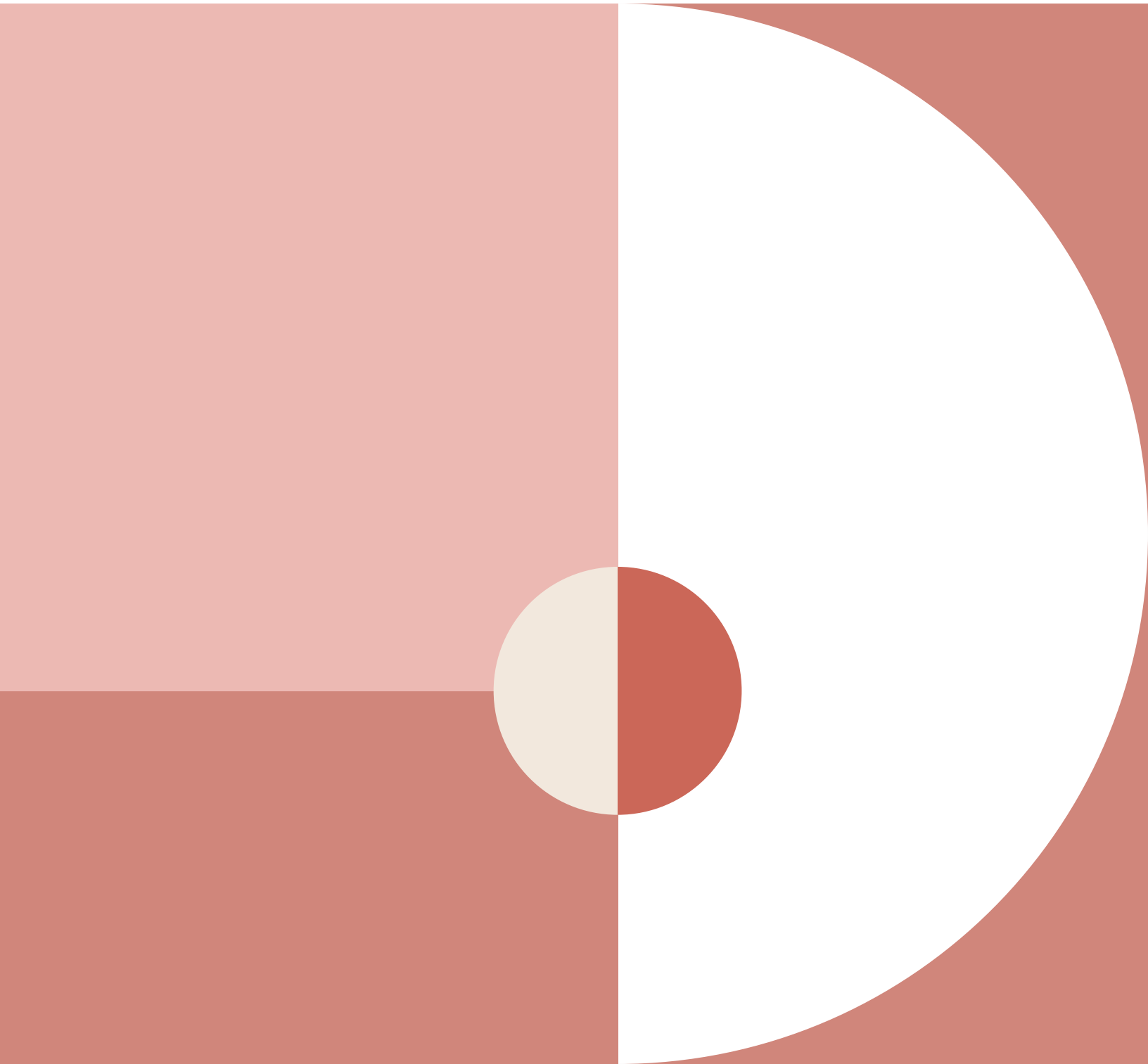


Phase 1 Background Report: Policy Framework

October 2024



04. Policy Framework



04. POLICY FRAMEWORK

This section provides a review of applicable provincial and municipal policies, regulations, guidelines, strategies and action plans related to community planning and development in North York Centre, as well as precedent policies from other recent Secondary Plans in Toronto. This review will inform updates to the North York Centre Secondary Plan that are needed to align with current provincial requirements and local priorities, as well as to avoid duplication with city-wide policies, regulations and/or guidelines that have been introduced since the current Secondary Plan was adopted.

4.1 Provincial Policy

Relevant provincial legislation and policies include the *Planning Act*, the Provincial Policy Statement, 2020 (PPS), and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020 (Growth Plan). Changes to the provincial policy framework have recently occurred or are expected to occur through the *Plan to Build Ontario Together Act*, 2019 (Bill 138), *COVID-19 Economic Recovery Act*, 2020 (Bill 197), *More Homes for Everyone Act*, 2022 (Bill 109), *More Homes Built Faster Act*, 2022 (Bill 23), *Helping Homebuyers, Protecting Tenants Act*, 2023 (Bill 97), *Cutting Red Tape to Build More Homes Act*, 2024 (Bill 185), Draft Provincial Planning Statement, 2024, and the assignment of 2031 Municipal Housing Targets. Details of provincial policy and legislation relating to specific topic areas are covered in Chapter 5.

Planning Act, R.S.O. 1990, c. P. 13

The *Planning Act* (R.S.O. 1990, c. P. 13) is provincial legislation that establishes an overarching framework for land use planning and development in Ontario. It establishes matters of provincial interest, including but not limited to:

- The protection of ecological systems;

- The conservation of architectural, cultural, historical, archaeological or scientific features;
- The supply, efficient use and conservation of energy and water;
- The adequate provision and efficient use of hard and soft (community) infrastructure;
- The minimization of waste;
- The orderly development of safe and healthy communities, including accessibility for persons with disabilities;
- The adequate provision of a full range of housing, including affordable housing;
- The adequate provision of employment opportunities;
- The appropriate location of growth and development;
- The promotion of development that is designed to be sustainable to support public transit and to be oriented to pedestrians;
- The promotion of built form that is well designed, encourages a sense of place and provides high quality public spaces; and
- The mitigation of greenhouse gas emissions and adaptation to a changing climate.

