

Our Plan Toronto: Draft Delineations - Protected Major Transit Station Areas and Major Transit Station Areas (9 Stations) – Proposals Report

Date: November 19, 2024

To: Planning and Housing Committee

From: Chief Planner and Executive Director, City Planning

Wards: Etobicoke North (1), Etobicoke Centre (2), Etobicoke Lakeshore (3), York South-Weston (5), Scarborough Centre (21) and Scarborough-Guildwood (24)

SUMMARY

The purpose of this report is to recommend the Planning and Housing Committee authorize City Planning to use the draft delineations of 7 Major Transit Station Areas (MTSAs) and 2 Protected Major Transit Station Areas (PMTSAs) (Attachment 4) as the basis of consultation in working towards preparing a final Official Plan Amendment/s. In June 2020, the City Planning Division initiated the Growth Plan Conformity exercise and Municipal Comprehensive Review ("MCR") which included the delineation of approximately 180 potential MTSAs to meet Provincial minimum intensification targets. A subset of MTSAs were identified as PMTSAs, where the Council-approved inclusionary zoning policy framework can be implemented.

The new Provincial Planning Statement (PPS 2024) came into effect on October 20, 2024. It combines the PPS (2020) and most of the Growth Plan (2020) policies into a single policy document. The PPS 2024 still requires municipalities to delineate and set density targets for MTSAs, but this is no longer a requirement of a Municipal Comprehensive Review (MCR). The PPS 2024 requires all PMTSAs and MTSAs to be approved by the Minister of Municipal Affairs and Housing (MMAH) under section 26 of the *Planning Act*.

As required by the PPS 2024, for each of the station areas, a draft Site and Area Specific Policy (SASP) is presented with a proposed minimum density target (residents and jobs per hectare). For potential PMTSAs, the draft SASPs include minimum development density (Floor Space Index ("FSI") or minimum number of units). City staff will consult on these draft delineations to achieve these minimum density targets based on the following Council-approved development frameworks: 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. In addition, on-going City-wide work including the Expanding Housing

Options in Neighbourhoods (EHON) Major Streets Study, Updates to Mid-rise Rear Transition Performance Standards Urban Design Guidelines, as-of-right Zoning for Mid-rise Buildings on *Avenues* and Expanding Mixed Use Areas and Commercial Residential Zoning for new Mixed Use Areas will be considered.

The density measures included in the draft SASPs are minimums and do not preclude the submission, staff review, and Council approval of any new development applications that may exceed these minimums. In many cases, it is expected that development on lands designated Mixed-Use Areas will exceed these minimums. Updates to Zoning By-laws will follow the Minister's decision of the final OPA to ensure consistency with the identified minimum densities in each SASP.

As part of City's the Housing Accelerator Fund, at its meeting on December 13, 2023, City Council directed staff to report to the Planning and Housing Committee on the British Columbia legislative approach on transit oriented housing permissions (Bill 47) and its applicability to Toronto's Major Transit Station Areas. Bill 47 Housing Statutes (Transit-Oriented Areas) was introduced by the Province of British Columbia (BC) on November 30, 2023, to establish transit-supportive densities around transit stations.

City staff's review of the BC approach demonstrates that the Ontario framework provides a more flexible approach to determine the appropriate density and scale of development that can be supported while still achieving the same policy objectives. The BC approach has less regard for the local context, which overrides density, height, and parking regulations at a local level, while other zoning powers, such as heritage preservation, remain. In Ontario, a minimum target applied to an entire MTSA boundary that is delineated based on the local context of each MTSA allows for a more comprehensive approach to transit-oriented development planning that considers infrastructure and community facility capacities.

RECOMMENDATIONS

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

1. Planning and Housing Committee authorize the Interim Chief Planner and Executive Director, City Planning to use the draft Major Transit Station Area and Protected Major Transit Station Area delineations, attached as Attachment 4 to the report (November 13, 2024) from the Interim Chief Planner and Executive Director, City Planning as a basis for consultation.

FINANCIAL IMPACT

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

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the information as presented in the Financial Impact Section.

EQUITY IMPACT STATEMENT

The Official Plan provides a vision for the City grounded in principles that assure a successful and healthy future. A founding principle of the Official Plan is that Toronto's future must be diverse, inclusive and equitable. The provision of adequate and affordable housing is the cornerstone of building inclusive and equitable communities. The draft delineations for consultation includes 2 PMTSAs within six wards. Delineation of PMTSAs will help advance the implementation of Provincial policy requirements that would enable the use of inclusionary zoning policies which 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). Council approved a prioritization strategy for the delineation of PMTSAs to support the implementation of inclusionary zoning.

<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 is under Ministry review and awaiting a Ministerial decision:

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

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.

<https://www.toronto.ca/legdocs/mmis/2021/ph/bgrd/backgroundfile-172118.pdf>

At its meeting on February 2, 2022, City Council adopted Official Plan Amendment 524 (OPA 524) for 16 final PMTAs within the Downtown Plan, and City-wide Interpretation Policies. OPA 524 is under Ministry review and awaiting a Ministerial decision.

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

At its meeting on February 2, 2022, City Council adopted Official Plan Amendment 554 for Expanding Housing Options in Neighbourhoods - Garden Suites which permits Garden Suites in Neighbourhoods City wide.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.PH30.2>

At its meeting on May 11, 2022, City Council adopted Official Plan Amendment 537 (OPA 537) for the Keele-St. Clair Local Area Study which included 1 PMTSA. OPA 537 is under Ministry review and awaiting a Ministerial decision.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.PH33.2>

At its meeting on July 19, 2022, City Council adopted Official Plan Amendment 540, 544, 570, and 575 for 155 PMTSA/MTSAs City-wide. OPAs 540, 544, 570 and 575 is under Ministry review and awaiting a Ministerial decision.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.PH35.16>

At its meeting on May 10, 2023, City Council adopted the final report and Official Plan Amendment 649 on Expanding Housing Options in Neighbourhoods: Multiplex Study. This OPA permits residential units containing up to four-units on any residential lot across the city.

<https://www.toronto.ca/legdocs/mmis/2023/ph/bgrd/backgroundfile-235829.pdf>

At its meeting on May 22, 2024, City Council adopted the final report and Official Plan Amendment 727 on Expanding Housing Options in Neighbourhoods: Major Streets Study. This OPA permits more intensification within lands designated as Neighbourhoods when located along Major Streets.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.PH12.3>

BACKGROUND

Planning for Major Transit Station Areas

Under the previous framework PPS (2020) and the Growth Plan (2020) and now with the new PPS 2024, the City is required to update its Official Plan to include the approximately 180 MTSAs identified across the City. The PPS 2024 requires that MTSAs are delineated to "maximize the number of potential transit users that are within walking distance of the station". The PPS 2024 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 commuter or regional rail. Staff will implement outcomes of recently completed planning studies when delineating MTSAs 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 MTSAs are intended to reflect the minimum requirements set out by the PPS 2024, unless other targets are determined appropriate.

Protected Major Transit Station Areas and Inclusionary Zoning

PMTSAs are a subset of the approximately 180 potential MTSAs. Both MTSAs and PMTSAs require a municipality to delineate the area boundaries, identify a planned density target, and demonstrate implementation through planning policies/define authorized land uses. Additionally, PMTSAs require the identification of minimum densities for the buildings and structures contained within the delineated area.

The Minister is the approval authority and MTSA/ PMTSAs cannot be appealed to the Ontario Land Tribunal. PMTSAs have been identified when the stations are located within an Inclusionary Zoning Market Area shown on Map 37 of the Official Plan. Within

PMTSAs the City is able to require affordable housing as a part of new development, as per the Inclusionary Zoning policy and OPA 557 (see: PH 28.1).

<https://secure.toronto.ca/council/agenda-item.do?item=2021.PH28.1>

COMMENTS

To date, the City delineated 134 of its approximately 180 MTSA/PMTSAs and submitted these to the Ministry of Municipal Affairs and Housing for a decision in a phased manner.

