

Authority: Planning and Housing Committee Item PH18.5,
adopted as amended by City of Toronto Council on
February 5, 2025
City Council voted in favour of this by-law on February 11,
2025
Written approval of this by-law was given by Mayoral
Decision 4-2025 dated February 11, 2025

CITY OF TORONTO

BY-LAW 103-2025

To adopt amendment 778 to the Official Plan for the City of Toronto.

Whereas authority is given to Council under the Planning Act, R.S.O. 1990, c. P.13, as amended,
to pass this By-law; and

Whereas Council of the City of Toronto has provided adequate information to the public and has
held at least one public meeting in accordance with the Planning Act;

The Council of the City of Toronto enacts:

- 1.** The attached Amendment 778 to the Official Plan is hereby adopted pursuant to the
Planning Act, as amended.

Enacted and passed on February 11, 2025.

Frances Nunziata,
Speaker

John D. Elvidge,
City Clerk

(Seal of the City)

AMENDMENT 778 TO THE OFFICIAL PLAN

The Official Plan of the City of Toronto is amended as follows:

1. Chapter 2, SHAPING THE CITY, 2.2.3 AVENUES: REURBANIZING ARTERIAL CORRIDORS is deleted in its entirety and replaced with:

2.2.3 AVENUES: CREATING COMPLETE COMMUNITIES ALONG STRATEGIC TRANSIT CORRIDORS

The *Avenues* on Map 2 play a key role in Toronto's growth. As major streets that are well served by public transit, *Avenues* will change and grow to provide a full range of housing options and contribute to Toronto's fabric of complete communities.

High quality, reliable public transit service is essential to the success of the *Avenues*. The growth and redevelopment of the *Avenues* should be supported by high quality and reliable transit services, including priority measures for buses and streetcars, and urban design and traffic engineering practices that creates safe, comfortable and attractive *Avenues* for all users—transit riders, pedestrians, cyclists, and drivers.

As *Avenues* change and grow, new housing options will help ensure that households of all sizes and life stages have more options in every community. Improvements to the public realm, combined with more spaces for local jobs, shops and services along the *Avenues* will help create sustainable, complete communities that are vibrant, walkable, and transit-oriented, where the daily needs of all people can be met. As *Avenues* grow it will also be essential to address the loss of affordable rental housing, as well as the displacement of small businesses and community service providers.

Avenues will serve different roles. Some *Avenues* act as 'main streets' while other *Avenues* will be primarily 'residential'. Lands that are designated *Mixed Use Areas* along *Avenues* will play a 'main street' role, with uses that activate the ground floor like shops and services that residents can conveniently access to meet their daily needs. These 'main street' *Avenues* are neighbourhood focal points, with attractive and busy sidewalks, meeting places for residents, and a broad range of housing options.

While some *Avenues* already fulfill this role, others are still developing their potential. For those already functioning as 'main streets,' redevelopment must preserve or enhance this role. Special efforts are also needed to ensure that the displacement of existing small businesses and community service providers is addressed. New development should maintain, if not improve, the ability of these *Avenues* to meet residents' daily needs by providing space for activating uses on the ground floor and, where possible, a variety of unit space sizes to encourage a range of uses.

On *Avenues* designated as *Apartment Neighbourhoods*, the primary role will be residential, but uses that activate the ground floor are encouraged. Where residential uses are initially provided on the ground floor, these spaces should be designed so that the ground floor can later transition to activating uses. These spaces can evolve over time to support the daily needs of residents and foster complete communities.

While the function of *Avenues* varies, the planned built form of *Avenues* is mid-rise, except where existing and planned subway, light rail transit, and GO rail stations can potentially support greater intensification along *Avenues*. Mid-rise buildings are a transit-supportive form of development between low-rise and tall building forms. They provide good transition and predictable impacts on nearby low-scale areas while supporting growth.

