



REPORT FOR ACTION

Changing Lanes: The City of Toronto's Review of Laneway Suites - City-wide Expansion of City-Initiated Official Plan Amendment and Zoning Amendment – Final Report

Date: June 5, 2019
To: Planning and Housing Committee
From: Chief Planner and Executive Director, City Planning
Ward: All

SUMMARY

On June 26, 2018, City Council approved Official Plan Amendment 403 and Zoning By-law Amendment 810-2018 to allow laneway suites within the boundaries of the Toronto and East York District as the boundaries existed in 2018. This report recommends extending permissions for Laneway Suites to areas adjacent to public laneways zoned for low-rise residential uses across the City.

Laneway suites are considered a type of second unit permitted by the Official Plan. A laneway suite is a self-contained residential unit, subordinate to a primary dwelling, in which both kitchen and bathroom facilities are provided and located on a lot within an ancillary building, adjacent to a public laneway. Laneway suites provide an additional form of contextually appropriate low-rise housing within the City's neighbourhoods and are part of complete communities. They can provide more opportunities for people to live close to where they work, shop, and play and, can help make the city's urban lanes more green, liveable, and safe. Laneway suites can contribute to increasing the supply of rental housing and provide additional housing options for households at different ages and life stages.

On February 12, 2019, Planning and Housing Committee requested that City Planning, in consultation with appropriate staff, undertake a review and consultation on expanding the current policy and regulatory framework for laneway suites city-wide. This report responds to Planning and Housing Committee's request.

RECOMMENDATIONS

The Chief Planner and Executive Director, City Planning recommends that:

1. City Council amend the Official Plan substantially in accordance with the draft Official Plan Amendment 460 appended as Attachment 4 to this report;

2. City Council amend Zoning By-law 569-2013, as amended, substantially in accordance with the draft Zoning By-law Amendment appended as Attachment 5 to this report; and,
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and Draft Zoning By-law Amendment as may be required.

FINANCIAL IMPACT

The recommendations in this report have no financial impact.

DECISION HISTORY

At its meeting of July 27-30, 1999, City Council adopted amendments to all comprehensive zoning by-laws of the former municipalities to widely permit secondary suites. These amendments allowed secondary suites within detached houses and semi-detached houses in all zones across the city, and in townhouses in some residential areas, provided they met certain criteria, including the Building Code and Fire Code.

On June 26, 2018 City Council adopted Official Plan Amendment 403 (OPA 403), which added Site and Area Specific Policy 546 (SASP 546) to the Toronto and East York geography in the Official Plan, and Zoning By-law 810-2018, which applies to the Toronto and East York geography excepting the residential zones in the Ramsden Park, Asquith-Collier, and Yorkville neighbourhoods. The amendments permit secondary suites in ancillary buildings adjacent to public lanes.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.TE33.3>

On February 12, 2019, the Planning and Housing Committee directed staff to undertake a review and consultation on expanding the current policy and zoning permissions for laneway suites to the rest of the City and report back in 2019 with any recommended changes to laneway suite regulations.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.PH2.7>

PROPOSAL

A laneway suite is a self-contained residential unit, subordinate to a primary dwelling, in which both kitchen and bathroom facilities are provided and located on a lot within an ancillary building, adjacent to a public laneway. Laneway suites provide an additional form of contextually appropriate low-rise housing within the City's neighbourhoods and are part of complete communities.

The City-initiated Official Plan Amendment 460 proposes to permit the development of laneway suites within the geography of the rest of the City, including Etobicoke-York, North York, and Scarborough districts corresponding to the 2018 Community Council boundaries, within the Neighbourhoods land use designation, and subject to the same criteria detailed in SASP 546.

The City-initiated Zoning By-law Amendment proposes to permit the use of a laneway suite, subject to the same criteria detailed in Section 150.8 of By-law 569-2013, on all properties in the city that have frontage on a public laneway and are zoned R – Residential, RD – Residential Detached, RS – Residential Semi-Detached, RT – Residential Townhouse, and RM – Residential Multiple, by the City-wide Zoning By-law 569-2013.

Other technical amendments to Section 150.8 of By-law 569-2013 are also proposed to implement the above and include:

- Further clarification on the prescribed 2nd storey step back for two-storey laneway suites;
- Wording clearly describing the permitted projections into the angular plane as an extension of the front main wall for 30% of the width of the second floor;
- Clarification that projections, such as windowsills and skylights, are permitted to project into the angular plane;
- Further clarification on the By-law provisions regarding the maximum floor area for a laneway suite; and,
- Renumbering and ordering of provisions as needed to align with the format of the City-wide By-law.

Study Area

There are a total of 2,433 distinct public laneways in the City of Toronto, totalling approximately 310 kilometres in length. A total of 47,133 residentially zoned lots, in City-wide Zoning By-law 569-2013, abut a public laneway. The breakdown of those lots in each residential zoning category is as follows:

Residential Zone	Lots Abutting Public Laneway	Percentage
R	40,156	85.2%
RD	2,096	4.4%
RM	4,074	8.6%
RS	505	1.1%
RT	302	0.7%
Total	47,133	100%

Organized by the current City district boundaries, low-rise residentially zoned lots abutting public lanes are distributed as follows:

District	Residential Lots Abutting Public Laneway	Percentage
Toronto and East York	41,999	89.1%
Etobicoke	2,868	6.2%
North York	1,875	3.9%
Scarborough	391	0.8%
Total	47,133	100%

As detailed above, the majority of low-rise residentially zoned properties adjacent to public laneways are located within the recently configured Toronto and East York District.

Guidelines and How-To Guide

Staff from Toronto Building, City Planning, and other City divisions are in the process of creating a website specific to laneway suites. This website will provide a set of guidelines that owners and their consultants, such as architects, can use to navigate the laneway suite development process, view illustrative representations of the laneway suite performance standards, and contact individuals involved in laneway suite application review.

It is targeted that this guideline website will be developed by the fourth quarter of 2019. Hardcopies of the information will also be made available at the Customer Service Counter of the Toronto Building offices in each district.

POLICY CONSIDERATIONS

The Planning Act

Section 2 of the Planning Act sets out matters of provincial interest which City Council shall have regard to in carrying out its responsibilities, including: the orderly development of safe and healthy communities; the adequate provision of a full range of housing, including affordable housing; the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and the appropriate location of growth and development.

Section 16(3) of the Planning Act, states that the Official Plan shall contain policies that authorize the use of a second residential unit in a building or structure ancillary to a detached house, semi-detached house or rowhouse.

The Provincial Policy Statement (2014)

The Provincial Policy Statement (2014) (the "PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- The efficient and wise use and management of land and infrastructure over the long term in order to minimize impacts on air, water and other resources;
- Protection of the natural and built environment;
- Building strong, sustainable and resilient communities that enhance health and social well-being by ensuring opportunities exist locally for employment;
- Residential development promoting a mix of housing, including second units; recreation, parks and open space; and transportation choices that increase the use of active transportation and transit; and
- Encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character.

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the Planning Act and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS and conform with Provincial Plans.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (the "Growth Plan (2019)") came into effect on May 16, 2019. This new plan replaces the previous Growth Plan for the Greater Golden Horseshoe, 2017. The Growth Plan (2019) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan (2019) establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the Planning Act that comprehensively applies the policies and schedules of the Growth Plan (2019), including the establishment of minimum density targets for and the delineation of strategic growth areas, the conversion of provincially significant employment zones, and others.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, including second units, protected employment zones, public service facilities, recreation and green space that better connect transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

The Growth Plan (2019) builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan (2019) take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

In accordance with Section 3 of the Planning Act all decisions of Council in respect of the exercise of any authority that affects a planning matter will conform to the Growth Plan. Comments, submissions or advice affecting a planning matter that are provided by Council will also conform to the Growth Plan.

Toronto Official Plan

The Official Plan is the City's primary land use planning document. The Official Plan contains policies which guide where and how the City grows its housing, commercial and employment areas, ensures the stewardship of the City's green spaces, and directs expansion and improvement of the City's transportation network, among other directions.

