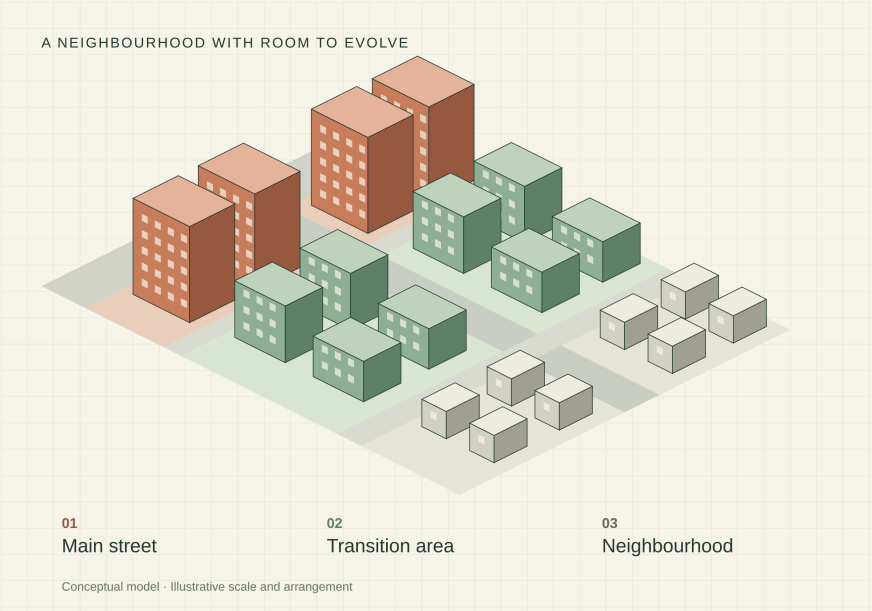
TRANSITION
ZONES

HOUSING / NEIGHBOURHOODS / CHANGE

Transition Zones

Height, density and use across urban neighbourhoods



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transitionzones.com

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Executive summary

Toronto should implement Transition Zones as a mapped planning framework for neighbourhood lands adjoining main streets, centres and transit. The purpose is to accommodate more homes and a broader range of local uses across several properties and blocks, with development occurring incrementally. Recent reforms create a stronger starting point. The remaining task is to connect those permissions to workable buildings, shared services and an implementation program.

Concept and origins

The proposal builds on a longstanding Toronto planning question: what should happen beyond the edge of a growth area? St. Clair West's Enhancement Zones helped accommodate corridor development. Transition Zones treat adjoining properties as places for additional housing and neighbourhood activity. Danforth, Sheppard East and the North York Centre review show different ways that wider relationship can be addressed.

Housing and community life

More housing choice would allow households to remain in familiar communities as their needs change. Small shops, services, gardens and shared resources can support everyday life close to home. These opportunities depend on good housing, useful connections, investment in neighbourhood services and explicit measures for affordability and existing tenants.

Policy and regulatory context

Approved policy for 120 station areas provides an immediate route through the City's zoning work. Additional station areas are at different approval stages. Transition lands beyond them need their own mapped policy and zoning response. On Neighbourhoods lands without greater existing permissions, proposals above four storeys require an Official Plan amendment. [13,14,49]

Evidence and precedents

The research supports reform at a meaningful scale, with standards that can work together on real lots. It also shows why new permissions should be assessed through the homes delivered. The international comparisons inform the approach; local studies and built examples help explain the relationships Toronto would need to plan. [33–45]

Executive summary

Selection and classification

Select areas through their access to transit and daily needs, lot fabric, housing needs and service capacity. Classify the role of the area separately from the building response on an individual property. Outside station areas, compare three-to-five-storey and four-to-six-storey options against local conditions before establishing mapped permissions.

Area case studies

Danforth extends planning direction behind a main street. Sheppard East identifies intermediate character areas. North York Centre considers changes in scale and use around a major centre. Together, they support an area framework that coordinates adjoining properties while allowing individual sites to change at different times.

Development standards

Enable detached, semi-detached and row-form multiplexes, with six-unit opportunities in suitable station and transition areas. Test four full storeys and 19–21 metre depths. Align apartment side yards up to 13 metres with existing permissive benchmarks; test 1.2–1.8 metres above 13 metres and up to six storeys. Coordinate windows, access and landscape. Broaden local-use permissions and test two dwellings within a garden-suite envelope.

Implementation

Advance the three geographic streams together. Pair policy and zoning with a funded delivery program. For apartments, address remaining visitor-parking, loading and amenity obligations where they apply, while preserving multiplex exemptions. Shared street services and neighbourhood facilities should reduce burdens on individual sites. Section 8.2 links the recommendations to instruments, proposed leads and first deliverables.

Direction and monitoring

Council should request a resourced implementation program within six months of renewed direction. Begin with a current permissions baseline, mapped opportunities and paired building tests using consistent cost assumptions. Publish responsibilities, investment needs and reporting dates. Measure applications, completed homes, housing quality, affordability and effects on existing residents. This is the proposed next step toward implementation.

1.0 Concept and Origins

1.1 Purpose and method

This report sets out a policy, zoning and delivery framework for neighbourhood lands behind main streets and near transit. It brings the original proposal and its local history together with research, comparisons and area-based cases. The recommendations address both the permissions needed for more housing and the conditions needed to make that housing work.

1.1.1 Evidence and policy status

The policy review is dated 11 November 2026. Historical proposals, adopted policies and implementing zoning are identified separately. The literature review considers selected questions relevant to implementation, with findings interpreted in their own markets and periods. Applicable instruments and maps remain the basis for a property-specific assessment.

1.1.2 Area cases and parcel tests

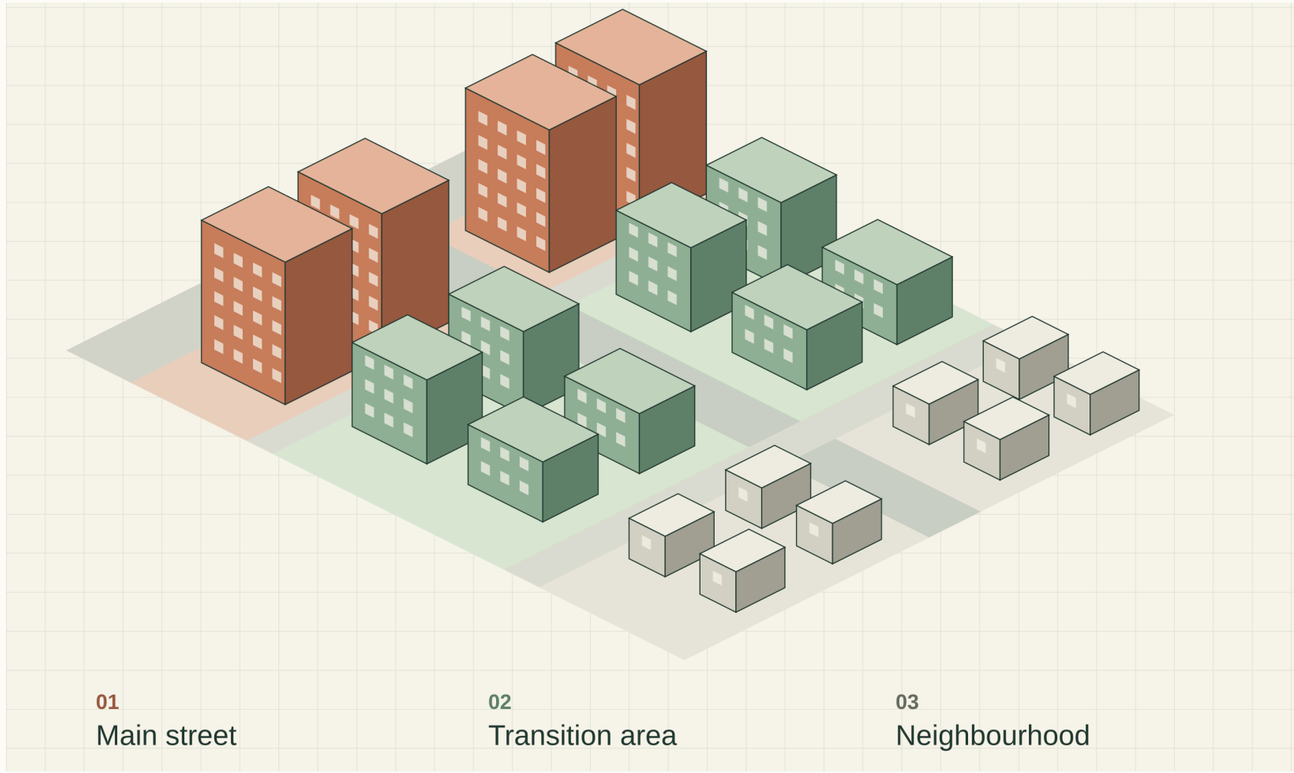
The main cases examine Danforth, Sheppard East and the edge of North York Centre. They consider height, density, uses, access and delivery across adjoining properties and blocks. Illustrative diagrams explain spatial relationships; the official maps identify the area-specific planning context.

Appendix A uses the Markham and Queensbury parcels to examine zoning constraints and a two-dwelling rear-building pilot. These supporting tests complement the area case studies and identify questions for detailed design and feasibility work. The appendix records their assumptions and limits.

1.1.3 Authorship and source credits

Prepared by Blair Scorgie, MArch, BURPl, MCIP, RPP, Managing Principal, Scorgie Planning. The Transition Zones concept was developed in collaboration with Sean Hertel. Selected renderings are from The Space Between. Official figures retain their original legends and source attribution. New analytical drawings are identified in their captions. Built photographs document particular housing and use relationships; they do not establish an area-wide Transition Zone or permissions on another property. Conceptual renderings illustrate possible change. Both retain captions and source credits.

Plan the relationship across the neighbourhood



Transition is an area relationship.

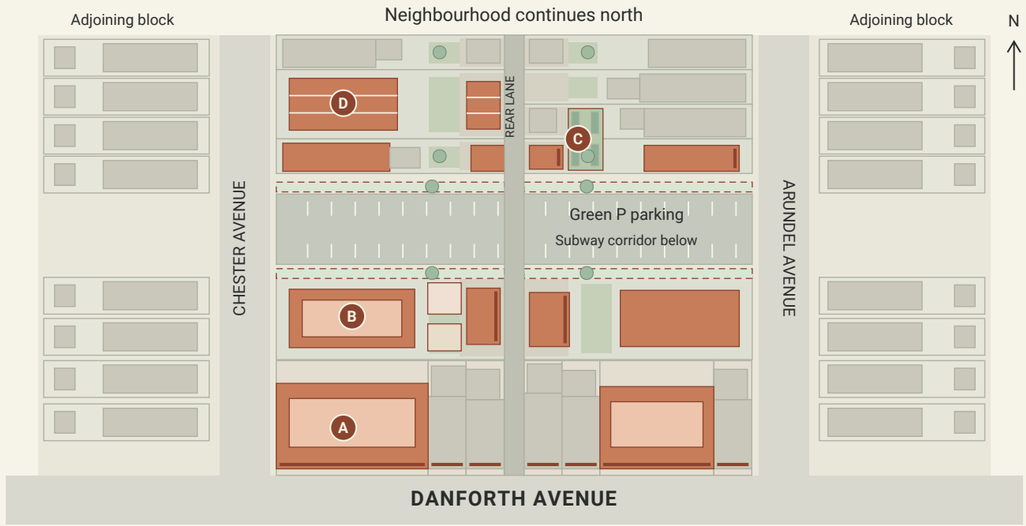
The framework considers how larger mixed-use buildings, intermediate housing and smaller neighbourhood forms can relate across several properties and blocks. Its purpose is to plan the change in height, density and use across that wider area.

Concept diagram from transitionzones.com. Arrangement and dimensions are illustrative.

1.2 Transition across several blocks

Transition Zones plan a gradual change in height, residential intensity and uses across adjoining properties and blocks between a growth area and its surrounding neighbourhoods.

DANFORTH / THE BLOCK AND ITS ADJOINING CONTEXT



New / adapted buildings Retained buildings Gardens and shared spaces

A Main-street projects
New 6–8-storey buildings among retained shops.

B Behind the frontage
Selected 4–6-storey projects on neighbourhood properties.

C The rear lane
Housing, local uses and shared outdoor resources.

D Farther into the block
Three-storey infill among retained homes and yards.

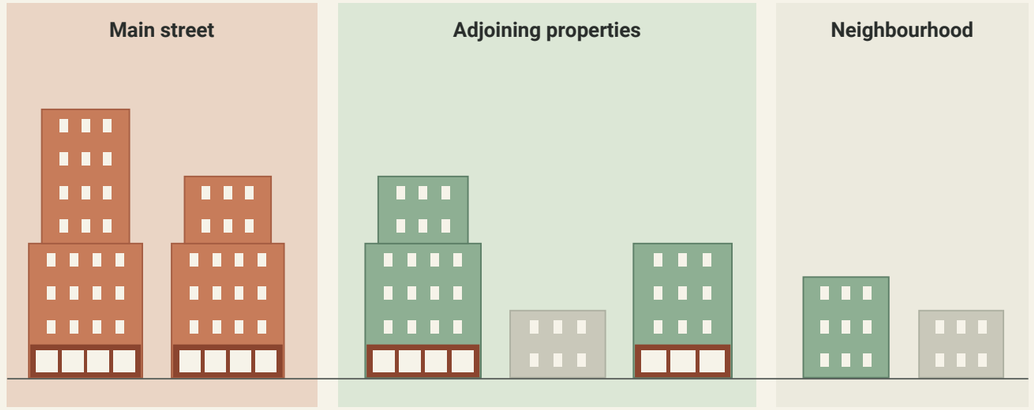
Illustrative scenario, not adopted permissions or a current inventory. Adjoining blocks are generalized context.

The central block uses the same geometry as the perspective on page 32.

1.3 Height, density and use

Height describes building scale; density concerns the housing and floor area accommodated; use concerns the activities that can occur. These dimensions need not change at the same rate or form a rigid staircase.

HEIGHT, DENSITY AND USE CAN CHANGE AT DIFFERENT RATES



Local shop, service or community use Retained building

The transition concerns an area; existing buildings remain between new projects.

Illustrative forms only. Heights and uses are not a statement of adopted permissions.

1.4 A neighbourhood changing over time

A Transition Zone would allow new apartments, multiplexes and attached homes to emerge among retained buildings. The relationship develops across several properties and can extend over more than one block. Owners need practical options at each stage; the whole area need not redevelop at once.



