

Our Plan Toronto: Draft Major Transit Station Area Delineations – 57 Protected Major Transit Station Areas and 40 MTSA

Date: March 4, 2022

To: Planning and Housing Committee

From: Chief Planner and Executive Director, City Planning

Wards: All

SUMMARY

In June 2020, the City Planning Division initiated the Growth Plan Conformity and Municipal Comprehensive Review ("MCR") which includes the delineation of approximately 180 potential Major Transit Station Areas (MTSAs) to meet Provincial minimum intensification requirements. A subset of MTSAs will be identified as Protected Major Transit Station Areas (PMTSAs), where the Council-approved inclusionary zoning policy framework can be implemented. An equity lens is being applied to this work program through prioritizing the delineation of PMTSAs to enable the implementation of Inclusionary Zoning (IZ) as an affordable housing tool, where market conditions through the approved IZ framework can support it.

This report will be the basis for consultation for two draft Official Plan Amendments (OPA) that include 97 total MTSA/PMTSAs:

- Draft OPA 570 includes 57 stations, all of which are proposed PMTSAs; and
- Draft OPA 575 includes 40 stations, all of which are proposed MTSAs.

OPA 570, delineates 57 proposed PMTSAs and Site and Area Specific Policies (SASPs) in areas where either the station area overlaps with a Council-approved inclusionary zoning market area or Council has directed staff to identify the station as a PMTSA, or where there was an ongoing study which could meet the PMTSA requirements. OPA 575, delineates 40 proposed MTSAs and SASPs remaining across the City.

The 97 draft MTSA/PMTSA delineations in this report address the conformity requirements of A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (the "Growth Plan"). The 57 potential PMTSAs also address the inclusionary zoning requirements under Section 16(15) of the *Planning Act*.

For each of the 97 station areas, a draft Site and Area Specific Policy (SASP) establishes a minimum density target (residents and jobs per hectare) that meet or exceed the Growth Plan's targets. For potential PMTSAs, the SASPs also include minimum development density (Floor Space Index ("FSI") or minimum number of units). Both of these minimum density measures are based on the following Council-approved development framework: in effect Official Plan land use designations within the identified areas; as-of-right zoning by-law permissions; density permissions included in secondary plans; and approved developments that have not yet been built.

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

City Planning will use these draft 57 PMTSAs (OPA 570) and 40 MTSAAs (OPA 575) as a basis for consultation, prior to advancing a final Report for City Council's adoption. The Minister of Municipal Affairs and Housing is the approval authority for the delineation of MTSAAs and PMTSAs. There is no appeal of the Minister's decision.

RECOMMENDATIONS

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

1. Planning and Housing Committee authorize the Chief Planner and Executive Director, City Planning to use the proposed Official Plan Amendment, attached as Attachment 3 to the report (March 4, 2022) from the Chief Planner and Executive Director, City Planning as a basis for consultation and bring forward a Final Report by July 5, 2022.

FINANCIAL IMPACT

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

EQUITY IMPACT STATEMENT

The Official Plan provides a vision for the City grounded in principles that assure a successful and healthy future. A founding principle of the Official Plan is that Toronto's future must be diverse, inclusive and equitable. The provision of adequate and affordable housing is the cornerstone of building inclusive and equitable communities.

The draft Official Plan Amendment 570, includes 57 Protected Major Transit Station Areas City-wide. Delineation of PMTSAs will help advance the implementation of

Provincial policy requirements that would enable the use of inclusionary zoning policies, which are now effect, can increase the supply of affordable housing across the City.

DECISION HISTORY

At its meeting on June 29, 2020, City Council approved the recommended approach and work plan Growth Plan Conformity and Municipal Comprehensive Review (MCR) - Work Plan (PH 14.4). Council approved a prioritization strategy for the delineation of approximately 180 Major Transit Station Areas (MTSAs) across the City that advances the delineation of PMTSAs before completion of the MCR to support the implementation of inclusionary zoning. The report can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH14.4>

At its meeting on December 16, 2020, City Council adopted Official Plan Amendment 482 (OPA 482), Protected Major Transit Station Areas, for the Finch West Transit Station Area and Sentinel Transit Station Area, and Official Plan Amendment 482 (OPA 483), Keele Finch Secondary Plan. OPA 482 introduced the City's first Protected Major Transit Station Areas under section 16(15) of the *Planning Act*. OPA 482 has been submitted to the Minister of Municipal Affairs and Housing for approval. The report can be found at the following link:

