

Recommended Approaches to Advance City Priorities Through Transit Expansion and Transit-Oriented Communities Projects

What We Want to Achieve

City Policies, Standards & Levers



Delivering Mobility

- Deliver safe, reliable, convenient, and accessible transportation choices for people and goods.
- Transit expansion projects are undertaken in a manner that protects City assets and infrastructure, advances City interests and priorities in the transit network, and contributes to the City's goal of advancing mobility for all, while maintaining long-term financial sustainability of transit operations.
- Promote seamless integration between transit systems and sustainable transportation modes for positive customer experience and equitable outcomes.
- Preserve equitable access to transit through design, agreements and policies that support fare integration.
- Reduce greenhouse gas emissions from transportation in Toronto by providing increased access to convenient transit.
- Ensure consideration of state of good repair and asset management requirements.
- Preserve a high-quality transit service (capital and operating) by considering both present and long-term needs.
- Promote design that improves overall customer experience and meets operating requirements.
- Prioritize the safety and security of the public and staff.

- City and TTC have executed agreements with Metrolinx for the GO Expansion, SmartTrack, Subways and Light Rail Transit (LRT) Programs to establish processes and resources to facilitate transit expansion and resolve disputes, which require Metrolinx and their contractors to engage with the City on transit plans and address City comments.
- The TTC Design Manual includes but is not limited to the following guidelines:
 - Station Planning: Ridership, sizing, level of service, pedestrian circulation, elevators and escalators, public washroom facilities, bus operations, barrier free access, and signage and wayfinding
 - TTC Service Standards
- Transit Expansion and City Planning staff coordinate and provide end-to-end oversight of the City's participation in transit expansion and Transit-Oriented Communities (TOC) projects, respectively, including negotiating solutions to deliver on City priorities.



Transit and Housing as City Building

- Ensure that TOCs are planned and developed to optimize utilization of higher order transit.
- Ensure that planning for TOCs and transit planning are well coordinated, such that TOC and transit facilities are fully integrated where possible, and land required for both is used efficiently.
- Recognize where TOC projects could be enhanced to better achieve City priorities (e.g., affordable housing), including through use of City-owned lands, and work with the Province to jointly plan, develop and govern the project at early stages to achieve a balance between, and to deliver, both City objectives and Provincial objectives.
- Mitigate tenant displacement and impacts to existing housing during transit construction, and ensure that renters, particularly those who are systemically and structurally vulnerable, are adequately protected and provided a new affordable place to live and have a right to return to any new rental homes on site, consistent with the Toronto Community Housing Relocation Policy.
- Increase the housing supply with a range and mix of types (including rental, deeply affordable, and other of homes that meets the needs of current and future residents) which are responsive to the specific context of each unique TOC site. Where there are cultural uses contemplated in

- TOC review process are defined in the [Memorandum of Understanding \(MOU\) on TOD](#), with a draft process outlined in [EX23.3](#) where the City has an opportunity to review and comment on TOC proposals, and input must be considered by the Province/MTO.
- The TOC MOU between the Province and City established a shared commitment to increase housing supply, with a range and mix of types that are responsive to the specific context and nature of each unique TOC site, including affordable housing and other types.
- The Value Allocation Framework signed between the City and the Province outlines the principles under which the Province will provide a portion of TOC proceeds towards complete community objectives.
- Each TOC site will be subject to a MOU between the City and Province that outlines site specific requirements and interests of the City and commits the Province to including these requirements in its commercial agreements with its TOC development partners.
- Following establishment of zoning permissions for TOCs, subsequent planning and other City approvals (e.g., site plan) are under the control of the City.

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What We Want to Achieve



Transit and Housing as City Building (continued)

TOC sites, ensure proactive engagement with cultural organizations and Indigenous, Black and equity-deserving groups to identify priorities for programming and space.

