June 16, 2025

Executive Committee
City of Toronto
100 Queen Street West
Toronto, ON M5H 2N2

RE: EX24.4 – Leveraging City-Owned Real Estate to Support Council Objectives

Members of the Executive Committee -

Since 2021, Volunteers from HousingNowTO have worked closely with different teams of University of Toronto students at both the undergraduate and graduate levels on several projects that seek to leverage city-owned real estate to address Toronto's housing affordability crisis.

One of these projects, developed in a graduate level planning course in the fall of 2024, masters students were tasked to analyze, score and rank the redevelopment opportunities on the 130 TPA parking-lots that are being considered for affordable housing - and assess best practices for small, medium and large parking-lot sites in transit-oriented development zones within the City of Toronto.

Attached you will find their findings.

Thank you,

David Roberts
Director of the Urban Studies Program
Associate Professor, Teaching Stream
Academic Director, Multidisciplinary Urban Capstone Project
University of Toronto
https://discover.research.utoronto.ca/14467-david-roberts

APRIL 2025

Developing Affordable Housing on Green P Lots

Image: 101 Grangeway Ave, TPA Lot #700, Score 30/30, High Rise

Evaluating Green P Lots for priority affordable housing development

PLA 1106: Workshop Project

Kimia Abdi, Justin Chan, Tait Gamble, Spencer Gillis & Jordan Lopez

Master of Science in Planning Candidates

University of Toronto, Department of Geography and Planning

APRIL 2025

Executive Summary

In a March 2024 City of Toronto staff report, **130 Toronto Parking Authority (TPA) Green P parking lots** (city-owned parking lots) were identified as having **the potential to host affordable housing**.

In pursuit of developing more affordable housing in Toronto, **HousingNowTO**, a community-based organization that advocates for positive housing change as part of the City of Toronto's Housing Now project, **proposed a project for a group of University of Toronto Master of Science in Planning candidates**: develop criteria **to assess the development potential** of the 130 Green P lots to, first, **determine the scale of affordable housing** these lots could host, and second, **identify highest priority sites for development**.

As the list of 130 sites is not publicly available, the student research team and HousingNowTO devised a list of sites by drawing on TPA Revenue reporting for 2023. Following a high-level planning analysis of the TPA report, the student research team identified 88 eligible Green P lots. Based on **lot size, proximity to transit**, **type of transit service and proximity to 5 key community amenities** (grocery stores; public schools; public libraries/community centres; childcare centres (public or private); and pharmacies, the 88 sites were **scored to identify highest priority sites for development**. One Green P lot, 101 Grangeway Ave., received a perfect score.

APRIL 2025

Research Team

Department of Geography and Planning, University of Toronto

In collaboration with HousingNowTO, a team of five Master of Science in Planning graduate students at the University of Toronto contributed to the project. Tasks included determining the list of eligible Green P sites, developing the site evaluation matrix, scoring the sites and compiling this final report. Research for the project took place between January 2025 and April 2025.

HousingNowTO

Established in December 2018, HousingNowTO is a community-based organization that advocates for positive housing change as part of the City of Toronto's Housing Now project. The organization strives to use data and best practices to ensure that the City of Toronto uses its properties to create the most affordable housing possible.

Dedication

"It's unfair to have cities where parking is free for cars and housing is expensive for people." - Donald Shoup

This project is dedicated to Donald Shoup, author of *The High Cost of Free Parking*, and Professor Emeritus in urban studies at University of California, Los Angeles. Donald Shoup's research investigated the management of parking spaces in cities. As an advocate for parking reform, his work inspired many, including the research team behind the report, to think differently about parking, and imagine alternatives in the pursuit of making cities more equitable, healthy and vibrant places to live.