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

At its meeting on November 9, 2021, City Council adopted Inclusionary Zoning Official Plan Amendment and Draft Implementation Guidelines. This included the adoption of Inclusionary Zoning Official Plan policies, Zoning By-law provisions and draft implementation Guidelines for consultation. Inclusionary Zoning is permitted by the Province within Protected Major Transit Station Areas (PMTSAs). The Inclusionary Zoning framework is now in effect. The report can be found at the following link:

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

At its meeting on November 25, 2021, Planning and Housing Committee approved for consultation Expanding Housing Options in Neighbourhoods: Multiplex Study - Interim Report. This study explored expanding Multiplex housing permissions related to a number of City and Provincial policy objectives to provide a full range of housing options to Torontonians, in a form that makes efficient use of land, infrastructure, and existing services. The outcome of this report is to undertake technical review, further research and consultation. The report can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH29.9>

At its meeting on January 12, 2022, Planning and Housing Committee approved for consultation 23 Protected Major Transit Station Areas along the Bloor-Danforth Corridor for consultation. The report can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.PH30.4>

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. OPA 524 has been submitted to the Minister of

Municipal Affairs and Housing for approval. The report can be found at the following link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.PH30.3>

BACKGROUND

In June 2020, City Council approved the work plan for the City-initiated Growth Plan Conformity and Municipal Comprehensive Review (MCR). A significant component of this work is the implementation of an intensification strategy that directs Transit Oriented Development (TOD) and prioritizes growth where transit and other infrastructure currently exists or is planned. A summary of Frequently Used Terms is included in Attachment 1.

Planning for Major Transit Station Areas

The City is required to update its Official Plan through the MCR to include the approximately 180 MTSAAs identified across the City. The Growth Plan requires that MTSAAs are delineated to "maximize the size of the area and number of potential transit users that are within walking distance of the station". The Official Plan must prioritize planning the MTSAAs in a manner that implements the Growth Plan (including directing growth, protecting natural heritage and supporting Transit Oriented Development).

The Growth Plan conformity exercise requires municipalities to demonstrate that a plan is in place for the following MTSA minimum density targets: 200 residents and jobs per hectare for subways; 160 residents and jobs per hectare for light rail transit; and 150 residents and jobs for GO Transit rail. Staff will implement outcomes of recently completed planning studies when delineating MTSAAs to avoid duplicating work that has already been completed (or nearing completion) and adopted by Council. In the absence of local area studies, complete with community consultation and detailed contextual analysis, staff's delineation of MTSAAs are intended to reflect the minimum requirements set out by the Growth Plan, unless other targets are determined appropriate.

Protected Major Transit Station Areas and Inclusionary Zoning

Protected Major Transit Station Areas (PMTSAAs) are a subset of the approximately 180 potential MTSAAs. Both MTSAAs and PMTSAAs require a municipality to delineate the area boundaries, identify a planned density target, and demonstrate implementation through planning policies/define authorized land uses. Additionally, PMTSAAs require the identification of minimum densities for the buildings and structures contained within the delineated area. The identification of a PMTSA is a prerequisite of the Province for the City to implement Inclusionary Zoning bylaws under the *Planning Act* Section 16(15).

Under Policy 2.2.4.5 of the Growth Plan, the City can delineate PMTSAAs before the MCR is completed provided the delineation is in accordance with Section 16(15) of the *Planning Act*. The Minister's Decision on PMTSAAs cannot be appealed to the Ontario Land Tribunal. No amendments to a PMTSA are permitted without the approval of the Minister, inclusive of minor variances. PMTSAAs have been identified when the stations are located within an Inclusionary Zoning Market Area shown on Map 37 of the Official

Plan, where Council has directed staff to identify the station as a PMTSA, or where there was an ongoing study which could complete the PMTSA requirements. Within PMTSAs the City is able to require affordable housing as a part of new development, as per the Inclusionary Zoning policy and OPA 557 (see: [PH 28.1](#)).

COMMENTS

This report is part of the intensification strategy outlined in City Planning's Growth Plan Conformity and MCR Work Plan ([PH 14.4](#)). The identification and delineation of Major Transit Station Areas (MTSAs) and Protected Major Transit Station Areas (PMTSAs) are a key component of the intensification strategy to prioritize growth in areas proximate to where transit exists or is planned. This report demonstrates that the City has a planning framework in place to meet the Growth Plan's minimum planned density targets at all 97 stations presented in draft OPA 570 and 575.

This report describes 97 draft MTSA/PMTSAs (57 PMTSAs and 40 MTSAs) for consultation (Attachment 2 and Attachment 3). These 97 existing or planned stations fall along the City's subway lines and Priority Transit Corridors (identified on Schedule 2 of the Growth Plan) and includes: 40 subway, 46 LRT, and 11 GO Rail stations (Key Map in Attachment 2).