- Ensure TOCs contribute to the creation of complete communities, with a diversity of housing types, accommodating people at all stages of life, and providing a wide range of accessible services, amenities, retail, culture, and employment opportunities. Community needs will be determined based on demand and local engagement.
- Manage expectations and priorities between City and Province respectively as it relates to land leases and fee simple sales, where the City pursues long term land leases wherever possible.
- Align with and help achieve the City’s Council-approved increased housing target of 65,000 rent-controlled homes, comprising 6,500 Rent-Geared-to-Income (RGI), 41,000 affordable rental, and 17,500 rent-controlled market units, by 2030.
- Reduce greenhouse gas emissions from buildings in Toronto by building new housing that meets the Toronto Green Standard for new buildings, effectively phasing out the use of (fossil) natural gas in new buildings by 2028.

City Policies, Standards & Levers

- City staff seek the maximum possible number and tenure of affordable housing with the deepest levels of affordability as a priority for TOC sites, with a target of 20% of units as affordable. Staff also advance proposals that are aligned with the City’s housing objectives and directions of City Council specific to TOCs.
- The Parks & Recreation Facilities Master Plan supports decision making regarding which facilities are needed in which areas, to support various density thresholds.
- The City can leverage underutilized City real estate assets as outlined in EX12.4, including City lands adjacent to Provincial transit sites such as parking lots, and the intensification of TTC stations where feasible, for the purpose of building mixed-income, mixed-use, complete communities and supporting the City’s financial sustainability goals.
- City staff can leverage existing housing programs (Open Door, Housing Now, MURA, etc.) and private, non-profit, and Indigenous housing partners to increase and protect affordable housing supply.
- City staff work closely with other orders of government to bolster the creation of housing close to transit, including affordable rental housing.
- Applicable City policies include:
 - Inclusionary Zoning requires new residential developments include affordable housing units, creating mixed-income housing.
 - City of Toronto’s Official Plan and Tenants relocation plan.
 - Official Plan Housing Policies in [Chapter 3.2.1](#)
 - [Rental Housing Demolition and Conversion Control by-law](#)
 - TTC Corporate Policy 8.3.1 (Entrance Connection Policy).
 - The City’s HousingTO 2020-2030 Action Plan, a blueprint for action across the housing spectrum, to support low-and-moderate income households.

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Public Realm

- Provide high-quality public realm and enhanced accessibility, particularly in high pedestrian use areas such as near transit stations.
- Maximize high-quality urban integration, user experience, resiliency and sustainability, operations, and accountability, especially in communities that need it the most to promote equitable outcomes.

- The City's Transit Design Guide outlines principles and planning and design objectives that elements of transit projects should meet in the context of the City's policy framework.
- The City's various Design Guidelines (including but not limited to Complete Streets, Streetscape Manual, Bicycle Parking Facilities, Tall Buildings, Retail Design Manual etc.) are applied during the evaluation of transit projects, development proposals and TOC submissions.
- StreetARToronto (StART) is a suite of programs aimed at delivering community-engaged street art for streets and public spaces, which showcase local artists, make public spaces more beautiful, and reduce graffiti.
- BIA Streetscape Master Plans support decision making regarding public realm improvements to be considered as part of transit expansion and TOCs.



Roadways,
Traffic &
Construction
Management

- Coordinate delivery of City infrastructure works with transit construction to reduce construction impacts on the community, in terms of time and magnitude, and achieve better value and efficiency through coordination of projects.
- Mitigate impacts of road, lane and sidewalk closures, including noise, parking, and road network impacts, by minimizing the scale and duration of closures.
- Provide accessible, easily identifiable temporary walkways for pedestrians.
- Maintain safe and accessible access to existing or relocated transit stops, emergency services, residences, and businesses.
- Implement Vision Zero principles by ensuring safety for the most vulnerable road users (i.e., pedestrians, school children, older adults and cyclists).
- Mitigate traffic congestion through traffic signal modifications and geometric changes to roadways and intersections to maintain acceptable mobility levels on the City's road network.
- Disruption to cultural events, programming and venues is minimized through advanced planning and communication with cultural organizations and event producers, and as necessary, by making alternative arrangements.
- Maintain the existing transit network by ensuring that transit operating requirements are respected during all phases of construction; and where this is not possible, develop alternative transit routings and comprehensive customer communications for route diversions.

