

Our Plan Toronto: City-wide 115 Proposed Major Transit Station Area/Protected Major Transit Station Area Delineations - Final Report

Date: June 20, 2022

To: Planning and Housing Committee

From: Chief Planner and Executive Director, City Planning

Wards: All

SUMMARY

This report recommends adoption of four Official Plan Amendments (OPA) that include a total of 115 Major Transit Station Areas (MTSAs)/Protected Major Transit Station Areas (PMTSAs):

- OPA 540 (Bloor-Danforth corridor) includes 23 stations, all of which are PMTSAs;
- OPA 544 (lower density targets) includes 10 stations, including six PMTSAs and four MTSAs;
- OPA 570 (city-wide) includes 57 stations, all of which are PMTSAs;
- OPA 575 (city-wide) includes 25 stations, all of which are MTSAs.

These four OPAs are to be considered at a Special Statutory Public Meeting under Section 26 of the Planning Act regarding the City's phased Official Plan and Municipal Comprehensive Review (MCR). This MCR phase has concluded after an extensive public engagement process that will continue to inform subsequent MCR phases.

The 115 recommended MTSA/PMTSA delineations in this report address the conformity requirements of A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (the "Growth Plan"). The recommended PMTSAs also address requirements under Section 16(15) of the *Planning Act* in order to enable inclusionary zoning (IZ).

A subset of MTSAs will be identified as PMTSAs, where the Council-approved IZ policy framework can be implemented. OPA 540, OPA 544, and OPA 570 delineate a total of 86 PMTSAs in areas where: the station area overlaps with the Council approved IZ market areas; Council has directed staff to identify the stations as a PMTSA; or where there was an ongoing study which could meet the PMTSA requirements. An equity lens was applied to this work program by prioritizing the delineation of PMTSAs to advance the implementation of IZ as an affordable housing tool to create inclusive communities.

For each of the 115 station areas, a Site and Area Specific Policy (SASP) includes the following in accordance with Growth Plan requirements:

- 1) a delineation of the station area with a radius of approximately 500-800m (or a 10-minute walk);
- 2) a minimum planned density target (measured in residents and jobs per hectare);
- 3) identification of the authorized uses of land within the delineated area; and
- 4) within PMTSAs only, a minimum development density, expressed in Floor Space Index ("FSI") or in certain cases a minimum number of units.

It is important to note that the density measures included in the SASPs are minimums only and do not preclude the submission, staff review, and Council approval of any new development applications that may exceed these minimums. The minimum density measures are based on existing Council-approved development frameworks, including: 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.

RECOMMENDATIONS

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

1. City Council adopt Official Plan Amendment 540 (OPA 540), Official Plan Amendment 544 (OPA 544), Official Plan Amendment 570 (OPA 570), and Official Plan Amendment 575 (OPA 575) substantially in accordance with Attachments 3-6 of this report (dated June 20, 2022) from the Chief Planner and Executive Director, City Planning.
2. City Council authorize the Chief Planner and Executive Director, City Planning to forward OPA 540, OPA 544, OPA 570 and OPA 575 to the Minister of Municipal Affairs and Housing for approval under the *Planning Act*.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the recommended Official Plan Amendments, as may be required.
4. City Council declare by resolution to the Minister of Municipal Affairs and Housing that OPA 540, OPA 544, OPA 570 and OPA 575 conform with Provincial Plans or do not conflict with them; has regard to the matters of Provincial Interest in Section 2 of the *Planning Act*; and are consistent with policy statements issued under subsection 3(1) of the *Planning Act*.
5. City Council request the Chief Planner and Executive Director, City Planning to include capital and staffing resources in the 2023 capital budget in order to undertake the necessary work programs to identify opportunities for increased density to support the creation of affordable housing throughout the City.

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

At the outset of the Our Plan Toronto process, staff made broad based efforts to engage with Torontonians and stakeholders representing equity deserving groups across the city. Post-pandemic recovery and rebuild efforts must acknowledge that lived experiences vary amongst Torontonians. The Toronto Office of Recovery and Rebuild report indicates that many impacts of COVID-19 were disproportionately felt by some neighbourhoods, segments of the population, occupations and sectors – a reality that must be addressed in recovery.

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

OPAs 540, 544, and 570 include 86 Protected Major Transit Station Areas (PMTSAs) City-wide. Delineation of PMTSAs will help advance the implementation of Provincial policy requirements that would enable the use of inclusionary zoning policies, in effect, and can increase the supply of affordable housing across the City.

DECISION HISTORY

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). The report can be found at the following link:
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH14.4>

At its meeting on November 9, 2021, City Council adopted Inclusionary Zoning Official Plan Amendment and Draft Implementation Guidelines. Inclusionary Zoning is permitted by the Province within Protected Major Transit Station Areas (PMTSAs). The report can be found at the following link:
<https://www.toronto.ca/legdocs/mmis/2021/ph/bgrd/backgroundfile-172118.pdf>

Draft MTSA/PMTSAs Considered in this Report

A total of 131 MTSAs and PMTSAs were approved for consultation by Planning and Housing Committee (PHC) in three reports, described below. The number of MTSA/PMTSAs included in this report is now 115, based on the outcomes of

consultation. A description of revisions to the PMTSA/MTSAs is included in the "Summary of revisions made to draft MTSA/PMTSAs" section of this report.

At its meeting on October 18, 2021, Planning and Housing Committee approved for consultation Official Plan Amendment 544 (OPA 544), which included 6 Protected Major Transit Station Areas and 5 Major Transit Station Areas that cannot meet the Growth Plan (2020) density targets. The report can be found at the following link:

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

At its meeting on January 12, 2022, Planning and Housing Committee approved for consultation 23 Protected Major Transit Station Areas along the Bloor-Danforth Corridor for consultation. The report can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.PH30.4>

At its meeting on March 25, 2022, Planning and Housing Committee approved for consultation Official Plan Amendment 570 (OPA 570) for 57 proposed Protected Major Transit Station Areas and Official Plan Amendment 575 (OPA 575) for 40 proposed Major Transit Station Areas. The report can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.PH32.7>

Council-adopted MTSA/PMTSAs Submitted for Minister's Approval

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. Upon Council's enactment of the Bills, OPA 482 was sent to the Ministry for Ministerial approval on February 2, 2021. The report can be found at the following link:

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

At its meeting on February 2, 2022, City Council adopted Official Plan Amendment 524 (OPA 524) for 16 final Protected Major Transit Station Areas within the Downtown Plan, and City-wide Interpretation Policies. Upon Council's enactment of the Bills, OPA 524 was sent to the Ministry for Ministerial approval on February 4, 2022. The report can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.PH30.3>

At its meeting on May 11, 2022, City Council adopted Official Plan Amendment 537 (OPA 537) which included the St. Clair - Old Weston Protected Major Transit Station Area. Upon Council's enactment of the Bills, OPA 537 will be sent to the Ministry for Ministerial approval. This report can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.PH33.2>

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 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 141 potential MTSAAs identified across the City. The Growth Plan requires that MTSAAs 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 MTSAAs 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, or will be, 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 per hectare for GO Transit rail.

Staff have and will continue to implement outcomes of recently completed planning studies when delineating MTSAAs 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 MTSAAs are intended to reflect the minimum requirements set out by the Growth Plan, unless other targets are determined to be appropriate. The Minister of Municipal Affairs and Housing has established July 1, 2022 as the deadline for Growth Plan conformity and the Municipal Comprehensive Review, including the delineation of the City's MTSAAs. While the City has requested a one-year extension to this deadline (item [PH 30.6](#)), to date a decision by the Minister has not been made.

