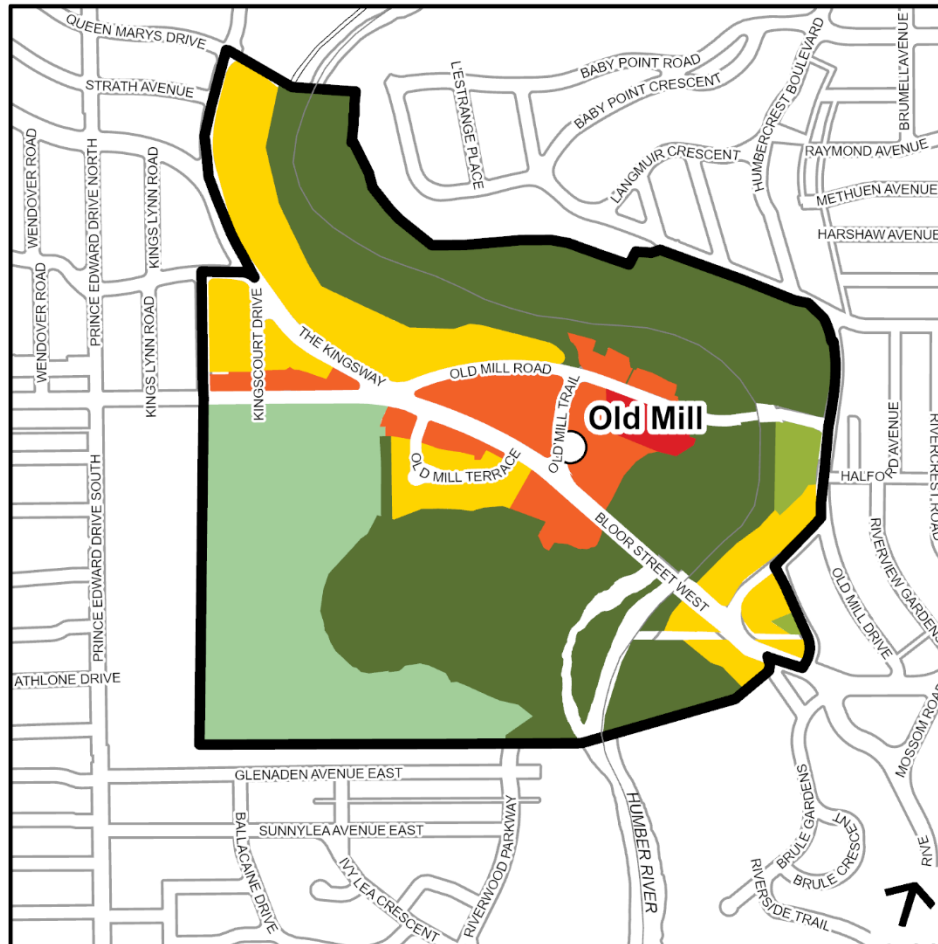
### Attachment 3: Official Plan Land Use Designations and Draft Delineations

The following set of maps help to illustrate the existing Official Plan policy designations at each proposed MTSA. The draft MTSA delineation boundary is outlined in a thick black line, with major streets and arrow included to help orient. The scale of these maps are consistent with "Map 1" within the SASPs.

The first map below is a Key Map showing the location of these 11 potential MTSAs across the City.



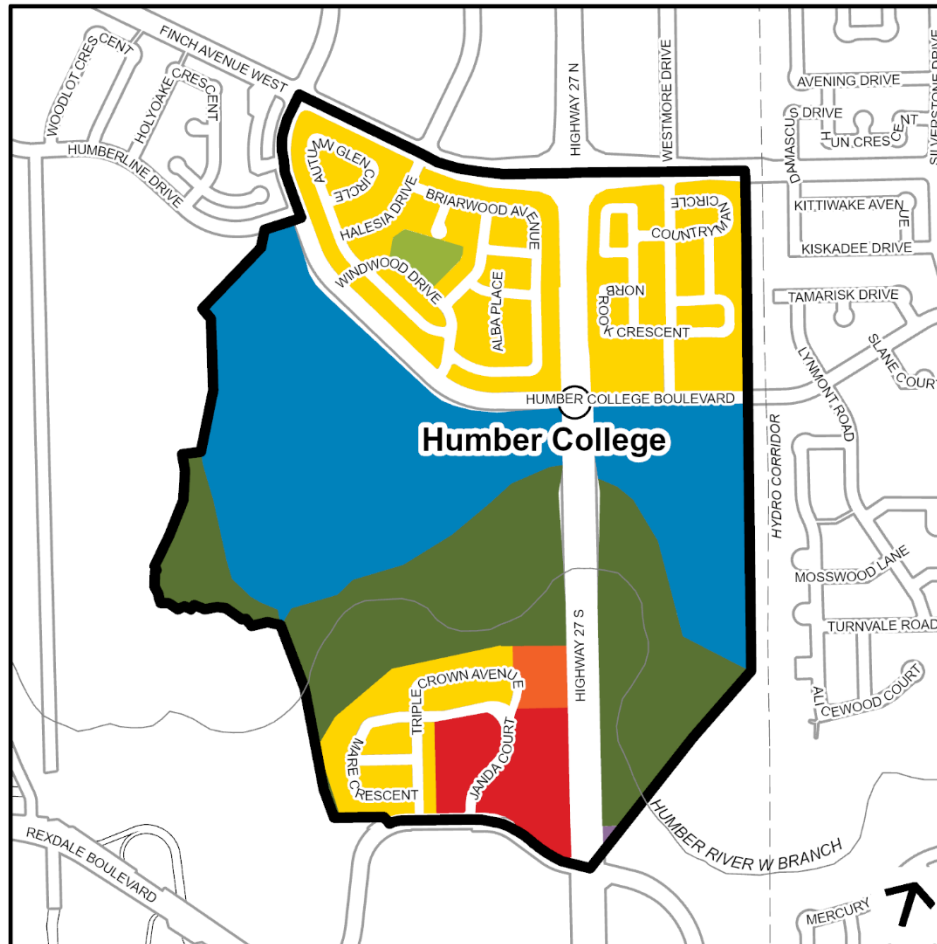
## (Draft) Old Mill Protected Major Transit Station Area



### Official Plan Land Use Designations

<span style="display: inline-block; width: 15px; height: 15px; background-color: yellow; border: 1px solid black;"></span> Neighbourhoods	<span style="display: inline-block; width: 15px; height: 15px; background-color: blue; border: 1px solid black;"></span> Institutional
<span style="display: inline-block; width: 15px; height: 15px; background-color: orange; border: 1px solid black;"></span> Apartment Neighbourhoods	<span style="display: inline-block; width: 15px; height: 15px; background-color: brown; border: 1px solid black;"></span> Regeneration Areas
<span style="display: inline-block; width: 15px; height: 15px; background-color: red; border: 1px solid black;"></span> Mixed Use Areas	<span style="display: inline-block; width: 15px; height: 15px; background-color: purple; border: 1px solid black;"></span> General Employment Areas
<span style="display: inline-block; width: 15px; height: 15px; background-color: darkgreen; border: 1px solid black;"></span> Natural Areas	<span style="display: inline-block; width: 15px; height: 15px; background-color: darkpurple; border: 1px solid black;"></span> Core Employment Areas
<span style="display: inline-block; width: 15px; height: 15px; background-color: lightgreen; border: 1px solid black;"></span> Parks	<span style="display: inline-block; width: 15px; height: 15px; background-color: grey; border: 1px solid black;"></span> Utility Corridors
<span style="display: inline-block; width: 15px; height: 15px; background-color: mediumgreen; border: 1px solid black;"></span> Other Open Space Areas	<span style="display: inline-block; width: 15px; height: 15px; background-color: lightblue; border: 1px solid black;"></span> Special Policy Areas

