

Ready, Set, Midtown: Zoning Review – City Initiated Zoning By-law Amendments for Neighbourhoods Designated Lands within the Avenue Midtown Transit Station Area - Final Report

Date: June 15, 2022

To: Planning and Housing Committee

From: Chief Planner and Executive Director, City Planning

Wards: 8 - Eglinton-Lawrence and 12 - Toronto-St Paul's

SUMMARY

The Midtown Zoning Review is one of three initiatives to implement the Yonge-Eglinton Secondary Plan (Official Plan Amendment 405, also known as "OPA 405"), collectively known as "Ready, Set, Midtown". The other initiatives are the Midtown Infrastructure Implementation Strategy (MIIS) and the Midtown Parks and Public Realm Strategy.

The Midtown Zoning Review is intended to implement the policies of OPA 405 via permissions in zoning. The purpose of this report is to bring forward recommended zoning by-law amendments to implement the Avenue Midtown Transit Station Area policies of Official Plan Amendment 405. The report outlines the process undertaken to arrive at the recommended zoning by-law amendments, including engagement and consultation.

OPA 405 requires the areas within the Avenue and Chaplin Midtown Transit Station Areas to achieve a planned minimum of 200 residents and jobs per hectare. This minimum can be achieved as described in this report and as enacted through the recommended zoning by-law amendment.

The analysis outlined in this report will, in part, be the basis for engagement and consultation on draft Protected Major Transit Station Areas (PMTSA) delineations for Avenue and Chaplin Stations to be undertaken through the Municipal Comprehensive review and reported on in 2023. Protected Major Transit Station Areas will be delineated for these two station areas in the second half of 2022, following public consultation, and reported out in early 2023. The remaining PMTSAs in the Yonge Eglinton Secondary Plan area (Eglinton, Leaside, Mount Pleasant and Davisville) are being reported out under separate cover as part of a city wide report at the July 5, 2022 Planning and Housing Committee meeting.

The recommended zoning by-law amendments are consistent with the Official Plan, Provincial Policy Statement, and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe.

RECOMMENDATIONS

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

1. City Council amend city-wide By-law 569-2013, and former City of Toronto By-law 438-86 for the areas identified in Attachment 1, substantially in accordance with the recommended Zoning By-law Amendments attached as Attachments 3 and 4 to the report (June 15, 2022).
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the Zoning By-law Amendments as may be required.
3. Planning and Housing Committee authorize the Chief Planner and Executive Director, City Planning to use the proposed Official Plan Amendment, containing draft delineations for Protected Major Transit Station Areas at Avenue and Chaplin stations, attached as Attachment 5 as a basis for consultation and bring forward a Final Report in Q1 2023.

FINANCIAL IMPACT

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

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

EQUITY STATEMENT

The Yonge-Eglinton Secondary Plan provides a holistic approach to managing growth and change in the area, while considering potential impacts on Indigenous, Black, and equity-deserving or vulnerable populations of Toronto. The Secondary Plan provides a framework for establishing a complete community in Midtown that supports overall quality of life for people of all ages, abilities, and incomes. This will be achieved through improved access to a range of mobility options, community service facilities, local stores, services and employment, housing including affordable housing, an attractive and vibrant public realm and publicly accessible parks, open spaces and recreational facilities.

In the development of an updated Zoning By-law through the Midtown Zoning Review, the aim of supporting complete and inclusive communities was considered. To this end, input from diverse individuals and groups in the development of an updated Zoning By-law is important. Staff are making efforts to involve diverse voices through the consultation and engagement practices being deployed as outlined in this report, as well as outreach to the City's Indigenous Affairs Office and Confronting Anti-Black Racism unit.