Mixed Use Areas along *Avenues* with existing or planned higher order transit stations offer unique opportunities where redevelopment at a greater scale may be appropriate. These areas can support more housing supply and a diverse mix of uses that activate the street and offer the potential for larger format commercial and institutional uses such as grocery stores, recreational facilities, and schools. These areas are not all the same and it is important that development in these areas be contextually appropriate and meet the intent of the built form policies of this Plan. Generally, development with the greatest height and scale should be located at the higher order transit stations and transition down in height and scale further from the stations.

Sidebar: Activating the Ground Floor on Avenues

Activating the ground floor of developments with commercial and institutional uses, such as small-scale retail, services, and schools, will help enable equitable, convenient access to the amenities that serve the daily needs of all residents. To help provide opportunities for small businesses, including those that serve or are operated by racialized and marginalized communities, opportunities for commercial community land trusts and cooperative models to secure new commercial space are encouraged.

Sidebar: Addressing Displacement along Avenues

Many *Avenues* are home to small businesses and community service providers that are affordable and provide culturally relevant uses for Indigenous, Black, and other equity-deserving Torontonians. Growth along the *Avenues* has the potential to displace these small businesses and community service providers and the vital role they play to their community. It is important to address the impacts on these establishments that serve diverse communities through a variety of policies, programs, and through engagement that is part of the application process.

Sidebar: Monitoring the Avenues

The City will monitor all *Avenues* to help guide their growth toward becoming complete communities with a full range of housing. This will include monitoring the pace and intensity of growth, the change in housing stock, the amount of space for businesses and services, the displacement of small businesses and community service providers, transportation mode share, and transit ridership.

Policies

1. Growth and intensification will be directed to *Avenues* as shown on Map 2 to:
 - a. concentrate jobs and housing in areas well served by public transit;
 - b. accommodate and contribute to complete communities that meet the daily needs of all people; and
 - c. provide a full range of housing, including affordable housing.
2. *Avenues* policies apply to lands or development with frontage on *Avenues* as shown on Map 2 and the right-of-way of *Avenues*.
3. To achieve growth and intensification on *Avenues*, development along *Avenues*:
 - a. will be up to the height and scale of a mid-rise building in *Mixed Use Areas* and *Apartment Neighbourhoods*; and
 - b. may go beyond the height and scale of a mid-rise building in *Mixed Use Areas* when located within a 500 to 800-metre walking distance of an existing or planned subway station, light rail transit station, or GO rail station as shown on Map 4. The greatest height and scale should be focused at the station.
4. Activating the ground floor of buildings along *Avenues* is important to enable equitable, convenient access to the amenities that serve the daily needs of all residents. To achieve this objective, development along *Avenues* will:
 - a. provide appropriate uses that activate the ground floor and minimize ground floor residential uses in *Mixed Use Areas*;
 - b. be encouraged to provide appropriate uses that activate the ground floor in *Apartment Neighbourhoods*;
 - c. be encouraged to include a variety of unit space sizes that activate the ground floor in *Mixed Use Areas*; and
 - d. be designed to protect for future uses that can activate the ground floor in *Apartment Neighbourhoods*, where appropriate.
5. Development along *Avenues* will contribute to placemaking and the city's cultural heritage by conserving heritage properties.
6. Where a development proposal along an *Avenue* would result in the displacement of existing small businesses and community service providers, including those operated by and/or serving racialized and marginalized populations, the applicant, as part of a complete application requirement in Schedule 3, will demonstrate the following:

- a. How the local community will be consulted to assess the range of local community needs for retail and services uses, and how the existing small businesses and community service providers will be consulted to assess the potential for their return in the development.
 - b. A plan to provide notice of the proposal to the existing small businesses and community service providers located on the applicant's property.
- 7. To facilitate sustainable, complete communities that are attractive to residents and businesses, *Avenues* will:
 - a. include public realm and streetscape improvements, including green infrastructure;
 - b. have publicly accessible spaces and buildings that are universally accessible to all;
 - c. include transportation improvements such as transit priority measures, improved connections to higher-order transit stations, new or improved laneways and shared off-street parking facilities, cycling improvements, and new walkways;
 - d. contribute to an attractive, safe and comfortable pedestrian environment that encourages walking and strengthens local retailing; and
 - e. be served by adequate parks, community services and facilities, and water and sewer infrastructure.
- 8. The land use designation policies in Chapter Four of this Plan apply to and prevail on lands broadly shown on Map 2 as *Avenues*.
- 2. Chapter 2, SHAPING THE CITY, 2.3.1 HEALTHY NEIGHBOURHOODS, Policy 4 is amended by deleting the words "*Avenue* Study, or" after the words "following an".