Protected Major Transit Station Areas and Inclusionary Zoning

Protected Major Transit Station Areas (PMTSAAs) are a subset of the 141 potential MTSAAs. Both MTSAAs and PMTSAAs require a municipality to delineate the area boundaries, identify a planned density target, and demonstrate implementation through planning policies and define authorized land uses. Additionally, PMTSAAs 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(5).

Under Policy 2.2.4.5 of the Growth Plan, the City can delineate PMTSAAs before the MCR is completed provided the delineation is in accordance with Section 16(15) of the *Planning Act*. No amendments to a PMTSA are permitted without the approval of the Minister, inclusive of minor variances. PMTSAAs have been identified when the stations are located within an Inclusionary Zoning Market Area shown on Map 37 of the Official Plan, where Council has directed staff to identify the station as a PMTSA, or where there was an ongoing study which could complete the PMTSA requirements. Within PMTSAAs the City is able to require affordable housing as a part of new development, as per the Inclusionary Zoning policy and OPA 557 (see: Item [PH 28.1](#)).

Lower Density Target Requests

The Growth Plan allows municipalities to identify MTSA/PMTSAs that cannot meet the applicable density targets. There are two tests outlined within Growth Plan Policy 2.2.4.4 that municipalities can use to determine if an adjusted lower density target should be requested from the Minister:

- 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
- 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".

POLICY CONSIDERATIONS

This section summarizes the policy considerations addressed in developing the OPAs that establish 86 PMTSAs and 29 MTSA city-wide in the Official Plan. The OPAs have regard for relevant matters of provincial interest, are consistent with the Provincial Policy Statement (2020) (PPS), conform to or do not conflict with the Growth Plan (2020) and Greenbelt Plan (2017), and are consistent with the general intent of the Official Plan.

Planning Act

The *Planning Act* governs land use planning in Ontario and establishes how a municipality must implement land use planning decisions. Section 2 of the *Planning Act* requires that municipalities, when carrying out their responsibility under the Act, have regard to matters of provincial interest. There are 20 matters of provincial interest that address a wide range of matters from protecting resources, ensuring orderly development, ensuring the health and safety of people, and the adequate provision of a full range of housing, including affordable housing.

As outlined in the Comments section of this report below, OPA 540, OPA 544, and OPA 570 also meet the requirements in Section 16(15) of the *Planning Act* for delineating and creating PMTSAs, which specifies the Official Plan must contain policies that identify:

- a minimum number of residents and jobs per hectare that are planned to be accommodated within the area;
- the authorized uses of land in the major transit station area and of buildings or structured on land in the areas; and
- minimum densities that are authorized with respect to buildings and structures on the lands in the area.

Provincial Policy Statement

The Provincial Policy Statement (2020) (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. Section 3 of the *Planning Act* requires that all land use planning decisions are to be consistent with the PPS.

The key objectives of the PPS include: building strong communities; wise use and management of resources; and protecting public health and safety. The PPS includes policies on key issues that affect communities, such as: the efficient use and management of land and infrastructure; providing for an appropriate range and mix of housing options; and promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to accommodate current and future needs.

The City's Green Space System includes many natural features and areas and natural hazard lands that receive protection in the PPS. The PPS outlines that "natural features and areas shall be protected for the long term" (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 Interests where negative impacts adjacent to those natural features will occur (2.1.4 & 2.1.5).

The PPS recognizes and acknowledges the Official Plan as the most important vehicle for implementing the policies within the PPS.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe

On August 28, 2020, the Province enacted Amendment 1 to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan). The Growth Plan provides a three-pronged framework for managing growth in the Greater Golden Horseshoe and accommodating forecasted growth in well-designed complete communities that meets people's needs for daily living. It includes:

- directions for where and how to grow, including requirements to delineate boundaries for major transit station areas and implementing minimum density targets through secondary planning studies or other initiatives;
- the provision of infrastructure to support growth with transit recognized as a first priority for investment; and
- protecting what is valuable, such as the natural environment and cultural heritage resources.

Similar to the PPS and the City's Official Plan, the Growth Plan is to be read as whole and relevant policies applied to each situation. The policies of the Plan represent minimum standards. Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plan.

The Growth Plan builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the Greater Golden

Horseshoe region. The policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

Greenbelt Plan

The Greenbelt Plan (2017) protects agricultural and environmentally sensitive land from urban development in the Greater Golden Horseshoe region. The Plan contains land use designations and policies that govern the lands within the defined Greenbelt Area, which includes: the Niagara Escarpment; the Oak Ridges Moraine; the Protected Countryside; and Urban River Valleys.

The Greenbelt Plan identifies four Urban River Valleys in Schedule 1 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 the 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.

Official Plan

The Official Plan contains policies and objectives that guide future growth and development in the city. It is a long-term vision for how the city should grow. It contains a number of city-building priorities such as directing growth to areas well served by transit and creating viable and complete communities. Updates to the Official Plan through OPA 524, introduced a new Chapter 8 to organize the MTSA/PMTSA Site and Areas Specific Policies. This chapter includes new interpretation policies and non-policy text to guide implementation of all MTSA/PMTSAs across the City. This includes interpretation policies to apply "minimum planned density", "minimum development densities" (in PMTSAs), and guidance as it relates elements of new development that may be exempt from meeting minimum development density (e.g. conversions, extensions, renovations or ancillary structures).

The recommended OPAs presented in this report have been developed within the context of the Official Plan approved policies. The recommended OPAs build upon and complements the Official Plan policies.

Zoning

Growth Plan Policy 2.2.4 requires prioritized planning for MTSA's on priority transit corridors, including zoning in a manner that implements the policies of the Growth Plan. Section 26(9) of the *Planning Act* requires that within three years of an Official Plan Amendment, Council amend all zoning by-laws that are in effect within a municipality to conform to the Official Plan.

COMMENTS

This report recommends adoption of Official Plan Amendment (OPA) 540, OPA 544, OPA 570, and OPA 575 which delineate a total of 115 Major Transit Station Areas (MTSA) and Protected Major Transit Station Areas (PMTSA). The MTSA/PMTSAs presented in this report conform to the policies of the A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (Growth Plan) and concludes the current phase of the Municipal Comprehensive Review (MCR).

The 115 MTSA/PMTSAs have undergone extensive public consultation as well as preliminary review by Ministry of Municipal Affairs and Housing staff. This report includes 86 PMTSAs, where the City's inclusionary zoning (IZ) By-law can be applied, once adopted by Council and approved by the Minister of Municipal Affairs and Housing. This report is an important milestone to enable the requirement for inclusion of affordable housing in certain new developments around transit stations. This will help to create opportunities for low and moderate income individuals and families to access affordable housing across the City.

This report provides:

- a brief overview of the MTSA/PMTSA work program;
- a summary of consultation on the 115 MTSA/PMTSA delineations;
- an outline of revisions made to the MTSA/PMTSAs;
- a description of the Official Plan Amendments (OPAs); and
- an outline of next steps.

Overview

Planning and Housing Committee previously authorized the Chief Planner to consult on the MTSA/PMTSAs presented in this report (Items [PH 27.5](#), [PH30.4](#), and [PH 32.7](#)). Updates have been made based on feedback received through the consultation process, and have resulted in changes where appropriate. The Site and Area Specific Policies (SASPs) can be found in Attachments 3-6.

This report considers 115 of the City's 141 MTSA/PMTSAs. These 115 stations fall along the City's subway lines and Priority Transit Corridors (identified in the Growth Plan and through consultation with the Province) and includes: 62 subway (including the future Ontario Line), 37 Light Rail Transit (LRT), and 23 GO Rail stations – including seven interchange stations (Key Map in Attachment 2). For context, the 26 MTSA/PMTSAs not considered in this report include: 19 PMTSAs already adopted by

City Council, three currently being presented for consultation, and four that require additional study work (outlined in Attachment 8).

