

CHAPTER

11

Transit Communities



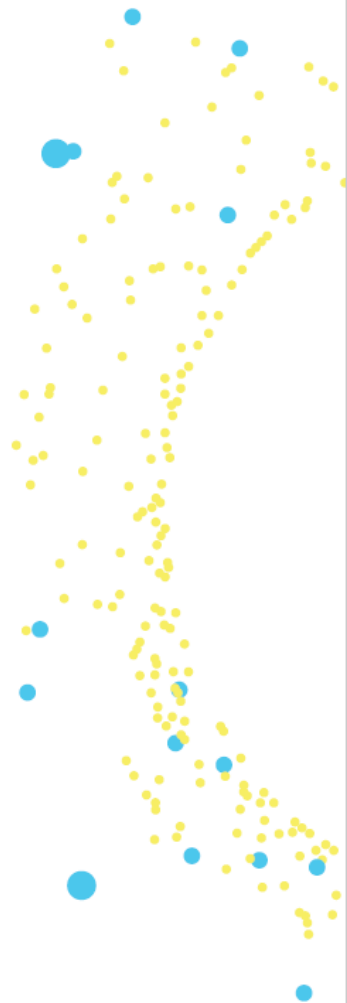
11.1 Introduction

Major Transit Station Areas will be developed to accommodate future growth with a balance of residents and jobs through a diverse mix of land uses, *housing options*, tenures and affordability, employment, and amenities that support existing and planned transit and *active transportation* infrastructure. **Major Transit Station Areas** are generally areas within an approximate 500 to 800 metre radius of a transit station or stop, primarily along existing or planned transit corridors, representing about a 10 minute walk.

Each **Major Transit Station Area** is unique and will be planned based on its local context, growth potential and limitations to determine appropriate densities and *transit-supportive* development. Not all stations or sites will achieve the same mix of land uses or intensity of development. Some will absorb higher density development with a broader range of uses, building types and massing, while others may experience modest growth due to limited development opportunities. There will be station areas that may not be able to achieve the requirements of *transit-supportive* development in the short-term but are planned for future *transit-supportive* densities, uses, and *active transportation* connections. **Major Transit Station Areas** with delineated boundaries will be the basis for implementation of these policies.

Major Transit Station Areas may include one or more City Structure elements defined in this Plan within its boundaries. The **Major Transit Station Area** policies will be in addition to other policies of this Plan.

The following policies implement a framework to facilitate *transit-supportive* development in **Major Transit Station Areas** across the City. They include policies for authorized uses of land, buildings and structures, building heights and densities in accordance with the *Planning Act*. Additional policies may be developed for each **Major Transit Station Area**, and included in other sections of this Plan; they will be determined through City-initiated studies.



11.2 General

The City is responsible for identifying **Major Transit Station Areas** and their delineated boundaries, associated authorized uses of land, buildings and structures and minimum densities through City-initiated Official Plan Amendments in accordance with the provisions of the *Planning Act*. The 800 metre radius around transit stations or stops will be used as the initial area of assessment to guide the delineation of a **Major Transit Station Area**. Individual **Protected Major Transit Station Areas**, associated density targets, authorized uses, and building heights are referenced in Table 11-1: **Protected Major Transit Station Areas**, and shown in the schedules of this Plan. While **Major Transit Station Areas** identify minimum density targets, there are no time requirements for achieving the targets for specific authorized uses of lands, buildings, or structures

Major Transit Station Areas without delineated boundaries are referred to as Planned **Major Transit Station Areas** in this Plan. The City will delineate the boundaries of Planned **Major Transit Station Areas** and determine the associated minimum densities, number of residents and jobs combined per hectare, the authorized uses of land, buildings and structures, and building heights through a City-initiated amendment to this plan. The aforementioned amendment to this Plan requires approval by the Minister of Municipal Affairs and Housing upon which the Planned **Major Transit Station Area** will be deemed a **Protected Major Transit Station Area**.

11.2.1 The following policies are to be read in conjunction with all other policies of this Plan. In the event of a conflict, the policies in this Section will take precedence.

11.2.2 Lands subject to the policies of this Section are shown on Schedule 1: City Structure and Schedule 8: **Protected Major Transit Station Areas** of this Plan.

