

Major Transit Station Areas and Protected Major Transit Stations Areas and Inclusionary Zoning Implementation - Status Update and Work Plan

Date: September 11, 2025

To: Planning and Housing Committee

From: Chief Planner and Executive Director, City Planning

Wards: All

SUMMARY

On August 15, 2025, the Minister of Municipal Affairs and Housing approved and made modifications to Council-adopted Official Plan Amendments (OPAs) for 25 Major Transit Station Areas (MTSAs) and 95 Protected Major Transit Station Areas (PMTSAs) across the city. The Minister's decisions made modifications to the height and density permissions within the delineated boundaries of the 120 approved MTSAs and PMTSAs. The decisions did not change the Council-adopted delineations or the Council-adopted minimum densities that are required only in PMTSAs. The Minister's decision is final and does not require Council approval or endorsement.

The Minister withheld issuing a decision on 10 PMTSAs and 4 MTSAs. PMTSA and MTSA policies will not be in effect in these areas until the Minister issues a decision.

The Planning Act allows municipalities to apply Inclusionary Zoning within PMTSAs. As of August 15, 2025, Inclusionary Zoning is in effect in certain PMTSAs at the provincially maximum set rate of 5% affordable units for up to 25 years.

Zoning implementation of P/MTSAs is one of 54 initiatives in Toronto's 2023 Housing Action Plan (HAP), which seeks to increase housing supply within complete, inclusive, and sustainable communities. The new homes enabled by the HAP will contribute to the provincial housing target of 285,000 new homes in Toronto by 2031. In recognition of the urgent action needed to address Toronto's housing needs, the City of Toronto has partnered with other orders of government to pursue all possible approaches toward increasing housing supply and to supporting growth. Zoning implementation of P/MTSAs is also one of eight initiatives approved by Council under the federal Housing Accelerator Fund (HAF), through which the Canada Mortgage and Housing Corporation (CMHC) has committed \$471.1 million in funding to support the City's efforts to eliminate barriers to building new housing, make a generational transformation of Toronto's housing system, and increase housing affordability for residents.

This report outlines the Minister's modifications to the Council-adopted P/MTSA policies, a workplan for zoning implementation, and next steps on the implementation of Inclusionary Zoning.

The Planning Act requires that no later than one year after the Official Plan policies for P/MTSAs come into effect, the council of the local municipality shall amend all zoning by-laws that are in effect in the municipality to ensure that they conform with relevant policies. Implementing zoning by-laws adopted within one year are sheltered from appeal to the Ontario Land Tribunal (OLT). Staff will bring forward a final report and zoning by-law(s) in Q2 2026 to implement the zoning.

RECOMMENDATIONS

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

1. Planning and Housing Committee receive this report for information.

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.

DECISION HISTORY

At its meeting on December 16, 2020, City Council adopted the recommended policies and delineations for the Finch West and Sentinel Protected Major Transit Station Areas Area (OPA 482) and submitted these for approval by the Minister of Municipal Affairs and Housing.

<https://secure.toronto.ca/council/agenda-item.do?item=2020.PH19.1>

At its meeting on November 9, 10 and 12, 2021, City Council approved an Inclusionary Zoning policy framework, including adoption of Official Plan policies, a Zoning By-law Amendment, and draft Implementation Guidelines.

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

At its meeting on February 2, 2022, City Council adopted Official Plan Amendment 524 (OPA 524) for 16 final Protected Major Transit Station Areas within the Downtown Plan, and City-wide Interpretation Policies.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.PH30.3>

At its meeting on May 11, 2022, City Council adopted Official Plan Amendment 537 (OPA 537) which included the St. Clair - Old Weston Protected Major Transit Station Area.

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

At its meeting on July 19-22, 2022, City Council adopted the recommended MTSA and PMTSA Official Plan Amendments (OPA 540, OPA 544, OPA 570 and OPA 575) for 115 MTSA and PMTSAs, which would amend proposed Chapter 8 of the Official Plan contained in OPA 524, pursuant to Sections 16(15) and 26 of the Planning Act.

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

At its meeting on July 5, 2022, Planning and Housing Committee directed staff to continue consultations with stakeholders on the draft Inclusionary Zoning Implementation Guidelines and report back with final recommended Implementation Guidelines in the first quarter of 2023.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.PH35.9>

On December 14, 2022, City Council adopted Item CC2.1 - 2023 Housing Action Plan, which directed the City Manager to develop a Housing Action Plan for the 2022-2026 term of Council, such plan to include targeted timelines for the approval and implementation of a range of policy, program, zoning and regulatory actions to increase the supply of housing in support of complete communities.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.CC2.1>

On March 21, 2023, Executive Committee received the Housing Action Plan 2022-26: Priorities and Work Plan Report ("HAP Work Plan") and directed staff to report annually on its implementation.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.EX3.1>

On December 13, 2023, City Council adopted Item MM13.27 - "Federal Housing Accelerator Fund - Supporting Generational Transformation of Toronto's Housing System" including direction to the Deputy City Manager, Development and Growth Services, to receive receipt of HAF program funds, in accordance with the terms and conditions of a contribution agreement and any related agreements, directives or program guidelines. Staff noted in response to the federal Minister's requests for enhancements that the City and MMAH would continue to work together to increase minimum allowable densities and heights within PMTSAs.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.MM13.27>

COMMENTS

On August 15, 2025, the Minister of Municipal Affairs and Housing issued decisions on the Council-adopted Official Plan Amendments related to 25 Major Transit Station Areas (MTSAs), 95 Protected Major Transit Station Areas (PMTSAs), and the Keele-St. Clair Secondary Plan. The Minister's decisions modify the original Council-adopted Official Plan Amendments (OPAs).