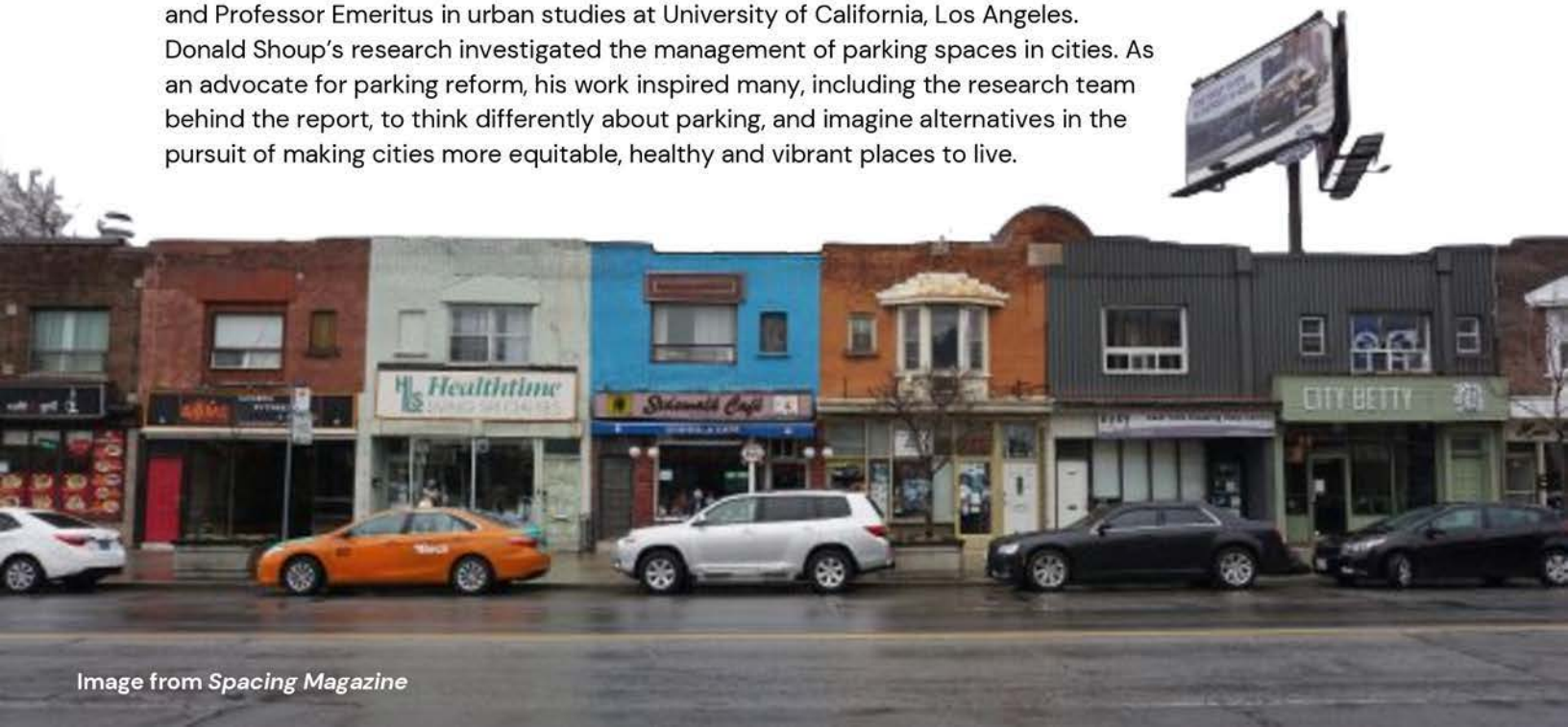


Image from *Spacing Magazine*

Table of Contents

Introduction

In March 2024, Toronto City Council directed a working group of City staff to undertake a review of all off-street, transit-oriented, City-owned parking facilities that could "support Council's housing, community or fiscal goals" and "report back with a list of priority sites, timelines and resource requirements for due diligence to determine 'parking-to-homes' and/or community infrastructure opportunities" (City Council item 2024.EX12.4).

Following this review, **CreateTO and City staff reported** that approximately 130 parking lots with suitable Official Plan designations (e.g., Mixed-Use Areas, Neighborhoods, and Apartment Neighborhoods) could **potentially support housing and mixed-use developments** at various scales.

While **the list of 130 sites is not publicly available**, HousingNowTO tasked a team of University of Toronto Master of Science in Planning students to **devise a scoring system to evaluate eligible Green P lots** according to 1) lot size, 2) type of transit service, 3) proximity to transit, and 4) proximity to key amenities to identify top priority sites for low, mid, and high-rise affordable housing developments.

Report Overview

This report begins with a **brief discussion of the project's policy context,** including the City of Toronto's approach to pursuing affordable housing development on Green P lots and beyond.

Then, this report explores the **project's methodology**, contextualizing how the research team determined a list of eligible Green P sites and developed the scoring matrix to evaluate each site. The report concludes with a **list of top-scoring, highest-priority sites according to development capacity (low rise, mid-rise, high rise)** and **next steps for the project**.

Research Questions

Which sites of the 130 city-identified Green P lots should be the highest priority for affordable housing projects?

What are the top priority sites **overall,** for **high** rise, **mid** rise and **low** rise development projects?

Background & Policy Context

This project is situated in the context of several initiatives, policies, and staff reports that lay the groundwork for exploring options for affordable housing development on underutilized Green P lots. Some of this work is highlighted below.

Toronto City Council consideration EX12.4 - Long-Term Financial Plan Update: Leveraging City-Wide Real Estate Opportunities for Affordable Housing, Complete Communities and Financial Sustainability

In Council Consideration EX12.4, **Toronto City Council directed actors to undertake due diligence to review Green P sites that fit the idea of "City-owned Transit-Oriented Parking Lots."** The relationship of council direction to this project's purpose is to advocate for and direct HousingNowTO to champion the development of specific Green P lots that help to fulfill the goals of the Council.

HousingTO Action Plan

The City's HousingTO Action Plan (2020) identified the growing need to address housing inequities in the city to create 18,000 new supportive homes approvals for vulnerable residents, including people who are homeless or at risk of being homeless, providing support services to 10,000 individuals, approve 40,000 new affordable rental homes, and generally improving affordability for all residents across the spectrum of housing in the city.

Actions from the HousingTO plan are relevant to the redevelopment of Green P lots, including working in partnership with CreateTO to develop and manage the procurement of affordable housing in the city through the Housing Now initiative and increasing the availability of supportive housing.

Housing Now Initiative

The Housing Now initiative is the City of Toronto's push to develop affordable housing by leveraging municipally-owned properties. Starting with its implementation through City of Toronto Council Consideration **CC1.3 - Housing Now and Item 2019.EX1.1,** City Council directed municipal departments to work towards developing the first 11 CreateTO development sites. The work through the Housing Now initiative has led to community consultations and the rezoning of community-owned lands to facilitate development, including sites at 72 Amroth Avenue and 1113-1117 Dundas Street West. These sites, when built, will provide valuable, missing middle and medium-density development for the city. Notably, the first Housing Now site is under construction at the Bloor and Kipling Six Points redevelopment, providing 2,700 new homes with 900 affordable rental units in Etobicoke.

72 Amroth
Beaches-East York Missing Middle Pilot Project

1113-1117 Dundas Street West
Mass Timber Pilot Program

Provincial Planning Statement, 2024

The Provincial Planning Statement, 2024 (PPS) is a guiding policy document for land use in Ontario. The PPS has implications for how the research team approached this project as it outlines the Province of Ontario's vision for housing: to provide housing at a "sufficient supply with the necessary mix of housing options will support a diverse and growing population and workforce, now and for many years to come".

