

Housing Action Plan: Avenues Policy Review – Proposals Report

Date: February 12, 2024

To: Planning and Housing Committee

From: Interim Chief Planner and Executive Director, City Planning

Wards: All

SUMMARY

For decades, Toronto's major transportation thoroughfares have been an important part of the City's strategy to manage growth and accommodate intensification. Through the Housing Action Plan (HAP) 2022-2026, Council directed City Planning to review the City's Official Plan to ensure that it aligns with the need for more housing in areas of the City that can accommodate more residential opportunities. As part of the HAP Work Plan, the Avenues Policy Review examines opportunities to enable more housing by looking at four areas of focus: update the vision and policy direction for how *Avenues* will develop, extend and potentially introduce new *Avenues*, explore opportunities to streamline study requirements for new development along *Avenues*, and consider opportunities to create areas of transition between *Avenues* and *Neighbourhoods* to enable more housing.

This report recommends that staff undertake public and stakeholder consultation on the proposed policy directions (Attachment 1) and report back with recommended Official Plan Amendments and mapping in the fourth quarter of 2024. This report also provides emerging policy directions related to areas of transition that support the delivery of housing on certain City-owned sites adjacent to existing *Avenues*, and seeks direction to advance the review and evaluation of potential built form outcomes that can inform future policy direction.

The Official Plan policy framework for the *Avenues* has enabled and attracted growth. The City's latest Development Pipeline bulletin (January 2017 - June 2022) reported that *Avenues* contained the most proposed projects of any of the Official Plan's growth management areas. These 637 projects account for over 160,000 residential units and over 1 million square metres of non-residential gross floor area representing 23% of the city's proposed units and 8% of its proposed non-residential gross floor area.

With the *Avenues* increasingly becoming a more important part of the [Official Plan's Urban Structure](#), partly due to continued public transit investment, the City is presented with an opportunity to update the *Avenues* policy framework and geography.

This report draws on the twenty years of experience applying the *Avenues* policies and lessons learnt from studying approximately 80 km of *Avenues* to both advance the objectives of the HAP and several important city-building goals, including:

- increasing housing supply;
- introducing more housing options in existing communities;
- making better use of existing hard infrastructure;
- supporting and enhancing transit in existing communities;
- building more inclusive and complete communities by supporting new community services and facilities (i.e., libraries, parks, schools, childcare centres, etc.) and new local retail and service uses varying in type and scale;
- enhancing the public realm by creating an attractive, safe, and comfortable pedestrian environment that encourages walking; and
- facilitating the development of complete streets.

The *Avenues* Policy Review is only one of several action items in the HAP that supports the objective of enabling additional housing supply across Toronto's Major Streets and *Avenues*. Other related action items include: the Expanding Housing Options in Neighbourhoods (EHON) Major Streets Study, Updates to Mid-rise Rear Transition Performance Standards Urban Design Guidelines, as-of-right Zoning for Mid-rise Buildings on *Avenues*, and Expanding Mixed Use Areas and Commercial Residential Zoning for new Mixed Use Areas. City Planning is actively working to advance these action items in a comprehensive and integrated manner.

RECOMMENDATIONS

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

1. The Planning and Housing Committee request the Chief Planner and Executive Director, City Planning to undertake broad public and stakeholder consultation on the proposed policy directions (Attachment 1) in this report and report back with recommended Official Plan Amendments in the fourth quarter of 2024.
2. The Planning and Housing Committee request the Chief Planner and Executive Director, City Planning, to explore the proposed policy direction and mapping changes for certain City-owned sites adjacent to existing *Avenues* with potential to support the delivery of housing, from among those identified in Confidential Attachment 1 to the report - 2023.EX9.3 (dated November 8, 2023).

FINANCIAL IMPACT

City Planning 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 implications.