DECISION HISTORY

Midtown Infrastructure Implementation Strategies

At its July 23, 2018 meeting, City Council adopted OPA 405 pursuant to Section 26 of the *Planning Act*. As part of its decision on the final report associated with OPA 405, City Council also endorsed the Midtown Parks and Public Realm Plan and Community Services and Facilities Strategy, and directed City Staff to coordinate and prepare Infrastructure Implementation Strategies for parks and public realm improvements, community services and facilities, transportation and municipal servicing. City Council also directed staff to undertake a zoning review of Midtown's 22 Character Areas, and consider applying holding provisions, where necessary, as part of the Midtown zoning review and/or the review of development applications.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.PG31.7>

Minister's Decision on OPA 405

On June 5, 2019, the Minister of Municipal Affairs and Housing issued its decision on the Midtown Official Plan Amendment (OPA 405). As part of the Decision, modifications were made to OPA 405, including changes to anticipated height ranges and built form policies from those adopted by Council. The Secondary Plan contains policy directions associated with the provision of infrastructure, Public Realm Moves, the Midtown Mobility Network, and the need for Infrastructure Implementation Strategies.

City staff reported to City Council on the Minister's modifications to OPA 405 at its July 16, 2019 meeting. City Council directed staff to complete a Zoning By-law for OPA 405 in coordination with City Planning Division's Midtown Multi-Modal Access Study and the Toronto Transit Commission's Surface Transit Operational Improvement Study. City Council also directed staff to expeditiously advance a review of the Zoning By-law permissions in relation to existing and planned infrastructure and other matters.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.MM8.16>

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.CC9.8>

Growth Plan Conformity and Municipal Comprehensive Review (MCR) - Work Plan

At its meeting on June 29, 2020, City Council approved the recommended approach and work plan through Growth Plan Conformity and Municipal Comprehensive Review (MCR) - Work Plan (PH 14.4). Council approved a prioritization strategy for the delineation of approximately 180 Major Transit Station Areas (MTSAs) across the City

that advances the delineation of PMTSAs before completion of the MCR to support the implementation of inclusionary zoning. The report can be found at the following link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH14.4>

Midtown Infrastructure Implementation Strategies - Interim Report

On July 14, 2021, Toronto City Council adopted the Midtown Infrastructure Implementation Strategies - Interim Report, which provided an update on progress toward Council-directed implementation strategies in the Midtown area. Council adopted the Eglinton Green Line Landscape and Public Realm Standards, and directed staff to report back in the second quarter of 2022 on the status of the Midtown Zoning Review. <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH24.8>

Ready, Set, Midtown: Zoning Review - Status Report

On November 25, 2021, Planning and Housing Committee adopted the Ready, Set, Midtown: Zoning Review - Status Report, which provided an update on the Midtown Zoning Review, directions for the development of an updated Zoning By-law, and a summary of consultation undertaken to date. The report outlined next steps and timing for completion of a draft Zoning By-law for consultation and a final recommended Zoning By-law in Q2 2022. The report also discussed a targeted exercise for the Chaplin Crescent Midtown Transit Station Area and Avenue Road Midtown Transit Station Area. <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH29.11>

Midtown Infrastructure Implementation Strategy - Final Report

On May 25, 2022, the Infrastructure and Environment Committee adopted the Midtown Infrastructure Implementation Strategy - Final Report, which supports improved capital project planning and delivery in Midtown, over the near, mid and long terms. The Implementation Strategy is based on the principle that growth in Midtown will be matched with investment in community facilities, parks, the public realm, local transportation facilities and municipal servicing over time, so that the area grows and evolves as a complete community. The Report will be considered at City Council at its June 15, 2022 meeting. <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.IE30.7>

Ready, Set, Midtown: Zoning Review - Final Report and Zoning By-law Amendment for Midtown 'Villages'

On May 31, 2022, Planning and Housing Committee adopted Ready, Set, Midtown: Zoning Review - Final Report and Zoning By-law Amendment for Midtown 'Villages', which included a zoning by-law amendment to implement Official Plan Amendment 405 in five 'Village' Character Areas. The report outlined the process undertaken to arrive at the recommended zoning by-law amendment, described the content of the amendment, and outlined next steps for zoning implementation of further Character Areas. City Council will consider this item also at its June 15, 2022 meeting. <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.PH34.10>

POLICY CONSIDERATIONS

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (2020) provides province-wide policy direction 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.