To do this, the PPS seeks to prioritize "compact and transit-supportive design, where locally appropriate" by supporting new development. Notably for this project, **Section 2.4.2 of the PPS encourages planning authorities to support the redevelopment of surface parking lots** within Major Transit Station Areas (MTSAs) to create transit-supportive communities. The importance of MTSAs to this project is further explored in the methodology section.

City of Toronto Official Plan

The City of Toronto Official Plan (OP) is the guiding document for shaping how and where development occurs in Toronto as the city grows. The OP aligns with provincial policy to encourage and permit development in MTSAs, a guiding consideration in this project's site evaluation matrix.

Several OP policies align with this project's objectives. For instance, section 2.2.2 directs growth to centres, avenues, employment areas, and downtown areas housing Green P lots, which can be considered for redevelopment. Other relevant sections are 2.4.8, which considers the redevelopment of surface commuter parking lots on city-owned land along major transit routes, and 3.2.3, which encourages investment in rental housing and new affordable rental housing.

Image: 1 Shortt Street, TPA Lot # 663, 24/30, High Rise

Methodology

Image: 1612 Danforth Ave, TPA Lot # 110, Score 24/30, Low Rise

The 3-Step Project Methodology

This project undertook a three-step process to identify a list of priority sites for development. The process involved creating a list of eligible Green P lots from scratch, developing criteria and a matrix to evaluate these sites, and developing and applying a scoring system to identify Green P lots that should be prioritized for development. This section expands upon the three steps to contextualize the project methodology.

1. **Develop site criteria & list of eligible Green P lots**
2. **Develop a site evaluation matrix**
3. **Develop and apply scoring system to identify top lots**

Image: 365 Lippincott Street , TPA Lot # 51, Score 28/30, High Rise

Step 1: Developing a list of Eligible Green P Lots

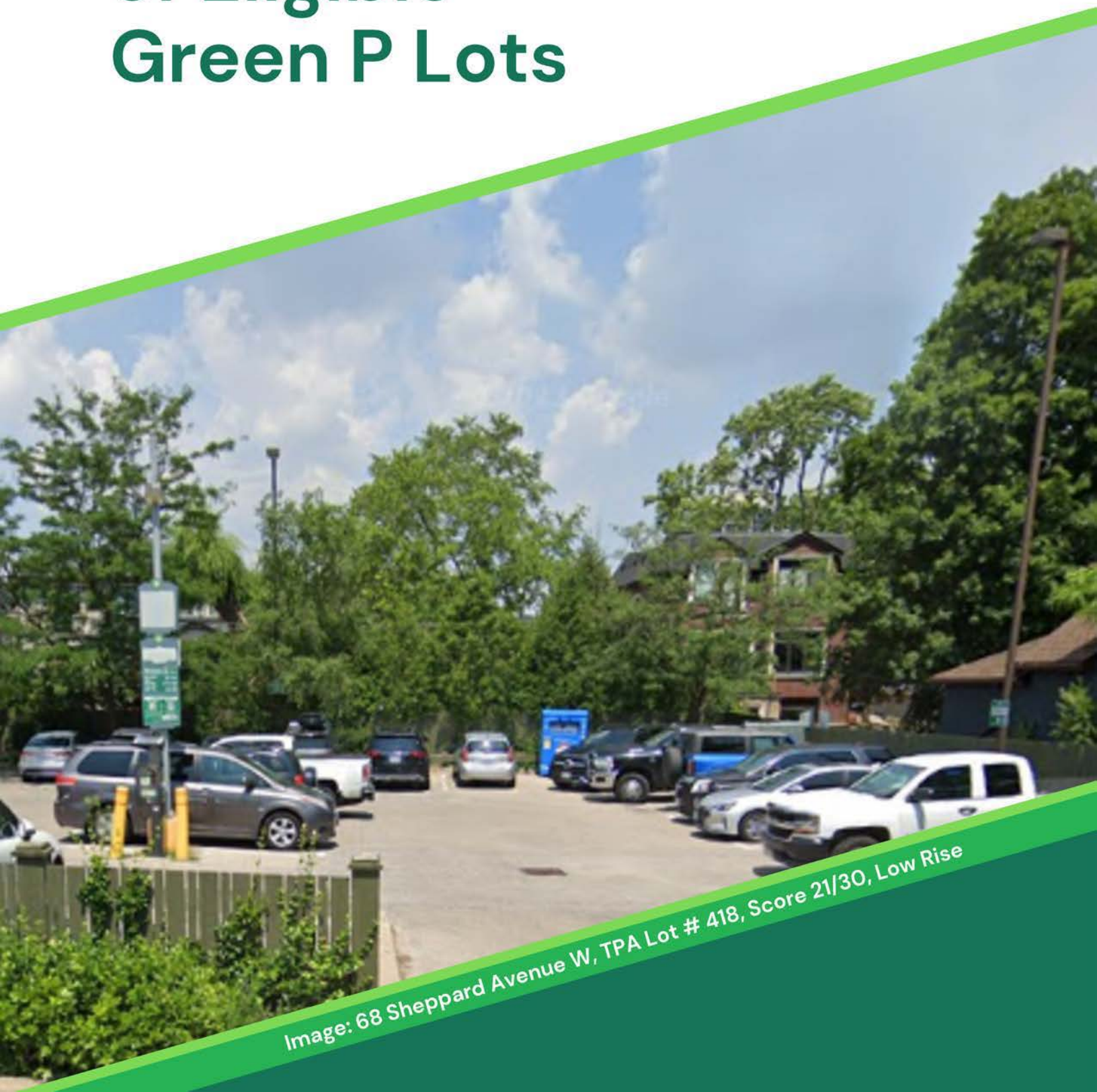


Image: 68 Sheppard Avenue W, TPA Lot # 418, Score 21/30, Low Rise

How we got to our List of 88 Eligible Green P Lots

Task 1. Navigating Gaps in City of Toronto Data

To develop this list of sites, the research team first visited the City of Toronto's Open Data page to locate a Green P shape file. However, the Green P data was outdated, having last been refreshed in the summer of 2019.