The Minister withheld issuing a decision on 8 PMTSAs and 4 MTSAAs that are identified as Transit-Oriented Communities: East Harbour, Exhibition, Scarborough Centre, Gerrard-Carlaw, Yonge-Steeles, Rouge Hill, Milliken, McCowan, Don Valley (Science Centre), Long Branch, Scarborough GO, and Guildwood GO. The Minister also withheld issuing a decision on the two PMTSAs within the Keele Finch Secondary Plan area: Finch West and Sentinel. MTSA and PMTSA policies will not be in effect in these areas until the Minister issues a decision.

Background

As part of the City's review of its Official Plan, Council adopted a series of OPAs between 2020 and 2022 under Section 26 of the Planning Act to bring the Official Plan into conformity with the Growth Plan (now consolidated into the Provincial Planning Statement (2024)). This included the Council adoption of 134 MTSAAs and PMTSAAs.

Staff are continuing to advance a small number of remaining MTSAAs and PMTSAAs and have brought forward draft delineations for consultation ([2024.PH17.14](#)). Staff will align the final policies for any future MTSAAs and PMTSAAs with the Minister's decision and following consultation will make any required changes and report to Council with recommended MTSAAs and PMTSAAs for consideration.

Major Transit Station Areas (MTSAAs) are defined as areas within an approximate 500-800 metre radius of an existing or planned higher order transit station (e.g. subways, GO transit, and light-rail transit) and representing a 10-minute walk. The Province prescribes minimum planned density targets for MTSAAs: 200 residents and jobs per hectare for subways; 160 residents and jobs per hectare for light rail transit; and 150 residents and jobs for GO Transit rail.

Protected Major Transit Station Areas (PMTSAAs) are a subset of MTSAAs, which put in place a more detailed planning framework identifying permitted uses and permitted development densities (expressed in Floor Space Index – FSI) within the delineated areas. The Planning Act allows municipalities to apply Inclusionary Zoning within PMTSAAs.

To meet the Provincial timeline of July 2022 for Official Plan conformity, staff at that time prioritized the delineation of the P/MTSAAs and setting out minimum density targets to enable transit supportive developments, recognizing that additional height and density would be provided through site specific development applications. Further work to support intensification around transit was also advanced as part of the Expanding Housing Options in Neighbourhoods work, including supporting more housing options and types along Major Streets and Avenues. Staff also committed at that time to bring forward updated zoning to establish increased density permissions once the MTSAAs and PMTSAAs were approved by the province.

Legislative Changes - Minister's Modifications

Current Status

The Minister's August 15 decisions bring in force and effect six Council-adopted OPAs, related to 25 MTSA, 95 PMTSA and the Keele-St. Clair Secondary Plan (Attachments 1 and 2). There is no transition period and there are no appeal rights for the Minister approved and modified OPAs. The new policies are being applied by staff to all applicable development applications that have not received approval before August 15, 2025.

The decisions identify permitted building heights and densities near transit and support more housing options and non-residential uses for these areas. Details on the decisions are available on the City's Official Plan Review [webpage](#) and the policies have been consolidated into [Official Plan Chapter 8](#).

The Minister's decisions make modifications to the height and density permissions within the delineated boundaries of the 120 approved MTSA and PMTSA as outlined below:

Within lands designated Neighbourhoods:

- Permit apartment buildings up to 6 storeys in height within 200 metres of transit stations and on lands fronting a Major Street (per Official Plan Map 3), and
- Permit multiplexes and apartment buildings up to 4 storeys in height.

Within lands designated Mixed Use Areas, Apartment Neighbourhoods, and Regeneration Areas:

- Permit Floor Space Index (FSI) of 8.0 or more within 200 metres of transit stations, and
- Permit Floor Space Index (FSI) of 6.0 or more within 200-500 metres of transit stations.

Larger sites that can accommodate three or more towers will permit:

- Building heights of up to 30 storeys within 200 metres of transit stations, and
- Building heights of up to 20 storeys within 200-500 metres of transit stations.
- Additional height is permitted if applicants submit a block context plan which demonstrates elements such as new public streets, new parks, publicly accessible open spaces, mid-block connections, public art, and a mix of building types and heights.

The MTSA and PMTSA policies will be applied together with all other appropriate policies of the Official Plan, applicable Secondary Plans or Chapter 7 Site and Areas Specific Policies (SASPs), including with respect to matters such as heritage, built form and public realm, servicing, natural areas, parks and other open spaces, and others. Secondary Plans or Chapter 7 Site and Areas Specific Policies (SASPs) continue to apply to areas subject to PMTSA and MTSA. In the case of conflicts between Secondary Plans/SASPs and MTSA and PMTSA, whichever policies provide greater densities will prevail.

The Minister's modifications also added notations where Special Policy Areas are located within MTSAs and PMTSAs that despite any policy in Chapter 8, these areas are not subject to minimum density requirements and to confirm that changes to Official Plan policies, land use designations, boundaries, and development permissions in these areas require approval from the Minister of Municipal Affairs and Housing and the Minister of Natural Resources. Special Policy Areas are areas where provincial policy limits new or intensified development due to flood hazard.

The modifications did not change the Council-adopted delineations. The Council-adopted minimum densities, that are required only in PMTSAs, were not modified by the Minister.

Land Use Designation Changes within Protected Major Transit Station Areas

The Minister of Municipal Affairs and Housing is the approval authority for Official Plan Amendments within Protected Major Transit Station Areas for any amendments to the delineated boundaries, minimum persons/jobs per hectare, the authorized uses of land, the minimum and maximum densities and minimum and maximum height. City staff will work with Ministry staff in addressing this requirement to support timely housing approvals.

