

City of Toronto Official Plan Indicators



Introduction

What is the Official Plan?

The Official Plan is a policy framework that directs and manages physical change. It establishes a vision for the future of the city and details policies to shape the social, economic and natural environment to ensure the City of Toronto's continuing success as an urban place.

Beyond being a statement of intent and direction, the Official Plan is a legal document, defined by the Ontario Planning Act, that serves as the basis for a wide range of municipal activities, including the planning and approval of public works (e.g. roads, parks and community facilities), the development of planning tools like the comprehensive zoning by-law and the review and approval of development applications.

What are Official Plan indicators and why are they important?

The Official Plan indicators are a set of measures that allow progress toward the Plan's vision to be assessed.

The City Planning Division, in collaboration with other divisions within the City of Toronto, takes a lead role in the development and implementation of the Official Plan. The goal is to have Official Plan policies which are effective in establishing and realizing an agenda for change. The Official Plan indicators will contribute to a better understanding of the effectiveness of implementation of these policies.

Official Plan Indicators

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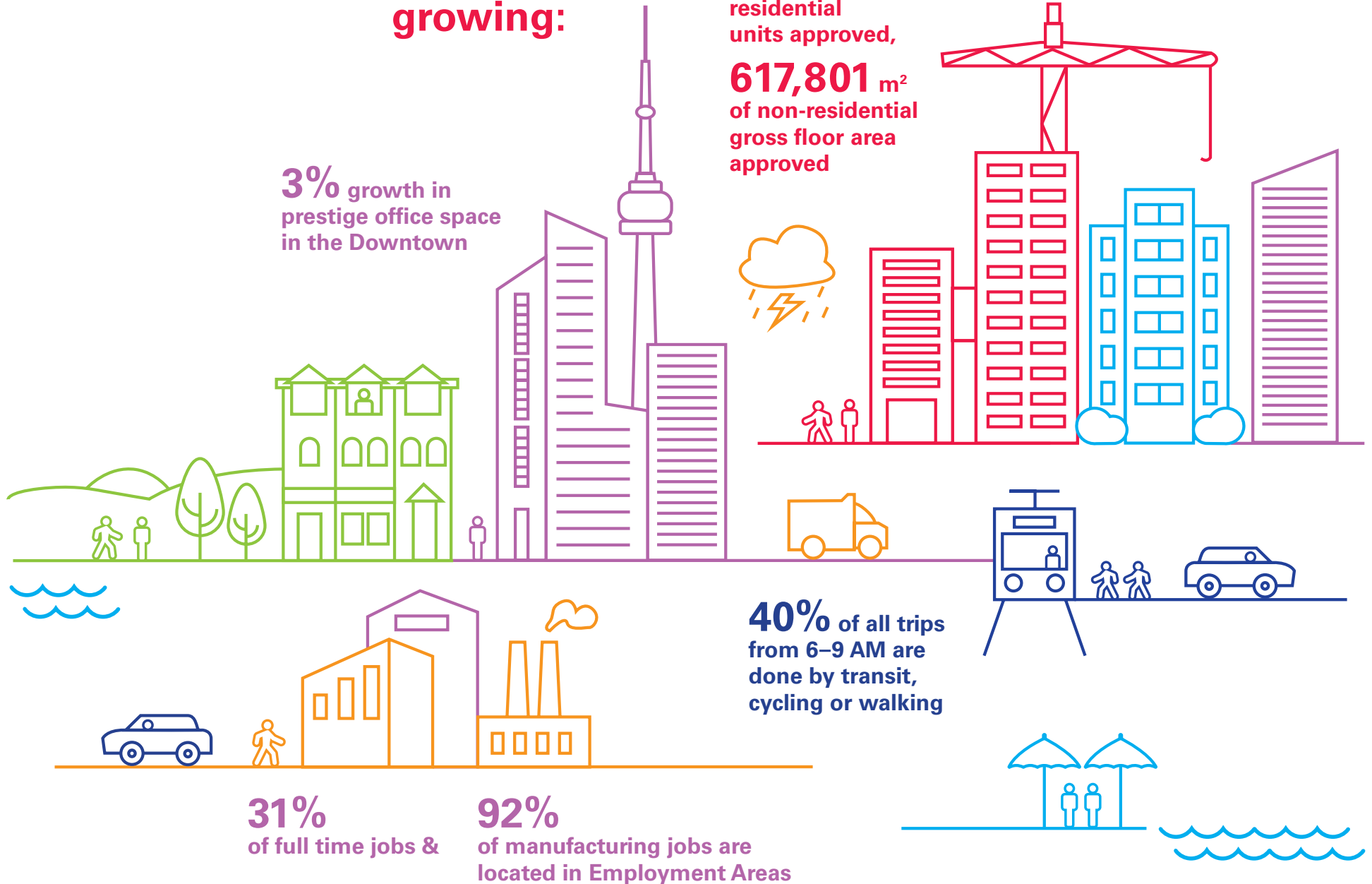
Summary

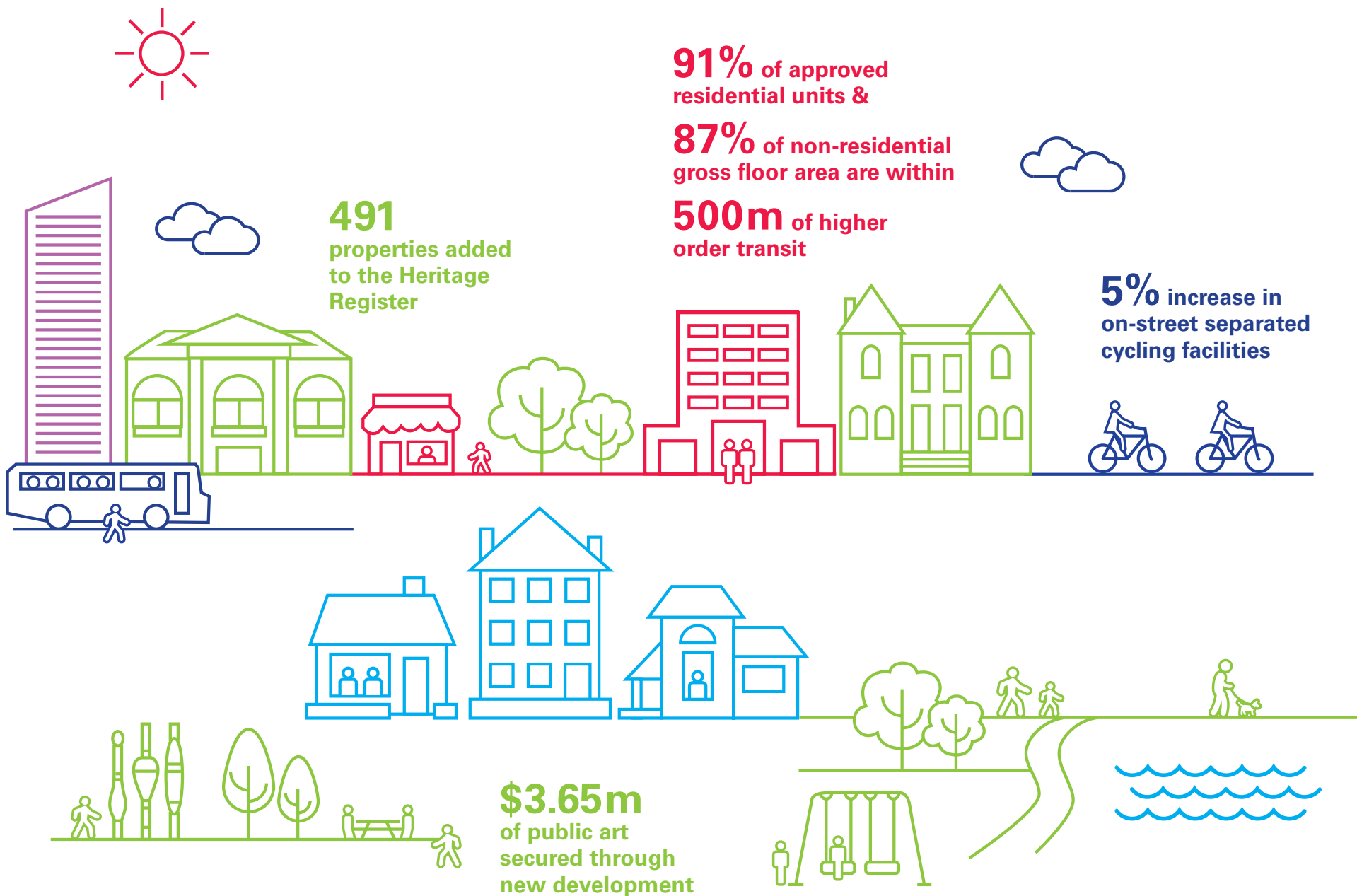
In 2015

The city is growing:

11,815
residential
units approved,
617,801 m²
of non-residential
gross floor area
approved

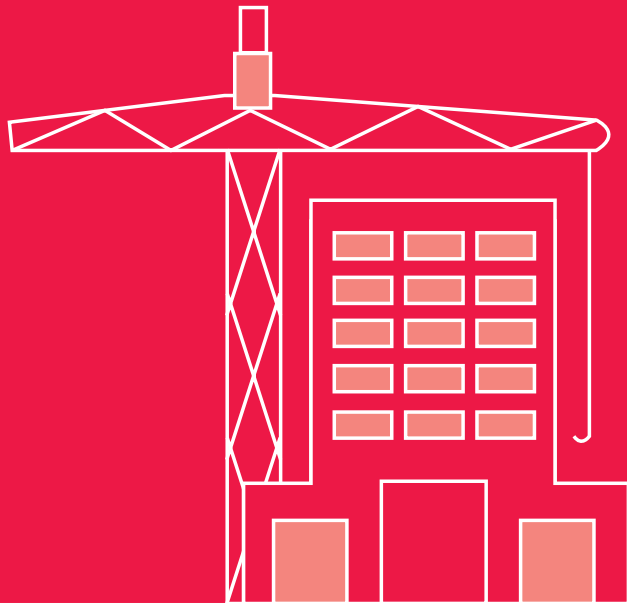
3% growth in
prestige office space
in the Downtown





Directing Growth

1 Rate of Development



2 Location of Development



3 Density of Major Growth Areas



4 Mix of Jobs and People

5 Development Close to Transit



Rate of Development



Directing Growth

INDICATOR

Number of approved residential units and non-residential GFA (gross floor area)*

KEY QUESTION

Is the city growing? How much new development is occurring?