Task 2. Devising a Creative Solution

Without access to the list of approximately 130 potential Green P sites or the recently updated Green P data files, the research team developed a creative solution with guidance from the HousingNowTO team.

The student research team would draw upon **2023 Toronto Parking Authority Revenue reporting**, and data scraped from a **Globe and Mail article regarding Green P parking lot conversions**, which was developed through a Freedom of Information request to the City of Toronto.

About the Toronto Parking Authority 2023 Revenue Report

The 2023 TPA revenue report HousingNowTO shared with the research team included essential information for identifying relevant sites, including:

1. Whether the site was solely-owned or managed by the TPA;
2. Whether a lot was surface or garage parking lots;
3. Whether the lot was part of a joint venture project;
4. Annual revenue in 2023, per lot;
5. Number of spaces per lot; and,
6. Number of Electric Vehicle charging stations installed at the lot.

Image: 10 Kingsdale Ave, TPA Lot #400
Score 24/30, Low Rise

Image: 912 Eglinton Ave TPA Lot #131, Score 24/30, Low Rise

Developing a list of Eligible Green P Sites

1st Pass: Solely Toronto-Owned, Surface Lots

As previously mentioned, though the City of Toronto has identified 130 potential Green P lots, **the list of these 130 sites has not been publicly disclosed**. As a result, in their mission to identify priority lots, the research team first had to sort through over 200 municipal Green P parking lots to determine a list of eligible sites. Drawing on HousingNowTO directives and City precedent, an initial criteria was determined:

1. The lot is a **surface parking lot AND**
2. The lot is **city-owned**

This step eliminated parking lots that were not surface lots, including those that were underground or in a multi-story parking structure.

2nd Pass: Solely Toronto-Owned, Surface Lots

The TPA Revenue Report included information about whether sites were part of "joint venture" projects with third parties. **In the second pass of sites, the research team eliminated joint venture projects from the list to create a list of sites solely owned by the City of Toronto.**

3rd Pass: Favourable Land Use Designation

The third pass of sites included sites that met the first and second pass criteria and were located in areas designated as Neighbourhoods, Apartment Neighbourhoods, and Mixed-Use land use per the Toronto Official Plan. These land use designations were reflected in City Staff Report EX12.4 as "suitable" land use planning designations for redevelopment.

4th Pass: Refine our list of sites using Google Maps, City of Toronto Official Plan & Reports

To further evaluate the eligibility of sites, the research team then identified high-level constraints that may lead to Green P lots being undevelopable, including:

1) Sites with **current development applications** or proposals on site. Using the Toronto Meeting Management Information System and Application Information Centre, the research team eliminated sites already subject to development.

2)**Sites limited in their development by cut-and-cover subway lines, particularly along Line 2 Bloor-Danforth.** Green P lots along Bloor and Danforth have shallow depths and thus are limited by an inability to create a deep foundation. These sites were eliminated after analysis.

3) **Sites that were not conducive to development due to them being too skinny**. Numerous Green P lots were the width of a car length, about 20 feet wide, and abutting a public road, usually a lane. Removing these sites was particularly pertinent as there were high-scoring sites, like 16 Royalavon Crescent, which exceeded expectations regarding their overall scores but may be undevelopable due to their narrow widths.

Final list of 88 eligible sites

Following the above evaluation, a list of **88 eligible sites** were identified. This full list can be accessed in the Google Sheet spreadsheet **HERE**.

Image: 16 Royalavon Crescent. TPA Lot# 520, Score 26/30, Mid Rise

Step 2: Developing a site evaluation matrix

Screenshot of Site Evaluation Matrix

				$18,767	No	0	No	0	$74	Below	rborough Cen	11418.8	9	220	8
	8.00	29	139	$120,265	No	0	No	0	$865	Below	York Mills	9,738.30	9	345	8
reetc	6.00	28	136	$847,516	Yes	38	No	10	$6,232	Above	thurst; Spadin	3,480.45	9	260	8
ain	4	26	76	$130,574	No	0	No	0	$1,718	Below	Weston	2601.98	9	500	8
ay	4	26	59	$57,544	No	0	No	0	$975	Below	Kipling	1,464	9	700	8
ay	4	26	74	$182,899	No	0	No	0	$2,472	Below	Chester; Pape	2069.22	9	220	8
ay	4	26	68	$115,589	Yes	38	N/A	0	$1,700	Below	Islington	1628.69	9	400	8
					No	0	No			Above			9		8
ay	4.00	25	39	$472,648				0	$12,119		ens Park; St Pa	1,433.89		500	
ay	2	24	22	$81,383	Yes	15	Yes	2	$3,699						
ay	2	24	26	$135,980	No	0	No								
ay	2		53												

sqm).

9, LRT = 6, Streetcar = 3)

nearest LRT/Streetcar/ Subway/GO Stop

80 Walk (8 Ye N

How we developed a Site Evaluation Matrix

Now that the research team had a list of 88 eligible sites, they **needed to gather more data about each site to determine which sites should take priority for development.**

To do this, the research team **adapted** an existing land analysis matrix by the UBC-affiliated **Housing Assessment Resource Tools** (HART) team and **implemented feedback from HousingNowTO** to develop a set of evaluation criteria that would fit the project's needs.

The HART Matrix: Proximity to Key Amenities

The HART Matrix is a tool for assessing housing needs in Canadian communities. It generates assessments using Statistics Canada data, providing essential data on core housing needs segmented by income, household size, tenure, and priority populations. Using proximity, or "distance threshold," the HART matrix measures an area's proximity to amenities.

