

# City-initiated Zoning By-law Amendments to Implement Yonge North Subway Extension & Ontario Line - Decision Report - Approval

**Date:** April 13, 2026  
**To:** North York Community Council  
**From:** Director, Transportation Planning  
**Wards:** Willowdale

**Planning File Number:** 25 252478 STE 10 OZ

## **SUMMARY**

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This report proposes City-initiated Zoning By-law amendments to facilitate the delivery of the Yonge North Subway Extension (YNSE) and Ontario Line (OL) projects. The purpose of these amendments is to provide relief from certain zoning provisions related to transportation uses for lands to be acquired by Metrolinx to accommodate YNSE and OL project elements.

The Zoning By-law amendments enable the construction of transit facilities such as traction power substations, transit station entrance buildings and temporary facilities required for construction, where existing zoning either does not permit transit uses or the regulations are not optimized to accommodate the unique requirements of major public transit projects.

The amendments would apply to transportation uses only and are consistent with Official Plan policies and zoning, and none of the proposed amendments affect zoning permissions on abutting lands, nor will the amendments impact other uses permitted on properties affected by the amendments.

## **RECOMMENDATIONS**

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The Director of Transportation Planning recommends that:

1. City Council amend the City of Toronto Zoning By-law 569-2013 substantially-in-accordance with the draft Zoning By-law Amendments in Attachment 1, for the lands at:

- 5760 Yonge Street

- 6600 Yonge Street
- 6369 Yonge Street
- 6991 Yonge Street
- 6995 Yonge Street
- 1 Steeles Avenue East
- 7 Steeles Avenue East
- 9 Steeles Avenue East
- 11 Steeles Avenue East
- 13 Steeles Avenue East
- 15 Steeles Avenue East
- 19 Steeles Avenue East
- 25 Steeles Avenue East
- 27 Steeles Avenue East
- 31 Steeles Avenue
- 33 Steeles Avenue
- 35 Steeles Avenue
- 8 Nipigon Avenue
- 10 Nipigon Avenue
- 14 Nipigon Avenue
- 26 Nipigon Avenue
- 28 Nipigon Avenue
- 30 Nipigon Avenue
- 32 Nipigon Avenue
- 34 Nipigon Avenue
- 36 Nipigon Avenue
- 38 Nipigon Avenue
- 843 Don Mills Road
- Unaddressed lands south of 235 and 255 Wicksteed Avenue and north of existing hydro corridor

2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendments as may be required.

## **FINANCIAL IMPACT**

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City Planning confirms there are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

## **DECISION HISTORY**

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On July 24 and July 25, 2024, City Council adopted without amendments EX16.3 Subway Agreement in Principle and Update on Metrolinx Subway Program - Third Quarter 2024 which provided updates on the entirety of the Subways Program including procurement, design, construction, and engagement milestones achieved by Metrolinx

since staff last reported to City Council in May 2023. Attachment 3 of the report covered the Subway program update.

<https://www.toronto.ca/legdocs/mmis/2024/ex/bgrd/backgroundfile-247725.pdf>

## **PLANNING FOR YONGE NORTH SUBWAY EXTENSION**

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Planning for major transit expansion projects follows a Provincially prescribed design and consultation process beginning with an Environmental Assessment, termed a Transit and Rail Project Assessment Process (TRPAP). The TRPAP is typically undertaken well in advance of the filing of formal planning and building permit applications. City staff actively participate in, and in some cases lead, TRPAPs. The appropriate location, arrangement and design of buildings for major transit expansion projects is examined in considerable detail and is publicly reviewed and documented through the TRPAP in advance of the issuance of tender documents for construction of the project.

Zoning compliance is addressed through the detailed design stage of a transit project, at the time of Site Plan Control review and building permit applications. However, at this late stage in the process achieving zoning compliance may introduce significant risks, delay and cost to the delivery of the project. To mitigate these risks, zoning compliance is secured prior to the project being issued to market. For the YNSE this includes providing flexibility to locate buildings and other facilities on the land and reducing minimum required setbacks where Metrolinx is acquiring part of a property so as to minimize the amount of land needed by the project.