11.2.3 All delineated **Major Transit Station Areas** in this Plan are **Protected Major Transit Station Areas**.

11.2.4 The boundaries of **Protected Major Transit Station Areas** are shown on Schedule 8: **Protected Major Transit Station Areas** (including Schedules 8a to 8r), and referenced in Table 11-1: **Protected Major Transit Station Areas**.

11.2.5 Additional **Major Transit Station Areas** may be identified in the future through a City-initiated Official Plan Amendment, in accordance with the provisions of the *Planning Act* and based on a review of existing and planned transit infrastructure, comprehensive land use changes, and strategic considerations.

11.2.6 Development in the **Major Transit Station Areas** will support the following objectives:

- a. leverage infrastructure investments by planning for *transit-supportive* densities and increased transit ridership;
- b. encourage a balanced mix of *transit-supportive* uses such as residential, retail, offices, open space, and public uses that supports the needs of employees and residents in a walkable environment;

- c. develop and enhance *active transportation* connections and infrastructure (including sidewalks and multi-use trails) to transit stations and stops; and
- d. support a mix of multi-unit housing, including *affordable* housing, rental housing and additional residential units, as appropriate.

11.2.7 Where a City-initiated comprehensive planning study is required to delineate a **Protected Major Transit Station Area**, the study will set out, among other matters, policies to support:

- a. the minimum density target calculated as the combined residents and jobs per hectare for the **Protected Major Transit Station Area** as established by the policies in this Plan;
- e. an appropriate mix of land uses and amenities that foster vibrant, *transit-supportive complete communities*;
- f. appropriate minimum and/or maximum building heights to achieve density targets;
- g. development to accommodate growth, including building height policies, that respects the local context and scale of the surrounding community;
- h. improved access and connectivity to transit stations and stops;
- i. an interconnected and *multimodal* street network that encourages walking, cycling and the use of transit;
- j. high quality public realm improvements;
- k. land use compatibility and the separation or mitigation of impacts on *sensitive land uses*;
- l. protection of lands that may be required for future enhancement or expansion of transit infrastructure;
- m. protection and mitigation against natural and human-made hazards; and
- n. infrastructure and services delivery in a manner that supports *complete communities*, including open space, public amenities, and *active transportation*, through a phasing plan or strategy.

11.2.8 Inclusionary zoning will apply to specific **Protected Major Transit Station Areas** to increase housing affordability.

11.2.9 Partnerships will be explored with non-profit housing organizations to provide housing with deeper affordability to lower income households.

11.2.10 The City will foster collaboration between public and private sectors to support development within all **Major Transit Station Areas**, such as joint development projects.

11.2.11 The status of transit infrastructure will be considered for development in **Major Transit Station Areas**.

11.3 Protected Major Transit Station Areas

11.3.1 Land Uses

11.3.1.1 The authorized uses of land are as identified by the land use designations shown on Schedule 8: **Protected Major Transit Station Areas** (including Schedules 8a to 8r), and referenced in Table 11-1: **Protected Major Transit Station Areas**. The associated land use permissions and authorized uses of buildings or structures are as per the Land Use Designation, and applicable Local Area Plans, City Structure and Character Areas policies of this plan.

11.3.1.2 **Major Office** and Major Institutional uses, as well as retail and services will be directed to **Major Transit Station Areas**.

11.3.1.3 Development will contribute towards the creation of *transit-supportive* communities by:

- a. including a broad and balanced mix of residential and non-residential uses;
- b. providing housing choices to facilitate *affordable housing options* with a mix of tenure, *affordable* rental and ownership options for lower and middle income households;
- c. including a range of employment uses to achieve a well-balanced mix of office and retail uses;
- d. recognizing that some **Protected Major Transit Station Areas** will have limited opportunities to accommodate a mix of uses and varying building forms due to the existing and planned context;
- e. being subject to required land use compatibility assessments as identified by the City;
- f. protecting and mitigating against **natural hazards** including flood risk;
- g. identifying, protecting, restoring, and enhancing the Natural Heritage System and the Water Resource System, and promoting the establishment of natural linkages; and
- h. providing high quality and pedestrian friendly public realm improvements to enhance connections to transit stations.