EQUITY IMPACT STATEMENT

The City of Toronto recognizes that housing is essential to the inherent dignity and wellbeing of a person and to building sustainable and inclusive communities. Access to safe, good quality, and affordable housing is an important determinant of physical and mental health, and a fundamental goal of the City's Housing TO 2020-2030 Action Plan. Adequate and affordable housing is also a cornerstone of inclusive neighbourhoods, supports the environment, and improves the socio-economic status of individuals, families, and communities as a whole.

Many initiatives and partnerships being undertaken by the City are working to spark public discussions to identify the needs of equity-deserving groups, recognize the contributions and legacies of established communities, and the ability of these communities to remain in their neighbourhoods through the process of redevelopment and intensification across the city. These initiatives include, but are not limited to, the Confronting Anti-Black Racism (CABR) Action Plan, the Growing in Place initiative, and the Toronto Seniors Strategy.

This report helps to advance the City's 'made-in-Toronto' Housing Action Plan which takes a multi-pronged approach to increasing housing supply, housing choice and affordability for current and future residents.

Expanding housing options in existing communities by introducing new *Avenues* across the city is an important step towards enabling both market, non-market, and mixed housing production to exceed the provincial housing target of 285,000 new homes over the next 10 years. This initiative is intended to increase and accelerate the creation of a diverse range and mix of housing options to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes, leading to more equitable and inclusive communities.

CLIMATE IMPACT STATEMENT

On October 2, 2019, City Council voted unanimously to declare a climate emergency and accelerate efforts to mitigate and adapt to climate change by adopting a stronger emissions reduction target of net zero by 2050 or sooner. In December 2021, City Council adopted a new goal of net zero emissions by 2040. Climate and resilience considerations and recommendations were also included in the September 2020 report from the Toronto Office of Recovery & Rebuild.

Facilitating growth along new *Avenues* helps to reduce greenhouse gas (GHG) emissions by:

- making efficient use of land and resources;
- reducing the potential for sprawl by accommodating more housing in existing built-up areas, which also reduces transportation driven GHG emissions regionally;
- facilitating the construction of more tall and mid-rise buildings which can more easily achieve lower operational emissions compared to low-rise buildings;

- increasing densities within existing built-up areas and supporting the creation of complete streets that enables low carbon transportation choices such as walking, cycling, and public transit; and
- maximizing the use of existing infrastructure, which avoids building new carbon-intensive infrastructure elsewhere.

DECISION HISTORY

On December 14, 2022, City Council adopted Item CC2.1 - 2023 Housing Action Plan, which directed the City Manager to develop a Housing Action Plan for the 2022-2026 term of Council. The Housing Action Plan is to include targeted timelines for the approval and implementation of a range of policy, program, zoning and regulatory actions to increase the supply of affordable housing in support of complete communities. Specifically, direction was given to complete the review of the City's Official Plan to ensure that it aligns with the need for more housing in areas of the city identified for residential opportunities.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.CC2.1>

On March 21, 2023, Executive Committee endorsed Item EX3.1 - "Housing Action Plan 2022-2026- Priorities and Work Plan" which included direction to City Planning to explore opportunities to streamline study requirements for building new housing along *Avenues*, extend and potentially introduce new *Avenues*, update the vision and policy direction for how *Avenues* will develop, and consider opportunities to create areas of transition between *Avenues* and *Neighbourhoods* to enable more housing.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.EX3.1>

On November 8, 2023, City Council adopted Item EX9.3 - "Generational Transformation of Toronto's Housing System to Urgently Build More Affordable Homes" including direction to the Deputy City Manager, Development and Growth Services to advance early due diligence work on 40 City-owned sites that were identified as potential housing sites as outlined in Confidential Attachment 1 of the report.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.EX9.3>

The Decision History for other HAP action items that support the objective of enabling housing across Toronto's Major Streets and *Avenues* are found in Attachment 2.