WHY IT MATTERS

The Official Plan is the City's principal tool for managing growth and development. The greater the magnitude of change, the greater the potential impact of the Official Plan to shape Toronto. This indicator provides context for the indicators that follow by showing the magnitude of change.

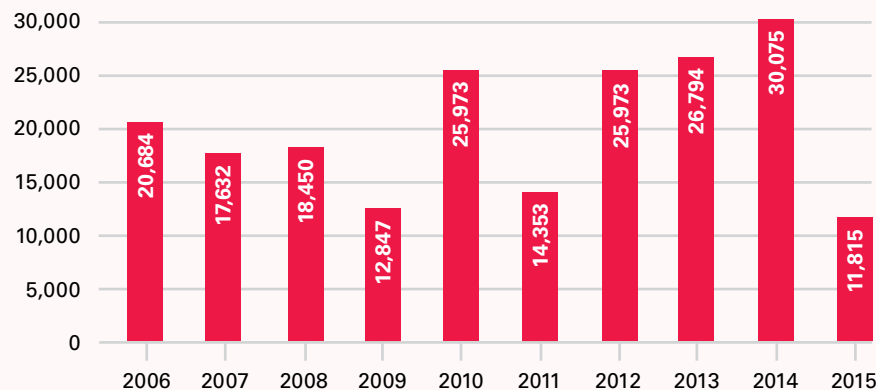
RESULTS

The City of Toronto is growing, both in terms of residential and non-residential development. To provide context, Census data can be used to understand the size of the existing housing stock. In 2006, there were 979,330 occupied private dwellings in Toronto. Roughly speaking, if all the approved residential units from 2006 to 2015 were built, they would represent a 20% increase in the housing stock over that period, an increase of between 1–3% per year.

*All approvals referenced in the indicators are planning approvals (not building permit approvals).

Approved Residential Units (2006–2015)

Source: Land Use Information System

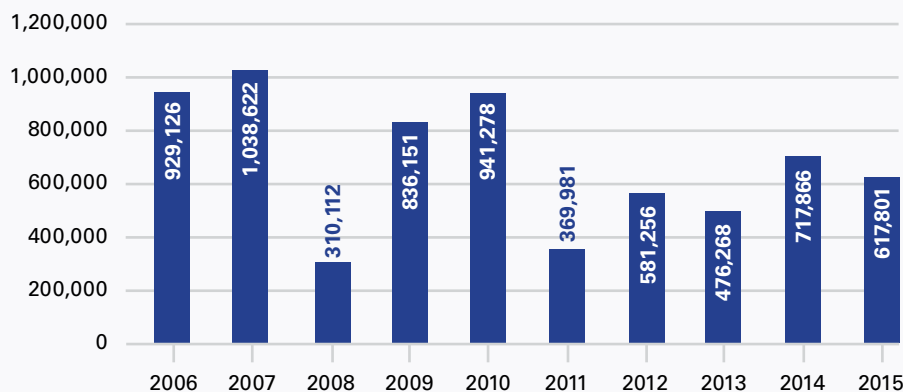


204,605

residential units
approved from
2006 to 2015

Approved Non-Residential Gross Floor Area (2006–2015)

Source: Land Use Information System



6.8

million m² of
non-residential
GFA approved
from 2006 to 2015

Location of Development



Directing Growth

INDICATOR

% share of approved development (residential units and non-residential GFA) occurring in growth areas

KEY QUESTION

Is new development being directed to areas the Official Plan designates for growth?

WHY IT MATTERS

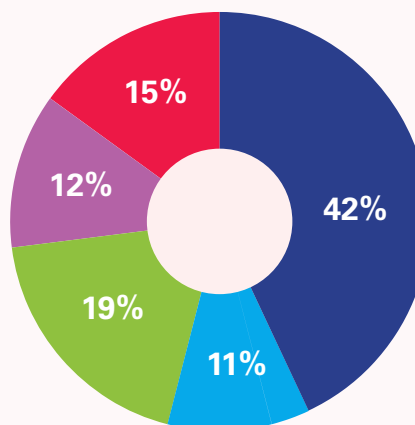
A central element of the Official Plan is identifying where development should occur: 75% of the city is relatively stable and will see little change; some areas will undergo major growth; and other areas will undergo a more gradual process of incremental change. This indicator allows us to understand if development is occurring where it is directed, as well as isolating the level of change in “stable” areas.

RESULTS

The majority of development is occurring in areas designated for growth (88% for both residential and non-residential development). The Downtown is a focal point for all development (42% of residential and 40% of non-residential) and Employment Areas are an important location for non-residential development (27% of approved GFA). While attracting residential development, the Centres have not attracted a similar proportion of non-residential GFA.

Approved Residential Units (2006–2015)

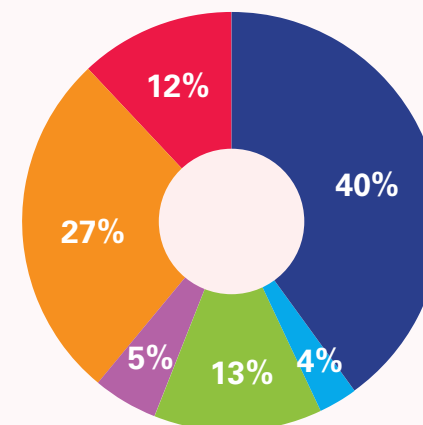
Source: Land Use Information System



- Downtown & Central Waterfront
- Centres (Etobicoke Centre, North York Centre, Scarborough Centre, Yonge-Eglinton Centre)
- Avenues
- Other Mixed Use & Regeneration Areas
- All Other Areas

Approved Non-Residential Gross Floor Area (2006–2015)

Source: Land Use Information System



- Downtown & Central Waterfront
- Centres (Etobicoke Centre, North York Centre, Scarborough Centre, Yonge-Eglinton Centre)
- Avenues
- Other Mixed Use & Regeneration Areas
- Employment Areas
- All Other Areas

Note: percentages do not add up to 100 due to rounding

Over 40% of approved units and Gross Floor Area were in the Downtown from 2006 to 2015

Density of Major Growth Areas



Directing Growth

INDICATOR

People and jobs per hectare in the Downtown, the Centres and the city as a whole

KEY QUESTION

Are the Downtown and the Centres achieving targeted densities?

WHY IT MATTERS

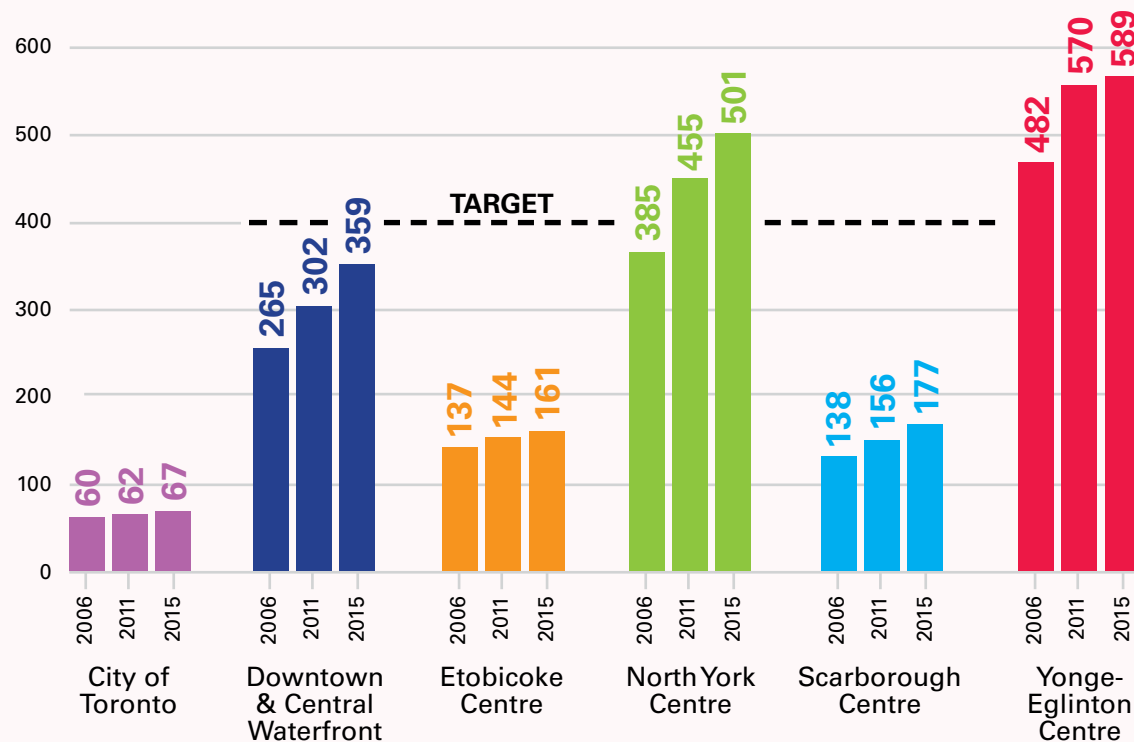
The Downtown and the Centres are identified as areas for intensification in the framework for reurbanization established in the Official Plan, a framework which aligns with the policy direction and density targets established through the Province's Growth Plan for the Greater Golden Horseshoe. Concentrating jobs, housing and services in these areas creates dynamic mixed use settings that serve as city and regional focal points and locations for transit and infrastructure improvements.

