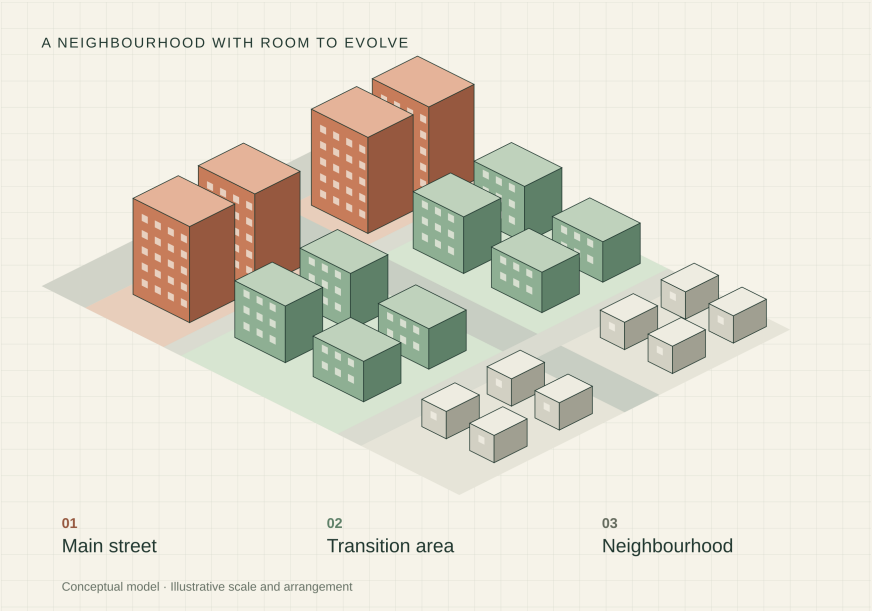
TRANSITION
ZONES

HOUSING / NEIGHBOURHOODS / CHANGE

Transition Zones

Height, density and use across urban neighbourhoods



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11 November 2026

transitionzones.com

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Executive summary

Toronto should implement a mapped Transition Zones framework across suitable neighbourhood properties and blocks adjoining growth areas. It should coordinate housing, local uses, public investment and practical development standards. The proposal concerns a gradual spatial change across an area; redevelopment can occur incrementally as individual properties change.

Concept and origins

Transition Zones extend the planning task beyond a corridor building's own setbacks. The history runs from St. Clair West's Enhancement Zones and Eglinton Connects to the later housing proposal, provincial Yonge–Eglinton modifications and Toronto's area studies. Earlier buffers and later housing permissions have different purposes and effects.

Housing and neighbourhood life

A broader range of homes can accommodate different households and stages of life. Local enterprises, tool libraries, community gardens and shared spaces can support daily needs. These benefits depend on useful connections, service capacity, accessible homes and delivery measures for affordability and existing tenants.

Policy and regulatory context

Approved policy for 120 station areas is being translated into zoning. Other station areas remain at different approval stages. Outside existing higher permissions, a Transition Zone proposal above four storeys on Neighbourhoods lands requires an Official Plan amendment as well as zoning. Any greater existing permissions should be retained. [13,14,49]

Evidence and precedents

The research supports testing permissions as a complete development system and monitoring the homes delivered. Toronto's courtyard-housing research adds a local design proposition: attached buildings and shared outdoor space can be considered together with the rules needed to make them possible. International outcomes inform the method; they are not Toronto forecasts. [33–45]

Executive summary continued

Selection and classification

Select areas through access, housing needs, lot fabric, services and infrastructure. Outside station areas, test illustrative three-to-five-storey and four-to-six-storey responses according to local conditions. These are alternatives for municipal testing, not adopted entitlements or fixed distance bands.

Area case studies

Danforth, Sheppard East and North York Centre illustrate planning relationships across adjoining properties and blocks. Each has a distinct policy status. Their central lesson is to plan height, density, use and connections at area scale, then test representative buildings within that framework.

Development standards

Advance six-unit opportunities and detached, semi-detached and row-form multiplexes. Provide four full storeys without mandatory upper-storey stepbacks, with depths of 19–21 metres where lot conditions support them. 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, alongside windows and landscaping. A staged block example shows how individual projects and shared services can work together. Broaden local-use permissions, including independent ancillary premises and community functions.

Implementation

Use station-area zoning for the approved 120 areas, complete the policy routes for additional stations and map transition areas beyond them. Coordinate Official Plan amendments, zoning and delivery. For apartments up to six storeys, remove remaining visitor-parking and amenity quotas and allow approved shared loading where required. Pair relief with managed street services and neighbourhood investment. Preserve multiplex exemptions. These are proposed reforms.

Direction and monitoring

Council should request a resourced implementation program within six months of renewed direction. Publish the existing baseline, proposed changes, boundaries, responsibilities and reporting dates. Test housing quality and feasibility before adopting standards, then monitor applications, completed homes, affordability, displacement and infrastructure outcomes.

1.0 Concept and Origins

1.1 Purpose and method

This report recommends a coordinated policy, zoning and delivery framework for suitable neighbourhood lands behind main streets and near transit. It combines the original proposal, local history, literature and design research, jurisdictional comparisons and area-based cases. Proposed regulatory changes are identified separately from current permissions.

1.1.1 Evidence and policy status

The policy review is dated 11 November 2026. Historical proposals, Council directions, adopted Official Plan policies and implementing zoning are distinguished in the text. The applicable instruments and maps govern any property decision. The literature review is selective and question-led; comparison results are interpreted in their own markets and periods.

1.1.2 Area-based cases and supporting tests

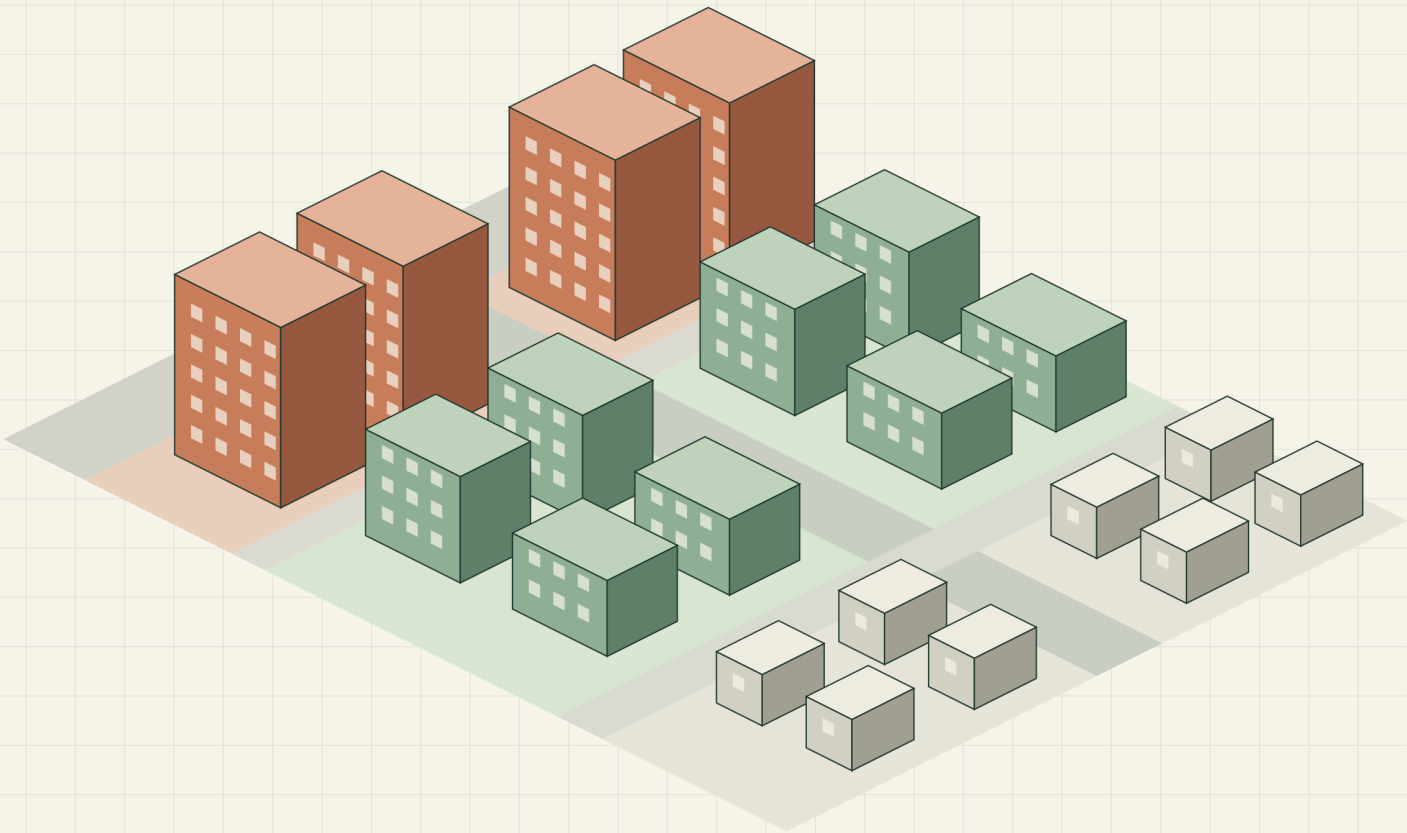
The main cases examine Danforth, Sheppard East and the edge of North York Centre. They consider height, density, uses, access and delivery across adjoining properties and blocks. Illustrative diagrams explain spatial relationships; the official maps identify the area-specific planning context.

Appendix A retains the Markham and Queensbury parcel diagnostics. They support testing of selected rules and an incremental rear-building permission; they do not establish code compliance, development approval, housing yield or financial feasibility. The principal case studies remain area-based.