Figure 1. Conceptual rendering from The Space Between (2026), by Blair Scorgie. Retained houses and new housing illustrate a neighbourhood evolving across several properties. This is an imagined setting, with no fixed heights, boundary or development entitlement implied.

The rendering helps picture the character of that change. The plan and section diagrams in the preceding spread explain its spatial logic: greater intensity near a main street or transit area, a range of intermediate forms, and a continuing neighbourhood beyond. Height, density and use can change together without every building forming a uniform staircase.

The built photographs elsewhere in this report illustrate individual parts of the idea. The wider pattern is presented through conceptual renderings and analytical diagrams.

1.5 From a spatial concept to a planning framework

The Transition Zones proposal addresses the abrupt change in planning expectations at the edge of a growth area. It extends the planning task across adjoining neighbourhood properties, allowing height, density and uses to change over a wider area. The appropriate pattern depends on the surrounding streets, transit, services and blocks.

Blair Scorgie developed the concept in collaboration with Sean Hertel. Their technical brief proposed a new Urban Structure category, changes to Neighbourhoods policies and area-specific zoning. The associated contribution to House Divided advanced the housing and affordability argument. These sources also identified selection criteria and classifications as essential parts of implementation. [1–3]

1.5.1 Advocacy and subsequent policy

In 2019, Blair Scorgie met with Premier Doug Ford, the Premier's office, provincial ministers and senior staff to discuss Transition Zones. The Province's June 2019 modifications to the Yonge–Eglinton Secondary Plan form part of the policy history examined in this report. [1,5]

Later Toronto work has used comparable spatial logic in different forms. Danforth applies a detailed area-specific framework; Renew Sheppard East expressly identifies Transition Zone Character Areas; and the North York Centre review considers land-use changes at the edge of the Centre. These are relevant precedents, although their status and development permissions differ. [6,7,11,12,15–17]

1.5.2 Applied research

A Fall 2024 TMU studio prepared for CLIP Homes examined three Toronto areas through context analysis, building concepts and high-level financial calculations. It helped identify questions about assembly, housing forms and implementation. This report develops those questions through area-based cases and supporting parcel tests. [4]

The chapters that follow connect area selection and classification to a coordinated policy, zoning and delivery program. The area cases establish the wider planning relationship. The supporting parcel tests identify particular rules that would need to change for that relationship to be built.

1.6 Before Transition Zones

Toronto's difficulty accommodating growth beside established neighbourhoods predates the Transition Zones proposal. Earlier work generally asked how a larger corridor building could fit beside a smaller house. The question gradually widened to include what could happen on the adjoining land. Three local episodes are particularly useful: St. Clair Avenue West, the original Mid-Rise study and Eglinton Connects.

1.6.1 2009 / Shallow Avenue lots

The St. Clair Avenue West Avenue Study used Enhancement Zones to help resolve shallow development sites. By-law 1103-2009 addressed adjoining land used for a lane or private driveway, parking and landscaping. Council endorsed a local approach where supported by the community. The mechanism helped accommodate the Avenue building; it did not establish an additional housing band on the enhancement land. [29]

1.6.2 2010 / A proposal for wider application

The Avenues and Mid-Rise Buildings Study examined extending the approach to other shallow Avenue lots. It contemplated an area-specific study and Official Plan amendment, with the adjoining property becoming a no-build area and the rear transition measured from its outer edge. In July 2010, however, Council directed staff not to apply the Enhancement Zone principles. Their appearance in the consultant report is evidence of an idea considered, not a citywide permission adopted. [30]

How the Enhancement Zone worked

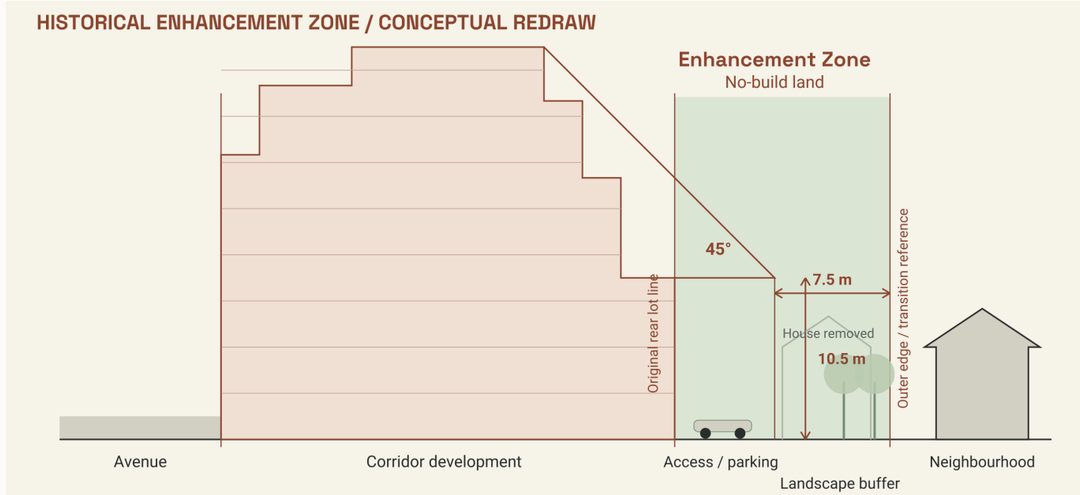


Figure 2. Analytical redraw of the historical Enhancement Zone concept, after BMI/Pace, Avenues and Mid-Rise Buildings Study, May 2010, p. 57. The adjoining land supports access, parking and landscaping rather than new homes. The broader principles were not applied under Council decision 2010.PG39.9, part 9. [30]

Reading the historical concept

The Avenue building uses adjoining land for a lane, parking and landscaping. The rear transition is measured from the outer edge of the Enhancement Zone. The former house is removed, while the land does not become an additional band of housing. [29,30]

The central difference is the intended use of the adjoining land: space supporting corridor development, or a place for additional homes and neighbourhood activity.

1.7 Eglinton Connects and the later proposal

Eglinton Connects revisited the relationship between shallow frontage sites, rear access and neighbourhood transition. Council's May 2014 directions retained the recommendation to maximize opportunities on shallow lots. The implementation decisions then narrowed the reach of Neighbourhood Transition Areas. [31]

1.7.1 A limited application

In August 2014, Council confirmed that no additional Neighbourhood Transition Areas beyond the one at Eglinton and Caledonia were being recommended. It also directed that new or widened lanes be accommodated on development lands without expropriating adjacent properties. The outcome was a limited application, with explicit constraints on how corridor access would be delivered. [31]

1.7.2 A wider planning proposal

The later Scorgie–Hertel proposal treated neighbouring properties as potential places for housing and suitable local uses in their own right. It proposed a broader spatial category, criteria for selecting areas, classifications and changes to policy and zoning. The relevant continuity is the planning problem at the edge of a growth area. The proposed response changed from accommodating the corridor building to planning an area across adjoining blocks. [2,3]

The Centre for Urban Research and Land Development's 2019 missing-middle strategy also recommended Density Transition Zones as part of a wider package. That report helps locate the idea within Toronto's housing debate. It was a policy proposal, rather than an evaluation of completed Transition Zones development. [32]

Period	Main planning question	Consequence for this report
2009–10	Can adjoining land make a shallow Avenue site work?	Separate buffer and access land from new housing land.
2014	Where can corridor transition extend, and on whose land?	Map the extent and make land-delivery assumptions explicit.
2018–19 proposal	Can several neighbourhood properties accommodate more homes and local uses?	Evaluate housing opportunity and neighbourhood function together.
2019–26 reforms	What do targeted plans and new station policies already permit?	Identify the additional contribution before proposing a new overlay.

2.0 Housing and Community Life

2.1 More ways to remain in a community

Neighbourhoods serve people whose needs change over time. An older resident may want a smaller, accessible home near familiar shops and friends. A growing household may need an additional bedroom. Adult children, caregivers and extended families may want to live nearby without sharing one dwelling. A wider choice of homes can make those arrangements possible within the same community.



Figure 3. Conceptual rendering from The Space Between. Housing choice and shared neighbourhood life.

Small apartments, multiplexes, townhouses, additions and conversions offer different ways to meet those needs. Their value lies in the homes they provide: the bedroom mix, storage, daylight, accessibility and usable outdoor space. Development standards should support those qualities alongside the intended height and density.

Additional supply can broaden choice, but a smaller building does not necessarily provide affordable housing for lower-income households. Secured affordable homes, non-profit and co-operative delivery, and protection for existing renters require explicit measures. The City should evaluate these outcomes alongside the number of new homes, with clear definitions and reporting. [2,3]

2.2 Local uses and shared investment

Transition Zones should provide room for neighbourhood shops, services, small workplaces and community activity. Suitable corners, ground floors and ancillary buildings can support a wider range of uses, including independently operated premises and shared resources.



Figure 4. Conceptual rendering from The Space Between. Neighbourhood uses illustrate possible outcomes; current permissions and operating requirements vary by site.

A small office, a shop and an evening restaurant place different demands on neighbouring homes and the street. Permissions should account for floor area, entrances, hours, outdoor activity, deliveries and waste. Addressing those matters through proportionate standards would give small operators and neighbours a clearer basis for managing change.

Locating more residents near established transit, shops, parks and schools can make better use of existing investment. It can also strengthen the case for improving walking routes, crossings and services. Capacity must be established with the responsible providers. Where investment is necessary, the framework should identify who will deliver it and when. A service gap should prompt a delivery decision rather than an indefinite exclusion from housing opportunity.

Sections 7.9–7.10 set out proposed next steps beyond Expanding Housing Options in Neighbourhoods (EHON), with lessons from the Mixed-Use Laneways Study and The Shape of the Day. Tool libraries, community gardens and shared workshops are part of this neighbourhood infrastructure. [57,59,60]

BUILT REFERENCE / TORONTO

Oben Flats: rental housing on the main street

Oben Flats Leslieville provides purpose-built rental apartments above retail on Queen Street East. The six-storey building uses a four-storey streetwall and a lower rear edge in response to its surroundings.

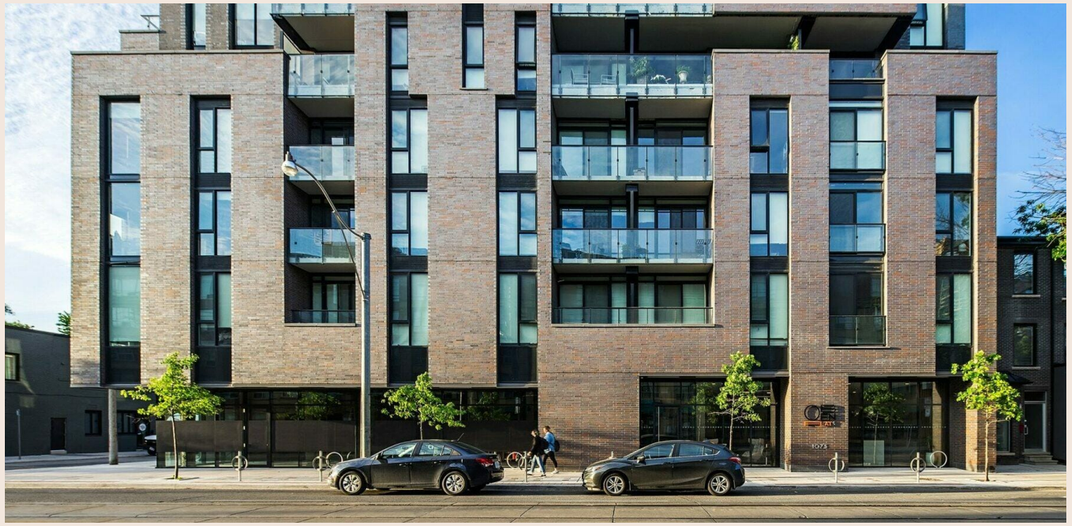


Figure 5. Oben Flats Leslieville on Queen Street East. Rental apartments sit above the main-street frontage. Image source: Superkul; project photography credited to Tom Arban and Michael Muraz.

Rental apartments and local businesses can share a main-street building within reach of existing services. This is the corridor side of the Transition Zones discussion; the area framework also considers the properties behind it.

The selected photograph shows Queen Street. The rear relationship is described in the architect's project account.

Superkul / Oben Flats Leslieville

BUILT REFERENCE / TORONTO

The Southwood: apartments, townhouses and shops

The Southwood combines six-storey housing, ground-floor retail and a lower townhouse component on Kingston Road. Together, they show a change in housing scale and frontage within a main-street development.



Figure 6. The Southwood on Kingston Road. A lower attached component sits beside the apartment building; ground-floor retail forms part of the main-street frontage. Photograph: Salina Kassam / Lemay project gallery.

Apartments, attached homes and local shopping contribute to one setting. The change in scale is accompanied by a change in frontage and use, with rear access arranged around the housing.

The two phases form a coordinated development. The architects describe the eastern edge of phase 2 as a transition to three-storey townhouses.

Lemay / The Southwood, phases 1 and 2

3.0 Policy and Regulatory Context

3.1 How the framework has evolved

Toronto has used several mechanisms to manage the relationship between growth areas and neighbouring residential lands. Their geographic reach, permitted uses and legal status differ. The shared question is how the intended character of adjoining areas should be planned together.