The *Planning Act* provides tools to municipal planning authorities like the City of Toronto to direct and control growth. These include, but are not limited to:

- Official Plans, which may include area-based secondary plans and policies establishing Protected Major Transit Station Areas (Part III);
- Community Improvement Plans (Part IV);
- Zoning by-laws (Section 34);

- By-laws that give effect to inclusionary zoning policies (Section 35.2);
- Holding provision by-laws (Section 36);
- Community benefits charges (Section 37);
- Site plan control (Section 41);
- The conveyance of land for park purposes (Section 42); and
- Land division (Part VI).

In recent years, the *Planning Act* has been amended multiple times. Changes to the legislative framework that may impact North York Centre include:

Table 4-1: Summary of Changes to the *Planning Act*

Policy Area	Legislative Changes
Parkland dedication	<ul style="list-style-type: none"> • Removal (Bill 108) and reinstatement (Bill 197) of the alternative parkland dedication rate and reduction of the maximum alternative rate (Bill 23) • Changes to parkland dedication and parkland fees including exemptions or caps for affordable units and requiring encumbered parkland to be credited (Bill 23)
Community Benefits Charges (CBC)	<ul style="list-style-type: none"> • Repeal of Section 37 density bonusing and introduction of the community benefit charge framework and appeal process (Bill 108)
Inclusionary Zoning	<ul style="list-style-type: none"> • Update to regulations for inclusionary zoning including a standardized approach to determining affordability, a maximum 25 year affordability period and a 5% cap for affordable units (proposed amendment to O. Reg. 232/18)
Additional Residential Units	<ul style="list-style-type: none"> • Update to as-of-right permissions for additional residential units (Bill 23) • Broader authority for the Minister to introduce regulations to remove municipal zoning by-law barriers limiting the development of additional residential units (Bill 185)
Site Plan Control	<ul style="list-style-type: none"> • Exemption of most residential developments up to 10 units from site plan control and elimination of the regulation of exterior design as part of site plan control (excepting matters of health, safety, accessibility, sustainable design) (Bill 23) • Changes authorizing the Minister to designate areas where site plan control applies regardless of unit count (Bill 97) • Requirements for “use it or lose it” lapsing provisions in site plans (Bill 185)

Provincial Policy Statement, 2020

The PPS provides policy direction on matters of provincial interest and sets the policy foundation for regulating the development and use of land within Ontario.

Municipal Official Plans are recognized as the primary vehicles for implementing the PPS. As such, they must also address key policy areas set out by the PPS in relation to provincial interests, including capitalizing on existing or planned servicing and transportation infrastructure; providing diverse and affordable housing options; protecting natural resources; mitigating and adapting to climate change; and offering quality public service facilities.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020

The Growth Plan, enabled by the *Places to Grow Act* (2005), is the Provincial plan for growth and development in the Greater Golden Horseshoe (GGH). The intent is to manage urbanization in a way that supports economic prosperity, protects the environment, and helps communities achieve a high quality of life.

The Growth Plan designates North York Centre as an *Urban Growth Centre* (UGC) with a minimum density target of 400 residents and jobs combined per hectare (by 2031 or earlier). In addition to serving as high-density residential and employment areas, UGCs are intended to be focal areas for investment in regional public service facilities and higher order transit infrastructure.

The Growth Plan also requires municipalities to establish Major Transit Station Areas (MTSAs) around transit stations and stops, with a corresponding minimum density target of a combined 200 residents and jobs per hectare. MTSAs are generally defined as the area within an approximate 500 to 800 m radius of the transit station or stop.

Protected Major Transit Station Areas (PMTSAs) are a subset of MTSAs and are a prerequisite of the Province for the City to implement inclusionary zoning by-laws under the *Planning Act*.

2031 Municipal Housing Targets

To support the *More Homes Built Faster Act, 2022*, the Ministry of Municipal Affairs and Housing assigned 2031 municipal housing targets to 29 lower and upper tier municipalities in Southern Ontario. The 2031 housing targets are based on current population and 2011 to 2021 growth trends in the largest and fastest growing municipalities with a population projected to be over 100,000 by 2031. The City of Toronto received a housing target of 285,000. The Minister also requested that municipalities prepare a municipal housing pledge to achieve the assigned housing target.

Proposed Provincial Planning Statement, 2024

In 2023 the province released a proposed Provincial Planning Statement which would replace the PPS and Growth Plan. An updated draft was released in April 2024. The proposed Provincial Planning Statement is intended to ensure the policy framework is housing-supportive and helps to meet the provincial target to construct 1.5 million homes by 2031. It combines some of the policies of the PPS and Growth Plan but generally represents a significant change in the provincial policy-led planning system in Ontario.

Proposed changes to the provincial planning framework that may impact North York Centre are noted in **Table 4-2**.

04

Table 4-2: Summary of Changes Under the Proposed Provincial Planning Statement 2024

Policy Area	Proposed Changes
Density and intensification targets	<ul style="list-style-type: none"> Removal of the requirement to plan for minimum density and intensification targets with the exception of minimum density targets for Major Transit Station Areas.
Urban Growth Centres (UGCs)	<ul style="list-style-type: none"> Removal of any reference to UGCs.
Housing options	<ul style="list-style-type: none"> Removal of reference to affordable housing in the definition of housing options. Requirement for municipalities to permit and facilitate the redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas.
Climate change	<ul style="list-style-type: none"> Removal of detail from energy conservation, air quality, and climate change policies, including the explicit link between climate change and land use patterns and building design.
Transportation	<ul style="list-style-type: none"> Removal and weakening of policies regarding reducing vehicle trips and reducing reliance on the automobile for mobility purposes.



4.2 Toronto Policies and By-Laws

Toronto’s Official Plan provides city-wide policies to guide growth and change, and zoning by-laws provide development standards for new development and land uses. This section of the report provides an overview of the Official Plan and zoning by-laws that are relevant to the review of the NYCSP. Additional details on Official Plan policies related to specific topics are provided in Chapter 5.