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



01
Main street

02
Transition area

03
Neighbourhood

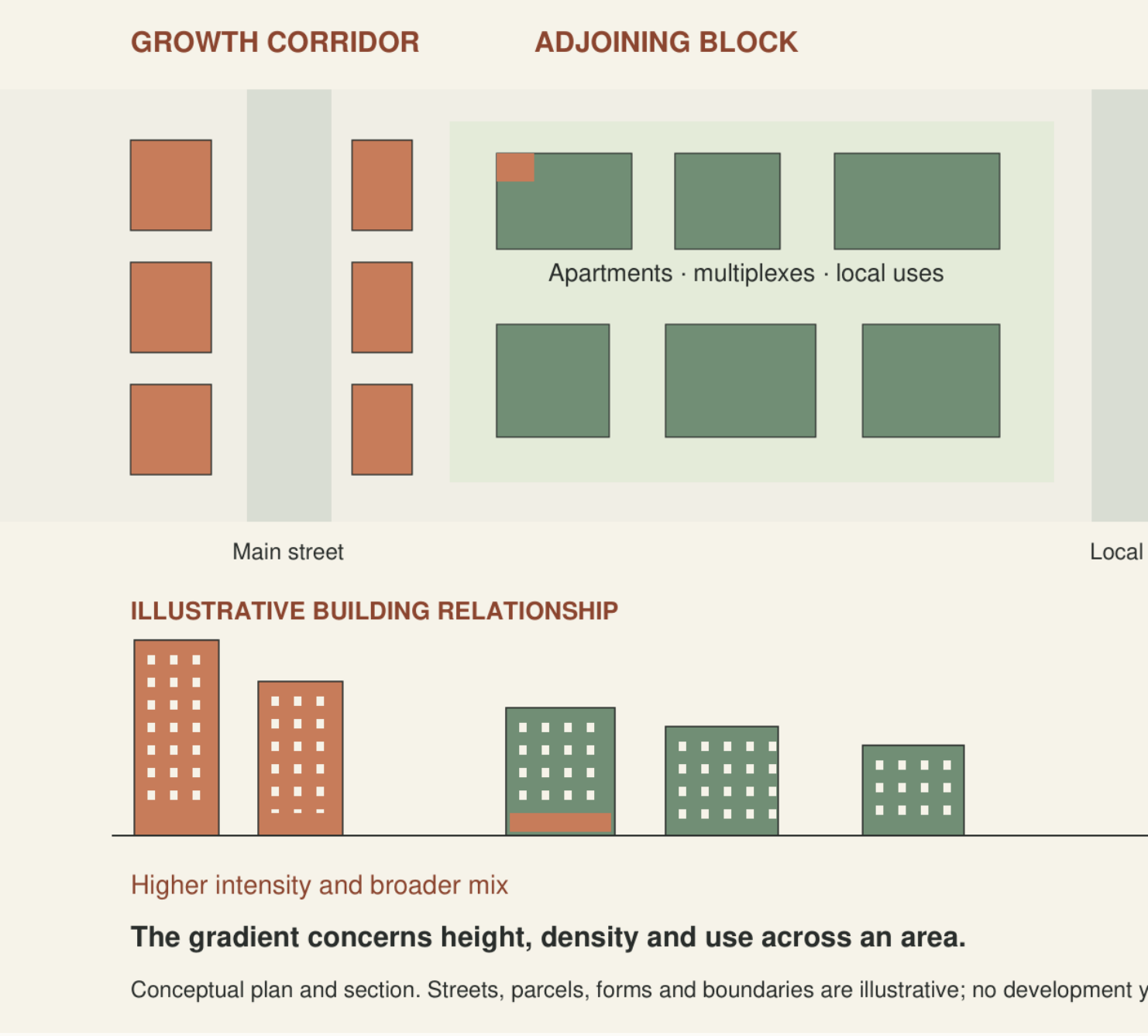
Transition is an area relationship.

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.

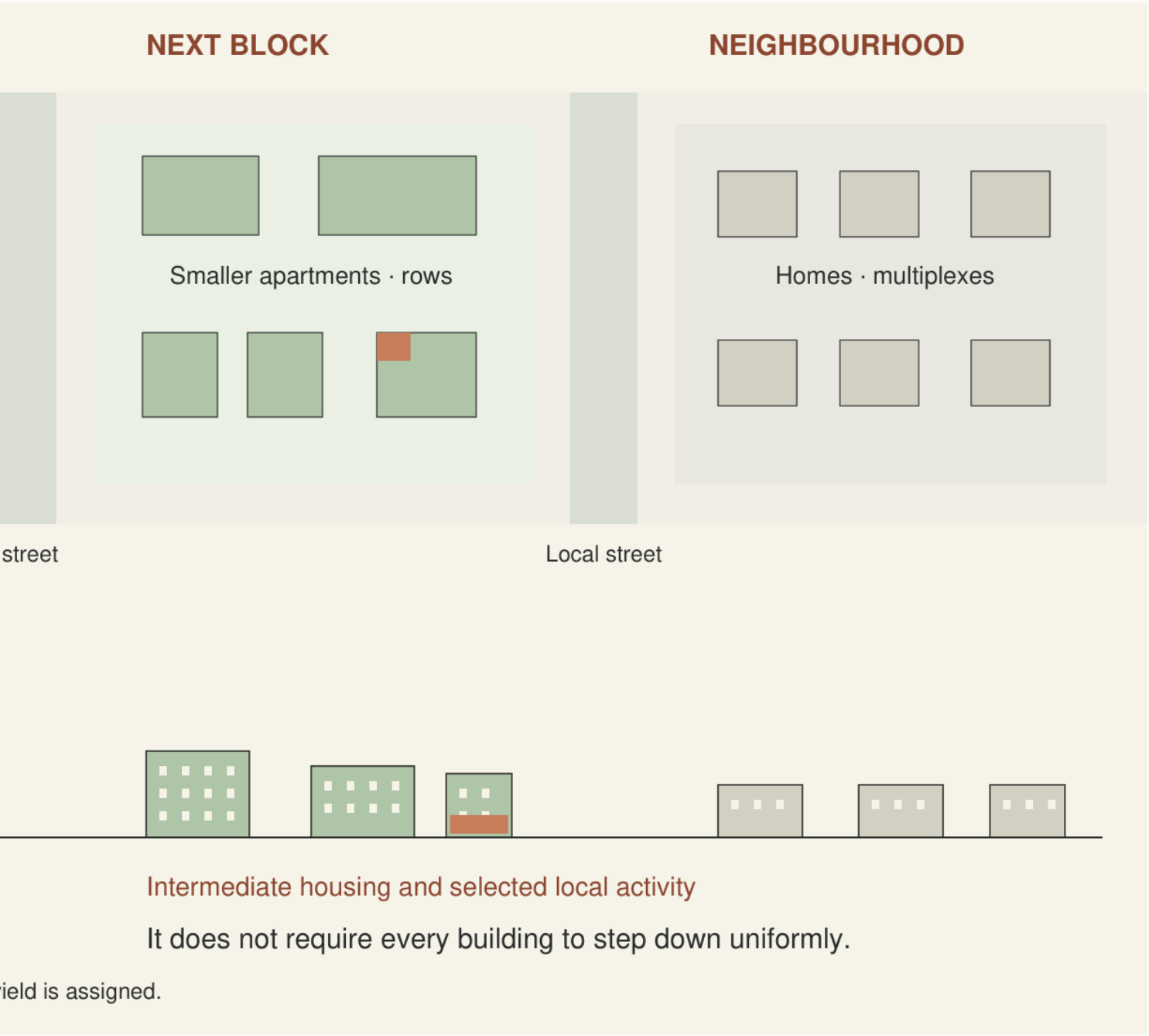
1.2 Transition across several blocks

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.



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.



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 report develops a common method for selecting and classifying suitable areas, examines local and international evidence, and recommends coordinated policy, zoning and delivery. Area-based cases carry the central argument. Supporting parcel tests examine selected provisions within that broader framework.

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 / A local response to shallow 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

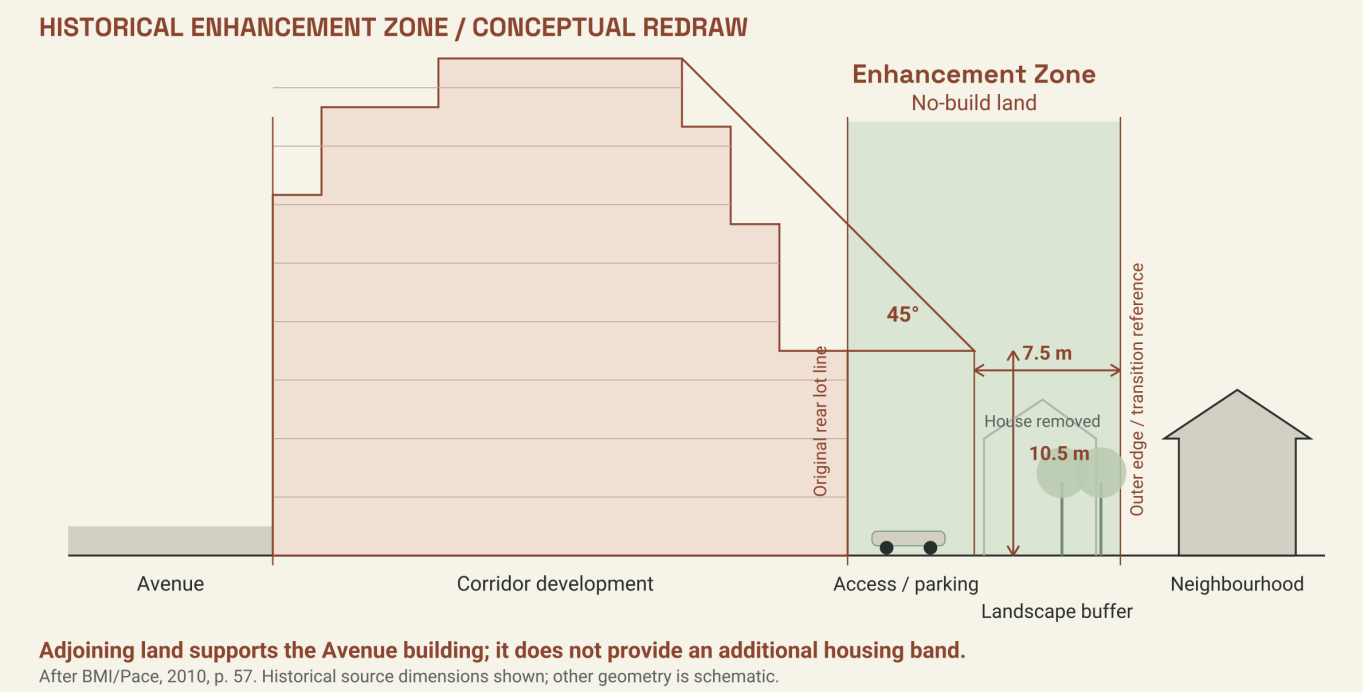


Figure 2. Analytical redraw of the historical Enhancement Zone concept, after BMI/Pace, Avenues and Mid-Rise Buildings Study, May 2010, p. 57. The adjoining land supports access, parking and landscaping rather than new homes. The broader principles were not applied under Council decision 2010.PG39.9,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

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 Neighbourhood 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 routes to that choice. Their value depends on the homes they contain. Bedroom arrangements, storage, daylight, accessibility and usable outdoor space deserve as much attention as storey count. A building can fit a nominal envelope while offering poor living conditions.