For this project, the research team **paid attention to which amenities the HART matrix focuses on and the scores it assigns to these amenities.** The team used the HART matrix as the baseline of their understanding of scoring and evaluating desirable amenities for a site.

Lifting HART's analysis, the research team **adapted their weighting regime. The research team expanded the site evaluation criteria** to include consideration of proximity to **5 key amenities**: 1) grocery stores, 2) public schools, 3) public libraries/community centres, 4) childcare facilities (public or private), and 5) pharmacies.

Category	Proximity Measure	Mode	Distance Threshold	Weight
Education	Child care	Walking	1.5 km	1
	Primary schools	Walking	1.5 km	1
	Secondary schools	Walking	1.5 km	1
Health	Health care centres*	Driving, biking, or public transport	3 km	Minimum: 1 Maximum: 2
	Pharmacies	Walking	1 km	2
	Parks	Walking	1 km	3
	Grocery stores*	Walking	1 km	Minimum: 2 Maximum: 4
	Transit stops*	Walking	1 km	Minimum: 2 Maximum: 4
Public Facilities	Libraries	Walking	1 km	1
	Community & recreation centres	Walking	1.5 km	1

Example of HART scoring system adapted for this project

Click here to learn more

Image: 268 Armadale Avenue, TPA Lot# 91, Score 27/30, High Rise

Lot Size and Transit Connectivity

In addition to proximity to key amenities, the research team expanded their evaluation criteria to include **lot size** (in square metres), **higher-order transit** (Subway, GO Train, Streetcar/LRT) and a Green P lot's **proximity to higher-order transit**.

Lot Size

Lot size data was gathered from the City of Toronto's open-source mapping data. This information was critical to determining the scale of development (low-rise, mid-rise, or high-rise) that could be housed on the lot.

Type of higher-order transit (Subway, GO Train, Streetcar/LRT)

Toronto has a robust rail transportation network, yet there are discrepancies in the speed, frequency, and capacity of the different types of transit. To determine priority sites for development, the research team needed to **capture differences in frequency and capacity between transit types**. As a result, the research team documented which type of higher-order transit was nearest to each site.

Proximity to higher-order transit

In addition to the type of high-order transit service, **proximity to transit** emerged as another key consideration. This is important first, as the 2024 Provincial Planning Statement established "Major Transit Station Areas," which prescribe intensifying housing and employment around specific transit stops. Additionally, in initial reports, City of Toronto staff highlighted that just over 70 of the 130 identified Green P sites fall within 800m walk sheds or provincially designated Major Transit Station Areas, indicating that proximity to transit is critical in determining priority sites for development.

Image: 255 Kennedy Avenue, TPA Lot # 116, Score 26/30, Mid Rise

Learning more about the 88 eligible sites

Now that the research team had a preliminary list of **88 sites** and **priority criteria to evaluate site development potential (amenities, lot size, distances to transit, type of transit),** they filled out the list with additional information about each site including:

Data Source	Site Information
TPA 2023 Revenue Report (Via Housing Now TO)	• TPA Lot number • Address • City of Toronto ward • Number of parking spaces • Electric vehicle chargers on site? • Number of EV chargers on site • Annual revenue in 2023 • Average revenue yield per spot, in 2023 • Whether average per spot revenue was above or below the annual per spot average (compared to per spot yield of all surface, TPA owned sites) • If the parking lot is in an MTSA
List of all BikeShareTO sites (courtesy of Housing Now TO via Bike Share Toronto)	• BikeShare TO docks on site? • E-bike dock on site?
Toronto Official Plan	• Land Use Designation
City of Toronto Mapping	• Parking lot parcel size (in square metres)
Google Maps	• Type of transit service (LRT/Streetcar/Subway/GO Stop) closest to site • Distance to nearest LRT/Streetcar/Subway/GO Stop • Amenity data: proximity to nearest 1) grocery store, 2) public school, 3) public library/community centre, 4) childcare (public or private), 5 Pharmacy • Status of whether site is "cut and cover" (along Line 2 Bloor-Danforth Line, and parts of Line 1 Yonge-University-Spadina line)
Green P website	• Hyperlinked Carpark schematic

Step 3: Developing a scoring system to identify top lots

Image: 3885 Yonge Street, TPA Lot # 414, score 29/30, High Rise

Scoring Eligible Green P Sites

Four priority features were identified as the most important factors to determine priority for development:

1. **Lot size**
2. **Proximity to transit**
3. **Type of transit service**
4. **Proximity to key amenities.**

Data for each feature was located and then converted to a weighted score. Each site was scored out of a possible 30 points. The **top-ranking sites** with scores closest to 30 were **determined to be the highest-priority sites for development**.

Below is an overview of the scoring system. The next section provides a more detailed breakdown of the weighted scoring scheme.

