



## Our Plan Toronto: Bloor-Danforth Corridor Draft Delineations for Protected Major Transit Station Areas

**Date:** December 15, 2021

**To:** Planning and Housing Committee

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

**Wards:** Parkdale - High Park; Davenport; University - Rosedale; Toronto - Centre;  
Toronto - Danforth; Beaches - East York; Scarborough Southwest

### SUMMARY

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In June 2020, the City Planning Division initiated the Growth Plan Conformity and Municipal Comprehensive Review ("MCR") which includes the delineation of 180+ potential Major Transit Station Areas (MTSAs) to meet Provincial minimum intensification requirements. A subset of MTSAs will be identified as Protected Major Transit Station Areas (PMTSAs), where the in-effect inclusionary zoning framework 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 for draft Official Plan Amendment (OPA) 540, which delineates 23 potential PMTSAs and Site and Area Specific Policies (SASPs) along Bloor Street West, Bloor Street East and Danforth Avenue. This includes 20 Line 2 Subway Stations, and 3 GO Rail stations along Bloor-Danforth from Jane Street to Victoria Park Avenue. The 23 potential PMTSA delineations address the conformity requirements of A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (the "Growth Plan") and Section 16(15) of the *Planning Act*.

For each of the 23 station areas, the draft Site and Area Specific Policies (SASPs) establish minimum density targets (residents and jobs per hectare) and minimum development density requirements (Floor Space Index ("FSI") or minimum number of units). The density measures are minimums and do not preclude the submission, staff review, and Council approval of any new development applications that may exceed these minimums. Additionally, these minimum densities do not preclude the adoption of local area study findings that may advance permissions that exceed the minimum densities once approved by the Minister.

The PMTSA density calculations included: estimated people and jobs from development applications which are approved but not yet built, density permissions included in secondary plans or local area studies, and in the absence of these other permissions, as-of-right zoning.

City Planning staff will use the draft PMTSAs as a basis for consultation, prior to advancing a Final Report for City Council's adoption. The Minister of Municipal Affairs and Housing is the approval authority for the delineation of PMTSAs. There is no appeal of the Minister's decision.

## **RECOMMENDATIONS**

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The Chief Planner and 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, attached as Attachment 2 to the report (December 15, 2021) from the Chief Planner and Executive Director, City Planning as a basis for consultation and bring forward a Final Report by the second quarter of 2022.

## **FINANCIAL IMPACT**

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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**

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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 23 Protected Major Transit Station Areas will advance the implementation of Provincial policy requirements that would enable the use of inclusionary zoning policies, which are now effect, can increase the supply of affordable housing across the City.

## **DECISION HISTORY**

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At its meeting on June 29, 2020, City Council approved the recommended approach and work plan Growth Plan Conformity and Municipal Comprehensive Review (MCR) - Work Plan (PH 14.4). Council approved a prioritization strategy for the delineation of 180+ Major Transit Station Areas (MTSAs) across the City that advances the

delineation of PMTSAs 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. The Decision History can be found at the following link:

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

At its meeting on April 22, 2021, the Planning and Housing Committee authorized the Chief Planner and Executive Director, City Planning to use the draft Official Plan Amendment 524 (OPA 524) for Protected Major Transit Station Areas within the Downtown Plan and Draft Citywide Major Transit Station Area (MTSA) Policy Directions as the basis for consultation. The report can be found at the following link:

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

At its meeting on October 18, 2021, Planning and Housing Committee approved for consultation OPA 544, which included 11 potential MTSAAs that cannot meet the Growth Plan (2019) density targets. These potential MTSAAs are eligible for lower density targets under policy 2.2.4.4 of the Growth Plan. Seven of these 11 draft MTSAAs have been identified as potential PMTSAs. The Decision History can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH27.5>

At its meeting on November 9, 2021, City Council adopted Inclusionary Zoning Official Plan Amendment and Draft Implementation Guidelines. This included the adoption of Inclusionary Zoning Official Plan policies, Zoning By-law provisions and draft implementation Guidelines for consultation. Inclusionary Zoning is permitted by the Province within Protected Major Transit Station Areas (PMTSAs). The Inclusionary Zoning framework is now in effect. The Decision History can be found at the following link: <https://www.toronto.ca/legdocs/mmis/2021/ph/bgrd/backgroundfile-172118.pdf>

At its meeting on November 25, 2021, Planning and Housing Committee approved for consultation Expanding Housing Options in Neighbourhoods: Multiplex Study - Interim Report. This study explored expanding Multiplex housing permissions related to a number of City and Provincial policy objectives to provide a full range of housing options to Torontonians, in a form that makes efficient use of land, infrastructure, and existing services. The outcome of this report is to undertake technical review, further research and consultation. The Decision History can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH29.9>

## BACKGROUND

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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 exists or is planned. A summary of Frequently Used Terms is included in Attachment 1.

