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# Memorandum

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**To:** Mayor and Members of Council  
**From:** Gregg Lintern, Chief Planner and Executive Director, City Planning  
**Re:** **Update on Provincial Transit Oriented Communities Proposals**

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As part of the City's enhanced community engagement on Transit Oriented Communities (TOC) proposals, we recently launched a City Planning TOC webpage. ([Transit-Oriented Communities – City of Toronto](#)) This memo will be posted on the webpage to provide an update on existing Ontario Line South TOC proposals, and an outlook on potential new TOC proposals that City staff expect may be advanced by the Province of Ontario along the priority transit corridors and stations across the City before the end of 2022 and into 2023. Consistent with City Council direction from October and December 2021, City staff will prepare preliminary reports on all emerging TOC proposals for consideration by respective Community Councils at the earliest opportunity. The memo also includes a brief update on TOCs related to GO Expansion and Smart Track stations.

## UPDATE ON ONTARIO LINE SOUTH TOC PROPOSALS

Further to City Council's direction from April 2022, City staff are working with IO and Provincial officials to finalise the details of the current TOC proposals along the Ontario Line South, to be confirmed through a series of site-specific MOUs between the City and the Province. ([EX31.2 Ontario Line Transit Oriented Communities](#))

The Province exercised its authority under Section 47 of the *Planning Act* to issue Enhanced Minister's Zoning Orders (eMZO) for the first round of TOC proposals in April 2022, with the exception of the East Harbour TOC proposal. Pursuant to the *Planning Act*, these eMZOs were deemed to be by-laws passed by Toronto City Council. Under an eMZO, the City's typical site plan approval process does not apply. Rather, the City and the TOC development partner will enter an agreement pursuant to s. 47(4.4) of the *Planning Act*.

To address procedural and financial implications to the City, the Province has agreed in principle to introduce a requirement for a process and fee similar to the City's existing site plan approval process. This will be confirmed in the commercial terms in the market offering for each of the TOC sites. TOC development partners will be required to enter into an agreement with the City of Toronto, dealing with the matters normally addressed in a Site Plan Agreement.

The Minister of Municipal Affairs and Housing has the authority to intervene in the process, and may provide the City and the TOC development partner with written direction concerning the agreement. City staff continue to work with Provincial officials to understand how this authority to intervene may be exercised. The eMZO will prevail over any conflicting Council authorized inclusionary zoning policies.

Further details on how the Province intends to address affordable housing are still to be confirmed. As reported to Council in April 2022, IO confirmed that the Province will allocate up to 8% of the net value of each TOC to provide community benefits to support the development of complete communities. This will include contributions to achieve affordable housing. City staff continue to work with the Province to confirm the affordable housing commitments for each of the TOC sites.

Staff also continue to explore options for TOCs to deliver parkland either onsite at the TOC location or offsite at another property near the TOC site. Parkland dedication will continue to be a high priority interest for TOCs, as past experience with these proposals suggests that they will include higher densities than the City has planned for, including in some areas where no residential development is currently permitted. Changes under Bill 109 may affect future discussions around parkland related to TOC proposals.

## **ANTICIPATED FUTURE TRANSIT ORIENTED COMMUNITIES PROPOSALS**

In the context of the Province's TOC program, the Province continues to look at development opportunities for properties acquired for the priority subway projects across the City. This includes property acquired for new stations, as well as other property acquired for construction purposes along the subway corridors. City staff expect to see more TOC proposals over the next several years, as the work on the subway program unfolds.

The experience of the first round of TOC proposals along the Ontario Line South has allowed City and Provincial officials to consider ways to improve the planning and review process for TOC proposals. Working more closely together, Provincial and City officials are considering what might be possible at various potential TOC sites at an earlier stage. City staff anticipate these improvements will lead to a fuller review process with most emerging TOC proposals. City Council asked for this earlier engagement with the Province as a way to reflect the City's planning vision and other interests earlier in the development of TOC proposals.