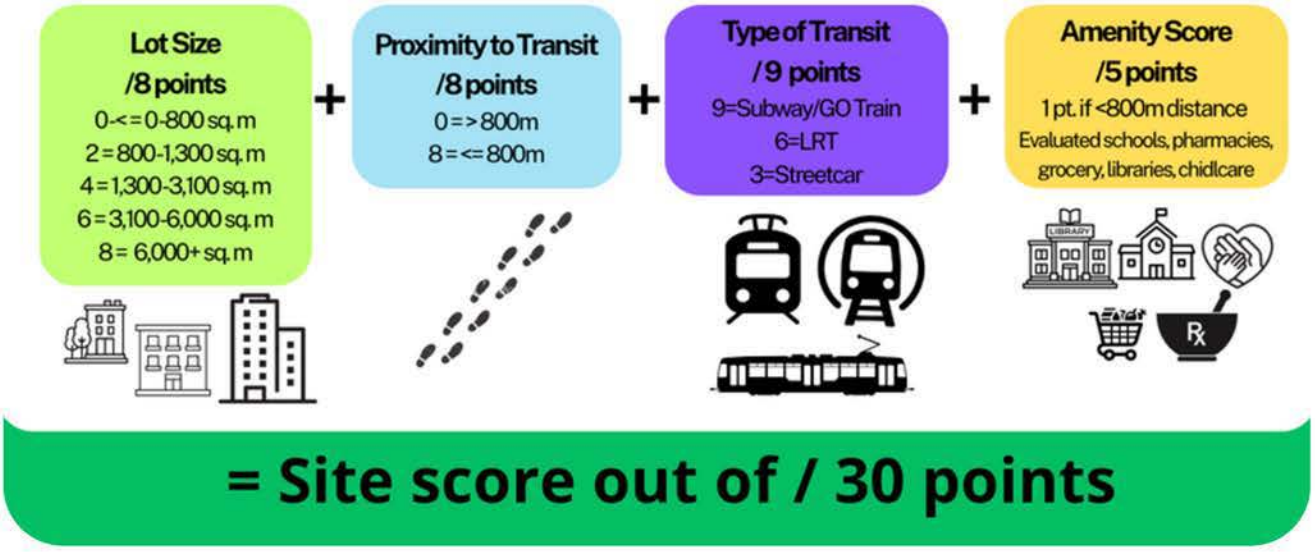


Image: 265 Rhodes Avenue, TPA Lot # 180, Score 24/30, Low Rise

Scoring Methodology

As previously described, a score was assigned for each site according to its **1) lot size, 2) proximity to transit, 3) type of transit service (LRT/Streetcar/Subway/GO Train)** and **4) proximity to amenities**. A discussion of why and how these four factors were weighted is described below.

1) Lot Size Scoring based on Precedent Projects

The lot size score was determined using a list of precedent infill mixed-use and housing projects on Green P Sites.

From this list, a **building typologies matrix** was determined. First, the precedent projects were categorized based on whether they were low-density, medium-density, high-density (single tower) or multiple high-density (2+ tower) developments, and their lot sizes were attached to a corresponding density category. Next, a scoring scheme in increments of 2 from 0-8 was determined, with scores of 0 being assigned to sites that were too small (<750 sqm), based on precedent projects, for development.

Low Density
11 Brock Ave.

Score = 2/8
750 - 1,250 sq. m.

Medium Density
1113-1117 Dundas Street West

Score = 4/8
1,250 - 3,100 sq. m.

High Density
405 Sherbourne Ave.

Score = 6/8
3,100 - 6,000 sq. m.

Multiple High Density
158 Borough Drive

Score = 8/8
6,000+ sq. m.

2) Proximity to transit

The research team used the same distance logic as the Province of Ontario to score for proximity to transit, assigning a score based on **whether or not a high-order transit stop** (Subway, GO Train, LRT or Streetcar) **was within 800m** of a site. The score for proximity to transit is as follows:

Higher order transit stop within 800m = 8
Higher order transit stop beyond 800m = 0

Image: 16 John Street, TPA Lot # 650, Score 26/30, Mid Rise

3) Type of transit service

To capture differences in frequency and capacity of types of transit, transit scores were scaled accordingly—with **higher scores assigned to services with more frequency and capacity** to capture their performance advantages. Based on typical service frequencies, the research team found that LRTs generally run twice as often as streetcars (5 minutes vs 8 minutes), while subways tend to run three times as frequently as streetcars (every 3 minutes). Meanwhile, GO Transit has a high capacity and travels the farthest distance. As a result, the scoring scheme determined is as follows:

Subways & GO Train = 9 | LRTs = 6 | Streetcars = 3

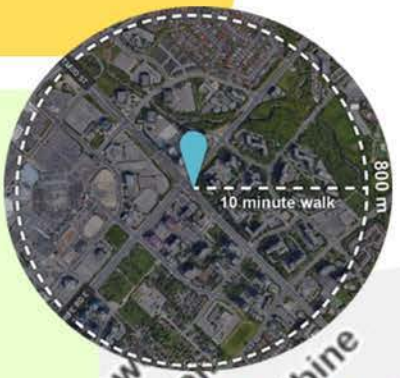
4) Proximity to Community Amenities

To determine proximity to community amenities, Google Maps was used to determine proximity to the nearest 1) grocery store, 2) public school, 3) public library/community centre, 4) childcare (public or private), and 5) Pharmacy. Lifting from the HART matrix scoring scheme, **a score of 1 was assigned per amenity** for a total possible amenity score of 5. While the HART scoring scheme assigned different weights per amenity, the research team decided to maintain an equal weighting across all amenities examined for this high-level analysis.

Community amenity = 1 pt
1 pt x 5 amenities = Max amenity score of 5

Why are proximity scores based on an 800m distance?

Per the Province of Ontario's 2024 Provincial Planning Statement, 800m **Major Transit Station Areas** (MTSA) have been delineated around most higher-order transit stops. This distance was chosen based on its "walkability." MTSA policy includes prescriptions for intensifying housing and employment to support transit-oriented development and connectivity. Within this context, the **800m walkshed was identified as the best way to create a simplified and consistent distance metric** for the matrix. This distance was applied to **evaluate proximity to amenities and transit**.