Parking Facilities

Bill 185 received Royal Assent on June 6, 2024, and amended the Planning Act to prohibit Official Plans and zoning by-laws from requiring an owner or occupant of a building or structure to provide and maintain parking facilities, other than bicycle parking facilities, within PMTSAs and MTSAs. The Minister's decisions bringing the OPAs into force and effect mean the amendments to the Planning Act made by Bill 185 regarding restrictions on the City's authority to require minimum parking standards as a part of developments within MTSAs and PMTSAs are now operational.

Zoning By-law Conformity

The Planning Act requires municipalities to update zoning by-laws to conform with Official Plan policies; within P/MTSAs, zoning updates are required to be completed within one year of the policies coming into effect. Implementing zoning by-laws for PMTSAs passed within one year of Official Plan policies coming into effect are not subject to appeal to the OLT respecting uses, minimum or maximum densities, or minimum or maximum heights (Planning Act ss.34(19.5-19.9)). Implementing zoning by-laws for MTSAs are subject to appeal to the OLT. The Minister's letter to the Mayor (Attachment 4), dated August 15, 2025, requests that the City enact implementing zoning for the approved and modified MTSA and PMTSA policies within a nine-month timeframe. Staff intend to work towards this timeline to advance implementing zoning within the accelerated timeframe and intend to bring forward zoning by-law amendments in Q2 2026. Updated zoning by-law amendments will help to ensure there is consistency between the Official Plan policies and City-wide Zoning By-law, helping to provide transparency for residents and applicants.

The sections below identify key considerations for zoning implementation, potential issues to address, and a preliminary workplan and engagement strategy.

Zoning By-law 569-2013

On May 9, 2013, City Council enacted the City-wide Zoning By-law 569-2013. The purpose of the new City-wide Zoning By-law was to harmonize 43 former municipal bylaws from the pre-amalgamated City into one zoning by-law. The City-wide Zoning By-law comprehensively regulates all land uses, buildings and structures and applies to most lands in the City of Toronto. As some lands are not covered by the City-wide Zoning By-law, the comprehensive zoning by-laws from former municipalities remain in effect on some lands in the city.

The City-wide Zoning By-law also establishes performance standards to control built form, including minimum setbacks, maximum heights, and maximum densities. Permitted uses and applicable performance standards vary based on the zone, reflecting the Official Plan land use designations. In addition, site- or area-specific exceptions may apply to a property, providing additional or alternative zoning standards to implement a specific development proposal or reflect the context of an area.

Maximum density is regulated either through direct limits on the permitted Floor Space Index (FSI) or gross floor area, or indirectly through regulation of overall built form through lot coverage, setbacks, building length, and height. Currently, the City-wide Zoning By-law does not specify minimum required densities in base zones; however, some site- or area-specific exceptions may contain these requirements.

In 2021, City Council adopted Phase 1 of the City-wide Parking Study, which generally removed most minimum parking requirements city-wide for new development, in an effort to reduce automobile dependency and remove barriers to housing. Currently, the City-wide Zoning By-law continues to require minimum visitor and accessible parking spaces, and existing buildings to maintain lawful parking requirements.

Proposed Zoning Approach

In the interest of moving quickly, the as-of-right zoning for the MTSA and PMTSA will be implemented in the City-wide Zoning By-law using an overlay approach, which will leave the existing zones on properties within MTSA and PMTSA intact, but supersede their standards to the extent necessary to enable the approved building types, densities and heights. A separate stand-alone by-law will similarly amend the former municipal zoning by-laws for lands that aren't subject to the City-wide Zoning By-law. The proposed approach will provide a consistent and clear method to implementation that can be advanced quickly within the legislated timeframe

The overlay will be limited to the extent of the approved MTSA and PMTSA delineations and will identify the extents of 200 metre and 200-to-500 metres distances from the existing and proposed transit stations. The exercise is intended to focus on those zoning amendments that are necessary to implement the new PMTSA and MTSA policies, and therefore will be largely limited to assigning required minimum densities, updating permissions for multiplexes and apartment buildings in the Residential Zone

category (R, RD, RS, RT, RM zones), and translating the 6.0 and 8.0 FSI policies into maximum permitted densities in zones that implement Apartment Neighbourhoods, Mixed Use Areas and Regeneration Area designations of the Official Plan. Where required, zoning permissions will be established for large sites that can accommodate three or more towers, with permitted building heights up to 20 or 30 storeys aligned with the distance from the existing and proposed transit stations. The implementing zoning will also modify minimum parking requirements to be consistent with the Planning Act changes in Bill 185.

It is generally intended that the required minimum density in PMTSAs will supersede any performance standards that would prevent compliance with this requirement. For example, lot coverage restrictions in the Residential Zone category may prevent a detached house from achieving minimum density requirements. Some properties may also be subject to maximum density permissions that are lower, or equal to, the required minimum densities within PMTSAs. Staff will review common performance standards in the relevant zones and in exceptions to consider if changes are required to resolve situations where the required minimum densities cannot be achieved.

Implementing as-of-right zoning permissions across the City has highlighted the challenge of ensuring adequate municipal servicing capacity. Currently, the City-wide Zoning By-law requires demonstration of servicing connections to the lot line but does not contain a general mechanism to confirm adequate capacity. This is typically addressed through the submission of Functional Servicing Reports (FSR) at the time of a site or area specific rezoning, or through the inclusion of a Holding provision (H) until servicing matters are resolved. Staff will consider approaches and potential alternatives in determining the most appropriate manner to ensure servicing capacity is available. Staff will also consider approaches to ensure comprehensive planning of large sites that can accommodate three or more towers, to deliver public streets, public spaces, infrastructure, and amenities that are needed to support the as-of-right density permissions and ensure construction of complete communities.