The 9 draft MTSA/PMTSAs described in this report were not completed in the previous reports, given that the Province's approval of the Environmental Assessment of the Eglinton Crosstown LRT was pending and did not align with the MTSA/PMTSAs that Council considered between 2020 and 2022. This report recommends that the 9 additional draft MTSA/PMTSAs be used for the basis of consultation. Staff applied the same method as the previous delineation work for the draft 7 MTSA/PMTSAs on the Eglinton Crosstown West Extension, 1 PMTSA on the Bloor-Danforth Subway Line and 1 PMTSA on the Scarborough Subway Extension.

The method staff applied in drafting the attached Site and Area Specific Policies (Attachment 4) for MTSA/PMTSAs is described below. This report is the first step and presents for consultation:

1. MTSA/PMTSA delineations;
2. a minimum planned density target (expressed in people and jobs per hectare); and
3. in the case of PMTSAs only, a minimum development density (expressed in Floor Space Index or minimum units).

Following consultation, staff will recommend PMTSA/MTSAs in a Decision Report with Official Plan Amendment (OPA) to Planning and Housing Committee and Council. Upon Council's adoption of these future OPAs, staff will send them to the Minister of Municipal Affairs and Housing for a decision. Subsequent zoning or potential local area-based studies will be undertaken following the Minister's decision.

British Columbia's Bill 47 and Transit Oriented Areas (TOAs)

Bill 47 Housing Statutes (Transit-Oriented Areas) received royal assent by the Province of British Columbia (BC) on November 30, 2023, to establish transit-supportive densities around transit stations. The legislation refers to such areas as Transit-Oriented Areas (TOAs) which are areas with a mix of uses that foster complete communities.

As part of the Housing Accelerator Fund, Minister Fraser requested the City "consider the merits and opportunities of the legislation introduced by the provincial government in British Columbia and advocate alignment with Ontario's approval of Toronto's Protected Major Transit Station Area Official Plan." Detailed information and staff's analysis on the BC legislation is found in Attachment 5 to this report.

City staff have reviewed the BC approach to understand how and if it could be applied within the Ontario context. Bill 47 is intended to apply to 31 local governments for approximately 100 TOA areas across the entire province of British Columbia compared to the approximately 180 MTSA/PMTSAs within the City of Toronto alone.

Staff compared the approaches to delineation and density but found that the current policy framework in Ontario provides a more flexible approach that allows municipalities to determine the appropriate density and scale of development that can be supported while still achieving the same policy objectives as the BC legislation. The BC approach focuses on prescribing built form in the station areas and strict radii distances while the Ontario approach with prescribing density represented by people and jobs within a 500-800m radius allows Toronto to right-size the policy framework to address local context.

The BC approach has less regard for the local context, which overrides density, height, and parking regulations at a local level, while other zoning powers, such as heritage preservation, remain. In Ontario, a minimum target applied to an entire MTSA boundary that is delineated based on the local context of each MTSA allows for a more comprehensive approach to transit-oriented development planning that considers infrastructure and community facility capacities.

In addition, the BC approach requires that local governments must designate all TOAs in their jurisdiction by bylaw on or before June 30, 2024, using the list of prescribed transit stations in the regulations, including TOAs designated by the Province. Local governments that do not comply with the designation requirements may have a regulation that designates the TOAs in their municipality imposed. In contrast in Ontario, MTSA/PMTSA delineation is required by municipalities through the previous Growth Plan conformity exercise and now the new Provincial Planning Statement. In both policy frameworks the Ministry of Municipal Affairs and Housing is the approval authority and to date, the Ministry has not yet made a decision on Toronto's submitted MTSA/PMTSA OPAs.

Draft Delineations for Consultation

Staff developed the draft MTSA/PMTSA found in Attachment 4 for the basis of public consultation. Following consultation, staff will make any required changes and report to Committee and Council with recommended MTSAs/PMTSAs for consideration. If adopted and approved, 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 these final OPAs 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.

The identification of new minimum density targets within a delineated area does not preclude future applications or studies from seeking greater density permissions. Future zoning updates and local studies would consider additional density and other growth-related infrastructure where appropriate.

The minimum planned density calculations for draft MTSA/PMTSAs presented in this report include:

- estimated people and jobs from development applications which are approved but not yet built,
- density permissions included in existing secondary plans or those resulting from 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 (EHON) Major Streets Study, Updates to Mid-rise Rear Transition Performance Standards Urban Design Guidelines, as-of-right Zoning for Mid-rise Buildings on *Avenues*, and Expanding Mixed Use Areas and Commercial Residential Zoning for new Mixed Use Areas.

Site and Area Specific Policy (SASP) Components

1. Draft 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 metre walking) to 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 ravine, impassable infrastructure, impact of a back facing lot), 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 in Attachments 4.

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

The minimum population and employment targets for each of the draft MTSA/PMTSAs are identified in Table 1 below and in the individual SASPs (Attachment 4). These targets are the minimum people and jobs per hectare set out in PPS 2024 policy 2.4.2.2. The proposed minimum population and employment targets are intended to apply across the entire delineated area for each draft 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. The following proposed MTSA/PMTSA minimum planned density (people and jobs per hectare) are identified in Table 1.

Table 1: Draft PMTSA/MTSA by Station

Station Name	SASP #	Proposed Min Density Target (people & jobs per Ha)	Transit Line	MTSA or PMTSA
Lawrence	663	200	Scarborough Subway Extension (SSE)	PMTSA
Royal York	710	200	Line 2 – Bloor Danforth	PMTSA
Jane-Eglinton	899	160	Eglinton Crosstown West Extension (ECWE)	MTSA
Scarlett	900	160	ECWE	MTSA
Royal York- Eglinton	901	160	ECWE	MTSA
Islington- Eglinton	902	160	ECWE	MTSA
Kipling-Eglinton	903	160	ECWE	MTSA
Martin Grove	904	160	ECWE	MTSA
Renforth	905	160	ECWE	MTSA

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 (FSI or Minimum Units)

The 2 draft SASPs identified as PMTSAs include a "minimum development density", in accordance with Section 16(15) of the *Planning Act*. City Planning has identified the minimum density using either 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. FSI is generally the maximum allowable floor area that can be built relative to the area of the land. As an example, an FSI of 1.5 means the floor area of the building can be 1.5 times the size of the land it's being built on. The minimum densities, expressed in FSI, are shown on 'Map 2' of the SASPs in Attachment 4. 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.

Next Steps

The draft MTSA/PMTSA presented in this report will be used as the basis of consultation. Upon completion of consultation and engagement, staff will make any required revisions and recommend an Official Plan Amendment to add Site and Area Specific Policies to be adopted within Chapter 8 of the Official Plan, following requirements under Section 26 of the *Planning Act*. Staff will report to Planning and Housing Committee on the results of consultation, including any commentary from members of the public and stakeholders on the desire for local area studies that would examine the underlying development framework for these areas.

CONTACT

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SIGNATURE

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City Planning

ATTACHMENTS

Attachment 1: Frequently Used Terms
Attachment 2: Official Plan Map 37 – Inclusionary Zoning Market Areas
Attachment 3: Draft PMTSA/MTSA City Wide Overlay with Inclusionary Zoning Market Areas
Attachment 4: Draft PMTSA/MTSA SASPs
Attachment 5: British Columbia's Bill 47 and Transit Oriented Areas (TOAs)

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.

Floor Space Index (FSI)

FSI is generally the maximum allowable floor area that can be built relative to the area of the land. As an example, an FSI of 1.5 means the floor area of the building can be 1.5 times the size of the land it's being built on.

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.