Planning within MTSA/PMTSAs will follow a phased approach. This report is the first step and presents for consultation: 1) MTSA/PMTSA delineations; 2) a minimum planned density (expressed in people and jobs per hectare); and 3) in the case of PMTSAs only, a minimum development density (expressed in Floor Space Index or minimum units). Following consultation, draft MTSAs will be presented as a final Official Plan Amendment (OPA) to Planning and Housing Committee and Council. Council-adopted OPAs will be sent to the Minister of Municipal Affairs and Housing for approval. Subsequent zoning or potential local area based studies will be undertaken following the Minister's approval.

This report includes more than half of the City's MTSA/PMTSAs. To date, 49 PMTSAs and four MTSAs have been presented to Planning and Housing Committee in either draft or final form. Beyond this report, 14 proposed MTSA/PMTSAs will still require delineation and a more detailed planning analysis to demonstrate that there is a planning framework in place to meet the Province's minimum density targets.

The land use designations presented within these 97 MTSA/PMTSAs are consistent with the Official Plan, relevant Secondary Plans and existing SASPs. The Provincial minimum density targets require that the City plan for both people and jobs per hectare. The land uses within a given MTSA/PMTSA may include a mix of uses including residential, institutional and employment development permissions; or in the case of lands designated as either *Core* or *General Employment Areas*, permitted land uses would be limited to those identified in the applicable land use policy.

Draft OPAs 570 & 575

Draft OPA 570 (Attachment 3) and draft OPA 575 (Attachment 4) were developed for consultation and include the proposed delineation for 97 MTSA/PMTSAs. Draft OPA 570 includes the 57 PMTSAs, and Draft OPA 575 includes 40 MTSAAs considered in this report. Following consultation these proposed MTSAAs/PMTSAs will be finalized and presented to Planning and Housing Committee and City Council for consideration. If adopted and approved, the Site and Area Specific Policies (SASPs) will be added to a new Chapter 8 of the Official Plan. Updates to Zoning By-laws will follow the adoption of these final OPAs to ensure consistency with the identified minimum densities in the corresponding SASPs. This will enable development to take place as of right in accordance with the SASP.

The identification of new minimum density targets do not propose any changes to existing maximum development permissions within these delineated areas. The density measures presented within these 97 draft SASPs are minimums to be included within the Official Plan. These minimum densities do not preclude future applications or studies from seeking greater density permissions. Future zoning updates and local studies would consider additional density and other growth related infrastructure where appropriate.

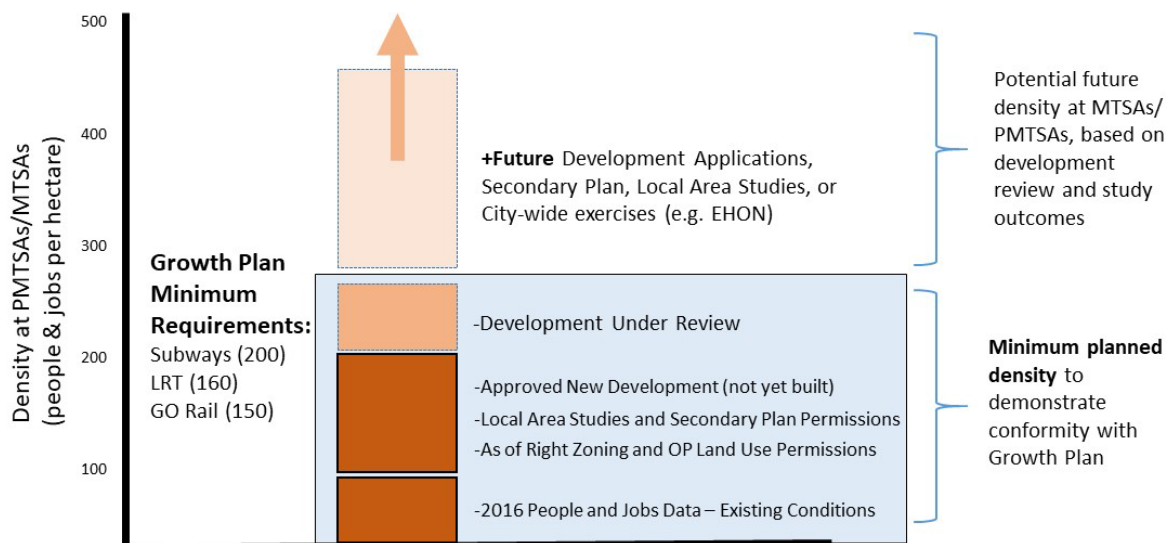
The minimum planned density calculations for the 97 potential MTSA/PMTSAs presented in this report include:

- estimated people and jobs from development applications which are approved but not yet built,
- density permissions included in existing secondary plans or those resulting from local area studies, and
- in the absence of these other permissions, as-of-right zoning.

