

City Planning

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June 11, 2025

Ministry of Infrastructure  
Transit Oriented Communities Policy and Delivery Branch  
777 Bay Street, 4<sup>th</sup> Floor  
Toronto, ON M5G 2E5

**RE: Bill 17- Protect Ontario by Building Faster and Smarter Act, 2025 - Accelerating Delivery of Transit-Oriented Communities** ([ERO 025-0504](#))

On behalf of the City of Toronto, I am pleased to submit the City's comments and recommendations to the legislative changes to the *Transit-Oriented Communities Act* by the *Protect Ontario by Building Faster and Smarter Act, 2025* (Bill 17). The City of Toronto greatly values the ongoing partnership and collaboration with the Province of Ontario, including Metrolinx and other Ministries and Agencies, in advancing shared goals around transit planning and implementation. It is noted that Bill 17 received Royal Assent on June 5, 2025, six days prior to the deadline for comments through the Environmental Registry of Ontario. These comments and recommendations are being submitted to ensure that the City's position regarding these changes is known and that future legislative changes to the *Transit-Oriented Communities Act* can address our recommendations.

Below is a summary of the City's comments.

- Amending the definition of "priority transit project" has the potential for the Transit-Oriented Communities program to be expanded to include any project that Metrolinx has the authority to carry out. This could apply to the entire GO Expansion program, and any future subway, BRT or LRT projects.
- Despite the amended definition of "transit-oriented community project" there continues to be ambiguity regarding its interpretation. Specifically, further clarification is needed regarding what a "development project" is and what the scope of "in connection with the construction or operation of a station" is.
- Amendments will help to provide clarity that the Minister or its delegates may be required to enter into an agreement with any landowner to support a transit-oriented community project, including that the Minister may confirm that an agreement between the landowner and a municipality is required. This may give municipalities a better opportunity to influence the outcome of these projects by helping to secure their interests.

The enclosed attachment contains the City's full comments and recommendations on the changes to the *Transit-Oriented Communities Act*.

We look forward to continuing our strong working relationship with the Province and supporting the success of Ontario's transit priorities through open, respectful, and coordinated efforts.

Should you have any questions regarding the City's submission or would like to arrange a meeting with City staff, please contact me directly or James Perttula, Director, Transportation Planning (416-392-4744).