11.3.2 Density

11.3.2.1 The required minimum residents and jobs combined per hectare for each **Protected Major Transit Station Area** are shown in Table 11-1: **Protected Major Transit Station Areas**.

11.3.2.2 In conjunction with existing development densities, new development in **Protected Major Transit Station Areas** will be planned to achieve the minimum residents and jobs combined per hectare through the building height requirements shown on Schedule 8: **Protected Major Transit Station Areas**, and the minimum **Protected Major**

Transit Station Area floor space index (FSI) shown in Table 11-1: **Protected Major Transit Station Areas**.

11.3.2.3 The minimum **floor space index (FSI)** will be achieved over the long term, and is a cumulative measure of planned density across the lands within a **Protected Major Transit Station Area**.

11.3.3 Heights

11.3.3.1 Building heights for lands within **Protected Major Transit Station Areas** are shown on Schedule 8: **Protected Major Transit Station Areas** (including Schedules 8a to 8r) and referenced in Table 11-1: **Protected Major Transit Station Areas**.

11.3.3.2 Development in **Protected Major Transit Station Areas** with heights in excess of the limits identified in this Plan may be permitted through a site specific Official Plan Amendment application, subject to demonstrating, among other matters, the following:

- a. the City Structure hierarchy associated with the lands is maintained;
- b. the overall intent, goals, objectives, and policies of the Plan are achieved;
- c. the type, scale, and built form is appropriate and compatible with surrounding land uses, vision, and the planned context of the area;
- d. appropriate site size and configuration;
- e. provides for an appropriate transition to adjacent land uses and built forms, that minimizes visual impact, overall massing, shadowing, wind, and overlook;
- f. full funding is secured for planned *higher order transit* improvements;
- g. existing or planned capacity of infrastructure and services such as water and wastewater, street network, community amenities, and *multimodal transportation systems* is sufficient; and
- h. phasing of development is in accordance with the timing and delivery of infrastructure and services such as water and wastewater and transit infrastructure, including, but not limited to, distribution, connections, capacity, and level of service.

11.3.3.3 Notwithstanding 11.3.3.1, additional height beyond the maximums identified in Schedules 8a to 8r is permitted without further amendment to this Plan in order to accommodate additional market units with the equivalent gross floor area (GFA) of all *affordable* housing units provided in the same building through Inclusionary Zoning.

11.3.3.4 Development on a lot directly abutting and outside the boundary of a **Protected Major Transit Station Area** may permit the height identified on the abutting lot within the boundary of the **Protected Major Transit Station Area** (see Schedules 8a to 8r) without further amendment to this Plan subject to demonstrating the following:

- a. the proposed land use is permitted;
- b. the overall intent, goals, objectives of the Plan are achieved;

- c. the type, scale, and built form is appropriate, compatible and provides appropriate transition to surrounding land uses;
- d. appropriate site size and configuration;
- e. minimized visual impact, massing, shadowing, wind, and overlook; and
- f. sufficient existing or planned capacity of infrastructure and services.

Table 11-1: Protected Major Transit Station Areas

Transit Corridor	Protected Major Transit Station Areas	Reference Code	Minimum Residents and Jobs Combined /Hectare	Minimum Floor Space Index (FSI)	Land Use Schedule	Building Height Schedule
403 Transitway	Winston Churchill 403	403-2	90	1.00	8a	8a
403 Transitway	Erin Mills 403	403-3	160	1.00	8a	8a
403 Transitway	Creditview	403-4	50	1.00	8b	8b
403 Transitway	Tahoe	403-10	160	1.10	8c	8c
403 Transitway	Etobicoke Creek	403-11	160	1.40	8c	8c
403 Transitway	Spectrum	403-12	160	1.00	8c	8c
403 Transitway	Orbitor	403-13	160	1.00	8c	8c
403 Transitway	Renforth	403-14	160	1.30	8c	8c
403 Transitway	Central Parkway	403-6	80	1.00	8c	8c
403 Transitway	Cawthra 403	403-7	50	1.00	8c	8c
403 Transitway	Tomken 403	403-8	90	1.00	8c	8c
403 Transitway	Dixie 403	403-9	130	1.40	8c	8c
407 Bus Rapid Transit	Britannia 407	407-1	160	1.00	8d	8d
407 Bus Rapid Transit	Derry 407	407-2	160	1.00	8d	8d
Dundas Street Bus Rapid Transit	Ridgeway	DUN-1	160	1.20	8e	8e
Dundas Street Bus Rapid Transit	Winston Churchill	DUN-2	160	1.00	8e	8e
Dundas Street Bus Rapid Transit	Glen Erin	DUN-3	160	1.00	8e	8e
Dundas Street Bus Rapid Transit	Erin Mills	DUN-4	100	1.00	8e	8e