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. Floor area, entrances, outdoor activity, hours, deliveries and waste storage help determine the appropriate response. Permitting a broad use category without addressing operations can leave avoidable conflicts for individual applications.

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 7.11–7.12 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]

2.3 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.

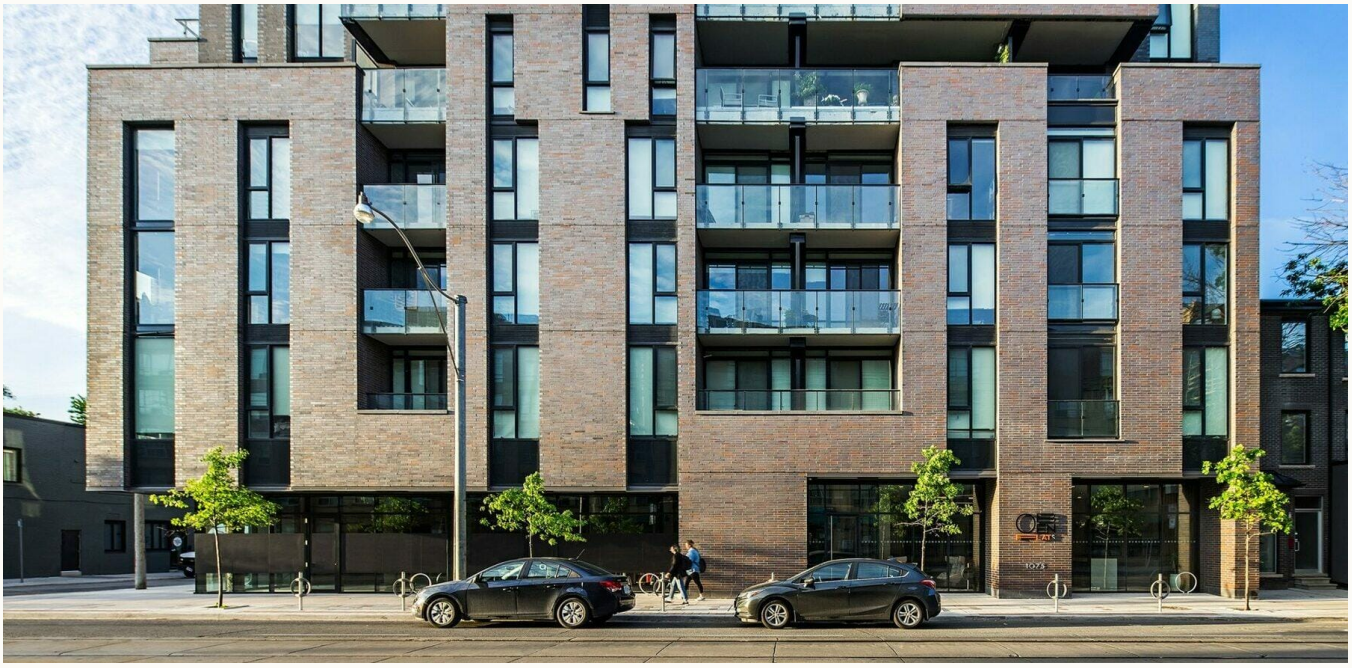


Figure 5. Oben Flats Leslieville on Queen Street East. Rental apartments sit above the main-street frontage. Image source: Superkul; project photography credited to Tom Arban and Michael Muraz.

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

2.4 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]

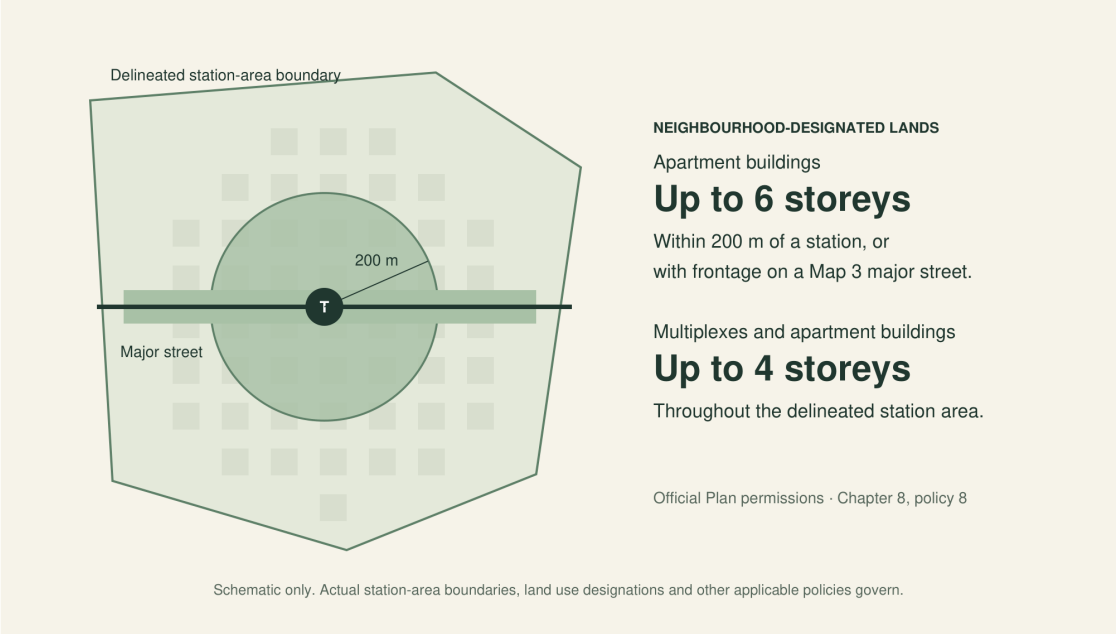


Figure 7. Interpretive station-area diagram from transitionzones.com. The delineated boundary, station location, frontage and applicable instruments govern; circles alone do not establish permission. [13]

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 overlay should begin with the permissions and procedures already applicable to each property. Its purpose is to resolve a demonstrated gap, not to rename housing that is already permitted. The relevant comparison has four layers: land-use policy, zoning, building and site requirements, and the means of delivery.

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 considers whether additional permissions lead to construction, how new housing relates to affordability and displacement, and what supports travel choice. It draws on selected peer-reviewed studies, Canadian research and official monitoring. The findings inform Toronto's implementation choices; their effects depend on the reform, market and period 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 increased property values without a corresponding short-term increase in housing construction in the study period. This is a useful warning against treating a change in allowable density as an immediate construction program. The reform, market and observation period differ from Auckland's. Neither study should be reduced to a universal verdict for or against upzoning. [34]

4.1.2 Read the rules as a development system

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. Track the forms and tenures actually delivered, rather than assume one label describes a single 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 rather than an isolated height increase. It does not support waiting for perfect certainty. The appropriate response is to implement rules that have been tested against representative conditions, monitor what follows and revise the provisions that prevent the intended housing from being built.

4.4 Vancouver: a mapped rental pathway

Vancouver's Secured Rental Policy in Low-Density Transition Areas is the closest spatial comparison in this review. The City's June 2026 guide describes a policy established in 2019 and standardized rental zones introduced in 2021. It applies a location test, a rental-tenure requirement and defined building options, rather than relying on a general statement that neighbourhood transition is desirable. [39]

Component	What Vancouver's guide provides
Geographic scope	Eligible low-density districts near transit and shopping; the first block along arterial roads, including qualifying local-street frontages.
Location filters	Approximately 400 m from a shopping area, with exclusions for recent or ongoing plans and designated transit-oriented areas.
Housing outcome	Secured 100% rental residential tenure.
Regulatory route	A rezoning pathway using standard rental districts where appropriate; site-specific zoning for some conditions.

4.4.1 What Toronto can use

The useful lesson is the connection between eligibility and implementation. A reader can determine why an area is included, which housing outcome the policy seeks and what approval route is available. Toronto's framework should offer the same clarity, with a parcel-based map, specified local-street responses and a tested zoning package.

The remaining constraints also matter. Vancouver's frontage and site requirements may favour assemblies, and a rezoning pathway still leaves a project approval step. Toronto should test whether comparable requirements would exclude the narrow individual lots that make up much of its neighbourhood fabric. A simplified route is useful only if the expected form fits the land and the process can be navigated by the intended proponents.

The apartment route requires rezoning. The June 2026 guide separately identifies rental multiplex options in R1-1 that do not require rezoning. [39]

4.5 Portland: broader permissions and observed uptake

Portland adopted its Residential Infill Project in August 2020, with the main changes taking effect in August 2021 and further changes following in 2022. The reform broadened housing options across single-dwelling zones. It is a useful comparison precisely because it does not depend on defining an exclusive transition band. [40]

4.5.1 A wider baseline can still produce a spatial pattern

The City's first-year review recorded 271 middle-housing units on 81 lots, alongside 102 detached-house units in the study sample. It reported that 86% of the middle-housing units were within a quarter mile of designated centres or corridors. This is an observed early pattern, not proof that proximity caused those projects or that the same share would occur in Toronto. [41]

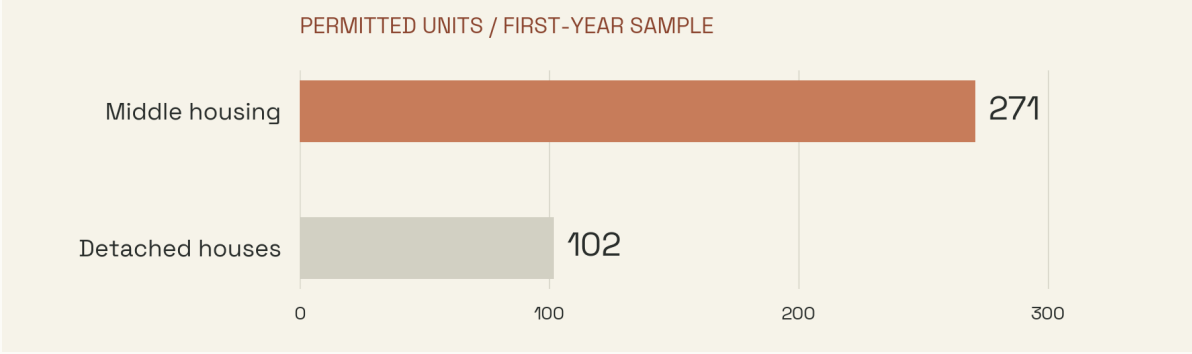


Figure 8. Portland first-year monitoring sample: permitted units, not completed or occupied homes. Middle housing excludes accessory dwellings in this comparison. Source: City of Portland, July 2023 monitoring summary. [41]

The subsequent City summary reported more than 1,400 accessory-dwelling and middle-housing units permitted between August 2021 and June 2024. The first-year counts above and this later figure use different time periods and housing categories; they should not be read as a single comparable series. [42]

4.5.2 What Toronto can use

Citywide multiplex permissions and targeted Transition Zones need not compete. A broader baseline can provide opportunities throughout neighbourhoods, while a mapped area-based program addresses more intensive forms, local uses and public investment where conditions support them. Toronto should avoid using a transition map to imply that other neighbourhood housing opportunities should be withdrawn.