Sincerely,

**Original signed by:**

Jason Thorne, MCIP, RPP  
Chief Planner and Executive Director  
City Planning

Bill 17: Clause-By-Clause Review				
Section of Schedule	Description of Change	Impact Assessment	Level of Support	Recommendation Modifications
Schedule 8 – Transit-Oriented Communities Act, 2020				
1 (1)	Changes the Minister of Transportation to Minister of Infrastructure	No Comments	Support in Principle	No Recommendations
1 (2)	Addition of a new definition “Ministry” referring to the Ministry of Infrastructure	No Comments	Support in Principle	No Recommendations
1 (3)	Addition of reference to a provincial transit project defined in the Building Transit Faster Act, which identifies any transit project that Metrolinx carries out and any other provincial transit project described by regulations.	<p>Generally, City policy directs and supports the integration of land use and transportation investment. However, there is significant potential for the Transit-Oriented Communities program to be expanded to include any project that Metrolinx has the authority to carry out. This could apply to the entire GO Expansion program, and any future subway, BRT or LRT projects. Since Metrolinx also provides regional bus service, a TOC site may also now apply to regional bus terminals (e.g., at a mall or a park-and-ride facility) where they may perform in a significantly different way than other forms of transit that benefits from higher density land uses.</p> <p>The expansion of the TOC program may have negative impacts to other City priorities like putting more employment lands at risk of conversion to non-employment uses. It is important that lands designated for employment uses are retained for their purposes. The expansion may also impact servicing assessments.</p>	Do Not Support	No Recommendations
1 (4)	Amending the definition of “transit-oriented community project” by removing from the definition “and includes a development project located on transit corridor land within the meaning of the Building Transit Faster Act, 2020”. The amended definition would be “means a development project of any nature or kind and for any usage in connection with the construction or operation of a station that is part of a priority transit project”	s.2 of the Act continues to enable lands to be designated as transit-oriented community land if it supports a transit-oriented community project. However, further clarification is required about whether enabling infrastructure or other elements of or properties for a project (e.g., logistics hubs or entrance connections) may be considered as development projects in connection with the operation or construction of a station.	Do Not Support (More Information Needed)	Provide a more specific scope of what may be considered “in connection with the construction or operation of a station”. Confirm that “development” is referring to development in s.41 of the Planning Act and clarify definition of “development project.” Clarify if other transit project elements and infrastructure on surrounding or adjacent lands are part of “provincial transit project” definition.
1 (5)	A transition policy to maintain the existing definition for the current transit-oriented community projects	No impacts anticipated as this is a transition policy that maintains the definition of a transit-oriented community project for existing projects.	Support	No Recommendations
2 (1)	Amending the clause that enables the Minister to establish, acquire, manage or participate with entities in supporting or developing a transit-oriented community by removing the text “related to provincial transit projects prescribed by the regulations for the purposes of the definition of “priority transit project”	With amendments to the definition of “priority transit project”, the text included in the existing clause is redundant. Housekeeping change, but the city remains unsupportive of the definition of provincial transit project	Partially Support	No Recommendations
2 (2)	Includes a clause for clarification that a municipality may be a partner in a transit-oriented community. It also removes the requirement that the approval of the Lieutenant Governor in Council if a municipality or First Nation	The first amendment that clarifies that municipalities may enter into transit-oriented community agreements with the Province. There is potential for an entity like CreateTO to capitalize on this, though nothing in the current legislation precludes a municipality from doing that now.	Support	No Recommendations

Bill 17: Clause-By-Clause Review				
Section of Schedule	Description of Change	Impact Assessment	Level of Support	Recommendation Modifications
	is a participant in the transit-oriented community	The second amendment specifies that Lieutenant Governor in Council approval is not required for partnerships with a municipality or First Nation helps to streamline transit-oriented community projects.		
2 (3)	Extending the ability of the Minister to borrow or manage financial risks by to a delegated power including Metrolinx, Ontario Infrastructure and Lands Corporation, and a public body prescribed by the Lieutenant Governor in Council.	The addition of the Ontario Infrastructure and Lands Corporation or Metrolinx may not have impacts on the City.	Support in Principle	No Recommendations
2 (4)	Updates the investment policy clause to apply to the Minister or an entity to which it delegated powers to, including the Ontario Infrastructure and Lands Corporation, Metrolinx or a public body.	The additional delegates may not have impacts on the City.	Support in Principle	No Recommendations
2 (5)	Updates who the Minister may delegate powers to include Ontario Infrastructure and Lands Corporation	The addition of the Ontario Infrastructure and Lands Corporation may not have impacts on the City.	Support in Principle	No Recommendations
3	Addition of a new subsection that provides further clarity about administering transit-oriented community project agreements including that a municipality may be a party to an agreement, the Minister may confirm that an agreement is necessary, that agreements can be registered against the land to which it applies and that the Minister or municipality may be entitled to enforce the provisions of the agreement.	<p>This new subsection provides clarity that the Minister or its delegates may be required to enter into an agreement with any land owner to support a transit-oriented community project. The Minister may confirm that an agreement between the land-owner a municipality is required. This may give municipalities a better opportunity to influence the outcome of these projects.</p> <p>Furthermore, the subsection enables the agreements to be registered against the land to which it applies, which should help provide clarity to the City when reviewing TOC applications.</p> <p>It also clarifies that the municipality in which the land subject to an agreement is located may be a party to the agreement. This can help the City secure its interests through the TOC agreement.</p>	Support	No Recommendations
4	A new subsection is added that enables the Lieutenant Governor in Council may make regulations that specify when approval of the Lieutenant Governor in Council is not required.	No Comments	Support in Principle	No Recommendations