The preamble to the PPS states that zoning by-laws "are also important for implementation of this Provincial Policy Statement. Planning authorities shall keep their zoning and development permit by-laws up-to-date with their official plans and this Provincial Policy Statement."

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, amended 2020) (the "Growth Plan") came into effect on August 28, 2020. The Growth Plan builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the Greater Golden Horseshoe region. 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 shall conform with the Growth Plan.

Official Plan

The Official Plan is a comprehensive policy document that guides development in the City, providing direction for managing the size, location, and built form compatibility of different land uses and the provision of municipal services and facilities. The vision of the City's Official Plan centres on the creation of an attractive and safe city that evokes pride, passion, and a sense of belonging; a city where people of all ages and abilities can enjoy a good quality of life in vibrant neighbourhoods that are part of complete communities. The vision also outlines the importance of providing affordable housing choices across Toronto that meet the needs of everyone in their communities throughout their life.

Land use designations of the Plan include *Neighbourhoods*, set out in section 4.1. *Neighbourhoods* are described as containing a full range of residential uses within lower scale buildings, consisting of detached houses, semi-detached houses, duplexes, triplexes and various forms of townhouses and walk-up apartments that are four storeys or less. Physical changes to established *Neighbourhoods* must be sensitive, gradual and respect and reinforce the general physical patterns in a *Neighbourhood*.

Section 5.2.1 of the Official Plan contains policies with respect to Secondary Plans, and indicates the Secondary Plans establish local development policies in a defined area of the city. Policy 5.2.1.5. states that "an implementing zoning by-law and/or development permit by-law will be prepared concurrently for new Secondary Plans unless Council determines that development is to proceed by site specific zoning." Council has directed staff to advance a review and update to Zoning By-law permissions in the Yonge-Eglinton Secondary Plan area.

The City is required to update its Official Plan through the Municipal Comprehensive Review to include the approximately 180 MTSAs identified across the City. The Growth Plan requires that MTSAs are delineated to "maximize the size of the area and number of potential transit users that are within walking distance of the station". The Official Plan must prioritize planning the MTSAs in a manner that implements the Growth Plan (including directing growth, protecting natural heritage and supporting Transit Oriented Development).

Delineation of PMTSAs as a subset of the MTSAs will help advance the implementation of Provincial policy requirements that would enable the use of inclusionary zoning policies, which are now in effect, and can increase the supply of affordable housing across the City.

Official Plan Amendment 405 (the Yonge-Eglinton Secondary Plan)

Official Plan Amendment 405 (OPA 405) was the result of an inter-divisional response and public engagement process with respect to the rapid intensification and change in parts of the Yonge-Eglinton area, building on the 2014 Midtown in Focus: Parks, Open Space and Streetscape Plan. The Yonge-Eglinton Secondary Plan provides an up-to-date planning policy framework and prioritized improvements related to local transportation, parks, municipal servicing and community infrastructure. The Plan sets out a vision for Midtown that emphasizes the importance of complete communities and the diversity of Midtown's character areas. It envisions Midtown as a green, resilient, connected and prosperous place. The Plan also provides detailed direction on the appropriate scale and location of future growth and links growth with the provision of infrastructure. Policies of the Plan specifically direct details to be specified in an implementing zoning by-law, such as maximum building heights.

OPA 405 includes policies regarding transit station areas and *Neighbourhoods* designated lands. Policy 2.1.3 states that development in *Neighbourhoods* designated lands "will be generally in accordance with the Official Plan's development criteria for *Neighbourhoods*, while encouraging for compatible intensification where appropriate." Policies for the Avenue and Chaplin "Midtown Transit Station Areas" include a minimum density of 200 residents and jobs per hectare that is to be exceeded over the long-term horizon of the Plan. The Midtown Transit Station Areas also include "Built-up Zones", which are described as "areas where incremental infill development and redevelopment at low or modest intensity will be permitted where reasonable."