Portland's income-linked affordable sixplex provisions are a separate policy mechanism. Its income definitions, legal powers and program structure cannot be transferred directly to Ontario. [40]

4.6 Auckland: graduated zones at a larger scale

Auckland's 2016 Unitary Plan established a graduated residential framework, with lower-rise suburban and urban zones and more intensive Terrace Housing and Apartment Buildings zoning around centres and transport. It demonstrates an area-based approach to different housing forms across an urban region, rather than treating every edge as a negotiation on one development site. [43]

4.6.1 Scale and certainty are part of the comparison

The construction response examined by Greenaway-McGrevy and Phillips followed a broad reform affecting a substantial share of residential land. That scale matters when considering transferability. Toronto should not assume that a narrowly drawn pilot with few practical sites will produce the same market response as a large rezoning. Equally, a positive aggregate response does not establish that every locality, household or housing tenure benefits in the same way. [33]

The useful Toronto application is to define a coherent network of suitable areas, with building types matched to local conditions and a published account of practical capacity. The classification should be understandable on a map and workable through the development standards. A sequence of nominal permissions that cannot fit typical lots would not provide comparable certainty.

Jurisdiction	Transferable lesson	Toronto qualification
Vancouver	Connect mapped eligibility, tenure and a defined approval pathway.	Test local lot widths and whether rezoning should still be necessary.
Portland	Combine broader housing permissions with transparent monitoring.	Separate permits from completions and market prices from secured affordability.
Auckland	Provide a coherent, graduated framework at a meaningful scale.	Do not import construction estimates or assume historical rules are today's permissions.

Historical comparison of the 2016 reform. Subsequent planning changes affect current Auckland permissions. [43]

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

Mapped Transition Zones and station neighbourhoods could provide places to test attached housing and shared courts. The design response should follow the lot pattern, retained buildings, access and available means of delivery.

4.7.2 Resolve the arrangements

Zoning changes and building-code dependencies require separate attention. Ownership, construction, financing, phased participation and long-term maintenance also need workable arrangements. The following diagrams and Bain photographs examine parts of that discussion.

Download On the Courtyard / Neptis Foundation

4.8 From attached buildings to shared space

The useful connection is between incremental redevelopment and a coherent block arrangement. A pilot should test how individual buildings can function before neighbouring owners participate and how common outdoor space or access would be secured over time.

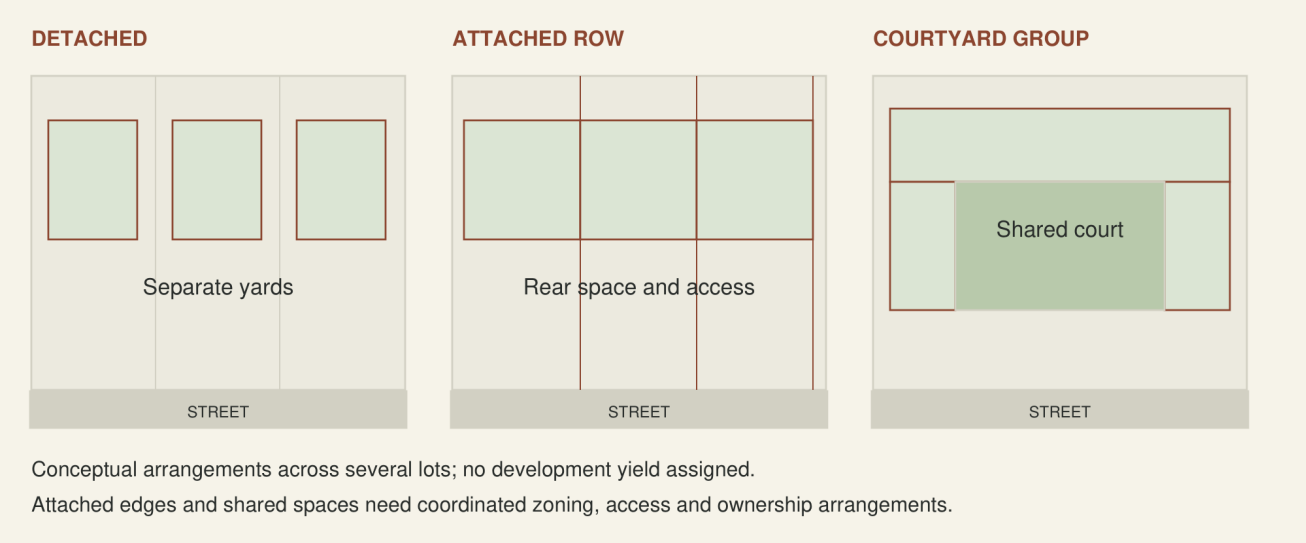


Figure 10. Original conceptual comparison of detached, attached and courtyard arrangements. Blocks, lot lines and shared-space areas are illustrative; no ownership arrangement or development yield is established.

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

4.8.1 Test delivery as well as design

Compare a single lot, a pair of lots and a coordinated group. Record retained buildings, independent exits and servicing, tree space, easements, ownership and maintenance responsibilities. A shared courtyard needs a durable arrangement; several adjacent private yards do not automatically become shared space.

4.9 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

4.10 Built Toronto references at a glance

The selected Toronto projects contribute different parts of the argument. Their photographs appear beside the relevant discussions, with source links and available image credits. Read them as references for housing form, neighbourhood relationships and daily activity. The area policy cases in section 6 establish a different kind of precedent.

Example	Contribution to the discussion	Where to read it
Bain Apartments Co-op	Shared gardens and pedestrian paths	Section 4.9
35 Wabash	New housing within an established neighbourhood	Section 6.8
383 Sorauren	Housing at the edge of industrial and residential fabric	Section 6.9
Motif Lofts and Towns	Attached housing behind a mixed-use frontage	Section 7.2
The Southwood	Apartments, townhouses and shops	Section 2.4
Montrose housing	Street-facing and laneway housing together	Section 7.6
Oben Flats Leslieville	Rental housing above main-street retail	Section 2.3
Boxcar Social Laneway	A neighbourhood business in a rear-lane setting	Section 7.13

A photograph can show frontage, entrances and a relationship between buildings. It cannot establish the wider planning permissions, financial feasibility or arrangements needed to coordinate separate owners. Those questions remain part of the implementation assessment.

The conceptual rendering in section 1.4 and the plan and section drawings explain the wider transition across several properties. The selected built views illustrate parts of that relationship.

5.0 Selection and Classification

5.1 Publish the evidence behind each boundary

Selection should identify where additional homes and suitable uses can improve access to daily needs and where the necessary conditions can be provided. Proximity is an initial indicator. The quality of transit, the walking route, site dimensions and the condition of services 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 range of development responses it can accommodate. A single hierarchy should not mix transit location, retention, assembly and constraints. They answer different questions and can apply to the same property.

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 within each setting

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 A planned relationship across blocks

Distance from an Avenue or Major Street can inform selection and the broad change in scale. It should be read with crossings, lanes, land uses, infrastructure and the achievable building form. More intensive responses may sit nearer a corridor; the mapped result must explain local departures.

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]

Three areas, three relationships

Danforth, Sheppard East and North York Centre show different ways to plan an intermediate area. Read each case as a relationship between places, rather than a model building.



Danforth / selected blocks behind a main street

Sheppard East / a mapped intermediate character area

North York Centre / a centre edge and the mix of uses

City of Toronto Danforth illustration, 2022 Urban Design Guidelines, p. 36. [7]

6.0 Area Case Studies

6.1 A corridor and the blocks behind it

The Danforth framework extends beyond its commercial frontage to selected neighbourhood properties. The Chester–Arundel block is a close-up of this wider corridor relationship: Danforth lies to the south, a parking and subway corridor runs behind it, and local-street properties frame the next part of the neighbourhood. [6,7,44]

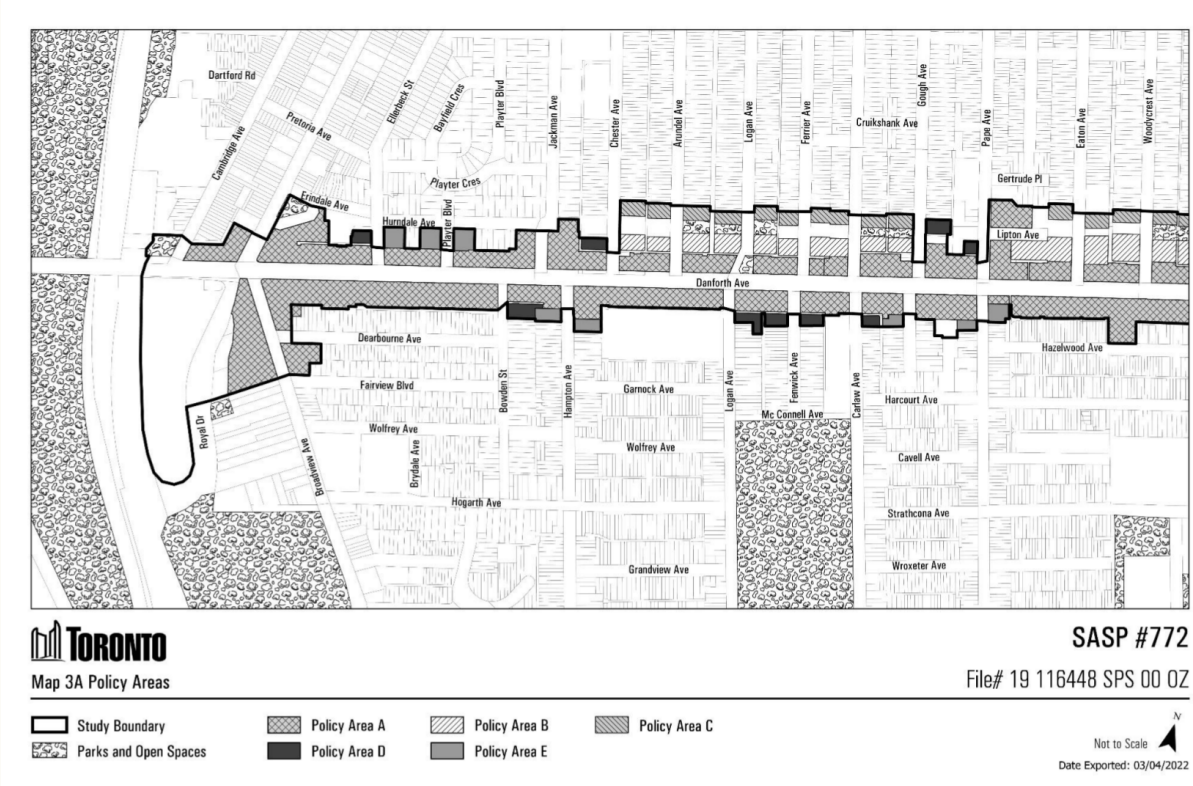


Figure 12. City of Toronto, SASP 772, Map 3A. Selected policy areas extend behind the Danforth frontage across several blocks. The Chester–Arundel block on the facing page is a close-up within this wider relationship. [44]