Instrument	Spatial contribution	Status and consequence
Yonge–Eglinton / 2019	Mapped Neighbourhoods A and B support targeted low-rise intensification.	Minister-modified Official Plan; a precedent for differentiating expectations within Neighbourhoods. [5]
Danforth / 2022	Selected local-street lots behind the corridor receive area-specific direction.	Council-adopted policy and guidance; boundaries and later instruments govern. [6,7]
Housing Action Plan / 2022–23	Transition Zones become a separate guideline and zoning work item.	Published Q2 2026 reporting targets have passed; an updated program is needed. [8–10]
Sheppard East / 2024	Transition Zone Character Areas are mapped beyond the corridor frontage.	Council-adopted secondary plan, with appeal-related matters continuing. [11,12]
Station areas / 2025	Broader apartment and multiplex policies reach neighbourhood interiors.	Minister-approved Official Plan policies; zoning implementation is a separate task. [13,14]
North York Centre / 2026	Review directions consider transition and selective land-use changes at the Centre's edge.	Endorsed directions, not an adopted replacement Secondary Plan. [15–17]

3.2 Station areas and multiplex housing

In August 2025, the Province approved modified Official Plan policies for 120 station areas: 25 major transit station areas (MTSAs) and 95 protected major transit station areas (PMTSAs). On Neighbourhoods lands, the policies permit multiplexes and apartments up to four storeys. Six-storey apartment policies apply within 200 metres of an existing or planned station or on a Map 3 Major Street frontage within the approved station area. [13,14]

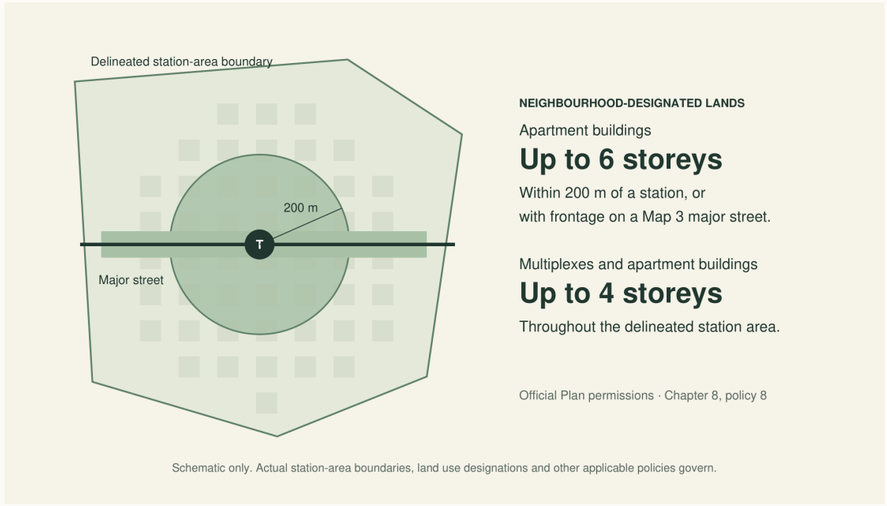


Figure 7. Interpretive station-area diagram from transitionzones.com. The delineated boundary, station location, frontage and applicable instruments govern; circles alone do not establish permission. [13]

The approved policy is distinct from implementing zoning. The City is preparing standards and maps for the 120 areas. Its February 2026 consultation approach proposes fiveplexes, sixplexes and apartments on Neighbourhoods lands throughout those areas; this should not be reported as completed zoning. Greater applicable permissions remain part of the baseline. [14,50]

3.2.1 The current multiplex geography

Fourplex permissions apply citywide; the five- and six-unit detached-houseplex overlay covers Toronto and East York and Ward 23. Its definitions exclude attachment to a building on an abutting lot. Expanding six-unit opportunities and enabling attached forms are related but separate changes. [27,46]

3.3 Station areas at different approval stages

The 120 approved station areas do not exhaust Toronto's station-area planning geography. The City identifies 14 Council-adopted areas on which the Minister withheld a decision, and a further nine draft areas authorized for consultation in December 2024. Their policy status must remain distinct from the approved 120. [49]

3.3.1 Approved areas

Use the current station-area zoning exercise to implement approved policy. The new standards should address building forms and practical envelopes together, including multiplex height, depth, attachment, access and apartment setbacks. Existing greater permissions should remain available. [14,50]

3.3.2 Areas awaiting provincial decisions

Council-adopted station-area policies awaiting a Ministerial decision are not yet in force as station-area policies. Their next step may be provincial determination rather than a fresh City amendment. Confirm the outstanding instrument and any concurrent secondary-plan or site and area specific policy (SASP) work for each area. [49]

3.3.3 Further station areas

Complete delineation, policy preparation, consultation and required approval for draft or additional station areas, with implementing zoning coordinated as the policies advance. A transit radius alone does not establish the approved boundary or import another area's permissions. [49]

Status reviewed 11 November 2026. The City's Official Plan Review and station-area work pages are the baseline for the three streams; subsequent approvals must be incorporated before adopting a municipal program.

3.4 What would a new framework add?

A Transition Zones framework should build on the permissions already available to each property. Its contribution should be clear: additional housing or uses, standards that make an intended building achievable, or the investment needed for delivery. The comparison therefore needs to address land-use policy, zoning, site requirements and implementation together.

Existing measure	What it contributes	What remains to test
Multiplex zoning	A wider range of dwellings in house-scale forms.	Whether the permitted envelope, access and internal arrangement support the intended homes.
Major Streets and corridor reform	More housing on mapped streets and revised corridor expectations.	The treatment of adjoining properties with local-street frontage and the connections across the block.
Approved station-area policy	Broader apartment and multiplex policy permissions on qualifying Neighbourhood lands.	Implementing zoning, applicable greater permissions and a functioning building envelope.
Area-specific plans	Mapped responses such as Danforth policy areas and Sheppard character areas.	Current status, overlaps, practical constraints and the public-realm commitments.
Proposed Transition Zones framework	Coordinated additional housing, suitable local uses and area investment.	The specific change in use, intensity, standards, approval route or infrastructure delivery.

3.4.1 A property schedule should make the change reviewable

For each pilot area, staff should publish the current designation and zoning, the proposed change and the reason it is needed. If current permissions already achieve the intended form, the response may be implementation guidance or investment rather than another amendment. If a side yard, density limit or access rule prevents the intended form, that provision should be addressed directly.

This is an implementation method, not a determination that every reform listed applies to every site. The approved maps, current instruments and any site-specific provisions govern. [11–14,18,19,24–28]

3.5 Complete the outstanding commitment

Council's December 2022 Housing Action Plan direction was brought forward by Mayor John Tory and seconded by Councillor Brad Bradford. It expressly included transition zones between commercial and residential areas through zoning changes. The March 2023 work plan identified guideline and zoning work for areas of transition. [8,9]

The Q3 2025 tracker scheduled Transition Zones proposals and final reports for Q2 2026, noting changing legislative priorities against the final report. Those dates have passed. A completed standalone citywide framework was not identified in the records reviewed. The City should publish the remaining scope, dependencies and reporting dates. [10]

Related work	Contribution	Implication for Transition Zones
Mid-Rise Housing	Current initiative identifies further guideline consideration in Q1 2027 and ongoing design and waste work. [18]	Use the technical work, while making a separate decision about neighbourhood properties behind the frontage.
Major Streets	The City records the OLT resolution of the policy and zoning appeal in September 2025. [19]	Include operative frontage permissions in every baseline; examine adjoining local streets separately.
Jane Finch	Integrated community planning framework, in force subject to stated exceptions and Norfinch appeals. [20]	Coordinate housing with community investment, using the area's operative policies.
Lake Shore West	July 2026 draft guidelines retain rear transition areas; Council referred the item for further work in Q1 2027. [21,22]	The July draft retains low-rise housing, access, servicing and open space within consolidated frontage sites. It is not adopted permission.

The City's current station-area work page identifies additional assessment of Bill 98, including site-plan control and parkland implications, and says an updated zoning workplan and Council timeline remain to be determined. Coordinate the related mapping, analysis and engagement, while giving the separate Transition Zones commitment a responsible team and reporting date. [14]

4.0 Evidence and Precedents

4.1 What the evidence can tell us

The literature review examines how additional permissions affect construction, affordability and displacement, and how housing relates to travel choice. Selected academic studies, Canadian research and official monitoring provide lessons for Toronto's implementation program. The findings need to be read in relation to the reform and market studied.

4.1.1 Permissions can matter, but their effect depends on scope

Greenaway-McGrevy and Phillips examine Auckland's broad 2016 upzoning using a quasi-experimental approach. They find a positive construction response and examine whether activity was simply redirected from land that was not upzoned. The result supports testing a meaningful range of development opportunities. It does not provide a Toronto unit forecast or establish that every newly eligible site will redevelop. [33]

Freemark's study of Chicago's 2013 and 2015 transit-oriented zoning changes finds higher property values without a corresponding short-term increase in construction. The result shows why additional allowable density cannot be treated as an immediate construction program. The reform, market and observation period differ from Auckland's, helping explain the different findings. [34]

4.1.2 Test the rules together

Freemark's subsequent review finds that the scope of a reform, local demand and the time allowed for response affect the observed outcomes. For Toronto, the practical implication is to test the combined use, height, density, setback, access and approval rules. A building type that is nominally permitted may still be difficult to deliver on the lots to which the rule applies. [35]

Evidence question	Report response
Does legal capacity become construction?	Track applications, permits, starts and completions separately, with the eligible land denominator.
Is the tested form achievable?	Test typical individual lots as well as assemblies; identify the binding provisions.
Is the reform broad enough to allow choice?	Publish the number and range of eligible sites, including exclusions and practical constraints.

Selected literature and program monitoring reviewed to 11 November 2026. Sources and methods differ; the findings are synthesized rather than pooled into a Toronto forecast. [33–38]

4.2 Affordability, tenure and displacement

Additional supply, lower prices than new detached houses, and housing affordable to lower-income households are different outcomes. A Transition Zones program should state which it seeks and identify the tools needed to achieve each.

4.2.1 Pair supply with housing protections

Asquith, Mast and Reed find nearby rent moderation associated with large new apartment buildings in low-income US areas. The result supports examining supply effects, while the Toronto application needs its own evidence and protection for occupants of buildings being replaced. [36]

Inventory occupied rental housing and identify applicable replacement and tenant-assistance requirements. Consider retention, conversion and additions alongside replacement, with secured affordable, non-profit and co-operative delivery where appropriate.

4.2.2 Measure the homes delivered

CMHC's Canadian comparison shows substantial differences in missing-middle production among cities and building forms. The forms and tenures actually delivered matter more than a single label for this varied housing market. [37]

Report net additional homes, bedroom mix, accessibility, tenure, secured affordability, rents or prices and displacement. An affordability measure should identify the household income, cost threshold and duration. Where reliable data are unavailable, identify the reporting gap.

Housing choice and secured affordability require explicit objectives, delivery tools and measures.

4.3 Proximity must translate into access

Transition Zones are often justified by their proximity to transit, services and amenities. The physical relationship is important, but a radius on a map is only a first screen. The question is whether a person can reach useful destinations safely and conveniently, and whether the available services can meet additional demand.

4.3.1 Plan for useful connections

Ewing and Cervero's meta-analysis directs attention to destination accessibility, land-use mix and connected street networks alongside density. The implication is to plan the route and the destination together: a station radius alone does not establish convenient access. [38]

Toronto should test walking routes to transit entrances, crossings of major streets, cycling connections, terrain and barriers. A nearby school, park or library should be recorded together with its available capacity and any planned improvements. Transit frequency, reliability and capacity matter as well as the station location. This is the practical basis for selecting an area and identifying the public investment that should accompany housing.

Finding from the review	Implication for Transition Zones
Regulatory response varies by market and reform.	Test buildability and publish a practical opportunity inventory.
New supply and secured affordability are different measures.	Use complementary delivery tools and report each outcome.
Individual redevelopment can displace existing occupants.	Identify rental stock and tenant requirements before selecting a delivery route.
Access depends on networks and destinations.	Map real routes and make crossing, cycling and service improvements part of implementation.
Observed outcomes take time to emerge.	Establish a baseline and monitor applications through completed occupation.

Together, the evidence supports a coordinated program with permissions that have been tested against representative conditions. Implementation can begin while the City monitors delivery and addresses the provisions that continue to prevent the intended housing from being built.

4.4 Vancouver: a mapped rental pathway

Vancouver's Secured Rental Policy in Low-Density Transition Areas provides a close spatial comparison. Its June 2026 guide connects mapped eligibility to a defined rental-housing outcome and an approval route. [39]

The policy was established in 2019 and standard rental zones followed in 2021. Its value for Toronto is the connection between location, housing form and implementation, rather than a general expectation of transition.

Component	What the policy connects
Eligible locations	Low-density districts near transit and shopping; qualifying arterial and local-street frontages in the first block.
Location filters	Approximately 400 m from shopping, with exclusions for recent or ongoing plans and designated transit-oriented areas.
Housing outcome	Secured 100% rental residential tenure.
Approval route	Standard rental districts where appropriate, with site-specific rezoning for some conditions. Apartment proposals require rezoning. [39]

4.4.1 What Toronto can use

Toronto should make eligibility and approvals equally clear. Standards should fit narrow lots, so participation does not depend on assembling several properties.

The guide separately identifies rental multiplex options in R1-1 that do not require rezoning. That distinction reinforces the need to match the process to the intended building. [39]



The Hyland / Vancouver

Figure 7a. A six-storey corner anchors Kingsway. The architect describes two-level homes facing the lane and smaller houses beyond. The project connects corridor apartments to neighbourhood housing through a change in building scale and frontage.

Yamamoto Architecture. Photograph: Ed White.

4.5 Portland: broader permissions and observed uptake

Portland's Residential Infill Project broadened housing options across single-dwelling zones. Adopted in 2020, the main changes took effect in August 2021, with further reforms in 2022. [40]

4.5.1 A wider baseline and a local pattern

The first-year review recorded 271 middle-housing units on 81 lots, alongside 102 detached-house units. It found 86% of middle-housing units within a quarter mile of centres or corridors. [41]

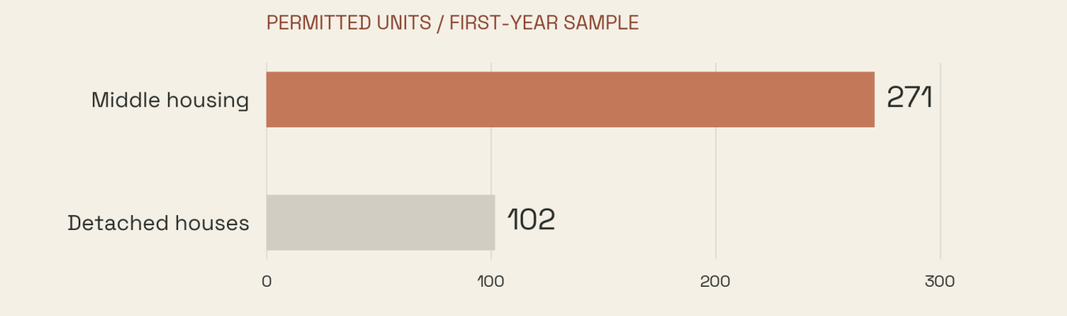


Figure 8. First-year monitoring sample: permitted units, excluding accessory dwellings in this comparison. Source: City of Portland, July 2023. [41]

4.5.2 What Toronto can use

Broader multiplex permissions and mapped Transition Zones can work together. The latter can address more intensive forms, local uses and public investment.

The later City summary recorded more than 1,400 accessory-dwelling and middle-housing units permitted through June 2024, using a different period and category mix. [42]



North Portland / infill housing

Figure 8a. Three-bedroom homes in a three-storey triplex beside retained housing. Compact infill can accommodate families and broaden housing choice through individual projects within an established neighbourhood.

City of Portland. Photograph: Rip City Photography.