The Growth Plan (Policy 2.2.4 Transit Corridors and Station Areas) requires municipalities to delineate MTSA/PMTSAs, which are defined in the Growth Plan "as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk". Within each MTSA/PMTSA, the City must demonstrate a planning framework is in place to achieve the Province's minimum density target (measured in "residents and jobs per hectare"). The intent of this policy is to ensure that municipalities are planning for higher levels of density (more intensification) in areas that are within walking distance of rapid transit.

In this report, 86 stations have been identified as PMTSAs. PMTSAs have been identified wherever there is overlap with the Council-approved IZ Market Area shown on [Map 37 of the Official Plan](#). There are seven stations identified as potential PMTSAs not currently within any IZ Market Area, where Council has directed staff to identify the station as a PMTSA, or where there was an ongoing study which could meet the PMTSA requirements. The IZ By-law will only apply to development that is both within an IZ Market Areas and a Minister approved PMTSA.

The existing land use planning framework within the MTSA/PMTSA delineations surrounding 105 of the stations presented in this report meet or exceed the Province's minimum density target. The remaining 10 stations are eligible for adjusted lower density due to their overlap with the Green Space System (e.g. Old Mill Station), or because they act as a feeder service or have a Major Trip Generator nearby (e.g. York University).

Public and Stakeholder Consultations

Under the banner of Our Plan Toronto and the City's Municipal Comprehensive Review (MCR), staff have been implementing a virtual city-wide engagement program since late-2020. The City retained Dillon Consulting to assist in the design and delivery of the city-wide engagement program. The engagement program was delivered remotely and took advantage of as many virtual tools available to the City to reach as many communities and stakeholders and possible, including equity deserving groups (for more details see: [Item PH30.6](#)). Staff engaged with Indigenous communities, including Treaty Rights holders, care-takers, and urban indigenous organizations working with Indigenous peoples living in Toronto (for more details see: [Item PH30.6](#)).

Engagement related to the intensification strategy and MTSA/PMTSAs has underpinned this broad consultation. Summaries of the Our Plan Toronto engagement for [Phase One](#) and [Phase Two](#) can be accessed online, and the Final Engagement Report can be found as an attachment to the Staff Report: "Our Plan Toronto: Recommended Official Plan Amendment for City-wide Employment Policies and Conversion Requests" being considered by Planning and Housing Committee on July 5, 2022.

Targeted Consultation on MTSA/PMTSAs

Each of the four recommended OPAs and the associated 115 SASPs have undergone public and stakeholder consultation following Planning and Housing Committee's consideration of draft MTSA/PMTSAs. For all four OPAs, staff undertook a series of targeted consultation meetings, including: Open Houses, presentations at Councillor-led Town Halls, "cameo" presentations to residents associations and community groups, and presentations to industry (through Toronto Chapter of the Building Industry and Land Development Association (BILD)).

Station-specific and general feedback was received through the MTSA/PMTSA Interactive Engagement Tool. This tool was launched in November 2021 and widely promoted through presentations and social media posts. Since that time, the MTSA Dashboard has received more than 5,600 page views.

During May and June of 2022, staff hosted four Town Halls and one Open House to present the draft MTSA/PMTSAs and solicit feedback. Three policy-themed public meetings are scheduled for June 21, 22 and 23, 2022, to further discuss employment lands, neighbourhood and complete communities, and housing and intensification in the context of this phased MCR. To meet the requirements of the *Planning Act* an Open House was held on June 7, 2022 to provide the public opportunities to ask questions about the proposed OPAs. More than 100 attendees participated in the virtual Open House.

Stakeholder feedback included comments and questions indicating:

- Support for increasing density near transit stations beyond the Growth Plan's minimum requirements
- Concerns related to impacts of intensification to tree canopy and areas for stormwater infiltration
- Considerations to adjust delineated boundaries
- Concerns about whether the minimum density targets would be high enough to trigger the IZ By-law in PMTSAs
- Questions on the nature of the MTSA/PMTSA exercise as it relates to future transit planning
- Questions on how delineations and minimum densities would relate to existing Official Plan and Secondary Plan policies
- Questions on how land use designations and minimum development densities are related to each other

The most consistent message heard throughout the consultation was widespread support to increase density beyond the Growth Plan's targets near MTSA/PMTSAs. Throughout the consultation, staff indicated that the current step of the MTSA/PMTSA exercise was focused on demonstrating conformity with the Growth Plan and prioritizing the delineation of PMTSAs. The delineation of PMTSAs will unlock the Council-approved IZ By-law and ensure implementation of this policy can occur once the PMTSAs are approved by the Minister of Municipal Affairs and Housing. It is important to note that the MTSA/PMTSAs only identify minimum density and no policy in these OPAs preclude additional density beyond the minimums established.

To determine appropriate levels of density in MTSA/PMTSAs, beyond the existing Council-approved development framework, important factors such as infrastructure and community service capacity, urban design and built form, land use compatibility, heritage conservation, transportation capacity and environmental impacts will be considered. Figure 1 below, was presented throughout the consultation and illustrates the two-step planning process underway at many MTSA/PMTSAs. The outcome of this report represents the completion of step one, where Growth Plan conformity is demonstrated. Step two will involve development review, consideration of local area studies (e.g. Danforth, Golden Mile, Downsview), and city-wide planning studies (e.g. Expanding Housing Options in Neighbourhoods). The outcome of step two and future work, may include potential increases to the minimum densities.

Feedback from the Province

The OPAs were circulated to the Ministry of Municipal Affairs and Housing staff on January 14, 2022 (OPA 540), October 19, 2021 (OPA 544), and January 24, 2022 (OPA 570 & OPA 575). Ministry staff circulated the OPAs to the Ministries of Environment, Conservation and Parks; Transportation; and Economic Development, Job Creation and Trade for review and comment. Ministry staff through their One Window Review provided feedback through three meetings and email correspondence. The Ministry feedback was primarily advisory and required only one change to OPA 570. Ministry correspondence advised the City of the following:

- Sheppard East LRT Extension is no longer being planned by the Province. "The City, therefore, does not need to delineate or plan for the 13 stations in OPA 575 along this corridor". The Province has advised that they have begun exploratory work on the extension of the Line 4 Sheppard Subway (Don Mills to McCowan), which will replace the Sheppard East LRT. This work is in early stages and the location of the stations are currently unknown. The City can delineate and plan for MTSA/PMTSAs on this corridor at the time of a future municipal comprehensive review.

Summary of Revisions Made to Draft MTSA/PMTSAs

The following updates have been made to the draft MTSA/PMTSAs following consultation and further analysis by staff.