Further changes to the land use designations or density permissions above the minimums could come as a result of local area studies or the outcomes of City-wide exercises including Expanding Housing Options in Neighbourhoods (EHON).

Figure 1 illustrates the components of Minimum Planned Density. This is a requirement of the Growth Plan to demonstrate that the City has a plan in place to achieve conformity with the minimum density targets. In addition to the minimum planned density, Figure 1 also illustrates the net effect that future development applications, local area or citywide planning studies may have on the existing permissions within a MTSA/PMTSA.

Figure 1: Identifying Minimum Planned Density at MTSA & PMTSAs



In line with Provincial requirements, City Planning is delineating MTSA/PMTSAs for planned stations on subway lines and those on identified Priority Transit Corridors in Schedule 2 of the Growth Plan, as per policy 2.2.4.2 of the Growth Plan. Of the 97 stations presented in this report, 35 are existing stations (in operation), and 62 are planned future stations. This includes stations under construction (e.g. Finch West and Eglinton Crosstown LRTs), planned subways (e.g. Ontario Line, Yonge North extension), and transit corridors identified in the Growth Plan (e.g. Sheppard East LRT).

PMTSAs - Prerequisite for Inclusionary Zoning

The City's ability to implement Inclusionary Zoning is limited to PMTSAs or areas where the Minister has ordered a Development Permit System. In November 2021, City Council adopted a new Inclusionary Zoning policy framework ([Item PH28.1](#)). The Inclusionary Zoning policy framework will require that affordable housing be included in certain new developments around transit stations, helping to create opportunities for low and moderate income individuals and families to access affordable housing across the city. The framework is intended to support the creation of mixed-income, complete and equitable communities in accordance with Provincial Plans and policies. Inclusionary Zoning will be implemented on the date that is the later of September 18, 2022 and the date of the Minister's approval of a Protected Major Transition Area (PMTSA).

The 57 draft PMTSAs identified in this report are all within an Inclusionary Zoning Market Area shown on Map 37 of the Official Plan. The market area analysis was conducted to identify areas of the City that have the capacity to absorb Inclusionary Zoning requirements while ensuring continued development viability. As directed by City Council, the market area analysis will be updated in 2023.

Employment Areas with Conversion Requests in MTSA

Concurrent to the work on delineating proposed MTSA/PMTSAs, staff are also reviewing approximately 140 requests to convert lands designated as *Core* or *General*

Employment Areas, to permit residential and other non-permitted uses. Several requested conversion sites fall within the draft MTSA/PMTSAs, for which the delineations and minimum densities are subject to Ministerial approval.

The location of any particular conversion request within a MTSA or PMTSA still requires municipal assessment and does not automatically grant a successful employment conversion. The Provincial minimum density targets require that the City plan for both people and jobs per hectare. Provincial MTSA/PMTSA policies do not automatically confer residential permissions to employment designated lands. For the requests currently under review, the Growth Plan only allows conversions of employment areas to permit residential uses (and other non-employment uses) through a Municipal Comprehensive Review.

Ongoing Planning Studies

A small number of MTSA/PMTSAs considered in this report have existing planning studies that are currently underway. This includes an update to the Downsview Area Secondary Plan, and planning studies for areas including Jane-Finch and Little Jamaica. These studies may result in changes to the land use designations presented within the proposed SASPs in Attachments 3 and 4. The progress of these studies will be reviewed throughout the draft MTSA/PMTSA consultation process and may inform future recommendations to Planning and Housing Committee.

Site and Area Specific Policy (SASP) Components

1. Draft Delineations

In accordance with provincial requirements, the boundaries of each proposed MTSA/PMTSA were delineated based on an analysis of walking distance from the station using existing and planned sidewalks, trails, and city-maintained pathways. Parcels within an estimated 10-minute walk (approximately 500 – 800 metre walking) to the station are included within the proposed delineated area. The analysis also included identifying accessible connections and barriers for those with mobility impairments. This analysis took into account the connectivity to stations using existing streets, pedestrian access, limitations or constraints that could impede walkability/ mobility (e.g. steep ravine, impassable infrastructure, impact of a back facing lot), and any unique or special characteristics of the local area. The delineated areas for each proposed MTSA/PMTSA are shown as 'Map 1' on each SASP in Attachments 3 and 4.