YNSE is comprised of two major contracts: an Advanced Tunnel Contract (ATC) and the Stations, Rail and Systems (SRS) contract. Work started in summer 2025 at the tunnel launch shaft in the City of Markham. The scope of work for the ATC contract includes designing the tunnels, supplying the tunnel boring machines, and building the launch shaft and extraction shaft. The project is being delivered as a Design-Build-Finance contract, using Infrastructure Ontario's Public-Private-Partnership (P3) model.

A request for qualifications was issued by Metrolinx in October 2025 for the SRS contract. This contract will deliver the remainder of the transit facilities.

## **DELIVERY OF THE ONTARIO LINE**

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The Ontario Line (OL) project is comprised of a series of contracts: early works, South Civil (including tunnel and stations west of the Don River), Rolling Stock, Systems, Operations and maintenance (RSSOM), Pape Tunnel and Underground Stations (PTUS), Elevated Guideways and Stations (EGS), and Don Valley Crossings (DVC) contracts. Early works began in late 2021 on the pre- construction investigations and the relocation of utilities and infrastructure. The RSSOM and South Civils contracts were awarded in late 2022. The PTUS and EGS contracts were awarded in early 2024.

Construction is ongoing simultaneously across multiple contracts to deliver the Ontario Line. The proposed amendments to the Zoning By-law included in the draft by-law

resolve an issue with offsite parking at the Ontario Line Maintenance and Storage Facility that is currently not permitted, as well as extending earlier zoning provisions adopted through [PH7.3](#) to a property containing the tail track portion of the guideway north of the terminal Don Valley station.

## **POLICY CONSIDERATIONS**

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### **Provincial Land Use Policies**

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Planning Statement (2024) and shall conform to all relevant provincial plans.

### **Official Plan**

The land use designations for the sites undergoing transit enabling Zoning By-law amendments vary. The land use designations for YNSE can be found on Map 14 - Land Use Plan. The land use designations are *Parks, Natural Areas, Apartment Neighbourhoods, Neighbourhoods, and Core Employment Areas*. For Ontario Line the land use designations can be found on Map 20 - Land Use Plan and include *Core Employment Areas, General Employment Areas, and Natural Areas*.

The Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making. The Official Plan can be found here: <https://www.toronto.ca/city-government/planningdevelopment/official-plan-guidelines/official-plan/>.

### **Major Transit Station Areas**

The Official Plan has policies in place to accommodate minimum density targets around planned and existing higher-order transit stations. Major Transit Station Areas (MTSA) and their variant Protected Major Transit Station Areas (PMTSA) are defined as the areas within a 500- to 800-metre radius of a transit station, representing about a 10-minute walk. The Minister withheld issuing a decision on ten PMTSAs and four MTSA previously adopted by Council. This includes fourteen stations identified as Transit-Oriented Communities including Yonge and Steeles. The MTSA for Steeles Station has not yet been approved.

### **Yonge Street North Secondary Plan**

The Yonge Street North Secondary Plan (YSNSP) informs the redevelopment and intensification of Yonge Street between Steeles Avenue to north of Cummer Avenue, and from Willowdale Avenue west to Lariviere Road.

Conceived as a transit supportive plan, the YSNSP contemplates a mix of uses, building types and heights that would connect people to and from the high order subway transit network. It also aims to assign significant growth to support transit users that are within walking distance of the existing and planned transit stations.

## North York Centre Secondary Plan Update

The City of Toronto is currently undertaking a review of the North York centre Secondary Plan. The updated secondary plan will provide a revised vision and planning framework to guide development and public projects in the North York Centre in the coming decades. Urban Design Guidelines will also be prepared alongside the secondary plan to illustrate how the streets, parks, open spaces, public right-of-way, buildings, built form, and landscape elements of new developments will work together to achieve the overall vision and goals of the Secondary Plan.