Site Scoring Scheme

Factor	Categories	Score
Lot size (in square metres)	Likely too small for development based on precedent developments - Less than 750sqm	0
	Low rise - 750sqm - 1,250sqm	2
	Mid rise - 1,250sqm - 3,100sqm	4
	Single-building high rise - 3,100sqm - 6,000sqm	6
	Multi-building high rise - area greater than 6,000sqm	8
Total score for lot size		/8
Proximity to transit	Subway/GO Train/Streetcar/LRT stop within 800m	8
	Subway/GO Train/Streetcar/LRT stop outside 800m	0
Total score for proximity to transit		/8
Type of Transit	Subways/GO Train	9
	LRT	6
	Streetcar	3
Total score for type of transit service at site		/9
Community Amenity Score	Public Elementary or Secondary Schools within 800m walking	1
	Childcare (public or private)	1
	Pharmacy	1
	Public library, community centre	1
	Grocery store	1
Total score for type of transit service at site		/5
TOTAL SCORE		/30

Site Scoring in Action

Drawing on **TPA Lot # 277**, located at **242 Danforth Ave.**, an example of how sites were scored is provided below. For the lot size score, as the lot size is less than 750 square metres, the **lot size score is 0** (0/8). The type of higher-order transit nearest the stop is a **subway**, earning a **score of 9** (9/9). The distance to the stop is **under 800m**, at 350m, achieving a **score of 8** (8/8). The five considered **amenities were all within 800m** of the site, earning a total **score of 5** (5/5).

To explore more Green P lots and their respective scoring, check out the site matrix HERE.

2 Develop site evaluation matrix for the site

Lot size	Type of higher-order closest to site?	Distance (in metres) to nearest high-order transit stop	Grocery Store	Public School (TDSB, TCDSB)	Public library/ Community Centre	Childcare (public or private)	Pharmacy
738.68 sqm	Subway	350m	250m	290m	550m	280m	70m

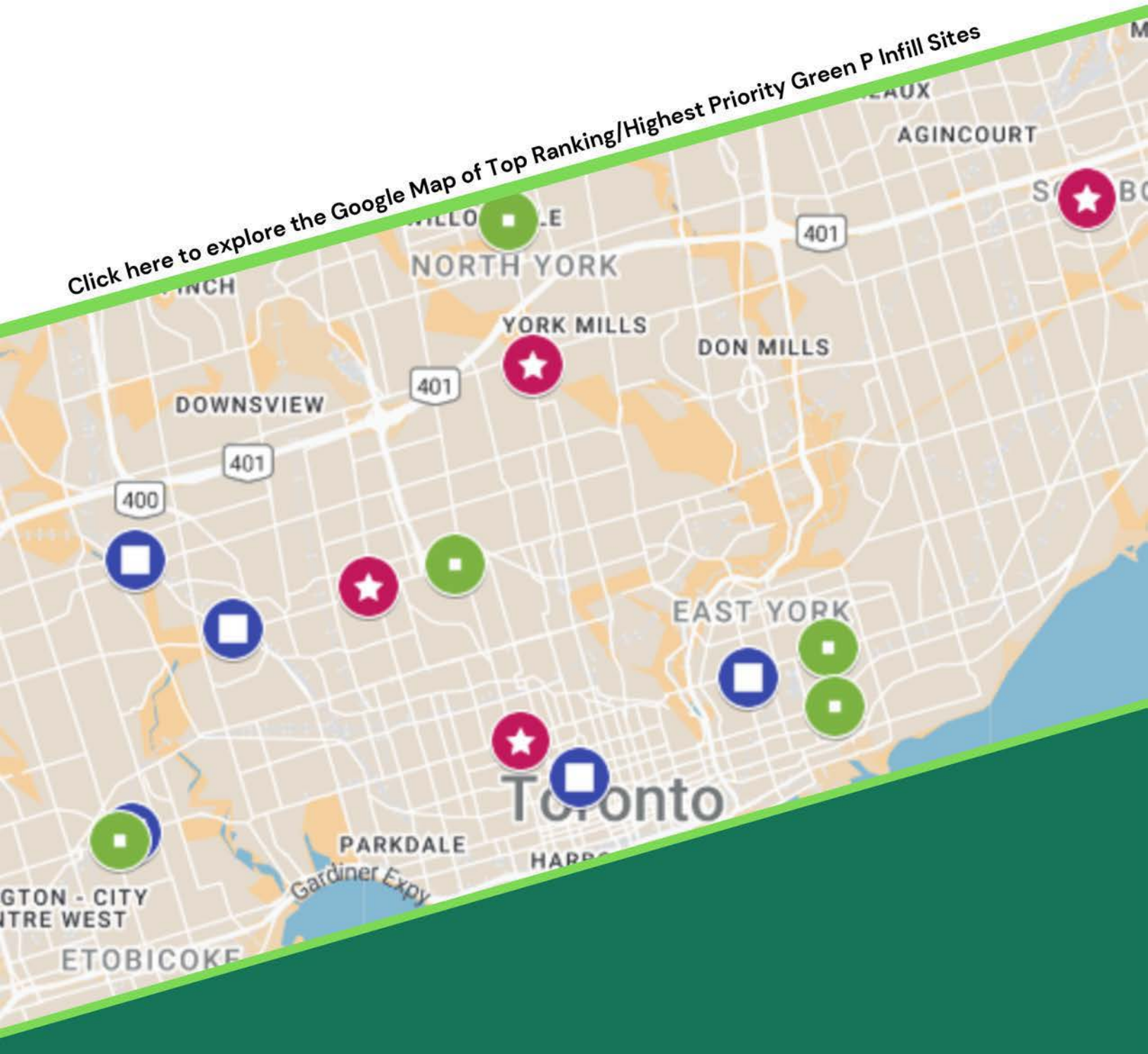
3 Apply scoring system to identify site score

Lot size score	Higher-order Transit Score	Proximity to Transit score	Amenity Scoring					TOTAL SITE SCORE
			Grocery Store	Public School	Public library/ Community Centre	Childcare	Pharmacy	
0/8	9/9	8/8	1/1	1/1	1/1	1/1	1/1	**22/30**

Image: 242 Danforth Avenue , TPA Lot # 277, Score 22/30, Low Rise

Priority Sites

Overall & Low-Rise Mid-Rise and High Rise Development



Top Scoring Sites Overall

Accounting for ties within the scoring matrix, the table below shows the highest-scoring sites overall, each with a score of 26/30 or higher.