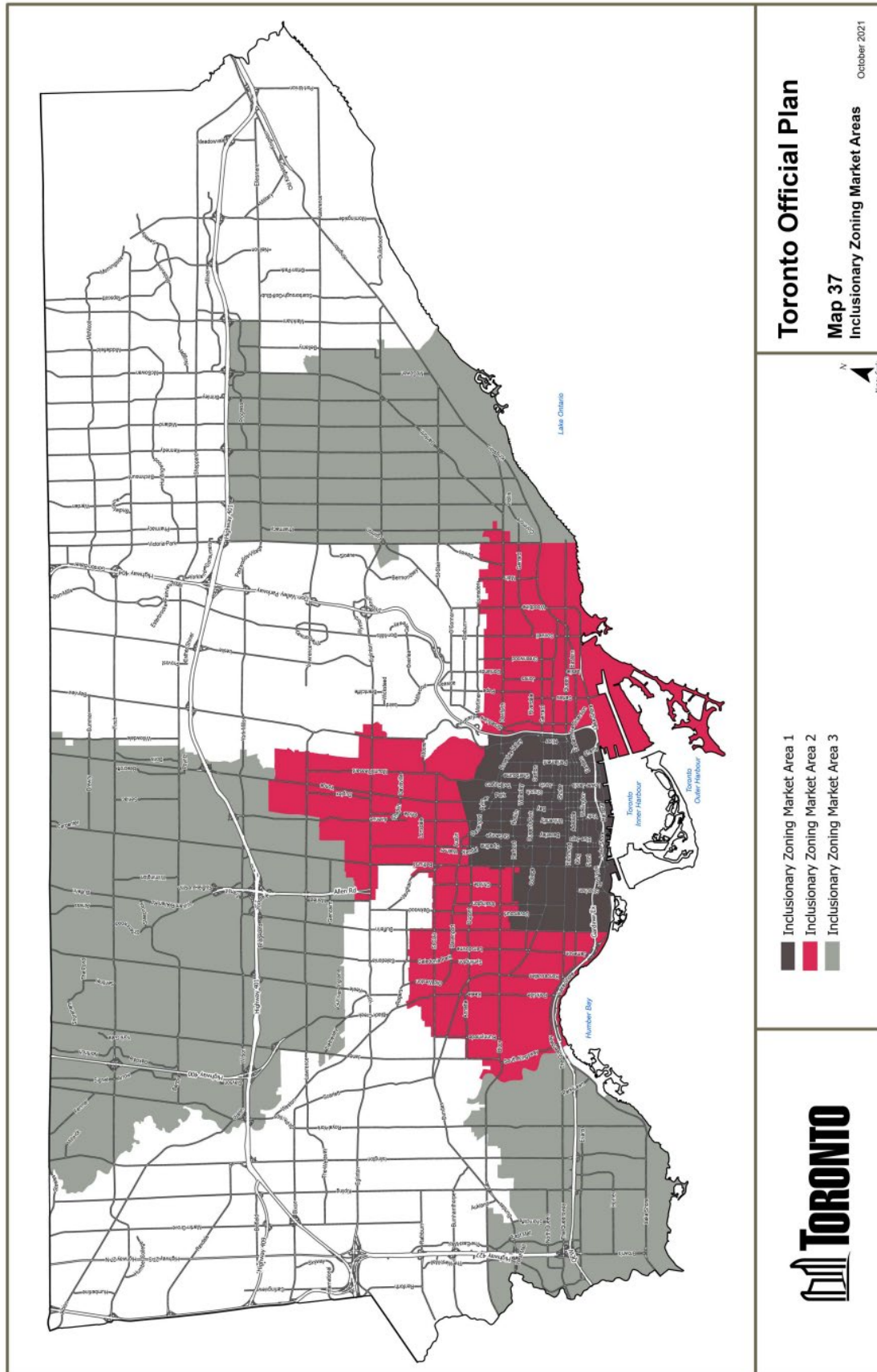
Major Transit Station Area (MTSA)

The City has approximately 180 potential MTSA's, which are defined as the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800-metre radius of a transit station. The PPS 2024 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 or bus rapid transit; and 150 residents and jobs for commuter or regional rail.

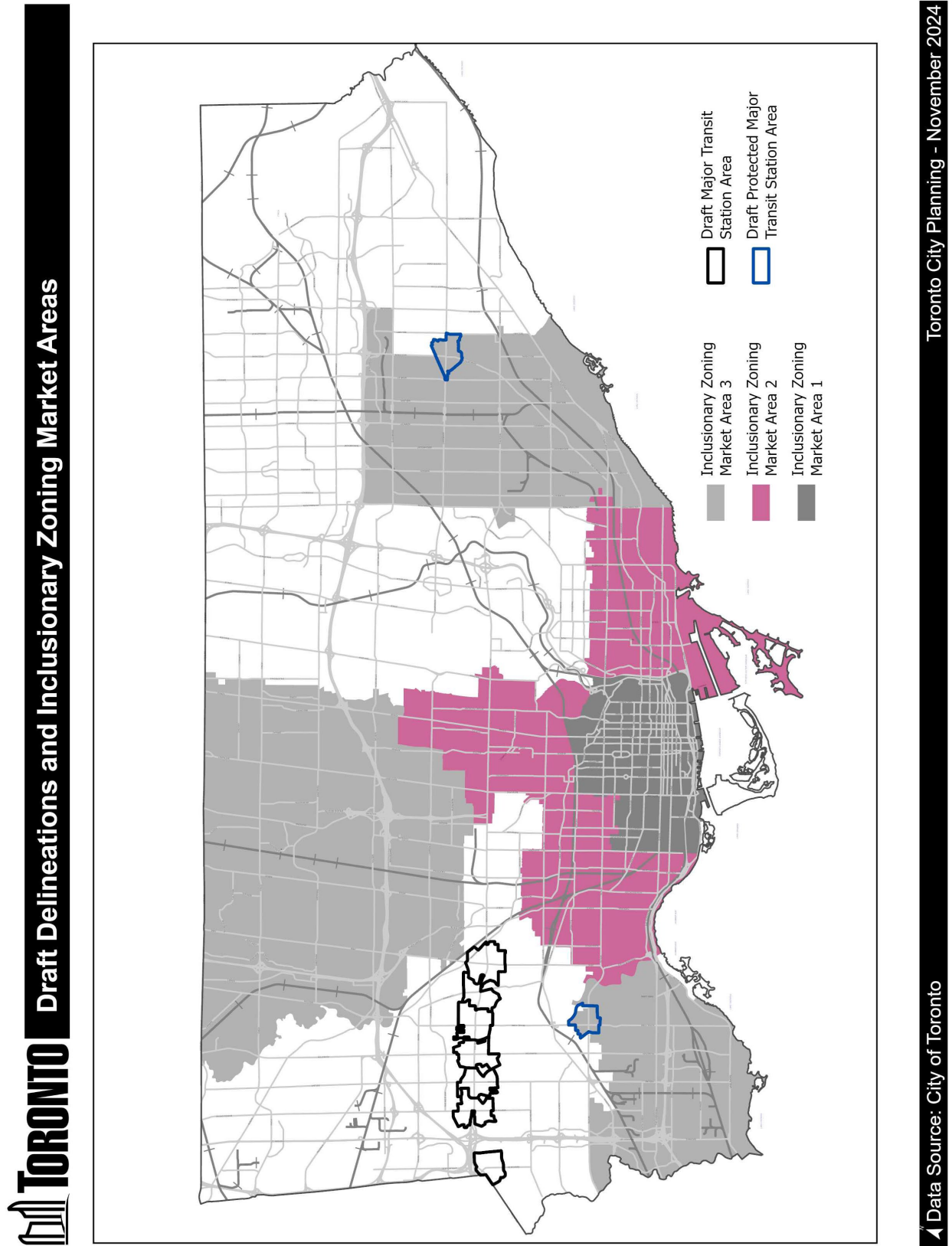
Protected Major Transit Station Area (PMTSA)

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 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.

Attachment 2: Official Plan Map 37 – Inclusionary Zoning Market Areas



Attachment 3: Draft PMTSA/MTSA City Wide Overlay with Inclusionary Zoning Market Areas



Attachment 4: Draft PMTSA/MTSA SASPs

SASP 663. Protected Major Transit Station Area – Lawrence Subway Station (Scarborough Subway Extension)

a) Protected Major Transit Station Area Delineation

The area surrounding and including the planned Lawrence Subway Station (Scarborough Subway Extension) is a protected major transit station area shown as the Lawrence Subway Station (Scarborough Subway Extension) Protected Major Transit Station Area on Map 1.

b) Residents and Jobs per Hectare

Existing and new development within the Protected Major Transit Station Area – Lawrence Subway Station (Scarborough Subway Extension) is planned for a minimum population and employment target of 200 residents and jobs combined per hectare.