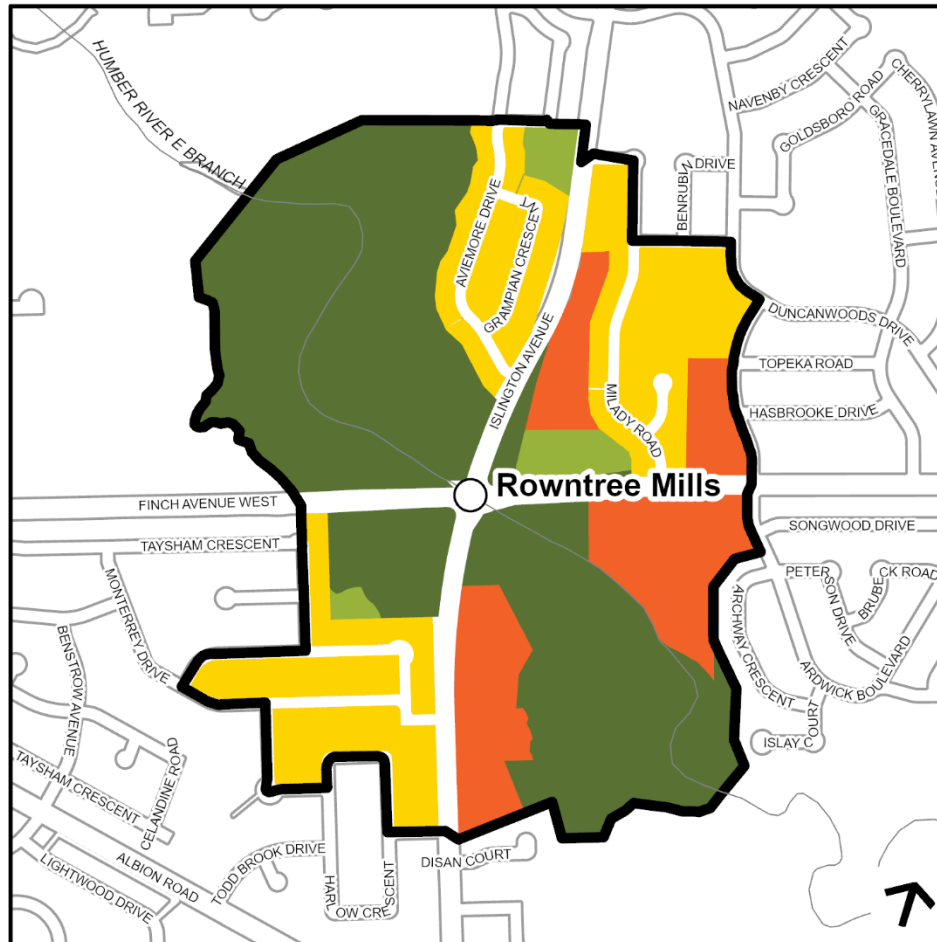
## (Draft) Humber College Major Transit Station Area



### Official Plan Land Use Designations

<span style="display: inline-block; width: 15px; height: 15px; background-color: yellow; border: 1px solid black;"></span> Neighbourhoods	<span style="display: inline-block; width: 15px; height: 15px; background-color: blue; border: 1px solid black;"></span> Institutional
<span style="display: inline-block; width: 15px; height: 15px; background-color: orange; border: 1px solid black;"></span> Apartment Neighbourhoods	<span style="display: inline-block; width: 15px; height: 15px; background-color: brown; border: 1px solid black;"></span> Regeneration Areas
<span style="display: inline-block; width: 15px; height: 15px; background-color: red; border: 1px solid black;"></span> Mixed Use Areas	<span style="display: inline-block; width: 15px; height: 15px; background-color: purple; border: 1px solid black;"></span> General Employment Areas
<span style="display: inline-block; width: 15px; height: 15px; background-color: green; border: 1px solid black;"></span> Natural Areas	<span style="display: inline-block; width: 15px; height: 15px; background-color: darkpurple; border: 1px solid black;"></span> Core Employment Areas
<span style="display: inline-block; width: 15px; height: 15px; background-color: lightgreen; border: 1px solid black;"></span> Parks	<span style="display: inline-block; width: 15px; height: 15px; background-color: grey; border: 1px solid black;"></span> Utility Corridors
<span style="display: inline-block; width: 15px; height: 15px; background-color: lightblue; border: 1px solid black;"></span> Other Open Space Areas	<span style="display: inline-block; width: 15px; height: 15px; background-color: lightblue; border: 1px solid black;"></span> Special Policy Areas

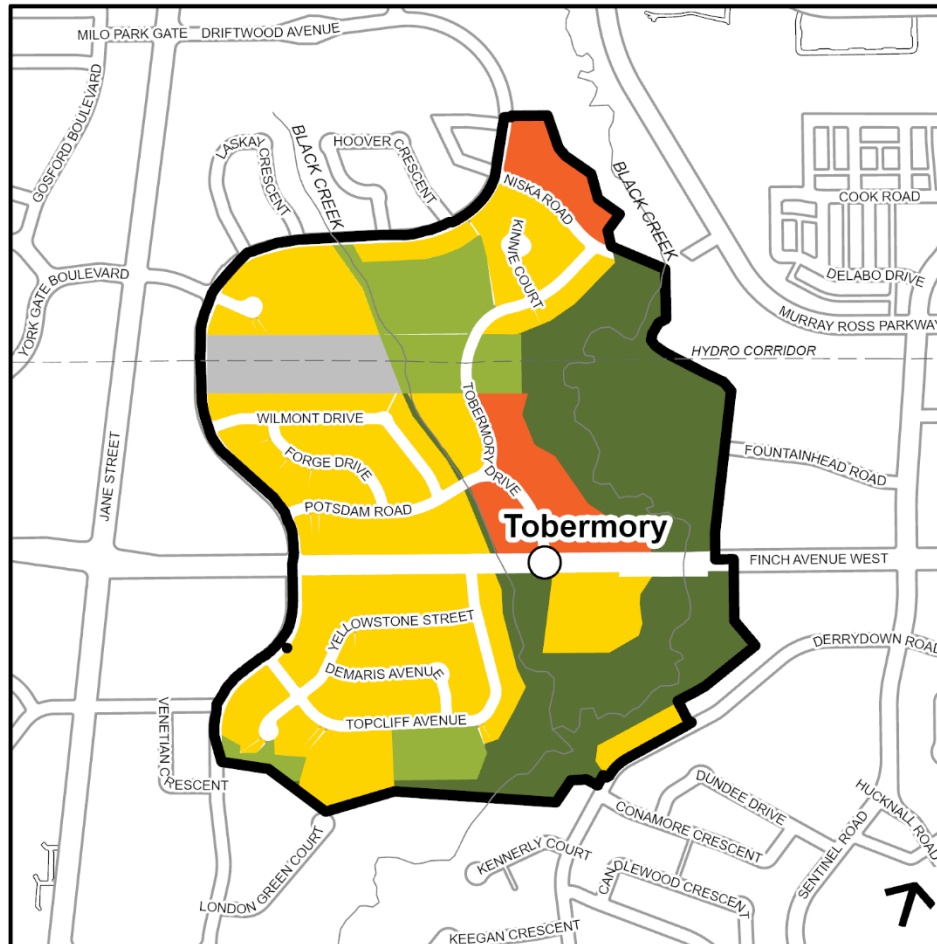
## (Draft) Rowntree Mills Protected Major Transit Station Area



### Official Plan Land Use Designations

<span style="display: inline-block; width: 15px; height: 15px; background-color: yellow; border: 1px solid black;"></span> Neighbourhoods	<span style="display: inline-block; width: 15px; height: 15px; background-color: blue; border: 1px solid black;"></span> Institutional
<span style="display: inline-block; width: 15px; height: 15px; background-color: orange; border: 1px solid black;"></span> Apartment Neighbourhoods	<span style="display: inline-block; width: 15px; height: 15px; background-color: brown; border: 1px solid black;"></span> Regeneration Areas
<span style="display: inline-block; width: 15px; height: 15px; background-color: red; border: 1px solid black;"></span> Mixed Use Areas	<span style="display: inline-block; width: 15px; height: 15px; background-color: purple; border: 1px solid black;"></span> General Employment Areas
<span style="display: inline-block; width: 15px; height: 15px; background-color: darkgreen; border: 1px solid black;"></span> Natural Areas	<span style="display: inline-block; width: 15px; height: 15px; background-color: darkpurple; border: 1px solid black;"></span> Core Employment Areas
<span style="display: inline-block; width: 15px; height: 15px; background-color: lightgreen; border: 1px solid black;"></span> Parks	<span style="display: inline-block; width: 15px; height: 15px; background-color: lightgrey; border: 1px solid black;"></span> Utility Corridors
<span style="display: inline-block; width: 15px; height: 15px; background-color: lightgrey; border: 1px solid black;"></span> Other Open Space Areas	<span style="display: inline-block; width: 15px; height: 15px; background-color: lightblue; border: 1px solid black;"></span> Special Policy Areas