	TPA LOT #	Address	Ward	Land Use Designation	Service	Development Potential	Site Score
1	700	101 Grangeway Ave	Scarborough--Guildwood	Mixed Use	Subway	High Rise	30
2.	414	3885 Yonge St	Don Valley West	Mixed Use	Subway	High Rise	29
3.	51	365 Lippincott St	University--Rosedale	Neighbourhoods	Subway/ Streetcar	High Rise	28
4.	650	16 John St	York South--Weston	Mixed Use	GO Train	Mid Rise	26
5.	28	670 Pape Ave	Toronto--Danforth	Neighbourhoods	Subway	Mid Rise	26
6.	651	1169 Weston Rd	York South--Weston	Mixed Use	GO Train/ LRT	Mid Rise	26

Image: 670 Pape Avenue, TPA Lot # 650, Score 26/30, Mid Rise

Image: 1169 Weston Road, TPA Lot # 651, Score 26/30, Mid Rise

Top Scoring High Rise

From the scoring matrix, a list of the top 4 sites that can accommodate high-rise towers was determined. These sites scored between 24 and 30.

	TPA LOT #	Address	Ward	Land Use Designation	Service	Development Potential	Site Score
1.	700	101 Grangeway Ave	Scarborough--Guildwood	Mixed Use	Subway	High Rise	**30**
2.	414	3885 Yonge St	Don Valley West	Mixed Use	Subway	High Rise	**29**
3.	51	365 Lippincott St	University--Rosedale	Neighbourhoods	Subway/ Streetcar	High Rise	**28**
4.	663	1 Shortt St	Eglinton--Lawrence	Mixed Use	LRT	High Rise	**24**

Top Scoring Mid Rise

From the scoring matrix, a list of 6 sites that can accommodate mid-rise developments was created. These sites scored between 23 to 26, the maximum score for a mid-rise site, out of 30.

	TPA LOT #	Address	Ward	Land Use Designation	Service	Development Potential	Site Score
1.	650	16 John St	York South--Weston	Mixed Use	GO Train	Mid Rise	**26**
2.	28	670 Pape Ave	Toronto--Danforth	Neighbourhoods	Subway	Mid Rise	**26**
3.	651	1169 Weston Rd	York South--Weston	Mixed Use	Go Train/ LRT	Mid Rise	**26**
4.	512	3220 Bloor St W	Etobicoke--Lakeshore	Mixed Use	Subway	Mid Rise	**26**
5.	216	205 McCaul St	University--Rosedale	Mixed Use	Subway	Mid Rise	**25**
6.	412	11 Finch Ave W	Willowdale	Mixed Use	Subway	Mid Rise	**23**

Top Scoring Low Rise

From the scoring matrix, a list of the top 5 sites that can accommodate lower-rise developments was created. These sites scored between 23 and 24, which is the maximum score for low-rise sites.

	TPA LOT #	Address	Ward	Land Use Designation	Service	Development Potential	Site Score
1.	110	1612 Danforth Ave	Beaches--East York	Mixed Use	Subway	Low Rise	**24**
2.	131	912 Eglinton Ave W	Eglinton--Lawrence	Mixed Use	Subway/ LRT	Low Rise	**24**
3.	400	10 Kingsdale Ave	Willowdale	Mixed Use	Subway	Low Rise	**24**
4.	180	268 Rhodes Ave	Toronto--Danforth	Neighbourhoods	Subway	Low Rise	**24**
5.	521	7 Monkton Ave	Etobicoke--Lakeshore	Neighbourhoods	Subway	Low Rise	**23**

Conclusion & Next Steps

While the research team identified the top-ranked sites for affordable housing development overall and by scale of high-rise, mid-rise, and low-rise development, **further evaluation of sites is necessary**.

There **may be further site-specific development constraints that were not considered in this project.** Urban design guidelines, City of Toronto policy, and environmental analysis may reveal them. This project **did not consider the development context surrounding sites**, such as precedent developments or projected development activity. Furthermore, in identifying priority sites for development, the research team did not assess **the need for affordable housing in a site's community**. Further, this analysis did not fully consider parking lot utilization.

Additionally, this project involved a high-level analysis of a site's development potential based on land use designation and lot size. **A closer analysis by city staff might capture viable sites missed in this high-level analysis**.

The scoring scheme to evaluate site priority was based solely on lot size, proximity to transit and key community amenities. **Other information about the site, such as community uses, history, and other local contexts, is not captured in this analysis**, but it is critical to equitable, affordable housing development taking place on site.

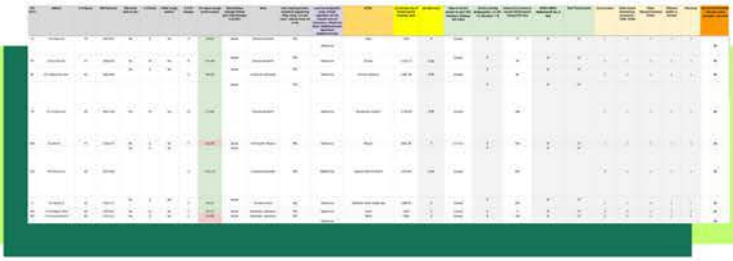
Finally, **affordable housing development on Green P lots will need to seriously consider questions about scale, tenure, and the extent of affordable housing provided.** This project did not engage with definitions of affordability or affordable housing typologies, but the research team acknowledges that these terms are varied and contested. The research team suggests that the City of Toronto **both expand affordable housing policies and rental protections** to protect established affordable housing stock in the city **and advance the construction of new affordable housing stock on underutilized public lands.**

Contact Us

www.HousingNowTO.com

info@housingnowto.com

@HousingNowTO



88 eligible sites

Interactive Google Map