Zoning

Most of the area is subject to City-wide Zoning By-law 569-2013, and is zoned R (Residential). This zone category permits a variety of residential dwelling types, including detached houses, semi-detached houses, townhouses, multiplexes (duplexes, triplexes and fourplexes) and apartment buildings. The maximum permitted height is 9 metres, which is approximately 3 storeys. The zoning by-law can be accessed online here:

<https://www.toronto.ca/city-government/planning-development/zoning-by-law-preliminary-zoning-reviews/zoning-by-law-569-2013-2/>

The area is also subject to former City of Toronto zoning by-law 438-86, including two areas to which City-wide zoning by-law 569-2013 does not apply.

COMMENTS

Background

The subject area is located between Roselawn Avenue to the north, and Chaplin Crescent to the south, generally along or near to Avenue Road and Oriole Parkway. The area contains residential dwelling units in a variety of low-rise housing forms, including detached houses, semi-detached houses, townhouse, multiplex and apartment buildings up to 4 storeys. All of the area is located within 500 metres of a future light rail transit station on the Eglinton Crosstown line, and all of the area is located within the Yonge-Eglinton Secondary Plan area.

The Yonge-Eglinton Secondary Plan area is a focus for growth, investment and new development activity within a complex, urbanized context. Applications for variances to the in-force zoning by-laws continue to be received and more than 15 are currently active in the Avenue and Chaplin Midtown Transit Station Areas. The City is required to process, review and evaluate applications received. Staff will continue to review and process development applications in the area, while working to implement the intent and purpose of the Secondary Plan.

In issuing its Decision on OPA 405, the Province made modifications to the Council-adopted Plan. Those modifications include an increase in the planned minimum required resident and jobs per hectare from 160 to 200 within the Avenue and Chaplin Midtown Transit Station Areas. These Midtown Transit Station Areas, as described in the Yonge-Eglinton Secondary Plan correspond with Protected Major Transit Station Areas (PMTSA) proposed delineations in the ongoing Municipal Comprehensive Review exercise.

To evaluate the potential to achieve the increased minimum numbers, Staff considered the existing permissions in the zoning by-law, Provincial modifications to OPA 405 (e.g. those related to height), and the impact of recent changes to the planning framework (e.g. those related to secondary suites, laneway housing, and garden suites). Recommended changes to the zoning by-law through the Midtown 'Villages' final report at the May 31, 2022 Planning and Housing Committee meeting (to be considered by Council at its June 2022 meeting) were also factored in. Based on this evaluation, it is the opinion of staff that the Chaplin Midtown Transit Station Area is planned to exceed the required minimum residents and jobs per hectare of 200 as set out in the Plan, so no changes to the existing zoning by-law permissions for Chaplin Midtown Transit Station Area are proposed at this time. However, in order to meet the minimum 200 residents and jobs per hectare within the Avenue Midtown Transit Station Area, changes to existing zoning by-law permissions to allow for approximately 850 additional residential units are required.

An order of magnitude analysis was undertaken to determine changes to the zoning by-law that would be required to achieve conformity with the Official Plan and OPA 405 and

work toward achieving planning permissions for 850 residential dwelling units. This analysis suggested that the additional residential units could be accommodated by implementing the changes recommended below. The analysis assumed an estimated dwelling unit size, and an estimated number of residents per dwelling unit.

Proposed Zoning By-law Amendments Presented for Consultation

Based on the analysis, it was determined that the following changes to two geographic neighbourhoods focussed along the major streets of Avenue Road and Oriole Parkway would achieve the planning permissions to accommodate the additional residential units:

- An increase in building height of approximately one storey;
- An increase in the maximum building depth; and
- An increase in the permitted floor space index (FSI).