Transit Corridor	Protected Major Transit Station Areas	Reference Code	Minimum Residents and Jobs Combined /Hectare	Minimum Floor Space Index (FSI)	Land Use Schedule	Building Height Schedule
Dundas Street Bus Rapid Transit	UTM	DUN-5	50	1.00	8e	8e
Dundas Street Bus Rapid Transit	Confederation Parkway	DUN-10	160	1.00	8f	8f
Dundas Street Bus Rapid Transit	Credit Woodlands	DUN-6	100	1.00	8f	8f
Dundas Street Bus Rapid Transit	Erindale Station	DUN-7	160	1.00	8f	8f
Dundas Street Bus Rapid Transit	Wolfedale	DUN-8	160	1.00	8f	8f
Dundas Street Bus Rapid Transit	Clayhill	DUN-9	100	1.00	8f	8f
Dundas Street Bus Rapid Transit	Kirwin	DUN-12	160	1.00	8g	8g
Dundas Street Bus Rapid Transit	Grenville	DUN-13	160	1.00	8g	8g
Dundas Street Bus Rapid Transit	Cawthra	DUN-14	160	1.00	8g	8g
Dundas Street Bus Rapid Transit	Tomken	DUN-15	160	1.00	8g	8g
Dundas Street Bus Rapid Transit/ Milton GO Rail	Dixie GO	DUN-16/ MIL-6	160	1.00	8g	8g
Dundas Street Bus Rapid Transit	Wharton	DUN-17	160	1.00	8g	8g
Hazel McCallion Light Rail Transit	Britannia	HLRT-16	160	1.00	8h	8h
Hazel McCallion Light Rail Transit	Courtney Park	HLRT-17	160	1.00	8h	8h
Hazel McCallion Light Rail Transit	Derry	HLRT-18	160	1.00	8h	8h
Hazel McCallion Light Rail Transit	Highway 407	HLRT-19	160	1.00	8h	8h
Hazel McCallion Light Rail Transit	Matheson	HLRT-15	160	1.00	8h	8h

Transit Corridor	Protected Major Transit Station Areas	Reference Code	Minimum Residents and Jobs Combined /Hectare	Minimum Floor Space Index (FSI)	Land Use Schedule	Building Height Schedule
Hazel McCallion Light Rail Transit	Eglinton	HLRT-13	300	1.40	8i	8i
Hazel McCallion Light Rail Transit	Bristol	HLRT-14	160	1.00	8i	8i
Hazel McCallion Light Rail Transit	Duke of York	HLRT-10	400	1.80	8j	8j
Hazel McCallion Light Rail Transit	City Centre	HLRT-11/ 403-5	400	1.80	8j	8j
Hazel McCallion Light Rail Transit	Robert Speck	HLRT-12	400	1.50	8j	8j
Hazel McCallion Light Rail Transit	Burnhamthorpe	HLRT-8	400	1.00	8j	8j
Hazel McCallion Light Rail Transit	Main	HLRT-9	400	1.00	8j	8j
Hazel McCallion Light Rail Transit	Fairview	HLRT-7	300	1.00	8k	8k
Hazel McCallion Light Rail Transit / Milton GO Rail	Cooksville GO	HLRT-6/ MIL-5	300	1.10	8m	8l
Hazel McCallion Light Rail Transit	Dundas	HLRT-5	300	1.40	8m	8l
Hazel McCallion Light Rail Transit	Queensway	HLRT-4	300	1.00	8m	8l
Hazel McCallion Light Rail Transit	North Service	HLRT-3	300	1.00	8m	8l
Hazel McCallion Light Rail Transit	Mineola	HLRT-2	50	1.00	8o	8n
Hazel McCallion Light Rail Transit / Lakeshore West GO Rail	Port Credit	HLRT-1/ LWGO-1	200	1.30	8o	8n
Kitchener GO Rail	Malton GO	KIT-1	100	1.00	8p	8p
Lakeshore Bus Rapid Transit	Dixie Lakeshore	LBRT-1	160	1.00	8q	8q
Lakeshore Bus Rapid Transit	Haig	LBRT-2	300	1.00	8q	8q

