



May 10, 2024

Ministry of Municipal Affairs and Housing
Provincial Land Use Plans Branch
13th Floor, 777 Bay Street
Toronto, ON, M7A 2J3

Via email: growthplanning@ontario.ca
Via online commenting: [ERO number 019-8462](#)

Re: Review of proposed policies for a new provincial planning policy instrument

The Toronto Transit Commission (TTC) is pleased to provide comments to the Ministry of Municipal Affairs and Housing (MMAH) regarding the proposed Provincial Planning Statement (PPS) 2024.

We are pleased to see that proposed PPS 2024 continues to provide strong language regarding the expansion and protection of transportation infrastructure. TTC's comment letter on the proposed Provincial Planning Statement (PPS) 2023 ([ERO 019-6813](#)) dated August 2, 2023, posed questions and sought clarification with respect to the interpretation of Policy 3.3.3 – specifically on the definition of a Planned corridor.

With respect to the objectives of Policy 3.3.3, we request clarification on the following matters:

1. The definition of a “corridor”;
2. The difference between a “Planned corridor” and a “corridor”;
3. If TTC's “higher order transit” is considered a “corridor” or an “existing” corridor; and
4. Whether a “Planned corridor” becomes a “corridor” or an “existing” corridor once the “Planned corridor” is implemented and operational.

The distinctions above are particularly relevant in the context of the Planned corridors within Metrolinx's transit expansion programs such as the Yonge North Subway Extension or the Scarborough Subway Extension which are an extension of TTC's existing subway infrastructure. Once these Planned corridors are implemented and operational, it is unclear if the objectives and intent of Policy 3.3.3 is to consider the entire subway line a corridor, or to limit the applicability of Policy 3.3.3 only to the Planned corridors of Metrolinx's transit expansion program.

The TTC prides itself on ensuring that negative impacts on and adverse effects from our higher order transit infrastructure is properly mitigated, which maintains public safety to the users of the city's public transit system. The TTC recommends that language in the PPS provides a distinction with respect to the four matters noted above and identify TTC's higher order transit infrastructure as a corridor. This identification will strengthen



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TTC's ability to minimize and mitigate negative impacts on and adverse effects from TTC's subway corridors in the interest of public safety.

Should there be any questions regarding the contents of this letter, please contact Matt Kavanaugh, Development Manager, at 647-209-8625 or Matthew.Kavanaugh@ttc.ca.

Sincerely,

A handwritten signature in black ink, appearing to read 'Michael Stevenson'.

Michael Stevenson, RPP, MCIP, PMP
Head (Acting) – Property Planning & Development