## PROPOSED ZONING CHANGES

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Public transit uses, identified under the defined term "Transportation Uses" in city-wide Zoning By-law 569-2013, are permitted in all zones on condition that they comply with the standards for a building or structure in that zone. Transportation uses, and public transit in general, are typically not a defined use in the former City of Toronto Zoning By-laws.

Performance standards outlined in the City's Zoning By-law contemplate the typical building types permitted in each zone. Transit facilities often have characteristics that are unique. For example, a subway station often has most of the building below grade and in the right-of-way, with station entrances on adjacent land. Transit also requires utility buildings such as traction power substations, which are electrical substations, and emergency exit buildings that are small and may be integrated into other buildings. These facilities have specific requirements that are not well met in the existing zoning, necessitating the relief proposed in this report.

## Yonge North Subway Extension

Required YNSE project elements and their locations are itemized in the table below. The Zoning By-laws that regulate the location of each element are likewise outlined in the table.

<b>Project Infrastructure</b>	<b>Address</b>	<b>Location Description</b>	<b>Regulated under By-law 569-2013 and/or Former By-laws</b>
TPSS-1	Portion of 5760 Yonge Street	Vacant	Former North York By-law 7625
Steeles Station (Bus Terminal and Tertiary Entrance)	Portion of 6500 Yonge Street	Centerpoint Mall	By-law 569-2013
Steeles Station Primary Entrance	6369 Yonge Street	Commercial properties	By-law 569-2013

<b>Project Infrastructure</b>	<b>Address</b>	<b>Location Description</b>	<b>Regulated under By-law 569-2013 and/or Former By-laws</b>
Steeles Station Primary Entrance	6991 Yonge Street	Commercial properties	By-law 569-2013
Steeles Station Primary Entrance	6995 Yonge Street/ 1 Steeles Avenue East	Commercial	By-law 569-2013
Steeles Station Construction Staging	7 Steeles Avenue East	Commercial	By-law 569-2013
Steeles Station Construction Staging	9 Steeles Avenue East	Residential	By-law 569-2013
Steeles Station Construction Staging	11 Steeles Avenue East	Residential	By-law 569-2013
Steeles Station Construction Staging	13 Steeles Avenue East	Residential	By-law 569-2013
Steeles Station Construction Staging	15 Steeles Avenue East	Residential	By-law 569-2013
Steeles Station Construction Staging	19 Steeles Avenue East	Residential	By-law 569-2013
Steeles Station Bus Layover Facility	25 Steeles Avenue East	Residential	By-law 569-2013
Steeles Station Bus Layover Facility	27 Steeles Avenue East	Residential	By-law 569-2013
Steeles Station Bus Layover Facility	31 Steeles Avenue East	Residential	By-law 569-2013
Steeles Station Bus Layover Facility	33 Steeles Avenue East	Residential	By-law 569-2013
Steeles Station Bus Layover Facility	35 Steeles Avenue East	Residential	By-law 569-2013
Steeles Station Traction Power Substation	8 Nipigon Avenue	Residential	By-law 569-2013
Steeles Station Traction Power Substation	10 Nipigon Avenue	Residential	By-law 569-2013
Steeles Station Traction Power Substation	14 Nipigon Avenue	Residential	By-law 569-2013

<b>Project Infrastructure</b>	<b>Address</b>	<b>Location Description</b>	<b>Regulated under By-law 569-2013 and/or Former By-laws</b>
Steeles Station Bus Layover Facility	26 Nipigon Avenue	Residential	By-law 569-2013
Steeles Station Bus Layover Facility	28 Nipigon Avenue	Residential	By-law 569-2013
Steeles Station Bus Layover Facility	30 Nipigon Avenue	Residential	By-law 569-2013
Steeles Station Bus Layover Facility	32 Nipigon Avenue	Residential	By-law 569-2013
Steeles Station Bus Layover Facility	34 Nipigon Avenue	Residential	By-law 569-2013
Steeles Station Bus Layover Facility	36 Nipigon Avenue	Residential	By-law 569-2013
Steeles Station Bus Layover Facility	38 Nipigon Avenue	Residential	By-law 569-2013

**Ontario Line**

Ontario Line project elements addressed in the draft by-law and their locations are itemized in the table below. The Zoning By-laws that regulate the location of each element are likewise outlined in the table.