Transit Corridor	Protected Major Transit Station Areas	Reference Code	Minimum Residents and Jobs Combined /Hectare	Minimum Floor Space Index (FSI)	Land Use Schedule	Building Height Schedule
Lakeshore Bus Rapid Transit	Lakefront Promenade	LBRT-3	160	1.00	8q	8q
Lakeshore West GO Rail	Clarkson GO	LWGO-2	150	1.00	8r	8r

11.3.4 Compatibility

11.3.4.1 Development in **Major Transit Station Areas** will:

- a. be compatible with surrounding uses;
- b. mitigate impacts to and not interfere with existing or future operations of adjacent uses in *Employment Areas*; and
- c. employ appropriate mitigation and compatibility measures as identified and secured through the development application process.

11.3.4.2 *Sensitive land uses* proposed near lands designated Industrial, Business Employment, or within the influence area of major employment facilities will need to demonstrate, to the satisfaction of the City, that:

- a. the use is appropriate in accordance with the policies of this Plan. Land use compatibility assessments will be required to evaluate the appropriateness of the proposed use. These assessments may require a third-party peer review conducted on behalf of the City at the applicant's expense;
- b. the recommended mitigation measures will contribute to an appropriate living environment and not pose a financial burden to future residents;
- c. the use would not adversely affect the overall viability of employment lands and facilities; and
- d. the onus for mitigation will be on developers proposing new residential and/or other *sensitive land uses*.

11.3.4.3 In the Clarkson GO, Dixie GO and Wharton Way **Protected Major Transit Station Areas**, the removal of lands from the *Employment Area* and the introduction of residential uses are subject to the completion of a local area review and adoption of a City-initiated official plan amendment.

11.3.5 Urban Design

11.3.5.1 In addition to the urban design policies in Chapter 8 of this Plan, additional policies, built form standards and guidelines may be developed, and determined through future planning studies and Local Area Plan reviews.

11.3.5.2 Development will:

- a. minimize surface parking;
- b. ensure that where proposed structured parking abuts a public street, other uses such as residential and non-residential are incorporated, along the periphery of the structure at ground level; and
- c. contribute to the creation of a high standard of public and private realm **streetscape** design that is coordinated and comprehensive, which may include street furniture, public art, building forecourts, open space, transit shelters, bicycle parking, tree planting, and the sensitive placement of utilities with consideration for the public and private realm.

11.3.6 Connectivity

11.3.6.1 The existing transportation network will be strengthened and expanded with new streets, as identified in this Plan, pedestrian and mid-block connections, and *multimodal* access to *higher order transit* stations and stops.

11.3.6.2 Development will contribute to an interconnected street pattern that is *multimodal*, and encourages walking, cycling and the use of transit.

11.3.6.3 Pedestrian and cycling routes will provide safe, seamless, unobstructed and efficient access to *higher order transit* stations and stops.

11.3.7 Community Infrastructure, Parks and Open Spaces

11.3.7.1 Development shall protect, enhance and expand the City's network of public parks and open spaces, based on applicable City plans, to support population and employment growth. A phasing plan or strategy may be required for the expansion of the parks and open space network as part of the development application process.

11.3.7.2 City owned playgrounds will generally be required within 400 metres of new development, unimpeded by major pedestrian barriers. Development will dedicate lands to the City for the purposes of a playground at the discretion of the City.

11.3.7.3 New or expanded **community infrastructure**, parks, and open spaces will be provided to meet the anticipated community needs resulting from development.

11.3.7.4 The delivery of **community infrastructure**, parks, and open spaces will be identified through the development application process and City-initiated studies.