Staff may also propose transition provisions, where appropriate.

Public Engagement

In addition to the minimum consultation required under the Planning Act, staff will host additional consultation opportunities prior to bringing forward the recommended MTSA and PMTSA zoning by-law amendments in Q2 2026. The consultation will inform the public about the final approved Official Plan policies for the MTSA and PMTSA and how the recommended zoning will implement those approved policies.

Staff will create a study webpage that provides an overview of MTSA and PMTSA, information on the Ministerially approved and modified OPAs, and the zoning implementation. Communications will be provided to Residents Associations and stakeholder groups. A public open house will be hosted in each Community Council districts.

Inclusionary Zoning - Policy Framework Updates

Background

Inclusionary Zoning is a policy tool that requires affordable housing in new residential developments located near public transit. Inclusionary Zoning has not previously been implemented in Toronto as it could only be implemented in PMTSAs approved by the Minister.

In 2021, City Council adopted an Inclusionary Zoning policy framework requiring 5-10% of gross floor area of new developments located in PMTSAs within Inclusionary Zoning Market Areas to be affordable for 99 years. The requirements were to increase over time to 8-22% of gross floor area by 2030. In 2022, staff reported on draft [Inclusionary Zoning Implementation Guidelines](#) and Planning and Housing Committee directed staff to continue consultations with stakeholders before finalizing the guidelines. The guidelines addressed matters such as affordable unit design, mix and sizes, offsite affordable housing, and administration and reporting.

On May 12, 2025, the Province put in place Ontario Regulation [54/25](#), which amended Ontario Regulation [232/18](#), and effectively “caps” the City’s application of Inclusionary Zoning. Under Ontario Regulation 54/25, inclusionary zoning requirements:

- cannot exceed 5% of the total residential units, or 5% of the gross floor area of residential units in a project; and
- cannot exceed a 25-year affordability period.

The above requirements supersede the gross floor area percentages and affordability period requirements of the Council-adopted Inclusionary Zoning framework.

As of August 15, 2025, Inclusionary Zoning is in effect in 89 of the 95 Minister-approved PMTSAs, as illustrated in the key map provided as Attachment 4. Six of the Minister-approved PMTSAs lie outside of the City's Inclusionary Zoning Market Area and therefore Inclusionary Zoning is not in effect in these PMTSAs.

Developments that are not exempt or transitioned are required to provide 5% of the residential units or total floor area of residential units as affordable rental or ownership housing for a period of 25 years, consistent with the Province’s Inclusionary Zoning Regulation (O. Reg. 54/25).

Approximately 98% of the current development pipeline is not subject to Inclusionary Zoning. Both the Province, through the Inclusionary Zoning Regulation ([O. Reg. 232/18](#)) and the City's Zoning By-law ([Chapter 600.30](#)) outline exemption and transition provisions, including exemptions for:

- developments proposing fewer than 100 units and less than 8,000 square metres of residential gross floor area, which are generally mid-rise housing types (Zoning By-law Chapter 600.30.10(7)(A));
- non-profit housing developments, student residences, retirement homes, nursing homes, and residential care homes (O. Reg 232/18 and Zoning By-law Chapter 600.30.10(7)(B)); and

- developments that submitted a complete zoning bylaw amendment application and complete site plan approval application on or before the Minister's decision on August 15, 2025 (Zoning By-law Chapter 600.30.15.1).

In addition, Official Plan policy 3.2.1.16 provides an exemption for purpose-built rental housing from Inclusionary Zoning for applications received prior to January 1, 2026. Staff intend to report back in Q4 2025 on the status and potential for extension of this exemption.

Affordable housing units required through Inclusionary Zoning are exempt from community benefits charges (CBCs), development charges and cash-in-lieu of parkland. For the term of the current Development Charge By-law, Council also froze development charge rates for the non-affordable units in IZ developments in 2022 ([EX.34.1](#)). This financial incentive was intended to support viability of projects advancing to construction that were not transitioned from Inclusionary Zoning. Changes to this development charge incentive will be considered through the Development Charge By-law review.

CONTACT

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SIGNATURE

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City Planning

ATTACHMENTS

Attachment 1: Approved Major Transit Station Areas and Protected Major Transit Station Areas

Attachment 2: Summary - Official Plan Amendment and Modifications

Attachment 3: Key Map of Approved Protected Major Transit Station Areas and Major Transit Stations Areas

Attachment 4: Key Map of Protected Major Transit Station Areas Subject to Inclusionary Zoning

Attachment 5: Ministry of Municipal Affairs and Housing Minister's Approval of Toronto's Transit Related Official Plan Amendments Letter dated August 15, 2025 (provided separately)

Attachment 1: Approved Major Transit Station Areas and Protected Major Transit Station Areas

Note: Many delineations cross ward boundaries. Those station areas are listed multiple times in the table to reflect this.