The study area contains all of the land use designations found within the City's Official Plan, however the areas directly affected by the analysis and recommendations of this report are located within the areas designated Neighbourhoods on the Official Plan Land Use Maps 13 through 23.

Making Choices (Chapter 1)

Chapter 1 of the Official Plan contains a series of vision statements about the future of the City and the decisions which will help achieve this vision. Section 1.1 of the Official Plan outlines the Principles for a Successful Toronto as a City of Diversity and Opportunity, a City of Beauty, a City of Connections, and a City of Leaders and Stewards. Section 1.2 discusses the implementation of the Plan, stating that Toronto's future is about re-urbanization and its continuing evolution that will involve a range of situations and decisions.

Healthy Neighbourhoods (2.3.1)

The diversity of Toronto's neighbourhoods, in terms of scale, amenities, local culture, retail services and demographic make-up, offers a choice of communities to match every stage of life. Our neighbourhoods are where we connect with people to develop a common sense of community. Section 2.3.1 of the Official Plan contains policies to ensure the City's Neighbourhoods remain healthy.

Neighbourhoods (4.1)

Toronto's Neighbourhoods contain a full range of residential uses within lower scale buildings, as well as parks, schools, local institutions and small-scale stores and shops serving the needs of area residents. Section 4.1 of the Official Plan contains policies to guide investment and development in Neighbourhoods, which includes residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes and townhouses, as well as interspersed walk-up apartments that are no higher than four storeys and respect and reinforce the existing physical character of the neighbourhood.

Housing (3.2.1)

Section 3.2.1 contains policies that help guide the provision of a range of housing across Toronto, directing that a full range of housing, in terms of form, tenure and affordability, will be provided across the City and within neighbourhoods, to meet the current and future needs of residents.

Public Realm (3.1.1)

Section 3.1.1 contains policies that help guide the development of streets, sidewalks, boulevards, and other areas within the public realm.

Built Form (3.1.2)

Section 3.1.2 of the Official Plan includes policies for the City's Built Form and requires that new development be located and organized to fit within an area's existing and/or planned context.

The City of Toronto Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

Official Plan Amendment 320

The Local Planning Appeals Tribunal issued an Order on December 7, 2018 to approve and bring into force OPA 320. The approved policies reflect the policies endorsed by Council at its meetings of June 26 to 29, 2018 and July 23 to 30, 2018 in response to mediation and settlement offers from OPA 320 Appellants.

OPA 320 was adopted as part of the Official Plan Five Year Review and contains new and revised policies on Healthy Neighbourhoods, Neighbourhoods and Apartment Neighbourhoods. The approved amendments uphold the Plan's goals to protect and enhance existing neighbourhoods that are considered stable but not static, allow limited infill on underutilized Apartment Neighbourhood sites and help attain Tower Renewal Program goals.

In its Order that approves OPA 320, the LPAT found that the OPA 320 policies are consistent with the Provincial Policy Statement (2014) and conform with the Growth Plan for the Greater Golden Horseshoe (2017).

Official Plan Amendment 418 - Second Units

On July 23, 2018, City Council adopted Official Plan Amendment (OPA) 418 to encourage the creation of second units to increase the supply and availability of rental housing within neighbourhoods across the city. Now in effect, OPA 418 permits second units within a primary dwelling in a detached or semi-detached house or townhouse. In addition, OPA 418 includes policies to permit second units within a building ancillary to a detached or semi-detached house or townhouse where it can be demonstrated that it will respect and reinforce the existing physical character of the neighbourhood.

Official Plan Amendment 403 - Laneway Suites

On June 26, 2018 City Council adopted OPA 403 to permit secondary suites in ancillary buildings adjacent to public lanes, known as laneway suites in *Neighbourhoods* within the Site and Area Specific Policy (SASP) 546 area. SASP 546 applies to the now former Toronto and East York Community Council boundary as it existed on January 1, 2018 and is in force and effect.

Zoning Considerations

City-wide Zoning By-law

The City-wide Zoning By-law 569-2013, applies to most of the City of Toronto. As some lands are not covered by Zoning By-law 569-2013, other relevant zoning By-laws from former municipalities are still in effect in some areas of the City.

By-law 810-2018

On June 26, 2018 City Council adopted By-law 810-2018 to permit secondary suites in ancillary buildings adjacent to public lanes (laneway suites) in the R zone within the now former Toronto and East York District.

Residential Zone Permissions

Chapter 10 of the City-wide Zoning By-law applies to all lands, uses, buildings and structures in the Residential Zone category. The Residential Zone category permits uses associated with the Neighbourhoods designation in the Official Plan. This zone category includes a range of residential zones including the Residential (R) Zone, Residential Detached (RD) Zone, Residential Semi-Detached (RS) Zone, Residential Townhouse (RT) Zone, and the Residential Multiple (RM) Zone.

Residential Zone (R)

The R Zone permits a range of single detached, semi-detached, townhouse, duplex, triplex, fourplex and apartment building forms, as well as a range of community uses such as day nurseries, retail stores, rooming houses, and community centres, subject to a range of conditions.

The maximum density of the R Zone varies across the city with lots permitting a maximum floor space index of 0.6 times the area of the lot, to up to 2.5 times the area of the lot. The maximum height of a dwelling permitted in this zone varies from between 8.5 and 12 metres.

A range of side yard setbacks are required for lots in the R Zone, ranging from 0.45-0.9 metres and up, depending on the dwelling type. A minimum rear yard setback of 7.5 metres is also typically required for properties in the R Zone.

Residential Detached Zone (RD)

The RD Zone permits detached houses, as well as a range of community uses such as day nurseries and community centres, subject to a range of conditions.

The maximum density of the RD Zone also varies across the city with lots permitting a maximum amount of floor space equal to between 0.35 and 0.45 times the area of the lot. The majority of lots zoned RD do not have a density number but are governed by lot coverage, which typically ranges from 30-40%. The maximum height of a dwelling permitted in this zone varies from between 8.5 and 10 metres, or a maximum of two storeys.

Residential Semi-Detached (RS)

The RS Zone permits detached and semi-detached houses, as well as a range of community uses such as day nurseries and community centres, subject to a range of conditions.

Similar to the RD Zone, density in the RS Zone is governed primarily by lot coverage, which typically ranges from 30-40% across the City. The permitted maximum height in this zone varies from between 8.5 and 9 metres, or a maximum of two storeys.

Residential Townhouse (RT)

The RT Zone permits townhouses as well as detached and semi-detached houses. A range of community uses are also permitted such as day nurseries and community centres, subject to a range of conditions.

Properties zoned RT typically do not have a density or lot coverage number allocated to them; rather, massing is governed by a minimum lot area for each dwelling unit on the lot. This number can range from 137 to 270 square metres. Typically, properties zoned RT have a maximum permitted height of 10 and 12 metres, or a maximum of three storeys.

Residential Multiple (RM)

The RM Zone permits detached and semi-detached houses, as well as duplexes, triplexes, fourplexes and small scale apartment buildings. This zoning category also permits community uses such as day nurseries and community centres, subject to a range of conditions.

The scale and mass of buildings in an RM zone can be covered by density, lot area for each individual unit, and number of units. The number of units permitted for each dwelling unit correspond to the building type: one dwelling unit for detached and semi-detached houses; two dwelling units for duplexes; three dwelling units for triplexes, four dwelling units for fourplexes; and five dwelling units for apartment buildings.

The maximum permitted heights also depend on the building type. For a detached or semi-detached house the maximum permitted height is 10 metres. For all other permitted building types, the maximum permitted height is 12 metres.

Reasons for the Proposed Amendments

The proposed amendment to Site and Area Specific Policy 546 (Attachment 4) is required to expand the permissions for laneway suites to lands designated Neighbourhoods across the City. Apart from expanding the area of effect of the Policy to include the entire city, no amendments to the policies themselves are proposed.