- Contractors and/or project owners must apply for Street Occupation Permits and submit traffic management plans as part of these applications to ensure safety, sufficient mobility, and compliance with City standards. Transportation Services staff monitor compliance, coordinate between developers, businesses and residents to resolve issues, review Construction Management Plans, and engage with the local Ward Councillor to provide timely updates.
- Contractors must submit the Road Disruption Activity Reporting System (RoDARS) notification form and inform web-based network service providers such as Google and Waze of closures.
- City staff may request Metrolinx to deliver City infrastructure work on its behalf through a Municipal Infrastructure Agreement (MIAs), to minimize the duration and frequency of construction on local communities.
- When constructing or restoring roads and rights of way, contractors must comply with:
 - The City's Pavement and Road Engineering Design Guidelines
 - Accessibility Design Guidelines per the Accessibility for Ontarians with Disability Act, 2005 (AODA)
- Construction Hubs are established to provide oversight and coordination between Metrolinx, City-led and private developer-led projects and other works taking place in public roads.
- Community Council approval is required for any temporary closure over 365 days, or permanent road closure.
- Contractors and/or project owners are required to provide input into and keep the City's T.O. INview (Infrastructure Viewer) up to date to ensure the City is able to coordinate construction activity effectively.

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Parkland, Forestry, and Recreational Facilities

- Protect and enhance the sustainability, resiliency, public access and enjoyment of Toronto’s system of parks, recreation facilities green spaces, ravine and urban forest.
- Expand Toronto’s urban forest and minimize impacts and maintain public access to the City’s parkland.
- Receive fair and timely compensation for parkland losses and lost or impacted facilities.
- Ensure there is a clear plan for site restoration to compensate for tree and vegetation removal at a 3:1 tree replacement rate, restore the land to the original state, meet current in-effect standards, and enhance the local park environment with improvements wherever possible.
- Leverage the opportunities presented through TOC projects and transit expansion to build communities that include integrated recreational facilities, community services and high-quality, connected new parks to enhance the parks network, and to support residential intensification.
- Ensure transit connectivity to parkland to enhance public access to green spaces and support the creation of a connected parks and recreation network.
- Support efforts to reduce the City’s greenhouse gas emissions and achieve City Council-approved target of 40% tree canopy cover by 2050.

- The submission of tree permit applications by Metrolinx allows for City staff to prioritize tree retention and protection, to the greatest extent possible. Replacement tree and restoration planting is a condition of permit issuance, to be demonstrated through restoration plans to the satisfaction of City staff.
- City staff negotiate park access agreements where required to allow contractors to proceed with construction, with conditions outlining how park access must be maintained wherever possible.
- Applicable City policies and codes include:
 - Municipal Code – Chapter 608 (Parks), Chapter 415 (Development of Land)
 - Municipal Code – Chapter 813 (Trees), Chapter 658 (Ravine and Natural Feature Protection)
 - Official Plan Policies in Chapter 3.2.3 (Parks and Open Spaces) and 3.4 (the Natural Environment)
 - Parkland Strategy, Toronto Ravine Strategy, TransformTO Net Zero Strategy
 - Parkland dedication requirements or cash-in-lieu
 - Parks and Recreation Facilities Master Plan
 - Toronto’s Strategic Forest Management Plan
 - Toronto Green Standards



Real Estate

- Ensure the City is kept whole and expeditiously facilitate all real estate transactions.
- Ensure the exchange of any park, designated Parks and Open Spaces, Natural Heritage System land, or green space is of equivalent value or higher, and of comparable or superior utility, where feasible per Official Plan, policy 4.3.8.
- Keep the public informed of all City-owned land requirements for transit expansion, including land type, current use, duration of use and conditions/restrictions.

- For all transit expansion projects underway by Metrolinx, the City has executed real estate protocols (REPs), which confirm the process and requirements of Metrolinx’s acquisition and disposition of City property. This includes:
 - Ensuring land transferred to the City is fit for its intended use;
 - Requiring compensation provided to the City by Metrolinx for City-owned land to be fair and reasonable;
 - Protecting the City’s right at law, should Metrolinx expropriate City land; and
 - Assigning responsibility and liability to Metrolinx for any lands licenced to Metrolinx.
- City of Toronto Official Plan, policy 4.3.8 outlines City policy regarding sale or disposal of publicly owned lands in Parks and Open Space Areas.
- For all transit expansion projects initiated by the TTC, City acquires the lands on behalf of TTC, in accordance with Toronto Municipal Code, Chapter 279.