| Station Name | Type | Ward | Ward Name |
|----------------------|-------|------|--------------------------|
| Albion | MTSA | 1 | Etobicoke North |
| Etobicoke North | MTSA | 1 | Etobicoke North |
| Humber College | MTSA | 1 | Etobicoke North |
| Martin Grove | MTSA | 1 | Etobicoke North |
| Mount Olive | MTSA | 1 | Etobicoke North |
| Pearldale | PMTSA | 1 | Etobicoke North |
| Rowntree Mills | PMTSA | 1 | Etobicoke North |
| Stevenson | MTSA | 1 | Etobicoke North |
| Westmore | MTSA | 1 | Etobicoke North |
| Woodbine GO | MTSA | 1 | Etobicoke North |
| Islington | PMTSA | 2 | Etobicoke Centre |
| Kipling | PMTSA | 2 | Etobicoke Centre |
| Islington | PMTSA | 3 | Etobicoke-Lakeshore |
| Kipling | PMTSA | 3 | Etobicoke-Lakeshore |
| Mimico | PMTSA | 3 | Etobicoke-Lakeshore |
| Old Mill | PMTSA | 3 | Etobicoke-Lakeshore |
| Park Lawn | PMTSA | 3 | Etobicoke-Lakeshore |
| Bloor GO | PMTSA | 4 | Parkdale-High Park |
| Dundas West | PMTSA | 4 | Parkdale-High Park |
| High Park | PMTSA | 4 | Parkdale-High Park |
| Jane | PMTSA | 4 | Parkdale-High Park |
| Keele | PMTSA | 4 | Parkdale-High Park |
| Old Mill | PMTSA | 4 | Parkdale-High Park |
| Runnymede | PMTSA | 4 | Parkdale-High Park |
| Caledonia | PMTSA | 5 | York South-Weston |
| Keelesdale | PMTSA | 5 | York South-Weston |
| St. Clair-Old Weston | PMTSA | 5 | York South-Weston |
| Weston | MTSA | 5 | York South-Weston |
| Downsview Park | MTSA | 6 | York Centre |
| Sheppard West | MTSA | 6 | York Centre |
| Wilson | MTSA | 6 | York Centre |
| York University | PMTSA | 6 | York Centre |
| Driftwood | PMTSA | 7 | Humber River-Black Creek |
| Duncanwoods | PMTSA | 7 | Humber River-Black Creek |
| Emery | PMTSA | 7 | Humber River-Black Creek |

| Station Name | Type | Ward | Ward Name |
|----------------------|-------|------|--------------------------|
| Jane and Finch | PMTSA | 7 | Humber River-Black Creek |
| Milvan Rumike | PMTSA | 7 | Humber River-Black Creek |
| Norfinch Oakdale | PMTSA | 7 | Humber River-Black Creek |
| Pearldale | PMTSA | 7 | Humber River-Black Creek |
| Pioneer Village | PMTSA | 7 | Humber River-Black Creek |
| Rowntree Mills | PMTSA | 7 | Humber River-Black Creek |
| Signet Arrow | PMTSA | 7 | Humber River-Black Creek |
| Tobermory | PMTSA | 7 | Humber River-Black Creek |
| York University | PMTSA | 7 | Humber River-Black Creek |
| Caledonia | PMTSA | 8 | Eglinton-Lawrence |
| Eglinton | PMTSA | 8 | Eglinton-Lawrence |
| Eglinton West | PMTSA | 8 | Eglinton-Lawrence |
| Fairbank | PMTSA | 8 | Eglinton-Lawrence |
| Forest Hill | PMTSA | 8 | Eglinton-Lawrence |
| Lawrence | PMTSA | 8 | Eglinton-Lawrence |
| Lawrence West | PMTSA | 8 | Eglinton-Lawrence |
| Oakwood | PMTSA | 8 | Eglinton-Lawrence |
| York Mills | PMTSA | 8 | Eglinton-Lawrence |
| Yorkdale | PMTSA | 8 | Eglinton-Lawrence |
| Bloor GO | PMTSA | 9 | Davenport |
| Bloor-Lansdowne GO | PMTSA | 9 | Davenport |
| Caledonia | PMTSA | 9 | Davenport |
| Dufferin | PMTSA | 9 | Davenport |
| Dundas West | PMTSA | 9 | Davenport |
| Fairbank | PMTSA | 9 | Davenport |
| King-Liberty | PMTSA | 9 | Davenport |
| Lansdowne | PMTSA | 9 | Davenport |
| Ossington | PMTSA | 9 | Davenport |
| St. Clair-Old Weston | PMTSA | 9 | Davenport |
| Corktown | PMTSA | 10 | Spadina-Fort York |
| Dundas | PMTSA | 10 | Spadina-Fort York |
| Front-Spadina | PMTSA | 10 | Spadina-Fort York |
| King | PMTSA | 10 | Spadina-Fort York |
| King-Bathurst | PMTSA | 10 | Spadina-Fort York |
| King-Liberty | PMTSA | 10 | Spadina-Fort York |