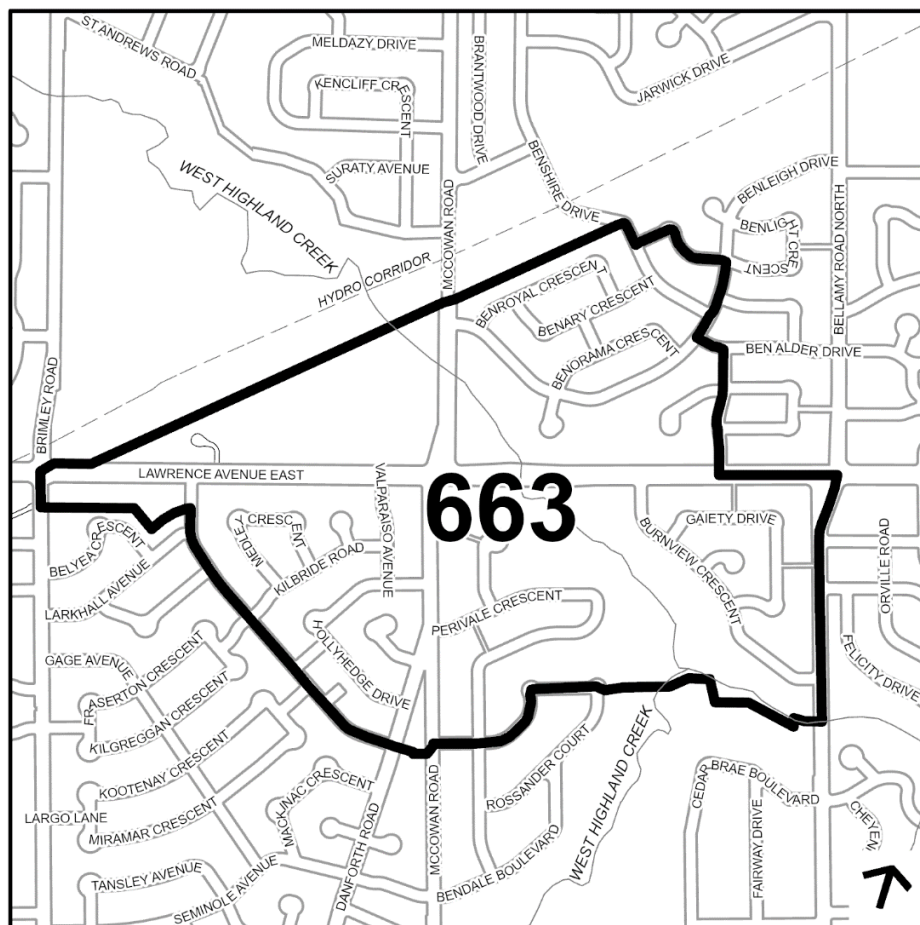
c) Authorized Uses of Land

The authorized uses of land are as identified by the land use designations on Map 20 & 23 and associated land use permissions in Chapter 4 of the Official Plan, applicable Secondary Plans and Site and Area Specific policies.

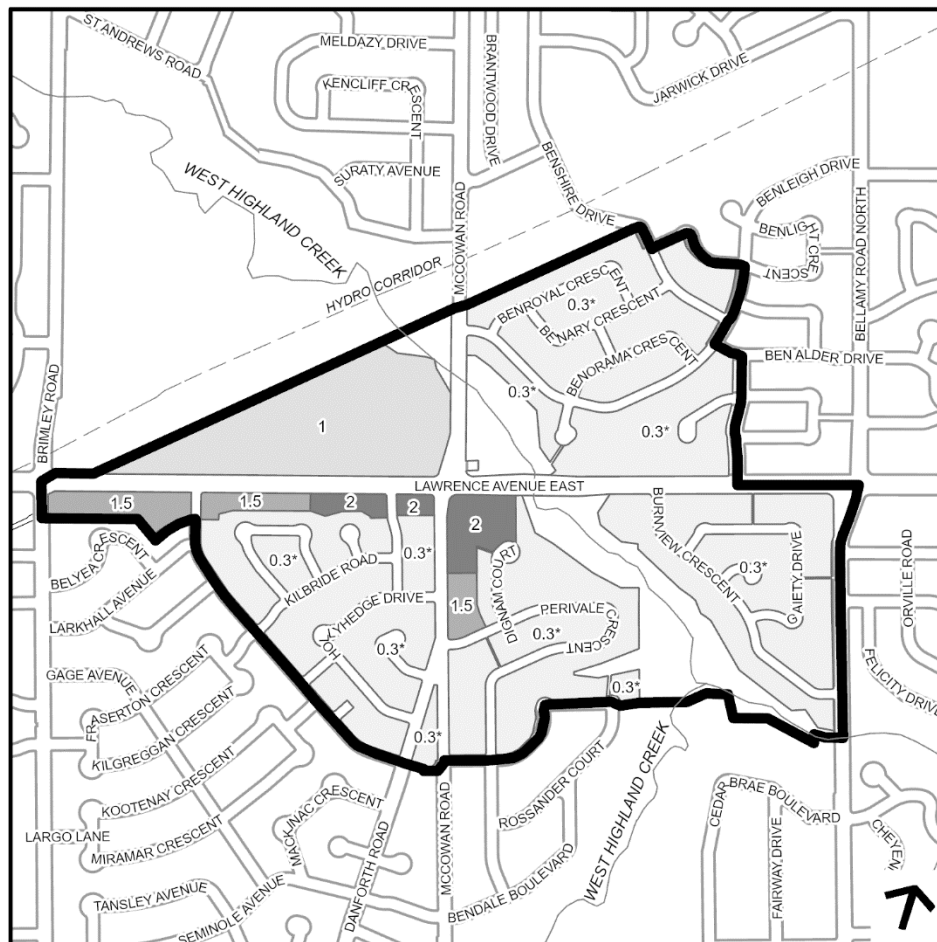
d) Minimum Densities

Minimum density requirements are shown on Map 2, represented in Floor Space Index and/or minimum units per site.

Map 1 – Lawrence Subway Station (Scarborough Subway Extension) Protected Major Transit Station Area



Map 2 – Minimum Densities, Lawrence Subway Station (Scarborough Subway Extension) Protected Major Transit Station Area



Minimum Density

0 FSI	1.0 FSI	2.5 FSI
0.3 FSI or 3 units*	1.5 FSI	3.0 FSI
0.5 FSI or 3 units*	2.0 FSI	3.5 FSI
0.9 FSI or 3 units*		

*Option to provide a minimum of 3 units instead of minimum FSI only applies to lands designated Neighbourhoods in the Official Plan.

SASP 710. Protected Major Transit Station Area – Royal York Subway Station (Line 2 Bloor- Danforth)

a) Protected Major Transit Station Area Delineation

The area surrounding and including the Royal York Subway Station (Line 2 Bloor-Danforth) is a protected major transit station area shown as Royal York Subway Station (Line 2 Bloor-Danforth) Protected Major Transit Station Area on Map 1.

b) Residents and Jobs per Hectare

Existing and new development within the Protected Major Transit Station Area – Royal York Subway Station (Line 2 Bloor-Danforth) is planned for a minimum population and employment target of 200 residents and jobs combined per hectare.