<b>Project Infrastructure</b>	<b>Address</b>	<b>Location Description</b>	<b>Regulated under By-law 569-2013 and/or Former By-laws</b>
OMSF Staff Parking Lot	Unaddressed lands south of 235 and 255 Wicksteed Avenue and north of existing hydro corridor	Northeast of Beth Neilson Drive and Overlea Boulevard	By-law 569-2013 and Former East Yorke By-law 1916
Don Mills Tail Track	843 Don Mills Road	Southeast of Don Mills Road and Wynford Drive	By-law 569-2013

## COMMENTS

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### **Provincial Policy Statement (PPS) 2024 and Provincial Plans**

Staff review of this application has had regard for the relevant matters of provincial interest set out in the Planning Act. Staff has reviewed the current proposal for consistency with the PPS (2024). The proposed draft by-law is consistent with the PPS (2024).

Policy 3.2. is met as the proposed zoning amendments will be facilitating a transportation system that will improve transit and increase choice of transportation modes for people in the City of Toronto to access jobs, housing, cultural and recreation opportunities, goods and services, that ultimately reduces the reliance on automobiles and greenhouse gas emissions.

The proposed zoning bylaw amendments support the provision of Steeles Station and Steeles Station Traction Power Substation required to support the YNSE project, as well as electrical substations to ensure reliable power supply for the subway vehicles. These are key elements of the project, and their location is driven in large part by safety standards.

The proposed amendments are further consistent with the PPS as the zoning will enable a land use that facilitates new major transit infrastructure that supports the achievement of complete communities.

### **Official Plan**

The proposed Zoning By-law amendments comply with the intent and policies of the Official Plan. They facilitate implementation of two major transit expansion projects in accordance with Policy 2.2.1 b). As contemplated by Policy 2.2.3 b), the affected lands are located beyond the right-of-way and will house transit facilities to support the YNSE which will be located within the right-of-way.

Policy 2.2.3 j) refers to Map 4 of the Official Plan, which identifies higher order transit corridors. On February 26, 2020, Council adopted Official Plan Amendment 456, as amended, as part of the City's Municipal Comprehensive Review. An update to Map 4 was included in the OPA that identifies the YNSE alignment. The proposed Zoning By-law amendments are consistent with the amended Map 4.

While Policy 2.2.4 deals mostly with how new private development responds to the transportation system, it also requires mitigation and minimization of negative impacts from transportation facilities to private development. The amendments proposed in this report minimize the amount of land required for the YNSE project and mitigate zoning compliance issues for all affected properties.

### **Land Use**

The proposed draft Zoning By-law amendments to city-wide Zoning By-law 569- 2013 are outlined in Attachment 1. In general, the amendments provide limited site and area-

specific relief applying only to a transportation use in the areas of building height, setbacks, gross floor area, floor space index, lot coverage, minimum lot area, and minimum lot frontage. All underlying zoning remains unchanged.

The site of a future traction power sub-station and emergency exit building is regulated under the former City of North York By-law 7625. Draft amendments to the former City of North York By-law 7625 are outlined in Attachment 2.

The draft Zoning By-law amendments have been reviewed against the Official Plan policies described in the Policy Considerations Section above, as well as the policies of the Toronto Official Plan as a whole. The locations and land requirements of project elements including the proposed traction power substation, emergency exit building and subway station are consistent with the YNSE project as approved through the YNSE TRPAP.

The final configuration of land parcels required by Metrolinx for the YNSE project is affected by the requirements of applicable zoning by-laws. Amending certain zoning performance standards can reduce the amount of land required to accommodate project elements, minimizing the impact of the project on affected properties. The draft amendments thus function to mitigate impacts of the YNSE project.