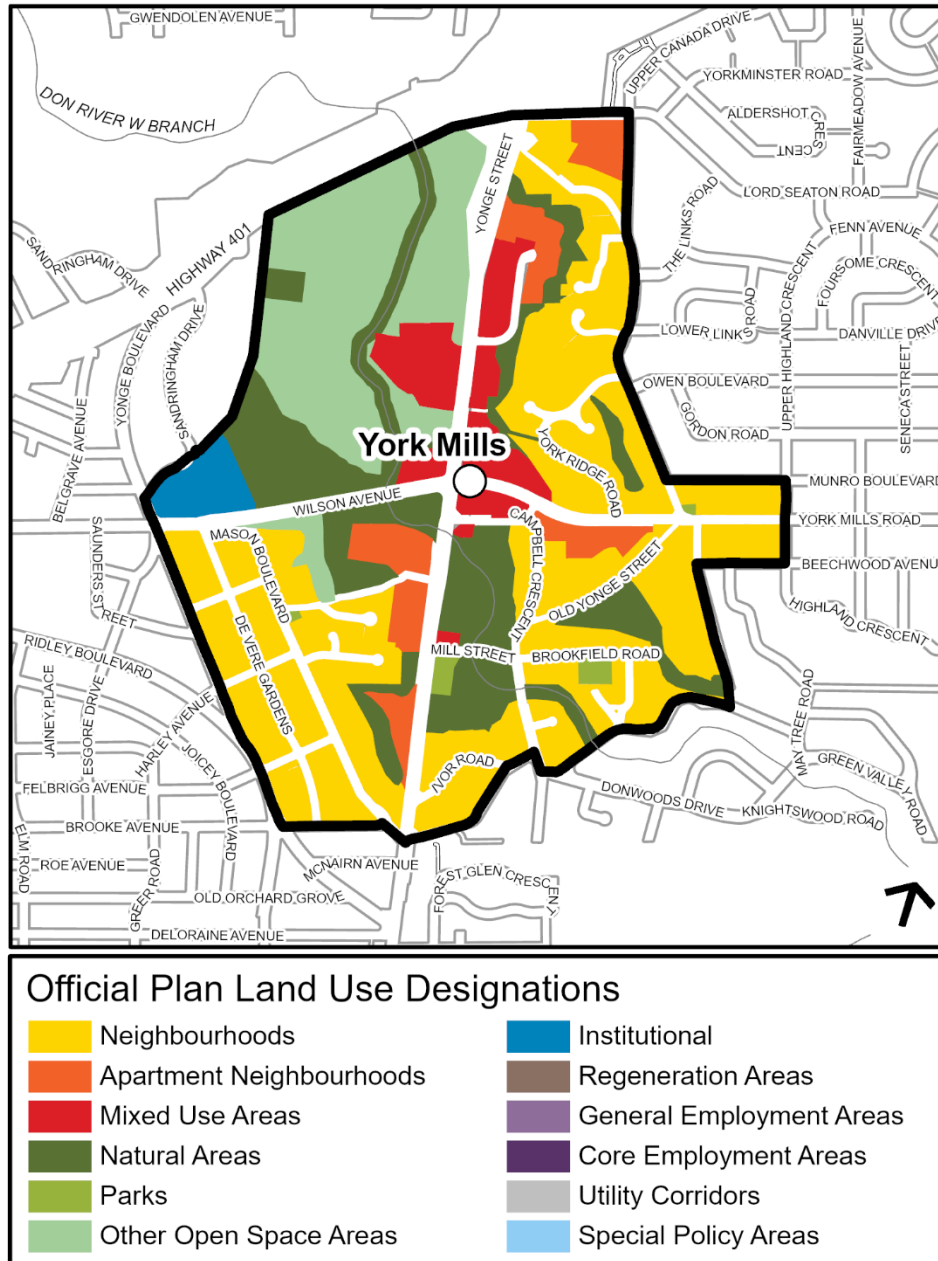
## (Draft) Tobermory Protected Major Transit Station Area



### Official Plan Land Use Designations

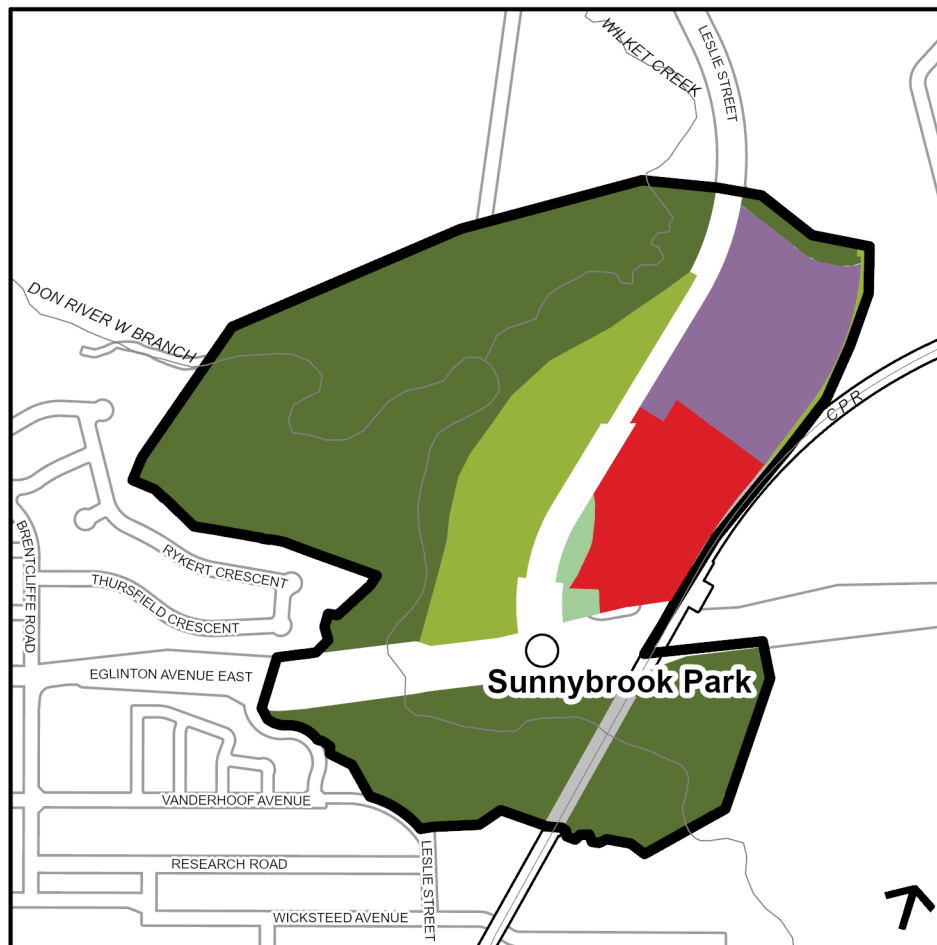
<span style="display:inline-block; width:15px; height:15px; background-color:yellow; border:1px solid black;"></span> Neighbourhoods	<span style="display:inline-block; width:15px; height:15px; background-color:blue; border:1px solid black;"></span> Institutional
<span style="display:inline-block; width:15px; height:15px; background-color:orange; border:1px solid black;"></span> Apartment Neighbourhoods	<span style="display:inline-block; width:15px; height:15px; background-color:brown; border:1px solid black;"></span> Regeneration Areas
<span style="display:inline-block; width:15px; height:15px; background-color:red; border:1px solid black;"></span> Mixed Use Areas	<span style="display:inline-block; width:15px; height:15px; background-color:purple; border:1px solid black;"></span> General Employment Areas
<span style="display:inline-block; width:15px; height:15px; background-color:darkgreen; border:1px solid black;"></span> Natural Areas	<span style="display:inline-block; width:15px; height:15px; background-color:darkpurple; border:1px solid black;"></span> Core Employment Areas
<span style="display:inline-block; width:15px; height:15px; background-color:lightgreen; border:1px solid black;"></span> Parks	<span style="display:inline-block; width:15px; height:15px; background-color:grey; border:1px solid black;"></span> Utility Corridors
<span style="display:inline-block; width:15px; height:15px; background-color:lightgrey; border:1px solid black;"></span> Other Open Space Areas	<span style="display:inline-block; width:15px; height:15px; background-color:lightblue; border:1px solid black;"></span> Special Policy Areas