Infrastructure Ontario's (IO) enhanced community engagement process is expected to continue as new TOC proposals are advanced. The City will augment IO's enhanced community engagement approach with City-led consultations on the TOC proposals, as directed by City Council.

### **Ontario Line**

To date, TOC proposals have been brought forward for Ontario Line stations at Exhibition, King-Bathurst, Queen-Spadina, Corktown and East Harbour. Staff anticipate that several new TOCs will be proposed along the north segment of the Ontario Line, between East Harbour and

Don Mills and Eglinton. City Planning is undertaking or has recently completed a number of area studies that cover potential TOC sites:

The Gerrard-Carlaw Planning Study is expected to launch in fall 2022 and will cover an Ontario Line station and its immediate area. The station will impact the site of the Riverdale Plaza.

- At the existing Line 2 Pape Station, a new Ontario Line interchange station will be constructed. Council adopted the final report of the Danforth Avenue Planning Study (Segment 2 – Don Valley to Coxwell Avenue) at its April 2022 meeting. Recognizing the potential for further growth around the Pape interchange station, the study identifies the area as a node for further study to address anticipated growth and development. Council also adopted urban design guidelines for the study area.
- The Don Mills Crossing Secondary Plan outlines the City's expectations for development in the area surrounding the intersection of Don Mills Road and Eglinton Avenue East, where the Science Centre Eglinton Crosstown station is currently nearing completion and a new Ontario Line terminal and interchange station will be constructed.

As with some of the Ontario Line stations in the downtown core, opportunities for TOC are more limited at some stations along the line due to the context of existing development and property configurations.

## **Scarborough Subway Extension**

The Scarborough Subway Extension (SSE) will introduce 3 new stations along an extension of the TTC's Line 2 subway from Kennedy Station to Sheppard Avenue and McCowan Road. Staff anticipate that several new TOCs will be proposed along this line.

As part of the City's Municipal Comprehensive Review ("MCR") of the Official Plan being presented to Council in July 2022, and in conformity with A Place to Grow, City staff will recommend draft delineations for two of the three Major Transit Station Areas (MTSAs) along the SSE, at Scarborough Center Station and Sheppard East Station. A local area study to support the delineation of the MTSA at Lawrence and McCowan will be recommended as a follow-up action.

A focussed review of the existing Scarborough Centre Secondary Plan (2005) was initiated in 2019. Responding in part to the planned Scarborough Centre subway station and regional bus terminal, the [Our Scarborough Centre](#) study will establish a new vision and planning framework to support positive change, placemaking and the development of Scarborough Centre as a vibrant urban node. This study will provide a framework to support the assessment of any future proposed TOCs in Scarborough Centre.

The subway station at McCowan and Sheppard is located within an *Employment Area*. The City would normally require a local area study to be undertaken if residential development were to be proposed in the *Employment Area*.

Should a mixed use TOC be proposed at this station location, City staff may need to determine how to approach the assessment of the land use change, given the time constraints of the TOC process.

## **Yonge North Subway Extension**

The Yonge North Subway Extension (YNSE) is an extension of TTC's Line 1 service north from Finch Station to Vaughan, Markham and Richmond Hill. Currently five stations are proposed along an 8 kilometer extension and the single station within Toronto's boundary is Steeles Station. Discussions continue on the potential to include an additional station at Cummer/Drewry Avenues.

The Steeles Station is identified as a transit hub with multi-modal connections to both TTC and York Region Transit services. In response to this and other development pressures along the Yonge Street corridor, City Planning is advancing the Yonge North Secondary Plan and is also planning to undertake a review of the existing North York Centre Secondary Plan. The policies of the new Secondary Plan will guide growth in the Yonge Street north area and the creation of complete communities through policies related to built-form and the public realm, parks and open spaces, community services and facilities, and transportation and mobility. This work has anticipated the location of a bus terminal in the southwest quadrant of Yonge and Steeles.