### Planning for [Major Transit Station Areas](#)

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 are intended to reflect the minimum requirements set out by the Growth Plan, unless other targets are determined appropriate.

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

Protected Major Transit Station Areas (PMTSA's) are 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 of the Province for the City to implement Inclusionary Zoning bylaws under the *Planning Act* Section 16(15).

Under Policy 2.2.4.5 of the Growth Plan, the City can delineate PMTSA's **before** the MCR is completed provided the delineation is in accordance with Section 16(15) of the *Planning Act*. The Minister's Decision on PMTSA's cannot be appealed to the Ontario Land Tribunal. No amendments to a PMTSA are permitted without the approval of the Minister, inclusive of minor variances.

## COMMENTS

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This report is part of the intensification strategy outlined in City Planning's Growth Plan Conformity and MCR Work Plan ([PH 14.4](#)). The identification and delineation of Major Transit Station Areas (MTSAs) is a key component of the intensification strategy to prioritize growth in areas proximate to where transit exists or is planned.

This report describes 23 draft PMTSAs for consultation (Attachment 2). These PMTSAs capture two segments of the Bloor-Danforth corridor from Jane Station (Line 2) to Bathurst Station (Line 2), and Castle Frank Station (Line 2) to Victoria Park Station (Line 2).

### **Draft OPA - 23 PMTSAs along the Bloor-Danforth Corridor**

The draft OPA 540 (Attachment 3) was developed for consultation and includes the draft delineation for 23 PMTSAs. Following consultation these draft PMTSAs will be finalized and presented to Planning and Housing Committee and City Council for consideration. If adopted, the Site and Area Specific Policies (SASPs) will be added to a new Chapter 8 of the Official Plan. Updates to Zoning By-laws will follow the adoption of the final OPA to ensure consistency with the identified minimum densities in the corresponding SASPs. This will enable development to take place as of right in accordance with the SASP.

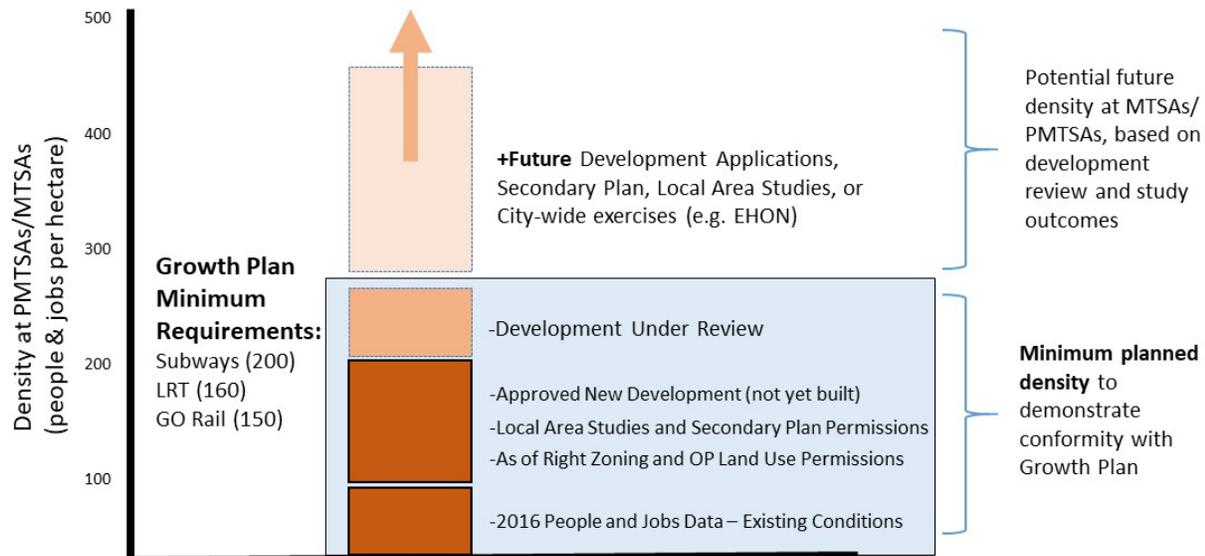
Delineation of MTSAs and minimum density targets do not propose any changes to existing maximum development permissions. The minimum density calculations for the 23 potential PMTSAs presented in this report include:

