

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

2017 Growth Plan	Draft Amendment No 1 Policy Change	2019 Growth Plan Policy	Comments
<p>2.2.4.4 For upper- and single-tier municipalities, council may request an alternative to the applicable target established in policy 2.2.4.3 through a <i>municipal comprehensive review</i> where it is demonstrated that:</p> <ul style="list-style-type: none"> a) this target cannot be achieved because: <ul style="list-style-type: none"> i. <i>development</i> is prohibited by provincial policy or severely restricted on a significant portion of the lands within the delineated area; or ii. planning for the relevant minimum density target established in policy 2.2.4.3 would be premature given the potential for <i>redevelopment</i> 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 <i>compact built form</i>, 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 	<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) <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. ii. planning for the relevant minimum density target established in policy 2.2.4.3 would be premature given the potential for <i>redevelopment</i> of the existing built form within the horizon of this Plan; e) the alternative target would: <ul style="list-style-type: none"> vi. support the achievement of a more <i>compact built form</i>, where appropriate; 	<p>No changes from draft Amendment No. 1.</p>	<p>Through the comments on Amendment No. 1, staff had supported the addition of revised policy 2.2.4.4 b) which recognizes the contribution of <i>major trip generators</i> (eg universities, parks, recreational facilities) in contributing to ridership along the LRT corridor. This policy change has been maintained.</p> <p>Staff did not support the deletion of policy 2.2.4.4 a) ii) which recognized that some Major Transit Station Areas (MTSAs) may not meet the minimum density target to due to existing built form. Staff recommended this policy be maintained, but that recommendation was not implemented and the policy has been deleted from the 2019 Growth Plan.</p>

2017 Growth Plan	Draft Amendment No 1 Policy Change	2019 Growth Plan Policy	Comments
<p>existing design of streets and open spaces, levels of feeder 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>c) where there are four or more <i>major transit station areas</i> within the upper- or single-tier municipality along the same <i>priority transit corridor</i> or subway line, the average of the targets established for those <i>major transit station areas</i> 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>vii. maximize the number of potential transit users within walking distance of the station;</p> <p>viii. increase the existing density of the area;</p> <p>ix. be appropriate given the existing design of streets and open spaces, levels of feeder service and the range of densities across the transit network; and</p> <p>x. 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 <i>major transit station areas</i> within the upper- or single-tier municipality along the same <i>priority transit corridor</i> or subway line, the average of the targets established for those <i>major transit station areas</i> 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>N/A</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>,</p>	<p>No changes from draft Amendment No. 1.</p>	<p>Staff had no comments on this policy as part of Amendment No. 1.</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</p>

2017 Growth Plan	Draft Amendment No 1 Policy Change	2019 Growth Plan Policy	Comments
	<p>provided it is done in accordance with subsections 16(15) or (16) of the Planning Act, as the case may be.</p> <p>New Policy</p>		<p>of the MTSA is in accordance with the regulations of the Planning Act regarding Protected Major Transit Station Areas.</p>