An amendment to Zoning By-law 569-2013 (Attachments 5) is required to permit laneway suites across the City of Toronto on all properties zoned R, RD, RS, RT or RM adjacent to a public lane. Minor amendments to provide further clarity for the interpretation and implementation of criteria established originally in Zoning By-law amendment 810-2018 are also proposed. These technical amendments do not affect the standards that govern the height, massing, setbacks, and general building envelope of a laneway suite.

Consultation and Agency Circulation

Community Consultation

The City Planning Division held community consultation meetings in each of the Toronto and East York, Etobicoke York, North York, and Scarborough districts. Each consultation was structured as a drop-in session over the course of 2 hours, with display boards describing the current permissions for laneway suites in Toronto and East York District, and the proposal to expand the permissions City-wide. Examples of approved laneway suites were also provided at the meeting for discussion purposes. City staff from City Planning, Toronto Building, Fire Services, Engineering and Construction Services, and Toronto Water, were available to answer questions and receive comments.

The four community meetings were held within the month of May 2019. While attendance varied, approximately 120 people attended the meetings in total, with the strongest attendance at the Toronto and East York and North York sessions.

At each meeting, the majority of attendees supported permitting laneway suites across the City. Many attendees asked questions regarding their own properties, noting that they intended to act on the expanded Official Plan and Zoning By-law permissions, should they be approved. Some attendees suggested the City should also permit garden suites – residential units in ancillary structures that do not abut a public laneway. It was also suggested that the City permit second units on through-lots - a lot with public street frontage facing the front and rear yard.

Concerns were raised about impacts to permit parking, overlook and privacy to adjacent yards, and tree removal. Some attendees suggested that the City was being too restrictive with the current development criteria for laneway suites. It was also suggested that the City should invest in smaller emergency service vehicles to allow service to more rear yards on public lanes, increasing the opportunity for laneway suites to be constructed.

Agency Circulation

In 2017, City Planning convened an interdivisional working group comprising staff from numerous City Divisions. These divisions included Solid Waste Management, Toronto Water, Toronto Hydro, Transportation Services, Toronto Fire, Toronto Buildings, Affordable Housing Office, Corporate Finance, City Legal, Parks, Forestry and Recreation, and Engineering and Construction Services. City Planning Division's Urban Design, Zoning and Committee of Adjustment, Strategic Initiatives and Policy Analysis,

and Community Planning sections were also represented on the interdivisional working group.

These Divisions have been consulted on further amendments to the Official Plan and Zoning By-law respecting City-wide laneway suite permissions. City staff from appropriate Divisions in Etobicoke York, North York and Scarborough districts have also been consulted on the proposed amendments.

This report has been circulated to all appropriate agencies and City Divisions. The responses received have been used to assist in the drafting of this report and the attached amendments.

COMMENTS

Planning Act

The Planning Act, requires Official Plans to include policies to permit second units in detached, semi-detached, and townhouses, as well as in ancillary buildings, and for zoning by-laws to implement those policies. The provisions permit one second unit either in a house (e.g. basement) or in an ancillary building (e.g. laneway suite) on the same lot. The proposed amendments to allow laneway suites on all low-rise residential lots, with requisite laneway access, within the City exceed the minimum requirements in the Act.

Provincial Policy Statement (2014)

Provincial Policy Statement (2014) The Provincial Policy Statement (PPS), 2014, provides policy direction on matters of provincial interest related to land use planning and development. City Council's planning decisions are required to be consistent with the PPS.

Policy 1.1.1.b) states that healthy, liveable and safe communities are sustained by accommodating an appropriate range and mix of residential uses, including second units, affordable housing and housing for older persons.

Policy 1.4.3 directs planning authorities to provide a range of housing types and densities to meet projected requirements of current and future residents. This policy directs planning authorities to permit and facilitate all forms of housing required to meet the social, health and well-being requirements of current and future residents, and all forms of residential intensification, including second units, and redevelopment where existing or planned infrastructure can accommodate projected needs. This policy further directs planning authorities to promote densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed. Planning authorities are also directed to establish development standards for residential intensification which minimize the cost of housing and facilitate compact form.

Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimizes the length and number of vehicle trips and supports current and future use of transit and active transportation.

Policy 4.7 recognizes the Official Plan as the most important vehicle for implementation of the PPS.

Policy 4.8 requires that planning authorities shall keep their zoning by-laws up-to-date with their Official Plans and the Provincial Policy Statement.

Laneway suites in Neighbourhoods provide an additional form of contextually appropriate infill housing that make efficient use of land and existing services. Laneway suites may provide new rental housing and additional living space for extended families, accommodating the City's population as it ages and as family structures change over time.

The proposed amendments to the Official Plan and the City-wide Zoning By-law which permit the as-of-right development of laneway suites in Neighbourhoods, subject to a range of performance criteria, are consistent with the above policies and other relevant policies of the Provincial Policy Statement.

A Place to Grow (2019)

A Place to Grow (2019) (the "Growth Plan") provides a framework for managing growth in the Greater Golden Horseshoe. City Council's planning decisions are required to conform with the Growth Plan.

The policies of the Growth Plan regarding how land is developed, resources are managed and protected, and public funds are invested, are based on the Guiding Principles found in Section 1.2.1. These Guiding Principles support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households, and planning for more resilient, low-carbon communities. They also direct municipalities to make efficient use of land and infrastructure and support transit viability.

The Growth Plan acknowledges that many communities are facing issues of housing affordability, which are being driven primarily by sustained population growth and socio-economic factors. The Growth Plan helps to address this challenge by providing direction to plan for a range and mix of housing options, including second units and affordable housing and, in particular, higher density housing options that can accommodate a range of household sizes in locations that can provide access to transit and other amenities. The plan also highlights the need for stakeholders to work collaboratively to find opportunities for more age-friendly community design.

Section 2.2.1.3.c) directs municipalities to undertake integrated planning to manage forecasted growth by supporting an urban form that optimizes infrastructure to support the achievement of complete communities through a more compact built form.

Section 2.2.1.4 c) echoes the guiding principles noted above by supporting complete communities that provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes. Section 2.2.1.4 d) directs

that complete communities expand access to a range of transportation options, including active transportation, a range of recreation opportunities, parks and other community facilities.

Section 2.2.6.1 directs that municipalities will prepare a housing strategy in accordance with the policies of the PPS that identifies a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents and establishes targets for affordable ownership housing and rental housing. Section 2.2.6.2 directs that municipalities support complete communities by planning for the range and mix of housing options and densities of the existing housing stock and planning to diversify and increase density of the overall housing stock across the municipality.

The proposed Official Plan and Zoning By-law amendments permit an additional compact form of infill housing that diversifies the City's overall housing stock in areas served by transit, active transportation networks, parks, community facilities and other existing infrastructure. The proposed amendments support the creation and growth of complete communities and provide new rental accommodation and additional living space for households of different sizes, ages, and incomes, in an effort to increase housing options in response to diminishing housing affordability. The proposed amendments to permit laneway suites conform to the Growth Plan.

Official Plan

The proposed Official Plan Amendment 460 permits laneway suites within areas designated as Neighbourhoods across the city, subject to a range of criteria. These criteria reflect the tests of scale, form, and impacts contained within the policies currently governing Neighbourhoods, as well as the Official Plan's Built Form policies. These criteria were developed initially in 2017 and 2018 through the original Changing Lanes study. City Planning Staff consider that the policies approved for laneway suites in Toronto and East York are appropriate for laneway suites in other areas of the City.

The proposed amendments have been reviewed against the policies of the Official Plan. Detailed and extensive consideration of the Official Plan policies relevant to Laneway Suites is contained in the Final Report for laneway suites and can be viewed at: <https://www.toronto.ca/legdocs/mmis/2018/te/bgrd/backgroundfile-114992.pdf>

The proposed Official Plan Amendment represents an appropriate evolution of the Plan consistent with the broader city building initiatives found in Chapter 1 of the Plan.

Land Use and Built Form

The Official Plan currently permits laneway suites in the rear yard of a property abutting a public laneway, in the Neighbourhoods land use designation within the Toronto and East York District as it existed prior to the municipal election in 2018.