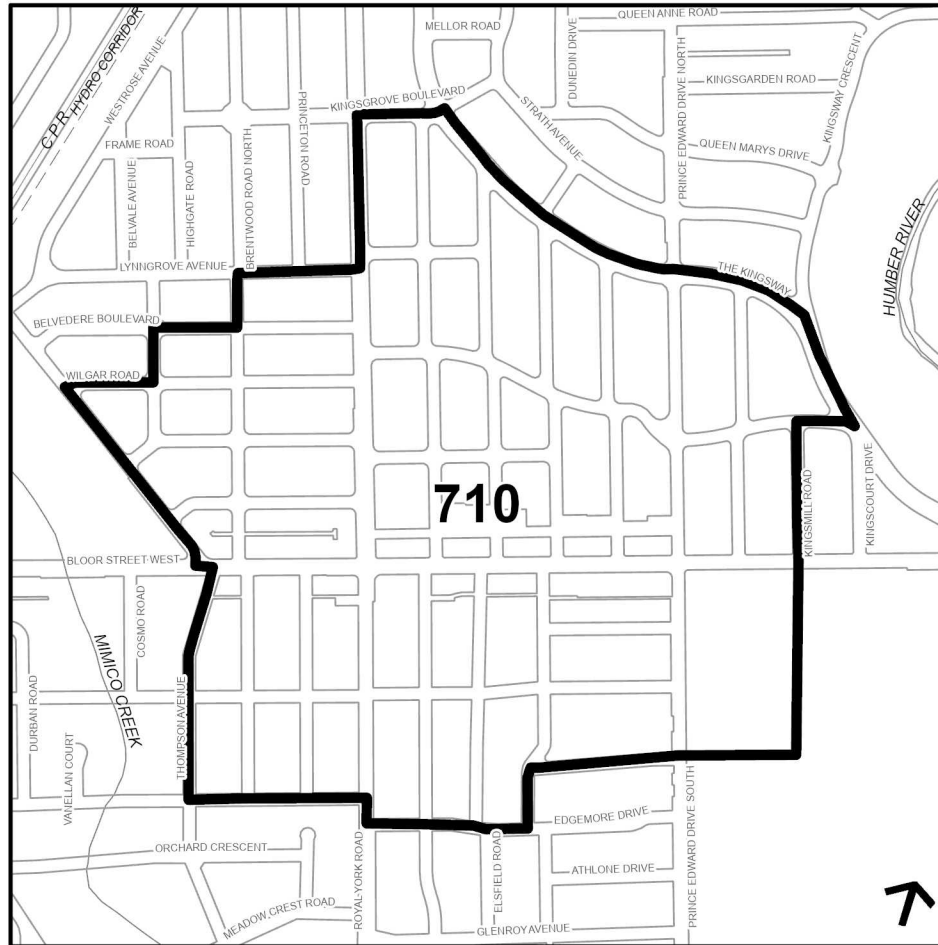
c) Authorized Uses of Land

The authorized uses of land are as identified by the land use designations on Map 14 & 15 and associated land use permissions in Chapter 4 of the Official Plan, applicable Secondary Plans and Site and Area Specific policies.

d) Minimum Densities

Minimum density requirements are shown on Map 2, represented in Floor Space Index and/or minimum units per site.

Map 1 – Royal York Subway Station (Line 2 Bloor-Danforth) Protected Major Transit Station Area



Map 2 – Minimum Densities, Royal York Subway Station (Line 2 Bloor-Danforth) Protected Major Transit Station Area



Minimum Density

0 FSI	1.0 FSI	2.5 FSI
0.3 FSI or 3 units*	1.5 FSI	3.0 FSI
0.5 FSI or 3 units*	2.0 FSI	3.5 FSI
0.9 FSI or 3 units*		

*Option to provide a minimum of 3 units instead of minimum FSI only applies to lands designated Neighbourhoods in the Official Plan.

SASP 899. Major Transit Station Area – Jane-Eglinton Station (Eglinton Crosstown West Extension)

a) Major Transit Station Area Delineation

The area surrounding and including the planned Jane-Eglinton Station (Eglinton Crosstown West Extension) is a major transit station area shown as the Jane-Eglinton Station (Eglinton Crosstown West Extension) Major Transit Station Area on Map 1.

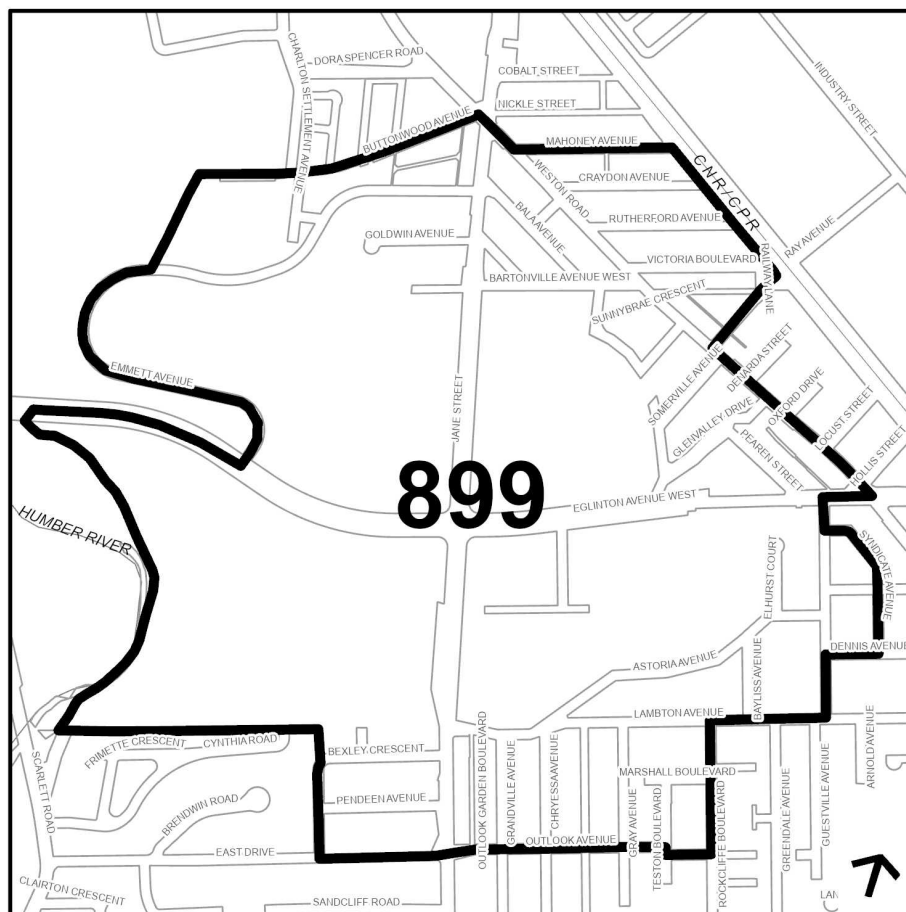
b) Residents and Jobs per Hectare

Existing and permitted development within the Major Transit Station Area – Jane-Eglinton Station (Eglinton Crosstown West Extension) is planned for a minimum population and employment target of 160 residents and jobs combined per hectare.

c) Authorized Uses of Land

The authorized uses of land are as identified by the land use designations on Map 14 and associated land use permissions in Chapter 4 of the Official Plan, applicable Secondary Plans and Site and Area Specific policies.

Map 1 – Jane-Eglinton Station (Eglinton Crosstown West Extension) Major Transit Station Area



SASP 900. Major Transit Station Area – Scarlett Station (Eglinton Crosstown West Extension)

a) Major Transit Station Area Delineation

The area surrounding and including the planned Scarlett Station (Eglinton Crosstown West Extension) is a major transit station area shown as the Scarlett Station (Eglinton Crosstown West Extension) Major Transit Station Area on Map 1.