RESULTS

The Downtown, Yonge-Eglinton Centre and North York Centre are well on their way, or have already met, the target of 400 people and jobs per hectare by 2031. Etobicoke Centre and Scarborough Centre started from much lower densities; some intensification has taken place and additional intensification is anticipated in their Secondary Plans. It is worth noting that the Downtown and Central Waterfront cover a much larger area than the Centres, including large expanses of parkland and low density housing.

People and Jobs Combined Per Hectare (2006, 2011, 2015)

Source: Toronto Employment Survey (2006, 2011, 2015) and Census (2006, 2011)



400

target number of people and jobs per hectare by 2031 for Downtown and the Centres

35%

increase in people and jobs per hectare in the Downtown over the past decade

Mix of Jobs and People



Directing Growth

INDICATOR

Jobs to people ratio for the city as a whole, the Downtown and Centres

KEY QUESTION

What is the mix of uses in the city as a whole and in the Downtown and Centres?

WHY IT MATTERS

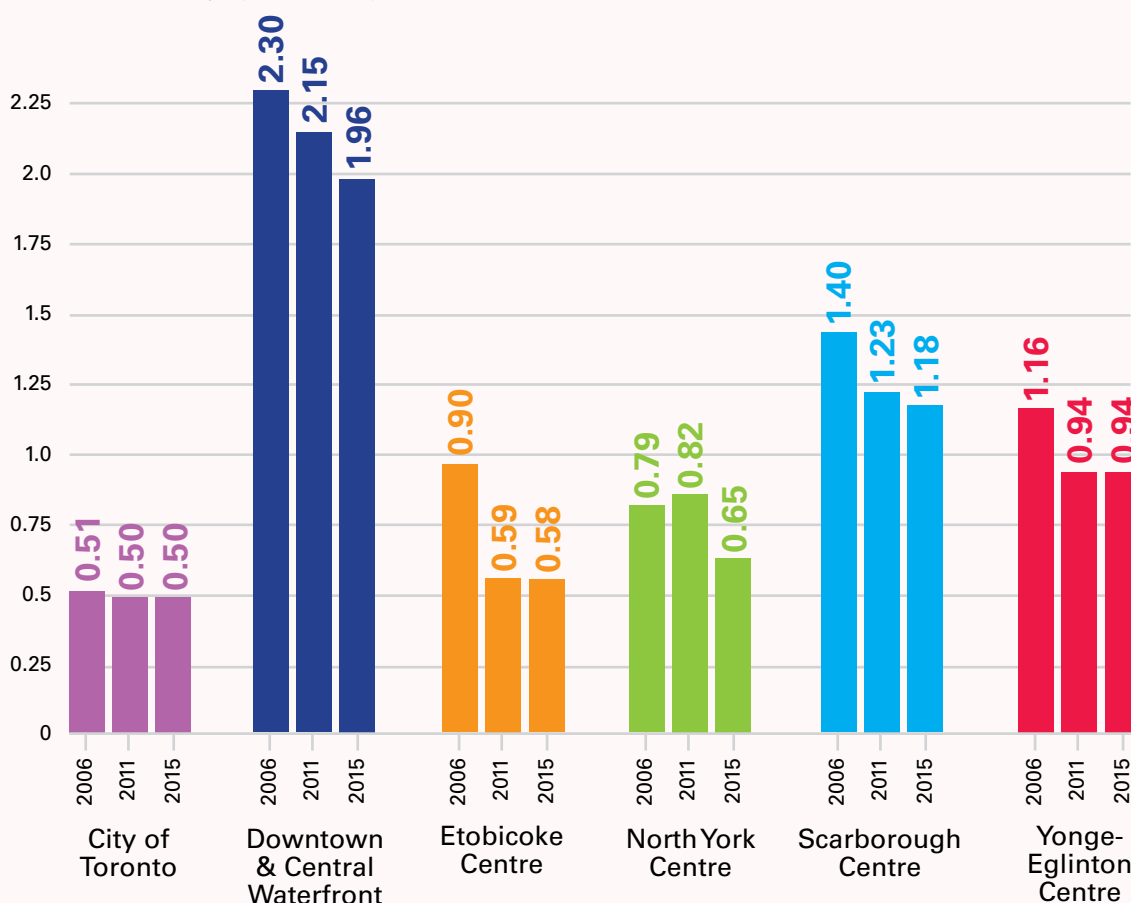
The Official Plan identifies fostering a mix of uses as important at a number of scales. At the local scale, a diverse mix of uses provides people with the opportunity to meet their needs locally, thereby reducing traffic congestion and encouraging healthier ways of getting around, like walking and cycling. At the city scale a mix of uses is also important, ensuring a balance of residents to jobs. The City of Toronto has a unique role within the regional economy, resulting in one-of-a-kind uses and concentrations of uses that serve regional as well as local interests.

RESULTS

Mix of uses is difficult to capture meaningfully through an indicator because there are many possible successful mixes. The Downtown stands apart as a regional employment centre, with two jobs for every resident. The Downtown and Centres show a consistent trend of residential population growing faster than employment over the past decade.

Jobs to People Ratio (2006, 2011, 2015)

Source: Toronto Employment Survey (2006, 2011, 2015) and Census (2006, 2011)



2 jobs located Downtown for every Downtown resident

Development Close to Transit



Directing Growth

INDICATOR

% of approved development (residential units and non-residential GFA) occurring within 500 metres of planned or existing higher order transit

KEY QUESTION

Is new development locating in proximity to higher order transit?

WHY IT MATTERS

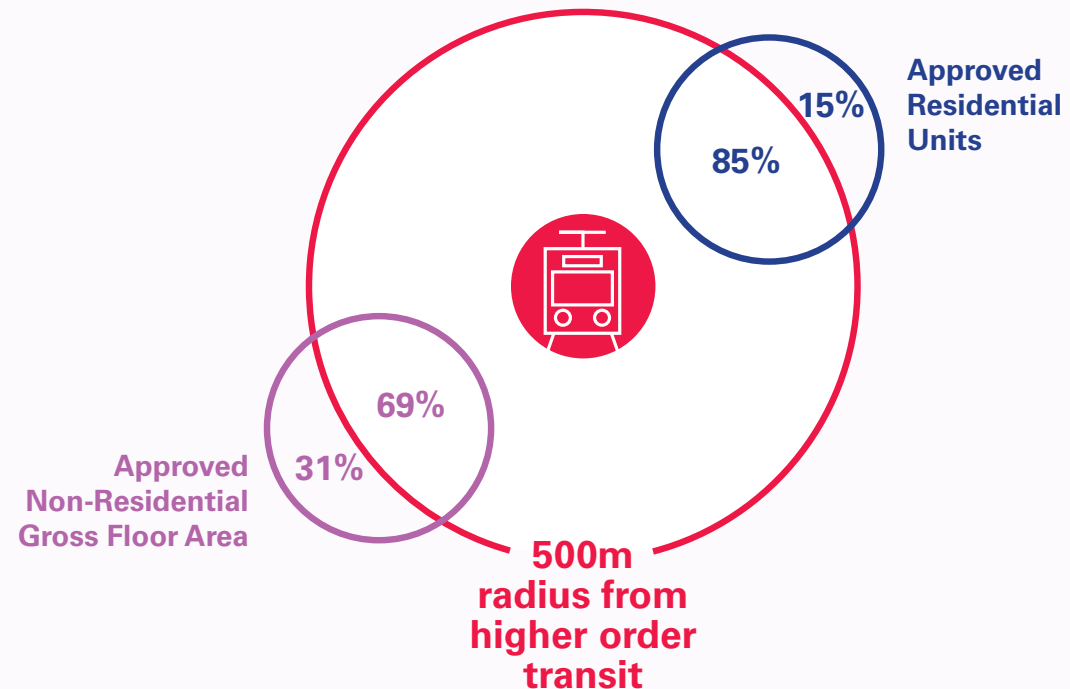
The Official Plan directs growth to the Centres, Avenues, Employment Districts and the Downtown in order to concentrate jobs and people in areas well served by surface transit and rapid transit stations. Directing employment-related growth to key locations with high transit access is identified as a growth strategy supportive of Toronto's economic prosperity.

RESULTS

Especially for residential development, a high percentage of new development is locating near existing or planned higher order transit (subway, LRT, commuter rail). For non-residential development, over a ten-year period, 69% of approved GFA was near higher order transit. However, since 2013 this percentage has jumped to 85%.

Approved Residential Units & Non-Residential Gross Floor Area (2006–2015)

Source: Land Use Information System



85% of approved residential units within 500m of higher order transit from 2006 to 2015

Economy & Employment





Jobs in Employment Areas

Economy & Employment

INDICATOR

% of full time and part time jobs located in Employment Areas

KEY QUESTION

Are Employment Areas contributing a broad range of full time employment opportunities?