Such that Policy 4 reads as follows:

- 4. Intensification of land adjacent to neighbourhoods will be carefully controlled so that neighbourhoods are protected from negative impact. Where significant intensification of land adjacent to a *Neighbourhood* or *Apartment Neighbourhood* is proposed, Council will determine, at the earliest point in the process, whether or not a Secondary Plan, area specific zoning by-law or area specific policy will be created in consultation with the local community following an area based study.
- 3. Chapter 5, IMPLEMENTATION: MAKING THINGS HAPPEN, 5.3.3 STRATEGIC REINVESTMENT, unshaded introductory text, paragraph 1, is amended by deleting the words ", the *Avenue* Studies," after the words "Secondary Plans".

Such that paragraph 1 reads as follows:

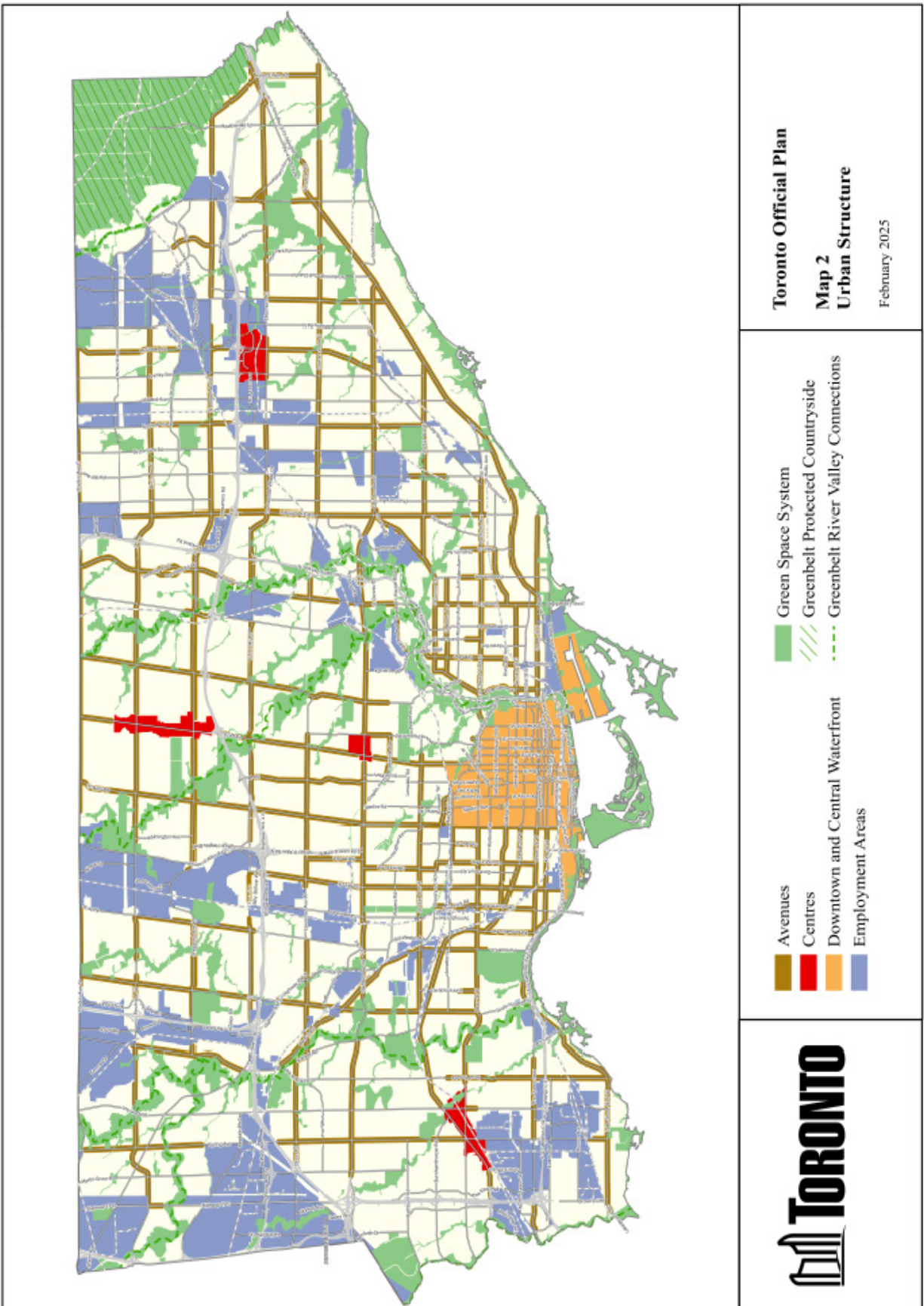
As Toronto grows and evolves over the life of this Plan, there will be a constant need for investment in infrastructure and services to maintain and improve our quality of life. The demands for investment are great and choosing priorities will always be a challenge. The Plan can help guide these difficult decisions, but it cannot predict from year to year what the best investment will be. Some priorities will emerge from the implementation plans and strategies discussed above, as well as specific area studies such as Secondary Plans and Community Improvement Plans.