- estimated people and jobs from development applications which are approved but not yet built,
- density permissions included in secondary plans or local area studies, and
- in the absence of these other permissions, as-of-right zoning.

Further changes to the land use designations or density permissions above the minimums could come as a result of local area studies or the outcomes of City-wide exercises including the Expanding Housing Options in Neighbourhoods.

Figure 1 illustrates the components of "Minimum Planned Density" as required by the Growth Plan for municipalities to demonstrate that the City has a plan in place to achieve conformity with the minimum density targets. In addition to the minimum planned density, Figure 1 also illustrates the net effect that future development applications, local area or citywide planning studies may have on the existing permissions within a MTSA/PMTSA.

**Figure 1: Identifying Minimum Planned Density at MTSA & PMTSAs**



## PMTSAs - Prerequisite for Inclusionary Zoning

The City's ability to implement Inclusionary Zoning is limited to PMTSAs or areas where the Minister has ordered a Development Permit System. In November 2021, City Council adopted a new Inclusionary Zoning policy framework ([Item PH28.1](#)). The Inclusionary Zoning policy framework will require that affordable housing be included in certain new developments around transit stations, helping to create opportunities for low and moderate income individuals and families to access affordable housing across the city. The framework is intended to support the creation of mixed-income, complete and equitable communities in accordance with Provincial Plans and policies.

These 23 stations are all within areas identified by a market area analysis, that have the capacity to absorb Inclusionary Zoning requirements while ensuring continued development viability.

## Site and Area Specific Policy (SASP) Components

### 1. Draft Delineations

The boundaries of each draft PMTSA were delineated based on an analysis of walking distance from the station using existing and planned sidewalks, trails, and city-maintained pathways. 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 PMTSA are shown as 'Map 1' on each SASP in Attachment 3.

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

The minimum population and employment targets for each of the 23 draft PMTSAs are identified below and in the individual SASPs (Attachment 3). These targets all meet or exceed the minimum people and jobs per hectare targets set out in Growth Plan policy 2.2.4.3.

The proposed minimum population and employment targets are intended to apply across the entire delineated area for each draft PMTSA. 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 PMTSA framework is to recognize that some areas within a PMTSA will intensify more than others as development occurs over time.

The following draft PMTSA population and employment minimum density targets are:

- Jane Station (SASP 650): 200 residents and jobs per hectare (Line 2 subway)
- Runnymede Station (SASP 651): 200 residents and jobs per hectare (Line 2 subway)
- High Park Station (SASP 652): 200 residents and jobs per hectare (Line 2 subway)
- Keele Station (SASP 653): 250 residents and jobs per hectare (Line 2 subway)
- Dundas West Station (SASP 654): 300 residents and jobs per hectare (Line 2 subway)
- Bloor GO Station (SASP 655): 200 residents and jobs per hectare (GO -- Kitchener Line)
- Bloor-Lansdowne GO Station (SASP 656): 300 residents and jobs per hectare (GO - - Barrie Line)
- Lansdowne Station (SASP 657): 250 residents and jobs per hectare (Line 2 subway)
- Dufferin Station (SASP 658): 250 residents and jobs per hectare (Line 2 subway)
- Ossington Station (SASP 659): 200 residents and jobs per hectare (Line 2 subway)
- Christie Station (SASP 660): 200 residents and jobs per hectare (Line 2 subway)
- Bathurst Station (SASP 661): 200 residents and jobs per hectare (Line 2 subway)
- Castle Frank Station (SASP 649): 200 residents and jobs per hectare (Line 2 subway)
- Broadview Station (SASP 614): 200 residents and jobs per hectare (Line 2 subway)
- Chester Station (SASP 615): 200 residents and jobs per hectare (Line 2 subway)
- Pape Station (SASP 616): 200 residents and jobs per hectare (Line 2 subway)
- Donlands Station (SASP 617): 200 residents and jobs per hectare (Line 2 subway)
- Greenwood Station (SASP 618): 200 residents and jobs per hectare (Line 2 subway)
- Coxwell Station (SASP 619): 200 residents and jobs per hectare (Line 2 subway)
- Woodbine Station (SASP 620): 200 residents and jobs per hectare (Line 2 subway)
- Main Street Station (SASP 621): 300 residents and jobs per hectare (Line 2 subway)
- Danforth GO Station (SASP 623): 250 residents and jobs per hectare (GO -- Lakeshore East / Stouffville Lines)
- Victoria Park Station (SASP 622): 250 residents and jobs per hectare (Line 2 subway)