11.3.8 Development Servicing

11.3.8.1 Development will be phased to ensure appropriate transportation and municipal servicing infrastructure along with community services and facilities are available to service development. Development is to progress in a financially responsible and environmentally sustainable manner and cannot proceed until infrastructure services such as water, wastewater, and transportation are available. An evaluation or study may be required to demonstrate that there is sufficient infrastructure and servicing capacity

for a **Major Transit Station Area** and if there isn't sufficient capacity, a servicing strategy shall be completed to the City's satisfaction.

11.4 Planned Major Transit Station Areas

Planned **Major Transit Station Areas** do not have delineated boundaries or minimum density targets. Transit infrastructure in Planned **Major Transit Station Areas** may be existing and operational, however, service levels may be limited and transit improvements unfunded or without a commitment for funding. They may become **Protected Major Transit Station Areas**, but require a City-initiated study prior to being delineated.

11.4.1 Planned **Major Transit Station Areas** are shown on Schedule 1: City Structure.

11.4.2. Planned **Major Transit Station Areas** will only be delineated as **Protected Major Transit Station Areas**, through a City-Initiated Official Plan Amendment.

11.4.3 Until such time as Planned **Major Transit Station Areas** are delineated, development will be designed to be *transit-supportive* in accordance with the existing City Structure and Character Area policies of this Plan that are applicable to the site.

11.5 Dundas Street Corridor

Dundas Street will continue its evolution towards a dynamic, urban, mixed-use corridor with multiple options for mobility including walking, cycling, and **rapid transit**. It will have a mix of residential, commercial and employment uses within a predominantly mid-rise built form with active storefronts, **community facilities**, **public service facilities**, integrated open spaces and amenities that result in an enhanced pedestrian experience. New public streets and pedestrian connections will be introduced to create smaller walkable blocks and multiple routes to key destinations.

Building heights will vary along the Corridor to reflect the City Structure and to visually emphasize key intersections. Buildings with the greatest heights will be located in proximity to the Dixie GO station area where several **rapid transit** lines intersect. The tallest mid-rise buildings will be located at the intersections of, Winston Churchill Boulevard, Erin Mills

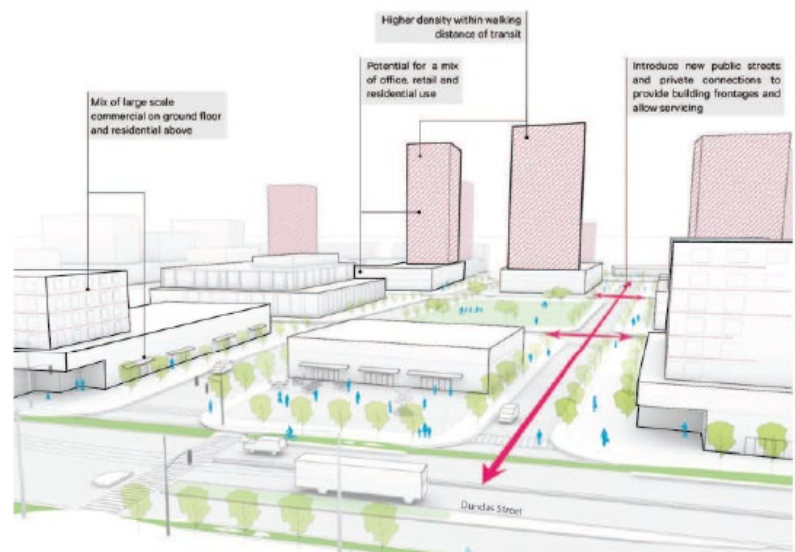
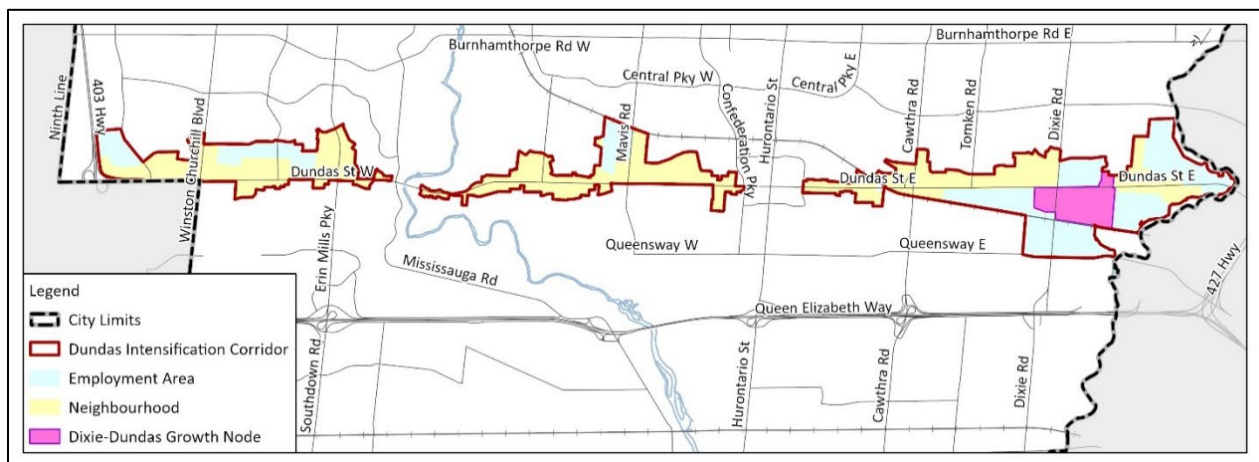