BACKGROUND: PLANNING FRAMEWORK

Provincial Policy Statement (2020)

The Provincial Policy Statement (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 management of land and infrastructure over the long term in order to minimize impacts on air, water, and other resources;
- building strong, sustainable, and resilient communities that enhance health and social well-being;
- promoting communities with a mix of housing, recreational opportunities, and transportation choices, including active transportation and transit; and
- encouraging a sense of place in communities by promoting a well-designed built form.

Toronto's Official Plan's planning framework for the *Avenues* supports PPS policies and objectives by:

- identifying appropriate locations for intensification and redevelopment;
- establishing policy directions that encourage a compact built form, while mitigating risks to public health and safety;
- facilitating a range and mix of housing types and densities to meet the current and future needs of residents;
- making efficient use of land, resources, infrastructure, and public service facilities; and
- supporting active transportation and transit use.

Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan provides a strategic framework for managing growth and protecting the environment in the Greater Golden Horseshoe region, of which Toronto forms an integral part. The Growth Plan directs municipalities to, among other things:

- make more efficient use of land, resources, and infrastructure to reduce sprawl;
- contribute to environmental sustainability;
- provide for a more compact built form and a vibrant public realm;
- engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- achieve complete communities with access to a range of housing options, public service facilities, recreation, and green space that better connect transit to where people live and work;
- plan for communities that are transit-supportive, and make effective use of investments in infrastructure and public service facilities; and
- plan for lands adjacent to or near to existing and planned frequent transit to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.

Critical to the Growth Plan and its growth management strategy is the integration of transportation planning and land use planning. To guide municipalities in implementing this growth management framework a number of important terms and concepts are defined in the Growth Plan, including:

- **Transit-supportive:** relating to development that makes transit viable and improves the quality of the experience of using transit. It often refers to compact, mixed-use

development that has a high level of employment and residential densities. Transit-supportive development will be consistent with Ontario's Transit Supportive Guidelines.

- Frequent Transit: A public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week.

Toronto's planning framework for the *Avenues* support the policies and objectives of the Growth Plan by:

- directing growth to strategic growth areas, and areas served by existing transit;
- facilitating a compact built form that optimizes existing infrastructure, including transit, and enhances the public realm; and
- creating inclusive and complete communities that provide a diverse range and mix of housing options to accommodate all household sizes and incomes, and convenient access to local stores, services, and public service facilities.

Official Plan

Chapter 2 of the Official Plan sets out that the integration of transportation and land use planning is critical to achieving the overall aim of increasing access to opportunities throughout Toronto.

Policies 2.2.1 and 2.2.2 direct that "a better urban environment, a competitive local economy and a more socially cohesive and equitable city" will be achieved "through the integration and coordination of transportation planning and land use planning by: a) attracting more people and jobs to targeted growth areas in the city that are supported by good and affordable transit services and other infrastructure," and that "Growth will be directed to the Centres, Avenues, Employment Areas and the Downtown as shown on Map 2 in order to: a) use municipal land, infrastructure and services efficiently; and b) concentrate jobs and people in areas well served by surface transit and higher-order transit stations;" among other objectives.

Section 2.2.3 (Avenues: Reurbanizing Arterial Corridors) of the Official Plan lays out the current vision and policy framework for the *Avenues*.

The *Avenues* identified on [Map 2 of the Official Plan](#) are areas of Toronto that will "reurbanize" to create new housing and job opportunities, improve transit service, create more shopping opportunities, and gradually improve the public realm. The *Avenues* are generally intended to perform a "main street" role by being a focal point for the local community and having a vibrant public realm. However, it is acknowledged that not all *Avenues* will experience the same level of reurbanization as each *Avenue* is unique.

The *Avenues* are anticipated to experience incremental growth and, to guide this growth, the City will undertake Avenue studies to establish a framework for their reurbanization. This includes implementing contextually appropriate zoning and design guidelines. Studying *Avenues* will happen over time and that those *Avenues* with the greatest reurbanization potential will be prioritized for study. *Avenues* that already function well as "main streets" and have appropriate zoning are not likely to need further study.