### 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, relevant Secondary Plans and existing SASPs, if applicable, at individual stations.

### 4. Minimum Development Densities

The draft SASPs 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 on a site-specific basis. The minimum densities, expressed in FSI, are shown on 'Map 2' of the SASPs in Attachment 3. 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.

### Bloor-Danforth Corridor - Area Context

The draft delineations, minimum planned density and authorized uses of land, as outlined above were identified for each of the 23 PMTSAs considered in this report. The planned minimum density and minimum development densities in the proposed SASPs reflect relevant policies in any Local Planning Frameworks that overlap with the proposed PMTSAs. The existing policy context along the Bloor-Danforth Corridor is informed by the Official Plan's land use designations and a series of local plans and studies (identified below).

The 23 draft PMTSAs fall within a major section of Bloor Street and Danforth Avenue, parts of which are identified in Map 2 of the Official Plan as an Avenue, where "reurbanization is anticipated and encouraged to create new housing and job opportunities" (Section 2.2.3 of the Official Plan). Lands identified as Avenues on Map 2 are anticipated to accommodate new development, where the underlying land use designation supports intensification but are not planned to meet the same scale of density as the Downtown or Centres (e.g. Yonge-Eglinton). The area fronting on Bloor-Danforth is primarily designated Mixed Use Areas, which the Official Plan identifies as an area expected to absorb "most of the City's increase in retail, office, service employment and much of the new housing". Beyond the area identified on Map 2 as Avenues, the draft delineated PMTSAs include lands designated *Mixed Use Areas*, *Apartment Neighbourhoods*, *Neighbourhoods*, *Natural Areas*, *Parks and Open Space*, and *Employment Areas*.

The Expanding Housing Options in Neighbourhoods initiative is exploring ways to house more people in *Neighbourhoods*. Through this initiative, City Planning has advanced a multi-faceted work program to establish new as-of-right permissions for a variety of low-rise housing in existing neighbourhoods. Specifically, this work is intended to increase housing options that fit with the current scale of Toronto's residential neighbourhoods, including exploring housing types like garden suites in backyards, and allowing

duplexes, triplexes, and other forms of multi-unit houses in areas of the City where they are currently not permitted.

## **Relevant Local Planning Studies**

Outcomes of local planning studies were reflected in the development of these 23 SASPs. These studies, plans and policies were developed with extensive community consultation and technical review in order to guide future development for their specific geographies. The following local planning frameworks are in development or are completed along this stretch of the Bloor-Danforth Corridor:

### **Bloor West Village Avenue**

The [Bloor West Village Avenue Study](#) overlaps with the Keele, High Park, Runnymede, and Jane PMTSAs. The study area includes the area along Bloor Street West from Keele Street to the Humber River. This Avenue Study was completed in 2018 and assessed the land uses, transportation and servicing infrastructure, community services and facilities, built form character and redevelopment potential. The local area study increases development permissions, ranging from 3-storeys to a maximum building height of 9-storeys. The variation in changes to scale were attributed to the local area context, including the completed [Heritage Conservation District Study](#).

### **High Park Apartment Neighbourhood Area Character Study**

The [High Park Apartment Neighbourhood Area Character Study](#) overlaps with the High Park and Keele draft PMTSAs. The study area is generally located north of High Park and Bloor Street West, west of Keele Street, east of Gothic Avenue and south of Glenlake Avenue. This study was completed in 2018 and resulted in OPA 419 and SASP 551 ([By-law 1230-2018 – under appeal](#)). The study evaluated existing physical characteristics of the *Apartment Neighbourhood* and identified appropriate principles, policies and guidelines to guide future change and compatible infill development. SASP 551 increased density permissions across the High Park Apartment Neighbourhood Area by approximately 30%.