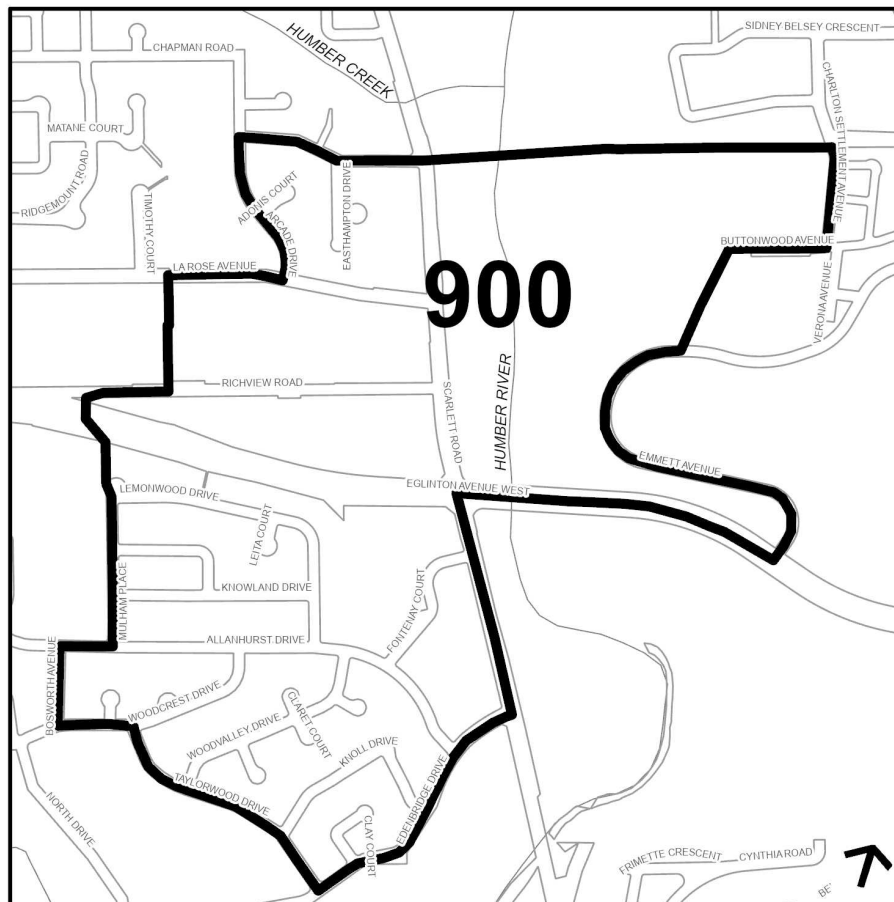
b) Residents and Jobs per Hectare

Existing and permitted development within the Major Transit Station Area – Scarlett Station (Eglinton Crosstown West Extension) is planned for a minimum population and employment target of 160 residents and jobs combined per hectare.

c) Authorized Uses of Land

The authorized uses of land are as identified by the land use designations on Map 14 and associated land use permissions in Chapter 4 of the Official Plan, applicable Secondary Plans and Site and Area Specific policies.

Map 1 - Scarlett Station (Eglinton Crosstown West Extension) Major Transit Station Area



SASP 903. Major Transit Station Area – Kipling-Eglinton Station (Eglinton Crosstown West Extension)

a) Major Transit Station Area Delineation

The area surrounding and including the planned Kipling-Eglinton Station (Eglinton Crosstown West Extension) is a major transit station area shown as the Kipling-Eglinton Station (Eglinton Crosstown West Extension) Major Transit Station Area on Map 1.

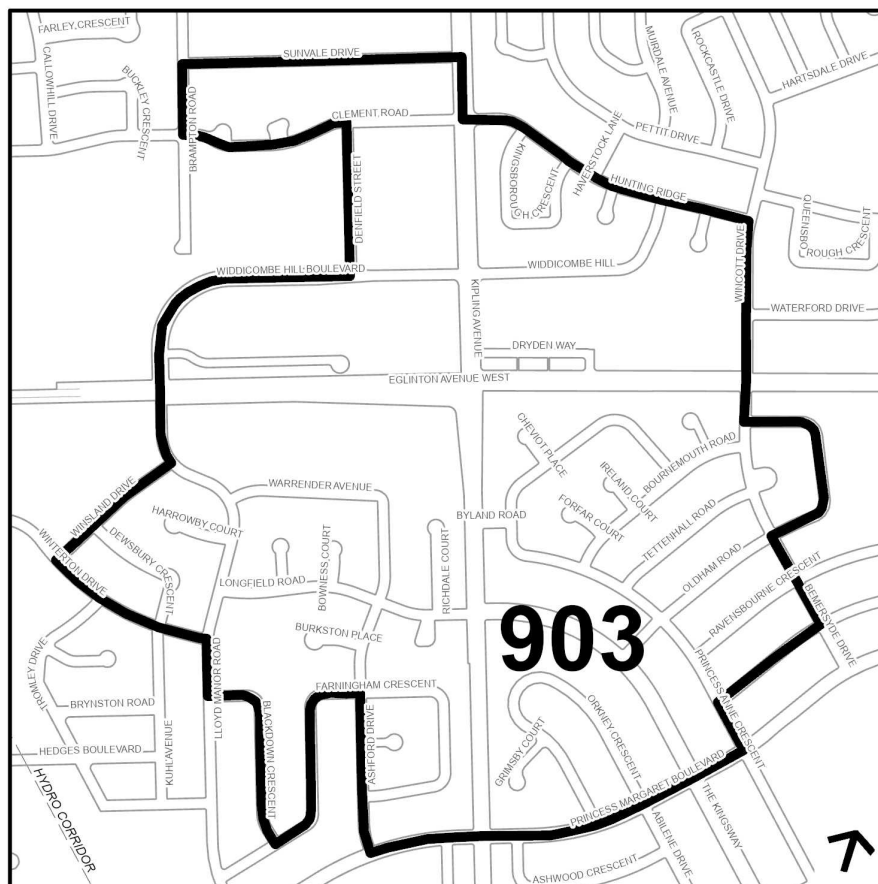
b) Residents and Jobs per Hectare

Existing and permitted development within the Major Transit Station Area – Kipling-Eglinton Station (Eglinton Crosstown West Extension) is planned for a minimum population and employment target of 160 residents and jobs combined per hectare.

c) Authorized Uses of Land

The authorized uses of land are as identified by the land use designations on Map 14 and associated land use permissions in Chapter 4 of the Official Plan, applicable Secondary Plans and Site and Area Specific policies.

Map 1 – Kipling-Eglinton Station (Eglinton Crosstown West Extension) Major Transit Station Area



SASP 904. Major Transit Station Area – Martin Grove Station (Eglinton Crosstown West Extension)

a) Major Transit Station Area Delineation

The area surrounding and including the planned Martin Grove Station (Eglinton Crosstown West Extension) is a major transit station area shown as the Martin Grove Station (Eglinton Crosstown West Extension) Major Transit Station Area on Map 1.

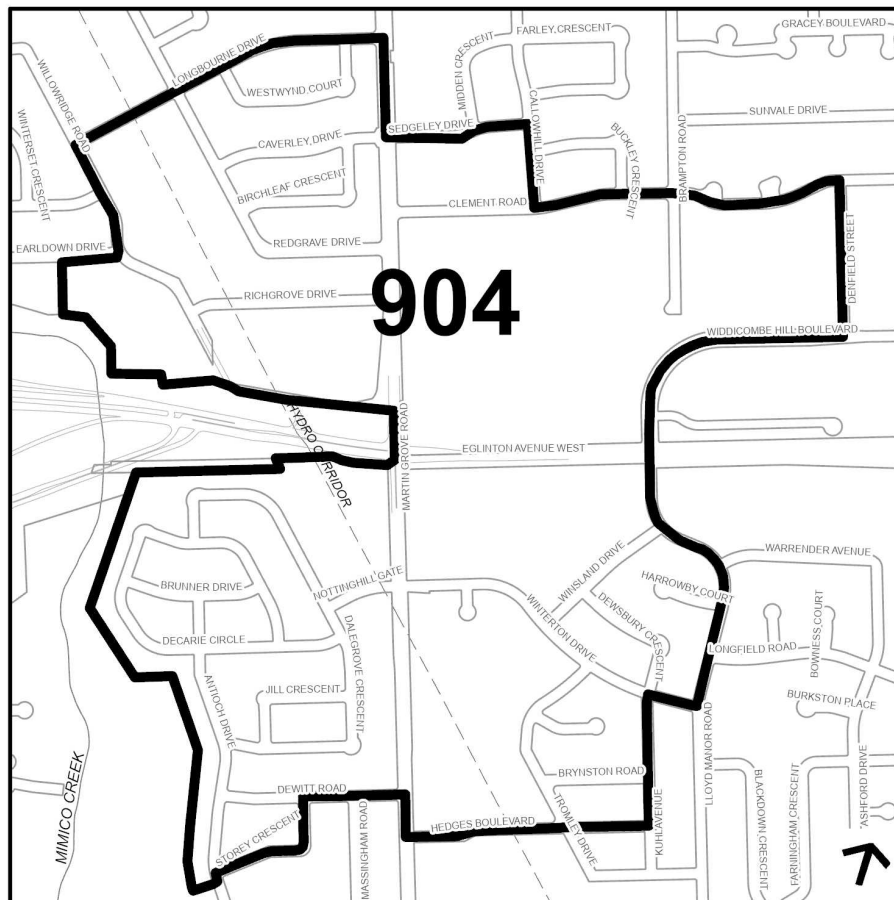
b) Residents and Jobs per Hectare

Existing and permitted development within the Major Transit Station Area – Martin Grove Station (Eglinton Crosstown West Extension) is planned for a minimum population and employment target of 160 residents and jobs combined per hectare.

c) Authorized Uses of Land

The authorized uses of land are as identified by the land use designations on Map 14 and associated land use permissions in Chapter 4 of the Official Plan, applicable Secondary Plans and Site and Area Specific policies.