4.6 Auckland: graduated zones at a larger scale

Auckland's 2016 Unitary Plan established a graduated residential framework, with more intensive terrace and apartment zoning around centres and transport. It provides an area-based comparison for housing change across several streets and blocks. [43]

4.6.1 Scale and certainty matter

The construction response studied in Auckland followed a broad reform. Toronto should provide a meaningful range of practical sites, with building types matched to local conditions. A small pilot would test delivery, rather than reproduce Auckland's citywide result. [33]



Tiakina / Northcote

Figure 8b. Tiakina combines apartments and terraces around a planned reserve linked to a greenway. The project brings different housing forms, shared landscape and neighbourhood connections into one plan. This view shows its apartment frontage.

Source: Construkt Architects, Tiakina Apartments.

Comparison	Transferable lesson	Toronto application
Vancouver	Connect eligibility, tenure and an approval pathway.	Make the building and the route to delivery clear.
Portland	Broader housing permissions can coexist with a local pattern.	Preserve wider opportunities while targeting coordinated investment.
Auckland	Plan graduated housing at a meaningful scale.	Match practical sites, building standards and infrastructure. [33,43]

Northcote pairs housing with a reserve and greenway connections. Toronto should make neighbourhood investment part of its implementation program.

4.7 Toronto courtyard-housing research

Impossible Toronto: On the Courtyard—Learning from European Blocks, by Studio VAARO and Gabriel Fain Architects for the Neptis Foundation, draws courtyard housing onto Toronto lots and identifies regulatory barriers. Homes, access and shared outdoor space are considered together as an architectural proposition. [45]



Figure 9. Courtyard design proposal by Studio VAARO and Gabriel Fain Architects for the Neptis Foundation. Visualization: Aron Lorincz Ateliers. This conceptual rendering illustrates shared outdoor space overlooked by homes and balconies.

4.7.1 A place to test the ideas

Transition Zones and station neighbourhoods could provide a practical setting for this work. Attached housing and shared courts should respond to the lot pattern, retained buildings and access, with delivery arrangements established alongside the design.

4.7.2 Resolve the arrangements

Zoning and building-code questions need to be resolved alongside ownership, financing, phased participation and long-term maintenance. The following diagrams and Bain photographs examine how buildings, access and shared space can work together.

Download On the Courtyard / Neptis Foundation

4.8 From attached buildings to shared space

Incremental redevelopment can contribute to a coherent block arrangement. Each building needs to function before neighbouring owners participate, while leaving room for shared access or outdoor space as agreements are secured.

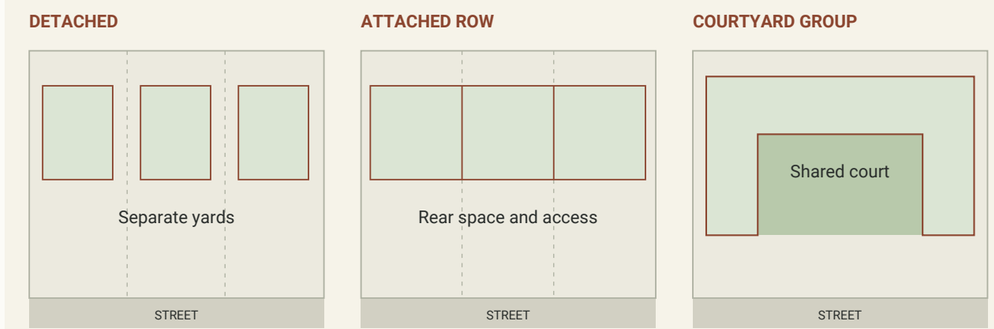


Figure 10. Original conceptual comparison of detached, attached and courtyard arrangements. Blocks, lot lines and shared-space areas are illustrative; no ownership arrangement or development yield is established.

4.8.1 Test delivery as well as design

A pilot should compare a single lot, a pair of lots and a coordinated group, accounting for retained buildings, exits, servicing, trees and easements. Ownership and maintenance are part of the design problem. A shared courtyard requires an agreement that secures access, ongoing care and participation as individual properties change.

Analytical diagram prepared for this report. The Neptis research informs the question; this illustration does not reproduce its architectural proposal. [45]

BUILT REFERENCE / TORONTO

Bain: shared gardens and paths

At Bain, homes face common gardens and pedestrian paths. The space between buildings forms part of everyday life, with entrances and windows overlooking the shared landscape.



Figure 11. Bain Apartments Co-op. A pedestrian passage opens into a shared garden, with homes and entrances overlooking the route. Photograph: Christopher Berry / Bain Apartments Co-operative.

The courtyard provides outdoor space and a pedestrian route within the housing group. Its usefulness depends on homes addressing the shared space and on the arrangements for care and access. These relationships inform the courtyard tests proposed here.

Bain combines a longstanding courtyard layout with collective management. New shared courts would need their own ownership, access and maintenance arrangements.

Bain photo gallery

4.9 Built Toronto references at a glance

The Toronto examples illustrate housing forms, shared spaces and neighbourhood activity. Their photographs sit beside the relevant analysis. The area policy cases in section 6 establish the wider planning framework.

Read the examples for the relationships they show: frontage, entrances, adjoining buildings and local uses. The page links lead to each reference and its source.

Example	Contribution to the discussion	Page
Bain Apartments Co-op	Shared gardens and pedestrian paths	27
35 Wabash	New housing in an established neighbourhood	40
383 Sorauren	Housing beside retained industrial and residential fabric	41
Motif Lofts and Towns	Attached housing behind a mixed-use frontage	43
The Southwood	Apartments, townhouses and shops	13
Montrose housing	Street-facing and rear housing together	47
Oben Flats Leslieville	Rental housing above main-street retail	12
Boxcar Social Laneway	A small business in a rear-lane setting	56
IT Lofts	A main-street project and its adjoining context	31

The built examples support particular parts of the proposal. The Danforth model and area diagrams explain how selected projects could contribute to change across several properties and blocks.

The next technical stage should test the same relationship through verified lot conditions, building layouts and delivery costs. Photographs complement that work.

5.0 Selection and Classification

5.1 Publish the evidence behind each boundary

Selection should identify where more homes and suitable uses would improve access to daily needs, and what investment would make that change possible. Transit proximity provides an initial screen. Walking routes, site dimensions and the capacity of local services help determine the appropriate response.

Criterion	Evidence	Decision informed
Transit and centres	Service frequency and reliability, station entrances, walking and cycling routes, crossings and barriers.	Where housing can benefit from useful access, and which connections require improvement.
Community services	Use, capacity and planned investment in schools, childcare, libraries, parks and recreation.	The additional demand to accommodate and the investment needed.
Infrastructure and access	Water, sewer, drainage, utilities, emergency access and waste movement.	Whether change can proceed, needs mitigation or depends on a defined capital project.
Lots and blocks	Frontage, depth, orientation, lanes, ownership patterns and realistic assembly.	Which building responses can function on one site and which require coordination.
Housing and local uses	Existing tenure and unit mix, accessibility, displacement risks, service gaps and unmet needs.	The housing and use objectives, protection measures and engagement priorities.
Constraints and delivery	Heritage, hazards, trees, land conditions, construction and ownership assumptions.	A feasible response, a reasoned limit or further investigation with a clear trigger.

The assessment should publish its source dates, unresolved matters and reasons for the final boundary. An infrastructure deficit should be distinguished from an unresolvable hazard. The former may justify coordinated investment; the latter may require a different form or an exclusion.

A combined numerical score can conceal the reason for a decision. The recommended method records the evidence supporting change, any overriding constraint and the conditions required for implementation. Where a score is used, its weighting and sensitivity should also be public. [2–4]

5.2 Separate location from the building response

Classification should explain the role of an area and the development responses it can support. Transit location, retention, assembly and constraints answer different questions. Recording them separately makes the reasoning clearer and allows several responses within the same setting.

Spatial setting	Planning purpose	Boundary considerations
Station neighbourhood	Support access to existing or planned rapid transit and coordinate the surrounding local streets.	Delineated station area, entrance locations, actual routes and existing policy permissions.
Blocks behind a main street	Provide additional housing and suitable uses beyond the corridor frontage.	Lots, lanes, block depth, crossings, stops, shops and the relationship to frontage development.
Centre or district edge	Connect a growth district with adjoining residential areas and shared services.	District function, public spaces, infrastructure, connections and planned land-use relationships.

5.2.1 Building responses

Retention and adaptation, single-site replacement, and coordinated assembly are response profiles. Each may be appropriate in any of the spatial settings. A deep lot may accommodate retained housing and a rear building; a narrow assembly may support a small apartment; a larger block may enable a new connection. The profile follows the test rather than predetermining the result.

5.2.2 Constraints and implementation conditions

Heritage, rental protection, trees, natural hazards and infrastructure dependencies should be recorded as overlays or conditions. A property requiring investigation does not become a permanent spatial class. The record should explain the issue, the decision and the evidence needed for reconsideration.

Classification should relate the housing response to corridor scale, transit access, lot fabric and services. Building heights may vary across several properties and blocks; the transition need not be expressed as an upper-storey stepback on every building. Preserve any greater existing permissions.

The 2024 studio's distance tiers remain a historical proposal. The spatial settings and response profiles here are a proposed method for municipal testing, not an adopted entitlement schedule. [4]

5.3 Illustrative height ranges beyond station areas

Transition Zones also concern suitable neighbourhood lands behind Avenues and Major Streets that fall outside approved station areas. The report proposes testing two overlapping height ranges, with mapped outcomes based on local evidence rather than a uniform distance rule.

Illustrative response	Conditions to examine	Policy and zoning route
Three to five storeys	More modest corridor or neighbourhood settings; lot width and depth, local access, services and the relationship to retained buildings.	Retain current greater permissions. Where a proposed Neighbourhoods permission exceeds four storeys, establish the necessary Official Plan amendment and implementing zoning.
Four to six storeys	Locations with stronger corridor scale, transit access and service capacity, and a lot or block fabric that supports the intended housing.	Use existing higher policies where applicable. Elsewhere, prepare supporting Official Plan amendments, potentially through a SASP or secondary plan, together with zoning.

5.3.1 Planning across blocks

Distance from an Avenue or Major Street can help establish a broad change in scale. Crossings, lanes, uses, infrastructure and lot conditions will affect the mapped result. The plan should explain those local differences and show how individual projects contribute to the wider relationship.

5.3.2 A policy amendment where needed

A SASP is part of the Official Plan and can be introduced through an Official Plan amendment. A zoning overlay cannot itself authorize a conflict with the Plan. Approved station-area six-storey policies already supply the relevant policy basis in qualifying locations within the 120 areas; they do not automatically extend beyond those boundaries. [13,14,49,53,54]



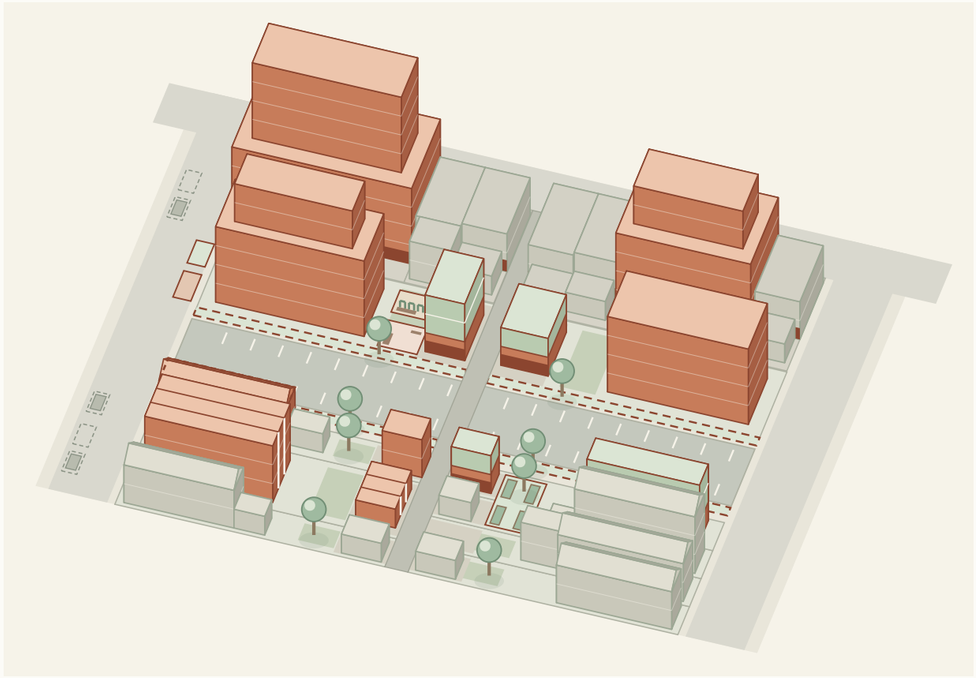
IT Lofts / Toronto

Figure 11a. IT Lofts combines a substantial College Street frontage with a lower scale toward the neighbourhood. Its massing and planting respond to adjoining housing. Transition Zones would extend that relationship across neighbouring properties.

Source: RAW Design / IT Lofts.

Three areas, three relationships

Danforth, Sheppard East and North York Centre show different ways to plan an intermediate area. Each concerns the relationship between places, with its own policies and development conditions.



A wider transition across a Toronto block

The report's illustrative Danforth model shows selected new projects among retained buildings. It is a conceptual scenario, not an adopted plan or a model of the other case-study areas.



City of Toronto, Danforth Guidelines (2022), Diagram 1, p. 36. Original source image, shown at a smaller size. [7]

6.0 Area Case Studies

6.1 A corridor and the blocks behind it

The Danforth Avenue Planning Study (Don Valley to Coxwell) extends its framework onto selected neighbourhood properties behind the Avenue.