Please see Attachment 1 for a key map showing the location of the proposed changes.

Consultation

In October 2021, staff initiated public engagement on a draft zoning framework to implement the Yonge-Eglinton Secondary Plan to ensure that input into the development of a draft zoning by-law was considered early in the process. Consultation efforts included virtual meetings via WebEx. . Two public consultation sessions were held on October 27, 2021, with approximately 350 attendees. Staff included information about an upcoming targeted Midtown Zoning Review exercise regarding the Avenue and Chaplin Midtown Transit Station Areas at that time.

A meeting focussed on two neighbourhoods within the Avenue Transit Station Areas was held virtually on April 25, 2022. There were a total of 85 unique sign-ins to the event, which is a good estimate of the number of attendees. In general, participants were engaged in the meeting, with comments and questions received on a variety of topics with varying degrees of alignment with the Official Plan and with zoning. Staff considered feedback from those meetings, as well as emails and phone calls received in the development of the recommended zoning by-law amendment. Meeting materials, including the presentation given on April 25, 2022, was posted on the public website at www.toronto.ca/readyssetmidtown (under 'Midtown Zoning Review'). A consultation summary is available in Attachment 2.

Recommended Zoning By-law Amendment

Following detailed evaluation that included consideration of public input, the recommended changes to Zoning By-law 569-2013 include:

- Maximum height:
 - No change to the maximum height of detached houses, semi-detached houses, and townhouses, which are to remain at 9 metres. However, a maximum number of storeys of '3' is being introduced;

- An increase in the permitted maximum height for multiplexes and apartment buildings of 3 metres to a total of 12 metres and 4 storeys;
- Building depth:
 - All permitted residential buildings are permitted to a maximum building depth of 17 metres (this is a 3 metre increase for townhouses, multiplexes, and apartment buildings, and no change for detached and semi-detached houses);
- Building size:
 - The addition of a minimum floor space index of 0.8;
 - The removal of a maximum floor space index. Instead, the maximum size of the building will be determined by its built form, including regulations such as maximum height, maximum depth, and minimum setbacks.
- Separation distance:
 - An increase in the minimum side yard setback of 0.6 metres to a total minimum of 1.8 metres for buildings that exceed 9 metres in height.
- Requiring a minimum of 25% of dwelling units in apartment buildings to contain at least 2 bedrooms, with the intention of ensuring that these buildings can accommodate a range of households, including families with children;
- Setting a maximum of 20 dwelling units per apartment building, to ensure that new apartment buildings are generally smaller in scale so as not to require large scale loading and servicing; and
- The inclusion of a provision to recognize existing lawfully existing buildings.

All other provisions of the existing zoning by-law are recommended to remain the same, including uses, permitted residential dwelling types, and minimum front and rear yard setbacks.

An amendment to former City of Toronto Zoning By-law 438-86 is required in addition to an amendment to City-wide Zoning By-law 569-2013, as portions of City-wide Zoning By-law 569-2013 remain under appeal for Residential zones. The purpose and intent of the changes to both zoning by-laws is the same, and both recommended by-laws are attached to this report under Attachments 3 and 4.

Protected Major Transit Station Area Delineations

Based on the analysis undertaken and the recommended zoning by-law amendments, both the Chaplin and Avenue Midtown Transit Station Areas are being planned to achieve a minimum of 200 residents and jobs per hectare, as required by OPA 405.

Staff recommend that the boundaries of the Chaplin and Avenue Midtown Transit Station Areas be duplicated in the draft Protected Major Transit Station Area delineations for the purposes of consultation. As a matter of convenience, staff recommend that the draft OPA in Attachment 5 be endorsed for the purposes of consultation for Avenue and Chaplin Stations, to be brought forward in a final report anticipated in Q1 of 2023.