Further, Chapter 4 *Neighbourhood* policies prevail where developments are proposed on an *Avenue* within *Neighbourhood* designated lands so that these developments will respect and reinforce the general physical character of established *Neighbourhoods*.

Implementation of the Avenues Vision

Following the 2002 establishment of the *Avenues* vision and policy framework, the implementation of the *Avenues* has been linked to the completion of individual *Avenues* studies. To date City Planning has completed over 30 *Avenue* studies across Toronto covering over 45% of the approximately 175 kilometres of *Avenues*.

In recognition of the potential of all *Avenues* to contribute to a growing and changing city, City Council in 2009 directed staff to develop an *Avenues & Mid-Rise Buildings* Action Plan to enable more housing and jobs close to existing transit and infrastructure. The main outcome of this 'Action Plan' was the development and adoption of the *Avenues and Mid-Rise Buildings* study in 2010, which identified a list of best practices and established a set of performance standards for new mid-rise buildings city-wide.

Since the *Avenues and Mid-Rise Buildings* study was adopted by Council, *Avenues* have increasingly become a more important part of the Urban Structure of Toronto as the *Centres* and the *Downtown and Central Waterfront* areas start to mature. The [Development Pipeline bulletin for 2022 Q2](#) (January 2017 - June 2022) reports that *Avenues* contained the most proposed projects of any of the growth management areas. These 637 projects account for:

- over 160,000 residential units (23,00 built, 41,000 active, and 98,000 under review), and
- over 1 million square metres of non-residential gross floor area, representing 23% of the city's proposed units and 8% of its proposed non-residential GFA.

Many of the largest projects proposed within the *Avenues* are located along Eglinton Avenue, representing a response from the development industry to the public infrastructure investment in the Eglinton Crosstown LRT and the need for transit supportive and accessible development. Other notable *Avenue* segments with a number of large projects proposed along them are Sheppard Avenue, Kingston Road, The Queensway and Yonge Street.

Housing Action Plan

The Housing Action Plan (HAP) priorities for the 2022-2026 term of Council include targeted timelines for the approval and implementation of a wide range of actions, policies, and programs to increase the supply of housing within complete, inclusive and sustainable communities with the critical infrastructure to support growth. The HAP actions focus on:

- removing policy and zoning barriers to building housing;
- leveraging public lands to increase housing supply;
- preserving existing rental homes;

- supporting the development of a range of purpose-built rental homes (including market and non-market) through new and strengthened housing policies and programs; and
- supporting the community sector (including non-profit and co-op housing providers) to modernize and grow their stock.

The Avenues Policy Review is one of the 54 HAP actions and supports the City's goal of accelerating the supply of housing by examining and removing policy barriers to new housing. The new homes enabled by the HAP will contribute to the provincial housing target of 285,000 new homes in Toronto by 2031.

Through the HAP report and associated work plan, staff were directed to explore opportunities to streamline study requirements for building new housing along *Avenues*, extend and potentially introduce new *Avenues*, update the vision and policy direction for how *Avenues* will develop, and consider opportunities to create areas of transition between *Avenues* and *Neighbourhoods* to enable more housing.

An Integrated Approach to Unlocking Toronto's Avenues and Major Streets

City Planning is taking a comprehensive and integrated approach to advancing related HAP action items, namely:

- The Avenues Policy Review;
- [The EHON Major Streets Study](#);
- [Updates to Mid-rise Rear Transition Performance Standards](#);
- As-of-right Zoning for Mid-rise Buildings on Avenues;
- Expanding Mixed Use Areas and Commercial Residential Zoning for new Mixed Use Areas; and
- Updated Mid-rise Guidelines, including amended performance standards, to encourage economical and environmentally sustainable mid-rise developments.