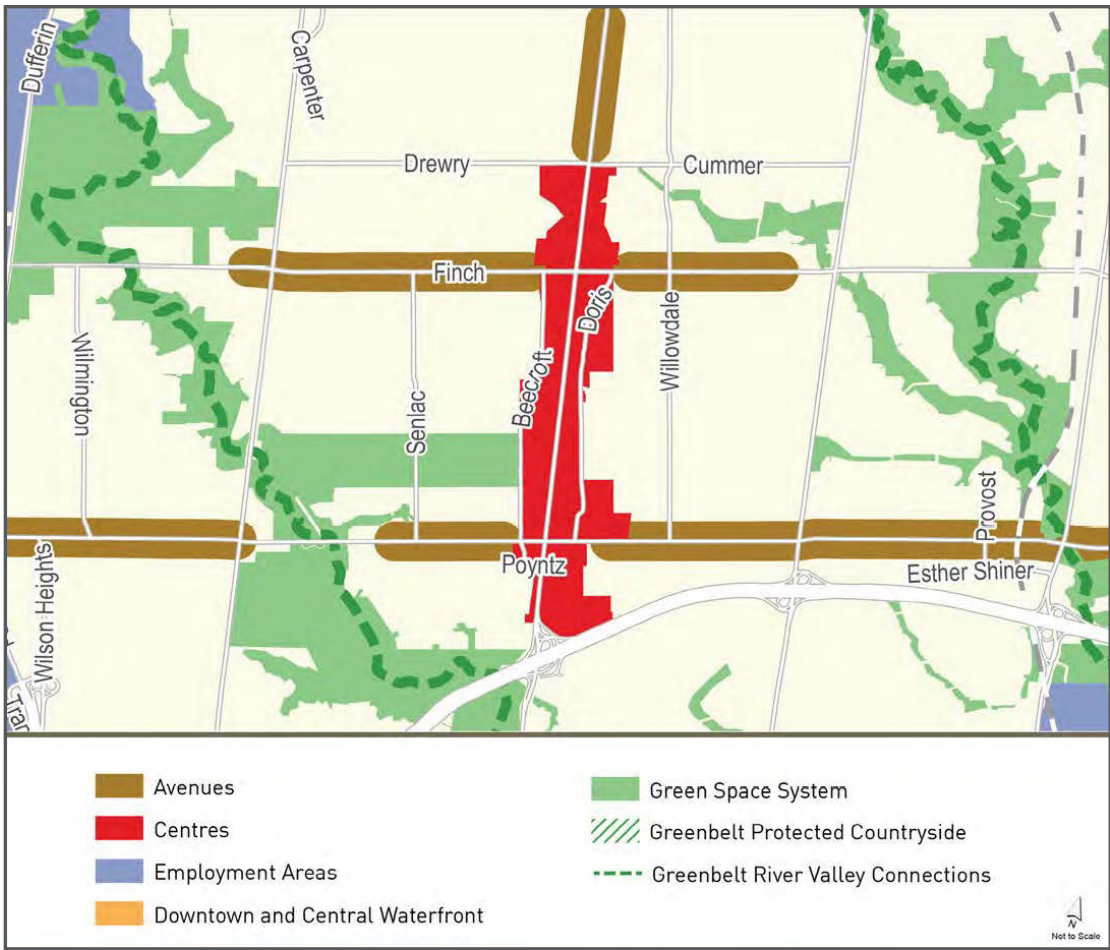
Official Plan

The Official Plan is a land use planning tool adopted by the City of Toronto under the authority of the *Planning Act*. It establishes a vision, principles, and policy framework for guiding growth and development in the city through an urban structure, designation of areas for appropriate land uses, and establishing city-wide policies. The most recent

Official Plan consolidation of Chapters 1 to 5 and Schedules 1 to 4 was completed in December 2023.

The Official Plan provides general policies on a number of topics including healthy neighbourhoods, green spaces, the built environment, housing, community facilities, parks, the natural environment, and more. It also provides policies for the use of planning tools to implement the direction of the Official Plan such as holding by-laws, site plan control, property standards by-laws and community improvement plans.

The intent of reviewing Official Plan policies in this report is to identify where area-specific policies may be needed to address the unique planning needs of North York Centre, and to avoid duplication with the Official Plan as the Secondary Plan is updated.



(Source: City of Toronto Official Plan)

Figure 4-1: Excerpt of Map 2 Urban Structure

Urban Structure

Policy 2.2 of the Official Plan establishes an Urban Structure for the City, providing key policies for *Downtown, Centres, Avenues, and Employment Areas* as identified on Map 2 Urban Structure (Figure 4-1). North York Centre is one of four *Centres* located outside of the *Downtown*. Each *Centre* is intended to grow into complete, mixed-use communities by accommodating significant employment and residential growth. Under policy 2.2.2.2 of the Official Plan, all *Centres* are to be guided by Secondary Plans that will:

- Achieve a minimum combined gross density target of 400 jobs and residents per hectare for each *Centre* which delineates the boundaries of the urban growth centres for the purposes of the Growth Plan;

- Set out local goals and a development framework consistent with this Plan;
- Establish policies for managing change and creating vibrant transit-based mixed use *Centres* tailored to the individual circumstances of each location, taking into account the *Centre's* relationship to *Downtown* and the rest of the City;
- Create a positive climate for economic growth and commercial office development;
- Support residential development with the aim of creating a quality living environment for a large resident population, including encouraging a full range of housing opportunities in terms of type, tenure, unit size and affordability;
- Assess the adequacy of parks and open space within the *Centre* and develop a strategy for

acquiring new and enhancing existing parkland through appropriate measures, including parkland dedication policies;

- Assess the adequacy of existing community services, facilities and local institutions and establish a strategy for the timely provision of service and facility enhancements and new facilities to meet the needs of the growing population;
- Support the use of existing public investment in transit and other municipal assets, and create strong pedestrian and cycling linkages to transit stations;
- Identify future public investment in transit facilities, streets and other infrastructure, parks, community facilities and local amenities to support population and employment growth;
- Set out the location, mix and intensity of land uses within the Centre;
- Establish a high quality public realm featuring public squares, parks and public art;
- Support the potential for growth within the *Centre* and protect adjacent Neighbourhoods from encroachment of larger scale development by:
 - Establishing firm boundaries for the development area;
 - Ensuring an appropriate transition in scale and intensity of activity from within the *Centre* to surrounding Neighbourhoods; and
 - Connecting the *Centre* with the surrounding City fabric through parks, trails, bikeways, roads and transit routes;
- Be accompanied by zoning to implement the Secondary Plan that will incorporate transit-supportive development guidelines and in particular, within convenient walking distance of an existing or planned rapid transit station, establish:
 - Minimum development densities as well as maximum development densities;
 - Maximum and minimum parking standards;

- Restrictions on auto-oriented retailing and services; and
 - Establish appropriate holding zones in those Centres where it has been demonstrated that full development build-out is dependent on the construction and extension of major roads, transit or other services;
- Assess opportunities for:
 - Energy conservation, including peak demand reduction;
 - Resilience to power disruptions; and
 - Small local energy solutions that incorporate renewables, district energy, combined heat and power or energy storage through preparation of a Community Energy Plan; and
 - Assess opportunities for green infrastructure including tree planting, stormwater management systems and green roofs.