## (Draft) York Mills Protected Major Transit Station Area

















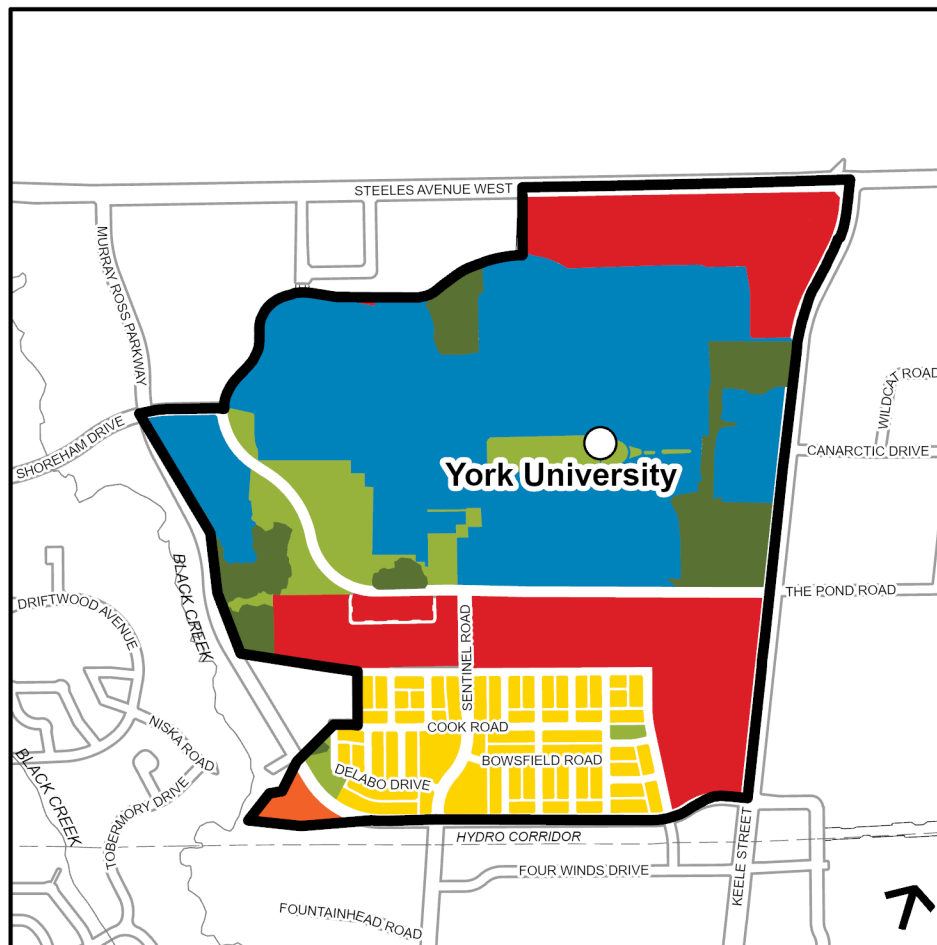
## (Draft) Sunnybrook Park Major Transit Station Area



### Official Plan Land Use Designations

 Neighbourhoods	 Institutional
 Apartment Neighbourhoods	 Regeneration Areas
 Mixed Use Areas	 General Employment Areas
 Natural Areas	 Core Employment Areas
 Parks	 Utility Corridors
 Other Open Space Areas	 Special Policy Areas

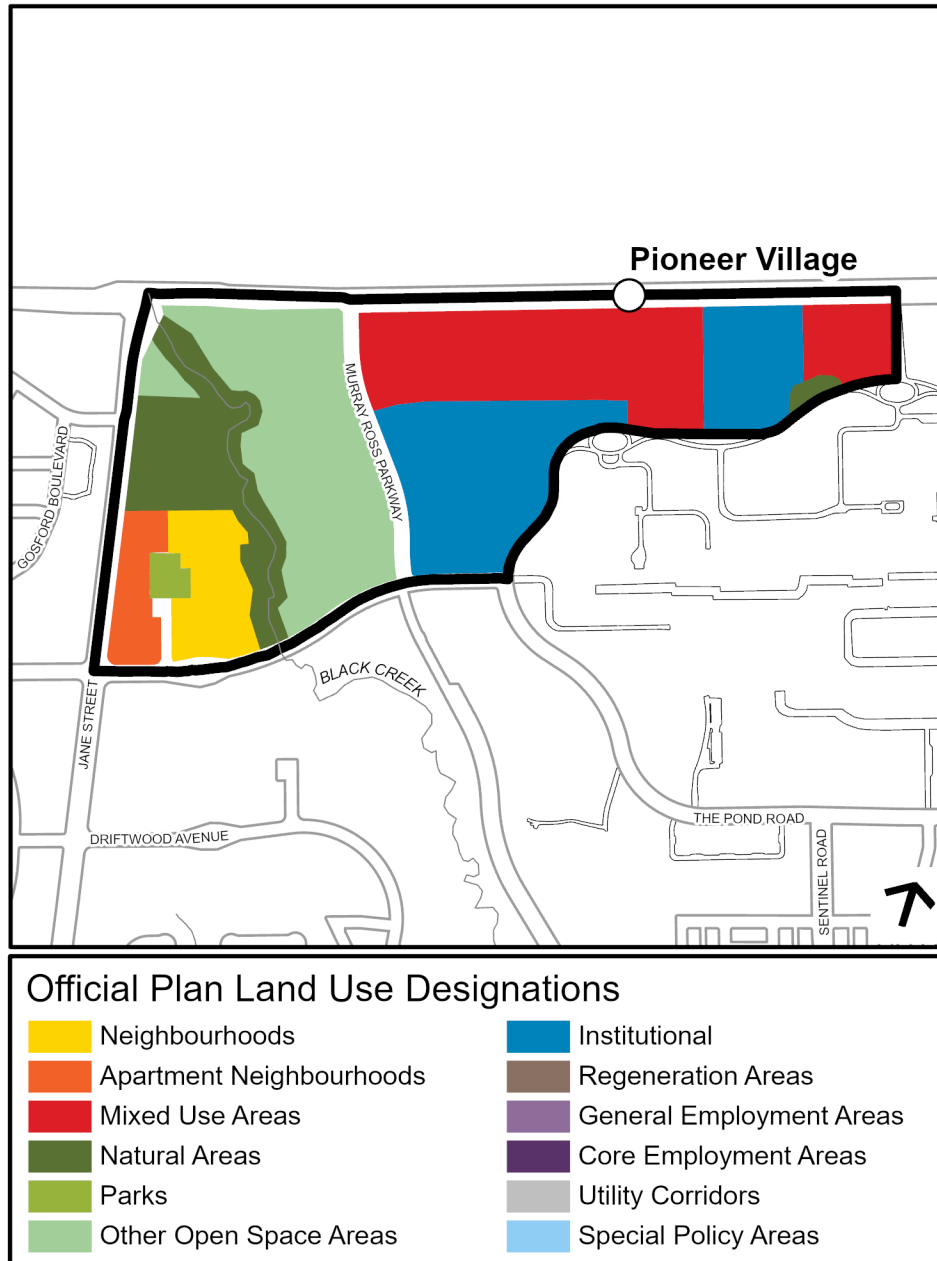
## (Draft) York University Protected Major Transit Station Area