Figure 11.1. Conceptual Rendering of the Dixie Focus Area along the Dundas Street Corridor. (c. City of Mississauga)

Parkway, Erindale Station Road, and Cawthra Road, with lower building heights in between these areas.

The Dundas Street Corridor will see growth in population and employment, while respecting existing communities, businesses, and industries. Development along the Corridor will support existing employment uses and industries. Not all lands along the Corridor will be able to accommodate the introduction of new *sensitive land uses* such as residential, due to land use compatibility issues.

11.5.1 Lands within the Dundas Street Corridor correspond to the delineated boundaries of the **Protected Major Transit Station Areas** located along Dundas Street extending from the City of Toronto in the east to the Town of Oakville in the west as shown on Map 11-1: Dundas Street Intensification Corridor.



Map 11-1: Dundas Street Intensification Corridor

11.5.2 Development will contribute to the creation of a predominantly mid-rise corridor, with maximum building heights of 12 storeys except in key locations where additional heights are permitted, up to a maximum of 25 storeys. Specific height requirements for the corridor are identified in the **Major Transit Station Area** section of this Plan.

11.5.3 Development will be designed and located to:

- a. ensure sufficient minimum ground floor building heights to accommodate changes in uses over time;
- b. incorporate **podiums** that are generally a minimum of 3 storeys and a maximum of six storeys;
- c. introduce flexible ground floor non-residential spaces that are easily convertible to accommodate a diverse range of businesses that promote the vibrancy of Dundas Street;
- d. achieve a consistent streetwall with building indentations provided as visual relief;
- e. promote active frontages in mixed-use buildings with ground floor uses that animate the street;

- f. prohibit surface parking between a building and the street;
- g. incorporate underground parking and for above-grade structured parking, to be completely screened by active uses along street frontages;
- h. achieve transition to surrounding lands designated low density residential through angular plane provisions;
- i. incorporate setbacks between the *podium* and the tower portion of the building fronting Dundas Street;
- j. maintain minimum separation distances between buildings to ensure sufficient access to sunlight, sky views and privacy; and
- k. achieve noise attenuation of common private outdoor amenity areas through site design, building design and location, instead of noise walls.

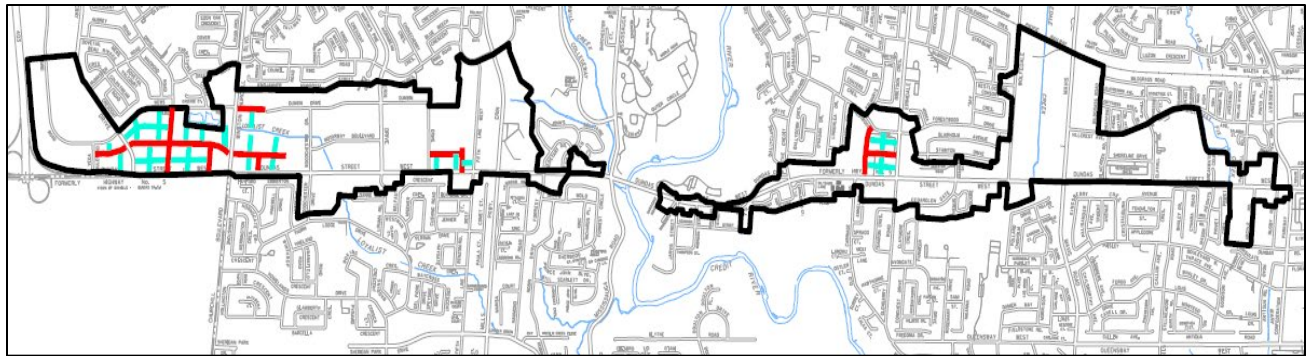
11.5.4 Land use compatibility assessments will be required to determine the suitability of *sensitive land uses*, such as residential, in proximity to *employment areas*.