In the Chester–Arundel block, SASP 772 identifies Policy Areas B and C on either side of the park and Green P / subway corridor. [6,7]

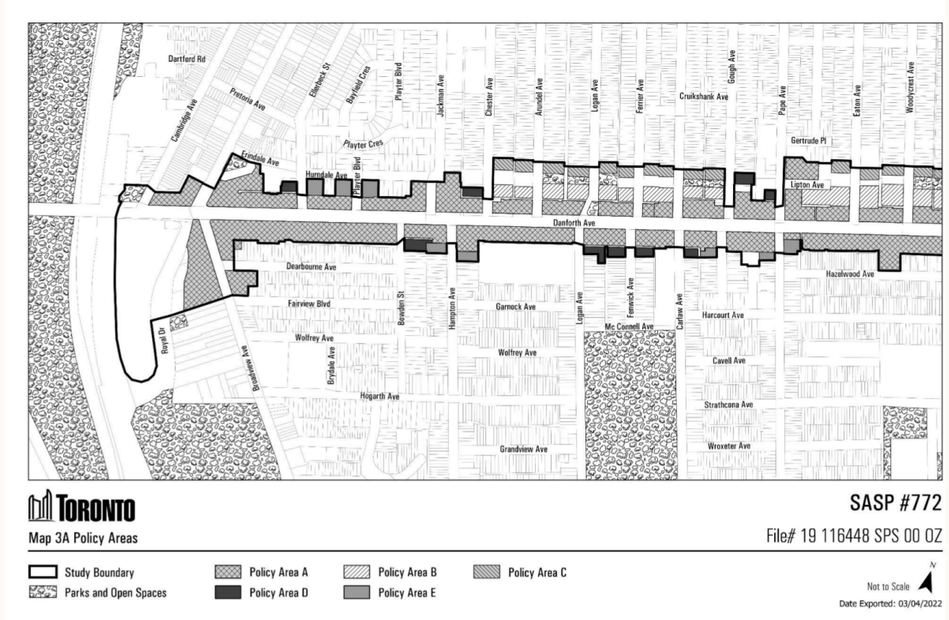


Figure 12. City of Toronto, SASP 772, Map 3A. Selected policy areas extend behind the Danforth frontage across several blocks. The Chester–Arundel block on the facing page is a close-up within this wider relationship. [44]

6.1.1 Read the area, not one building

Policy Area B permits buildings up to 16 metres and Area C up to 12 metres, with landscaped front setbacks and other specified envelope controls. The policies address several sites behind the main-street frontage, rather than relying only on a Danforth building's rear stepbacks. [7]

6.1.2 Connect policy and public space

The distinction between the Avenue frontage, the selected properties to its north and the open-space corridor establishes an area structure. Coordinated access, landscape and pedestrian connections are part of that structure. The framework is specific to mapped lands; it is not a citywide entitlement. [6,7]

6.2 Housing, local uses and shared connections

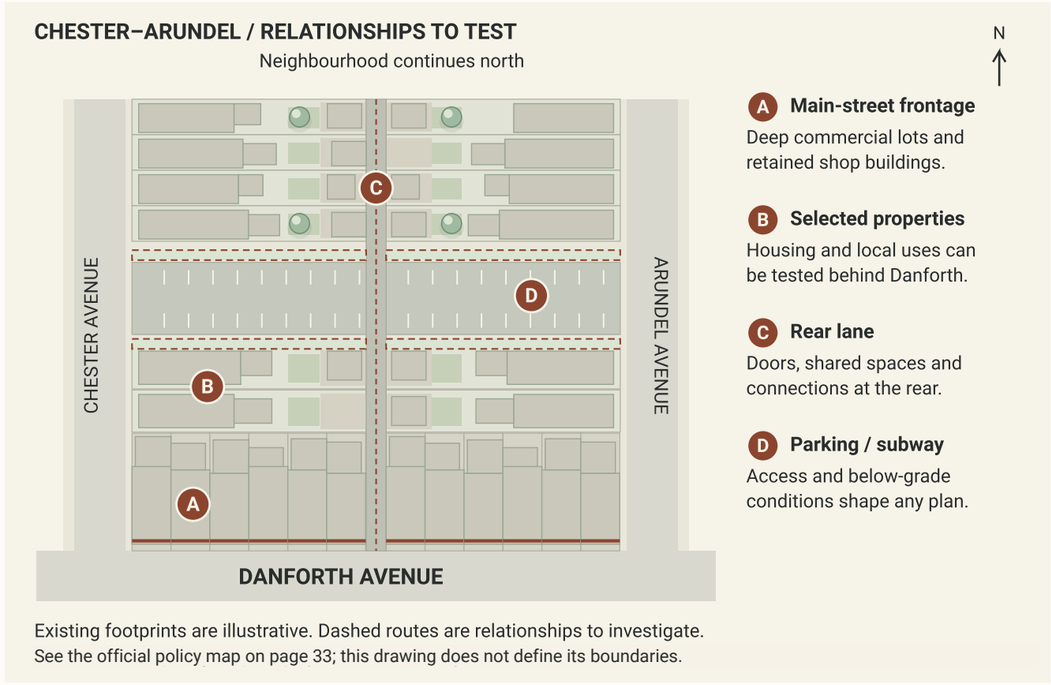


Figure 13. Chester-Arundel relationships to test, drawn over illustrative existing fabric. Dashed lines mark possible connections, not secured public access. This schematic is separate from the adopted policy map on page 33.

The block brings several settings into one planning relationship. The main street supports the broadest mix of activity. Selected properties behind it can add housing facing shared open edges, while local streets connect those opportunities to the surrounding neighbourhood.

Implementation should establish the intended housing and use pattern, then test building responses within it. Sites should be able to change independently where feasible. Any mews or greenway requires an agreed route, maintenance responsibilities and technical confirmation of the subway and parking interface.

Current station-area policy and implementing zoning must be read alongside the 2022 framework. Density, usable floor area and unit yield cannot be inferred from the schematic footprints. [6,7,13,14,44]

6.3 An intermediate neighbourhood setting

Renew Sheppard East is the City's Secondary Plan for the Sheppard Avenue East corridor and its surrounding blocks.

OPA 777 identifies Transit Station, Sheppard Corridor, Edge and Transition Zone Character Areas, alongside institutional, green and neighbourhood areas. [11]

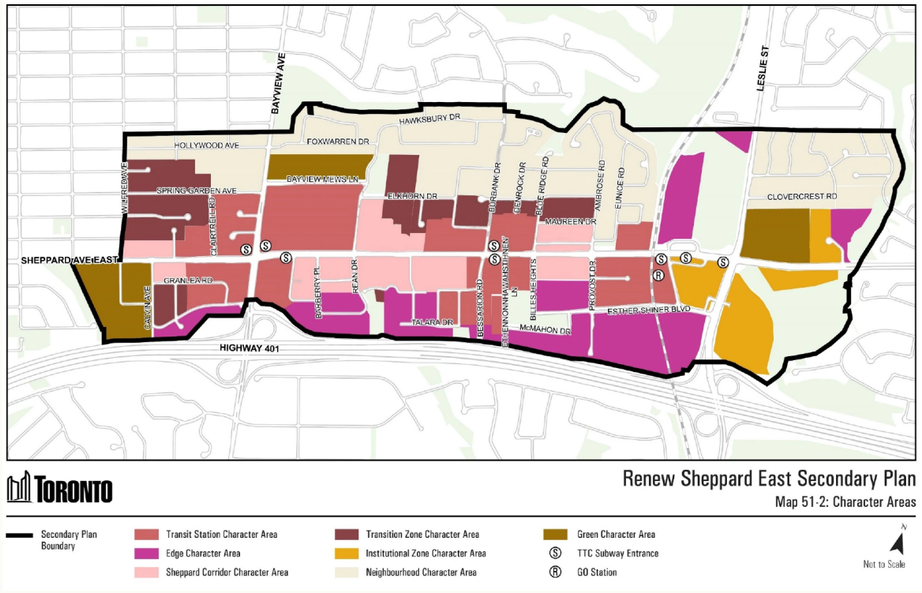
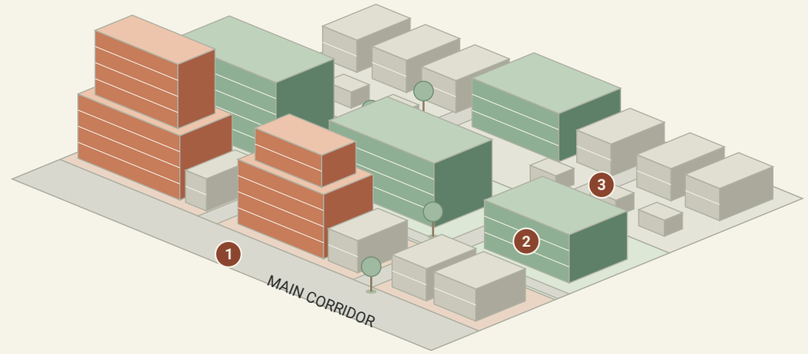


Figure 14. City of Toronto, Renew Sheppard East Secondary Plan, Map 51-2, PDF page 36 of By-law 1437-2024. Dark-brown areas identify Transition Zone Character Areas. Council-adopted plan; appeal-related matters continued in 2026. [11,12]

Transition Zone Character Areas bridge more intense areas and established neighbourhoods. Policies 3.5 and 7.7 envisage low-rise and mid-rise housing in landscaped settings, encourage shops and services meeting local needs, and improve walking and cycling connections. The lesson is to define a coherent intermediate area, not simply a setback behind a corridor building. Council adopted OPA 777 in December 2024; appeal-related directions continued in 2026. Property-specific applicability still requires confirmation. [11,12]

6.4 Plan the intermediate area first

CORRIDOR, INTERMEDIATE AREA AND NEIGHBOURHOOD



1 Corridor

Larger projects and retained frontage buildings.

2 Intermediate area

Varied housing on local streets, with gardens and connections.

3 Neighbourhood

Retained homes and selected low-rise infill farther away.

Conceptual area relationship informed by Renew Sheppard East. Sites, heights and boundaries are illustrative.

Figure 15. Conceptual area sequence informed by Renew Sheppard East: intermediate housing connects the corridor to adjoining neighbourhoods. Markers 1–3 correspond to the key. Sites, heights and boundaries are illustrative. [11]

6.4.1 Height and intensity

Intermediate low-rise and mid-rise housing connect more intensive areas with established neighbourhoods. That area relationship should guide the individual building envelopes.

6.4.2 Uses and connections

Local uses, walking connections and landscape should be planned alongside housing intensity, with retained buildings remaining between projects.

6.4.3 Application in Toronto

Toronto can map the intermediate area and coordinate its housing, uses, landscape and connections through policy and zoning. The dimensions should respond to local conditions.

6.5 Transition at the edge of a centre

The City's North York at the Centre review is updating the North York Centre Secondary Plan. Its November 2025 Recommended Option proposes a broader range of building types around the Yonge Street spine.

Selected intermediate areas would connect the taller Centre to adjoining neighbourhoods through changes in building scale and permitted uses. The map below is a recommended land-use direction, not an adopted replacement plan. [15,16]

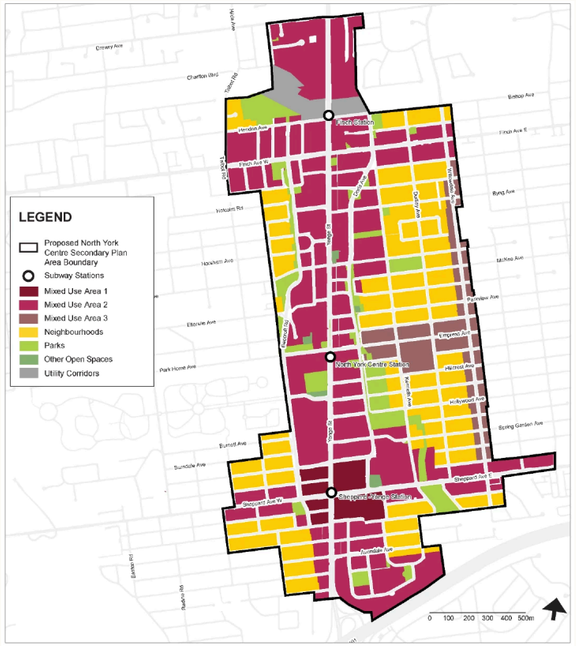


Figure 4-4: Recommended Land Use Map

What is proposed?

Mid-rise areas east of Doris and west of Beecroft would connect the tall-building spine to low-rise areas. Empress and Willowdale would become neighbourhood main streets with retail and services. The November option generally envisages seven storeys on Empress east of Kenneth and seven to eight on Willowdale. [16]

What remains unsettled?

The April 2026 Supplementary Option tests retaining Neighbourhoods designations and lower building forms on parts of Empress and Willowdale where the earlier option proposed Mixed Use. It also tests different directions elsewhere. These alternatives should not be conflated. [17]

Figure 16. North York at the Centre, November 2025 Final Options and Directions Report, Figure 4-4, PDF p. 112. Recommended land-use map. Read alongside the separate building-types and heights maps and the April 2026 supplementary evaluation. [16,17]

The planning lesson

Transition involves both building scale and the range of permitted uses. A change to Mixed Use and a housing-focused Neighbourhoods policy can produce different kinds of intermediate area.

Status at the report's review date

Council endorsed directions in March 2026. Phase 3 engagement on the draft plan is scheduled for early 2027. The replacement Secondary Plan remains in preparation. [15]

6.6 Different instruments for different outcomes

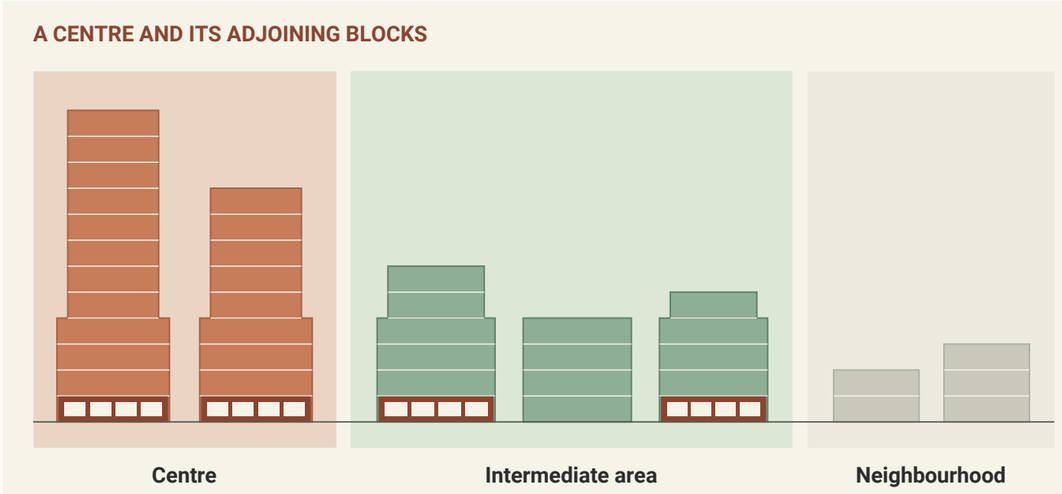


Figure 17. Illustrative centre-edge relationship. Building heights, distances and boundaries are conceptual. This is a diagram of the relationship, not a reconstruction of the North York recommended option.