Chapter 5 of the Official Plan includes direction for Site and Area Specific Policies (SASPs) and Secondary Plans. Policy 5.2.1.4 of the Official Plan states that the City-building objectives for Secondary Planning areas will identify or indicate the following:

- Overall capacity for development in the area, including anticipated population;
- Opportunities or constraints posed by unique environmental, economic, heritage, cultural and other features or characteristics;
- Affordable housing objectives;
- Land use policies for development, redevelopment, intensification and/or infilling;
- Urban design objectives, guidelines and parameters;
- Necessary infrastructure investment with respect to any aspect of: transportation services, environmental services including green infrastructure, community and social facilities,

cultural, entertainment and tourism facilities, pedestrian systems, parks and recreation services, or other local or municipal services;

- Opportunities for energy conservation, peak demand reduction, resilience to power disruptions, and small local integrated energy solutions that incorporate renewables, district energy, combined heat and power or energy storage, through development of a Community Energy Plan; and
- Where a Secondary Planning area is adjacent to an established neighbourhood or neighbourhoods, new development must respect and reinforce the existing physical character and promote the stability of the established neighbourhoods.

The current NYCSP addresses most of these points, with minimum density targets, affordable housing, green infrastructure and energy conservation and local energy solutions being notable exceptions. North York at the Centre will update gaps in the existing policy framework given changing provincial direction, City policy priorities, and emerging development trends.

Map 2 Urban Structure identifies Sheppard Avenue and Finch Avenue adjacent to the Secondary Plan area as *Avenues*. *Avenues* are important corridors where reurbanization is expected to occur to create new housing and job opportunities. These *Avenues* are already located within the Sheppard Lansing, Sheppard Willowdale, and Central Finch Area Secondary Plans, but their locations abutting North York Centre mean that it will be important to consider how these various secondary plans interact at their boundaries. As part of the Housing Action Plan the City is undertaking an *Avenues* policy review to identify opportunities to facilitate development and increase housing supply along *Avenues*.

Official Plan Update

City Planning continues to advance its update of the Official Plan through a process called 'Our Plan Toronto'. Our Plan Toronto is a city-wide initiative focused on addressing where growth should go, as well as what is needed to support healthy, inclusive, and complete communities. Several components of Our Plan Toronto are now complete, including the Municipal Comprehensive Review ensuring conformity with the Growth Plan and Provincial Policy Statement.

As part of Our Plan Toronto, the City initiated Official Plan Amendments (OPAs) pertaining to city-wide employment policies and conversion requests. These amendments have received ministerial approval, however at the time of writing this report, OPAs pertaining to MTSAs, PMTSAs, and environment and climate change policies are awaiting ministerial approval.

Our Plan Toronto has also introduced updates to Chapter 1 of the Official Plan incorporating language on Indigenous planning perspectives, inclusivity, eliminating disparities, and climate action. The updated Chapter 1 also includes a renewed 2051 vision for the City and updated principles for growth that focus on: reconciliation with Indigenous Peoples; access to basic daily needs such as affordable housing, mobility options, amenities and open spaces and food; equity; and inclusion. These updates are currently in effect. The directions emerging from Our Plan Toronto indicate the City's policy priorities going forward and local application of this policy direction will be considered in North York at the Centre.

North York Centre Secondary Plan

The NYCSP was adopted by the former City of North York City Council in 1997 and later incorporated into the City of Toronto Official Plan in 2002 following amalgamation. The NYCSP policy framework has guided the Centre's transit-oriented employment and residential growth for over 25 years through significant change and intensification.

The NYCSP was an innovative Secondary Plan for its time which provided clarity of vision regarding land use, density, height, urban design and transportation. The physical character of the Centre today is a direct result of its policy guidance. A review of the Secondary Plan is now needed to better reflect current conditions and trends, setting the stage for a policy refresh to guide growth in the Centre over the coming decades. The NYCSP also has a number of gaps, reflecting the age of the Plan and the fact that there have been significant provincial and municipal policy changes since it was adopted. Notable gaps include reconciliation, housing diversity and affordability, climate change and resiliency and the lack of identified Protected Major Transit Station Areas. Additional details on NYCSP policies related to specific topics are covered in **Chapter 5**.

Recent Official Plan Amendments

A review of site-specific Official Plan Amendments (OPAs) within the Secondary Plan area over the past five years was conducted to understand the provisions that applicants were seeking to amend (**Table 4-3**). In addition to the primary amendments focused on density summarized below, many of the OPAs amended parking requirements, location of private outdoor amenity space, location of bicycle parking, commercial unit frontage widths, locations of prime frontage areas, Section 37 benefits, podium/base-building heights and setbacks.

Table 4-3: Review of Site-Specific Official Plan Amendments

Address	By-law Number	OPA Number	OMB / LPAT / OLT Approval?	Primary Amendments
5400 Yonge Street	NA*	NA**	X	<ul style="list-style-type: none"> Height: Increased from 87 metres to 100.8 metres (excluding mechanical penthouse) Density: Increased from 4.98 FSI to 8.6 FSI
35-39 Holmes Avenue	NA*	NA**	X	<ul style="list-style-type: none"> Density: Increased from 2.6 FSI to 7.25 FSI
5203, 5205, 5211, 5213 and 5215 Yonge Street and 11 Parkview Avenue	1159-2022	632	X	<ul style="list-style-type: none"> Height: Increased from 65 metres and 100 metres to 105.1 metres Use: Maximum 50% residential use limit amended to allow more residential use (94%)
40, 42, 44, 46, and 48 Hendon Avenue	1083-2023	631	X	<ul style="list-style-type: none"> Height: Increased from 11 metres to 14 metres Density: Minor amendment from 1.5 FSI to 1.51 FSI