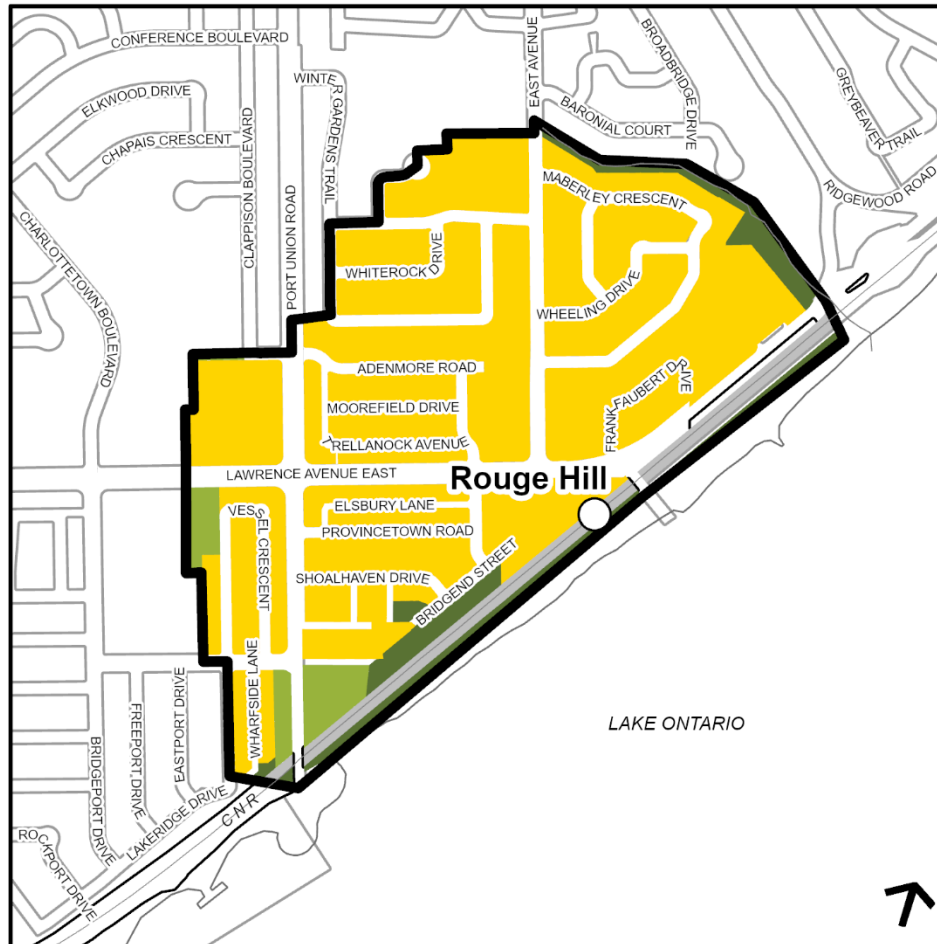
### Official Plan Land Use Designations

<span style="display: inline-block; width: 15px; height: 15px; background-color: yellow; border: 1px solid black;"></span> Neighbourhoods	<span style="display: inline-block; width: 15px; height: 15px; background-color: blue; border: 1px solid black;"></span> Institutional
<span style="display: inline-block; width: 15px; height: 15px; background-color: orange; border: 1px solid black;"></span> Apartment Neighbourhoods	<span style="display: inline-block; width: 15px; height: 15px; background-color: brown; border: 1px solid black;"></span> Regeneration Areas
<span style="display: inline-block; width: 15px; height: 15px; background-color: red; border: 1px solid black;"></span> Mixed Use Areas	<span style="display: inline-block; width: 15px; height: 15px; background-color: purple; border: 1px solid black;"></span> General Employment Areas
<span style="display: inline-block; width: 15px; height: 15px; background-color: green; border: 1px solid black;"></span> Natural Areas	<span style="display: inline-block; width: 15px; height: 15px; background-color: darkpurple; border: 1px solid black;"></span> Core Employment Areas
<span style="display: inline-block; width: 15px; height: 15px; background-color: lightgreen; border: 1px solid black;"></span> Parks	<span style="display: inline-block; width: 15px; height: 15px; background-color: grey; border: 1px solid black;"></span> Utility Corridors
<span style="display: inline-block; width: 15px; height: 15px; background-color: lightblue; border: 1px solid black;"></span> Other Open Space Areas	<span style="display: inline-block; width: 15px; height: 15px; background-color: lightblue; border: 1px solid black;"></span> Special Policy Areas

## (Draft) Pioneer Village Protected Major Transit Station Area



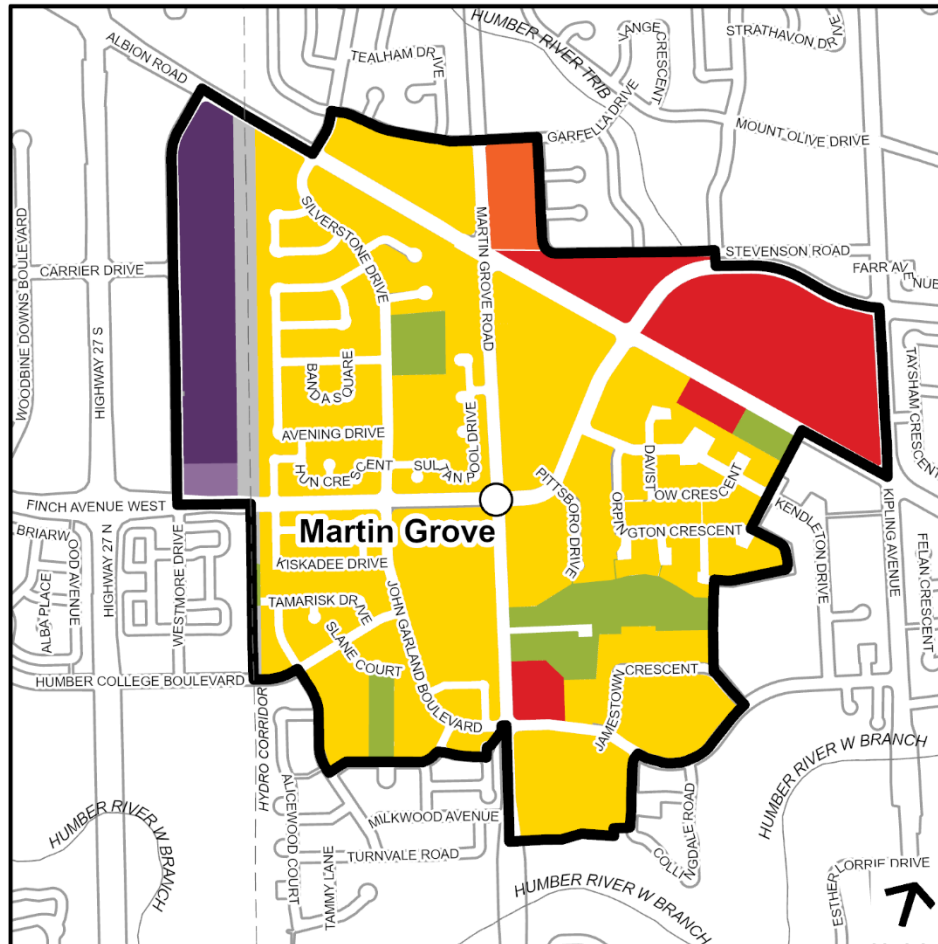
## (Draft) Rouge Hill Major Transit Station Area



### Official Plan Land Use Designations

<span style="display:inline-block; width:15px; height:15px; background-color:yellow; border:1px solid black;"></span> Neighbourhoods	<span style="display:inline-block; width:15px; height:15px; background-color:blue; border:1px solid black;"></span> Institutional
<span style="display:inline-block; width:15px; height:15px; background-color:orange; border:1px solid black;"></span> Apartment Neighbourhoods	<span style="display:inline-block; width:15px; height:15px; background-color:brown; border:1px solid black;"></span> Regeneration Areas
<span style="display:inline-block; width:15px; height:15px; background-color:red; border:1px solid black;"></span> Mixed Use Areas	<span style="display:inline-block; width:15px; height:15px; background-color:purple; border:1px solid black;"></span> General Employment Areas
<span style="display:inline-block; width:15px; height:15px; background-color:darkgreen; border:1px solid black;"></span> Natural Areas	<span style="display:inline-block; width:15px; height:15px; background-color:darkpurple; border:1px solid black;"></span> Core Employment Areas
<span style="display:inline-block; width:15px; height:15px; background-color:lightgreen; border:1px solid black;"></span> Parks	<span style="display:inline-block; width:15px; height:15px; background-color:lightgrey; border:1px solid black;"></span> Utility Corridors
<span style="display:inline-block; width:15px; height:15px; background-color:lightblue; border:1px solid black;"></span> Other Open Space Areas	<span style="display:inline-block; width:15px; height:15px; background-color:lightblue; border:1px solid black;"></span> Special Policy Areas