The recommended map retains substantial Neighbourhood lands while identifying selected Mixed Use opportunities. This allows a discussion of housing intensity and the mix of activity across adjoining blocks, rather than height alone. [15–17]

A change in designation may be appropriate where the intended outcome includes a meaningful mix of housing, shops and workplaces. Where the objective is additional housing within a predominantly residential setting, an area policy and coordinated zoning may provide a more direct response. The instrument should follow that intended outcome.

The April 2026 supplementary evaluation considers retaining Neighbourhood designations along Empress Avenue and part of Willowdale Avenue where the earlier option proposed Mixed Use. The alternatives demonstrate why a transition framework needs an explicit use strategy alongside its height and intensity approach. [17]

Council endorsed directions in March 2026; a replacement Secondary Plan had not been adopted at the report's review date. Draft-plan engagement is scheduled for early 2027. [15]

6.7 What the area cases establish

The three cases operate at different edges: a main street, a transit corridor and a major centre. Each illustrates how an intermediate area can be planned across several properties. Their differences are useful: Transition Zones need a shared method, with boundaries and responses suited to the place.

Area	Central relationship	Lesson for implementation
Danforth	Main-street frontage, selected local-street properties and an open corridor behind the shops.	Coordinate building scale, housing, local uses and shared connections.
Sheppard East	A mapped intermediate character area extending to local streets.	Establish the area's role, then align forms, landscape, uses and zoning.
North York Centre	A growth centre adjoining residential blocks with selective land-use change under review.	Choose designation and built-form tools according to the intended housing and use pattern.

A Transition Zones study should begin with the growth area and its adjoining blocks. The plan would establish the intended change in height, density and use, then test representative buildings against that pattern. Parcel diagnostics help identify the standards and delivery arrangements needed to make the area plan achievable.

The following built references broaden the reading to an evolving neighbourhood around Sorauren Park. Former industrial parcels and the railway corridor are important parts of that setting.

BUILT REFERENCE / TORONTO

Wabash: housing within an evolving neighbourhood

35 Wabash introduces multi-unit housing on a former industrial property beside Sorauren Park. The elevated photograph makes its relationship to the surrounding house-form buildings visible.



Figure 18. 35 Wabash within the surrounding neighbourhood. The elevated view shows the new housing, adjoining houses and the wider residential fabric. Image source: RAW Design project gallery.

The new housing sits within a setting of adjoining homes, streets and parkland. That relationship illustrates why an area assessment should extend beyond the development parcel and consider the housing and public spaces around it.

The project redeveloped a former industrial property on an assembled site. Its lot dimensions and park setting matter to the comparison.

RAW Design / 35 Wabash

BUILT REFERENCE / TORONTO

Sorauren: housing at a neighbourhood edge

383 Sorauren occupies the edge between the railway corridor and Roncesvalles Village. Its street frontage includes homes with individual entrances, while the larger building sits beside earlier industrial fabric.



Figure 19. 383 Sorauren and its adjoining lower building. The ground-level relationship and individual entrances are visible. Image source: architects—Alliance project gallery.

Alongside the Robert Watson Lofts and 35 Wabash, this is a useful place to examine an evolving neighbourhood. Different building scales, retained industrial fabric, streets and open space contribute to the relationship.

The railway and former industrial sites distinguish this setting from a typical residential block. The selected view shows the immediate frontage.

architects—Alliance / 383 Sorauren

7.0 Development Standards

7.1 Make the intended building possible

Small changes to several standards could expand multiplex and apartment opportunities across many properties. Assess them together through housing quality, usable floor area, construction costs and a credible delivery route.

7.1.1 Six-unit opportunities

Advance six-unit multiplex opportunities on suitable lands throughout approved station areas and mapped Transition Zones, irrespective of broader ward-level permissions. The City's station-area consultation already proposes fiveplexes and sixplexes across the approved areas. Six units should remain an option rather than a ceiling where greater apartment permissions apply. [46,50]

7.1.2 Detached and attached forms

Permit stacked homes in semi-detached and row-form building segments across adjoining lots. Shared walls could recover space otherwise used for interior side yards. The definitions must establish whether a unit limit applies to each lot, building segment or whole development, with coordinated party-wall and setback rules. [46]

7.1.3 Housing quality and delivery

Compare net usable area, bedroom mix, accessibility, entrances, circulation, storage, outdoor space and construction costs. Check exits, fire separation, servicing and waste with qualified disciplines. An additional unit permission is useful only where a functioning building and credible delivery route can be demonstrated.

ATTACHED FORMS ON THE SAME LOT FABRIC

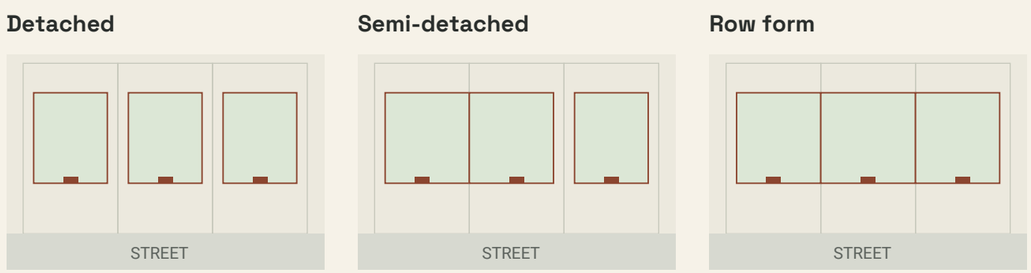


Figure 19a. Detached, semi-detached and row-form multiplex segments on a consistent parcel pattern. Shared walls recover interior side-yard space; the comparison does not assign dwelling counts or establish code compliance.

BUILT REFERENCE / TORONTO

Motif: attached housing on a side street

Motif extends a mixed-use Ossington Avenue development along Rebecca Street with attached homes and individual entrances. The side-street photograph shows how that frontage meets the surrounding residential setting.



Figure 20. Motif on Rebecca Street. Attached homes extend the development onto the side street, with separate entrances and nearby house-form buildings. Image source: RAW Design project gallery.

The side-street homes provide a smaller scale and a repeated rhythm of individual entrances behind the Ossington frontage. The relationship is useful when testing attached housing between a main street and surrounding houses.

The apartments and townhouses were delivered as one development. The example illustrates form and frontage rather than an attached sixplex configuration.

RAW Design / Motif Lofts

7.2 Four full storeys and deeper multiplexes

The approved station-area policies create an opportunity to rethink the multiplex envelope. Provide four full storeys without mandatory upper-storey front, rear or side stepbacks in appropriate station and transition locations, with a height in metres that accommodates the intended floors and construction.

7.2.1 Align the controls

Main-wall heights, angular planes and roof provisions need to align with the height limit so they do not recreate an upper-storey reduction. Front, rear and outside side yards should address daylight, privacy, shadows, trees and outdoor space together. Existing multiplex zoning generally controls height in metres and exempts these forms from mapped storey limits. It does not impose a universal three-storey limit. [48]

7.2.2 Test 19–21 metres against the lot fabric

Compare building lengths and depths of 19, 20 and 21 metres on representative lots, including narrow and deep parcels. Existing permissions differ by zone; some 19-metre multiplex provisions depend on lot frontage and depth. Define each measurement precisely, since building length and building depth are not interchangeable zoning terms. [51]

7.2.3 Preserve greater permissions

A proposed test range should not impose a new cap where existing rules allow more. Some zones do not apply a direct depth or length limit to particular forms. Compare the applicable baseline with each proposal, then assess the combined effect of rear yards, landscape, unit planning and access. [24,28]

7.3 Small-apartment side yards and windows

Align standards for comparable apartments up to 13 metres with the more permissive R-zone baseline, retaining smaller existing permissions. For apartments above 13 metres and up to six storeys, test base interior side yards of 1.2 and 1.8 metres. Assess the complete building envelope in both cases.

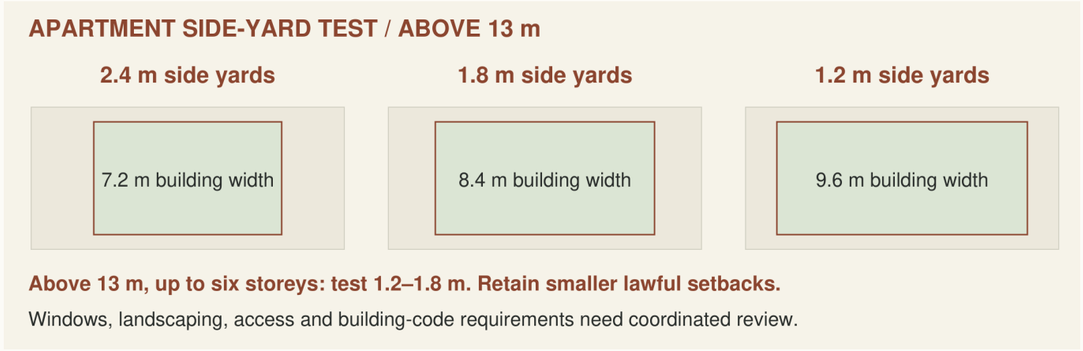


Figure 21. Proposed test for apartments above 13 m and up to six storeys. On a 12 m frontage, equal side yards of 2.4, 1.8 and 1.2 m leave widths of 7.2, 8.4 and 9.6 m. Geometry alone does not establish compliance.

7.3.1 Distinguish the zone and height

On R-zoned lots away from Major Streets, apartments up to 13 metres use a general 0.9 metre side yard; walls without windows or doors may qualify for 0.45 metres. Taller apartments generally require 7.5 metres. Major Street base yards are 1.8 metres in R and 2.4 metres in RD, RS, RT and RM; R through lots use 2.4 metres. These apply to walls without primary windows. RM's 1.2 metre rule is for detached houseplexes, not apartments. Comparable R-zone apartment rules up to 13 metres could provide RM relief, while retaining smaller lawful setbacks. [24,47,63]

7.3.2 Coordinate windows, landscape and access

Review the 5.5 metre Major Street primary-window trigger, daylight, privacy and fire separation alongside the base yard. Also review the Residential-category requirement for a 1.5 metre soft-landscaping strip beside another Residential lot: changing the yard alone would not resolve that control. Test access, trees and planting as a coordinated package. [24,47,61]

7.4 Incremental pilots and common requirements

Transition Zones can provide a defined geography for testing modest changes to existing housing policies before considering broader application. Pilots should form part of a funded implementation program, with a stated review date and criteria for expansion.

7.4.1 Two homes in one rear building

Test permission for two dwellings within a rear building envelope otherwise contemplated for one garden suite. The existing provisions refer to one garden suite, defined as a separate single housekeeping unit. The pilot would establish a clear two-dwelling permission, with standards for entrances, access, servicing and housing quality within the same external envelope. Appendix A illustrates the question at Queensbury. [25,52]

7.4.2 Landscape, access and shared arrangements

Resolve retained trees, soil volume, drainage, emergency access, bicycle and waste storage and utility connections together. An attached form can recover space at shared walls while retaining necessary outside access. Shared courts or servicing routes require legal, operational and maintenance arrangements that work during phased development.

7.4.3 Local uses and existing residents

Coordinate small businesses, community uses and flexible ground-floor spaces with proportionate operating standards. Record occupied rental housing and applicable tenant protections before choosing retention or redevelopment. A building form does not determine tenure or secured affordability.

7.4.4 Measure the cumulative effect

Compare baseline and proposed designs across several lots, then assess the number and range of practical opportunities within the mapped area. Report housing quality, capital and operating costs, approvals and completed homes. A wider theoretical envelope alone is not evidence of financial viability.

BUILT REFERENCE / TORONTO

Montrose: homes between the street and lane

The Montrose project brings street-facing multiplex housing and two laneway homes into one composition beside Bickford Park. Its rear homes address the lane and park, giving the lane a residential role alongside its service function.



Figure 22. Montrose laneway homes beside Bickford Park. Rear housing addresses the lane and adjoining open space. The overall project contains six homes, including these two rear homes. Photograph: Félix Michaud / Gabriel Fain Architects / v2com.

The street-facing and rear buildings work as a group, with outdoor space, entrances and the park edge informing the arrangement. The project drawings complement the photograph by showing how the buildings relate across the lot.

There are six homes across the overall project, including two laneway homes. The project illustrates this arrangement rather than the proposed two-dwelling rear-building pilot.

Gabriel Fain Architects / Montrose project and drawings

7.5 Apartment parking, loading and amenity

Direct the proposed relief to apartment buildings up to six storeys where requirements actually apply. Ordinary multiplexes have no minimum motor-vehicle parking requirement, no apartment amenity-space quota and no residential loading-space obligation. Preserve that baseline; shared neighbourhood services must not become a new site requirement for multiplexes. [56,61,62]

7.5.1 Apartment visitor parking

Resident parking minimums have already been removed. Extend the station-area approach of no ordinary visitor-parking minimum to apartments in mapped Transition Zones. Manage demand through on-street space and retain applicable accessible-parking requirements. Encourage convenient bicycle storage without implying a new multiplex motor-vehicle parking obligation. [14,56]

7.5.2 Loading only where triggered

The residential loading table requires no space for 0–30 dwellings and one Type G space for 31–399. Focus relief on apartments reaching the applicable trigger. Allow a demonstrated shared arrangement where an on-site obligation would otherwise apply. Existing collection can continue where it works; a shared block plan is not a new prerequisite for every small building. [62] A separate vehicle-access rule applies at 25 dwellings in the Residential Zone category, with a Major Street exemption through 60. Review that rule alongside shared servicing; loading relief alone does not resolve it. [61]

7.5.3 Remaining apartment amenity quotas

In the Residential Zone category, the general apartment amenity requirement begins at 20 dwellings; Major Street apartments with 30 or fewer are exempt. Remove the remaining mandatory indoor and outdoor quotas for eligible apartments. Support neighbourhood facilities and investment, while allowing voluntary balconies, courts and shared rooms. Multiplexes need no exemption from an apartment quota they do not have. [61]

These are proposed reforms where obligations remain, not blanket requirements for all apartments. Preserve existing exemptions. Separate non-residential uses, accessibility rules, site-specific provisions and other zone categories require their applicable assessment. The City's wider mid-rise review remains relevant. [18,55,56,61,62]

7.6 Shared services at block and community scale

Block service plans would allow apartment servicing and shared street functions to be planned together, with clear operating responsibilities and neighbourhood investment. Multiplexes could benefit from those services without acquiring a new loading or amenity obligation. This develops the approach in The Shape of the Day and Between the House and the Tower. [57,58]

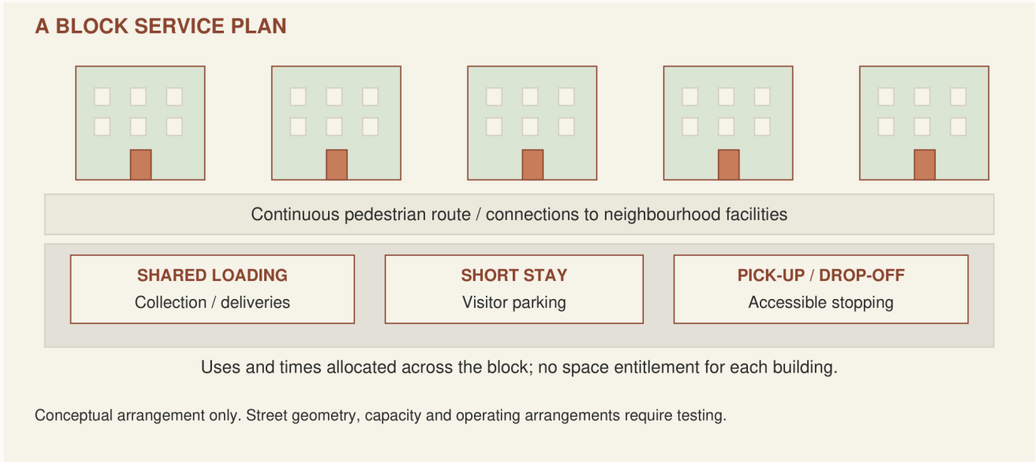


Figure 23. Conceptual service allocation across a block. A designated curb location may serve several buildings. Dimensions, capacity and time allocations require operational approval.