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

The minimum population and employment targets for each of the 97 proposed MTSA/PMTSAs are identified in tables 1- 4 below and in the individual SASPs (Attachment 3). These targets all meet or exceed the minimum people and jobs per hectare targets set out in Growth Plan policy 2.2.4.3.

The proposed minimum population and employment targets are intended to apply across the entire delineated area for each proposed MTSA/PMTSA. As the entire delineated area is planned collectively to meet or exceed the established targets, this may result in individual developments not meeting the population and employment

targets. The intent of the proposed MTSA/PMTSA framework is to recognize that some areas within the delineated area will intensify more than others as development occurs over time.

The following proposed MTSA/PMTSA minimum planned density (people and jobs per hectare) are identified in the four tables below, organized in alphabetical order by Community Council District Area. Note that some station areas fall within multiple districts and will be listed in all applicable district tables below:

Table 1: Proposed MTSAs and PMTSAs in Etobicoke York District

Station Name	SASP #	Proposed Min. Density Target (people & jobs per ha)	Transit Line	MTSA or PMTSA	SASP Found in Attachment #
Albion	707	160	Line 6 - Finch West	MTSA	4
Caledonia	674	160	Line 5 - Eglinton	PMTSA	3
Downsview Park	732	200	Line 1 - Yonge-University	MTSA	4
Driftwood	697	160	Line 6 - Finch West	PMTSA	3
Duncanwoods	703	160	Line 6 - Finch West	PMTSA	3
Emery	701	160	Line 6 - Finch West	PMTSA	3
Etobicoke North	696	150	GO - Kitchener	MTSA	4
Islington	627	300	Line 2 - Bloor-Danforth	PMTSA	3
Jane and Finch	698	200	Line 6 - Finch West	PMTSA	3
Keelesdale	673	160	Line 5 - Eglinton	PMTSA	3
Kipling	626	300	Line 2 - Bloor-Danforth	PMTSA	3

Station Name	SASP #	Proposed Min. Density Target (people & jobs per ha)	Transit Line	MTSA or PMTSA	SASP Found in Attachment #
Milvan Rumike	702	160	Line 6 - Finch West	PMTSA	3
Mimico	692	200	GO - Lakeshore	PMTSA	3
Mount Olive	705	160	Line 6 - Finch West	MTSA	4
Norfinch Oakdale	699	160	Line 6 - Finch West	PMTSA	3
Park Lawn	757	400	GO - Lakeshore	PMTSA	3
Pearldale	704	160	Line 6 - Finch West	PMTSA	3
Signet Arrow	700	160	Line 6 - Finch West	PMTSA	3
Stevenson	706	160	Line 6 - Finch West	MTSA	4
Westmore	708	160	Line 6 - Finch West	MTSA	4
Weston	695	200	GO - Kitchener	MTSA	4
Woodbine	758	150	GO - Kitchener	MTSA	4

Table 2: Proposed MTSA and PMTSAs in North York District

Station Name	SASP #	Proposed Min. Density Target (people & jobs per ha)	Transit Line	MTSA or PMTSA	SASP Found in Attachment #
Aga Khan Park & Museum	684	200	Line 5 - Eglinton	MTSA	4

Station Name	SASP #	Proposed Min. Density Target (people & jobs per ha)	Transit Line	MTSA or PMTSA	SASP Found in Attachment #
Bayview	728	200	Line 4 - Sheppard	MTSA	4
Bessarion	730	300	Line 4 - Sheppard	MTSA	4
Caledonia	674	160	Line 5 - Eglinton	PMTSA	3
Consumers	739	200	Sheppard LRT	MTSA	4
Don Mills	731	250	Line 4 - Sheppard	MTSA	4
Downsview Park	732	200	Line 1 - Yonge-University	MTSA	4
Eglinton	723	600	Line 1 - Yonge-University	PMTSA	3
Eglinton West	716	200	Line 1 - Yonge-University	PMTSA	3
Fairbank	675	160	Line 5 - Eglinton	PMTSA	3
Finch	727	350	Line 1 - Yonge-University	PMTSA	3
Flemingdon Park	768	200	Ontario line	MTSA	4
Forest Hill	677	160	Line 5 - Eglinton	PMTSA	3
Laird	682	160	Line 5 - Eglinton	MTSA	4
Lawrence	724	200	Line 1 - Yonge-University	PMTSA	3
Lawrence West	714	200	Line 1 - Yonge-University	PMTSA	3
Leaside	681	200	Line 5 - Eglinton	PMTSA	3
Leslie	729	300	Line 4 - Sheppard	MTSA	4