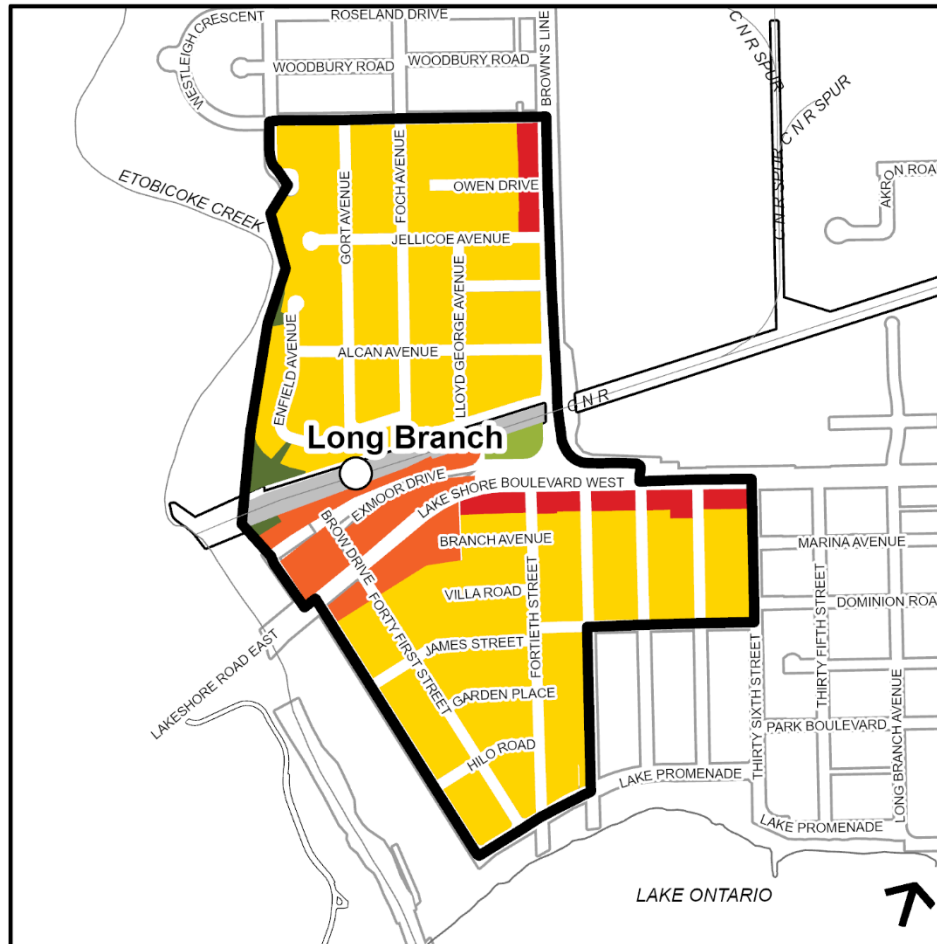
## (Draft) Martin Grove Major Transit Station Area



### Official Plan Land Use Designations

<span style="display: inline-block; width: 15px; height: 15px; background-color: yellow; border: 1px solid black;"></span> Neighbourhoods	<span style="display: inline-block; width: 15px; height: 15px; background-color: blue; border: 1px solid black;"></span> Institutional
<span style="display: inline-block; width: 15px; height: 15px; background-color: orange; border: 1px solid black;"></span> Apartment Neighbourhoods	<span style="display: inline-block; width: 15px; height: 15px; background-color: brown; border: 1px solid black;"></span> Regeneration Areas
<span style="display: inline-block; width: 15px; height: 15px; background-color: red; border: 1px solid black;"></span> Mixed Use Areas	<span style="display: inline-block; width: 15px; height: 15px; background-color: purple; border: 1px solid black;"></span> General Employment Areas
<span style="display: inline-block; width: 15px; height: 15px; background-color: darkgreen; border: 1px solid black;"></span> Natural Areas	<span style="display: inline-block; width: 15px; height: 15px; background-color: darkpurple; border: 1px solid black;"></span> Core Employment Areas
<span style="display: inline-block; width: 15px; height: 15px; background-color: lightgreen; border: 1px solid black;"></span> Parks	<span style="display: inline-block; width: 15px; height: 15px; background-color: lightgrey; border: 1px solid black;"></span> Utility Corridors
<span style="display: inline-block; width: 15px; height: 15px; background-color: lightgreen; border: 1px solid black;"></span> Other Open Space Areas	<span style="display: inline-block; width: 15px; height: 15px; background-color: lightblue; border: 1px solid black;"></span> Special Policy Areas

## (Draft) Long Branch Protected Major Transit Station Area



### Official Plan Land Use Designations

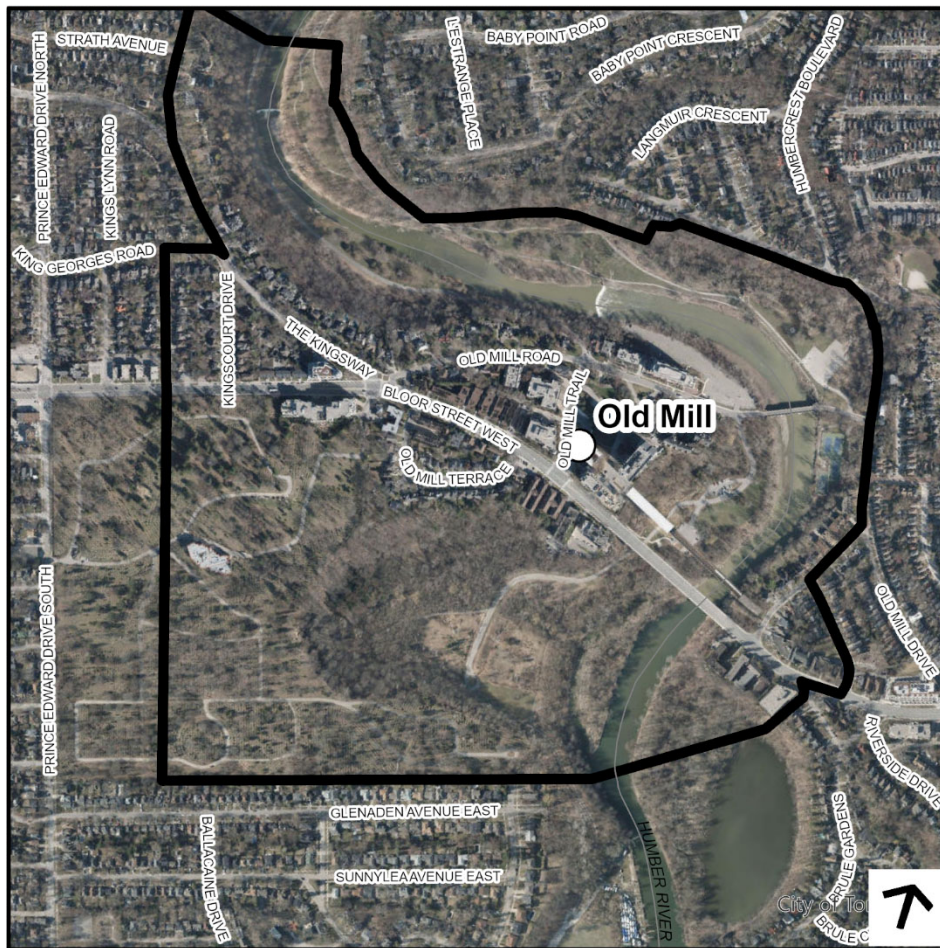
<span style="display: inline-block; width: 15px; height: 15px; background-color: yellow; border: 1px solid black;"></span> Neighbourhoods	<span style="display: inline-block; width: 15px; height: 15px; background-color: blue; border: 1px solid black;"></span> Institutional
<span style="display: inline-block; width: 15px; height: 15px; background-color: orange; border: 1px solid black;"></span> Apartment Neighbourhoods	<span style="display: inline-block; width: 15px; height: 15px; background-color: brown; border: 1px solid black;"></span> Regeneration Areas
<span style="display: inline-block; width: 15px; height: 15px; background-color: red; border: 1px solid black;"></span> Mixed Use Areas	<span style="display: inline-block; width: 15px; height: 15px; background-color: purple; border: 1px solid black;"></span> General Employment Areas
<span style="display: inline-block; width: 15px; height: 15px; background-color: green; border: 1px solid black;"></span> Natural Areas	<span style="display: inline-block; width: 15px; height: 15px; background-color: darkpurple; border: 1px solid black;"></span> Core Employment Areas
<span style="display: inline-block; width: 15px; height: 15px; background-color: lightgreen; border: 1px solid black;"></span> Parks	<span style="display: inline-block; width: 15px; height: 15px; background-color: grey; border: 1px solid black;"></span> Utility Corridors
<span style="display: inline-block; width: 15px; height: 15px; background-color: lightgrey; border: 1px solid black;"></span> Other Open Space Areas	<span style="display: inline-block; width: 15px; height: 15px; background-color: lightblue; border: 1px solid black;"></span> Special Policy Areas