11.5.5 Intensification and development on lands within the *regulatory storm flood plain* that poses an unacceptable risk, will not be permitted prior to the completion of City-initiated flood studies and the construction of recommended mitigation and remediation requirements, to the satisfaction of the City and the Conservation Authority.

11.5.6 An expanded parkland and open space system will provide green, safe, attractive public spaces that include a range of social and recreation activities, as well as connections to the Etobicoke Valley, Culham and Glen Erin Trail systems. The exact location, configuration, size and design of future parks will be determined through the development application process.

11.5.7 The road network will be expanded to provide increased connectivity, a fine-grained *multimodal* transportation network, and encourage *multimodal* access as shown generally in Maps 11-2 and 11-3, to:

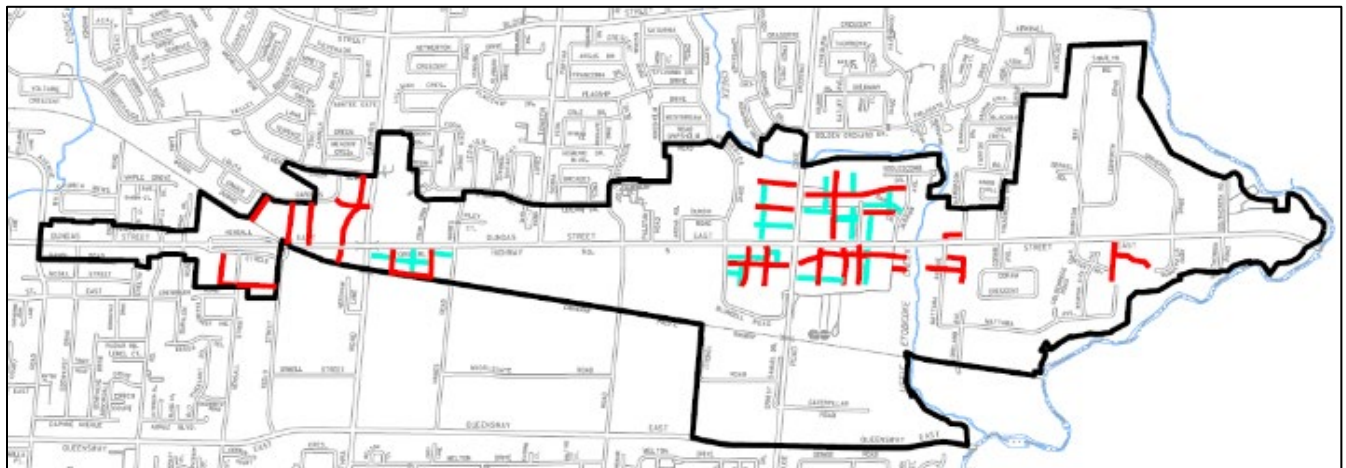
- a. address through the development application process, the design, access requirements and public/private responsibilities for roads and pedestrian connections;
- b. create smaller development blocks with new roads and pedestrian connections; and
- c. prioritize pedestrian and cycling connections to transit facilities.



LEGEND

- Dundas Intensification Corridor Boundary
- Proposed Public Road
- Proposed Private Connections

Map 11-2: Conceptual road network expansion within and adjacent to the Dundas Street Corridor west of Hurontario Street



LEGEND

- Dundas Intensification Corridor Boundary
- Proposed Public Road
- Proposed Private Connections

Map 11-3: Conceptual road network expansion within and adjacent to the Dundas Street corridor east of Hurontario Street