At the future Steeles Station, there are active development applications at the southwest, northwest and northeast quadrants of the intersection. The owner of Centerpoint Mall (southwest corner) submitted an application for an Official Plan amendment in early 2022 and Community Planning is leading the review of the application. The bus terminal required to serve the Steeles Station may be located within the mall site.

## **Eglinton Crosstown West Extension**

Staff anticipate that several new TOCs could be proposed along the Eglinton Crosstown West Extension. City Council adopted the [Eglinton West Planning and Streetscape Study](#) in June 2021. The Study supports transit investment and guides existing and anticipated development pressures in the area. As part of the Study, a comprehensive streetscape, public realm plan and built form analysis were completed. Other deliverables connected with the study included a series of corridor segment profiles, an updated cultural and natural heritage analysis, and a multi-modal access and commuter parking study. Should TOCs be proposed in relation to the Eglinton Crosstown West Extension, this study will guide the City's review.

## **GO Expansion and SmartTrack**

The approach taken with TOC projects associated with SmartTrack (ST) and GO stations differs from the approach followed for Subway properties. GO Expansion and ST TOCs are primarily driven by private sector proponents in coordination with Metrolinx. The proponents include owners of the lands for future station sites or adjacent properties along the Metrolinx rail corridors. Metrolinx enters into a commercial agreement with the development partner to contribute toward the station costs and potentially construct the station, station elements or entrance connections on behalf of Metrolinx.

Current and potential TOC projects related to SmartTrack and GO stations include:

### ***Bloor-Lansdowne SmartTrack***

Part of the SmartTrack Stations Program, Bloor-Lansdowne is a new station located on the GO Barrie line. Under a potential TOC agreement, a development partner would construct the station box integrated into the development and provide property for the station, accessible pick-up and drop-off, station connections and construction staging. The remainder of the station infrastructure would be delivered by Metrolinx. The Final Report for the associated development application was considered by City Council in June 2022:

[TE33.3 1319 Bloor Street West - Zoning Amendment Application - Final Report.](#)

### ***Park Lawn GO***

The delivery of the Park Lawn GO Station was negotiated through the settlement of an appeal and master planning process for the Mr. Christie's site which included a Secondary Plan, Zoning By-law and Urban Design Streetscape Guidelines, coordinated with the Park Lawn Lake Shore Transportation Master Plan. The Draft Plan of Subdivision and Phase 1 development site plan application are currently under review and the GO Station site plan is expected in Q2 2022. The final ZBA and s.37 agreement was considered at the July 2022 Council meeting. Information about the Secondary Plan and TMP:

[PH22.1 Christie's Planning Study - City-Initiated Secondary Plan and Zoning By-law and Urban Design and Streetscape Guidelines - Final Report](#)

[IE29.4 Park Lawn Lake Shore Transportation Master Plan and Legion Road - Final Report](#)

### ***Mimico GO***

The Mimico GO TOC project was approved through an MZO in April 2022 to include six towers on several properties, including 315 and 327 Royal York Road, and 39 Newcastle Street (a combination of privately-owned lands and provincially by Metrolinx). The station facilities included in this TOC project include station access points on the north side of the corridor, a new fully accessible main station building, a secondary tunnel entrance, underground GO customer parking, bicycle parking, an integrated transit plaza with pick-up and drop-off facilities, and a greenway path for pedestrians and cyclists to access the station.

The tools available to the City to secure developer commitments to affordable housing, community services and facilities, infrastructure capacity upgrades, and delivering the greenway across Royal York Road remain to be determined. City staff expect to receive a site plan application for this development in early 2023.

[O. Reg. 337/22: ZONING ORDER - CITY OF TORONTO](#)

## **Scarborough GO**

The Scarborough GO station project is an integrated development, including a new secondary GO station entrance building on the west side of the corridor and a transit plaza which connect to tunnels under the rail corridor, in the context of a broader area development proposal. The development applications currently under review for the potential Scarborough GO TOC include a rezoning, OPA and an Employment Land Conversion Request for some of the lands.