| Station Name | Type | Ward | Ward Name |
|----------------|-------|------|---------------------|
| Osgoode | PMTSA | 10 | Spadina-Fort York |
| Queen | PMTSA | 10 | Spadina-Fort York |
| Queens Park | PMTSA | 10 | Spadina-Fort York |
| Queen-Spadina | PMTSA | 10 | Spadina-Fort York |
| St Andrew | PMTSA | 10 | Spadina-Fort York |
| St Patrick | PMTSA | 10 | Spadina-Fort York |
| Union | PMTSA | 10 | Spadina-Fort York |
| Bathurst | PMTSA | 11 | University-Rosedale |
| Bay | PMTSA | 11 | University-Rosedale |
| Bloor-Yonge | PMTSA | 11 | University-Rosedale |
| Castle Frank | PMTSA | 11 | University-Rosedale |
| Christie | PMTSA | 11 | University-Rosedale |
| College | PMTSA | 11 | University-Rosedale |
| Dundas | PMTSA | 11 | University-Rosedale |
| Dupont | PMTSA | 11 | University-Rosedale |
| Museum | PMTSA | 11 | University-Rosedale |
| Osgoode | PMTSA | 11 | University-Rosedale |
| Ossington | PMTSA | 11 | University-Rosedale |
| Queen | PMTSA | 11 | University-Rosedale |
| Queens Park | PMTSA | 11 | University-Rosedale |
| Rosedale | PMTSA | 11 | University-Rosedale |
| Sherbourne | PMTSA | 11 | University-Rosedale |
| Spadina | PMTSA | 11 | University-Rosedale |
| St George | PMTSA | 11 | University-Rosedale |
| St Patrick | PMTSA | 11 | University-Rosedale |
| Summerhill | PMTSA | 11 | University-Rosedale |
| Wellesley | PMTSA | 11 | University-Rosedale |
| Davisville | PMTSA | 12 | Toronto-St. Paul's |
| Dupont | PMTSA | 12 | Toronto-St. Paul's |
| Eglinton | PMTSA | 12 | Toronto-St. Paul's |
| Eglinton West | PMTSA | 12 | Toronto-St. Paul's |
| Fairbank | PMTSA | 12 | Toronto-St. Paul's |
| Forest Hill | PMTSA | 12 | Toronto-St. Paul's |
| Mount Pleasant | PMTSA | 12 | Toronto-St. Paul's |
| Oakwood | PMTSA | 12 | Toronto-St. Paul's |
| Rosedale | PMTSA | 12 | Toronto-St. Paul's |
| St Clair | PMTSA | 12 | Toronto-St. Paul's |
| St Clair West | PMTSA | 12 | Toronto-St. Paul's |
| Summerhill | PMTSA | 12 | Toronto-St. Paul's |
| Bay | PMTSA | 13 | Toronto Centre |
| Bloor-Yonge | PMTSA | 13 | Toronto Centre |
| Castle Frank | PMTSA | 13 | Toronto Centre |

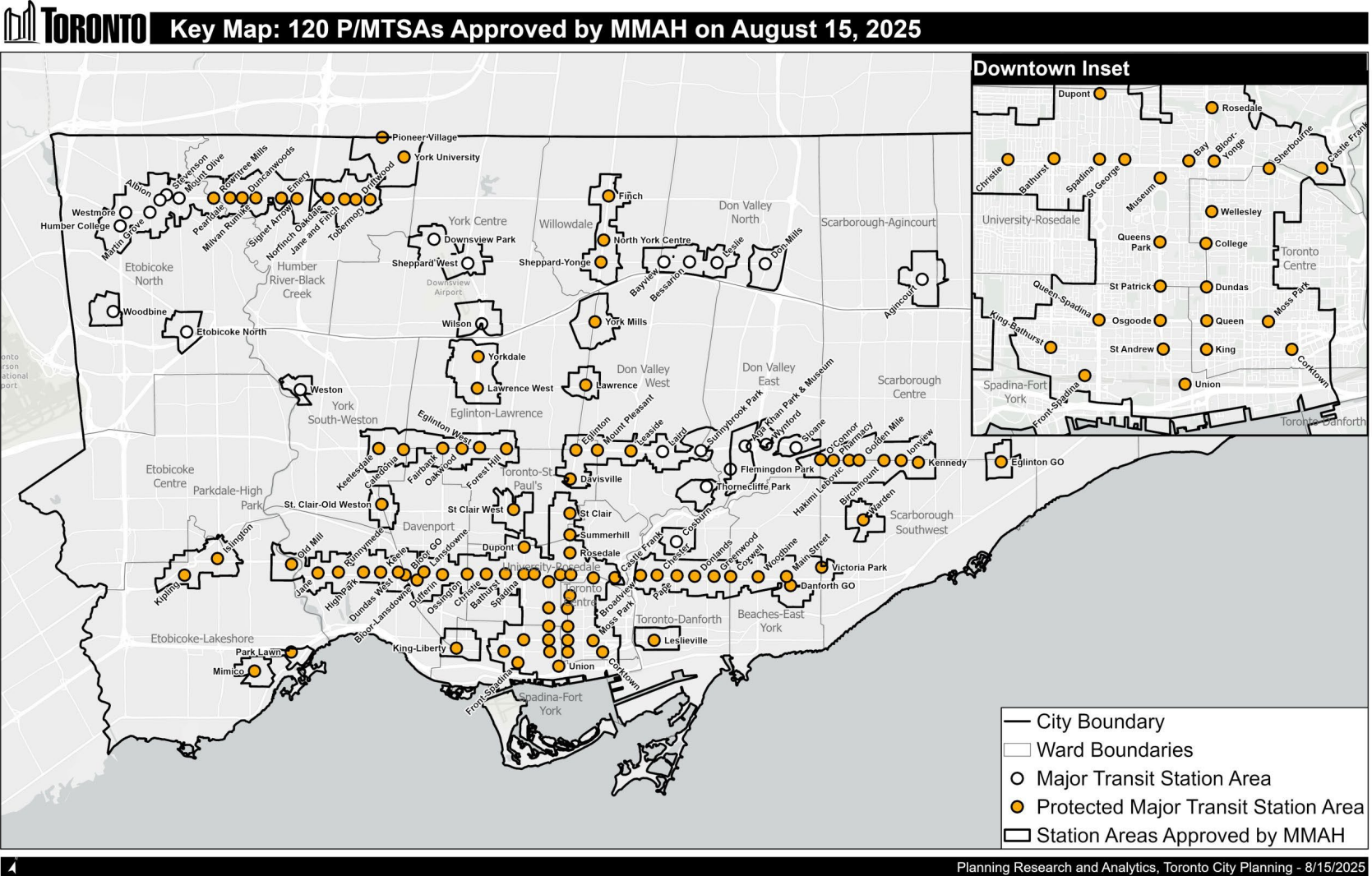
| Station Name | Type | Ward | Ward Name |
|--------------------------|-------|------|------------------|
| College | PMTSA | 13 | Toronto Centre |
| Corktown | PMTSA | 13 | Toronto Centre |
| Dundas | PMTSA | 13 | Toronto Centre |
| King | PMTSA | 13 | Toronto Centre |
| Moss Park | PMTSA | 13 | Toronto Centre |
| Museum | PMTSA | 13 | Toronto Centre |
| Osgoode | PMTSA | 13 | Toronto Centre |
| Queen | PMTSA | 13 | Toronto Centre |
| Queens Park | PMTSA | 13 | Toronto Centre |
| Sherbourne | PMTSA | 13 | Toronto Centre |
| St Andrew | PMTSA | 13 | Toronto Centre |
| St Patrick | PMTSA | 13 | Toronto Centre |
| Union | PMTSA | 13 | Toronto Centre |
| Wellesley | PMTSA | 13 | Toronto Centre |
| Broadview | PMTSA | 14 | Toronto-Danforth |
| Chester | PMTSA | 14 | Toronto-Danforth |
| Cosburn | MTSA | 14 | Toronto-Danforth |
| Coxwell | PMTSA | 14 | Toronto-Danforth |
| Donlands | PMTSA | 14 | Toronto-Danforth |
| Greenwood | PMTSA | 14 | Toronto-Danforth |
| Leslieville | PMTSA | 14 | Toronto-Danforth |
| Pape | PMTSA | 14 | Toronto-Danforth |
| Eglinton | PMTSA | 15 | Don Valley West |
| Flemingdon Park | MTSA | 15 | Don Valley West |
| Laird | MTSA | 15 | Don Valley West |
| Lawrence | PMTSA | 15 | Don Valley West |
| Leaside | PMTSA | 15 | Don Valley West |
| Mount Pleasant | PMTSA | 15 | Don Valley West |
| Sunnybrook Park | MTSA | 15 | Don Valley West |
| Thorncliffe Park | MTSA | 15 | Don Valley West |
| York Mills | PMTSA | 15 | Don Valley West |
| Aga Khan Park and Museum | MTSA | 16 | Don Valley East |
| Flemingdon Park | MTSA | 16 | Don Valley East |
| O'Connor | PMTSA | 16 | Don Valley East |
| Sloane | MTSA | 16 | Don Valley East |
| Sunnybrook Park | MTSA | 16 | Don Valley East |
| Wynford | MTSA | 16 | Don Valley East |
| Bayview | MTSA | 17 | Don Valley North |
| Bessarion | MTSA | 17 | Don Valley North |
| Don Mills | MTSA | 17 | Don Valley North |
| Leslie | MTSA | 17 | Don Valley North |