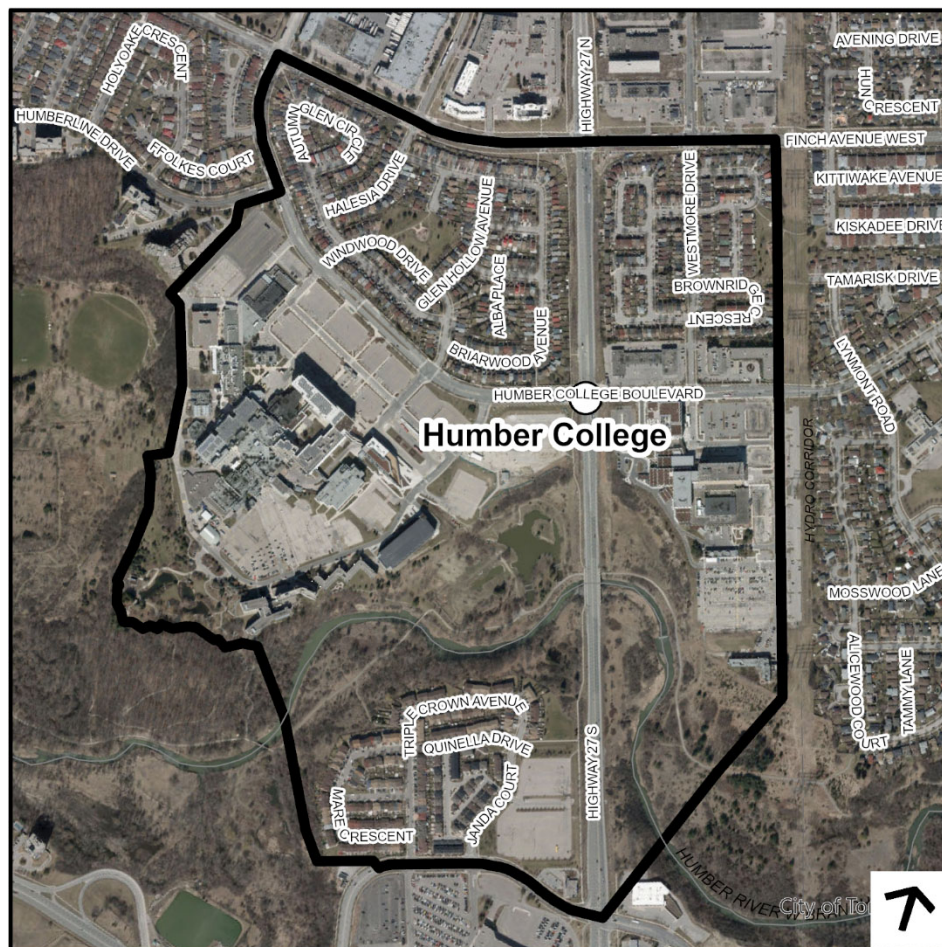
## Attachment 4: Aerial Imagery and Draft Delineations

The following set of maps help to illustrate the current conditions at each proposed MTSA. These show the aerial imagery from 2020, with the draft MTSA delineation boundary outlined in a thick black line. Major streets and north arrow are included to help orient. The scale of these maps are consistent with "Map 1" within the SASPs.