Removal of MTSA/PMTSAs from Recommended OPA

Staff have been advised by the Province the following stations no longer have funding and are not required to be delineated in this MCR:

- the Province advised the City to remove the 14 draft MTSA/PMTSAs in the Sheppard East LRT Corridor originally presented in draft OPA 575 (as noted above):
 - Bay Mills (SASP 743), Birchmount - Sheppard (SASP 733), Consumers (SASP 739), Kennedy – Sheppard (SASP 735), Malvern Progress (SASP 750), Markham (SASP 749), Massie (SASP 748), Morningside (SASP 756), Palmdale (SASP 741), Pharmacy – Sheppard (SASP 740), Shorting (SASP 746), Victoria Park – Sheppard (SASP 738), Warden – Sheppard (SASP 742), and White Haven (SASP 747) have been removed from OPA 575

- Yonge-Cummer PMTSA has not been funded by the Province as part of the Yonge North Subway Extension. Once there is greater clarity related to funding for this station, the potential Yonge-Cummer PMTSA may be delineated at the time of a future MCR.
 - Yonge-Cummer PMTSA (SASP 759) has been removed from OPA 570

Delineations

Staff heard only a limited number of suggestions related to the MTSA/PMTSA delineations as presented in draft form. Following analysis of feedback received the following updates have been made in the draft MTSA/PMTSAs (Attachment 7):

- Broadview PMTSA, Map 1 of SASP 614 (OPA 540): the western border was extended to the Don Valley Parkway
- Long Branch PMTSA, Map 1 of SASP 646 (OPA 544): the northwest border was extended north of Lakeshore Road and east to the CNR right-of-way
- York Mills PMTSA, Map 1 of SASP 639 (OPA 544): the eastern border was extended to include lands bordered by Gordon Road and Owen Boulevard

Minimum Planned Densities

Based on changes noted above (removal of the Sheppard East LRT and adjustments to delineations), the following adjustments have been made to the minimum planned density (expressed in "residents and jobs per hectare"):

- Long Branch PMTSA, Schedule 1 of SASP 646 (OPA 544): the minimum planned density was adjusted to 150 (from 78) residents and jobs per hectare, given the adjusted boundary (noted above).
 - Long Branch PMTSA will no longer require a lower density target request as a result of this change and has been moved into draft OPA 570
- Agincourt MTSA, Schedule 1 of SASP 694 (OPA 575): the station was previously a LRT/GO interchange, due to removal of Sheppard East LRT the LRT target is no longer applicable so the target has been reduced to 150 residents and jobs per hectare to reflect the Growth Plan requirements for GO stations.

Minimum Development Densities

The draft SASPs for the 86 draft PMTSAs include a minimum development density expressed in Floor Space Index (FSI) or number of units to meet the requirements of Section 16(15) of the *Planning Act*. Following analysis of feedback the following updates have been made in the draft PMTSAs:

- Park Lawn PMTSA, Map 2 of SASP 757 (OPA 570): a missing FSI value was added to 2256 Lakeshore Boulevard
- Seven PMTSAs revised the FSI in Map 2 for neighbourhood areas from 0.6 FSI to 0.5 FSI. These stations were part of the earliest set of draft PMTSAs presented to Planning and Housing Committee (Sept 30, 2021) and have been updated to reflect feedback heard, and to ensure consistency with minimum FSI for Neighbourhoods city-wide. The following PMTSAs were updated to reflect this change:

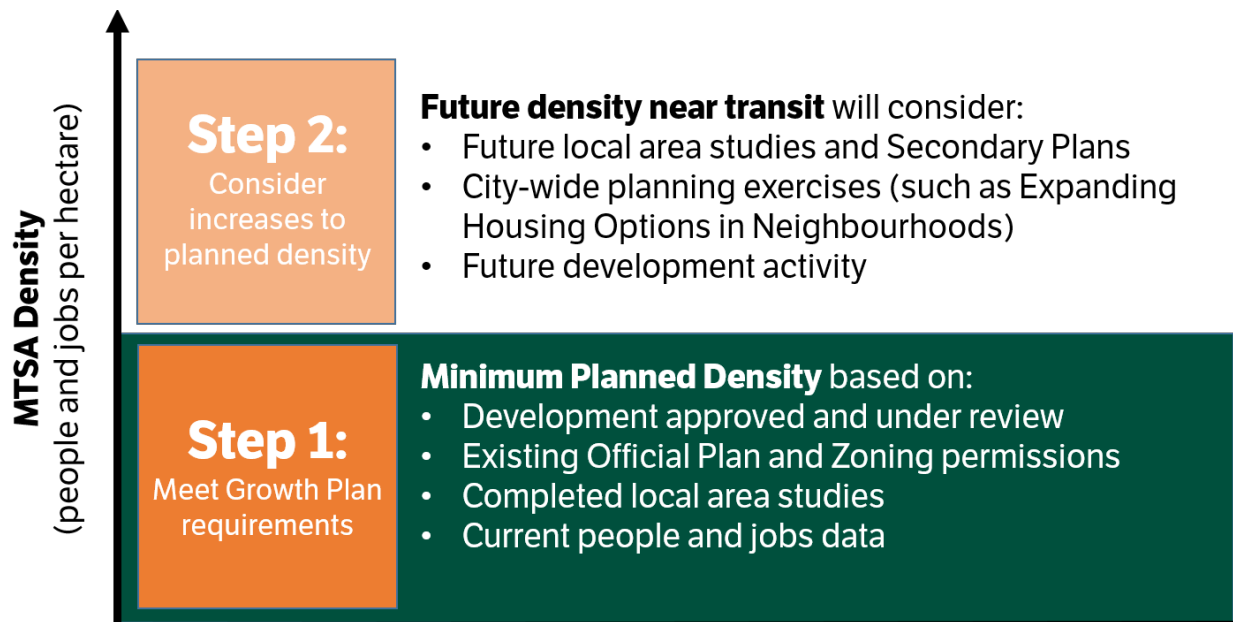
- Long Branch PMTSA, SASP 646 (OPA 570); Old Mill PMTSA, SASP 635 (OPA 544); Pioneer Village, SASP 643 (OPA 544); Rowntree Mills, SASP 637 (OPA 544); Tobermory, SASP 638 (OPA 544); York Mills PMTSA, SASP 639 (OPA 544); York University, SASP 642 (OPA 544)

Recommended OPA 540, OPA 544, OPA 570 and OPA 575

OPA 540, OPA 544, OPA 570 and OPA 575 are intended to satisfy relevant requirements of the *Planning Act* and Growth Plan (outlined in more detail below). The proposed MTSA/PMTSAs are included as SASPs to be contained within Chapter 8 of the Official Plan. Updates to the zoning by-laws will follow the adoption of the OPAs to ensure consistency with the identified minimum densities in the corresponding SASPs.

The identification of new minimum density targets do not propose any changes to the existing maximum development permissions within these delineated areas. The density measures presented within these 115 SASPs are minimums to be included within the Official Plan. These minimum densities do not preclude future applications or studies from seeking greater density permissions (Figure 1). Figure 1 illustrates how future zoning updates, local area studies, or city-wide exercises (e.g. Expanding Housing Options in Neighbourhoods) may consider additional density beyond the Growth Plan requirements. Within the 115 SASPs (Attachments 3-5), nearly 40% (45 total) have a minimum planned density target that exceeds the Growth Plan's minimum requirements, as a result of the existing planning framework in place.

Figure 1: Planned Density for MTSA/PMTSAs



The following are the components of the SASPs:

1. MTSA/PMTSA Delineations

In accordance with provincial requirements, the boundaries of each proposed MTSA/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 metres) of the station are included within the proposed 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 ravines, impassable infrastructure, impacts of a back facing lots), and any unique or special characteristics of the local area. The delineated areas for each proposed MTSA/PMTSA are shown as 'Map 1' on each SASP.

2. Minimum Planned Density (Residents and Jobs per Hectare)

The minimum population and employment targets for each of the 115 proposed MTSA/PMTSAs are identified in Attachment 1 and in the individual SASPs. In 105 of the stations presented, the targets meet or exceed the minimum residents and jobs per hectare targets set out in Growth Plan Policy 2.2.4.3. There are 10 stations presented in this report that are eligible for a lower density targets under the Growth Plan Policy 2.2.4.4.

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

A complete list and summary data of all 115 MTSA/PMTSAs included in recommended OPA 540, OPA 544, OPA 570, and OPA 575 can be found in Attachment 1.

3. Authorized Use of Land

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

4. Minimum Development Densities (FSI or minimum units)

The 86 SASPs identified as PMTSAs (identified in Attachment 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 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 SASPs would continue to apply on individual sites.