| Station Name | Type | Ward | Ward Name |
|-----------------------|-------|------|-----------------------|
| Bayview | MTSA | 18 | Willowdale |
| Finch | PMTSA | 18 | Willowdale |
| North York Centre | PMTSA | 18 | Willowdale |
| Sheppard-Yonge | PMTSA | 18 | Willowdale |
| Coxwell | PMTSA | 19 | Beaches-East York |
| Danforth GO | PMTSA | 19 | Beaches-East York |
| Main Street | PMTSA | 19 | Beaches-East York |
| Victoria Park | PMTSA | 19 | Beaches-East York |
| Woodbine (Subway) | PMTSA | 19 | Beaches-East York |
| Birchmount (Eglinton) | PMTSA | 20 | Scarborough Southwest |
| Eglinton GO | PMTSA | 20 | Scarborough Southwest |
| Golden Mile | PMTSA | 20 | Scarborough Southwest |
| Hakimi Lebovic | PMTSA | 20 | Scarborough Southwest |
| Ionview | PMTSA | 20 | Scarborough Southwest |
| Kennedy (Subway) | PMTSA | 20 | Scarborough Southwest |
| O'Connor | PMTSA | 20 | Scarborough Southwest |
| Pharmacy (Eglinton) | PMTSA | 20 | Scarborough Southwest |
| Victoria Park | PMTSA | 20 | Scarborough Southwest |
| Warden (Subway) | PMTSA | 20 | Scarborough Southwest |
| Birchmount (Eglinton) | PMTSA | 21 | Scarborough Centre |
| Eglinton GO | PMTSA | 21 | Scarborough Centre |
| Golden Mile | PMTSA | 21 | Scarborough Centre |
| Hakimi Lebovic | PMTSA | 21 | Scarborough Centre |
| Ionview | PMTSA | 21 | Scarborough Centre |
| Kennedy (Subway) | PMTSA | 21 | Scarborough Centre |
| O'Connor | PMTSA | 21 | Scarborough Centre |
| Pharmacy (Eglinton) | PMTSA | 21 | Scarborough Centre |
| Agincourt | MTSA | 22 | Scarborough-Agincourt |
| Agincourt | MTSA | 23 | Scarborough North |
| Eglinton GO | PMTSA | 24 | Scarborough-Guildwood |