### (Draft) Old Mill Protected Major Transit Station Area

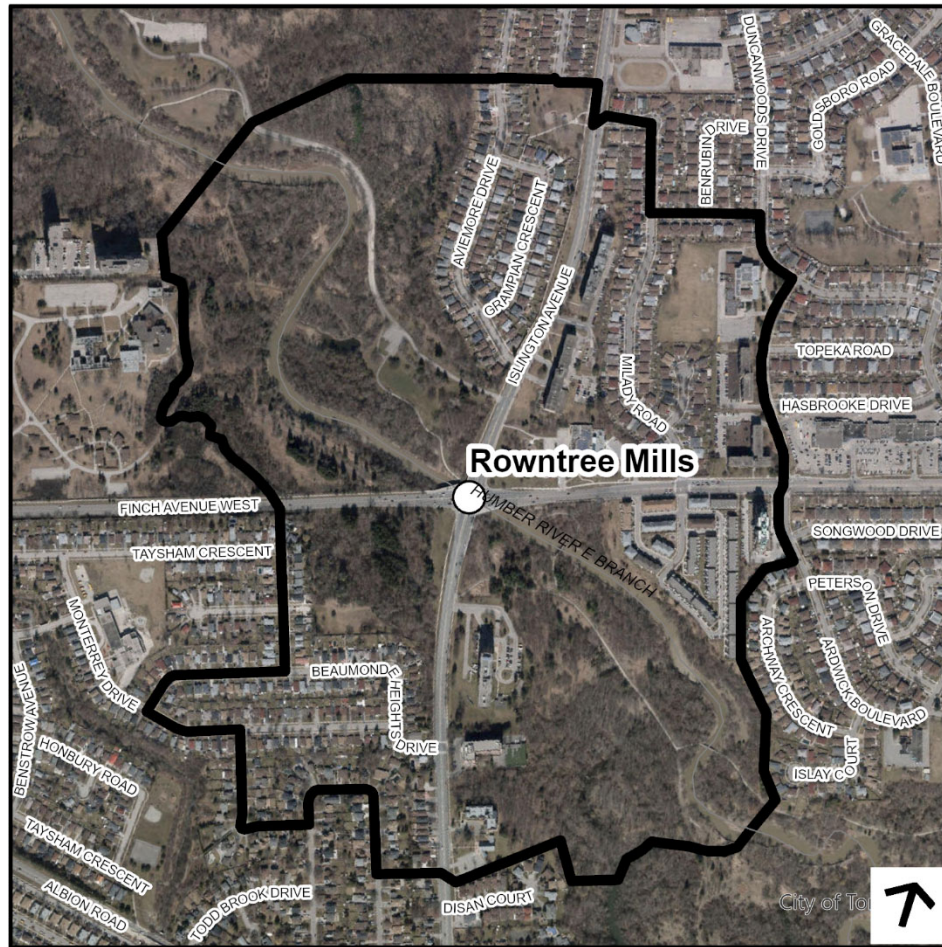


## (Draft) Humber College Major Transit Station Area





## (Draft) Rowntree Mills Protected Major Transit Station Area



## (Draft) Tobermory Protected Major Transit Station Area

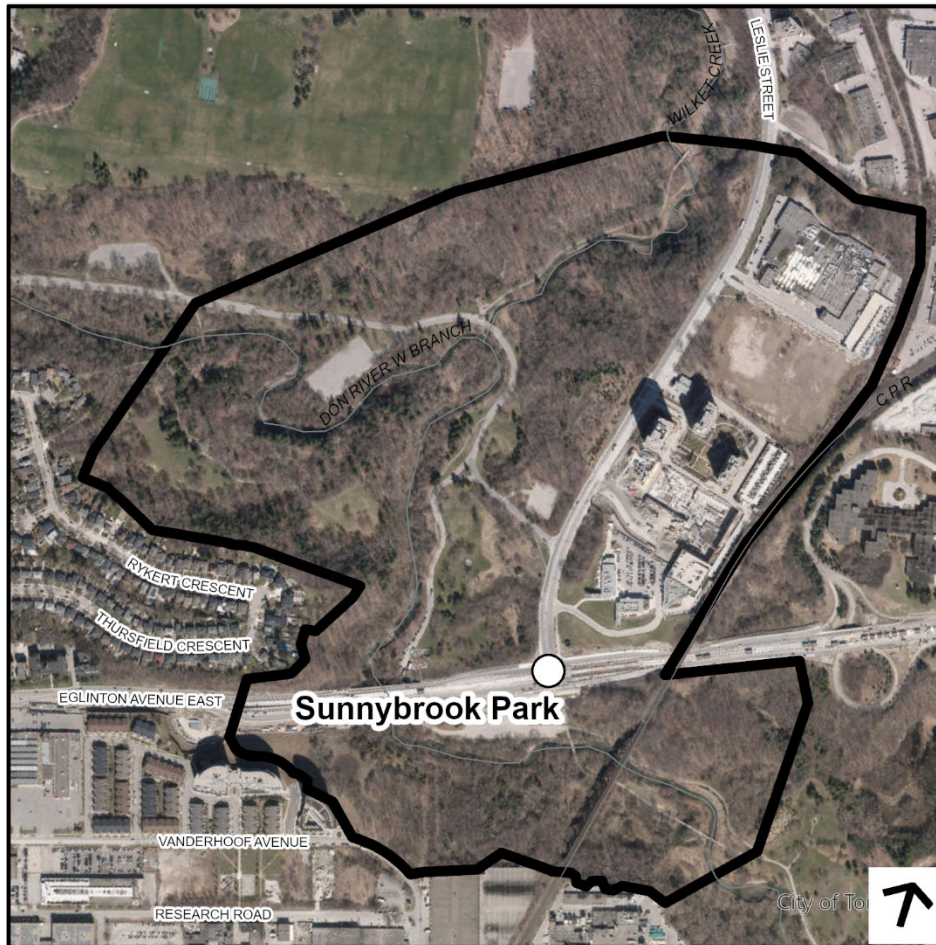




## (Draft) York Mills Protected Major Transit Station Area

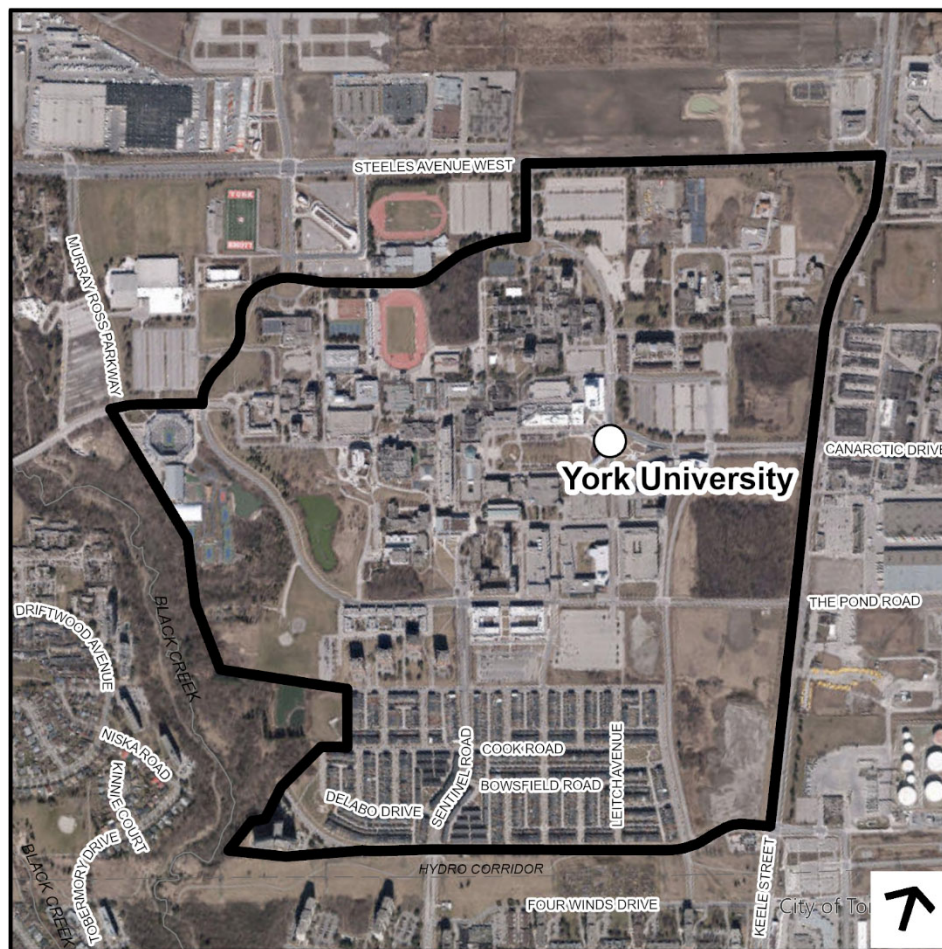


**(Draft) Sunnybrook Park Major Transit Station Area**

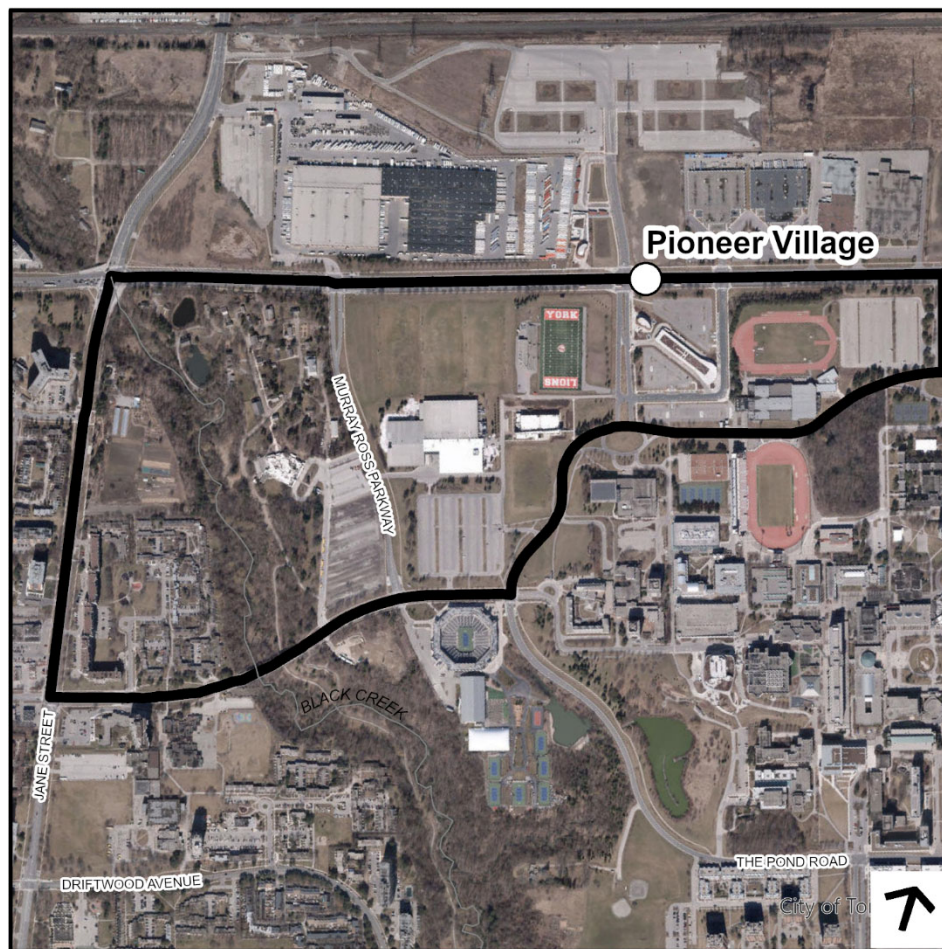




## (Draft) York University Protected Major Transit Station Area



## (Draft) Pioneer Village Protected Major Transit Station Area





## (Draft) Rouge Hill Major Transit Station Area



**Martin Grove**

Streets shown on the map include: Carrier Drive, Highway 27 S, Jarwood Avenue, Westmore Drive, Hummer College Boulevard, Hyatt Corridor, Alicewood Court, Turnvale Road, Milkwood Avenue, John Garland Boulevard, Slane Court, Tamarisk Drive, Kiskadee Drive, Finch Avenue West, Cent, Hun Cres, Sulta, Old Drive, Martin Grove Road, Albion Road, Silverstone Drive, Ingersoll, Rescent, Duntroon, Midhurst Drive, Avening Drive, Garfield Drive, Bulbourne Road, Silverstone Drive, Mount Olive Drive, Stevenson Road, Pittsboro Drive, Davis, Ows Crescent, Kington Crescent, Kendleton Drive, Kipling Avenue, Jameson Crescent, Jameson Crescent, and Humber River W Branch.

City of Toronto



## (Draft) Long Branch Protected Major Transit Station Area