6.1.1 Read the bands together

The 2022 policy distinguishes the main-street frontage from selected Policy Areas B and C on either side of the parking corridor. Their differing height and setback directions help distribute building scale beyond the frontage. The relationship to open space and pedestrian mews is part of the same spatial framework. [7,44]

The block diagram is interpretive, with schematic parcels and footprints. Consult the official policy maps for exact boundaries and applicable instruments. [44]

6.2 Housing, local uses and shared connections

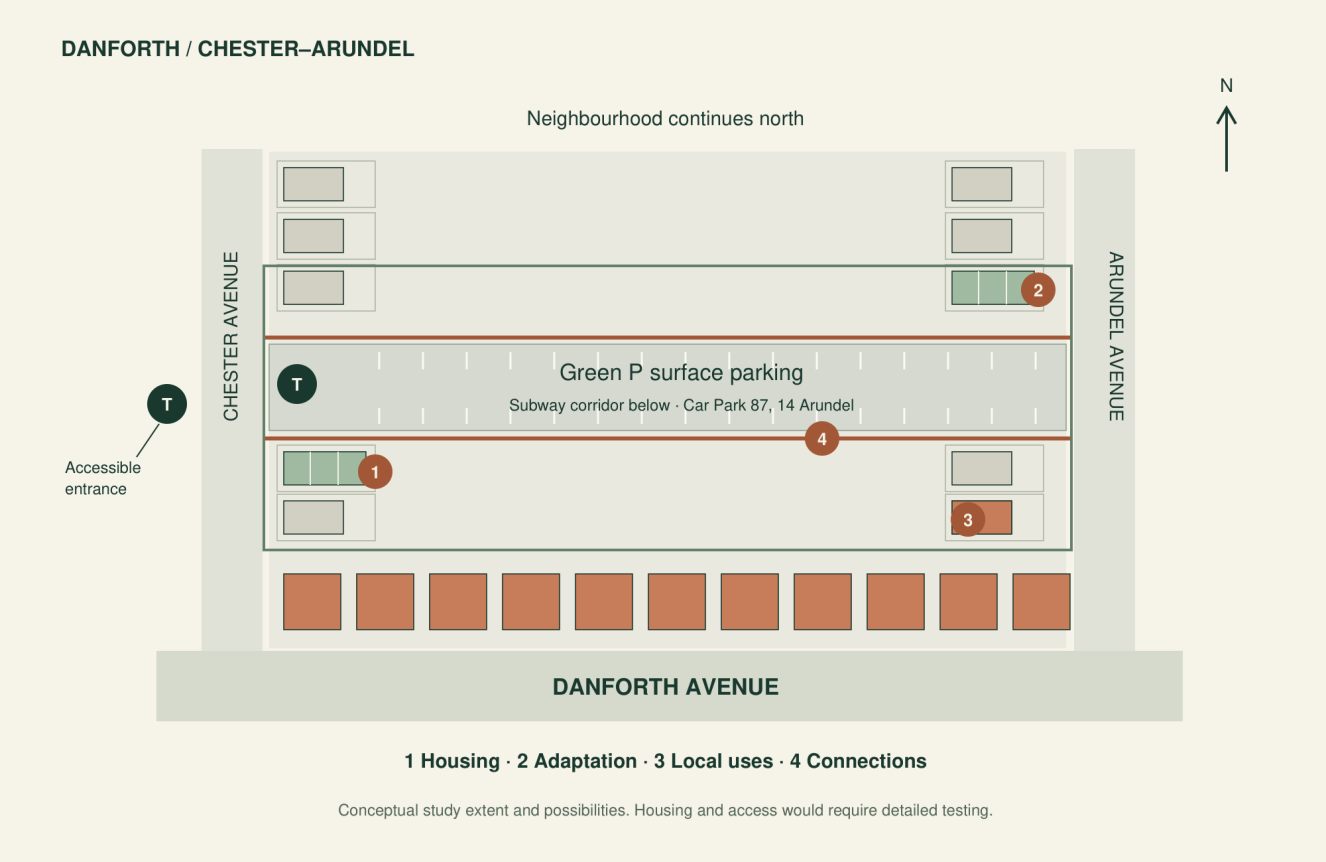


Figure 13. Interpretive Chester–Arundel close-up. Housing, adaptation, local uses and connections are possibilities to test within the wider area. Dashed routes are proposed study relationships, not secured public access rights.

The block connects several distinct settings within a wider transition. The main street accommodates the broadest mix of activity. Selected properties behind it can add housing and face shared open edges. 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 expressly identifies Transition Zone Character Areas on selected blocks north and south of the corridor. Its policies bring housing forms, local-serving uses, landscape and connections into one area-based direction. The reference to buildings on local streets makes the wider spatial relationship explicit. [11]

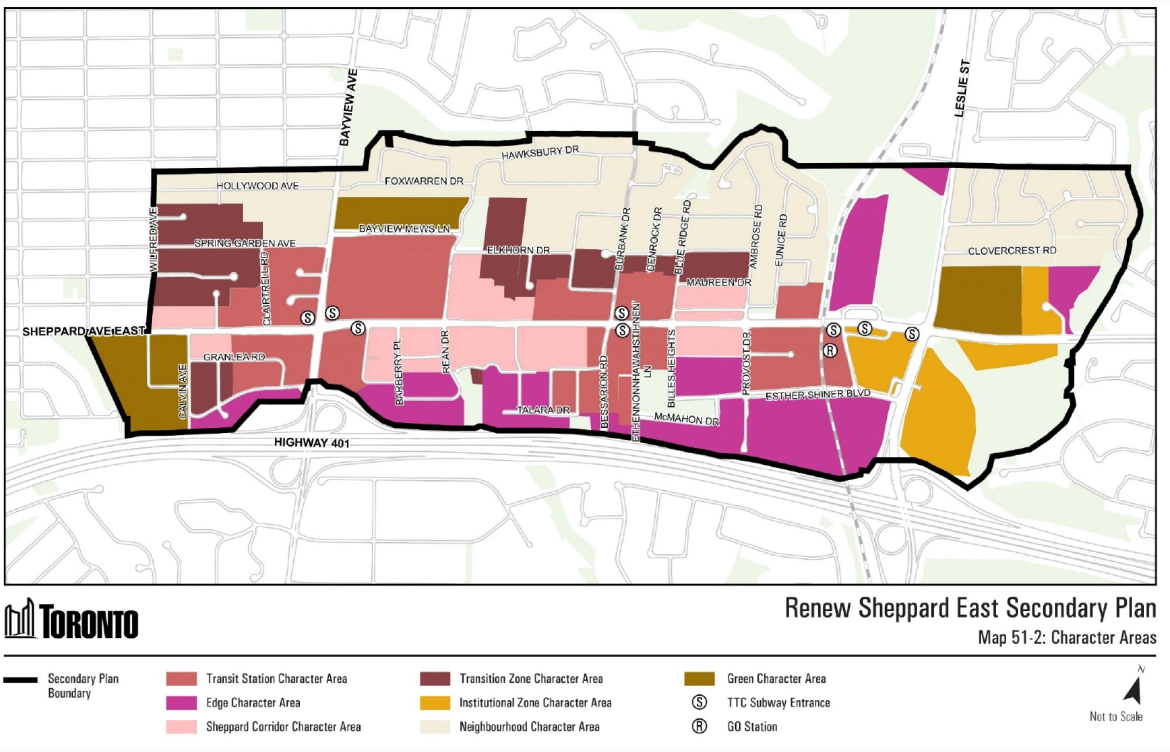


Figure 14. City of Toronto, Renew Sheppard East Secondary Plan, Map 51-2, PDF page 36 of By-law 1437-2024. Dark-brown areas identify Transition Zone Character Areas. Council-adopted plan; appeal-related matters continued in 2026. [11,12]

Council adopted OPA 777 in December 2024. Appeal-related directions continued in 2026; the applicable provisions must be confirmed for any property. The adopted map is a policy precedent, not a statement that every parcel has implemented zoning. [11,12]

6.4 Plan the intermediate area first

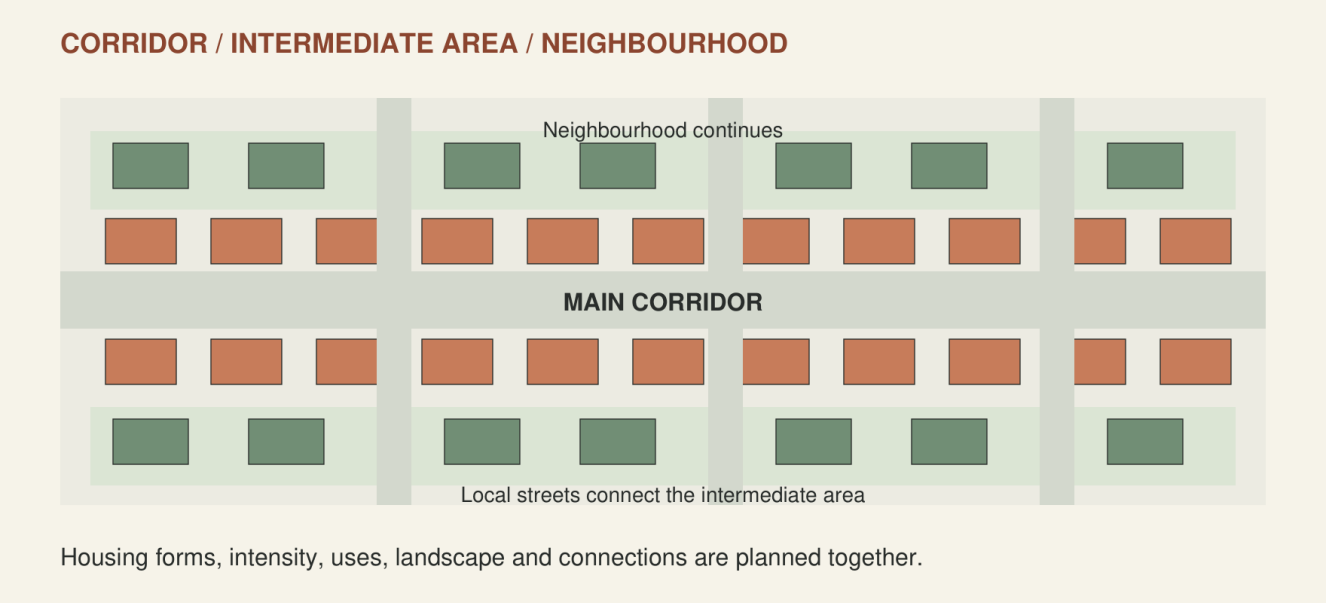


Figure 15. Interpretive relationship drawn from the plan's stated character-area role. The diagram explains a transition across local streets; it does not reproduce parcel boundaries or prescribe the plan's heights. [11]

6.4.1 Height and intensity

The plan envisages intermediate low-rise and mid-rise housing in landscaped settings. The useful lesson is to define the role of the area before negotiating the envelope of each proposal. A range of forms can contribute to that role.