Address	By-law Number	OPA Number	OMB / LPAT / OLT Approval?	Primary Amendments
5800 Yonge Street	NA*	611	X	<ul style="list-style-type: none"> • Height: Increased from 11 metres, 87 metres, and 70% horizontal distance from Relevant Residential Property Line (RRPL) to accommodate buildings with heights of 46, 48, 52, and 54 storeys (approx. 161 metres to 189 metres) • Density: increased from 2.6 FSI to 4.61 FSI
8-28 Inez Court and 51 Drewry Avenue	784-2022	602	X	<ul style="list-style-type: none"> • Height: Increased from 18 metres, 35 metres, and 70% horizontal distance from RRPL to 100 metres
45 & 53 Cummer Avenue and 5799-5915 Yonge Street	74-2021 / 63-2021	519 / 208	X	<p>OPA 208:</p> <ul style="list-style-type: none"> • Height: Increased from 87 metres, 50% horizontal distance from RRPL, and 70% horizontal distance from RRPL to 113 metres. • Density: Maximum density limit of 2.2 FSI replaced with site-specific policy allowing GFA of 164,994 sq. metres <p>OPA 519:</p> <ul style="list-style-type: none"> • Density: Maximum GFA previously approved in OPA 208 increased to accommodate a larger recreation centre
5840, 5868 & 5870 Yonge Street	539-2023	509	X	<ul style="list-style-type: none"> • Height: Increased from 87 metres to 103.7 metres • Density: <ul style="list-style-type: none"> - Increased from 2.0 FSI to 4.67 FSI - Transfer of density from lands conveyed for park purposes to the development site

Address	By-law Number	OPA Number	OMB / LPAT / OLT Approval?	Primary Amendments
5294-5306 Yonge Street	1117-2022	592	X	<ul style="list-style-type: none"> • Height: Increased from 87 metres to 103 metres • Density: Maximum density limit of 3.75 FSI replaced with site specific policy allowing 22,800-23,050 sq. metres (depending on the inclusion of a place of worship)
45-47 Hendon Avenue	1004-2022	562		<ul style="list-style-type: none"> • Height: Exclusion of mechanical penthouse from the building height
31 Finch Avenue East & 32, 36, 38 Olive Avenue	894-2022	593		<ul style="list-style-type: none"> • Height: Increased from 87 metres and 70% of horizontal distance from the RRPL to 93 metres
4800 Yonge Street	1112-2020	462	X	<ul style="list-style-type: none"> • Height: Increased from 100 metres to 160 metres • Density: Increased from 4.5 FSI to 5.4 FSI • Use: Maximum residential use limit of 0% amended to allow more residential use (69%)
75 Canterbury Place	975-2020	325	X	<ul style="list-style-type: none"> • Height: Increased from 87 metres to 92 metres
15-21 Holmes Avenue	1157-2019	442		<ul style="list-style-type: none"> • Height: Increased from 87 metres to 92 metres
4917-4975 Yonge Street	213-2019	58	X	<ul style="list-style-type: none"> • Height: Increased from 100 metres to 114 metres • Use: Maximum 0% residential use limit amended to allow more residential use (80%)

Zoning By-law

The applicable zoning by-law for most of the City of Toronto is the comprehensive city-wide Zoning By-law 569-2013, which harmonizes many zoning regulations of Toronto’s pre-amalgamation municipalities. In North York Centre, the former City of North York Zoning By-Law 7625 continues to apply. Since North York Centre is not subject to the provisions of Zoning By-Law 569-2013,

contemporary regulations in that by-law (e.g., around bicycle parking, amenity space, or new permissions arising from the City’s Expanding Housing Options in Neighbourhoods initiative) do not currently apply. The zoning provisions that will be brought forward through the North York at the Centre project will need to be implemented through amendments to the city-wide Zoning By-law 569-2013.

4.3 City-wide Guidelines

In addition to provincial and municipal policy that must be adhered to, new development and capital improvements are guided by a variety of City guideline documents. These are used by proponents of development as they prepare applications, City staff as they review applications, and staff and consultant teams as they design capital improvements such as road reconstructions. While guidelines are not mandatory like policy, they provide best practices to help ensure high-quality city building. There are more than twenty guidelines related to different building types, areas of the City, streetscapes and public spaces, environmental improvements, public art and healthy communities. Guidelines relating to specific topic areas for North York at the Centre are covered in Chapter 5.

4.4 City-wide Strategies and Plans

Many city-wide strategies and plans can be advanced and implemented locally through North York at the Centre. Additional topic-specific strategies and plans are included in **Chapter 5**.

Reconciliation Action Plan

The [Reconciliation Action Plan](#) guides the City's actions to advance truth, justice, and reconciliation with Indigenous Peoples through meaningful actions that restore truth, right relations and share power, provide justice, make financial reparations, and other actions related to the role of the Indigenous Affairs Office. Some of the recommendations of the Reconciliation Action Plan relevant to the review include:

- #7 Enhance Indigenous Civic Engagement;
- #14 Increase Access to Affordable Housing;
- #15 Support Indigenous Placekeeping; and
- #21 Decolonize Honoraria Practices

The project can support truth, justice, and reconciliation through relationship-building and collaborative decision-making on elements of the Secondary Plan that impact Indigenous Peoples, lands and water, and elements of the NYCSP that can be leveraged to reflect Indigenous values, priorities, history, and culture. These elements include but are not limited to:

- Policies that support the delivery of housing options for Indigenous Peoples, including community-driven initiatives, culturally appropriate housing, and protection against the displacement of renters and demolition or removal of affordable housing;
- Consideration of community service and facility needs, provision levels, and delivery opportunities;
- Support for Indigenous placemaking and placekeeping, including access to land and waters for ceremony, stewardship, and other activities;
- Parkland and public realm policies that illuminate the area's Indigenous history and create spaces to celebrate Indigenous cultural practices, traditions, and contributions; and
- Environmental and servicing policies that support practices to better protect the land and water.

Toronto Action Plan to Confront Anti-Black Racism

The Confronting [Anti-Black Racism initiative](#) is focused on confronting and removing barriers caused by Anti-Black Racism for the benefit of all Torontonians. The Action Plan includes 22 recommendations and 80 actions across five themes: children and youth development, health and community services, job opportunities and income supports, policing and the justice system, and community engagement and Black leadership.

Using municipal levers to increase positive outcomes for Torontonians of African descent is a key tenet of the Toronto Action Plan to Confront Anti-Black Racism. The municipal levers identified include local planning initiatives like North York at the Centre and housing support and provision through affordable housing policy and Toronto Community Housing.

North York at the Centre provides an opportunity for the City to remove barriers faced by Torontonians of African descent and increase positive outcomes. This can be achieved through an inclusive engagement process and policies and directions for housing, community services and facilities and inclusive economic development in the Secondary Plan and Community Services and Facilities Strategy. Recommendations that can be advanced through the NYCSP include:

- #1 Increase access to high quality programs for Black children and youth;
- #4 Improve the quality and availability of City-programmed community mental health services for Black Torontonians;
- #5 Improve the quality and effectiveness of health and community services for Black Torontonians;
- #7 Improve the quality of recreation services for Black Torontonians;
- #8 Improve food access for low-income Black Torontonians:
- #10 Improve shelter and housing conditions to better support Black Torontonians;
- #15 Support Black-owned businesses to better compete and thrive in Toronto;
- #19 Increase opportunities for Black Torontonians to participate in City decision-making;
- #20 Make City spaces more accessible and welcoming to Black Torontonians; and
- #21 Invest in Black arts and culture.