MTSA/PMTSA Approval Authority

The Minister of Municipal Affairs and Housing is the approval authority for the delineation of MTSA/PMTSAs. There is no appeal of the Minister's decision, however, as a result of recent changes made to legislation through Bill 109, the Minister may, before making a decision, refer all or part of the plan to the Ontario Land Tribunal for either a recommendation back to the Minister or to make a decision.

Lower Target Requests (OPA 544)

Across the City's 141 total MTSA/PMTSAs, only 7% require and are eligible for lower density targets. Based on staff analysis, the 10 stations presented in recommended OPA 544 are eligible for lower density targets than otherwise set out in the Growth Plan. The Growth Plan recognizes that local conditions may not allow for the applicable targets to be met and require adjustment

Six station areas have significant overlap with the City's Green Space System, where new development is generally prohibited: Old Mill (SASP 635); Humber College (SASP 636); Rowntree Mills (SASP 637); Tobermory (SASP 638); York Mills (SASP 639); Sunnybrook Park (SASP 640). The protected lands include the City's ravines, flood prone areas, large parks, wetlands, cemeteries, forests and other sensitive habitat. Direction to protect the Green Space System is directed in the Provincial Policy Statement (2020), Growth Plan, Greenbelt Plan (2017), and *Conservation Authorities Act*. Protecting our Green Space System from new development continues to be a priority as we plan for complete and climate friendly communities, alongside intensification targets.

Four stations have a limited number of residents and jobs associated with the built form, but a major trip generator or feeder service is present to sustain high ridership: York University (SASP 642); Pioneer Village (SASP 643); Rouge Hill (SASP 644); and Martin Grove (SASP 645). An important consideration for these stations is that the Growth Plan metric of residents and jobs per hectare does not account for students living on campus, or the high ridership associated with commuting to school/campus, community centres, community hubs, or other Major Trip Generators. All four of these stations are expected to maintain high ridership with many feeder services serving the stations, including regional transit connections and major commuter parking lots.

Employment Areas with Conversion Requests in PMTSA/MTSAs

Concurrent to the work on delineating proposed MTSAs/PMTSAs, staff are also reviewing approximately 140 requests to convert lands designated in the Official Plan as *Core* or *General Employment Areas*, to permit residential and other non-permitted uses. Several requested conversion sites fall within the draft MTSAs/PMTSAs, for which the delineations and minimum densities are subject to Ministerial approval.

Any consideration for the conversion of employment lands located within any MTSA/PMTSA will be considered through a separate report(s) and official plan amendment(s) as part of the City's MCR and Growth Plan Conformity exercise. The Growth Plan's minimum density targets require that the City plan for both residents and jobs per hectare.

Affordable Housing

The four recommended OPAs demonstrate the City's planning framework supports intensification at MTSA/PMTSAs. As discussed above, the establishment of PMTSAs are a necessary element to unlock the IZ By-law to ensure affordable housing is included in certain new development. Beyond IZ, the Growth Plan (2.2.4.9a) directs that development within all MTSA/PMTSAs will be supported, where appropriate, by planning for a diverse mix of uses, including second units and affordable housing, to support existing and planned transit service levels.

The recommended PMTSAs establish the option to include three units to satisfy the minimum development density requirements within lands designated as *Neighbourhoods*. This helps to support a key objective of the Official Plan: to provide a full range of housing in terms of form, tenure and affordability across the City and within *Neighbourhoods*.

As the urgency around the provision of affordable housing has grown, so too has the expectation from local communities that affordable housing be included in new developments. Future work related to planning for intensification at MTSA/PMTSAs will investigate opportunities for additional density beyond Growth Plan requirements (shown in Figure 1).

Next Steps

Beyond this report, seven potential MTSA/PMTSAs still require additional study before staff bring forward draft OPAs for City Council's adoption (Attachment 7).

- Four MTSA/PMTSAs will require local planning studies to assess opportunities to increase the minimum density to meet the Province's targets (Finch-Kennedy, Glencairn, Lawrence - SSE, and Royal York)
- Two draft PMTSAs for consultation have been attached under a separate report titled: "Ready, Set, Midtown: Zoning Review" in order to initiate consultation (Avenue PMTSA and Chaplin PMTSA)
- The preliminary draft Mount Dennis PMTSA is currently being consulted on (Item [EY29.2](#))

Staff will advance the next MCR phases in Q1 2023 by: 1) finalizing the Avenue PMTSA, Chaplin PMTSA, and Mt Dennis PMTSA; and 2) reporting on the status of the four remaining stations, including an approach to bring them into conformity with the Growth Plan.

As part of a future work program, staff will undertake a zoning review that is expected to incorporate minimum densities where necessary into the zoning by-law for

MTSA/PMTSAs. Additionally, staff will identify opportunities to study MTSA/PMTSAs to promote higher density for the purpose of increasing affordable housing. This work will respond to recommendations made at Planning and Housing Committee ([PH32.7](#), [PH30.4](#), [PH27.5](#)), and will be coordinated with future stages of the Danforth Avenue Planning Study ([TE 32.12](#)). Studying higher density and affordable housing opportunities will extend the scope of the MCR's conformity exercise and will require additional staff resources, which will be addressed through the 2023 budget process.

Conclusion

This report recommends Council's adoption of 115 draft MTSA/PMTSAs included in four OPAs. This would bring the total number of MTSA/PMTSAs adopted by Council to 134. The adoption of OPA 540, OPA 544, OPA 570, and OPA 575 will further bring the Official Plan into conformity with the Growth Plan and is an important milestone in the Municipal Comprehensive Review.

These OPAs will establish the necessary policies to implement Inclusionary Zoning in 86 PMTSAs. Upon adoption by Council and approval by the Minister, the establishment of PMTSAs will enable the City to secure new affordable housing in certain new developments and in doing so, help advance the equity-based objectives of the City's Growth Plan Conformity work program.

The recommended OPAs have been reviewed against the Planning Act and policies of the PPS, the Growth Plan, the Greenbelt Plan, and the Official Plan, as applicable. The OPAs have regard for relevant matters of provincial interest, are consistent with the PPS, conform to, and do not conflict with, the Growth Plan and Greenbelt Plan (2017), and are consistent with the general intent of the City's Official Plan.

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SIGNATURE

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ATTACHMENTS

Attachment 1: List of all 115 MTSA/PMTSAs Included in Draft OPA 540, OPA 544, OPA 570, and OPA 575
Attachment 2: Key Map of 115 Draft MTSA/PMTSAs
Attachment 3: Draft OPA 540
Attachment 4: Draft OPA 544
Attachment 5: Draft OPA 570
Attachment 6: Draft OPA 575
Attachment 7: Revisions to MTSA/PMTSA Delineation Boundaries
Attachment 8: Status of Seven MTSA/PMTSAs Requiring Additional Work
Attachment 9: Frequently Used Terms

Attachment 1: List of all 115 MTSA/PMTSAs Included in Draft OPA 540, OPA 544, OPA 570, and OPA 575

Station Name	Proposed Min. Density Target	Transit Line	MTSA or PMTSA	OPA	SASP	Ward(s)
Aga Khan Park & Museum	200	LRT: Eglinton	MTSA	575	684	Don Valley East
Agincourt	150	GO: Stouffville	MTSA	575	694	Scarborough North, Scarborough-Agincourt
Albion	160	LRT: Finch West	MTSA	575	707	Etobicoke North
Bathurst	200	Subway: Line 2	PMTSA	540	661	University-Rosedale
Bayview	200	Subway: Line 4	MTSA	575	728	Don Valley North, Willowdale
Bessarion	300	Subway: Line 4	MTSA	575	730	Don Valley North
Birchmount	200	LRT: Eglinton	PMTSA	570	669	Scarborough Centre, Scarborough Southwest
Bloor GO	300	GO: Kitchener Line	PMTSA	540	655	Davenport, Parkdale-High Park
Bloor-Lansdowne GO	300	GO: Barrie Line	PMTSA	540	656	Davenport
Broadview	200	Subway: Line 2	PMTSA	540	614	Toronto-Danforth