4. Chapter 5, IMPLEMENTATION: MAKING THINGS HAPPEN, 5.3.3 STRATEGIC REINVESTMENT, Policy 2 is amended by deleting the words "and *Avenue Studies*" after the words "Secondary Plans".

Such that Policy 2 reads as follows:

2. The need for new municipal investment to replace, enhance or build new infrastructure to implement this Plan will be identified through a variety of implementation plans and strategies. These include Secondary Plans, community service and facility strategies, Community Improvement Plans and other similar city-building initiatives, based on population and employment growth and existing unmet needs. The identified infrastructure improvements will be provided in a timely manner to service population and employment growth and existing unmet needs. New development will continue to be reviewed to ensure the adequacy of social and physical infrastructure. Where appropriate, staging or phasing of new development will be provided for where infrastructure improvements are required to service anticipated growth.
5. Schedule 3, Application Requirements, is amended by deleting the "Avenue Segment Review" requirement in its entirety.
6. Map 2, Urban Structure, is amended by adding the *Avenues* overlay to streets, as shown on the attached Appendix 1 and listed in the attached Appendix 2. For greater certainty, the *Avenues* overlay does not apply to lands identified as *Centres, Downtown and Central Waterfront, Employment Areas, Green Space System, and Greenbelt Protected Countryside* on Map 2, Urban Structure.

Appendix 1 to Official Plan Amendment 778



Appendix 2 to Official Plan Amendment 778

Street	From	To
Avenue Road	Lawrence Avenue West	Eglinton Avenue West
Bathurst Street	Approximately 0.04 kilometres north of Briar Hill Avenue	Approximately 0.05 kilometres south of Front Street West
Bathurst Street	Steeles Avenue West	Wilson Avenue
Bayview Avenue	Steeles Avenue East	Soudan Avenue
Bloor Street East	Rosedale Valley Road	Bayview Avenue
Broadview Avenue	Danforth Avenue	Queen Street East
Broadview Avenue	O'Connor Drive	Approximately 0.04 kilometres north of Bater Avenue
Carlaw Avenue	Riverdale Avenue	Gerrard Street East
Chaplin Crescent	Oriole Parkway	Yonge Street
Christie Street	Dupont Street	Bloor Street West
College Street	Lansdowne Avenue	Dufferin Street
Cosburn Avenue	Broadview Avenue	Woodbine Avenue
Coxwell Avenue	O'Connor Drive	Queen Street East
Danforth Road	Perivale Crescent	Eglinton Avenue East
Davenport Road	Bathurst Street	Macpherson Avenue
Davenport Road	Oakwood Avenue	Ossington Avenue
Davisville Avenue	Yonge Street	Mount Pleasant Road
Dixon Road	Highway 401	Scarlett Road
Don Mills Road	Steeles Avenue East	Van Horne Avenue
Don Mills Road	George Henry Boulevard	Approximately 0.02 kilometres south of Duncan Mill Road
Don Mills Road	Approximately 0.06 kilometres south of Hoggs Lane	Barber Greene Road
Don Mills Road	Approximately 0.25 kilometres north of Moriyama Drive	Moriyama Drive
Don Mills Road	Eglinton Avenue East	Gateway Boulevard
Don Mills Road West	Van Horne Avenue	Esterbrooke Avenue
Don Mills Road East	Van Horne Avenue	Esterbrooke Avenue
Donlands Avenue	Sammon Avenue	Danforth Avenue
Dufferin Street	Eglinton Avenue West	Brandon Avenue
Dufferin Street	Dupont Street	Gardiner Expressway
Dundas Street East	Carroll Street	Broadview Avenue
Dundas Street West	Islington Avenue	Approximately 0.11 kilometres east of Royal York Road
Dundas Street West	Old Dundas Street	Jane Street