Map 1 – Martin Grove Station (Eglinton Crosstown West Extension) Major Transit Station Area



SASP 905. Major Transit Station Area – Renforth Station (Eglinton Crosstown West Extension)

a) Major Transit Station Area Delineation

The area surrounding and including the planned Renforth Station (Eglinton Crosstown West Extension) is a major transit station area shown as the Renforth Station (Eglinton Crosstown West Extension) Major Transit Station Area on Map 1.

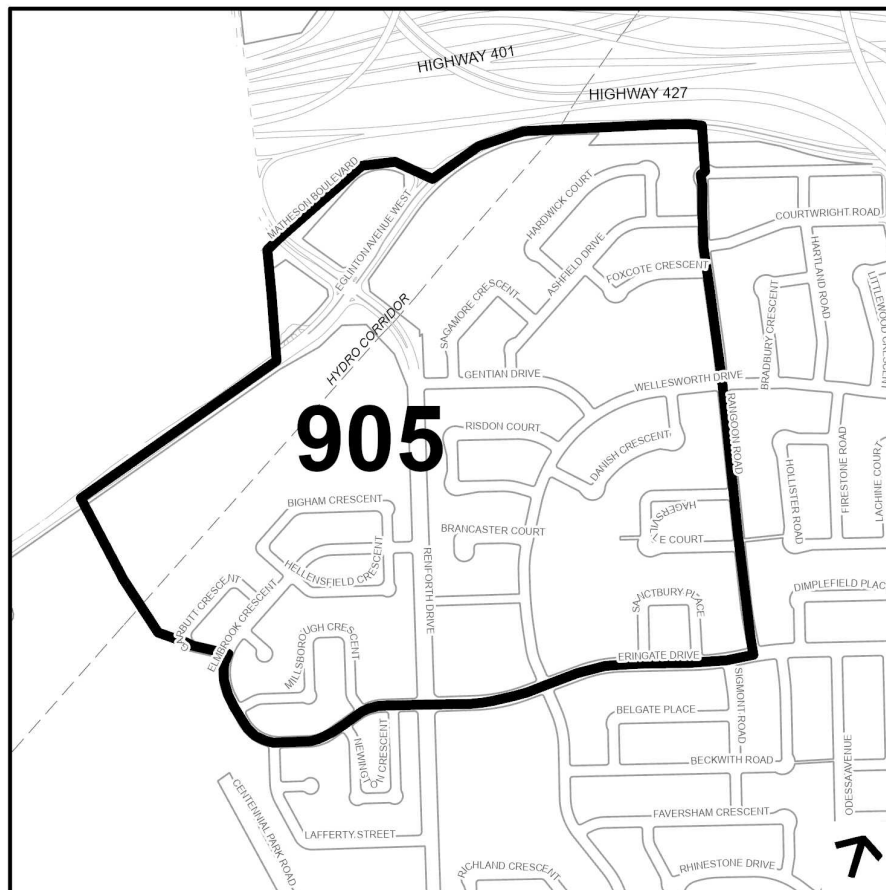
b) Residents and Jobs per Hectare

Existing and permitted development within the Major Transit Station Area – Renforth Station (Eglinton Crosstown West Extension) is planned for a minimum population and employment target of 160 residents and jobs combined per hectare.

c) Authorized Uses of Land

The authorized uses of land are as identified by the land use designations on Map 14 and associated land use permissions in Chapter 4 of the Official Plan, applicable Secondary Plans and Site and Area Specific policies.

Map 1 – Renforth Station (Eglinton Crosstown West Extension) Major Transit Station Area



Attachment 5: British Columbia's Bill 47 and Transit Oriented Areas (TOAs)

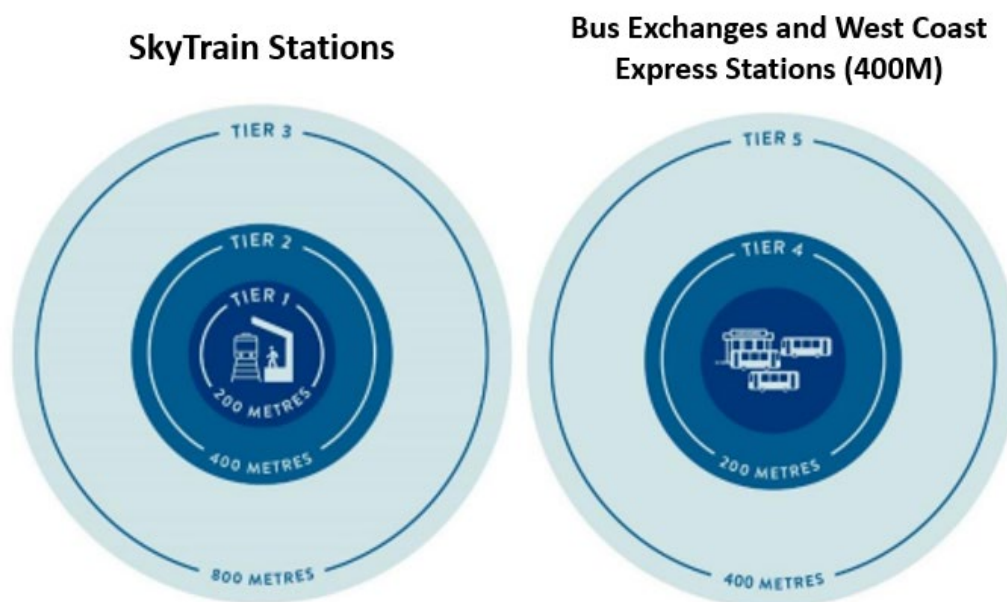
Bill 47 Housing Statutes (Transit-Oriented Areas) received royal assent by the Province of British Columbia (BC) on November 30th, 2023, to establish transit-supportive densities around transit stations. The legislation refers to such areas as Transit-Oriented Areas (TOAs). TOA's are areas with a mix of uses that foster complete communities. They prescribe density and built-form requirements around transit stations based on distance from the station. TOAs aim to address multiple challenges including the housing crisis, car dependency, climate change and sustainability in BC.

With the aid of a Provincial Policy Manual¹, local governments are required to designate TOAs and comply with the TOA legislation and regulations.

Different Types of TOAs

There are two categories of TOAs; 1) SkyTrain stations and 2) Bus Exchange and West Coast Express stations (see Figure 1). The TOAs are expected to be delineated using a straight line radius measurement to determine the TOA catchment area. SkyTrain stations include a catchment area of 800m with three distinct tiers, while bus exchanges and West Coast Express stations include a catchment area of 400 metres with two distinct tiers, as shown in Figure 1.

Figure 1: Catchment Areas of TOAs Dependent on Transit Type



There are three different types of TOAs that are dependent on the municipality they are located in, and the type of transit service provided (see Table 1 below). Multiple tiers

¹ Provincial Policy Manual: Transit-Oriented Areas, March 2024. Link: https://www2.gov.bc.ca/assets/gov/housing-and-tenancy/tools-for-government/local-governments-and-housing/toa_provincial_policy_manual.pdf

exist within each TOA with specified height and density requirements and built form permissions dependent on the TOA type. Building heights and densities are highest closest to the transit station. Table 1 identifies the minimum allowable density (FAR) and the minimum allowable height (storeys), that are prescribed for each of the TOAs dependent on the municipality.