### **Roncesvalles and Dundas West Study**

The [Roncesvalles and Dundas West Study](#) overlaps with the Dundas West and Bloor GO draft PMTSAs. The study area includes all properties fronting on Roncesvalles between Queen Street and Marion Street, properties on the east side between Marion Street and Marmaduke Street, and those fronting on both sides of Dundas Street West between Boustead Avenue and Sorauren Avenue. This study was completed in 2018 and resulted in OPA 421 and SASP 553 ([By-law 1208-2018](#)). The study set out an area-specific planning framework that will guide future development and public realm improvements, including area-specific Urban Design Guidelines.

### **Bloor Street Study - St. Helens Avenue to Perth Avenue**

The [Bloor Street Study](#) overlaps with the Dundas West, Bloor GO, Bloor-Lansdowne GO, and Lansdowne PMTSAs. The study area is generally bounded by the north side of

Bloor Street W between the Kitchener GO Rail Corridor and St Helen's Avenue, south to Sterling Road. The Study is currently under development and will provide a vision to guide growth and future development in the area. The planning framework will include an evaluation of the appropriate built form, transportation and pedestrian networks, and a public realm strategy.

### **Danforth Avenue Planning Study**

The [Danforth Avenue Planning Study](#) overlaps with Broadview, Chester, Pape, Donlands, Greenwood, Coxwell, Woodbine, Main Street, and Victoria Park PMTSAs. The study area is generally along Danforth Avenue from Broadview Avenue to Victoria Park Ave, split between segments: Victoria Park Avenue to Coxwell Avenue ([adopted by City Council on July 23, 2018](#)); and Don River to Coxwell Avenue. The Planning Study provides a review and analysis to inform future city-building opportunities, guide development and growth, and enhance the public realm and quality of place towards developing a new planning framework and urban design guidelines for the area. The policies were developed hand-in-hand with the community and stakeholders.

### **Main Street Planning Study**

The Main Street Planning Study overlaps with the Main Street, and Danforth GO draft PMTSAs. The study area includes large parcels of land around Main Square, properties north of Danforth Avenue and South of Gerrard Street E, as well as properties just east of Dawes Road. The Study was completed in 2019 and resulted in OPA 478 and SASP 577 (currently under appeal at the Ontario Land Tribunal) ([By-law 1789-2019](#)). This planning study was a multi-disciplinary review of character, built form, public realm, community services and facilities, and heritage and historic character of the area.

### **Next Steps**

The 23 draft PMTSAs presented in this report represent a subset of the 180+ potential MTSA City-wide. Draft OPA 540 (Attachment 3) will be used for the basis of consultation. Upon adoption by Council and approval by the Minister, PMTSA delineations and minimum densities will assist in advancing the equity-based objective of the City's Growth Plan Conformity work program by establishing the necessary policies to implement inclusionary zoning and will provide up to date expectations for minimum densities within the areas delineated.

All 23 draft PMTSAs meet or exceed the minimum planned density requirements outlined in the Growth Plan. Upon completion of consultation and engagement, 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. 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.

To assist consultation and capacity building on the MTSA work stream, staff and retained engagement consultants (Dillon Consulting Limited) developed an interactive engagement tool where members of the public can access information and provide their comments in a virtual format. The interactive engagement tool can be accessed at this link: <https://storymaps.arcgis.com/stories/b27b774fe9f04047b14956f689a7762f>

## **CONTACT**

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## **SIGNATURE**

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## **ATTACHMENTS**

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Attachment 1: Frequently Used Terms