The proposed Amendment balances the Plan's policy objective of providing a full range of housing, in terms of form, tenure and affordability, across the City, in a form that acknowledges the Plan's objective to limit significant Neighbourhood change over time.

The proposed Official Plan Amendment includes wording to guide the development of laneway suites in a manner that continues to implement the policies that currently guide development in Neighbourhoods across the City - Policies 4.1.5 and 4.1.9. The proposed policies require that laneway suites be designed and constructed in accordance with the following criteria:

- being subordinate in height and area to the principal dwelling on a lot,
- being no higher than two storeys;
- being located only on a lot that abuts a public laneway;
- limiting privacy and overlook issues on adjacent properties;
- limiting the reduction of soft landscaping on the property; and
- ensuring the lot on which the laneway suite is proposed will continue to respect and/or reinforce the existing lot pattern of the established neighbourhood.

The above criteria reflect the policy objectives for scale, form, and impacts contained within the policies currently governing Neighbourhoods, as well as the Official Plan's Built Form policies. The proposed Draft Zoning By-law amendment includes performance standards to implement these policy objectives.

The proposed amendment allows the creation of additional residential units, in the form of laneway suites, within the City's Neighbourhoods, balancing and advancing the Official Plan's objectives to create complete communities, providing a range of housing in terms of type and tenure, and ensuring a form of development that makes efficient use of land while limiting impacts on the character and function of the existing Neighbourhoods. The proposed amendment constitutes a measured, appropriate change, which supports the Plan's guiding principles related to the provision of housing and allowing for gradual change. Laneway suites, when designed generally in accordance with the standards prescribed in the Zoning By-law, are of a modest scale and located appropriately so as to limit impacts on adjacent properties and fit within the area context. Laneway Suites are compatible with the character of established Neighbourhoods, even in cases where no laneway suites currently exist as part of the prevailing building stock.

Laneway Suites in Low Rise Residential Zones

The proposed amendments to the Zoning By-law will expand the permission for Laneway Suites, subject to the same criteria established in Zoning By-law Amendment 810-2018, City-wide, and to all properties zoned R, RD, RS, RT, and RM - in the City-wide Zoning By-law 569-2013.

Currently, laneway suites are only permitted in the R zone permits all types of low-rise dwellings, subject to performance criteria. The rationale presented to City Council by

staff in the Final Report and Supplementary Report on laneway suites in 2018 established that laneway suites are an appropriate form of second units on lots with single detached houses, semi-detached houses, townhouses and other low rise residential building types (e.g. duplexes, triplexes, and apartment buildings). The proposed expansion of permissions for laneway suites to the other low rise residential zones which also permit these residential building types, to various degrees, is similarly appropriate and is consistent with the Policies and objectives of the Official Plan.

Laneway Suite Uses

The proposed permitted uses within laneway suites are summarized below:

Living Accommodation - Regulation 10.5.60.1(2) of the City-wide Zoning By-law does not permit living accommodations in an ancillary building in the Residential Zone category. Regulation 10.5.60.1(3) further restricts the ability for both food preparation and sanitary facilities in an ancillary building. The proposed Zoning By-law amendment will permit living accommodations in ancillary buildings in the R, RD, RS, RT, and RM Zones, defined as laneway suites, with specific use requirements.

Home Occupations - The proposed Zoning By-law amendment permits home occupations consistent with the provisions of By-law 569-2013. For example, music or dance instruction or a home office, subject to certain conditions.

Number of Dwelling Units - A maximum of one (1) laneway suite is proposed to be permitted within an ancillary building. A laneway suite is also proposed to be permitted on a lot, subject to the criteria detailed in this report, regardless of the number of secondary suites or other residential building types with multiple dwelling units (e.g. apartment buildings, triplexes, duplexes and fourplexes) existing on a lot.

Design Criteria for Laneway Suites

The Final Report and Supplementary Reports on laneway suites presented to City Council in 2018 included a comprehensive description of each performance standard related to the form and scale of laneway suites. These performance standards are discussed in this report and detailed in the attached Draft Zoning By-law Amendment and summarized as follows:

The proposed Zoning By-law amendment (Attachment 5) and Laneway Suite Guidelines contain a range of requirements and criteria to guide the location, form and scale of laneway suites. These criteria have been developed to ensure new laneway suites constructed in accordance with the By-law and Guidelines are subordinate to the main dwelling on a lot and limit their impacts on surrounding properties.

The proposed criteria to govern the location and form of laneway suites are summarized as follows.

Location on a Lane - Laneway suites are only permitted on lots with a minimum 3.5 metres wide rear or side lot line abutting a public laneway.

Density - Laneway suites are excluded from the permitted floor space index or other density provisions (i.e. floor area).

Basements - Basements may be permitted in laneway suites, primarily for the purpose of storage and for installing mechanical equipment, provided the introduction of the basement does not result in an increased building height above the maximum permitted 6.0 metres.

Separation Distance - Laneway suites must be separated from the rear of the existing house by a minimum of 5 metres in the case of a one-storey laneway suite, and a minimum of 7.5 metres in the case of a two-storey laneway suite. A one-storey laneway suite is any structure at or below 4 metres in height. A two storey laneway structure is any structure which exceeds 4 metres in height up to the maximum 6 metres permitted height.

Building Height - The maximum building height of a new laneway suite is two storeys (6 metres).

Wall Height - On the side of the laneway suite facing the main house, the maximum height of a wall is 4 metres. Above that height, the second floor must be setback from the front wall at a ratio of 1:1. The maximum height of any other wall of a laneway suite is 6 metres.

Rear Yard Soft Landscaped Space - Within the setback between the laneway suite and the main house a total of 60% of the rear yard area will be soft landscaping for lots less than 6.0 metres in width, and a total of 85% of the rear yard area between the laneway suite and the main house will be soft landscaping on lots greater than 6 metres in width.

Laneway Suite Length and Width - The maximum length of a laneway suite is 10 metres and the maximum width of the suite is 8 metres.

Rear Yard Setbacks - A minimum 1.5 metre setback from the rear property line is required for a laneway suite. A minimum of 75% of the area within the setback from the laneway that is located on private property is required to be soft landscaping.

Side Yard Setbacks - No side yard setbacks are proposed for laneway suites on internal lots if there are no openings such as vehicle access, doors or windows in the side main wall of the ancillary building. In the case of a corner lot with frontage on two public streets and a lane, a laneway suite is required to be setback from the flanking street the same distance as for the main dwelling.

Parking - No parking spaces will be required on a lot that includes a laneway suite. For lots without a laneway suite the current parking requirements will remain unchanged. A total of two bicycle parking spaces are required on a site with a laneway suite.

Second Floor Outdoor Amenity Space - There is no minimum required outdoor amenity space proposed for a laneway suite. Amenity space may be provided in either the rear yard of the property facing the main dwelling, or on a second storey balcony facing the laneway. A balcony is not permitted to encroach into the lane setback. The exterior sides of all balconies must include a 1.5 metre tall visual screen on sides adjacent to a side yard.

Projections Above the Permitted Height - The proposed By-law amendment allows some projections above the permitted height up to 1 metre for elements such as antennae, flagpoles, satellite dishes, weather vanes, and chimneys.

Encroachments into the Building Setbacks

The proposed by-law amendment includes some permitted encroachments into the required building setbacks for architectural features up to 0.6 metres for elements such as decorative columns, cornices, and chimney breasts. All projecting elements are required to be contained on the lot and cannot extend beyond property lines.

These criteria were developed by City Planning staff in collaboration with numerous area Residents Associations and other stakeholders. The Final Report and Supplementary Report on laneway suites in 2018 discuss and rationalize these performance criteria in additional detail.

At this time, City Planning staff consider any changes to the By-law standards regulating the height, form, scale, setbacks, parking, open space requirements, etc. of laneway suites to be premature and no changes to these performance standards, apart from technical amendments for the purpose of clarifying zoning interpretations, are proposed in this report. Following the conclusion of the City's 100-building permit monitoring period for laneway suites, as directed by City Council, adjustments to laneway suite permissions may be considered and any recommended changes will be presented to City Council for consideration.