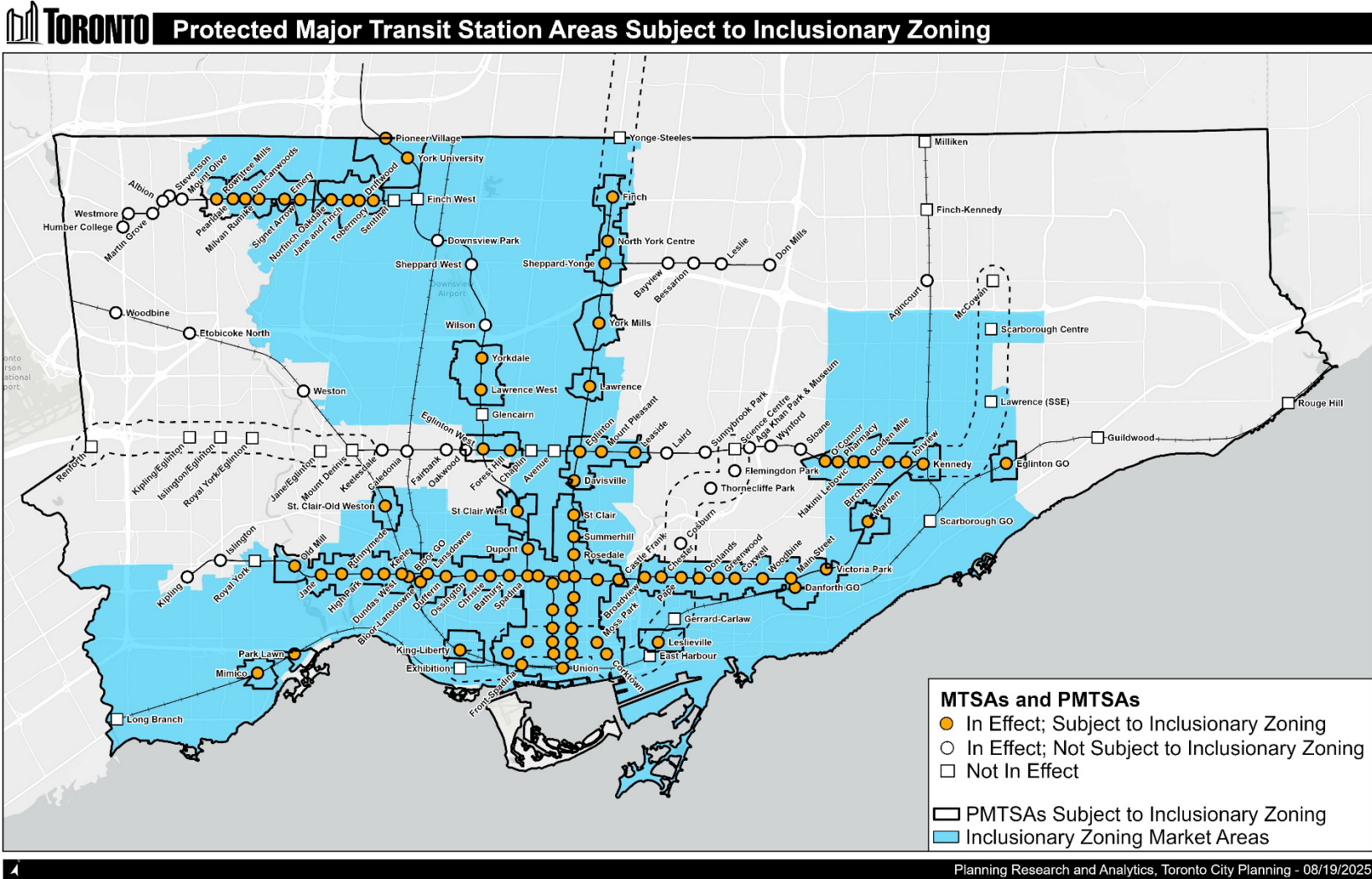
Attachment 2: Summary - Official Plan Amendment and Modifications

| OPA # | Items | PMTSA / MTSA | Council Dates | Minister Decision Notes |
|---------------------|---|--------------------|--|---|
| 482 | Keele-Finch Secondary Plan Area | 2 PMTSAs | PH 19.1 Adopted: Dec 8, 2020 | Decision Withheld: Finch West PMTSA and Sentinel PMTSA |
| 524 | Downtown Plan area, Interpretation Policies and Chapter 8 | 16 PMTSAs | PH 30.3 Adopted: Feb 2, 2022 | Link to decision: OPA 524 Non-policy modifications: Minor wording changes |
| 537 | Keele-St Clair Secondary Plan Area | 1 PMTSA | PH 33.2 Adopted: Jul 19, 2022 | Link to decision: OPA 537 No policy modifications to Keele-St. Clair Secondary Plan |
| 540 | Bloor-Danforth corridor | 23 PMTSAs | PH 35.16 Adopted: Jul 19, 2022 | Link to decision: OPA 540 Policy modifications: Citywide policies |
| 544 | Lower density targets | 6 PMTSAs 4 MTSA | PH 35.16 Adopted: Jul 19, 2022 | Link to decision: OPA 544 Mapping modifications: York Mills PMTSA Decision Withheld: Rouge Hill MTSA |
| 570 | City-wide PMTSAs | 57 PMTSAs | PH 35.16 Adopted: Jul 19, 2022 | Link to decision: OPA 570 Mapping modifications: Birchmount PMTSA, Golden Mile PMTSA, Ionview PMTSA, Islington PMTSA, Keelesdale PMTSA, Kennedy PMTSA, Leslieville PMTSA, Park Lawn PMTSA Decision Withheld: Guildwood GO PTMSA, Long Branch PMTSA, Scarborough GO PMTSA, Exhibition PMTSA, East Harbour PMTSA, Gerrard Carlaw PMTSA, Scarborough Centre PMTSA, Yonge-Steeles PMTSA |
| 575 | City-wide MTSA | 25 MTSA | PH 35.16 Adopted: Jul 19, 2022 | Link to decision: OPA 575 Mapping modifications: Agincourt MTSA Decision Withheld: McCowan MTSA, Science Centre MTSA, Milliken MTSA |

Attachment 3: Key Map of Approved Protected Major Transit Station Areas and Major Transit Stations Areas



Attachment 4: Key Map of Protected Major Transit Station Areas Subject to Inclusionary Zoning



**Attachment 5: Ministry of Municipal Affairs and Housing Minister's
Approval of Toronto's Transit Related Official Plan Amendments Letter
dated August 15, 2025**

(provided separately)