Attachment 2: Key Map showing 23 Draft PMTSAs along the Bloor-Danforth Corridor

Attachment 3: Draft OPA 540 - Bloor-Danforth Corridor PMTSAs

## **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 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.

### **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)**

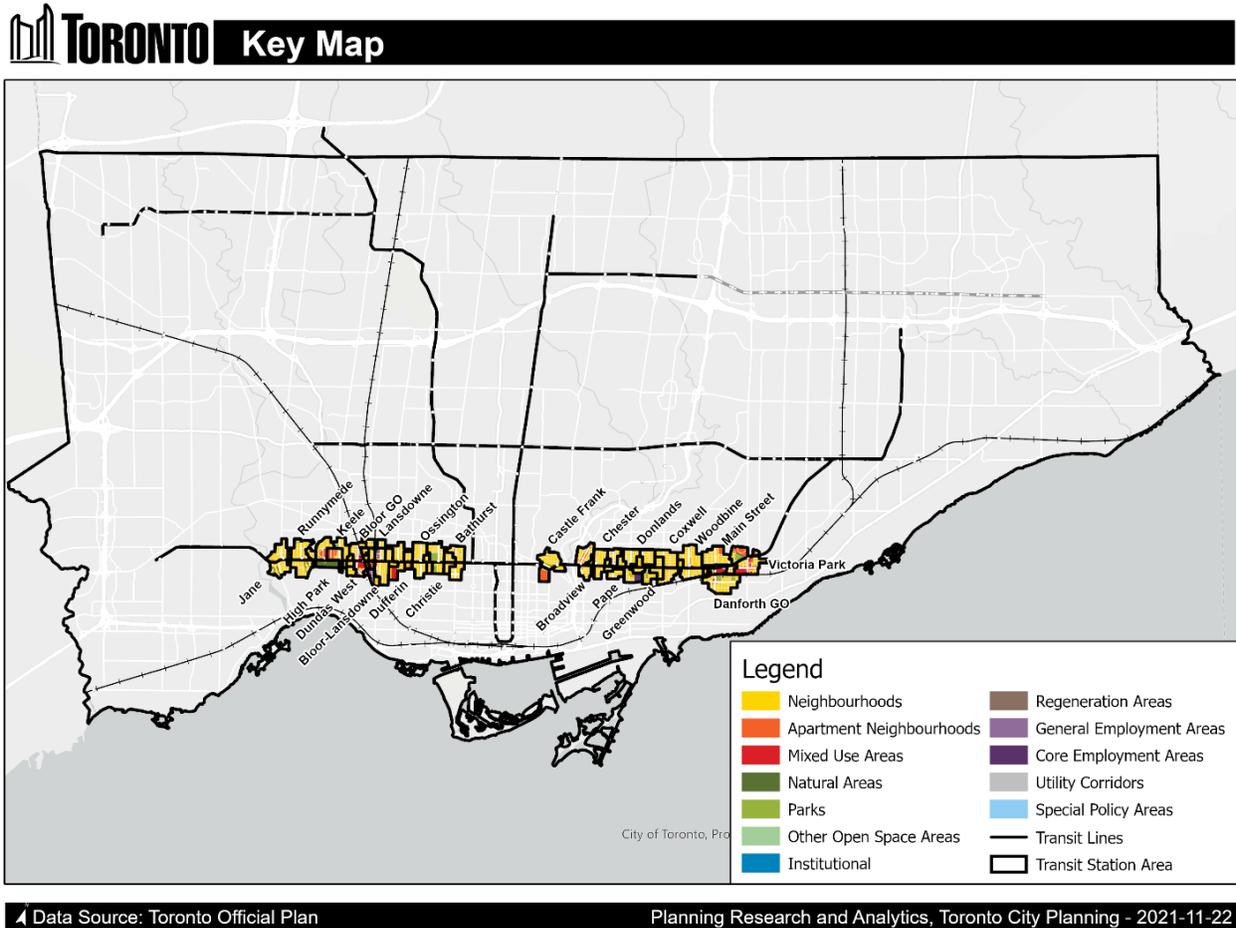
Protected Major Transit Station areas (PMTSA's) will be a subset of all 180+ potential MTSA's that the City may delineate. PMTSA's are different because Council can adopt the delineations and densities in advance of the completion of the next Municipal Comprehensive Review. PMTSA's put into place a detailed 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.

### **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: Key Map showing 23 Draft PMTSAs along the Bloor-Danforth Corridor

Key Map showing 23 Draft PMTSAs and their Official Plan Land Use Designation along the Bloor-Danforth Corridor



▲ Data Source: Toronto Official Plan

Planning Research and Analytics, Toronto City Planning - 2021-11-22

**Attachment 3: Draft OPA 540 - Bloor-Danforth Corridor PMTSAs**  
(Provided separately)