7.6.1 Allocate the curb over time

Map loading, collection, accessible stopping, passenger pick-up and visitor parking together. Establish collection windows and time-limited uses where they can share a location. Review stopping restrictions, permit-area boundaries and eligibility, including streets without a permit program. Resident permits and short-stay visitor arrangements serve different needs.

7.6.2 Assign responsibility and investment

Transportation, waste, utility and planning teams should approve capacity, vehicle access, bin movement, maintenance and enforcement before a shared arrangement begins. Keep pedestrian routes, cycling, transit and emergency access clear. Assign an operator and funding source, and provide a fallback if a shared facility is unavailable. Secure any private access rights and operating agreements.

7.7 One block over time

7.7.1 Existing fabric

The sequence begins with the buildings, lot pattern and connections already present in the illustrative Chester–Arundel block.



Figure 24a. Existing fabric. Danforth is at the back of the view; north is toward the foreground. Buildings and lots are illustrative, informed by the Chester–Arundel setting.

Attached shops occupy much of the Danforth frontage. Houses, rear additions and outbuildings line the streets behind it, with separate yards and access from the lane. The commercial lots have deeper footprints and less open space than the residential properties. Parking and the subway corridor occupy the east–west strip through the block.

These conditions shape where change could occur. Existing buildings, trees and useful yard space form part of the starting point. The east–west corridor remains throughout the sequence, with later projects arranged around it. The drawings illustrate a possible pattern of change, informed by the local setting; they are not a current building inventory or a surveyed development proposal.

One block over time

7.7.2 First projects

The first projects add homes and local uses while most of the block remains. Each can proceed without waiting for adjoining properties to redevelop.

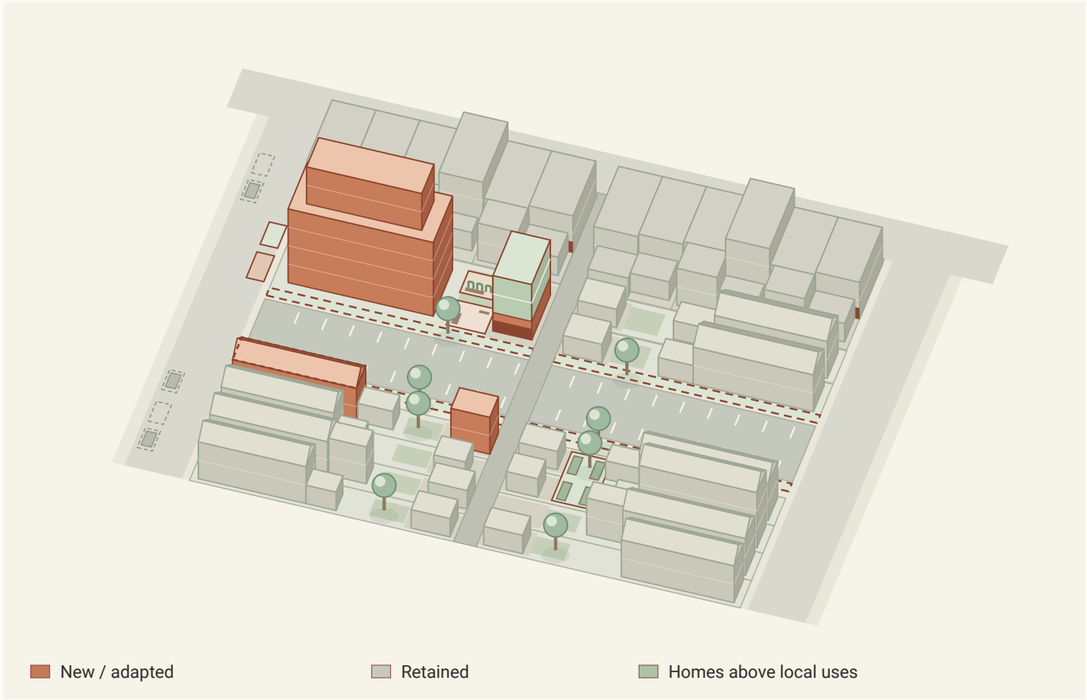


Figure 24b. Illustrative first projects. A six-storey Danforth building, rear housing and a conversion introduce selective change among retained buildings. North is toward the foreground.

An initial six-storey apartment assembles two Danforth lots, with a four-storey base and inset upper floors. Behind it, a three-storey rear building combines housing with a local use. A house conversion and a smaller two-storey rear suite illustrate other ways to add homes while retaining the main house's height. Most shops and houses remain.

Each project needs usable access, exits, storage and utility connections from the outset. Existing collection can continue where it works. A project relying on a shared service needs that arrangement approved and operating when it opens. Planting and shared spaces can begin with the first projects, while longer connections are delivered as access rights, funding and landowner agreements are secured.

One block over time

7.7.3 Further change

Further projects establish a wider transition across the block. Housing, local uses and shared spaces develop together as individual properties change.

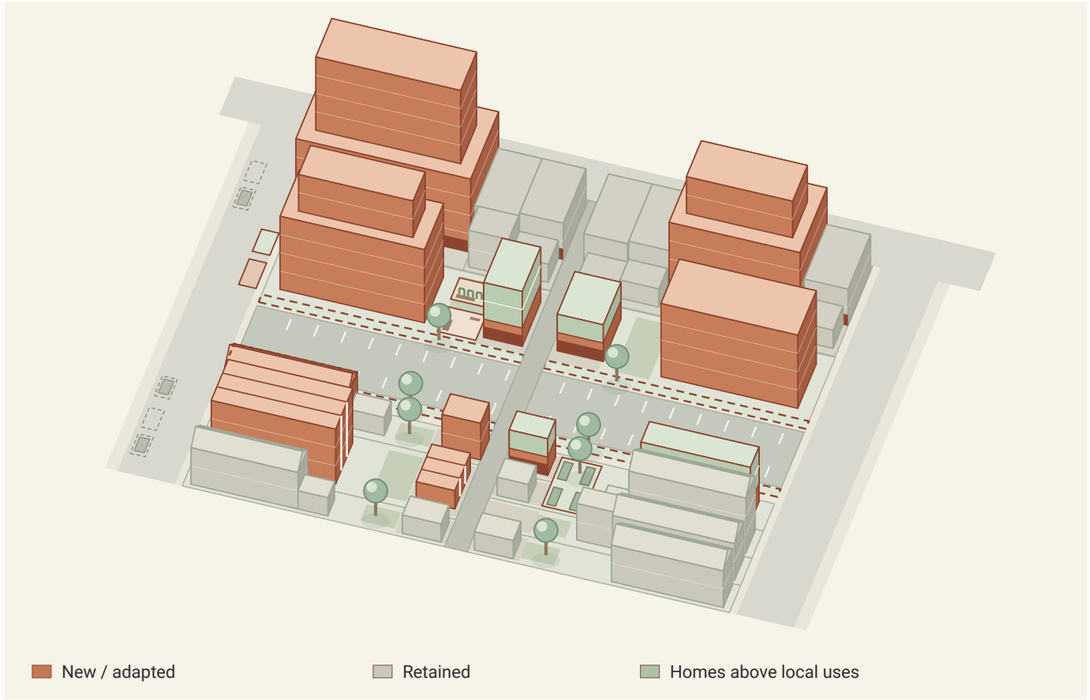


Figure 24c. Illustrative further change. New buildings range from six to eight storeys on Danforth to four to six behind it, then three storeys farther north. Existing buildings retain their heights.

Eight- and six-storey mid-rise buildings occupy selected assemblies on Danforth, stepping back above the fourth storey. Shops remain between and beside them. Four- and six-storey apartments behind the frontage establish an intermediate scale, followed by three-storey infill farther north. The height transition applies to the new projects; existing buildings retain their heights.

Two- and three-storey rear buildings combine homes with small businesses and shared neighbourhood uses. Gardens, a tool library, a shared court and publicly accessible space support daily life. Shared loading, visitor parking and drop-offs are coordinated on surrounding streets. As projects join the block plan, capacity, access rights and responsibility for operating and maintaining shared facilities must be secured.

7.8 Deliver the block in stages

The service plan should support each stage as it occurs. Shared facilities can expand or change their hours as demand grows, with approval and funding in place before additional buildings rely on them.

Stage	Required decision and responsibility
Before rezoning	City Planning establishes the housing and use schedule. Transportation and waste teams identify a viable curb and collection arrangement; parks and community-service teams identify capacity and investment.
First project	The applicant demonstrates independent access, storage and connections. Confirm existing collection or approve an alternative shared service arrangement, with an operator and fallback before the building relies on it.
Further projects	Each new building confirms available capacity and contributes through the applicable approved funding or operating arrangement. Private access or shared walls require secured rights.
Ongoing operation	The assigned City teams and operators monitor collection, stopping, access and maintenance. Adjust allocation or add capacity when the measured demand requires it.

7.8.1 Compare the baseline and proposal

The next design stage should compare the existing rules with the proposed attached forms, four full storeys, 19–21 metre depths and apartment side yards. Paired layouts should use the same assumptions for usable area, unit mix, accessibility, retained housing, trees and construction costs.

7.8.2 Verify the collective functions

Test collection vehicles and bin movements, loading demand, visitor turnover, accessible stopping and actual routes to neighbourhood facilities. Confirm responsibilities, capital cost and ongoing funding. The illustrative sequence establishes the questions and timing; it does not establish a development yield or financial feasibility.

7.9 Local enterprise beyond home occupations

Broaden non-residential permissions within approved station areas and mapped Transition Zones. More homes should be accompanied by places to work, obtain daily services and gather. Make the permissions available in suitable existing buildings as well as new development, without requiring a housing redevelopment first.

7.9.1 Build from the current framework

Toronto's Expanding Housing Options in Neighbourhoods (EHON) framework permits home occupations in ancillary buildings citywide and retail on qualifying neighbourhood-interior lots in the Toronto and East York Community Council Area. Geographic, building-type and operating limits remain. The proposed next step is an explicit route for independent premises, including operators who do not live on the property. Station-area housing permission alone does not establish that route. [59]

7.9.2 Ground floors and neighbourhood corners

Permit a broader range of small shops, cafés, services, studios and community premises on suitable ground floors, especially neighbourhood corners and locations connected to parks, schools and walking routes. Review building-type restrictions, floor-area caps, food preparation, outdoor activity and other controls against the intended uses. A café need not always be an accessory to a shop.

7.9.3 Ancillary buildings and independent occupancy

Extend appropriate permissions to garages, sheds and buildings designed for laneway or garden suites, through conversion or purpose-built space. Allow independent small commercial and community tenancies, shared occupancy and non-resident operators. Define these separately from residence-linked home occupations. Retain applicable rental protections; permission to adapt a building is not permission to displace its residents.

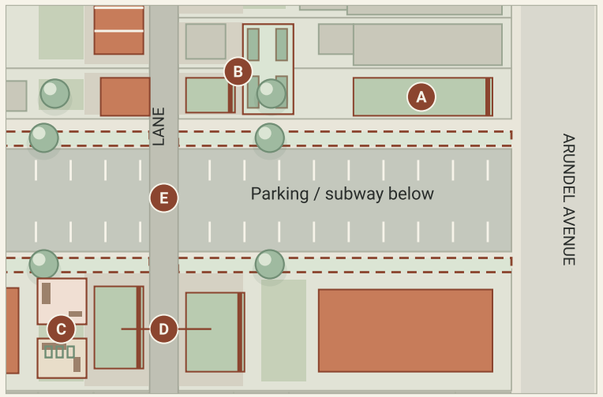
7.9.4 Calibrate the operating standards

The Mixed-Use Laneways Study recommends targeted permissions for low-impact commercial, employment and community uses, matched to lane type, lot conditions and access. Its feasibility findings are conditional. Use that approach to assess size, hours, sound, equipment, signage, patios, waste and deliveries together. Apply the necessary policy, zoning, building and licensing routes rather than assume one approval resolves them all. [60]

7.10 Community resources and active laneways

The neighbourhood should support communal activity as well as private enterprise. The Shape of the Day describes tools, food, growing space and knowledge circulating between households. Tool libraries, seed exchanges, gardens, shared workshops and repair gatherings give that capacity a place in everyday neighbourhood life. [57]

AT THE LANE / HOMES, LOCAL USES AND SHARED SPACES



Illustrative proposal / shared access and operating agreements required.

A Three-storey Arundel infill
Homes above a shop or service.

B Tool library and garden
Shared equipment, growing and repair.

C POPS and shared courtyard
Seating, gathering and bicycle parking.

D Mixed-use rear buildings
Two to three storeys, with homes above.

E Connected lane and servicing
Shared loading and drop-off on streets; keep the lane available for access.

Figure 25. Detail from the proposed block model: housing above local uses, a tool library, community garden, POPS and shared courtyard. The lane remains connected. Shared access and operating agreements would be needed; the drawing does not establish permissions.