WHY IT MATTERS

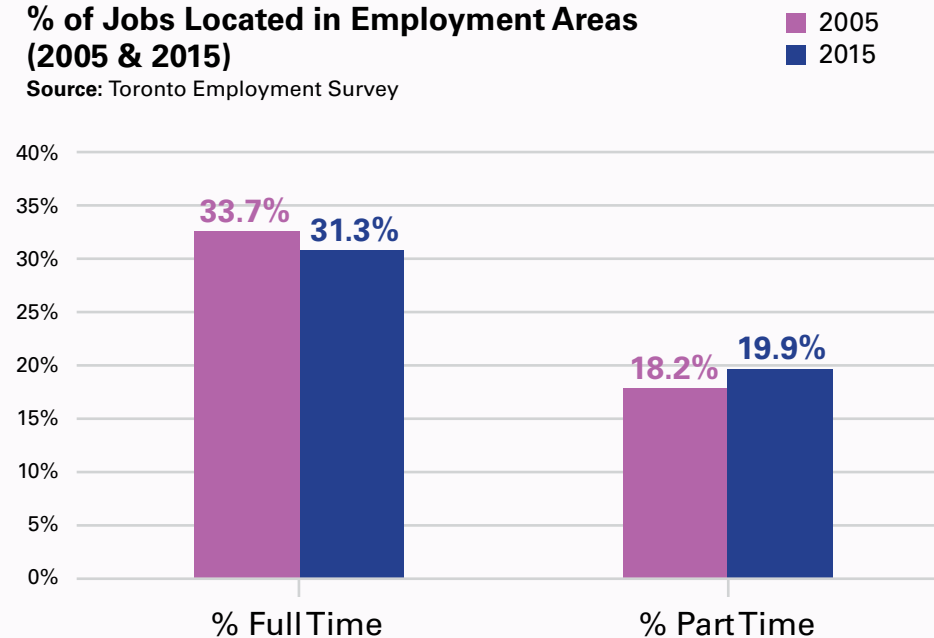
The Official Plan sets aside areas of the city to be used exclusively for business and economic activities. These areas are called Employment Areas. A broad range of stable full time employment is one objective of the Official Plan policies on Employment Areas. This indicator shows Employment Areas' contribution to full time and part time employment relative to the rest of the city.

RESULTS

Employment Areas are home to almost one third of Toronto's full time jobs, although this has slightly decreased over the past 10 years. Twenty percent of Toronto's part time jobs are located in Employment Areas. Generally the ratio of full time to part time jobs is higher in Employment Areas than the rest of the city. The decline in the percent of full time jobs located in Employment Areas from 2005 to 2015 is the result of faster full time job growth in the rest of the city, not a decline in the number of jobs in Employment Areas.

% of Jobs Located in Employment Areas (2005 & 2015)

Source: Toronto Employment Survey



337,701
full time jobs
are located in
Employment Areas
in 2015

68,621
part time jobs
are located in
Employment Areas
in 2015



Job Diversity in Employment Areas

INDICATOR

% of employees by employment sector within Employment Areas and the rest of the city

KEY QUESTION

What is the contribution of Employment Areas to the diversity of the city's jobs?

WHY IT MATTERS

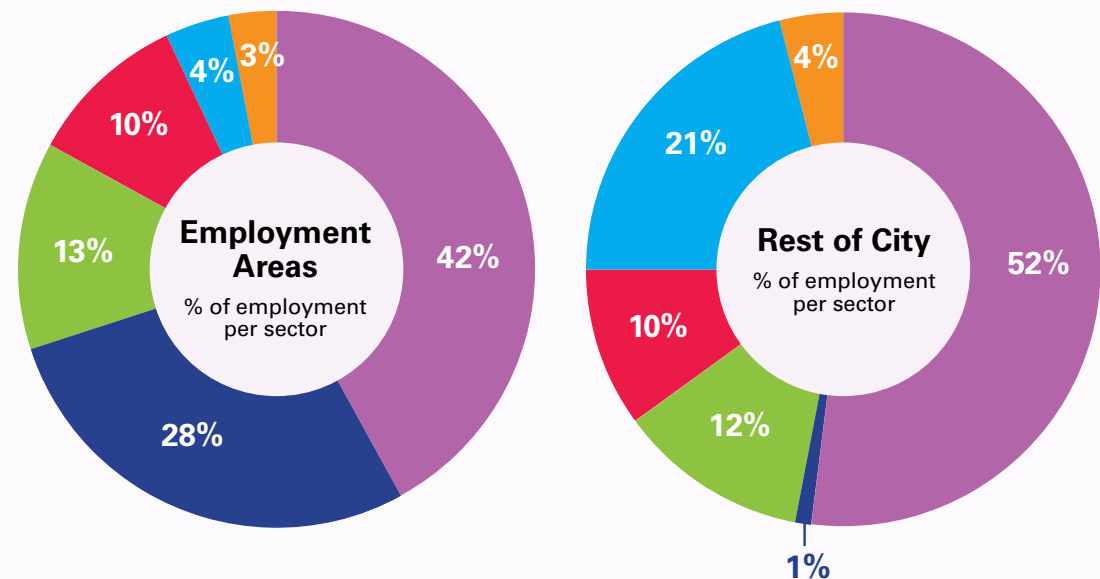
Official Plan policies on Employment Areas emphasize their role in the diversity of employment in the city, including preserving land for industrial and warehousing uses. This indicator identifies the breakdown of employment by sector within Employment Areas and compares it to the breakdown of the rest of the city.

RESULTS

The main area of difference between Employment Areas and the rest of the city is the share of manufacturing sector employment. While manufacturing sector employment makes up almost a third of Employment Area employment, it makes up only 1% of employment in the rest of the city. In terms of manufacturing sector employment, Employment Areas make a significant contribution to employment diversity.

Share of Employment by Sector: Employment Areas and Rest of City (2015)

Source: Toronto Employment Survey



92% of Toronto's manufacturing jobs were located in Employment Areas in 2015



Downtown as a Premier Office Location

Economy & Employment

INDICATOR

Total Class A office space in the Downtown

KEY QUESTION

Is the Downtown maintaining and building on its strength as the GTA's premier employment centre?

WHY IT MATTERS

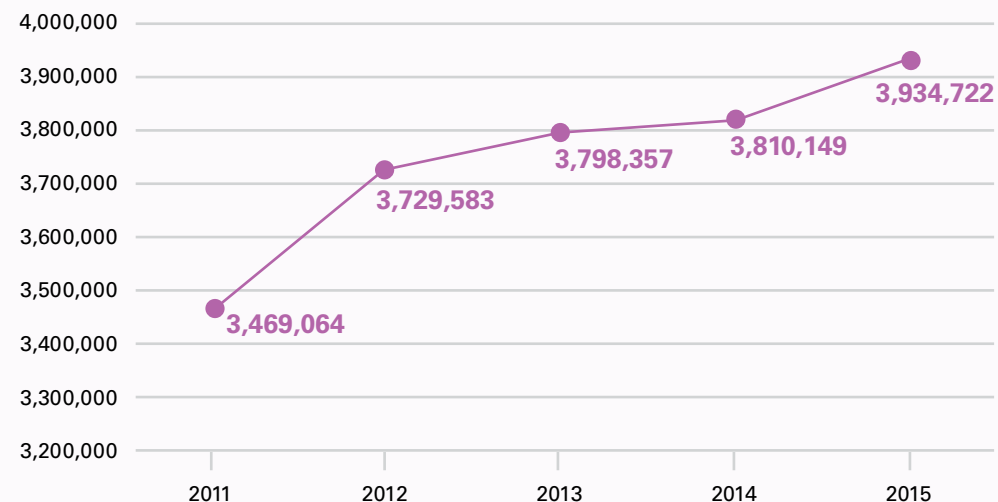
The Official Plan indicates that the Downtown is to build on its strength as the region's premier employment centre. Within the Downtown, the Financial District is identified as the prime location for the development of prestige commercial office buildings. This indicator tracks the amount of prestige office space in the Downtown (Class A and AAA). Class A buildings have the top rents in the market place and high ranking in terms of location and building systems, services and finishes. Class AAA buildings are landmark properties, generally with one-of-a-kind architectural designs and the highest quality of materials and finish.

RESULTS

From 2011 to 2015, prestige office space in the Downtown grew by 13% (compared with growth of 8% for all classes). The growth in AAA office space has been even more pronounced, growing by 20% over the same period. All of Toronto's AAA office space (1,417,021 m²) is located in the Financial District.

Total Class A and AAA Office Space in Downtown (m²) (2011–2015)

Source: Colliers Canada



7,054,959 m²
of office space (all classes)
is located in the Downtown

Office Development in Centres



Economy & Employment

INDICATOR

Square metres of office space approved in the Centres

KEY QUESTION

Are the Centres creating a positive climate for economic growth and commercial office development?