[Preliminary Report - 3585 to 3595 St. Clair Avenue East – Official Plan Amendment, Zoning Amendment Application, and 411 to 415 Kennedy Road/636 to 646 Danforth Road – Zoning Amendment Application](#)

## **Spadina-Front GO**

Metrolinx is seeking a development partner for development of 433 Front Street West to be integrated with a new GO Station on the southwest corner of Spadina and Front.

The development partner will be expected to construct street-level components of the GO station and associated infrastructure, in the context of a high density mixed use development. The core of the GO station and track-level infrastructure will be delivered through the Metrolinx GO Expansion program. City staff are working closely with Metrolinx in this process to define parameters for the potential development in relation to other significant development in this area. Further due diligence on planning permissions will be led by the development partner in late 2022/early 2023.

## **Woodbine GO**

The new Woodbine GO station is proposed to be delivered by Woodbine Entertainment Group (WEG) through a TOC agreement with Metrolinx (currently in active negotiation). It is proposed that WEG will design and construct the GO station on WEG property to meet Metrolinx requirements and convey it to Metrolinx for future operation and maintenance.

The site plan application for the station, submitted by WEG, is currently under review ([Development Applications, Application Details: 555 REXDALE BLVD, Ward 1 Etobicoke North](#)). Concurrently, WEG has proposed significant development on their property adjacent to the station site and has submitted an Employment Conversion Request.

## **RELATED SMARTTRACK MATTERS**

### ***St Clair-Old Weston SmartTrack***

While not technically a TOC, Metrolinx has acquired the necessary property for the future SmartTrack station. As part of the agreement of purchase and sale, Metrolinx has acquired the station property while leaving room for future development on part of the property at 2-4 and 80 Union Street. The station is located within the study area of the recently completed Keele-St. Clair Local Area Study ([PH33.2 Our Plan Toronto: Keele-St. Clair Local Area Study - Final Recommendation Report](#)).

There are several Employment Conversion Requests in the station area. Applications for an Official Plan Amendment, including employment conversion, a Zoning By-law Amendment and Draft Plan of Subdivision have been filed for 2-4 and 80 Union Street which did not align with

the original station design and property boundary in the Reference Concept Design for the ST station.

[\(PH31.10 2, 4 and 80 Union Street - Official Plan Amendment, Zoning Amendment, and Draft Plan of Subdivision Applications - Preliminary Report\)](#).

## **CITY-LED PUBLIC ENGAGEMENT**

As directed by Council, future TOCs will include a more robust public engagement process which will consist of a TOC webpage portal, enhanced Councillor engagement, open houses and Local Advisory Committees (LACs). The City will work with IO to frame robust public engagement on each TOC proposal. This IO engagement will be enhanced with City-led engagement to help in formulating City interests and positions for each of the TOC proposals.

City Planning has launched a TOC webpage to provide information on the City's approach to the work with the Province on the TOC program ([Transit-Oriented Communities – City of Toronto](#)). The webpage introduces the TOC concept and lists current TOCs under review. It will offer opportunities for community stakeholders to provide comments to the City and also provide links to Infrastructure Ontario's consultation page. Notices for all consultation events will be posted on the City's TOC website and the City Planning consultation webpage.

Councillor engagement will occur throughout the review of formal TOC submissions. Planning staff will arrange meetings at the beginning, mid-point and end-point of the formal review process, or as requested by the Ward Councillor.

## **NEXT STEPS**

Staff anticipate starting to receive submissions for the next round of TOCs starting as early as later this summer and into the fall. These next proposals are expected to be related primarily to the Ontario Line north segment. Public engagement will be planned in late 2022/early 2023 as appropriate. Preliminary reports on these TOCs will be brought forward to Council in early 2023.

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