In some locations the YNSE project does not require the entirety of a property. In these cases, Metrolinx would only acquire part of the lands. This in turn reduces the lot area of the property from which the land is acquired.

City-wide Zoning By-law 569-2013 contains provisions in regulation 2.1.1(4) that address and resolve most potential zoning compliance issues that can arise when part of a property is conveyed to a public authority. It provides remedies for non-compliances resulting from the loss of part of the property relating to lot area, frontage, depth, parking, setbacks and other standards.

### **Temporary Construction Offices**

Toronto Building Division has identified zoning compliance issues with the use of temporary construction offices and trailers, noise shelters and noise walls due to the length of time that these structures will be required to be on a site. This issue arises frequently on major transit projects due to the extended construction periods of these projects. The requirements for temporary uses are not set out in the Zoning By-law, rather, they reside in Section 39 of the Planning Act. Municipalities can pass a by-law to permit a temporary use, however, such uses cannot remain on site longer than three years, as per Section 39(2) of the Planning Act.

This often affects major infrastructure projects that involve multi-year construction timelines. Since many locations will remain under construction for an extended period to facilitate the construction of the transit infrastructure, provisions are made in the draft amendments for construction offices and trailers, noise shelters and noise walls only for the purpose of constructing transportation uses. Construction trailers to facilitate any other type of construction would require separate permissions if required for longer than Section 39(2) of the Planning Act permits.

A new provision is proposed to be added to Zoning By-law 569-2013 for the sites that will be used for construction staging and are expected to contain temporary construction offices and trailers, and noise shelters and noise walls. These provisions would provide relief for construction related structures and uses at properties required for the Yonge North Subway Extension.

## **COMMUNITY CONSULTATION**

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An Open House was held on February 17, 2026, to present information about the project and to seek public input. A project webpage is available and can be accessed by visiting <https://www.toronto.ca/community-people/get-involved/public-consultations/city-planning-consultations/transit-enabling-zoning-by-law-amendments/>. Excerpts from the draft Zoning By-law Amendments were presented at the community consultation meeting.

Notice of the meeting was advertised on the [City Planning consultations webpage](#) and meeting notices were e-mailed out to affected property owners. The local area Councillors also shared the consultation meeting details through their social media channels and/or newsletters.

Approximately 10-12 community members attended the virtual consultation. Very few questions were raised regarding the draft amendments. Rather, most questions related to the YNSE project itself. People inquired about the timeline of the YNSE and work completed so far. Some specific clarifications were related to potential overbuild opportunity on top of the transit infrastructure. Questions regarding the transit project were directed to Metrolinx.

Report [EX16.3](#) provides the latest available information on all the transit related work that has been undertaken so far in the YNSE project.

The proposed Zoning By-law amendments reflect feedback that was received from the community and internal City divisions.

### **Statutory Public Meeting Comments**

In making their decision with regard to this application, Council members have an opportunity to hear the oral submissions made at the statutory public meeting held by the North York Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

## **CONCLUSION**

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The draft amendments have been reviewed against the policies of the PPS (2024) and the Official Plan. Staff are of the opinion that the recommended Zoning By-law amendments are consistent with the PPS (2024). The draft amendments are likewise in keeping with the intent of the Official Plan, particularly as it relates to focusing urban

growth into a pattern of compact centres and mobility hubs connected by a higher order public transit system.

The recommendations in this report will enable the construction of the YNSE and OL projects in a manner that is consistent with Official Plan policies, particularly 2.1.1 a) and 2.2. The proposed amendments achieve zoning compliance for both projects, while minimizing the amount of land to be acquired, and mitigating impacts to affected properties.

Staff recommend that Council approve the draft zoning by-law amendments.

## **CONTACT**

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## **SIGNATURE**

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James Perttula  
Director, Transportation Planning  
City Planning

## **ATTACHMENTS**

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Attachment 1: Draft Amendments to City of Toronto Zoning By-law 569-2013  
Attachment 2: Draft Amendments to former City of North York By-law 7625