Indigenous Engagement

In October 2021, staff reached out to 11 First Nations and the Metis Nation via email and letter to invite direct participation in the Midtown Zoning Review. Those Nations and Metis Nation contacted were:

- Beausoleil First Nation
- Chippewas of Georgina Island First Nation
- Chippewas of Rama First Nation
- Curve Lake First Nation
- Haudenosaunee Confederacy Chiefs Council via the Haudenosaunee Development Institute
- Hiawatha First Nation
- Metis Nation
- Mississaugas of Alderville First Nation
- Mississaugas of the Credit First Nation
- Mississaugas of Scugog Island First Nation
- Nation Huronne-Wendat
- Six Nations of the Grand River Territory

In addition to the above list, staff also reached out to the Toronto Aboriginal Support Services Council (TASSC) in December 2021.

Staff received responses from the Mississaugas of Alderville First Nation, the Mississaugas of the Credit First Nation, and the Metis Nation. Staff followed up on each of these responses providing additional information and offering to meet. No further response was received.

Staff additionally received a response and a request to meet from the Haudenosaunee Development Institute (HDI). Staff from City Planning and the Indigenous Affairs Office met with the HDI representatives on December 13, 2021. At that meeting, the HDI representatives expressed concern with the in-force Yonge-Eglinton Secondary Plan and, as a result, the ongoing zoning review implementing that plan. The comments received from HDI address more general issues with the previous planning process regarding the Secondary Plan. Staff have provided further information on the previous process and offered further meetings with HDI to continue a discussion regarding Indigenous engagement in the planning process.

Inclusionary Zoning and Major Transit Station Areas

As part of the Municipal Comprehensive Review process, known as "Our Plan Toronto" (www.toronto.ca/ourplan), City Planning staff are advancing draft Major Transit Station Area (MTSA) delineations. Staff have reported to Planning and Housing Committee with over 120 draft delineations for the basis of consultation. These draft delineations include MTSA boundaries, minimum density targets, including minimum Floor Space Index (FSI) and permitted land uses.

In November 2021, City Council adopted a policy and zoning framework for inclusionary zoning (IZ), a planning tool that allows the City to require affordable housing in new

development to create mixed-income housing. Inclusionary zoning will require a percentage of new condominium developments with 100 units or more to be secured as affordable housing if the development is located in both a Protected Major Transit Station Area and an IZ market area.

The Yonge Eglinton Secondary Plan is located within IZ Market Area 2 and all of the transit station areas in the Secondary Plan area are being advanced as PMTSAs. In Market Area 2, a minimum of 8 percent of the total new residential gross floor area shall be secured as affordable ownership housing or a minimum of 6 percent of the total new residential gross floor area shall be secured as affordable rental housing. This PMTSA framework will be advanced as a separate process from the Midtown Zoning Review, and must be in effect before IZ can be implemented.

Conformity with Provincial Policy

The Provincial Policy Statement (PPS 2020) provides province-wide policy direction 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.

The preamble to the PPS states that zoning by-laws "are also important for implementation of this Provincial Policy Statement. Planning authorities shall keep their zoning and development permit by-laws up-to-date with their official plans and this Provincial Policy Statement."

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, amended 2020) (the "Growth Plan") came into effect on August 28, 2020. The Growth Plan builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the Greater Golden Horseshoe region. 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 shall conform with the Growth Plan.

The recommended zoning by-law amendment is consistent with the Provincial Policy Statement, and conforms with the Growth Plan.

Conformity with the Official Plan and Yonge-Eglinton Secondary Plan (OPA 405)

The Official Plan contains policies and objectives that guide future growth and development in the city. The Official Plan is a long-term vision for how the city should grow. It contains a number of city-building priorities such as directing growth to areas well served by transit and creating viable and complete communities. The recommended zoning by-law amendment has been developed within the context of the Official Plan. The recommended zoning by-law amendment conforms with and will advance the implementation of the Official Plan.