WHY IT MATTERS

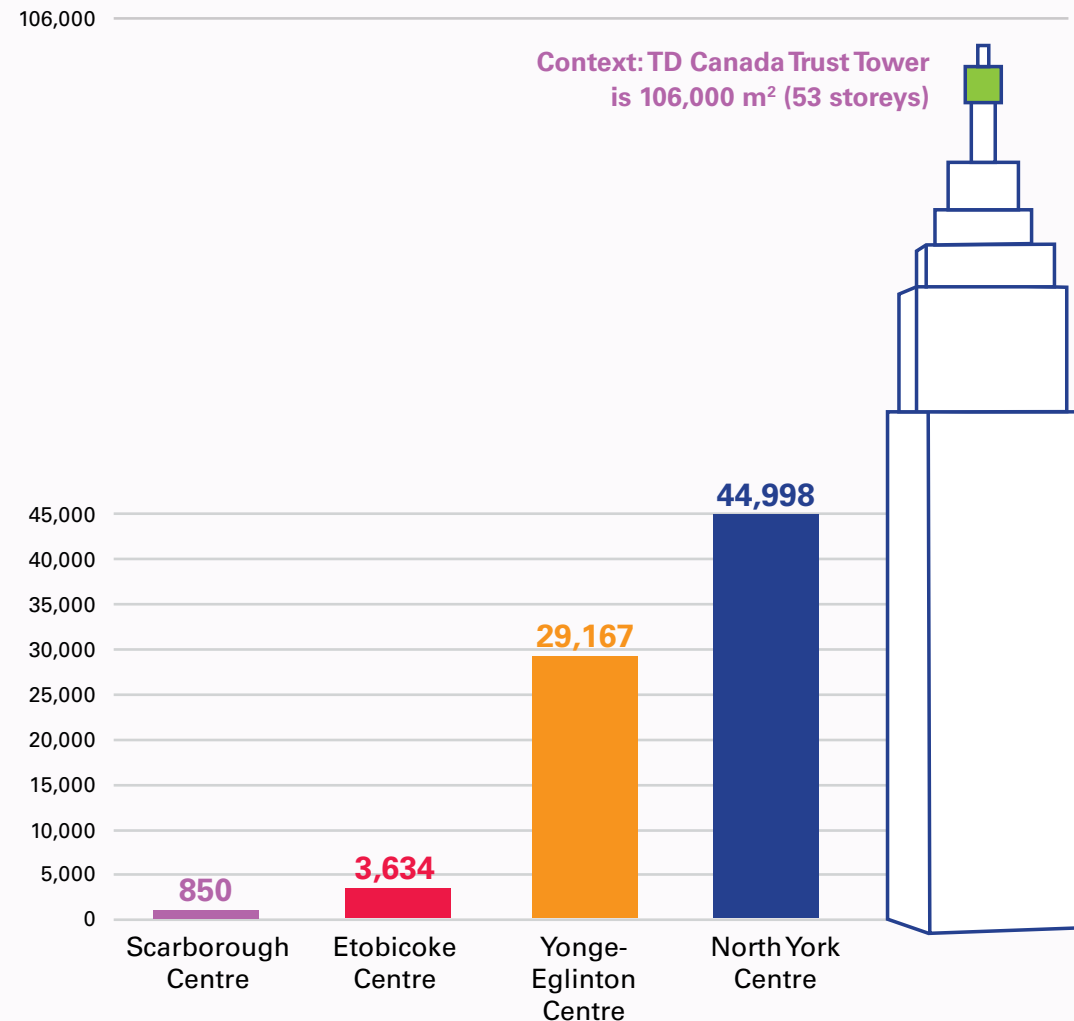
The Official Plan indicates that the Centres are to have Secondary Plans that create a positive climate for economic growth and commercial office development. The addition of office space in the Centres will also contribute to the broader mix of uses in these growth centres and the achievement of density targets.

RESULTS

North York Centre and Yonge-Eglinton Centre have seen several major office developments in the past decade, although modest in scale in comparison to office development in the Downtown. Etobicoke Centre and Scarborough Centre have seen fewer office development applications. It should be noted that this indicator reports on square metres of office space approved, which may or may not be built.

Office Space Approved in the Centres (m²) (2006–2015)

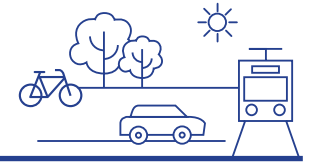
Source: Land Use Information System



Transportation



Transportation by Mode



Transportation

INDICATOR

% of morning peak trips by mode for city as a whole and planning districts for trips originating from within the city

KEY QUESTION

Is the proportion of travel by transit, walking and cycling increasing? Is auto-dependence being reduced?

WHY IT MATTERS

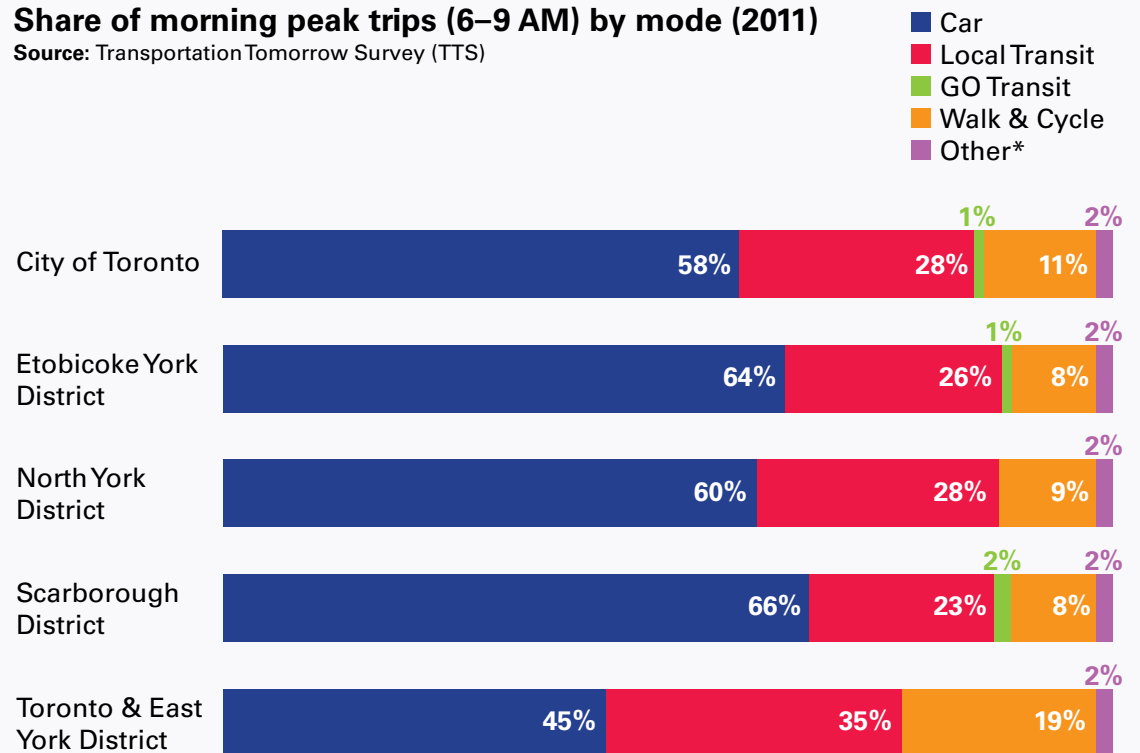
The Official Plan's goals promote active transportation, increased transit use and reduced auto-dependence and rush-hour congestion. The tools to achieve these goals are Travel Demand Management (TDM) measures and investment in regional and local transit infrastructure but also, more broadly, the fostering of built environments that make these changes possible, such as the mixing of uses, locating new development in proximity to transit and the improvement of pedestrian and cycling infrastructure.

RESULTS

For the city overall, between 2006 and 2011, there was a small decrease in the proportion of trips made by car and an increase in transit usage during the morning peak period (6–9 AM). Different parts of the city have significant variation in how people get around. The Toronto and East York district has a lower proportion of trips made by car, and higher transit and walking/cycling rates. Etobicoke York, Scarborough and North York have a similar distribution across modes.

Share of morning peak trips (6–9 AM) by mode (2011)

Source: Transportation Tomorrow Survey (TTS)



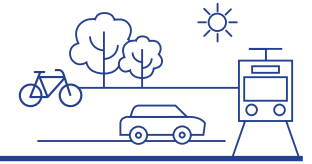
*The Other category indicates modes like motorcycle, school bus, taxi etc.

Note: percentages do not add up to 100 due to rounding



58% of all trips in the morning peak time were taken by car in 2011

Cycling Infrastructure



Transportation

INDICATOR

Linear kilometres of cycling infrastructure

KEY QUESTION

Is an environment that promotes cycling being fostered?

WHY IT MATTERS

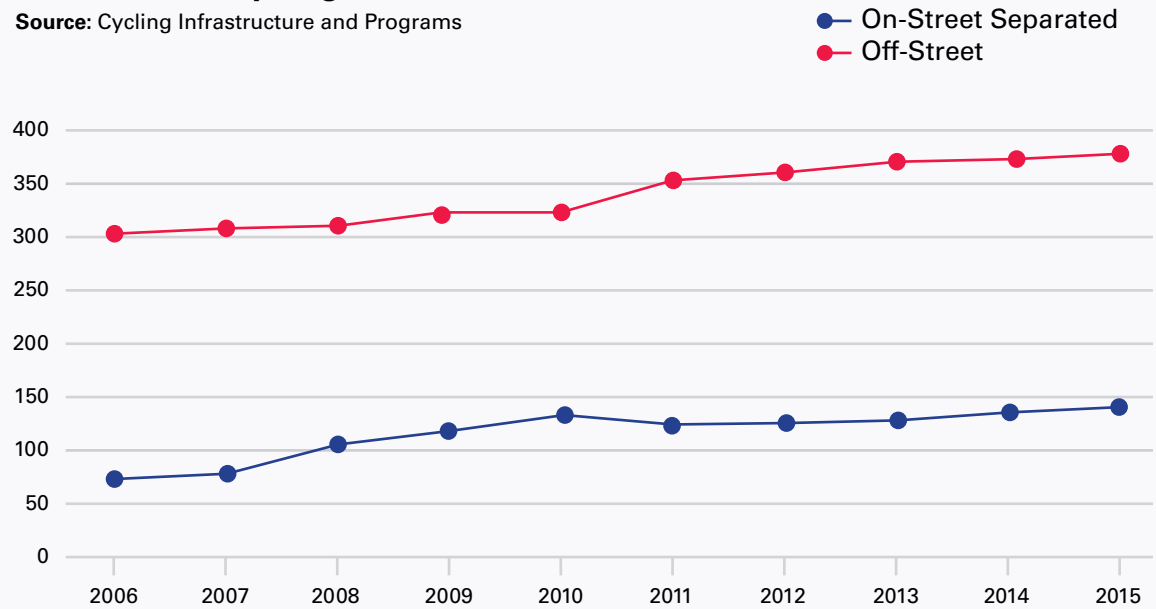
The Official Plan establishes a goal of increasing the proportion of trips by cycling and identifies the provision of appropriate infrastructure as a means of achieving this modal shift. This indicator focuses on on-street infrastructure which separates bicycle traffic from other traffic (cycle tracks, bike lanes and contraflow lanes) and off-street infrastructure such as multi-use trails and park roads.