Station Name	SASP #	Proposed Min. Density Target (people & jobs per ha)	Transit Line	MTSA or PMTSA	SASP Found in Attachment #
Mount Pleasant	680	350	Line 5 - Eglinton	PMTSA	3
North York Centre	726	400	Line 1 - Yonge-University	PMTSA	3
Oakwood	676	160	Line 5 - Eglinton	PMTSA	3
O'Connor	665	200	Line 5 - Eglinton	PMTSA	3
Pharmacy (Eglinton)	666	200	Line 5 - Eglinton	PMTSA	3
Pharmacy (Sheppard)	740	160	Sheppard LRT	MTSA	4
Science Centre	683	200	Line 5 - Eglinton	MTSA	4
Sheppard West	711	200	Line 1 - Yonge-University	MTSA	4
Sheppard-Yonge	725	350	Line 1 - Yonge-University	PMTSA	3
Sloane	686	160	Line 5 - Eglinton	MTSA	4
Thornccliffe Park	767	200	Ontario Line	MTSA	4
Victoria Park	738	200	Sheppard LRT	MTSA	4
Wilson	712	200	Line 1 - Yonge-University	MTSA	4
Wynford	685	200	Line 5 - Eglinton	MTSA	4
Yonge-Cummer	759	300	Line 1 - Yonge-University	PMTSA	3
Yonge-Steeles	760	300	Line 1 - Yonge-University	PMTSA	3
Yorkdale	713	200	Line 1 - Yonge-University	PMTSA	3

Table 3: Proposed MTSA and PMTSAs in Scarborough District

Station Name	SASP #	Proposed Min. Density Target (people & jobs per ha)	Transit Line	MTSA or PMTSA?	SASP Found in Attachment #
Agincourt	694	160	Sheppard LRT	MTSA	4
Allanford	734	160	Sheppard LRT	MTSA	4
Bay Mills	743	160	Sheppard LRT	MTSA	4
Birchmount (Eglinton)	669	200	Line 5 - Eglinton	PMTSA	3
Birchmount (Sheppard)	733	160	Sheppard LRT	MTSA	4
Eglinton GO	625	150	GO - Lakeshore	PMTSA	3
Golden Mile	668	200	Line 5 - Eglinton	PMTSA	3
Guildwood GO	641	150	GO - Lakeshore	PMTSA	3
Hakimi Lebovic	667	200	Line 5 - Eglinton	PMTSA	3
Ionview	664	160	Line 5 - Eglinton	PMTSA	3
Kennedy (Sheppard)	735	160	Sheppard LRT	MTSA	4
Kennedy (Subway)	647	200	Line 2 - Bloor-Danforth/Eglinton LRT	PMTSA	3
Malvern Progress	750	160	Sheppard LRT	MTSA	4
Markham	749	160	Sheppard LRT	MTSA	4
Massie	748	160	Sheppard LRT	MTSA	4
McCowan	745	200	Sheppard LRT	MTSA	4
Milliken	709	150	GO - Stouffville	MTSA	4
Morningside	756	160	Sheppard LRT	MTSA	4

Station Name	SASP #	Proposed Min. Density Target (people & jobs per ha)	Transit Line	MTSA or PMTSA?	SASP Found in Attachment #
O'Connor	665	200	Line 5 - Eglinton	PMTSA	3
Palmdale	741	160	Sheppard LRT	MTSA	4
Pharmacy (Eglinton)	666	200	Line 5 - Eglinton	PMTSA	3
Pharmacy (Sheppard)	740	160	Sheppard LRT	MTSA	4
Scarborough Centre	662	200	Line 2 - Bloor-Danforth	PMTSA	3
Scarborough GO	624	150	GO - Lakeshore / Stouffville	PMTSA	3
Shorting	746	160	Sheppard LRT	MTSA	4
Victoria Park	738	200	Sheppard LRT	MTSA	4
Warden (Sheppard)	742	160	Sheppard LRT	MTSA	4
Warden (Subway)	648	200	Line 2 - Bloor-Danforth	PMTSA	3
White Haven	747	160	Sheppard LRT	MTSA	4

Table 4: Proposed MTSA and PMTSAs in Toronto and East York District

Station Name	SASP #	Proposed Min. Density Target (people & jobs per ha)	Transit Line	MTSA or PMTSA	SASP Found in Attachment #
Caledonia	674	160	Line 5 - Eglinton	PMTSA	3
Corktown	764	400	Ontario Line	PMTSA	3

