

Transit Corridors and Station Areas (section 2.2.4) – Substantive Changes

Grey highlighted strikethrough text = text to be deleted

Bolded text = text to be added

Proposed Policy Change	Revised Policy	Staff Comments & Suggested Modifications
<p>2.2.4.4 For upper and single tier municipalities, council may request an alternative to a particular major transit station area, the Minister may approve a target that is lower than the applicable target established in policy 2.2.4.3 through a municipal comprehensive review where it is has been demonstrated that:</p> <ul style="list-style-type: none"> a) this target cannot be achieved because: <ul style="list-style-type: none"> i. a) development is prohibited by provincial policy or severely restricted on a significant portion of the lands within the delineated area; or b) there are a limited number of residents and jobs associated with the built form, but a major trip generator or feeder service will sustain high ridership at the station or stop. ii. planning for the relevant minimum density target established in policy 2.2.4.3 would be premature given the potential for redevelopment of the existing built form within the horizon of this Plan; b) the alternative target would: <ul style="list-style-type: none"> i. support the achievement of a more compact built form, where appropriate; ii. maximize the number of potential transit users within walking distance of the station; iii. increase the existing density of the area; iv. be appropriate given the existing design of streets and open spaces, levels of feeder 	<p>2.2.4.4 For a particular major transit station area, the Minister may approve a target that is lower than the applicable target established in policy 2.2.4.3 where it has been demonstrated that this target cannot be achieved because:</p> <ul style="list-style-type: none"> a) <i>development</i> is prohibited by provincial policy or severely restricted on a significant portion of the lands within the delineated area; or b) there are a limited number of residents and jobs associated with the built form, but a major trip generator or feeder service will sustain high ridership at the station or stop. 	<p><u>Support the addition of revised policy 2.2.4.4 b)</u></p> <p>The revised policy has simplified the criteria for requesting an alternative target for the minimum density of a major transit station area. The revised policy adds an additional justification for requesting an alternative density target: a lower target may be considered for station areas where there is a limited number of residents and jobs, but there are major trip generators in the MTSA which will attract many people to the area (eg universities, parks, recreational facilities). This change will be a benefit to the City as there are a number of individual MTSAs along the LRT corridor that will not meet the provincial target of 160 pjh, but which function as major draws for other reasons. This includes Longwood, Scott Park and Gage Park. Staff support this recognition by the Province that the usability and viability of the LRT corridor is not dependent only on those who live and work along the corridor, but also those who learn, visit or play along the corridor.</p> <p><u>Do not support the deletion of policy 2.2.4.4 a) ii)</u></p> <p>Growth Plan 2017 policy 2.2.4.4 a)ii) identified the following as a rationale for a municipality to apply for an alternative MTSA target: “planning for the relevant minimum density target established in policy 2.2.4.3 would be premature given the potential for redevelopment of the existing built form</p>

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<p>service and the range of densities across the transit network; and</p> <p>v. not preclude planning for the minimum density targets established in policy 2.2.4.3 in the future; and</p> <p>e) where there are four or more major transit station areas within the upper or single tier municipality along the same priority transit corridor or subway line, the average of the targets established for those major transit station areas will meet or exceed the applicable minimum density target established in policy 2.2.4.3. For the purposes of this policy, Union Station will be excluded.</p>		<p>within the horizon of this Plan.” This policy has been removed in Amendment No. 1. Staff are concerned about the removal of this policy because there are certain MTSA’s along the LRT corridor which, due to the presence of established low-density neighbourhoods in the MTSA, may not be able to meet the required density target within the Plan horizon. The removal of this policy appears to suggest that the presence of an existing lower density built form in an MTSA will not be considered toward the justification of an alternative MTSA density target.</p>
<p>2.2.4.5 Notwithstanding policies 5.2.3.2 b) and 5.2.5.3 c), upper- and single-tier municipalities may delineate the boundaries of <i>major transit station areas</i> and identify minimum density targets for <i>major transit station areas</i> in advance of the next <i>municipal comprehensive review</i>, provided it is done in accordance with subsections 16(15) or (16) of the Planning Act, as the case may be.</p>	<p>2.2.4.5 Notwithstanding policies 5.2.3.2 b) and 5.2.5.3 c), upper- and single-tier municipalities may delineate the boundaries of <i>major transit station areas</i> and identify minimum density targets for <i>major transit station areas</i> in advance of the next <i>municipal comprehensive review</i>, provided it is done in accordance with subsections 16(15) or (16) of the Planning Act, as the case may be.</p>	<p><u>Neutral</u></p> <p>This intent of this new policy is to allow municipalities the flexibility to identify MTSA’s within the Official Plan prior to the completion of the MCR, provided that the delineation of the MTSA is in accordance with the regulations of the Planning Act regarding Protected Major Transit Station Areas.</p>