6.4.2 Use and connections

Neighbourhood-serving uses and walking connections help make the intermediate area a part of daily neighbourhood life. Use, access and public space should be planned alongside housing intensity, rather than added after the height discussion.

6.4.3 Application in Toronto

A citywide framework can adopt this method while allowing different local responses. It should map the area, explain its intended function and provide coordinated zoning standards for its lots and blocks. The Sheppard dimensions should not be transferred automatically to other settings.

6.5 Transition at the edge of a centre

Council endorsed the Final Options and Directions Report in March 2026 as the basis for the next phase of the North York Centre review. The current project page schedules draft-plan engagement for early 2027. The directions and recommended land-use map are not an adopted replacement Secondary Plan. [15]

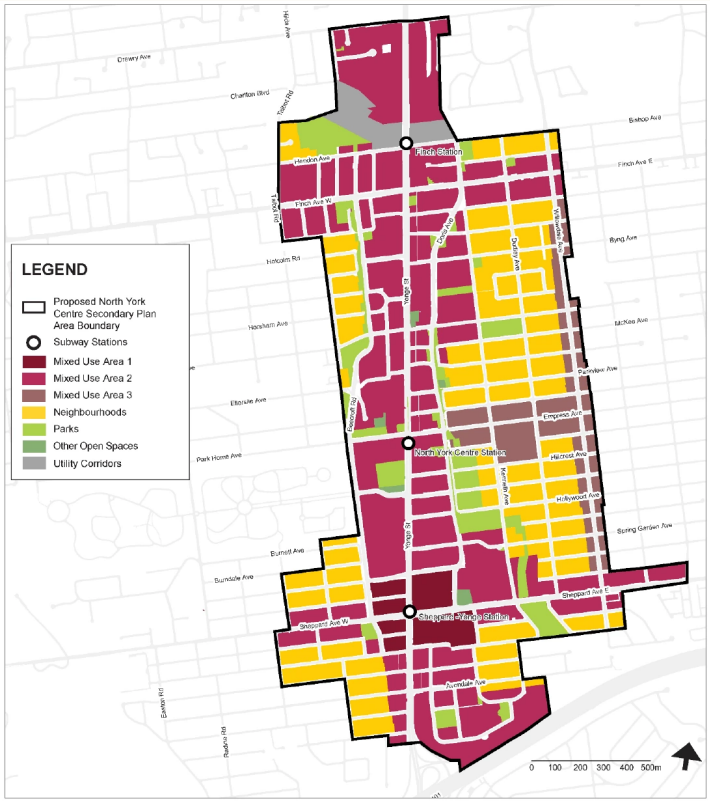


Figure 4-4: Recommended Land Use Map

Figure 16. North York at the Centre, November 2025 Options and Directions Report, Figure 4-4, PDF page 112. Recommended land-use map rather than an adopted plan. The supplementary option examines changes to the recommendation. [16,17]

6.6 Different instruments for different outcomes

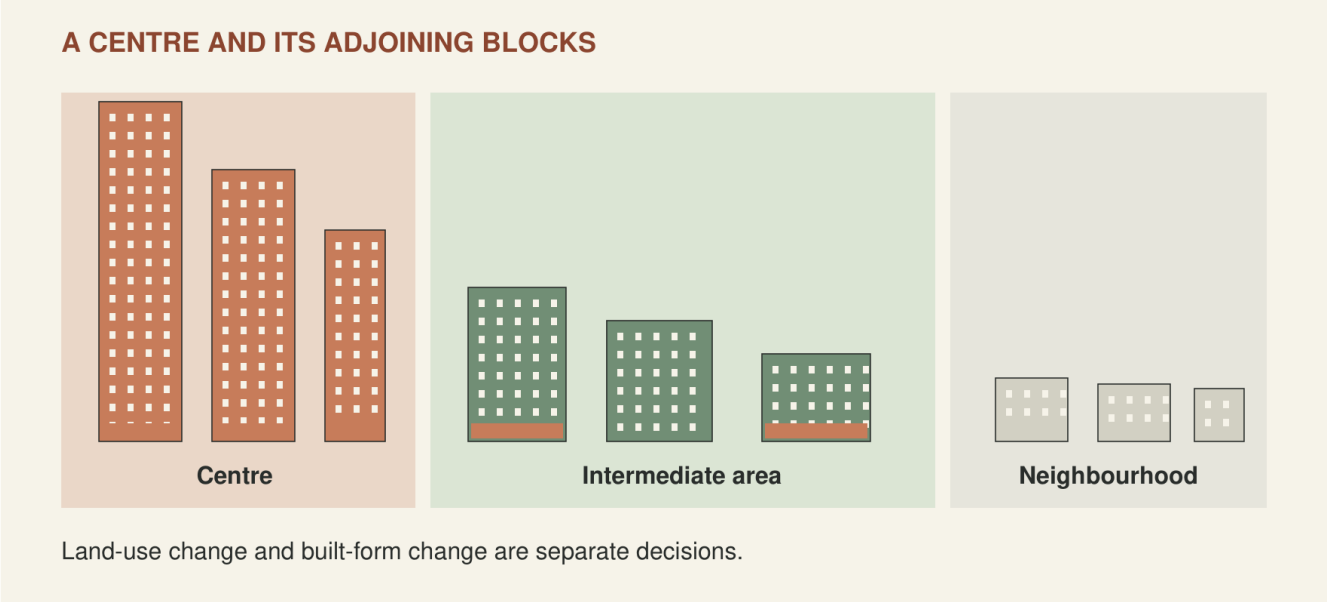


Figure 17. Illustrative centre-edge relationship. Building heights, distances and boundaries are conceptual. The diagram distinguishes the growth centre, an intermediate area and the surrounding neighbourhood.

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 two approaches should be chosen for their planning effect, not treated as interchangeable labels.

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 illustrate 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. The review remains an evolving example, with draft-plan engagement 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 therefore begin with the growth area and the adjoining blocks, describe the intended change in height, density and use, and map a reasoned boundary. Representative buildings then test whether that pattern can be delivered. Parcel diagnostics support the area plan; they do not replace it.

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.

6.8 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

6.9 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 materially expand practical multiplex and apartment opportunities when applied across many suitable properties. The program should test these standards together and compare housing quality, cost and feasibility with the existing baseline.

7.1.1 A consistent opportunity for six units

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, semi-detached and row forms

Permit attached multiplex segments with stacked dwellings, including a row across adjoining lots. Conventional townhouse permission alone does not establish this arrangement. Define whether a unit limit applies to each lot, each building segment or the whole development, and align definitions, party-wall rules and setbacks. [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.

7.2 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

7.3 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.

7.3.1 Align the controls

Review main-wall heights, angular planes and roof provisions alongside the height limit so they do not recreate a mandatory upper-storey reduction. Resolve front, rear and outside side yards through a whole-building assessment of daylight, privacy, shadows, trees and outdoor space. Existing multiplex zoning is generally controlled by height in metres and exempts these forms from mapped storey limits; it should not be described as a universal three-storey prohibition. [48]

7.3.2 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]

7.3.3 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]

7.4 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.

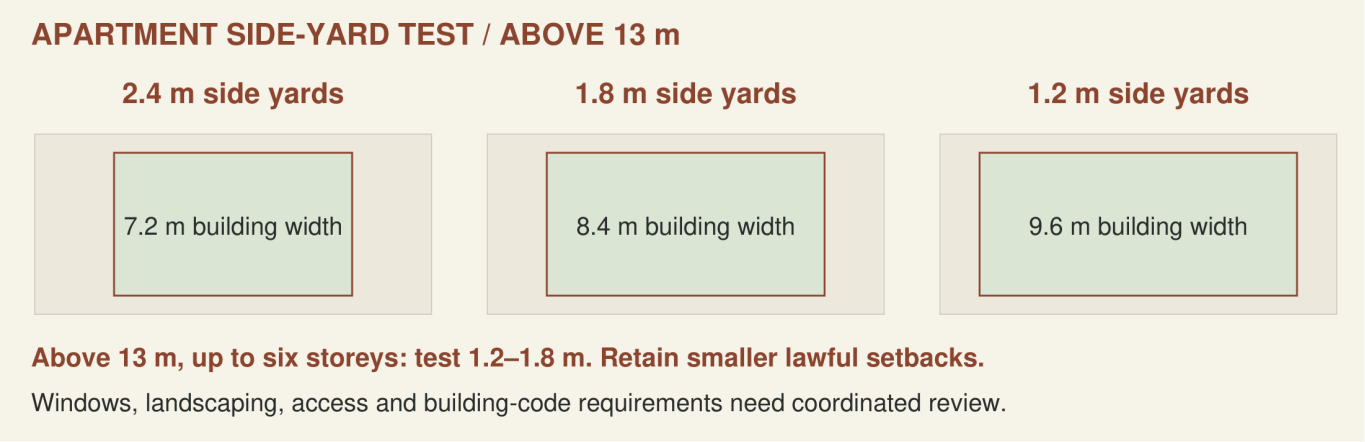


Figure 21. Proposed test for apartments above 13 m and up to six storeys. On a 12 m frontage, equal side yards of 2.4, 1.8 and 1.2 m leave widths of 7.2, 8.4 and 9.6 m. Geometry alone does not establish compliance.