RESULTS

Over the past decade, bicycle infrastructure has steadily increased. Separated on-street infrastructure has more than doubled and off-street infrastructure has increased by a third.

Kilometres of Cycling Infrastructure (2006–2015)

Source: Cycling Infrastructure and Programs



110%

increase in on-street
separated cycling
infrastructure from
2006 to 2015



30%

increase in off-street
cycling infrastructure
from 2006 to 2015

Housing

12 Housing Diversity – Size



Housing Diversity – Size



Housing

INDICATOR

% of approved residential units with 2 or more bedrooms

KEY QUESTION

Is a full range of housing being provided in terms of number of bedrooms?

WHY IT MATTERS

The Official Plan states that adequate and affordable housing is a basic requirement for everyone. A full range of housing, in terms of form, tenure and affordability, is to be provided across the city and within neighbourhoods. Unit size is a significant dimension of the housing supply as it indicates whether housing opportunities are present for a full range of households sizes. Specific policies are needed when a particular kind of housing is not sufficiently supplied by the market to meet demand or maintain diversity in the housing stock. Establishing an indicator around unit size helps the City monitor the nature of the housing supply and identify areas that may require further policy direction.

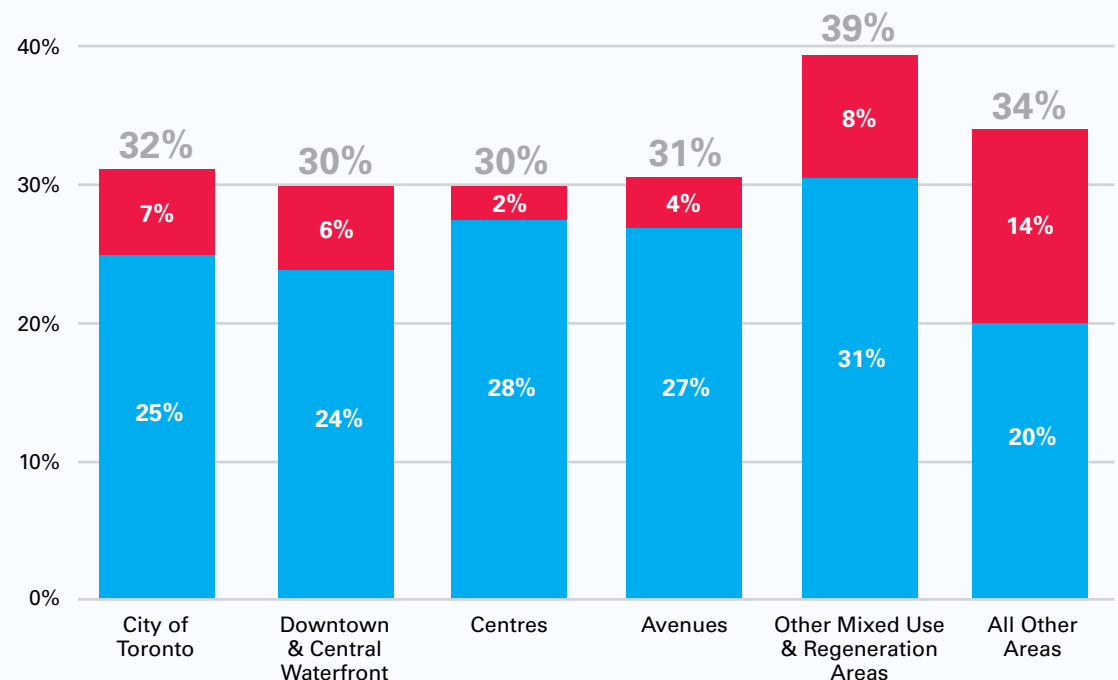
RESULTS

Approximately one third of approved residential units are 2 or more bedrooms. To provide context, in 2011, 39.1% of Toronto households had 3 or more people. A general concern is that development is creating smaller size units, leading to a shortage of units for larger households.

% of Approved Residential Units 2 Bedrooms or More (2006–2015)

Source: Land Use Information System

■ 3 or more bedrooms
■ 2 bedrooms



1/3 of residential units approved from 2006–2015 contain 2+ bedrooms

Rental Replacement



Housing

INDICATOR

Number of rental units demolished and replaced by affordability level

KEY QUESTION

Is the rental housing stock being protected?

WHY IT MATTERS

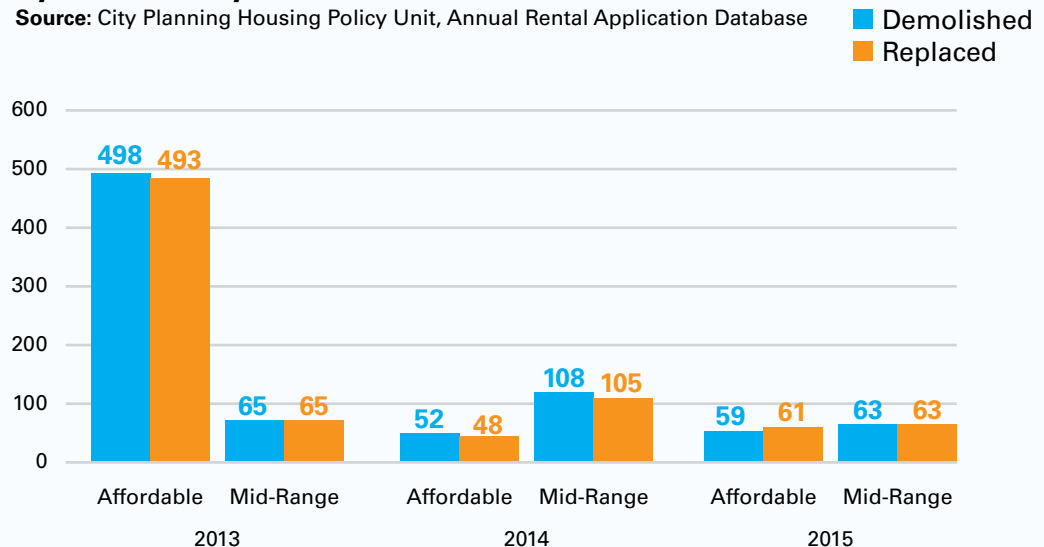
A key objective of the Official Plan's housing policies is the protection of the city's rental housing stock. To this end, the Official Plan includes policies for the replacement of rental units with affordable or mid-range rents. The policies require all rental units demolished falling into these categories to be replaced by units of similar rents. The threshold for these policies to take effect is 6 units.

RESULTS

The Official Plan policies have been effective in ensuring that rental units with affordable and mid-range rents are replaced when demolished. More broadly, these policies have been successful in preventing a net loss of affordable and mid-range rental units through demolitions and conversions.