Dupont Street	Ossington Avenue	Bathurst Street
Eglinton Avenue East	Mount Pleasant Road	Victoria Park Avenue
Ellesmere Road	Victoria Park Avenue	Warden Avenue
Ellesmere Road	Birchmount Road	Kennedy Road
Ellesmere Road	Approximately 0.21 kilometres west of Brimley Road	Parkington Crescent
Ellesmere Road	Markham Road	Kingston Road
Finch Avenue East	Approximately 0.06 kilometres west of Manorcrest Drive	Kennedy Road
Finch Avenue East	Midland Avenue	Middlefield Road
Finch Avenue West	Highway 27 South	Approximately 0.33 kilometres east of Jayzel Drive
Finch Avenue West	Approximately 0.04 kilometres east of Topcliff Avenue	Keele Street
Finch Avenue West	Approximately 0.19 kilometres west from Wilmington Avenue	Approximately 0.09 kilometres east of Virgilwood Drive
Gerrard Street East	Jones Avenue	Approximately 0.08 kilometres west of Greenwood Avenue
Gerrard Street East	Coxwell Avenue	Main Street
Greenwood Avenue	Danforth Avenue	Torbrick Road
Highway 27 North	Finch Avenue West	Approximately 0.15 kilometres south of Humber College Boulevard
Islington Avenue	Lane South Bloor West Islington	Graystone Gardens
Jane Street	Weston Road	Bloor Street West
Jane Street	Steeles Avenue West	Approximately 0.05 kilometres north of Beverly Hills Drive
Keele Avenue	Finch Avenue West	Approximately 0.01 kilometres south of Grandravine Drive
Keele Street	St. Clair Avenue West	Bloor Street West
Kennedy Road	Finch Avenue East	Highway 401
Kennedy Road	Lawrence Avenue East	St. Clair Avenue East
King Street West	The Queensway	Approximately 0.09 kilometres west of Sudbury Street
Kingston Road	Ellesmere Road	Approximately 0.09 kilometres east from Graham Farm Lane