Station Name	Proposed Min. Density Target	Transit Line	MTSA or PMTSA	OPA	SASP	Ward(s)
Caledonia	160	LRT: Eglinton and GO: Barrie	PMTSA	570	674	Davenport, Eglinton-Lawrence, York South-Weston
Castle Frank	200	Subway: Line 2	PMTSA	540	649	Toronto Centre, University-Rosedale
Chester	200	Subway: Line 2	PMTSA	540	615	Toronto-Danforth
Christie	200	Subway: Line 2	PMTSA	540	660	University-Rosedale
Corktown	400	Ontario Line	PMTSA	570	764	Spadina-Fort York, Toronto Centre
Cosburn	200	Ontario Line	MTSA	575	766	Toronto-Danforth
Coxwell	200	Subway: Line 2	PMTSA	540	619	Beaches-East York, Toronto-Danforth
Danforth GO	250	GO: Lakeshore Line	PMTSA	540	623	Beaches-East York
Davisville	350	Subway: Line 1	PMTSA	570	722	Toronto-St. Paul's
Don Mills	250	Subway: Line 4	MTSA	575	731	Don Valley North
Donlands	200	Subway: Line 2	PMTSA	540	617	Toronto-Danforth

Station Name	Proposed Min. Density Target	Transit Line	MTSA or PMTSA	OPA	SASP	Ward(s)
Downsview Park	200	Subway: Line 1 and GO: Barrie	MTSA	575	732	Humber River-Black Creek, York Centre
Driftwood	160	LRT: Finch West	PMTSA	570	697	Humber River-Black Creek
Dufferin	250	Subway: Line 2	PMTSA	540	658	Davenport
Duncanwoods	160	LRT: Finch West	PMTSA	570	703	Humber River-Black Creek
Dundas West	300	Subway: Line 2	PMTSA	540	654	Davenport, Parkdale-High Park
Dupont	200	Subway: Line 1	PMTSA	570	718	Toronto-St. Paul's, University-Rosedale
East Harbour	300	Ontario Line and GO: Lakeshore	PMTSA	570	688	Spadina-Fort York, Toronto Centre, Toronto-Danforth
Eglinton	600	Subway: Line 1 and LRT: Eglinton	PMTSA	570	723	Don Valley West, Eglinton-Lawrence, Toronto-St. Paul's
Eglinton GO	150	GO: Lakeshore	PMTSA	570	625	Scarborough Centre, Scarborough Southwest, Scarborough-Guildwood

Station Name	Proposed Min. Density Target	Transit Line	MTSA or PMTSA	OPA	SASP	Ward(s)
Eglinton West	200	Subway: Line 1 and LRT: Eglinton	PMTSA	570	716	Eglinton-Lawrence, Toronto-St. Paul's
Emery	160	LRT: Finch West	PMTSA	570	701	Humber River-Black Creek
Etobicoke North	150	GO: Kitchener	MTSA	575	696	Etobicoke North
Exhibition	250	GO: Lakeshore	PMTSA	570	693	Parkdale-High Park, Spadina-Fort York
Fairbank	160	LRT: Eglinton	PMTSA	570	675	Davenport, Eglinton-Lawrence, Toronto-St. Paul's
Finch	350	Subway: Line 1	PMTSA	570	727	Willowdale
Flemingdon Park	200	Ontario Line	MTSA	575	768	Don Valley East, Don Valley West
Forest Hill	160	LRT: Eglinton	PMTSA	570	677	Eglinton-Lawrence, Toronto-St. Paul's
Front-Spadina	400	GO: Barrie	PMTSA	570	691	Spadina-Fort York
Gerrard-Carlaw	300	Ontario Line	PMTSA	570	689	Toronto-Danforth
Golden Mile	200	LRT: Eglinton	PMTSA	570	668	Scarborough Centre, Scarborough Southwest

Station Name	Proposed Min. Density Target	Transit Line	MTSA or PMTSA	OPA	SASP	Ward(s)
Greenwood	200	Subway: Line 2	PMTSA	540	618	Toronto-Danforth
Guildwood GO	150	GO: Lakeshore	PMTSA	570	641	Scarborough-Guildwood
Hakimi Lebovic	200	LRT: Eglinton	PMTSA	570	667	Scarborough Centre, Scarborough Southwest
High Park	200	Subway: Line 2	PMTSA	540	652	Parkdale-High Park
Humber College	115	LRT: Finch West	MTSA	544	636	Etobicoke North
Ionview	160	LRT: Eglinton	PMTSA	570	664	Scarborough Centre, Scarborough Southwest
Islington	300	Subway: Line 2	PMTSA	570	627	Etobicoke Centre, Etobicoke-Lakeshore
Jane	200	Subway: Line 2	PMTSA	540	650	Parkdale-High Park
Jane and Finch	200	LRT: Finch West	PMTSA	570	698	Humber River-Black Creek
Keele	250	Subway: Line 2	PMTSA	540	653	Parkdale-High Park
Keelesdale	160	LRT: Eglinton	PMTSA	570	673	York South-Weston

Station Name	Proposed Min. Density Target	Transit Line	MTSA or PMTSA	OPA	SASP	Ward(s)
Kennedy	200	Subway: Line 2, LRT: Eglinton, GO: Stouffville	PMTSA	570	647	Scarborough Centre, Scarborough Southwest
King-Bathurst	400	Ontario Line	PMTSA	570	761	Spadina-Fort York
King-Liberty	250	GO: Kitchener	PMTSA	570	687	Davenport, Parkdale-High Park, Spadina-Fort York
Kipling	300	Subway: Line 2 and GO: Milton	PMTSA	570	626	Etobicoke Centre, Etobicoke-Lakeshore
Laird	160	LRT: Eglinton	MTSA	575	682	Don Valley West
Lansdowne	250	Subway: Line 2	PMTSA	540	657	Davenport
Lawrence	200	Subway: Line 1	PMTSA	570	724	Don Valley West, Eglinton-Lawrence
Lawrence West	200	Subway: Line 1	PMTSA	570	714	Eglinton-Lawrence
Leaside	200	LRT: Eglinton	PMTSA	570	681	Don Valley West
Leslie	300	Subway: Line 4	MTSA	575	729	Don Valley North
Leslieville	300	Ontario Line	PMTSA	570	765	Toronto-Danforth

Station Name	Proposed Min. Density Target	Transit Line	MTSA or PMTSA	OPA	SASP	Ward(s)
Long Branch	150	GO: Lakeshore	PMTSA	570	646	Etobicoke-Lakeshore
Main Street	300	Subway: Line 2	PMTSA	540	621	Beaches-East York
Martin Grove	100	LRT: Finch West	MTSA	544	645	Etobicoke North
McCowan	200	Subway: Line 2 and Sheppard LRT	MTSA	575	745	Scarborough North
Milliken	150	GO: Stouffville	MTSA	575	709	Scarborough North, Scarborough-Agincourt
Milvan Rumike	160	LRT: Finch West	PMTSA	570	702	Humber River-Black Creek
Mimico	200	GO: Lakeshore	PMTSA	570	692	Etobicoke-Lakeshore
Moss Park	400	Ontario Line	PMTSA	570	763	Toronto Centre
Mount Olive	160	LRT: Finch West	MTSA	575	705	Etobicoke North
Mount Pleasant	350	LRT: Eglinton	PMTSA	570	680	Don Valley West, Toronto-St. Paul's
Norfinch Oakdale	160	LRT: Finch West	PMTSA	570	699	Humber River-Black Creek