Rental Units Demolished and Replaced by Affordability Level (2013–2015)*

Source: City Planning Housing Policy Unit, Annual Rental Application Database



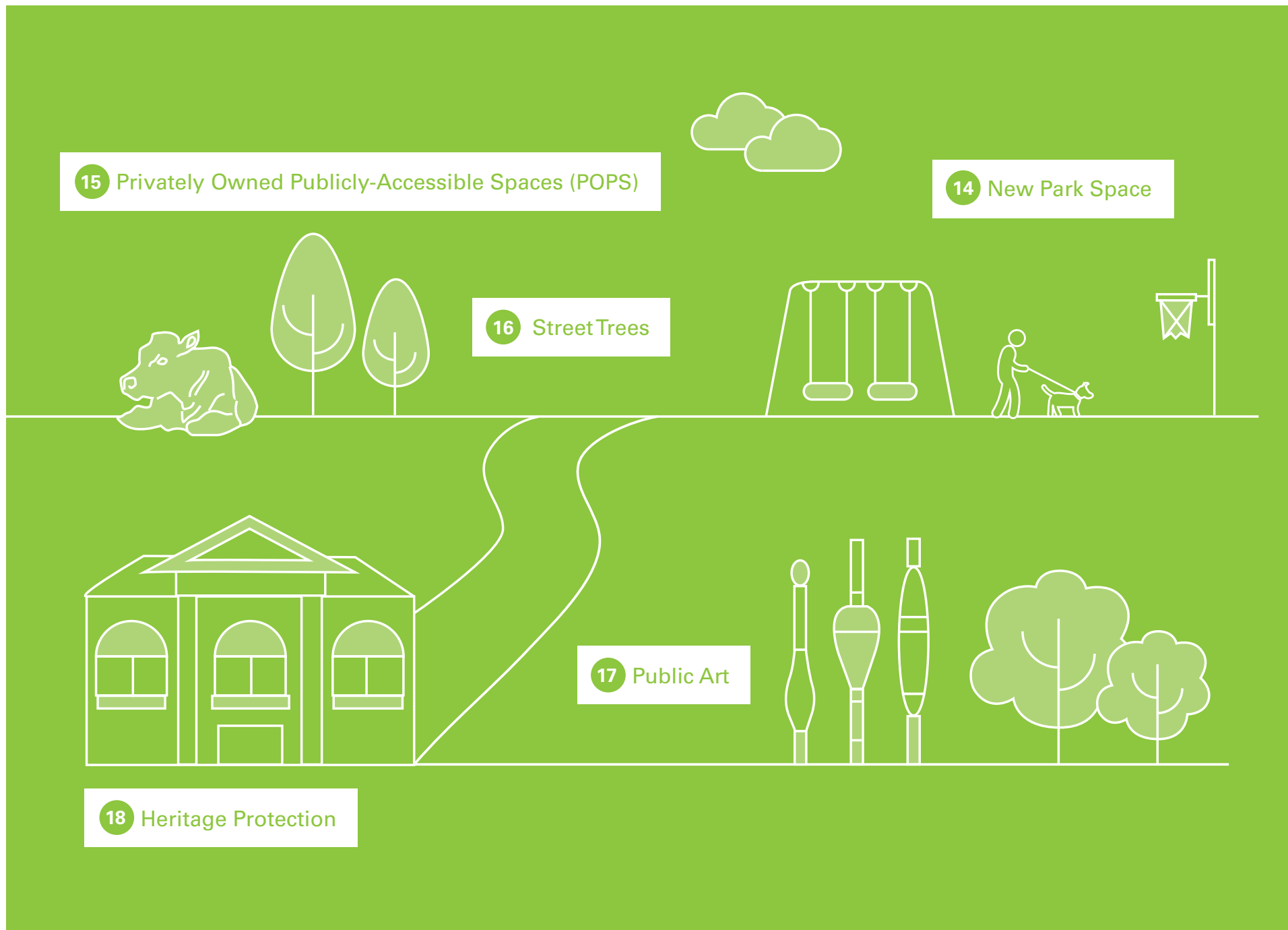
*Data is based on Council Approval



99%

of demolished affordable and mid-range rental units were replaced from 2013 to 2015

Quality of the Built Environment



New Park Space



Quality of the Built Environment

INDICATOR

New parkland area: acquisition and secured through development

KEY QUESTION

Has the amount of parks and greenspace been expanded?

WHY IT MATTERS

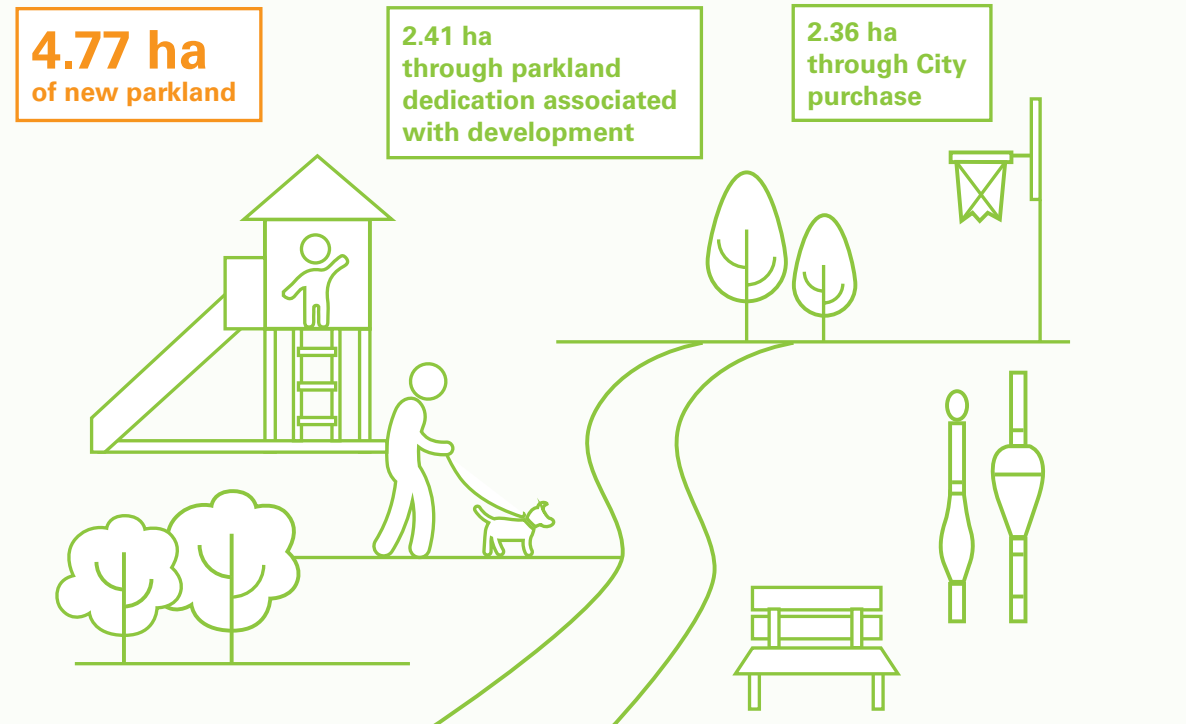
The Official Plan indicates that the system of parks and open spaces is a necessary element of city-building as the city grows and changes. The need for new parks is particularly strong in growth areas and Parkland Acquisition Priority Areas.

RESULTS

In 2015, thirteen new park spaces were added to the city's inventory through acquisitions and dedications related to development proposals. These parks totaled 4.77 hectares, all of which were located in Parkland Acquisition Priority Areas. For context, the parks system consists of 1,600 parks totaling approximately 8,000 hectares (3,750 hectares owned by the Toronto and Region Conservation Authority).

Amount of New Parkland (2015)

Source: Parks, Forestry and Recreation



\$2.8 million of park improvements were secured through new development in 2015

Privately Owned Publicly-Accessible Spaces



Quality of the Built Environment

INDICATOR

Number of Privately Owned Publicly-Accessible Spaces (POPS) secured through planning approvals process

KEY QUESTION

Does new development contribute to the public realm through the addition of POPS?

WHY IT MATTERS

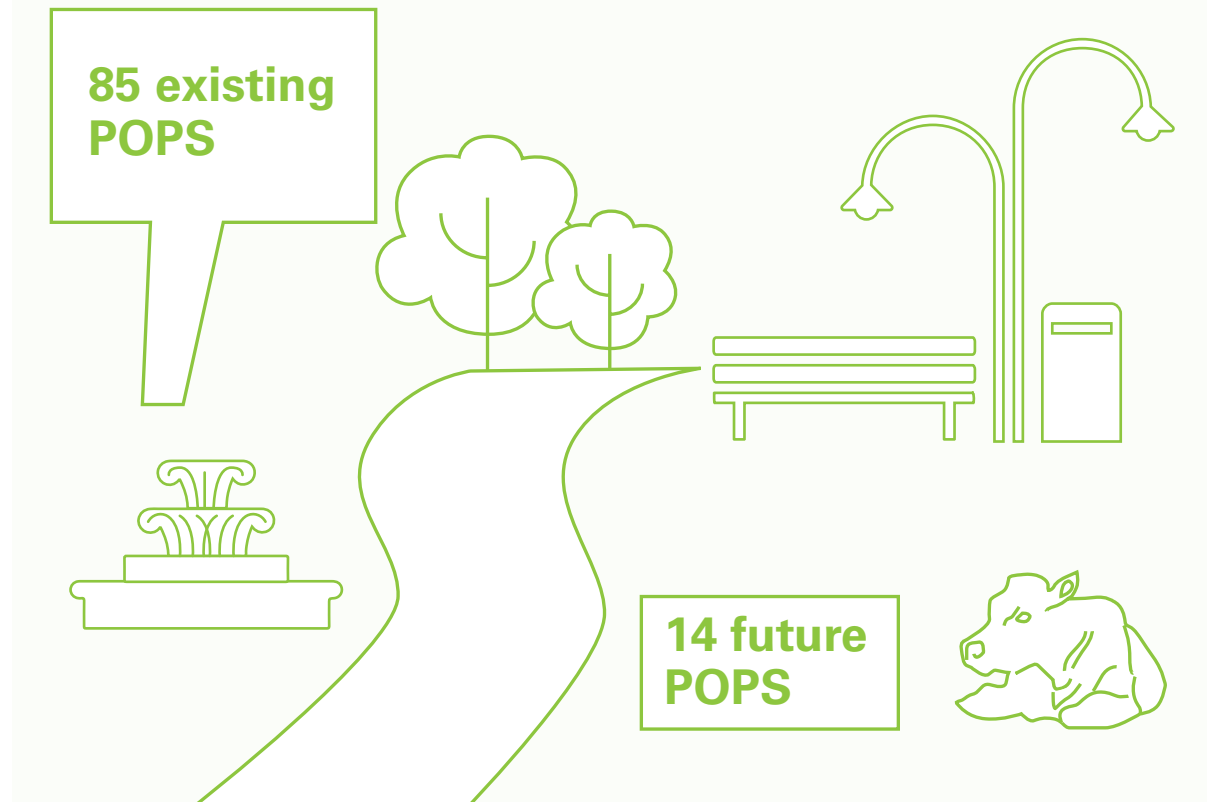
The Official Plan indicates that new development should provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians through a number of measures including the addition of landscaped open space within the development site. POPS are a key part of the city's public realm network, providing open space in much-needed locations across the city and complementing existing and planned parks, open spaces and natural areas.

RESULTS

As of 2014, there were a total of 99 existing and future POPS secured through the planning approval process in the City of Toronto. POPS represent a variety of urban spaces, including courtyards, plazas, landscaped open space, pedestrian walkways and bicycle paths.