Table 1: TOA Types in British Columbia

TOA Type	Transit Hub Type	Prescribed Distance	Minimum Allowable Density (FAR)	Minimum Allowable Height (Storeys)	Type of Building
TOA Type 1 (Metro Vancouver)	1A) Rapid Transit	200m or less	Up to 5.0	Up to 20	Condo Tower
		201-400m	Up to 4.0	Up to 12	High Rise, Mid Rise
		401-800m	Up to 3.0	Up to 8	Mid Rise
	1B) Bus Exchange	200m or less	Up to 4.0	Up to 12	High Rise, Mid Rise
		201-400m	Up to 3.0	Up to 8	Low-Rise, Townhouse
TOA Type 2 (Victoria/Kelowna/ other Medium-Sized Municipalities)	Bus Exchange	200m or less	Up to 3.5	Up to 10	Mid-Rise
		201-400m	Up to 2.5	Up to 6	Low Rise, Townhouse
TOA Type 3 Other Qualifying Areas	Bus Exchange	200m or less	Up to 2.5	Up to 6	Low-Rise
		201-400m	Up to 1.5	Up to 4	Townhouse

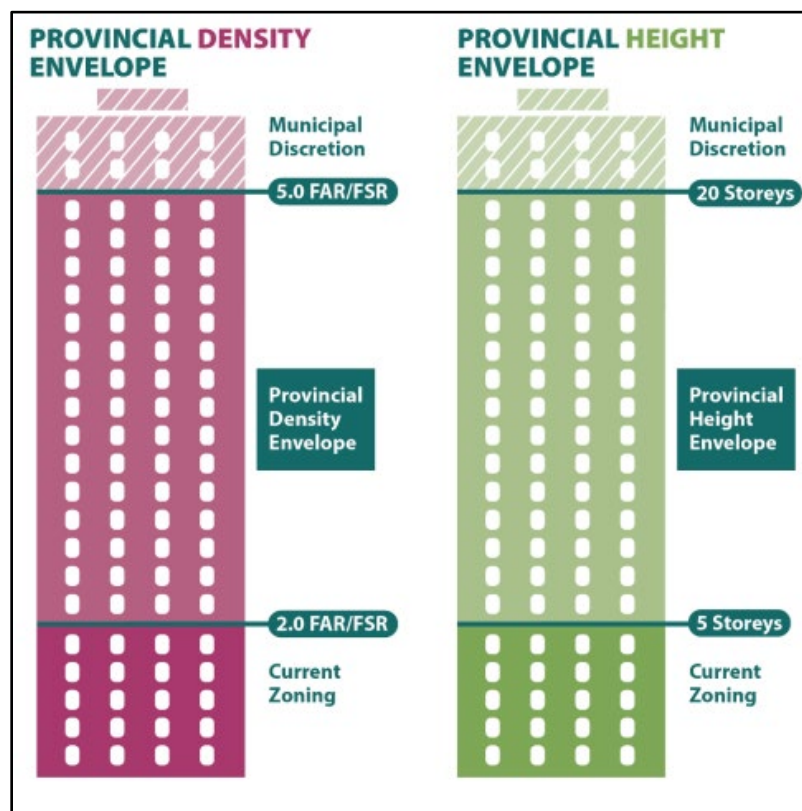
Minimum Allowable Density Framework

The Minimum Allowable Density Framework (MD Framework) focuses on two requirements to define the minimum allowable density, including:

1. Density through Floor Area Ratio (FAR), and
2. Building Height in storeys

This framework establishes a density envelope by creating new minimum allowable densities which are established as “up to” regulations. This provides an allowable range of densities and building heights within TOAs that municipalities must adhere to. Municipalities may not reject a rezoning proposal based solely on the density or height exceeding what is allowed in a zoning bylaw if what is proposed is less than or equal to the prescribed minimum density or height in the regulations. However, zoning powers other than height, density, and parking requirements still continue to apply and municipalities may refuse applications based on the other criteria included in their zoning by-laws. Any applications requesting greater heights or density than the regulations are up to the municipality's discretion (see Figure 2).

Figure 2: MD Framework in Relation to Local Government Authority



How TOAs are Implemented

British Columbia requires 31 local governments to designate all the TOAs in their jurisdictions by by-law on or before June 30, 2024. Failure to comply with the TOA requirements may have the province impose height and density designations for their TOAs. The introduction of TOAs does not affect the local governments existing rezoning process.

The introduction of TOAs also removes parking requirements (except accessible parking) for off-street residential parking spaces for developments within TOAs.

Applicability of Bill 47 TOAs to Toronto's Major Transit Station Areas

In Ontario, the Growth Plan 2020 defines Major Transit Station Areas (MTSAs)² and prescribes minimum density targets based on the type of transit station, as follows:

- 200 residents and jobs combined per hectare for those that are served by subways.
- 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit.

² Major Transit Station Area: The area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.

- 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network.

Local municipalities are required to delineate MTSA's in their Official Plans and demonstrate their policies will achieve the minimum density targets for each MTSA. Both MTSA's in Ontario and TOA's in British Columbia strive to increase densities around transit stations and support transit ridership.

In Ontario, including Toronto, MTSA's are delineated considering the local planning context with the ability to determine where higher growth and at what scale is appropriate. The City of Toronto approach identified appropriate minimum densities within each PMTSA using floor space indices (FSI) that considered the existing local planning context and policies guiding development. The minimum densities are defined at a block level and applied on a site-specific basis. This flexibility and consideration of the local context is not available with TOA's in BC as a strict radii distance from the station prescribes a minimum height and density range applicable to all lands within that radii or tier. Table 2 provides a comparison of Ontario's and BC's approaches to planning around transit stations based on the following criteria: delineation area, density, policy, affordable housing, and population yield.

Table 2: Comparison between Ontario's MTSA approach and British Columbia's TOA Approach

Criteria	Ontario	BC
Delineation Area	A subjective area delineated based on an approx. 500-800m distance from station and a 10-minute walking distance.	A Strict 400 or 800m radius with distinct sub-radii tiers that determine the TOA catchment area.
Density	Minimum People and Jobs Per Hectare based on transit type measured across the entire area of the MTSA.	Minimum range of Floor Area Ratio, Heights and building types prescribed to each concentric tier within TOA.
Policy approach	Local municipality has flexibility to determine how overall density target of MTSA is achieved considering the local planning context.	Province prescribes density and height requirements of TOAs to local municipalities.
Affordable Housing	Local municipalities can apply Inclusionary Zoning within PMTSAs.	Tackling housing crisis through increasing supply – market driven approach.

Criteria	Ontario	BC
Population Yield	<p>800 Metre Radius (201 Ha) x 200 PPJ/Ha = 40,000 People and Jobs Minimum.</p> <p>Most PMTSA/MTSAs have planned densities much higher than the minimum density.</p>	<p>800 metre radius = 130,000 – 140,000 potential people (Rapid Transit Station Metro Vancouver)</p> <p>400 metre radius = 40,000 – 45,000 potential people (Bus Exchange Metro Vancouver)</p> <p>*These numbers are estimates based on area, density, average unit size and household size and assume all potential units are built out.</p>

Yield Comparisons between TOA's and MTSAs

Ontario's MTSA approach distributes density around all transit station areas but allows Toronto the flexibility to exceed the minimum targets in areas where the planning framework and infrastructure can support it. For example, 62 of Toronto's proposed Protected MTSAs exceed the Provincial minimums. St. Patrick Protected MTSA has a future planned density of over 250,000 people and jobs compared to a Vancouver SkyTrain station at full build out could have the potential to achieve between 130,000 – 140,000 people inside its TOA.

The following calculations in Table 3 reflect the population that could live in each tier based on the current legislation in BC. The calculation includes the total area in square metres, the minimum FAR, assumes the average unit is 80-85 square metres, and the average household size is 2.1 people. The future planned density of St. Patrick Protected MTSA has been included for comparison.

Table 3: Population Yield in Vancouver TOA Compared to an Ontario PMTSA

TOA Type 1 Metro Vancouver	Population Yield (people)
SkyTrain Tier 1	12,000 – 14,000
SkyTrain Tier 2	30,000 – 32,000
SkyTrain Tier 3	88,000 – 95,000
Total	130,000 to 140,000
Ontario - St. Patrick PMTSA	~250,000