7.4.1 Distinguish the zone and height

In the R zone, the general apartment side yard is 0.9 metres for buildings up to 13 metres high and 7.5 metres for taller buildings. On Major Streets, the base yard is 1.8 metres in R and 2.4 metres in RD, RS, RT and RM; R through lots also require 2.4 metres. RM permits 1.2 metres for detached houseplexes. Aligning apartment standards up to 13 metres could provide relief in RM. These are benchmarks for testing, not a general 1.2 metre apartment entitlement. [24,47,63]

7.4.2 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]

7.5 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.

7.5.1 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 and define it as a separate single housekeeping unit. The proposal therefore requires an express permission and supporting standards. It does not assume that silence already permits multiple units. Appendix A illustrates the question at Queensbury. [25,52]

7.5.2 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.

7.5.3 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.

7.5.4 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.

7.6 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

7.7 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]

7.7.1 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]

7.7.2 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]

7.7.3 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]

7.8 Shared services at block and community scale

Prepare block service plans for apartment servicing needs and shared street functions, with neighbourhood investment and clear operating responsibilities. Multiplexes may benefit from the same public services without acquiring a new loading or amenity obligation. This develops The Shape of the Day and Between the House and the Tower. [57,58]

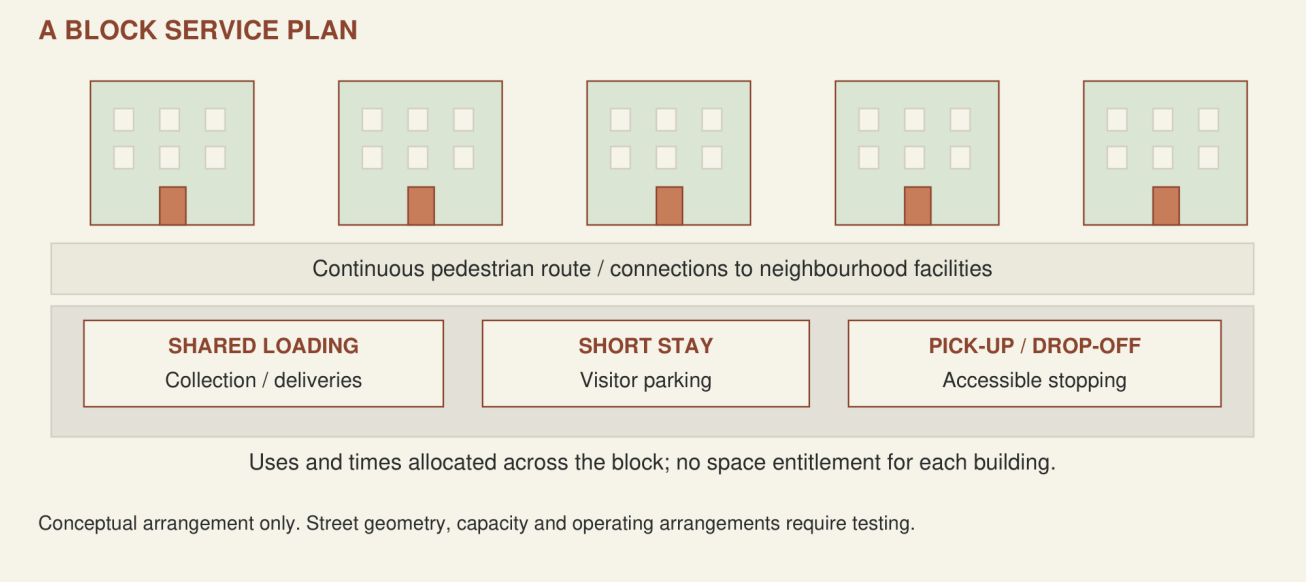


Figure 23. Conceptual service allocation across a block. A designated curb location may serve several buildings. Dimensions, capacity and time allocations require operational approval.

7.8.1 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.

7.8.2 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.

7.9 One block over time

Consider six hypothetical parcels between an Avenue and deeper neighbourhood blocks. The example illustrates a possible sequence under the proposed framework. It is an original scenario, not an adopted plan or a surveyed site. The street, existing residents and retained buildings continue to function as individual properties change.

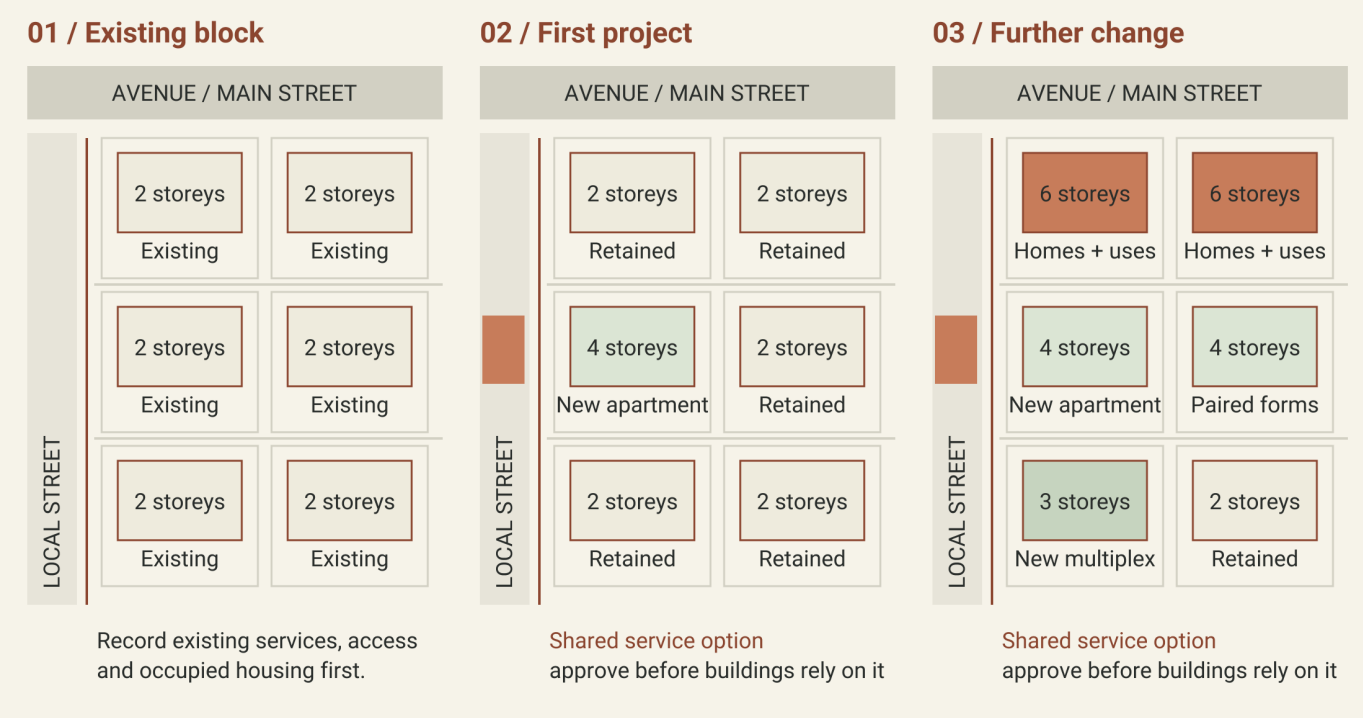


Figure 24. Illustrative sequence from existing buildings to a first project and later change. Six-storey frontage, four-storey intermediate housing and smaller retained or replacement buildings establish a relationship across the block. Colours distinguish building responses, not ownership or tenure.

7.9.1 The first project must work alone

A four-storey apartment replaces one intermediate building while adjoining properties remain. Retain ordinary collection where it works. If an alternative shared service arrangement is needed, approve it before the building relies on it. Exits, bin storage and utility connections function independently, without assuming a future neighbour's participation.

7.9.2 Later projects join a common plan

Subsequent frontage and intermediate projects use the same operating framework, subject to verified capacity. Attached multiplex segments need explicit permissions and legal arrangements. Retained homes remain part of the block; redevelopment is an opportunity, not a requirement.

7.10 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.

7.10.1 Compare the baseline and proposal

At the next design stage, compare the existing rules with the proposed attached forms, four full storeys, 19–21 metre depths and apartment side yards. Record usable floor area, unit mix, accessibility, retained housing, trees, construction cost and operating cost using the same assumptions.

7.10.2 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.

7.11 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.

7.11.1 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]

7.11.2 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.

7.11.3 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.

7.11.4 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]

7.12 Community resources and active laneways

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

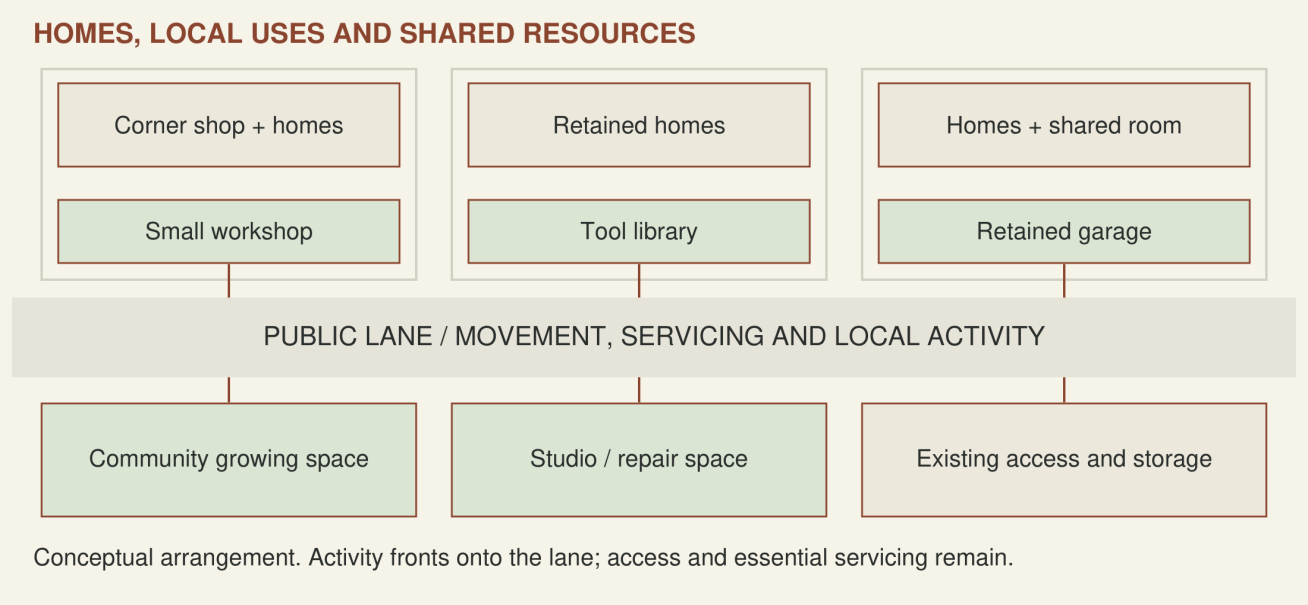


Figure 25. Illustrative relationship between homes, ancillary premises, shared resources and a public lane. Community growing space sits on an adjoining plot. Public access, ownership, dimensions and service capacity are not established by the drawing.