Permitted Setbacks for Existing Accessory Buildings

The proposed By-law amendment permits the use of a laneway suite within an accessory structure in a residential zone that existed, or had been issued permits, on or before May 9, 2013 - the date of passing of By-law 569-2013. This is considered by the By-law to be a lawfully existing structure. The proposed By-law amendment permits laneway suites in lawfully existing structures whether or not they meet the required setbacks in the Section 150.8 of By-law 569-2013. If additions to a lawfully existing structure are proposed to accommodate a laneway suite, these additions will be required to meet the requirements in Section 150.8 of By-law 569-2013. Building permits will still be required to convert a lawfully existing accessory structure to a laneway suite.

Shadow, Privacy and Overlook

While the overall tone of the recent consultations on expanding laneway suites was supportive, questions regarding privacy, overlook, and shadowing impacts on adjacent

properties were raised by some attendees. Similar comments were made during the 2017 and 2018 consultations on laneway suites.

Policy 3.1.2 of the Official Plan directs that new development be massed, located and organized to fit within an area's existing and/or planned context, to specifically provide adequate light and privacy, and adequately limit shadowing of neighbouring properties and open spaces. The performance standards for laneway suites established in Zoning By-law Amendment 810-2018 were developed by City staff in collaboration with area Residents Associations to mitigate impacts related to overlook, privacy and shadowing on adjacent properties pursuant to the policies in the Official Plan and in response to comments received.

In determining the scale and form of laneway suites in the preparation of By-law 810-2018, the City undertook shadow analyses and considered several approaches to sculpt the 2nd storey of a laneway suite to mitigate overlook into and privacy impacts on adjacent yards. Over the course of developing the proposed laneway suites Zoning By-law Amendment, the City made several adjustments to respond to community concerns about privacy, overlook, and loss of open green space. The City introduced a step back, or angular plane, at the 2nd storey facing the main house, adjusted rooftop encroachment permissions, removed draft permissions for 2nd floor balconies facing the main house, and made other incremental changes to the By-law provisions in response to these comments and concerns. The proposed Zoning By-law amendment includes a 2-metre step back at a height of 4 metres and a distance of 7.5 metres from the main house.

The proposed Zoning by-law amendment also restricts any openings facing a side yard on walls closer than 1.5 metres to a side lot line. The proposed By-law amendment appropriately limits the privacy, overlook, and shadowing impacts on adjacent properties. These are the same provisions included in By-law 810-2018, governing laneway suites in Toronto and East York. In the opinion of City Planning staff these standards are also appropriate for the construction of laneway suites city-wide.

Though the laneway suites monitoring period, the City will review and consider whether the By-law provisions intended to mitigate overlook, privacy, and shadowing have been successful or if other approaches should be considered to adequately address these matters while continuing to allow livable, attractive, laneway suite designs.

Servicing Laneway Suites

Laneway suites may be serviced via the same water and sanitary connection as the main house. If services exist within a public laneway, as may sometimes be the case, the suite may make servicing connections in the laneway.

No changes to the City's By-laws or Municipal code related to services are necessary to facilitate the servicing of laneway suites.

Laneway suites are not expected to have any significant impact on the capacity of piped services (ie. water, stormwater, sanitary). When originally constructed, many of the low

rise residential dwellings in the City were designed with the appropriate infrastructure capacity to accommodate large families. In some areas of the city, particularly in the more suburban neighbourhoods, the population has flattened or in some cases declined, particularly over the last 15 years in North York and Etobicoke York. It is estimated that the yearly construction of laneway suites in Toronto will continue to be a modest, incremental addition to the City's housing starts. It's reasonable to conclude that adding a laneway suite would not have a negative impact on the servicing capacity in the Neighbourhoods.

Stormwater Management

City staff recommends that permeable surfaces, gardens and green roofs be employed to help retain stormwater on site. Zoning By-law 810-2018 requires rear yard landscaped open space to ensure that a significant portion of the rear yard, between 60% and 85% depending on lot width, with a laneway suite is soft landscaping.

Traffic Impacts, Parking and Street Parking

The current zoning permissions for laneway suites in the Toronto and East York District do not require a vehicle parking space for any laneway suite located on a lot with a detached house, semi-detached house, townhouse, duplex, triplex, fourplex, or house with multiple secondary suites.

When evaluating the requirements for parking in preparation of Zoning By-law 810-2018, City staff considered two options: continue to require a parking space for the principal dwelling on a lot, but not for a new laneway suite; or, not require any parking for any unit on the lot. In assessing these two approaches, the City considered the presence of cycling and transit infrastructure, the policy objectives of the Official Plan, the design implications of required parking for laneway suites, the City's current approach to the issuance of street parking permits, and the possibility of variances that can remove parking from a residential lot.

The Official Plan encourages decreasing the reliance on personal automobiles in both policies and its general text in numerous areas. Policy 2.1.1.d) acknowledges that the City will work to develop strategies which reduce automobile dependency. Policy 2.4.1.3 directs the City to pursue measures which increase the proportion of trips made by active transportation and transit.

One of the objectives of laneway suites is to provide housing for an aging population that may have mobility challenges and ground level accommodation is ideal in this regard. Removing the requirement for parking to be provided in the rear yard allows for the entire ground floor of a laneway suite to be used as living space. The ability to utilize the entire ground floor can also allow laneway suites on narrow lots to meet accessibility standards. Designing a laneway suite around a parking space creates significant limitations on the structure, diminishing the ability to create accessible, ground floor housing.

Of the preliminary project review applications for laneway suites submitted to the City for review to date, some include one parking space and others have no parking. A few applications have included two parking spaces.

Section 45 of the Planning Act allows anyone to apply for a minor variance to remove the required parking. Transportation Services staff have advised that they generally do not object to minor variance applications requesting relief from the requirement to provide a single parking space on a residential lot. City Planning staff would also not object to a variance to remove a single parking space from a residential lot. In the opinion of City staff the proposed parking provisions, which are consistent with the provisions originally established in By-law 810-2018, remain appropriate for the additional residential zones and areas of the City where this report proposes to permit laneway suites.

Street Parking

Under the City's current policies regarding issuance of street permit parking, should the owner of a property elect to construct a laneway suite and choose to remove the on-site parking space from their lot, they are not entitled to receive an on-street permit to replace their parking in instances where they are in an oversubscribed street parking area. If there is sufficient space on the property, the owner may incorporate a parking space within the laneway suite or elsewhere on the property, subject to any requirements related to the location of the space.

City Planning and Transportation Services staff anticipate that laneway suites will have a negligible impact on road network capacity and will not add significant pressure on the capacity of street parking.

Emergency Access

To ensure access to a laneway suite in the case of an emergency, Toronto Fire Services and Emergency Services require a maximum 45 metre travel distance, with a minimum width of 1 metre and a vertical clearance of 2.1 metres, from a public street to the entrance of a laneway suite.

Currently, this emergency access can be accommodated in three ways:

- Via a minimum 1 metre wide by 2.1 metre high side yard, contained all on one property, with a maximum 45 metre distance to the street line;
- Via a maximum 45 metre distance from a public street over a public laneway; or
- Via an abutting public street.

In order for the Chief Building Official to issue building permits, a proposed building must comply with the relevant Ontario Building Code regulations and Zoning by-law. The provision of appropriate access for emergency services is a component of the Ontario Building Code review.

Solid Waste Collection

The size of the City's solid waste collection vehicles and the dimensions and conditions of public laneways are often incompatible. This prevents Toronto Solid Waste Services from offering service to the front of laneway suites via the public laneway. The City could widen and improve laneways to a standard that would accommodate the current garbage collection vehicles through land acquisition, but doing so would be cost-prohibitive. A more cost-effective option to provide solid waste collection from laneways would involve purchasing smaller solid waste collection vehicles, however this is not currently being contemplated by the City.

Solid waste from laneway suites will be collected from the front yard of the lot on which the suite is located. The emergency access routes detailed in the preceding section can provide adequate pathways to bring solid waste to the street on collection days. In some cases side yard setbacks may not be adequate for emergency services access but may still provide enough space to bring either bins or bagged garbage/recycling/green bin contents to the street.