7.10.1 A secondary neighbourhood network

Where lanes exist and conditions support it, plan connected routes with doors and low-impact active uses facing them. Combine walking, cycling and local gathering with necessary servicing. Coordinate thresholds, lighting, accessibility and collection times. The Mixed-Use Laneways Study informs the approach; it does not establish that every lane can support these functions. [60]

7.10.2 Make community use practical

Provide clear permission and affordable access for volunteer, non-profit and co-operative activity. A sharing hub or garden need not operate as a conventional retail tenancy. Identify the steward, tenure or licence, upkeep, storage, water and operating support. Include tenants and people without private yards. Keep public lanes available for access and essential services, and secure rights for any shared private space.

BUILT REFERENCE / TORONTO

Boxcar: a local business in the laneway

Boxcar Social operates a café in the laneway behind 298 Markham Street, near Bathurst and College. It is a small, public-facing destination within a setting usually associated with access and servicing.



Figure 26. Interior of Boxcar Social Laneway. A café provides a place to meet within a rear-lane setting. Image source: Boxcar Social / Laneway.

A small business can make a rear lane a destination as well as a service route. The connection to the Mixed-Use Laneways Study is practical: suitable premises, independent operators and places to gather need workable access and operating standards.

The selected photograph shows the interior. Lane access, deliveries and effects on nearby homes require a separate assessment.

Boxcar Social / Laneway location

8.0 Implementation

8.1 Three geographies, coordinated implementation

Implementation should advance across three geographies, using a common selection method and building tests. The instrument depends on the permissions already in force.

The station-area zoning work provides an immediate opportunity. A separate program is also needed for suitable neighbourhood lands beyond those boundaries.

THREE ROUTES TO IMPLEMENTATION

8.1.1 Approved 120 station areas

Implement approved policy through the current zoning exercise. Test attached forms, four full storeys, depths and apartment side yards.

Implementing zoning. A new OPA is not required simply to repeat an approved height. [13,14,50]

8.1.2 Additional station areas

Complete the outstanding provincial approval or City policy work, according to each area's status. Coordinate zoning with those decisions.

Approval or policy amendment where outstanding, followed by implementing zoning. [49]

8.1.3 Beyond station boundaries

Map suitable blocks behind Avenues and Major Streets and at growth-area edges. Establish the intended scale, uses and investment.

Policy and zoning package. Above four storeys on Neighbourhoods lands without higher permissions requires an OPA. [53,54]

↓

A common delivery program

Mapping, representative designs, infrastructure, engagement and an accountable schedule.

Figure 26a. The approval routes differ, but the design, investment and monitoring work can be coordinated. Section 8.2 identifies the principal instruments, proposed leads and first deliverables.

8.2 Translate the framework into an instrument

A common citywide framework should establish the purpose and selection method. Local schedules would identify the lands, intended forms and delivery conditions. Policy and zoning should advance together where both are required.

The matrix connects the principal recommendations to the work needed for implementation. Proposed lead roles require Council confirmation and coordination across divisions. The first report should identify resources, responsibilities and dates.

Recommendation	Instrument	Proposed lead	First deliverable
Map suitable areas	Official Plan / SASP where needed; mapped zoning	City Planning	Publish parcel eligibility, current permissions and the additional change sought. See 5.1–5.3 and 8.1.
Make multiplex and rear housing workable	Zoning definitions and envelope standards; targeted rear-building pilot	City Planning with Toronto Building	Compare attached forms, four full storeys, 19–21 m depths and two homes in one rear envelope. See 7.1–7.4.
Remove apartment delivery barriers	Coordinated zoning and servicing standards; policy changes where required	City Planning with Building and servicing divisions	Test side yards, windows and landscape together. Address parking, loading and amenity obligations only where they apply. See 7.3 and 7.5.
Enable suitable local uses	Policy, zoning and proportionate operating / licensing standards	City Planning with Economic Development	Define a route for independent ground-floor and ancillary premises, including community uses. See 7.9–7.10.
Provide shared services and spaces	Block service plans, curb management, capital programs and agreements	Transportation, Solid Waste and Parks with partners	Identify operators, access rights, costs, funding and delivery before buildings rely on shared facilities. See 7.6–7.8.
Protect residents and measure delivery	Housing delivery tools, applicable tenant protections and annual reporting	Housing Secretariat with City Planning	Establish the rental baseline and track net homes, tenure, affordability, displacement and infrastructure outcomes. See 4.2 and 9.2.

8.2.1 A common framework with local schedules

An overlay can apply consistent standards across separated areas. A SASP or secondary-plan amendment can establish a more specific policy response. The choice follows the intended outcome and the permissions already in force. [53,54]

The first technical package should pair baseline and proposed layouts using the same lot and cost assumptions. That comparison would show which changes improve delivery before the standards are adopted.

9.0 Direction and Monitoring

9.1 Return Transition Zones to an implementation schedule

Council should reaffirm Transition Zones as a housing priority and request the resourced program set out in section 8.2 within six months. This is a proposed reporting period following renewed direction.

9.1.1 Proposed Council direction

City Council request the Chief Planner and Executive Director, City Planning, with relevant divisions and agencies, to report within six months with an updated implementation program identifying resources, suitable areas, policy and zoning deliverables, infrastructure dependencies, engagement and reporting dates.

Distinguish the approved 120 station areas, additional station areas and transition lands beyond them. Advance coordinated tests of attached and row-form multiplexes, four full storeys, depth, apartment setbacks and applicable apartment parking, loading and amenity requirements, together with a rear-building pilot, broader local-use permissions and community resources. Preserve greater existing permissions.

9.1.2 Required deliverables

Publish boundaries, selection evidence, representative layouts, proposed standards, instruments and service commitments. Compare the illustrative height ranges outside station areas and identify the OPA/SASP route where higher Neighbourhoods permissions are not established. Include a block service and curb-management plan with neighbourhood amenity investments. Define apartment relief by the requirements and unit-count triggers that apply, while preserving multiplex exemptions. Use the staged block example to assign operating responsibilities and the timing of investment.

Engage residents, tenants, local businesses, service providers and prospective residents. Use legible plans to explain current and proposed permissions, effects on existing residents and the conditions needed for delivery.

9.1.3 Maintain accountability

Report annually on adopted instruments, applications, starts, completions and recurring barriers. If related work changes the schedule, publish the consequences, responsible parties and revised dates.

The earlier Q2 2026 targets have passed. An updated report should explain the outstanding work, identify who is responsible and establish a new implementation schedule. [8–10]

9.2 Measure delivery and outcomes

The program should be assessed through the housing and neighbourhood outcomes it delivers. Policy adoption and theoretical capacity are intermediate results. They should be reported separately from development approval, construction and occupancy.

Measure	Purpose
Applications and review time	Identify recurring amendments, variances and administrative barriers under the intended permissions.
Starts and completions	Distinguish approved capacity from housing delivered and identify delays where information is available.
Housing characteristics	Track bedrooms, unit size, tenure, accessibility and secured affordability using consistent definitions.
Existing residents and uses	Record rental retention or replacement, displacement protections and the retention of local services.
Infrastructure and public realm	Track required investment, service constraints, tree outcomes and responsibility for maintenance.

Test representative buildings using verified site conditions and consistent cost assumptions. Include access, servicing, waste and shared facilities. The results should identify which standards improve delivery and which constraints remain.

9.2.1 Conclusion

Toronto has already adopted parts of the spatial logic behind Transition Zones. A coordinated program would carry that work across adjoining neighbourhood blocks and into implementation. The next step is a mapped framework with workable housing choices, room for suitable local uses and a funded approach to shared services and public investment.

Appendix A / Parcel Tests

A.1 A parcel test within the wider framework

The 790–792 Markham Street assembly illustrates how height, density and yard rules interact on a narrow site near Bathurst station. This supporting parcel diagnostic does not establish an area transition or a viable building. [23,24]

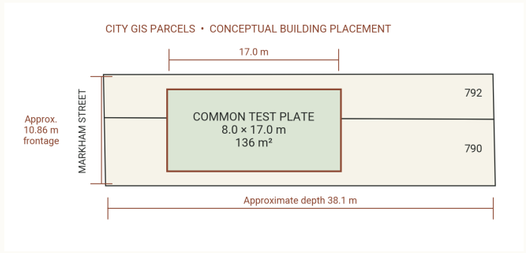


Figure 27. City GIS parcels with an assumed 8 × 17 m plate. Parcel dimensions are descriptive GIS measurements; the placement is a test assumption. [23]

Baseline item	Recorded condition
Parcel geometry	415.02 m² combined GIS area; approximately 10.86 m front edge and 38.1 m mean side depth.
Mapped context	Bathurst PMTSA; GIS screening distance approximately 488 m from the station point. Sixplex overlay; no policy-road overlay at the address points. [23]
Zoning	R (d0.6); mapped height 11.0 m. Apartment use is permitted, with standards distinct from a detached houseplex. [24]
Policy scale	Four-storey station-area policy is the test baseline. Six storeys requires another applicable policy basis; confirm station-distance and frontage eligibility. [13]

Mapped density and height constrain the assumed plate. Above 13 m, two 7.5 m apartment side yards leave no positive width on the 10.86 m frontage. Test height, density and yards together. [24]

Plate-area arithmetic is not a housing yield or feasibility finding. Appendix A.3 records the assumptions.

A.2 A targeted rear-building pilot

The Queensbury example tests an incremental policy change within a selected Transition Zone: two dwellings in the rear envelope otherwise contemplated for one garden suite. It is a candidate pilot to evaluate before considering broader geographic application.

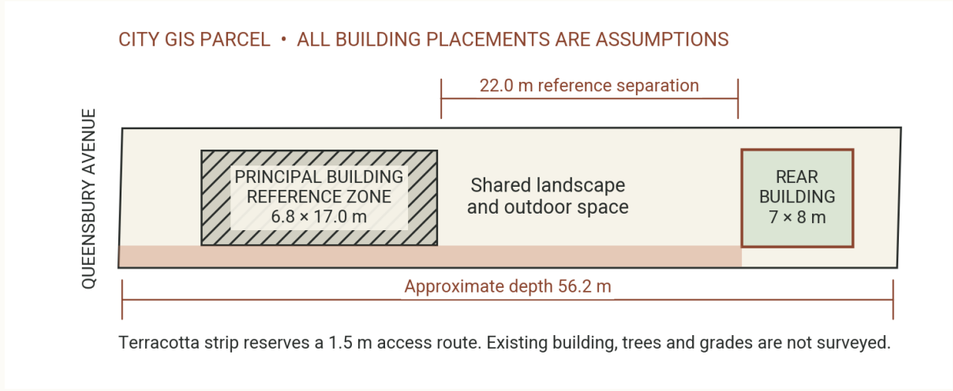


Figure 28. City GIS parcel and assumed building zones. The principal-building zone does not record the existing house. [23]

At 82 Queensbury Avenue, the GIS parcel is approximately 567 m² and 56 m deep. The test reserves a principal-building zone and places a 7 × 8 m rear building within a 6.3 m height. The 6.3 m height option requires at least 7.5 m separation from the main building; the assumed layout provides about 22 m. Both scenarios use the same 112 m² external area. [23,25,26]

The proposal adds one dwelling within the same assumed external building area. Current zoning refers to one garden suite, defined as accommodation for a separate single housekeeping unit. An express two-dwelling permission, coordinated with access, servicing and building requirements, would be needed. The pilot would examine useful additional housing without assuming a larger rear building. [25,52]

The principal-building zone is hypothetical. Existing buildings, occupancy, trees and access need verification. This supporting pilot does not establish the Transition Zone boundary or demonstrate a completed architectural or feasibility solution.

A.3 Data and assumptions for the parcel tests

A.3.1 Geometry and source date

City GIS parcel, address, zoning, height, coverage, station-area and sixplex-overlay layers were queried on 10 November 2026. The working coordinate system was EPSG 2952. Parcel areas use the City's stated areas. Front-edge and mean side-depth dimensions were calculated from the returned polygon vertices; they are descriptive GIS measurements rather than legal lot dimensions. [23]

Calculation	Markham	Queensbury
City parcel identifiers	5400746 and 5400602	5319486
GIS site area	250.76 + 164.26 = 415.02 m²	566.97 m²
Approximate front edge / mean depth	10.866 m / 38.120 m	10.060 m / 56.218 m
Test footprint	8 × 17 = 136 m²	7 × 8 = 56 m²
Total external plate area	136 × 4 = 544 m²; × 6 = 816 m²	56 × 2 = 112 m²
Change tested	816 − 544 = 272 m²; 272 ÷ 544 = 50%	2 − 1 = 1 rear dwelling; no plate-area change
Height assumption	3.15 m per storey	2 storeys within 6.3 m
Key diagnostic	10.866 − (2 × 7.5) = −4.134 m	3.2 m rear test setback exceeds 6.3 ÷ 2 = 3.15 m

A.3.2 Interpretation

External plate area is footprint multiplied by storeys, before deductions and stepbacks. These ratios are comparison metrics, not certified floor space indices or unit yields. Queensbury's principal-building zone and both tests' placements are assumptions.

Surveys, existing buildings, tenancy, trees, grades, access rights, servicing and applicable instruments require confirmation before a project design or feasibility conclusion.

Selected zoning provisions were reviewed against the City's consolidation incorporating citywide amendments through 30 April 2026. Current and site-specific status must be confirmed. [24–28]

References

[1] **Transition Zones website**. Project history, conceptual framework and illustration credits. Reviewed 11 November 2026.

[2] **The Case for Density Transition Zones**. Blair Scorgie and Sean Hertel. Historical technical brief; undated copy on file.

[3] **The Affordability Case for Transition Zoning**. Blair Scorgie and Sean Hertel. In House Divided, Coach House Books, 2019.

[4] **Transition Zones Study**. GAP Consulting, TMU SURP. Prepared for CLIP Homes, 5 December 2024, 49 pp.

[5] **Yonge and Eglinton provincial decision**. Ontario MMAH, 5 June 2019. OPA 405 modifications, policy 2.1.3.

[6] **Danforth Council decision**. City of Toronto, Council item 2022.TE31.12, April 2022.

[7] **Danforth policy and design documents**. City of Toronto, SASP 772 and Danforth Urban Design Guidelines, 2022, Diagram 1, p. 36.

[8] **Housing Action Plan direction**. City of Toronto, 2023.CC2.1, December 2022 decision, part 1(e); news release, 14 December 2022.

[9] **Housing Action Plan work plan**. City of Toronto, Housing Action Plan work plan, 7 March 2023, pp. 11–12.

[10] **Housing Action Plan progress tracker**. City of Toronto, Housing Action Plan Q3 2025 tracker, pp. 8–9.

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