7.12.1 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]

7.12.2 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.

7.13 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

The implementation route depends on geography and the policy already in force. Use a common Transition Zones method while advancing three related streams. This should build on station-area work without making the separate program outside station areas disappear.

8.1.1 The approved 120 station areas

Use the City's current zoning exercise to implement approved Official Plan permissions. Test the proposed multiplex and apartment standards through that work, including attached forms, four full storeys, depth and side yards. Where six-storey apartment policy already applies, a new Official Plan amendment (OPA) is not needed merely to establish that same height; additional departures still require their own policy assessment. [13,14,50]

8.1.2 Additional station areas

Distinguish areas with Council-adopted policies awaiting a Ministerial decision from areas still requiring delineation and policy preparation. Complete the outstanding approval or amendment steps, with SASPs or secondary-plan changes where appropriate, and coordinate implementing zoning. Additional stations do not automatically inherit the approved 120 areas' policies. [49]

8.1.3 Transition areas beyond station boundaries

Identify suitable neighbourhood blocks behind Avenues and Major Streets and at growth-area edges. Use the selection method, test the illustrative height ranges and prepare the necessary policy and zoning package. On Neighbourhoods lands without existing higher permission, a proposal above four storeys requires supporting Official Plan amendment, potentially through a SASP or secondary plan. [53,54]

The three routes can share mapping, representative designs, engagement and infrastructure work. Each needs an accountable schedule, a current permissions baseline and a clear decision about the instruments still required.

8.2 Translate the framework into an instrument

A citywide policy framework should establish purpose, selection criteria and the intended change across adjoining properties and blocks. Mapped implementation can then use the instruments suited to each area, with policy and zoning prepared together where both are required.

Instrument	Role and limits
Official Plan amendment	Establish or revise the land-use and built-form policy basis. Options include citywide Neighbourhoods policy, selective redesignation, a secondary plan or a SASP introduced through an OPA. Required approvals depend on the instrument and station-area status.
Mapped zoning amendment or overlay	Apply permitted uses, building definitions, height, depth, yards and other standards to identified lands. An overlay is implemented through a zoning by-law amendment; it must conform with applicable Official Plan policy.
Area-specific schedules	Record the included parcels, classifications, intended forms, local uses, infrastructure and staging. Give schedules the required statutory effect through the adopted policy or zoning instrument.
Design guidance and delivery program	Explain workable responses, public-realm and service investments, rental protections, responsibilities and monitoring. Guidance should support the adopted permissions.

8.2.1 A common framework with local schedules

A zoning overlay can provide consistent standards across separated areas, while local schedules address height patterns, lot conditions and uses. Another area may need a more specific SASP and zoning package. The choice follows the intended outcome and existing policy; it is not an assumption that one tool can do every task. [53,54]

Proposed implementation approach for municipal preparation, consultation and legal drafting. Statutory conformity, approval requirements and current site-specific instruments must be addressed before adoption. Shared street functions also require approved curb-management and service arrangements, beyond the zoning instrument.

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 a resourced implementation program within six months of renewed direction. This is a proposed reporting period, not an existing deadline.

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 support seeking an updated schedule; they do not establish that implementation occurred. Confirm the responsible reporting route. [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.

The next technical stage should verify site conditions and test representative buildings within the area framework, including exits, fire strategy, accessibility, structure, servicing and waste collection. Cost and revenue analysis should then use the verified design and area schedule.

9.2.1 Conclusion

Toronto has adopted several parts of the spatial logic behind Transition Zones. The remaining task is to coordinate that logic across suitable neighbourhood lands and implement it through standards that produce useful buildings. A mapped and tested program should broaden housing choice, provide room for suitable local uses and identify the investment and protections needed for delivery.

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]

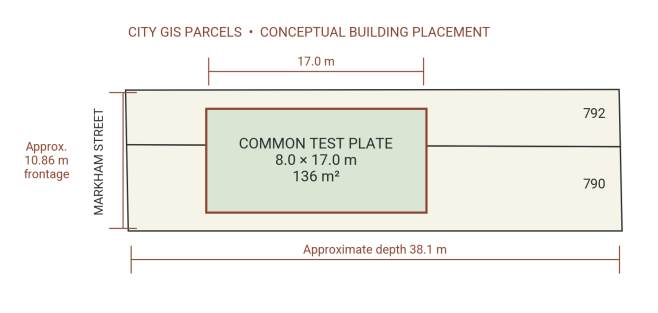


Figure 27. City GIS parcels with an assumed 8 × 17 m plate. Parcel dimensions are descriptive GIS measurements; the placement is a test assumption. [23]

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.

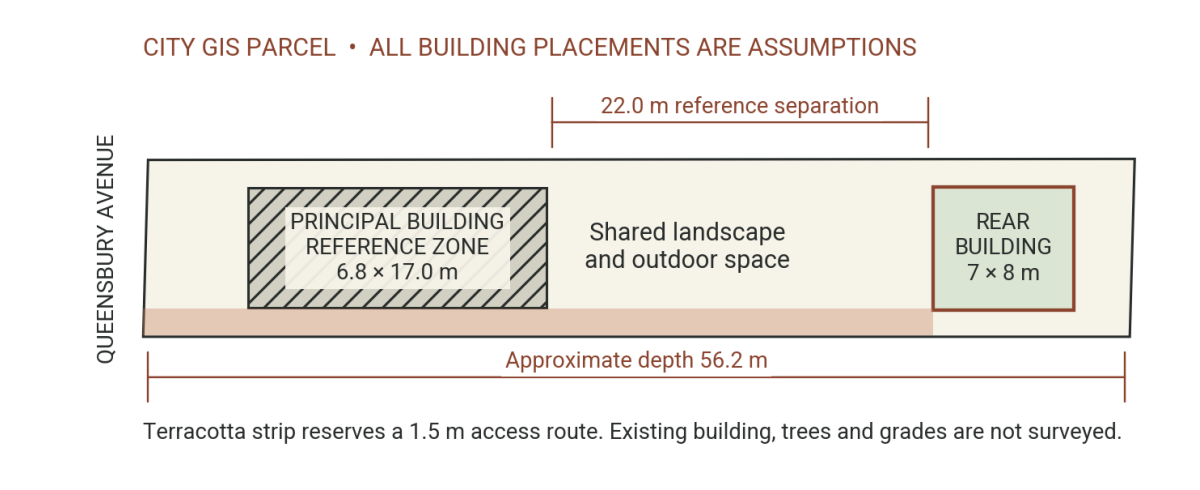


Figure 28. City GIS parcel and assumed building zones. The principal-building zone does not record the existing house. [23]

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]

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[46] **Sixplex overlay and building definitions**. City of Toronto, Zoning By-law 569-2013, Chapter 600.60; By-law 654-2025.

[47] **Major Street apartment side-yard standards**. City of Toronto, Zoning By-law 569-2013, clauses 10.20.40.70, 10.40.40.70, 10.60.40.70 and 10.80.40.70.

[48] **Multiplex height and mapped storey limits**. City of Toronto, Considerations When Building Multiplexes, Maximum Height of a Multiplex.

[49] **Approved, withheld and future station areas**. City of Toronto, Official Plan Review, Major Transit Station Areas. Status reviewed 11 November 2026.

[50] **Station-area zoning consultation approach**. City of Toronto, February 2026 open-house boards. Proposed multiplex and apartment standards.

[51] **Multiplex building length and depth amendments**. City of Toronto, By-law 648-2025, including revised zone-specific multiplex length and depth provisions.

[52] **Garden-suite definition**. City of Toronto, Zoning By-law 569-2013, Chapter 800, definition 303.

[53] **Neighbourhoods policy framework**. City of Toronto, Official Plan Chapter 4, section 4.1, read with applicable station-area and area-specific policies.

[54] **Official Plan conformity and pending amendments**. Ontario, Planning Act, section 24, including applicable exceptions and the pending-amendment provisions.

[55] **Mid-Rise Housing Implementation Initiative proposals**. City of Toronto, April 22, 2026 staff report and Committee item 2026.PH30.8, May 7, 2026. Loading, amenity, bicycle and other directions for study.

[56] **Motor-vehicle parking requirements**. City of Toronto, Zoning By-law 569-2013, Chapter 200. Houseplex resident rate: none; apartment visitor rates and accessible-parking provisions. Read with station-area rules.

[57] **The Shape of the Day**. Blair Scorgie, Scorgie Planning Press, 2026. Chapters 7, 9–10 and 12–13: third spaces, community hubs, shared resources, curb use and logistics. Manuscript consulted.

[58] **Between the House and the Tower**. Blair Scorgie, Scorgie Planning Press, 2026. Chapter 7: servicing, parking, utilities and amenity at the scale of small apartment development. Manuscript consulted.

[59] **Neighbourhood Retail and Services / EHON**. City of Toronto. Current framework and links to By-laws 1507–1509-2025. Selected interior retail and ancillary-building home occupations; reviewed 11 November 2026.

[60] **The Mixed-Use Laneways Study**. Scorgie Planning with LGA Architectural Partners, SOCA, Gladki Planning Associates, LEA Consulting and urbanMetrics. June 2026. Executive summary and Section 13: targeted permissions, independent occupancy and operating standards. Study copy consulted.

[61] **Apartment landscaping, amenity and vehicle access**. City of Toronto, Zoning By-law 569-2013, clauses 10.5.50.10, 10.5.55.1 and regulation 10.5.100.1(5). Landscaping strip, amenity and vehicle-access triggers, and Major Street exemptions.

[62] **Residential loading-space rates**. City of Toronto, Zoning By-law 569-2013, regulation 220.5.10.1(2). No residential loading space for 0–30 dwellings; one Type G for 31–399.

[63] **RM-zone residential side-yard standards**. City of Toronto, Zoning By-law 569-2013, regulation 10.80.40.70(3): detached houseplex 1.2 metres; apartment building 2.4 metres.

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