In the case of row housing, solid waste can be transported to the street by walking bins or bags around the laneway on collection days or through an arrangement with the owners of the principal house. This latter case is anticipated to be uncommon given the challenges of constructing a laneway suite behind a row house.

Storage of waste and bins from the laneway suite may be accommodated on the laneway side, provided they do not obstruct the laneway, or the interior lot side of the suite, but should be screened or enclosed in either case.

Lane Widening

Official Plan Policy 2.2.3.c) requires that the City acquire lands to widen public lanes over time. Public lanes serving residential lands or parks and open space will be at least five metres wide and public lanes serving commercial, mixed commercial-residential, institutional or industrial lands on at least one side will be at least six metres wide. The Plan requires the conveyance of land to widen the lane at a nominal consideration from abutting property owners as a condition of subdivision, severance, minor variance, and condominium or site plan approval.

In most cases, a subdivision, severance, minor variance, condominium or site plan application are not contemplated for the construction of laneway suites. The City will not be able to acquire the lands at the time of construction for a lane widening absent any of these applications, but the proposed zoning standards ensure adequate setbacks should the City be able to acquire the land for a lane widening at a later date.

Impacts on Lanes and Suitability of Lane Widths for Access

In the opinion of Transportation Services staff, the impacts on the City's public laneways resulting from the construction of laneway suites will not be significant. The majority of suites will be accessed via residential side yards. Additionally, pedestrians, cyclists and vehicles are all permitted to access public lanes, regardless of the type or width of the lane.

Transportation Services will determine whether any upgrades to laneways where suites are constructed are necessary over time. The City currently budgets for work within public laneways, and Transportation Services staff suggest that any upgrades or maintenance resulting from laneway suites will be minimal. Transportation Services staff acknowledge that pedestrians and cyclists currently use public laneways.

Toronto Hydro

Laneway suites are not required to have a separate Toronto Hydro meter. Installing a separate meter may be done at the owner's discretion. The meter may be installed on either the main house or the laneway suite.

Most public laneways contain approximately 10-metre tall poles supporting Toronto Hydro infrastructure along one side of the lane. Installing a hydro connection to a laneway suite from these existing utilities in the public laneway is not permitted. All Toronto Hydro connections must be from the street or the main house.

Toronto Hydro has noted that separation distance requirements from hydro poles and transmission lines are required for new development. These distances can vary based on the nature and location of the infrastructure. In most cases the required lane setback is sufficient to address separation distance from the Toronto Hydro pole. In rare cases, infrastructure may have to be relocated to allow a laneway suite, or the laneway suite may need to be modified.

It is advised that individuals considering a laneway suite contact Toronto Hydro at the early design stages to confirm any setback requirements.

Tree Protection

The construction of a laneway suite and supporting utilities may require the removal and/or injury of trees protected under the City's Tree By-laws. Trees on City streets are protected under Municipal Code, Chapter 813, Article II; significant trees on private property are protected under Municipal Code, Chapter 813, Article III or Municipal Code Chapter 658, Ravine and Natural Feature Protection By-law. Tree By-laws were adopted to preserve healthy trees on private and City property, to assist in sustaining the urban forest in the city, and to educate individuals with respect to tree protection measures and alternatives to tree injury and destruction. If an applicant wishes to injure or remove a protected tree, a permit under the relevant Tree By-law is required.

It is difficult to anticipate the impact that construction of laneway suites may have on tree protection. City Planning Staff note that many of the lots abutting public laneways have existing garages or other accessory structures within the general footprint of where the proposed By-law amendment contemplates a laneway suite. Applications to remove existing trees may be required from time to time, though they will likely be limited.

The proposed policies, communication measures, and practices summarized in this section of the report were developed in consultation with Urban Forestry and Toronto Buildings Staff over the course of the initial Changing Lanes initiative in 2017 and 2018,

and in the opinion of City staff continue to represent a positive step forward in enhanced tree protection.

The proposed Official Plan Amendment intends that laneway suites, when subject to consideration by the Committee of Adjustment, will not result in the removal of a tree protected by a Tree By-law. The proposed policies also direct that City Planning staff to have regard for preservation of an existing tree protected under a Tree By-law when a minor variance application for a laneway suite is received and a protected tree is proposed to be removed.

In cases where the laneway suite is designed to the as-of-right permissions in the proposed Zoning By-law Amendment (Attachment 5), the General Manager of Parks, Forestry, and Recreation may refuse the tree removal permit, in accordance with Municipal Code Chapter 813. The applicant may appeal the decision to the appropriate Community Council.

In cases where variances are required, the proposed policies provide effective protection against the removal or injury of a protected tree. In practice, the proposed Official Plan policies provide clear direction to the Committee of Adjustment that, if a healthy tree was proposed to be removed or injured to allow for the construction of the laneway suite, the proposed variances would not meet the intent of the Official Plan and may be refused.

The proposed Official Plan policies regarding tree protection related to the construction of laneway suites are more explicit than the City's current policies regarding any other type of development in Neighbourhoods regarding the protection of trees in assessing the appropriateness of Neighbourhood infill development. In practice, these policies will result in overall improved protection for trees protected under the Tree By-laws when a laneway suite is proposed. The proposed communication and monitoring program are also anticipated to have a positive impact on tree protection.

Site and Area Specific Policy 211 – Bloor Yorkville / North Midtown

In its decision to approve permission for laneway suites in Toronto and East York in June 2018, City Council directed City Planning staff to consider any necessary policies and/or by-law standards to permit and regulate Laneway Suites as part of the review of Site and Area Specific Policy 211. Site and Area Specific Policy 211 encompasses the Bloor Yorkville/North Midtown area that is bounded by Avenue Road to the west, Bloor Street to the south, the Rosedale Ravine and Yonge Street to the east, and the CP rail corridor to the north. The area includes Neighbourhoods, Apartment Neighbourhoods, Areas of Special Identity, Mixed Use Areas, and Open Space Areas.

A letter from the ABC Residents Association, dated June 5, 2018, received during the original Changing Lanes initiative expressed concerns with OPA 403 and Zoning By-law 810-2018 as it related to Site and Area Specific Policy 211 (SASP 211). The letter raised concerns with conformity with SASP 211 as a concern, stating that the policies governing character in the low-rise Neighbourhoods in SASP 211 may not be consistent with OPA 403. City Planning removed the Ramsden Park, Yorkville Triangle and

Asquith-Collier Neighbourhoods from OPA 403 and Zoning By-law 810-2018 for further consideration of the policies of SASP 211.

Representatives from the ABC Residents Association were in attendance at the May 1, 2019 community consultation meeting and spoke with staff about the City's proposal to include the area of SASP 211 within the policies permitting laneway suites as part of the proposed expansion of these permissions to the rest of the City. The ABCRA representatives in attendance advised staff that they were not supportive of including laneway suites in these neighbourhoods without further study. City staff followed up with an invitation to the ABCRA to meet and discuss the group's comments and concerns. A letter from the ABCRA submitted in response to the City's request to meet suggested that inclusion of these areas in the proposed Official Plan Amendment to permit laneway suites across the City was premature, citing the direction of Council from June 2018 noted above.

Having undertaken further review of SASP 211 as directed by City Council, City Planning Staff advise that there are no policy conflicts between the proposed Official Plan Amendment and the policies of SASP 211. The intent of the policies respecting SASP 211 is to ensure new development reinforces the character of the established neighbourhoods in these areas, a policy objective not dissimilar to the objectives of general Neighbourhoods policies in the Official Plan. In the case of SASP 211 the neighbourhood character is established as "tree-lined streets and houses of two and three storey height, consistently setback from the street line". The construction of laneway suites, limited to 2 storeys in height and located in the rear yard adjacent to a public laneway, will not conflict with these characteristics. SASP 211 also states that "new development will be contextually similar and appropriate to the individual settings, patterns of development, unique features, architectural and landscape character, and heritage significance within these areas." As established in previous reports to City Council on laneway suites and earlier in this report, laneway suites, when designed in accordance with the standards prescribed in the Zoning By-law, are of a scale and form that fits appropriately within the established area context and is compatible with the character of established neighbourhoods, even in cases where no laneway suites currently exist as part of the prevailing building stock. Laneway suites are a form of development that is contextually similar to the pattern of development in the Neighbourhoods within SASP 211.