Number of Privately Owned Publicly-Accessible Spaces (POPS) (2014)

Source: City Planning Urban Design



Street Trees



Quality of the Built Environment

INDICATOR

Number of street trees planted

KEY QUESTION

Are trees being planted to contribute to the quality of the public realm and pedestrian spaces?

WHY IT MATTERS

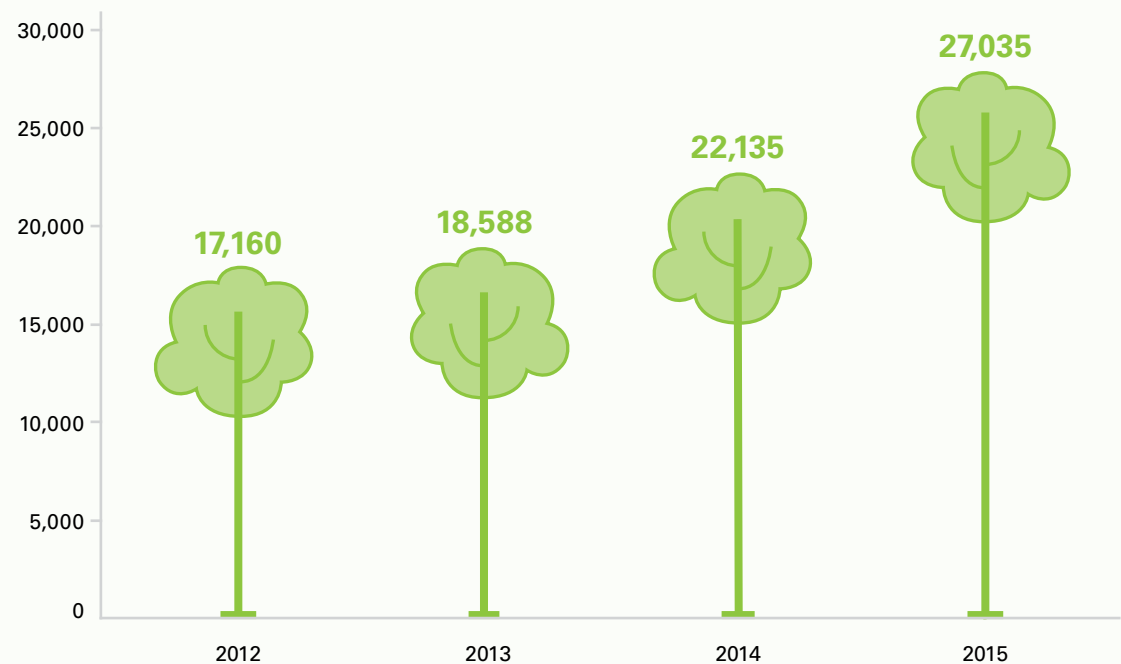
Tree planting contributes to the creation of safe, attractive, interesting and comfortable spaces for pedestrians. The urban forest is an essential part of the city's character and provides green links between our streets, neighbourhoods, employment areas, natural areas and parks. It also performs important environmental functions, including providing shade and habitat, helping clean the air, and supporting ecosystem diversity.

RESULTS

Between 2012 and 2015, the City grew the number of street trees it plants annually by almost 10,000, an increase of 58%.

Street Trees Planted Per Year (2012–2015)

Source: Urban Forestry Work Management System



84,918 street trees have been planted from 2012 to 2015

Public Art



Quality of the Built Environment

INDICATOR

Number of dollars secured for public art through the planning approvals process

KEY QUESTION

Is public art being secured through the planning approvals process in order to enhance the quality of the built environment and contribute to the experience of the city?

WHY IT MATTERS

The Official Plan promotes the creation of public art that reflects the cultural diversity and history of the city. Public art is often one of the community benefits secured through Section 37 and 45 agreements during the planning approvals process, thereby incorporating public art features and installations into new development or securing public art offsite.

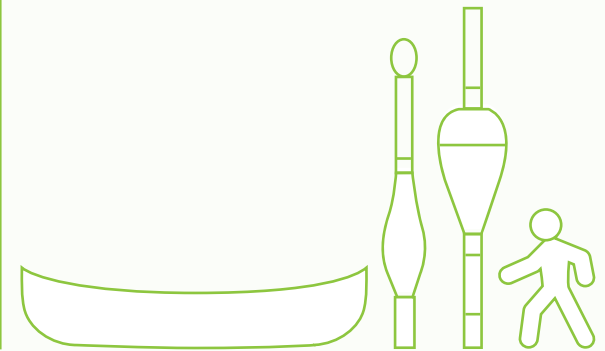
RESULTS

The City secures millions of dollars each year to be dedicated to public art. This indicator reports on funds secured through Section 37 and 45 agreements by the year secured. Through these agreements, the public art value is often identified as a set value or as a percentage of the gross construction cost of the development. In the latter case, it is not until a building permit is issued that gross construction cost is known and the exact secured contribution determined. Accordingly, the yearly figures reported in this indicator have the potential to increase over time.

Funds Secured for Public Art Through the Planning Approvals Process (2011–2015)

Source: Section 37/45 database

2015: \$3,650,000
2014: \$5,848,000
2013: \$7,938,416
2012: \$6,010,000
2011: \$1,837,832



\$25,284,248

**secured for public art
from 2011 to 2015**

Heritage Protection



Quality of the Built Environment

INDICATOR

Number of properties added to the Heritage Register

KEY QUESTION

Are heritage resources protected and conserved?

WHY IT MATTERS

The Official Plan establishes the goal of protecting significant buildings, properties, districts, landscapes and archaeological sites that reflect Toronto's cultural heritage. The Heritage Register includes all properties and Heritage Conservation Districts designated under the Ontario Heritage Act, as well as non-designated properties approved by Council. Properties on the Heritage Register are to be conserved and maintained.

RESULTS

Properties can be designated under the Ontario Heritage Act in two ways. Under Part IV, buildings can be designated individually. Under Part V, Heritage Conservation Districts are designated, providing protection for the buildings contained within their boundaries. City Council designated both individual buildings and two Heritage Conservation Districts in 2015.

Number of Properties Added to the Heritage Register (2015)

Source: Heritage Protection Services

491

Properties added to the Heritage Register
(Total 10,452)



89 properties
newly designated
or individually
listed (Total 3,472)



402 properties
within newly
designated
Heritage
Conservation
Districts
(Total 6,980)

\$17.6 million

of heritage conservation work was
secured through development and
incentives in 2015

Climate Change

19 Greenhouse Gas Emissions



Greenhouse Gas Emissions



INDICATOR

Greenhouse gas emissions per year

KEY QUESTION

Is growth management leading to a reduction in greenhouse gas emissions?

WHY IT MATTERS

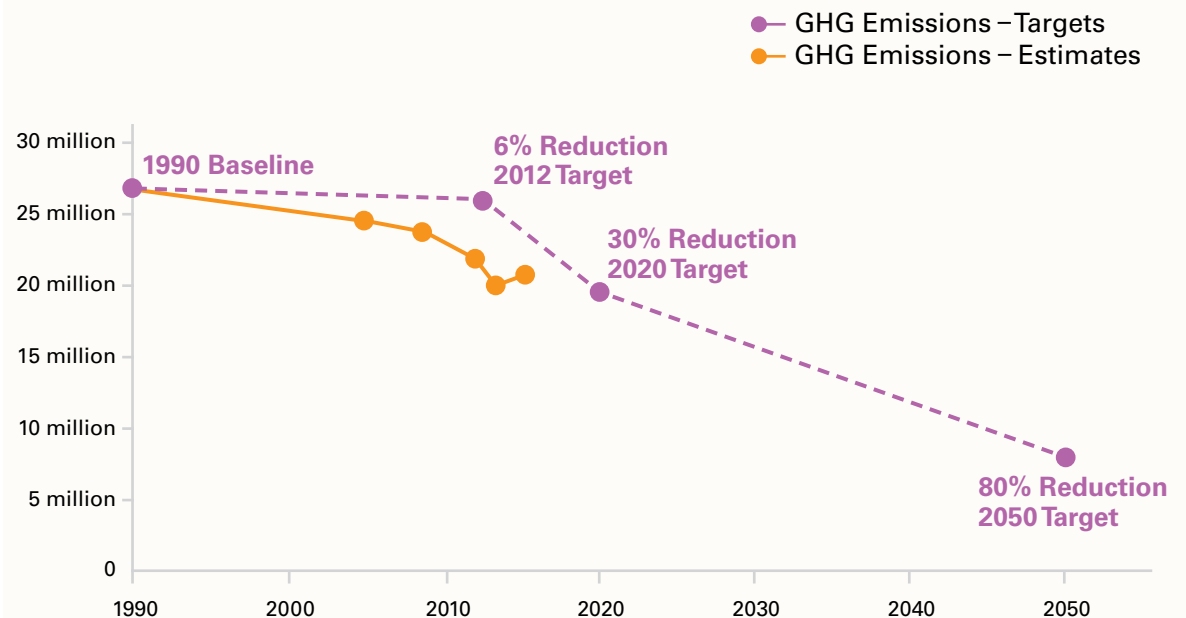
The Official Plan's policies in the growth management framework aim to reduce greenhouse gas emissions.

RESULTS

Overall, city-wide emissions have been reduced by approximately 24% from 1990 levels and about 18% from 2004 levels. A large part of this decrease was the phasing out of coal-fired electricity generation in Ontario. In Toronto, buildings account for 53% of greenhouse gas emissions, while transportation accounts for 35%.

Tonnes of Greenhouse Gas Emissions Relative to Toronto City Council Approved Emissions Targets

Source: Environment and Energy Division – Greenhouse Gas and Air Quality Pollutant Emissions Inventory (2013)



24% reduction in city-wide emissions since 1990