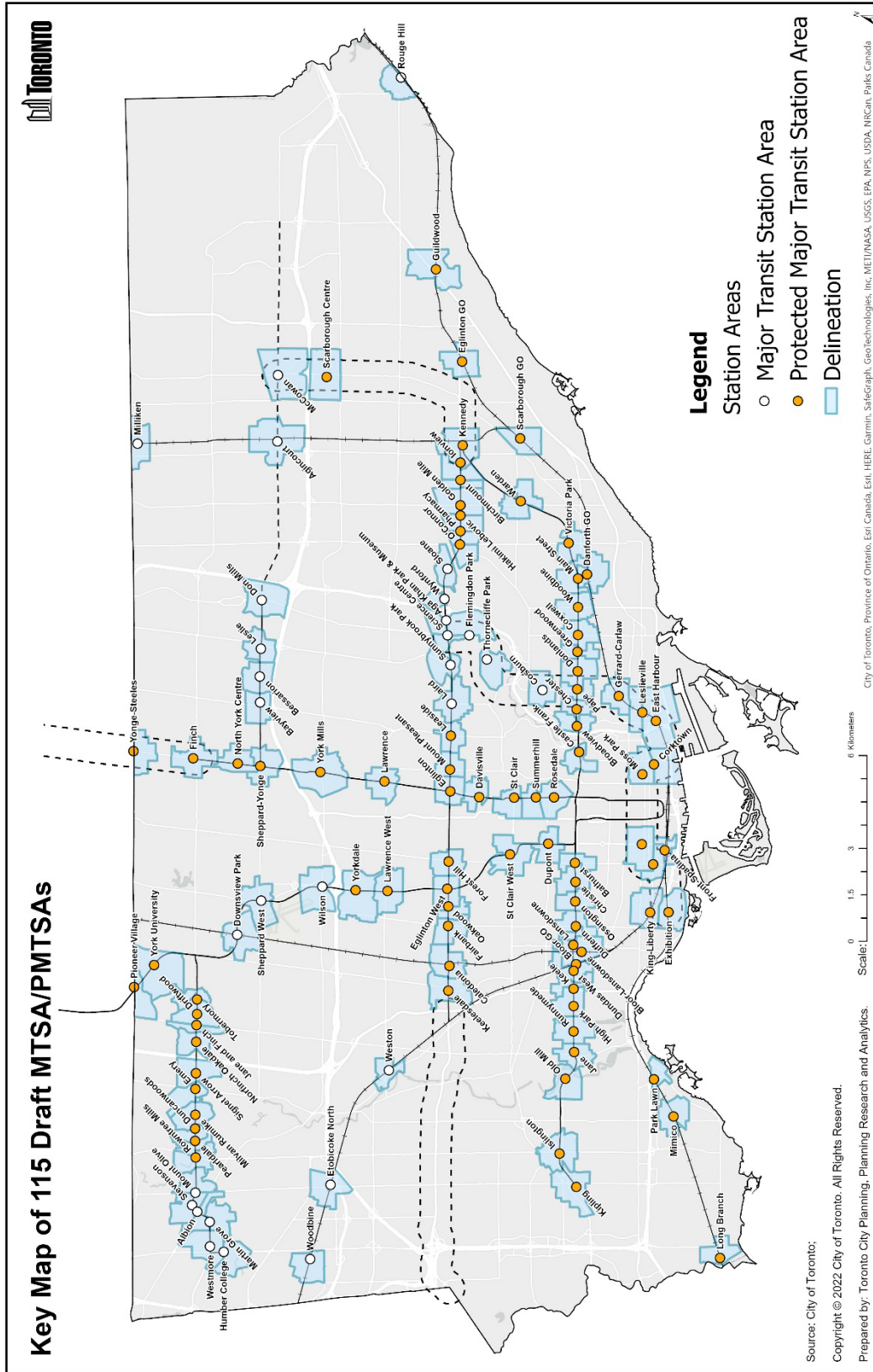
Station Name	Proposed Min. Density Target	Transit Line	MTSA or PMTSA	OPA	SASP	Ward(s)
North York Centre	400	Subway: Line 1	PMTSA	570	726	Willowdale
Oakwood	160	LRT: Eglinton	PMTSA	570	676	Eglinton-Lawrence, Toronto-St. Paul's
O'Connor	200	LRT: Eglinton	PMTSA	570	665	Beaches-East York, Don Valley East, Scarborough Centre, Scarborough Southwest
Old Mill	50	Subway: Line 2	PMTSA	544	635	Etobicoke-Lakeshore, Parkdale-High Park
Ossington	200	Subway: Line 2	PMTSA	540	659	Davenport, University-Rosedale
Pape	200	Subway: Line 2	PMTSA	540	616	Toronto-Danforth
Park Lawn	400	GO: Lakeshore	PMTSA	570	757	Etobicoke-Lakeshore
Pearldale	160	LRT: Finch West	PMTSA	570	704	Etobicoke North, Humber River-Black Creek

Station Name	Proposed Min. Density Target	Transit Line	MTSA or PMTSA	OPA	SASP	Ward(s)
Pharmacy	200	LRT: Eglinton	PMTSA	570	666	Beaches-East York, Don Valley East, Scarborough Centre, Scarborough Southwest
Pioneer Village	55	Subway: Line 1	PMTSA	544	643	Humber River-Black Creek
Queen-Spadina	400	Ontario Line	PMTSA	570	762	Spadina-Fort York
Rosedale	200	Subway: Line 1	PMTSA	570	719	Toronto-St. Paul's, University-Rosedale
Rouge Hill	80	GO: Lakeshore	MTSA	544	644	Scarborough-Rouge Park
Rowntree Mills	80	LRT: Finch West	PMTSA	544	637	Etobicoke North, Humber River-Black Creek
Runnymede	200	Subway: Line 2	PMTSA	540	651	Parkdale-High Park
Scarborough Centre	200	Subway: Line 2	PMTSA	570	662	Scarborough Centre, Scarborough-Guildwood
Scarborough GO	150	GO: Lakeshore	PMTSA	570	624	Scarborough Southwest
Science Centre	200	LRT: Eglinton	MTSA	575	683	Don Valley East

Station Name	Proposed Min. Density Target	Transit Line	MTSA or PMTSA	OPA	SASP	Ward(s)
Sheppard West	200	Subway: Line 1	MTSA	575	711	York Centre
Sheppard-Yonge	350	Subway: Line 1 and Subway: Line 4	PMTSA	570	725	Willowdale
Signet Arrow	160	LRT: Finch West	PMTSA	570	700	Humber River-Black Creek
Sloane	160	LRT: Eglinton	MTSA	575	686	Don Valley East
St Clair	300	Subway: Line 1	PMTSA	570	721	Toronto-St. Paul's, University-Rosedale
St Clair West	200	Subway: Line 1	PMTSA	570	717	Toronto-St. Paul's
Stevenson	160	LRT: Finch West	MTSA	575	706	Etobicoke North
Summerhill	200	Subway: Line 1	PMTSA	570	720	Toronto-St. Paul's, University-Rosedale
Sunnybrook Park	65	LRT: Eglinton	MTSA	544	640	Don Valley East, Don Valley West
Thornccliffe Park	200	Ontario Line	MTSA	575	767	Don Valley West
Tobermory	85	LRT: Finch West	PMTSA	544	638	Humber River-Black Creek