City Planning staff recommend that the proposed Official Plan and Zoning By-law Amendments to permit laneway suites include the Ramsden Park, Yorkville Triangle and Asquith-Collier neighbourhoods.

Coach Houses

During the consultation program on laneway suites, staff received comments that policy and regulations should be implemented to allow for other forms of suites in ancillary buildings on appropriate properties not on public laneways. These types of suites are often referred to as coach houses. At its meeting on June 26, 2018, City Council directed City Planning to create a planning framework for suites within ancillary

buildings without laneways the Toronto and East York District boundaries. This work has not yet commenced.

Communication and Monitoring Program

Should the proposed amendments be approved by City Council, City Planning staff will host training sessions for staff from City Planning, Toronto Buildings, Fire Services, and Engineering and Construction Services in the Etobicoke York, Scarborough and North York districts to ensure consistent City-wide understanding and implementation of the laneway suites policies and By-law provisions.

At its meeting on June 26, 2018, City Council directed City staff to initiate a monitoring program for the implementation of laneway suites in the Toronto and East York district. Monitoring programs for laneway suites exist in other municipalities, most notably the City of Vancouver. The monitoring program reviews the planning and building process, the overall policy and regulatory framework, the fee structure, and any other aspects of laneway suites.

The City is currently monitoring laneway suite application activity. As of the date of this report, a total of 102 preliminary project review applications and 36 minor variance applications have been submitted to construct Laneway Suites. A total of 12 building permits for laneway suites have been issued and 25 additional building permit applications are in the review process.

The monitoring period will conclude two years from the enactment of Official Plan Amendment 403 and Zoning By-law Amendment 810-2018, or following the issuance of the 100th building permit for a laneway suite, whichever occurs first. Upon conclusion of the monitoring period the City will prepare a report to Planning and Housing Committee to discuss the conclusions from the monitoring program. The report will also include the outcomes of consultation with City staff involved with the Toronto Seniors Strategy and seniors advisory organizations, as well as the City's Accessibility Advisory Committee.

Conclusion

The recommendations of this report have been informed by a comprehensive analysis undertaken by an interdivisional group of City staff and through significant public consultation.

In June 2018, Toronto City Council approved amendments to the Official Plan and Zoning By-law to permit laneway suites in Toronto and East York District. In February 2019, Planning and Housing Committee requested that the City report on expanding permissions for laneway suites to Etobicoke York, North York, and Scarborough Districts.

This report recommends expanding the previously approved Official Plan Policies and Zoning By-law provisions to allow laneway suites, subject to a range of criteria, on all properties in low-rise residential zones, abutting a public laneway, within the City.

Laneway suites are a part of complete communities. They can provide more opportunities for people to live in low-rise housing, close to where they work, shop, and

play, and can help make the city's urban lanes more green, liveable, and safe. Laneway suites can contribute to increasing the supply of rental housing and provide additional housing options for a variety of households and family structures.

City Planning staff recommends the approval of the Official Plan and Zoning By-law Amendments to permit laneway suites in neighbourhoods across the City of Toronto.

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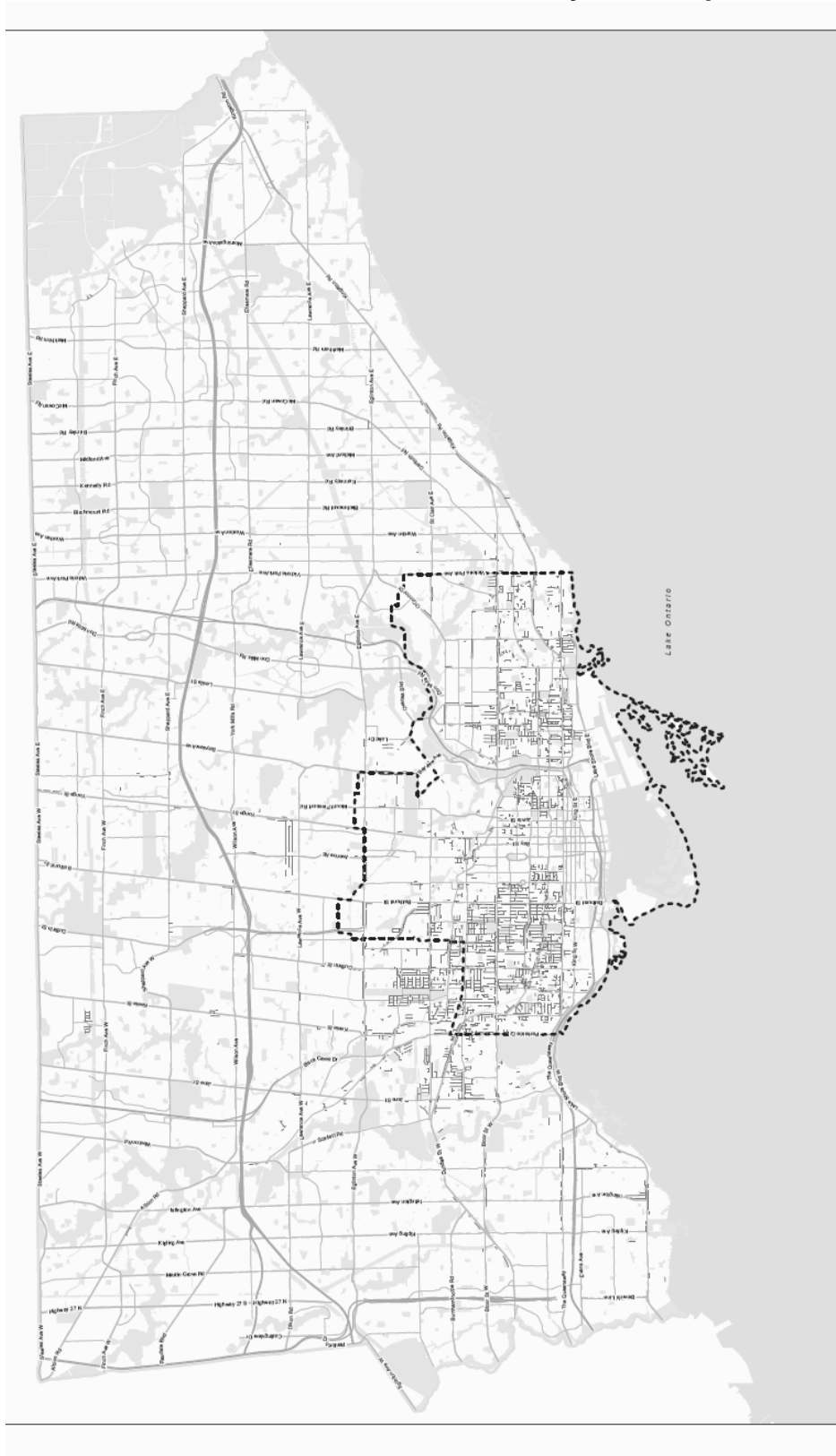
SIGNATURE

Gregg Lintern, MCIP, RPP
Chief Planner and Executive Director
City Planning Division

ATTACHMENTS

- Attachment 1: Study Area Map
- Attachment 2: Diagram of Laneway Suite Performance Standards - Laneway View
- Attachment 3: Diagram of Laneway Suite Performance Standards - Rear Yard View
- Attachment 4: Draft Official Plan Amendment No. 460
- Attachment 5: Draft Zoning By-law Amendment (By-law No. 569-2013)