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Protecting City Infrastructure and Assets

- City and TTC infrastructure and assets are protected during construction, preserving operations, maintaining public safety, and space proofing for future projects.
- New and impacted infrastructure must be delivered or restored in accordance with applicable City codes, standards, and guidelines, unless the City agrees otherwise to address a specific circumstance.
- During the design stage, ensure new or modified infrastructure preserves space for future infrastructure projects including expansion and widening, and access for maintenance and inspection.
- Coordinate planning for transit expansion and TOC to:
 - Ensure existing City and TTC infrastructure can accommodate future needs for transit, facilities, and services; and
 - Reduce construction impacts on the community through efficiencies in project planning and delivery.

- City and TTC have executed agreements with Metrolinx for the GO Expansion, SmartTrack, Subways and Light Rail Transit Programs that protect City assets and operations, which require Metrolinx:
 - To obtain all permits, licences and approvals of general application required by the City and third parties to design and construct the City infrastructure, in compliance with applicable legislation, standards, and requirements established by the permitting authority, including without limitation, building permits;
 - Address, to the City’s satisfaction, all City comments made regarding non-compliance with City Standards for City infrastructure;
 - Indemnify the City against any and all claims, suits, demands, costs, losses, expenses and damages suffered or incurred by the City directly resulting from Metrolinx’s activities on and use of City property, including, without limitation, breach of any federal, provincial or municipal law applicable to and enforceable against the City which is specifically referable to construction and use of City property;
 - Ensure sufficient insurance is obtained and maintained throughout the term of construction;
 - Seek TTC approvals where TTC infrastructure is impacted; and
 - Provide reimbursement for TTC service disruption due to construction.
- City [Standards for Designing & Constructing City Infrastructure](#) include but are not limited to:
 - Bridges, Structures, and Expressways
 - Engineering Survey Standards
 - Green Infrastructure Standards
 - Pavement Design Guidelines
 - Road Engineering Design Guidelines and Road Work Standards
 - Sewer & Watermain Design Criteria and Standards
 - Traffic Signal Standards
 - Municipal Consent Requirements
 - Water Servicing Standards for Parks
 - Ontario Building Code
 - Ontario Building Code Act

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Protecting City Infrastructure and Assets
(continued)

- TTC Design Manual guidelines include but are not limited to:
 - Structures, Clearance, and Cover
 - Network Infrastructure
 - Station Planning
 - Fire Life Safety
 - Subway System Safety
 - Vibration Control



Community Benefits

- Maximize the impact of transit and TOC investments by incorporating conditions that aim to create economic opportunities to benefit people from Indigenous, Black and equity-deserving groups, and achieve transparent oversight and public reporting.
- Ensure that construction of all transit expansion projects include employment and training opportunities for people from Indigenous, Black and equity-deserving groups and local and social procurement for local businesses and use of diverse suppliers.
- Deliver public art, park and public realm enhancements as community benefit and community development.
- Where spaces for cultural organizations are contemplated, work between proponents and cultural sector stakeholders early in the process to advocate for and secure design considerations.