Station Name	SASP #	Proposed Min. Density Target (people & jobs per ha)	Transit Line	MTSA or PMTSA	SASP Found in Attachment #
Cosburn	766	200	Ontario Line	MTSA	4
Davisville	722	350	Line 1 - Yonge-University	PMTSA	3
Dupont	718	200	Line 1 - Yonge-University	PMTSA	3
East Harbour	688	300	GO - Lakeshore / Stouffville	PMTSA	3
Eglinton	723	600	Line 1 - Yonge-University	PMTSA	3
Eglinton West	716	200	Line 1 - Yonge-University	PMTSA	3
Exhibition	693	250	GO - Lakeshore	PMTSA	3
Fairbank	675	160	Line 5 - Eglinton	PMTSA	3
Forest Hill	677	160	Line 5 - Eglinton	PMTSA	3
Front-Spadina	691	400	GO - Barrie	PMTSA	3
Gerrard-Carlaw	689	300	Ontario Line	PMTSA	3
King-Bathurst	761	400	Ontario Line	PMTSA	3
King-Liberty	687	250	GO - Kitchener	PMTSA	3
Leslieville	765	300	Ontario Line	PMTSA	3
Moss Park	763	400	Ontario Line	PMTSA	3
Mount Pleasant	680	350	Line 5 - Eglinton	PMTSA	3
Oakwood	676	160	Line 5 - Eglinton	PMTSA	3
O'Connor	665	200	Line 5 - Eglinton	PMTSA	3
Pharmacy (Eglinton)	666	200	Line 5 - Eglinton	PMTSA	3

Station Name	SASP #	Proposed Min. Density Target (people & jobs per ha)	Transit Line	MTSA or PMTSA	SASP Found in Attachment #
Queen-Spadina	762	400	Ontario Line	PMTSA	3
Rosedale	719	200	Line 1 - Yonge-University	PMTSA	3
St Clair	721	300	Line 1 - Yonge-University	PMTSA	3
St Clair West	717	200	Line 1 - Yonge-University	PMTSA	3
Summerhill	720	200	Line 1 - Yonge-University	PMTSA	3

3. Authorized Use of Land

The draft SASPs acknowledge the authorized uses of land that are set out through the Official Plan land use designations, relevant Secondary Plans and existing SASPs, if applicable, at individual stations.

4. Minimum Development Densities (FSI or minimum units)

The 57 draft SASPs identified as PMTSAs (identified in Tables 1, 2, 3 & 4) include a "minimum development density", in accordance with Section 16(15) of the Planning Act. City Planning has identified the minimum density using floor space indices (FSI), or a minimum number of units per site for all developable lands, excluding streets. Generally, the minimum densities are defined at a block level and applied on a site-specific basis. The minimum densities, expressed in FSI, are shown on 'Map 2' of the SASPs in Attachment 3. The minimum densities do not propose any changes to maximum development permissions on lands within the delineated areas, and all applicable Official Plan policies, including Secondary Plans and Site and Area Specific Policies would continue to apply on individual sites.

Next Steps

The 97 proposed MTSA/PMTSAs presented in this report represent a subset of the approximately 180 potential MTSA/PMTSAs City-wide. Draft OPA 570 (Attachment 3) and Draft OPA 575 (Attachment 4) will be used for the basis of consultation.

Upon adoption by Council and approval by the Minister, PMTSA delineations and minimum development densities will assist in advancing the equity-based objective of

the City's Growth Plan Conformity work program. PMTSAs establish the necessary policies to implement inclusionary zoning and will provide up to date expectations for minimum densities within the areas delineated.

All 97 proposed MTSA/PMTSAs meet or exceed the minimum planned density requirements outlined in the Growth Plan. Upon completion of consultation and engagement, staff will recommend Site and Area Specific Policies to be adopted within a new Chapter 8 of the Official Plan. It is anticipated that the recommended SASPs will be brought forward in the second quarter of 2022. Staff will report to Planning and Housing Committee on the results of consultation, including any commentary from members of the public and stakeholders on the desire for local area studies that would examine the underlying development framework for these areas.

To assist consultation and capacity building on the MTSA/PMTSA work stream, staff and retained engagement consultants (Dillon Consulting Limited) developed an interactive engagement tool where members of the public can access information and provide their comments in a virtual format. The interactive engagement tool can be accessed at this link:

<https://storymaps.arcgis.com/stories/b27b774fe9f04047b14956f689a7762f>

MTSA/PMTSAs Requiring More Detailed Planning Analysis

Staff have identified 14 potential MTSA/PMTSAs that do not currently meet the established minimum density targets set out in the Growth Plan. These 14 station areas were not included in the City's request for lower density targets ([Item PH27.5](#)), which are currently out for consultation. The list of these 14 stations are provided in Attachment 5. Staff will report back on the status of these station areas, with an approach to undertake the necessary planning work to bring them into conformity with the Growth Plan.