TO Prosperity: Toronto Poverty Reduction Strategy

The [Toronto Poverty Reduction Strategy](#) is a 20-year plan with a vision that by 2035, Toronto is a city with opportunities for all, where everyone has access to good jobs, adequate income, stable housing, affordable transportation, nutritious food, and supportive services. The Strategy identifies three complementary, overarching objectives that inform efforts to build a prosperous and inclusive city: address immediate needs, create pathways to prosperity; and drive systemic change.

Approximately 23% of North York Centre residents, or one in three, had low-income levels in 2021 – much higher than the City of Toronto average of 13%. Secondary plans and complementary community services and facilities strategies are mechanisms to implement place-based actions that contribute to poverty reduction. Increasing the supply of affordable housing, identifying community services and facilities priorities and opportunities to provide space for them, improving access to transit, addressing gaps in access to affordable and healthy food and supporting inclusive economic development are ways that North York at the Centre can help to implement the Toronto Poverty Reduction Strategy.

HousingTO 2020-2030 Action Plan and 2023-2026 Housing Action Plan

The [HousingTO 2020-2030 Action Plan \(HousingTO Plan\)](#) provides a blueprint for action across the full housing spectrum – from homelessness to rental and ownership housing to long-term care for seniors. It sets a target of 40,000 affordable rental home approvals by 2030. In November 2023 City Council increased the housing target to 65,000 rent-controlled homes by 2030 as part of the report “Generational Transformation of Toronto’s Housing System to Urgently Build More Affordable Homes” (Generational Transformation report). The housing target comprises 6,500 Rent-Geared-to-Income (RGI), 41,000 affordable rental, and 17,500 rent-controlled market units.

The [2023-2026 Housing Action Plan](#) advances items in the HousingTO Plan that will be a focus in the current term of City Council. These include Official Plan, Zoning By-law, and guideline amendments to enable additional housing units, advancing housing system policy and program components, leveraging publicly-owned land and preserving the existing rental housing stock. Initiatives under the 2023-2026 Housing Action Plan that will impact North York Centre include Expanding Housing Options in Neighbourhoods, updates to policies and guidelines for low- and mid-rise development and facilitating apartment infill. North York at the Centre will also consider comprehensive updates to use, height and density permissions that will enable more housing creation.

TransformTO Net Zero Strategy

The [TransformTO Net Zero Strategy](#) establishes ambitious targets for reducing city-wide GHG emissions and outlines a blueprint to get to net zero emissions. The targets and actions of the strategy are organized around the seven main themes: (1) buildings, (2) energy, (3) transportation, (4) sustainable consumption and waste, (5) natural systems, (6) engagement and equitable implementation, and (7) leading by example. The Strategy is supported by a corresponding Short-term Implementation Plan 2022-2025, which identifies 30 actions to be taken immediately by Toronto to chart a path toward net zero GHG emissions. A number of these actions should be considered in the review of the NYCSP, such as those related to:

- Resilient and renewable energy sources;
- Expanding pedestrian and cycling facilities;
- Increasing public electric vehicle charging infrastructure; and
- Enhancing greenspaces, biodiversity, and the existing urban tree canopy.

Toronto Resilience Strategy

[Toronto's Resilience Strategy](#) sets out a vision, goals, and actions to help Toronto survive, adapt, and thrive in the face of any challenge, with a particular focus on growing inequities and climate change. The significance of climate change is reinforced in the vision, which describes a more resilient Toronto, in part, as “connected to long-term climate and sustainability practices that are embedded in how we do things, and allow us to adapt to an uncertain, changing climate”.¹

The Resilience Strategy's goals and actions fall into three focus areas: People and Neighbourhoods; Infrastructure; and Leading a Resilient City. Under the focus area of Infrastructure, several of the goals and corresponding actions aim to address climate change and will be considered in the review. These actions include mitigating the effects of extreme heat, advancing a system of green and blue infrastructure, and integrating resilience into development and land use planning processes.

More generally, the Resilience Strategy includes other actions that do not directly address climate change or the environment but may also be considered to improve outcomes in these areas. These actions include integrating equity into the City's strategic planning processes, building relationships with Indigenous communities around resilience, and expanding corporate civic engagement supports to improve Toronto's engagement outcomes.

Community Benefits Charge

The [Community Benefits Charge \(CBC\)](#) is a new funding tool replacing Section 37 density bonusing. The charges apply to new developments with five or more storeys and containing 10 or more residential units and are capped under provincial legislation at 4% of land value. This funding tool is flexible and can be used on a wide range of growth-related capital infrastructure provided the associated costs are not already recovered from the development charge or parkland funding tools.

1 (p. 65 of the Resilience Strategy)

The City prepared a Community Benefits Charge Strategy and adopted a Community Benefits Charge By-law in 2022. The Community Benefits Charge Strategy identified the following eligible categories of facilities and services for which CBCs can be charged: parks and recreation, community facilities, affordable housing, public realm, active and sustainable transportation, protective services, waste management, and civic administration.

The implementation of density incentives under the current NYOSP relied on legacy provisions under Section 37 of the *Planning Act* that authorized density bonusing, allowing the City to negotiate site-specific contributions in exchange for increases in permitted densities. The NYOSP outlines a complete list of incentives for the provision of specific uses and facilities, allowing density limits to be exceeded by up to a maximum of 33% (unless otherwise provided for in the incentives list). The

uses and facilities identified in the incentives list generally offer a benefit to the community, such as providing a public recreation centre or another community facility needed to support growth, or help support the City’s objectives for the area, such as providing a transit terminal or land for the service roads. Many of the benefits identified in the current NYOSP have now been delivered or are covered by other requirements, while others remain a priority (as identified in **Table 4-4**). The NYOSP will require a revised community benefits framework that reflects current priorities and the current Section 37 Community Benefits Charge framework under the 2022 CBC By-law. New area-specific priorities will be identified through North York at the Centre and in accordance with the City’s CBC By-Law and CBC Strategy. Affordable housing is one current priority for the Centre that was identified through the Phase 1 engagement process.