- City staff advocate for Metrolinx to implement the City’s best practices in their Community Benefits and Supports Program. Per Council directives related to community benefits, the City is working with Metrolinx through a quarterly community benefit working group established in 2023. The City will monitor Metrolinx’s implementation of the City’s requests to incorporate community benefits workforce development, local and social procurement targets, and transparent reporting practices. City staff will also share tools and resources with Metrolinx.
- Adopted by City Council in 2019, the City’s Community Benefits Framework aims to maximize the use of City of Toronto levers (e.g., Purchase agreements or lease agreements) to create inclusive and equitable economic opportunities, including through transit expansion projects.
- The Community Benefits Framework provides City divisions and agencies with guidance on community benefits best practices and tangible supports for step-by-step implementation.
- Purchasing and Materials Management Division’s (PMMD) Social Procurement Policy (SPP) conducts eligibility screening on City procurements (including transit expansion projects) to identify opportunities to include supply chain diversity and workforce development activities.
- Metrolinx is requested to work in consultation with the City and community stakeholder groups to develop a suite of flexible and responsive community supports using an equity and gender lens. The supports will include, at minimum, criteria and methods for prioritizing local procurement, local job creation and youth apprentice opportunities, and leveraging provincial programming, as appropriate for implementation in the construction of Metrolinx projects.
- The City also collects community benefits charges to pay for the capital costs of facilities, services etc. to serve the community created by a development. City staff seek engagement between development proponents and cultural sector stakeholders early in the process to secure design considerations in TOC development, such as public art and public realm enhancements.

Recommended Approaches to Advance City Priorities Through Transit Expansion and Transit-Oriented Communities Projects

What We Want to Achieve

- Support Toronto businesses, cultural events and Business Improvement Areas (BIAs) to thrive during long-term disruption and keep Toronto economically strong.
- Proactively develop plans for mitigation, recovery and rebuilding in response to transit expansion projects in collaboration with Metrolinx, project delivery agents, businesses, and cultural organizations.

City Policies, Standards & Levers

- City BIA office staff regularly engage with impacted BIAs and with the TTC and Metrolinx to advocate for businesses and communities and identify issues, propose solutions and deliver a suite of programming to support BIAs such as grant funding, training, and business supports.
- Transit Expansion Construction Mitigation Grant (TECMG) Program provides eligible BIAs and other associations with funding for community-driven initiatives that mitigate the impacts of construction on local businesses.
 - These grants are available in increments of \$10,000, \$25,000 or \$50,000. To date, two rounds of grants have been completed with the third-round announcements expected shortly.
 - Following the third-round, it is anticipated that \$1,580,000 will have been granted with \$610,000 earmarked specifically for Ontario Line construction mitigation projects.
- City BIA Office is publishing quarterly economic snapshots for the impacted BIAs (beginning in Q4 2023), providing them benchmarks to track the economic impacts of Ontario Line construction. EDC also provides city-wide data through the [Toronto Economic Dashboard](#).
- Streetscape Master Plan, which works with each BIA to develop a ten-year streetscape improvement plan to support construction recovery and revitalization.
- Financial supports to businesses, such as the Outdoor Mural & Street Art Program which supports BIAs, business associations and community groups with strong business participation, allowing organizations to receive one-time funding for outdoor mural projects with a business connection, Streetscape Capital Cost Share Program, Façade Improvement Grant and the Commercial Rehabilitation Grant.
- Contract with Digital Main Street, an online learning platform and its Digital Service Squad, that help brick-and-mortar businesses grow and manage their digital operations.



Business & Cultural Supports

Recommended Approaches to Advance City Priorities Through Transit Expansion and Transit-Oriented Communities Projects

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Community Engagement

- Facilitate meaningful two-way community engagement and involvement between impacted residents, businesses and Project owners/contractors.
- Proactive communications to residents and businesses about construction disruption and plans for mitigation, and coordinate with Councillors to inform their public communications plans.
- Clearly communicate concerns from the public to delivery agents, and advocate for shared community interests.
- Detailed and robust engagement planning, identifying how impacted community members and stakeholders will be consulted, including with project proponents.
- Early public notification of upcoming engagement opportunities.
- Ensure engagement with Indigenous and Black communities as well as other equity-deserving groups in Toronto.

- City staff participate in Construction Liaison Committees (CLCs) for transit projects and Local Advisory Committees (LACs) for TOCs, to provide subject matter expertise and to help ensure these forums are used effectively to provide feedback on community concerns.
- City staff work with Metrolinx and local councillor offices to proactively identify and problem-solve issues through the CLCs and LACs.
- As the Province continues to advance TOC proposals, City staff will engage with the public on a site-by-site basis to help shape the City’s input into the review of TOCs, including regarding local priorities for complete communities.
- For City-led projects, City staff undertake public consultation in accordance with the Environmental Assessment Act and conduct additional public engagement as required.