Across these initiatives, City Planning is actively working to enable Official Plan policies and zoning regulations that support the objective of increasing the supply of housing along Toronto's Major Streets and *Avenues* to build more complete, inclusive and sustainable communities. Together, these initiatives reflect Toronto's commitment to advance the Housing Action Plan (HAP) and commitments associated with the Federal Housing Accelerator Fund application.

COMMENTS

The Official Plan policy framework for *Avenues* has been successful in enabling and attracting growth and investment. However, the geography of the *Avenues* and related policies have not substantially changed over the past 22 years.

The *Avenues* have increasingly become a more important part of the Urban Structure, in part due to continued public transit investment. Coupled with a growing and evolving

Toronto, this presents an opportunity to update the *Avenues* policy framework to better align with development potential across the city.

Four Areas of Focus

This Avenues Policy Review is focussed on four areas:

1. update the vision and policy direction for how *Avenues* will develop;
2. extend and potentially introduce new *Avenues*;
3. explore opportunities to streamline study requirements for building new housing along *Avenues*; and
4. consider opportunities to create areas of transition between *Avenues* and *Neighbourhoods* to enable more housing.

The following sections summarize the proposed directions for each area of focus and will form the basis of public consultation to help inform amendments to the Official Plan. Details on each of the proposed directions as well as the rationale can be found in Attachment 1.

1. Update to the Vision and Policies

Vision (Official Plan, Section 2.2.3, Unshaded Text):

- Maintain the general intent of the objective of the *Avenues*, including that most *Avenues* will perform a “main street” role.
- Introduce language that outlines that certain *Avenues* have the potential for higher levels of intensification and commercial activities due to their proximity to higher order/frequent transit and larger soft sites, while other *Avenues* may play a more residential role due to the existing/planned context but will provide for more housing options in existing communities.
- Remove references to “reurbanize” and “reurbanization” and replace with the terms “intensify”, “transit supportive growth”, and “complete communities”.
- Recognize that all *Avenues* are growth areas which will foster complete communities, support neighbourhood-serving functions, and encourage transit supportive growth.
- Introduce new language to highlight that *Avenues* should create opportunities for new community services and facilities, as well as a variety of new commercial and retail spaces, and to promote complete communities.
- Introduce the vision of the new Avenue typologies: Main Street Avenue Corridors, Residential Avenue Corridors, and Mixed-Use Avenue Nodes:
 - Main Street Avenue Corridors: Serve a “main street” role by providing the local community with convenient access to a wide range of non-residential uses that supports the development of complete communities and have a vibrant public realm. These *Avenues* will expand housing options in existing communities by encouraging a mid-rise built form with flexibility for other built forms where appropriate.
 - Residential Avenue Corridors: Serve a primarily residential role with opportunities for small-scale retail and service uses to meet most of the daily needs of the local community. These *Avenues* will enhance the public realm and expand housing

options in existing communities by encouraging a mid-rise built form with flexibility for other built forms where appropriate.

- Mixed Use Avenue Nodes: Serve as “nodes” by providing the local and wider community with convenient access to a wide range and scale of non-residential uses, including office, institutional, retail and other commercial uses, and have a vibrant public realm. Generally located along Avenues where there are existing/planned high-order transit stations and where two *Avenues* intersect, these “nodes” will expand housing options in existing communities by encouraging a tall-building built form with flexibility for a mid-rise built form where appropriate.
- Set out that most *Neighbourhoods* adjacent to *Avenues* will experience “transit supportive growth” due to their proximity to high order/frequent transit and amenities. This will include facilitating “transition zones” that enable additional housing opportunities between areas of different scale (e.g., between *Neighbourhoods* and *Mixed Use Areas*) and “areas of transition” that allow portions of a development along an Avenue to extend into adjacent lands in certain circumstances.
- Clarify that *Avenues* do not overlap with *Parks and Open Space Areas* and *Employment Areas*.
- Introduce language that outlines that development along *Avenues* will be guided by the policies of the Official Plan, design guidelines, as-of-right zoning, and other regulations.
- Delete the requirement for “Avenues Studies” and replace with “Local Area Reviews”. Include examples of scenarios in which Local Area Reviews would be undertaken.
- Clarify that some *Avenues* overlap with Secondary Plans in Chapter 6, Site and Area Specific Policies in Chapter 6 and 7, and Major Transit Station Areas in Chapter 8 (pending Minister approval), and that Chapter 5 policies address the interpretation of any policy conflicts.