Table 4-4: Summary of Density Incentives from Figure 3.3.1 of the NYOSP

Incentivized Use/Facility	Assessment
Continued Priorities	
Provision of a social facility, e.g., childcare or elder care centre, drop in counselling or crisis centre, school facility	Potential to secure these facilities as an in-kind CBC contribution if a need is identified in a particular location.
Transit terminal	It is still a priority to integrate transit terminals/ station entrances/direct connections into developments with development.
Continuous indoor pedestrian connections to transit terminal	Potential to secure these facilities as Privately Owned Publicly Accessible Spaces (POPS).
Provision of a public recreational centre	Provision of community recreation centres (CRCs) to meet service targets established through the Facilities Master Plan remain a priority. CRCs are delivered through Parks, Forestry and Recreation’s Capital Plan and through CBC contributions through development.
Provision of a live theatre, auditorium, concert hall, museum, art gallery and cultural heritage centre	Potential to secure these facilities as an in-kind CBC contribution if the need is identified in a particular location.

Incentivized Use/Facility	Assessment
Provision of service roads (remaining east-west streets and potential new service roads)	The remaining parcels for the east-west streets that are part of the original Environmental Assessment are expected to be secured through redevelopments along those streets, if required. As part of any future Secondary Plan boundary expansion, consideration may need to be given to new and/or extended service roads.
Acquiring additional parkland or improving parkland	Parkland and improving parks remain a priority. Potential to secure parkland as an in-kind CBC contribution.
No Longer a Priority (delivered, covered by other requirements or not eligible)	
Bicycle parking, showers and change rooms for commercial projects	These facilities are now achieved through the zoning by-law and Toronto Green Standard.
Private recreational use accessory to a residential use	While it is still a priority to achieve amenity space, this is now achieved through By-law 569-2013 at current rates. This will apply in North York Centre when the Centre is incorporated into By-law 569-2013.
Provision of or retention of a place of worship	Places of worship are no longer eligible for density incentives in the CBC framework.
Heritage building	Heritage conservation is managed in accordance with the <i>Ontario Heritage Act</i> without application of an incentive.
Street-related retail	This can be achieved through policy without application of an incentive.
Provision of service roads (Doris Avenue and Beecroft Road)	The lands required for the existing/planned service roads have been largely secured through acquisition for the planned Doris Avenue and Beecroft Road extensions.
Major office development over 15,000 square metres connected to a transit terminal	While these facilities do not qualify for CBC, non-residential requirements, including office requirements, are being reviewed in the Secondary Plan.

4.5 Precedents from Other Secondary Plans

As the City explores new directions for the NYCSP, consideration will be given to other Secondary Plans adjacent to the Centre and across the City that include policy precedents that could be applied in North York Centre. Secondary Plans for Yonge Street North, Central Finch, Sheppard Lansing, Sheppard Willowdale, Downsview, Golden Mile and Yonge-Eglinton are discussed below. Specific policies relevant to North York at the Centre are referenced in the topic-specific sub-sections of **Chapter 5**.

Sheppard Willowdale, Downsview, Golden Mile and Yonge-Eglinton are discussed below. Specific policies relevant to North York at the Centre are referenced in the topic-specific sub-sections of **Chapter 5**.

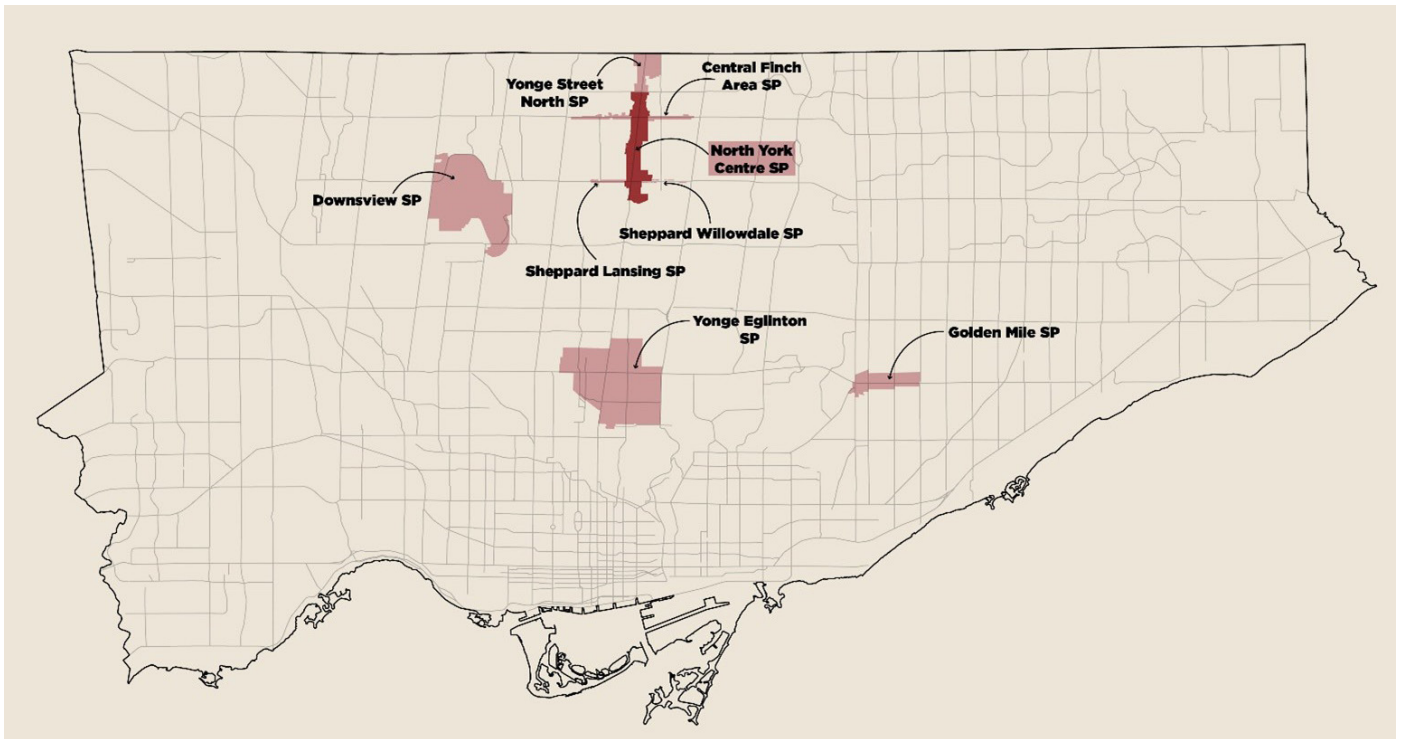


Figure 4-2: Other Secondary Plan Area Precedents

Adjacent Secondary Plans

Yonge Street North Secondary Plan

The Yonge Street North Secondary Plan was adopted by City Council in 2022. The Secondary Plan area is immediately north of the NYCSP, extending north from Drewry Avenue/Cummer Avenue to Steeles Avenue along Yonge Street. The eastern Secondary Plan boundary runs along Willowdale Avenue from Centre Avenue to Steeles Avenue East, encompassing two blocks (approximately 500 m) from Yonge Street. This contrasts with the current boundary of the NYCSP which more closely follows Yonge Street on both sides (generally one

block and less than 300 m). As a new Secondary Plan area that is very close to the NYCSP area and has similar conditions along Yonge Street and in adjacent neighbourhoods, the Yonge Street North Secondary Plan is a very relevant precedent for the Centre.