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Kingston Road	Queen Street East	Hannaford Street
Kipling Avenue	Approximately 0.05 kilometres north of New Toronto Street	Lakeshore Boulevard West
Kipling Avenue	Steeles Avenue West	Approximately 0.11 kilometres south of Genthorn Avenue
Kipling Avenue	Highway 401	Approximately 0.06 kilometres north of Bloor Street West
Lansdowne Avenue	Davenport Road	Queen Street West
Lawrence Avenue East	Yonge Street	Mount Pleasant Road
Lawrence Avenue East	Don Mills Road	Don Valley Parkway
Lawrence Avenue East	Approximately 0.02 kilometres west of Marcos Boulevard	Bellamy Road North
Lawrence Avenue East	Approximately 0.19 kilometres east of Scarborough Gulf Club Road	Approximately 0.02 kilometres west of Beechgrove Drive
Lawrence Avenue East	Meadowvale Road	East Avenue
Lawrence Avenue West	Scarlett Road	Keele Street
Lawrence Avenue West	Approximately 0.12 kilometres east of Marlee Avenue	Brucewood Crescent
Lawrence Avenue West	Glen Rush Boulevard	Yonge Street
Leslie Street	Marowynne Drive	Highway 401
Main Street	Lumsden Avenue	Gerrard Street East
Markham Road	Ellesmere Road	Kingston Road
Marlee Avenue	Lawrence Avenue West	Eglinton Avenue West
McCowan Road	Steeles Avenue East	Middlefield Road
McCowan Road	Sheppard Avenue East	Approximately 0.17 kilometres south of Milner Avenue
McCowan Road	Ellesmere Road	Perivale Crescent
Military Trail	Morningside Avenue	Ellesmere Road
Morningside Avenue	Approximately 0.35 kilometres north of Fairwood Crescent	Lawrence Avenue East
Morningside Avenue	Highway 401	Ellesmere Road
Mount Pleasant Road	Davisville Avenue	Approximately 0.06 kilometres south of Millwood Road
Neilson Road	Approximately 0.24 kilometres north of McLevin Avenue	Sheppard Avenue East

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O'Connor Drive	Broadview Avenue	Approximately 0.08 kilometres west of Glenwood Crescent
Oakwood Avenue	Eglinton Avenue West	Davenport Road
Ossington Avenue	Davenport Road	Queen Street West
Overlea Boulevard	Millwood Road	Don Mills Road
Pape Avenue	Danforth Avenue	Riverdale Avenue
Pape Avenue	Don Valley Parkway	Approximately 0.01 kilometres south of Gamble Avenue
Parkside Drive	Bloor Street West	Indian Valley Crescent
Parkwood Village Drive	York Mills Road	Victoria Park Avenue
Port Union Road	Kingston Road	Lawrence Avenue East
Riverdale Avenue	Carlaw Avenue	Pape Avenue
Royal York Road	Kingsgrove Boulevard	Lakeshore Boulevard West
Runnymede Road	Ardagh Street	Bloor Street West
Scarlett Road	Dixon Road	Lawrence Avenue West
Sheppard Avenue East	Approximately 0.03 kilometres west of Brownspring Road	Havenview Road
Sheppard Avenue East	Markham Road	Morningside Avenue
Sheppard Avenue East	Conlins Road	Kingston Road
Sheppard Avenue West	Weston Road	Rivalda Road
Sheppard Avenue West	Oakdale Road	Keele Street
Sheppard Avenue West	Canyon Avenue	Approximately 0.03 kilometres west of Brentwood Avenue
Sherbourne Street North	Rosedale Valley Road	Elm Avenue
St. Clair Avenue East	O'Connor Drive	Kingston Road
St. Clair Avenue West	Approximately 0.08 kilometres east of Wells Hill Avenue	Approximately 0.08 kilometres east of Avenue Road
Steeles Avenue East	Yonge Street	Approximately 0.08 kilometres east of Highway 404
Steeles Avenue East	Pharmacy Avenue	Kennedy Road
Steeles Avenue East	Midland Avenue	McCowan Road
Steeles Avenue West	Peter Kaiser Gate	Keele Street
Steeles Avenue West	Carnival Court	Yonge Street
The Queensway	Approximately 0.04 kilometres east of Ellis Avenue	South Kingsway
Victoria Park Avenue	Approximately 0.17 kilometres south of McNicoll Avenue	Approximately 0.05 kilometres north of Birchley Park Drive
Warden Avenue	Cleanside Road	Bell Estate Road
Weston Road	Lambton Avenue	St. Clair Avenue West

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Weston Road	Approximately 0.02 kilometres north of Lanyard Road	Albion Road
Weston Road	Approximately 0.01 kilometres north of Arthur Street	Sidney Belsey Crescent
Wilson Avenue	Highway 401	Yonge Street
Woodbine Avenue	Lumsden Avenue	Gerrard Street East
Yonge Street	Approximately 0.09 kilometres north of Highway 401	Donwoods Drive
York Mills Road	Yonge Street	Leslie Street
York Mills Road	Approximately 0.21 kilometres east from Silverdale Crescent	Parkwood Village Drive