The Yonge-Eglinton Secondary Plan (OPA 405) sets out a vision that emphasizes the importance of complete communities while recognizing a diverse set of linked character

areas. It envisions a green, resilient, connected and prosperous place. The Plan also provides detailed direction on the appropriate scale and location of future growth and links growth with the provision of infrastructure. The Plan identifies Midtown Transit Station Areas, minimum densities of residents and jobs per hectare in those Areas, and related 'Transit Corridors' and 'Built Up Areas'.

The recommended zoning by-law amendment implements a geographic portion of the Yonge-Eglinton Secondary Plan. The recommended zoning by-law amendments implement the intent and purpose of the Plan, as well as specific policy directions that are appropriately regulated through zoning such as minimum or maximum built form standards; and land use permissions or prohibitions. Together, these zoning permissions implement the required minimum residents and jobs per hectare within the Avenue Midtown Transit Station Area. The recommended zoning by-law amendment conforms with the Secondary Plan.

Anticipated Timeline and Next Steps

City Planning, together with partner Divisions and Agencies, will continue to advance the Midtown Zoning Review and Municipal Comprehensive Review, and anticipate the following sequence of events:

- Subject to Council's adoption of the recommended zoning by-law for the Yonge-Eglinton Secondary Plan 'Villages', staff will advance revisions to the zoning by-law to implement further areas of the Secondary Plan by the first quarter of 2023;
- Ongoing efforts to bring forward revisions to the zoning by-law for other areas will include further consultation and engagement; and
- Subject to Planning and Housing Committee's direction to use the attached draft OPA included as Attachment 5, which delineates Chaplin and Avenue PMTSAs for the basis of consultation, staff will advance a Final Report for these two PMTSAs in the first quarter of 2023.

Conclusion

The recommended zoning by-law amendments for *Neighbourhoods*-designated lands within the Avenue Midtown Transit Station Area is the result of robust analysis and community engagement. The recommended zoning by-law amendments conforms with and implements the Yonge-Eglinton Secondary Plan and - combined with other measures, such as zoning for Midtown 'Villages' - ensures that a minimum of 200 residents and jobs per hectare is accommodated within the Avenue Midtown Transit Station Area, as per the Plan.

The recommended zoning by-law amendments represent a further phase of staff advancement to implement the Secondary Plan, following the Midtown 'Villages', which were reported to Planning and Housing Committee on May 31, 2022. The amendments also respond to direction of the Official Plan to bring forward zoning by-law amendments with new Secondary Plans. The recommended zoning by-law amendments are consistent with and conform to Provincial policy and represent good planning. Staff recommend adoption of the recommended zoning by-law amendments. It is also

recommended that staff use the analysis in this report as the basis for the preparation of a PMTSA to advance in the first quarter of 2023.

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SIGNATURE

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

ATTACHMENTS

Attachment 1: Key Map Showing the General Location of the Recommended Zoning By-law Amendments