Station Name	Proposed Min. Density Target	Transit Line	MTSA or PMTSA	OPA	SASP	Ward(s)
Victoria Park	250	Subway: Line 2	PMTSA	540	622	Beaches-East York, Scarborough Southwest
Warden	200	Subway: Line 2	PMTSA	570	648	Scarborough Southwest
Westmore	160	LRT: Finch West	MTSA	575	708	Etobicoke North
Weston	200	GO: Kitchener	MTSA	575	695	York South-Weston
Wilson	200	Subway: Line 1	MTSA	575	712	York Centre
Woodbine	200	Subway: Line 2	PMTSA	540	620	Etobicoke North
Woodbine GO	150	GO: Kitchener	MTSA	575	758	Etobicoke North
Wynford	200	LRT: Eglinton	MTSA	575	685	Don Valley East
Yonge-Steeles	300	Subway: Line 1	PMTSA	570	760	Willowdale
York Mills	85	Subway: Line 1	PMTSA	544	639	Don Valley West, Eglinton-Lawrence
York University	95	Subway: Line 1	PMTSA	544	642	Humber River-Black Creek
Yorkdale	200	Subway: Line 1	PMTSA	570	713	Eglinton-Lawrence

Attachment 2: Key Map of 115 Draft MTSA/PMTSAs



Attachment 3: Draft OPA 540

(Provided separately)

Attachment 4: Draft OPA 544

(Provided separately)

Attachment 5: Draft OPA 570

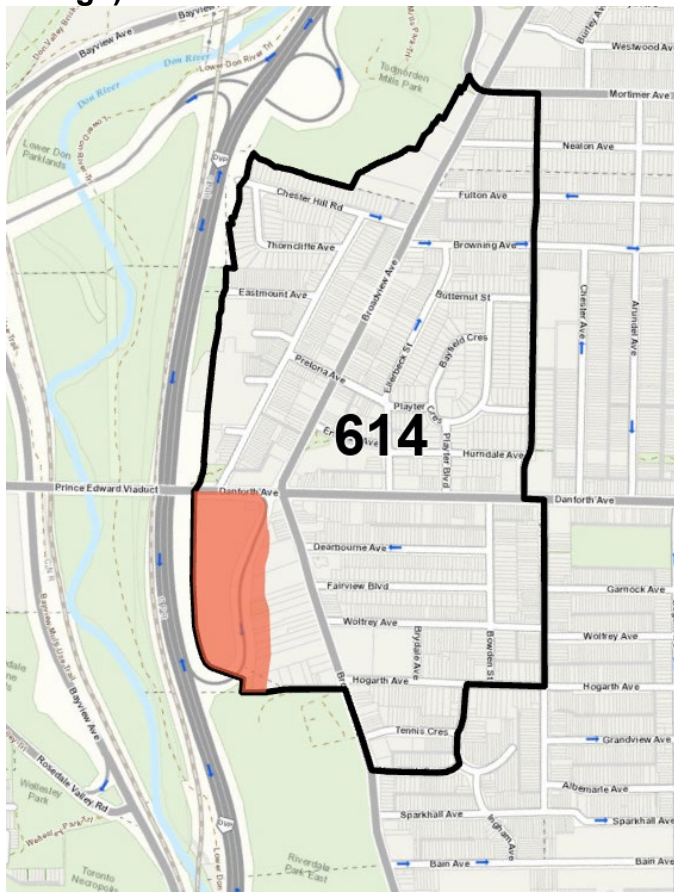
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Attachment 6: Draft OPA 575

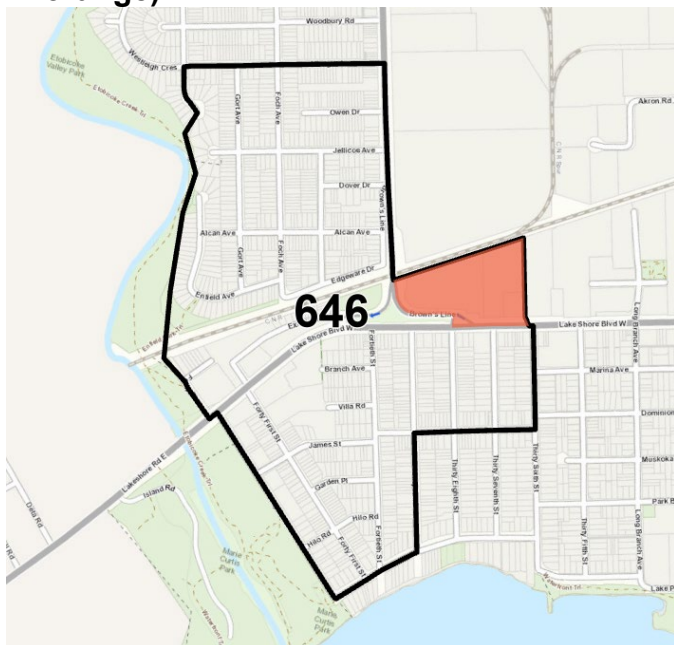
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Attachment 7: Revisions to MTSA/PMTSA Delineation Boundaries

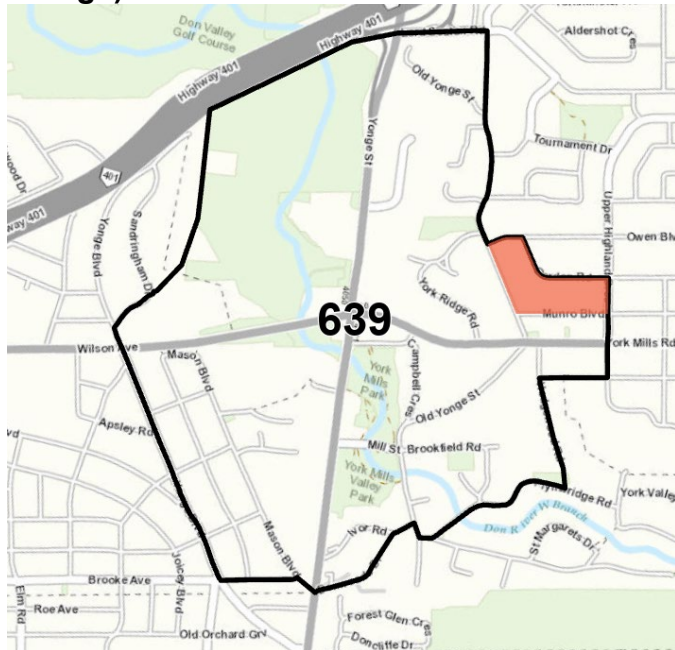
Map 1: Revisions to Broadview PMTSA (SASP 614) boundaries (additional area in orange)



Map 2: Revisions to Long Branch PMTSA (SASP 646) boundaries (additional area in orange)



Map 3: Revisions to York Mills PMTSA (SASP 639) boundaries (additional area in orange)



Attachment 8: Status of Seven MTSA/PMTSAs Requiring Additional Work

Table: Seven potential MTSA/PMTSAs requiring local area studies

Station Name	SASP	Transit Line	MTSA or PMTSA	District(s)	Station Status
Finch-Kennedy	690	GO - Stouffville Line	MTSA	Scarborough	Requires additional study
Glencairn	715	Line 1 - Yonge-University	PMTSA	North York	Requires additional study
Lawrence (SSE)	663	Line 2 - Bloor-Danforth	PMTSA	Scarborough	Requires additional study
Royal York	710	Line 2 - Bloor-Danforth	PMTSA	Etobicoke York	Requires additional study
Avenue	678	Line 5 - Eglinton	PMTSA	Toronto East York / North York	Draft out for consultation
Chaplin	679	Line 5 - Eglinton	PMTSA	Toronto East York / North York	Consideration of Draft at PHC - July 5, 2022 for consultation
Mount Dennis	671	Line 5 - Eglinton & GO - Kitchener Line	PMTSA	Etobicoke York	Consideration of Draft at PHC - July 5, 2022 for consultation

Attachment 9: 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 the approximately 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.