CONTACT

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ATTACHMENTS

Attachment 1: Frequently Used Terms

Attachment 2: Draft OPA 570 and Draft OPA 575 Key Map

Attachment 3: Draft OPA 570 - 57 PMTSAs City-wide

Attachment 4: Draft OPA 575 – 40 MTSA City-wide

Attachment 5: List of 14 Station Areas requiring Local Area Studies

Attachment 1: Frequently Used Terms

Provided below are frequently used terms and their general definition as it relates to the City of Toronto. Official definitions are located in provincial policy documents and planning legislation, where applicable.

Inclusionary Zoning (IZ)

Inclusionary zoning is an affordable housing tool that links the production of affordable housing to the production of market-rate housing. The ability to implement inclusionary zoning is limited to Protected Major Transit Station Areas (PMTSAs) or areas where the Minister has ordered a Development Permit System.

Major Transit Station Area (MTSA)

The City has approximately 180 potential MTSA's, which are defined as areas within an approximate 500-800 metre radius of an existing or planned transit station and representing a 10-minute walk. The Growth Plan (2019) prescribes the following minimum density targets for MTSA's: 200 residents and jobs per hectare for subways; 160 residents and jobs per hectare for light rail transit; and 150 residents and jobs for GO Transit rail.

Municipal Comprehensive Review (MCR)

The Places to Grow Act and the Planning Act require that municipalities undertake a Municipal Comprehensive Review (MCR) and Growth Plan conformity exercise and bring official plans into conformity with the Growth Plan on or by July 1, 2022. The MCR can take the form of a new official plan or an official plan amendment that the City must initiate. The MCR is required under section 26 of the Planning Act, which specifies that the Minister of Municipal Affairs and Housing is the approval authority. The Minister's approval is not appealable to the Local Planning Appeal Tribunal.

Protected Major Transit Station Area (PMTSA)

Protected Major Transit Station areas (PMTSA's) will be a subset of all the approximately 180 potential MTSA's that the City may delineate. PMTSA's are different because Council can adopt the delineations and densities in advance of the completion of the next Municipal Comprehensive Review. PMTSA's put into place a detailed planning framework that identifies permitted uses and minimum densities with respect to buildings and structures within the delineated area. This level of specificity is akin to provisions contained within an area zoning by-law, which is not required for MTSA's. Bill 108 allows municipalities to apply Inclusionary Zoning to PMTSA's.

Urban Growth Centre (UGC)

Urban Growth Centre (UGC) are shown in Schedule 4 in the Growth Plan (2019). UGCs must have plans in place to achieve 400 residents and jobs combined per hectare by 2031 or earlier. Toronto contains five UGCs, each of which is delineated through a Secondary Plan: North York Centre, Yonge and Eglinton Centre, Scarborough Centre, Downtown Toronto Centre, and Etobicoke Centre.

Attachment 3: Draft OPA 570 - 57 PMTSAs City-wide

(Provided separately)

Attachment 4: Draft OPA 575 – 40 MTSA's (City-wide)

(Provided separately)

Attachment 5: List of 14 Station Areas requiring Local Area Studies

Table: 14 potential MTSA and PMTSAs requiring local area studies

Station Name	SASP Number	Line	Station Status	Transit Type	MTSA Type	District(s)
Finch-Kennedy	690	GO - Stouffville Line	Planned	LRT	MTSA	Scarborough
Glencairn	715	Line 1 - Yonge-University	Existing	Subway	PMTSA	North York
Lawrence (Scarborough Subway Extension)	663	Line 2 - Bloor-Danforth	Planned	Subway	PMTSA	Scarborough
Royal York	710	Line 2 - Bloor-Danforth	Existing	Subway	PMTSA	Etobicoke York
Avenue	678	Line 5 - Eglinton	Planned	LRT	PMTSA	Toronto East York / North York
Chaplin	679	Line 5 - Eglinton	Planned	LRT	PMTSA	Toronto East York / North York
Brenyon	755	Sheppard East LRT	Planned	LRT	MTSA	Scarborough
Brimley	737	Sheppard East LRT	Planned	LRT	MTSA	Scarborough
Brownspring	744	Sheppard East LRT	Planned	LRT	MTSA	Scarborough
Burrows Hall	752	Sheppard East LRT	Planned	LRT	MTSA	Scarborough
Midland	736	Sheppard East LRT	Planned	LRT	MTSA	Scarborough
Murison	754	Sheppard East LRT	Planned	LRT	MTSA	Scarborough
Neilson	753	Sheppard East LRT	Planned	LRT	MTSA	Scarborough
Washburn	751	Sheppard East LRT	Planned	LRT	MTSA	Scarborough