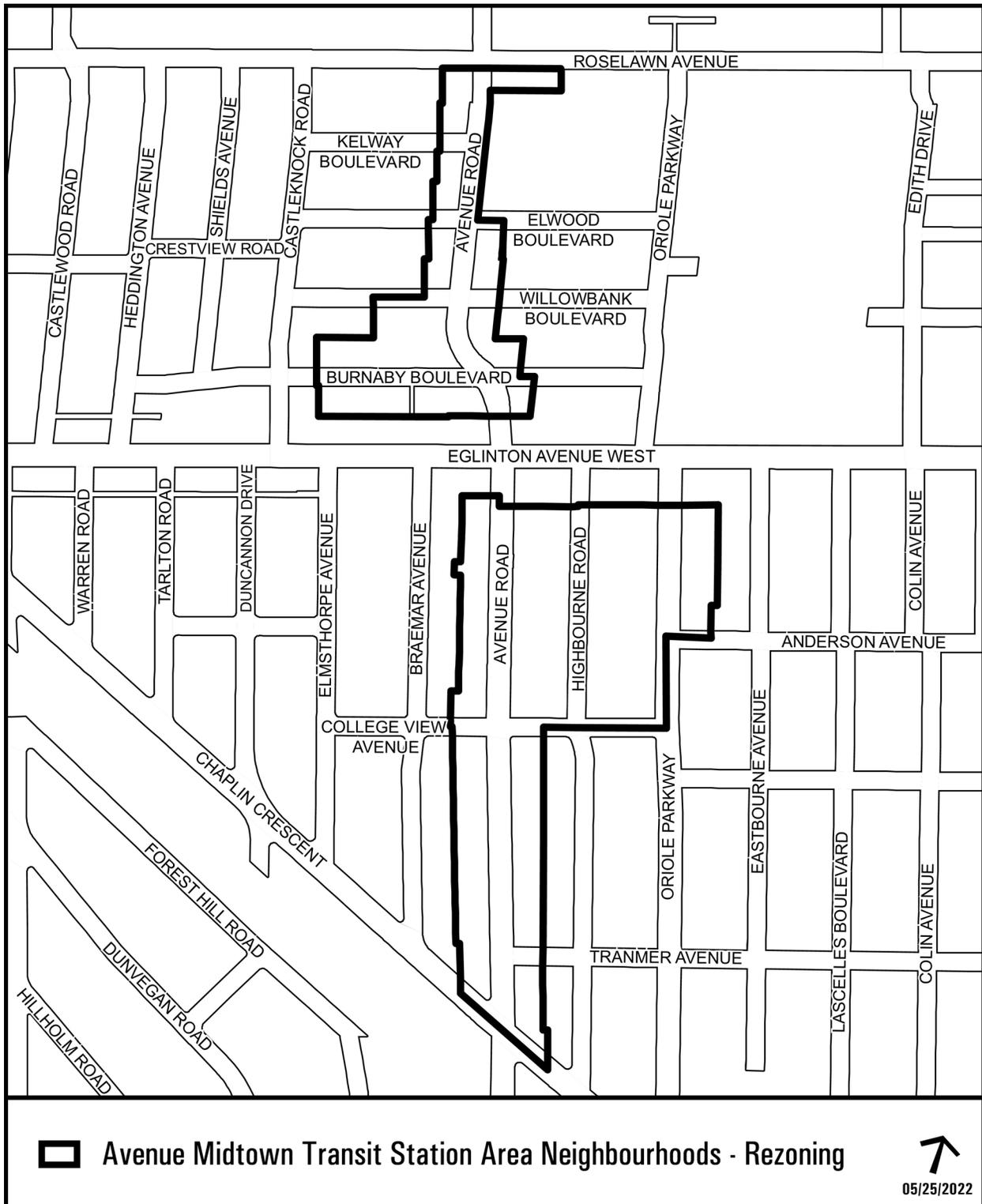
Attachment 2: Consultation Summary

Attachment 3: Recommended Zoning By-law Amendment for Certain Neighbourhoods within the Avenue Midtown Transit Station Area (City-wide zoning by-law 569-2013)

Attachment 4: Recommended Zoning By-law Amendment for Certain Neighbourhoods within the Avenue Midtown Transit Station Area (former City of Toronto zoning by-law 438-86)

Attachment 5: Draft Official Plan Amendment – Avenue and Chaplin Protected Major Transit Station Areas

Attachment 1: Key Map Showing the General Location of the Recommended Zoning By-law Amendments



Attachment 2: Consultation Summary

(provided separately)

Attachment 3: Recommended Zoning By-law Amendment for Certain Neighbourhoods within the Avenue Midtown Transit Station Area (City-wide zoning by-law 569-2013)

(provided separately)

Attachment 4: Recommended Zoning By-law Amendment for Certain Neighbourhoods within the Avenue Midtown Transit Station Area (former City of Toronto zoning by-law 438-86)

(provided separately)

Attachment 5: Draft Official Plan Amendment – Avenue and Chaplin Protected Major Transit Station Areas

(provided separately)