Central Finch Area Secondary Plan

The Central Finch Area Secondary Plan, 2012 extends along Finch Avenue immediately to the east and west of the NYCSP area. It generally includes only the properties facing Finch Avenue,

with a few exceptions. Should boundary expansion be recommended for the NYCSP, the area included in the Central Finch Area Secondary Plan will be considered as part of the NYCSP rather than through amendments to the existing plan. Direction in the NYCSP will also need to have regard for the Central Finch Area Secondary Plan outside of possible boundary expansions to plan for compatible development.

Sheppard Lansing Secondary Plan and Sheppard Willowdale Secondary Plan

The Sheppard Avenue Commercial Area Secondary Plan was separated into the Sheppard Lansing Secondary Plan – which extends along Sheppard to the west of the NYCSP, and the Sheppard Willowdale Secondary Plan – which extends along Sheppard to the east of the NYCSP. The Sheppard Lansing Secondary Plan was approved by a decision order of the Local Planning Appeal Tribunal in 2019. Its boundary includes properties fronting onto Sheppard Avenue West between Beecroft Road and Easton Road. The Sheppard Willowdale Secondary Plan was approved by a decision order of the Ontario Land Tribunal (OLT) in 2023. Its boundary includes properties fronting Sheppard Avenue East from approximately Leona Drive to Clairtrell Road. Should boundary expansion be recommended for the NYCSP, the area already included in these two Secondary Plans will be considered as part of the NYCSP rather than through amendments to the existing plans. Direction in the NYCSP will also need to have regard for the area of the plans outside of possible boundary expansions to plan for compatible development.

Other Secondary Plans

Downsview Secondary Plan

The draft update to the Downsview Secondary Plan was released in late 2023. Existing conditions and land ownership in the Downsview Secondary Plan area are different from North York Centre in that much of the area is owned by a few large landowners and the land is underused due to the former Downsview Airport and Bombardier Aerospace Campus. However, the extensive process to update the Secondary Plan has generated new policy approaches to contemporary challenges and priorities, some of which may be applicable in North York Centre.

One notable difference between the Secondary Plans is that the Downsview Secondary Plan requires District Plans to be prepared as part of implementation and many policies will be further developed at the District Plan stage.

Golden Mile Secondary Plan

The Golden Mile Secondary Plan was adopted by City Council in 2020 and appealed to the Ontario Land Tribunal. Modifications to the Plan were adopted in 2022. Like Downsview, the Golden Mile has a very different land ownership and existing conditions context from North York Centre, but includes policy approaches that could be applied in North York Centre.

Yonge-Eglinton Secondary Plan

The Yonge-Eglinton Secondary Plan was adopted by City Council in 2017 and approved by the Province with modifications in 2019. Yonge-Eglinton, like North York Centre, is identified as a *Centre* that is organized around the Line 1 Subway.

Yonge-Eglinton shares many characteristics with North York Centre which make it a useful precedent for consideration. These include:

- Ravines and cemeteries are important parts of each Centre's open space network.
- Secondary north-south mid-concession block roads that help shape each *Centre*.
- Service streets that act as parallel 'bookend' alternatives to Yonge Street and help to facilitate transition to surrounding areas.

'Midtown in Focus', a broader interdivisional study that included Yonge-Eglinton, also included accompanying infrastructure strategies to ensure that infrastructure keeps pace with development and supports quality of life in the area.

Downtown Plan

The Downtown Plan is a 25-year vision that sets the direction for Downtown Toronto as the cultural, civic, retail and economic heart of the city and as a great place to live. The Minister approved the plan in 2019 with amendments. Notably, the Downtown Plan takes a performance-based approach to managing growth rather than a directive approach like the current NYCSP. A series of five infrastructure-related strategies have been developed to implement the Downtown Plan. These strategies cover community facilities, parks and public realm, mobility, energy and water.

The Building for Liveability Study was undertaken as part of the development of the Downtown Plan and speaks to approaches to maintaining liveability in the public realm in areas of high density and verticality. The Downtown Plan is a useful precedent for the updated NYCSP given North York Centre's similarities to Downtown Toronto as a dense, vertical community that is the cultural, civic and employment heart of North York.

Key Findings

WHAT TRENDS ARE BEING OBSERVED?

- The provincial legislative and municipal policy landscape is evolving, providing new approaches to density and intensification, housing options and targets, facilities and services, climate change, and sustainable transportation options.
- Official Plan Amendments to the NYCSP in the past five years have frequently increased height and density permissions in North York Centre.
- Trends in recent secondary plans that may be applicable in the NYCSP include extending beyond the immediate vicinity of the corridor and taking a performance-based approach to managing growth. Details on specific policies in recent secondary plans that are relevant are provided in **Chapter 5**.

WHAT IS WORKING WELL IN THE CENTRE?

- The existing NYCSP has allowed the Centre to grow and accommodate significant new population and businesses since its adoption.

WHAT ARE THE OPPORTUNITIES FOR THE CENTRE?

- There may be opportunities to implement Provincial and city-wide strategies and plans related to reconciliation, climate change and resilience, and affordable housing in a locally-specific manner through North York at the Centre, without duplicating existing city-wide policy.
- Updates to the City of Toronto Official Plan through Our Plan Toronto may address priorities identified through North York at the Centre on a city-wide basis, allowing the update to the Secondary Plan to focus on area-specific implementation of the direction provided.
- The Central Finch, Sheppard Lansing, and Sheppard Willowdale Secondary Plans include lands that might be considered for expanding the boundaries of the NYCSP. If expansion of the NYCSP in these areas is recommended, new policies to align with the directions of the study should be included in the NYCSP rather than amending the existing plans.