Attachment 1: Study Area Map



— Public Laneways

--- Laneway Suites By-law 810-2018 boundary

Study Area

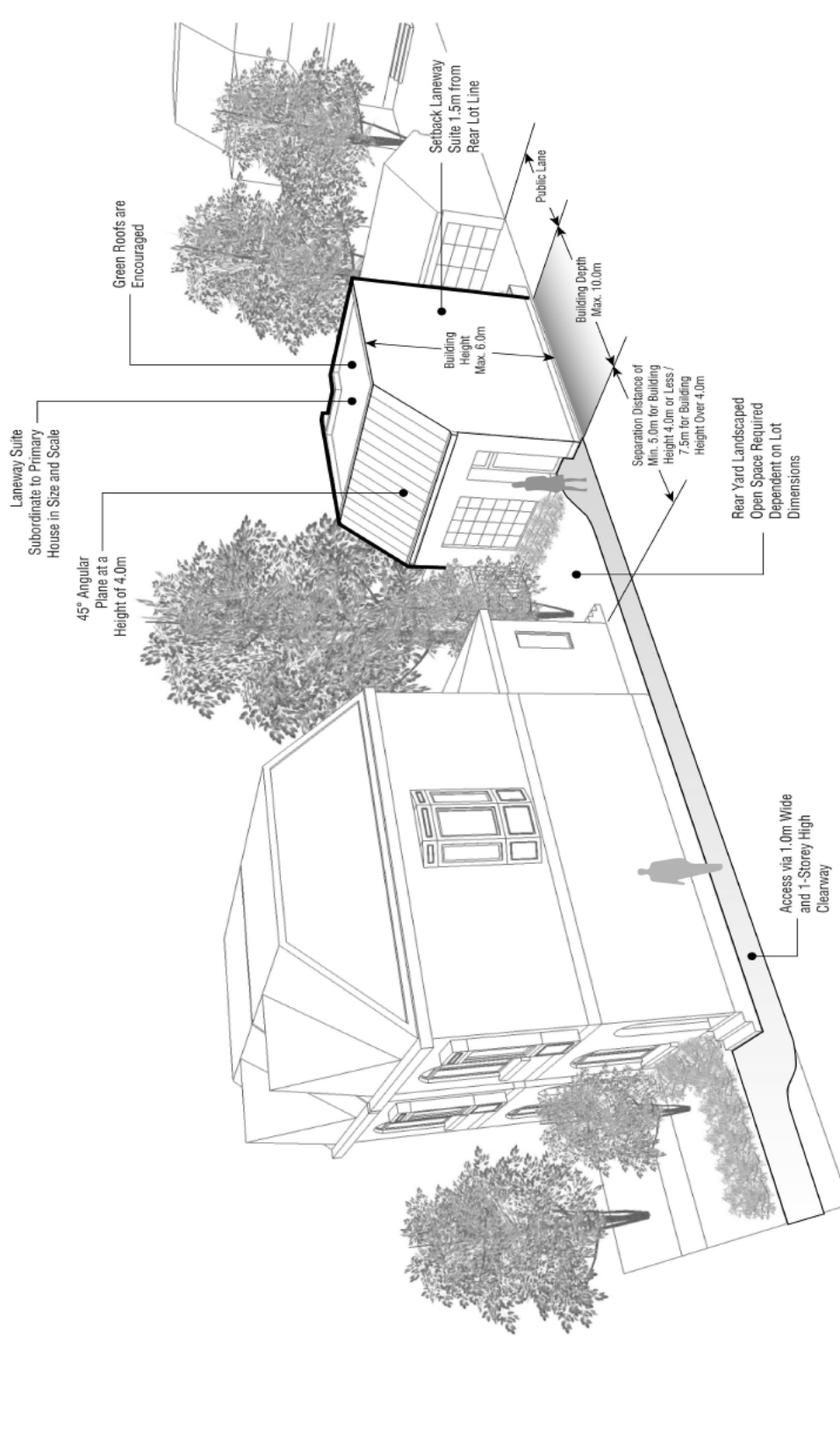
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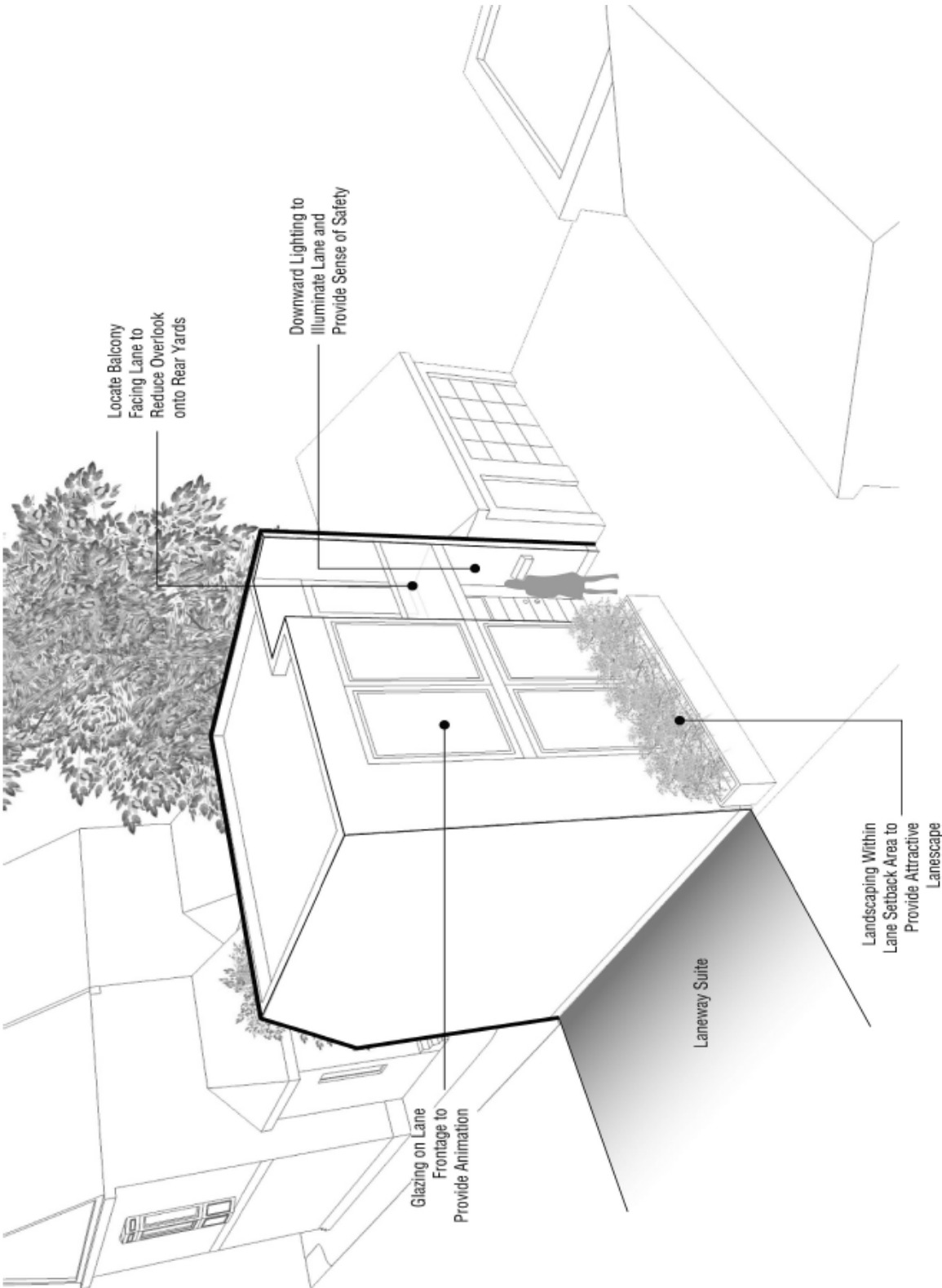
Changing Lanes: The City of Toronto's Review of Laneway Suites

File # 17 270684 SPS 00 02

Attachment 2: Diagram of Laneway Suite Performance Standards - Laneway View



**Attachment 3:
Diagram of Laneway Suite Performance Standards - Rear Yard View**



Attachment 4: Draft Official Plan Amendment No. 460

Published as a separate attachment

Attachment 5: Draft Zoning By-law Amendment

To be published prior to July 3, 2019 Planning and Housing Committee.