Policies (Official Plan, Section 2.2.3, Shaded Text):

- Replace policies 2.2.3.1 and 2.2.3.2 with a policy that provides general direction that Local Area Reviews may be undertaken where deemed necessary to address certain scenarios (e.g., to address deficiencies in community and hard infrastructure).
- Delete requirement for Avenue Segment Reviews (Policies 2.2.3.34, 2.2.3.4, and 2.2.3.5)
- Replace policy 2.2.3.6 with a simplified performance criteria for the new Avenues typology: Avenue Main Street Corridors, Avenue Residential Corridors, and Mixed Use Avenue Nodes.
- Include a policy which establishes that the performance criteria will be implemented through as-of-right zoning.
- Replace text in policy 2.2.3.7 with language that speaks to development needing to be considered on the basis of all the Official Plan policies, and that the policies in Chapters 6 (Secondary Plans), 7 (Site and Area Specific Policies) and 8 (Major Transit Station Areas and Protected Major Transit Station Areas) prevail.

2. Extend and Introduce New Avenues

- New potential *Avenues* will be identified along Major Streets by undertaking a detailed analysis using proposed criteria (see Attachment 1, Table 2) that considers factors such as: access to frequent and higher-order transit, proximity to major shopping centres and post-secondary institutions, proximity to incompatible land uses, and the parcel fabric.
- The Plan will categorize all *Avenues* as one of three types: Main Street Avenue Corridors, Residential Avenue Corridors, or Mixed Use Avenue Nodes. The categorization will be based on the criteria summarized in Attachment 1, Table 3. The criteria consider factors such as: whether the Major Street has an existing commercial function, is located next to a Major Transit Station Area, or is already served by a nearby main street.

Detailed analysis will inform the creation of draft maps that will identify proposed new *Avenues*. These draft maps will be used during consultations with the public and stakeholders to help inform the location and extent of additional *Avenues* across the city, which will ultimately form the final recommendations and Official Plan Amendments.

3. Streamline Study Requirements

- Delete the requirement for Avenue Segment Reviews for *Avenues* that have not been studied. This would help to streamline the development review process for proposed developments along *Avenues*.
- Delete the requirement for Avenue Studies and replace it with the option to undertake Local Area Reviews. These discretionary reviews would allow staff to assess the conditions (i.e., public utilities, transit, roads, urban design, streetscape, community services/facilities, etc.) on lands along and adjacent to *Avenues* to establish a framework to guide growth and investments for the delineated area. These reviews may be comprehensive or scoped to address specific issues. It is proposed that Local Area Reviews would only be undertaken when deemed necessary, such as along *Avenues* that are experiencing significant growth pressures and where there is a risk that community services/facilities and hard infrastructure will not be able to support future growth.

4. Opportunities to Create Areas of Transition between Avenues and Neighbourhoods

- Permit consolidation of properties within *Neighbourhood* or *Apartment Neighbourhood* lands for mid-rise development or, where appropriate, tall building developments on shallow lots with frontage on *Avenues*, without the requirement for an Official Plan Amendment.

Supporting the Delivery of Housing on City-owned Land adjacent to Avenues

The 'Generational Transformation of Toronto's Housing System to Urgently Build More Affordable Homes' report outlined several recommended actions which will make a

generational change to transform and strengthen Toronto's housing system and expedite the delivery of the HousingTO and Housing Action Plan targets.

One of the recommended actions is to dedicate more City-owned land to creating new affordable homes, including advancing due diligence on 40 additional City-owned sites that have been identified as potential future housing sites.

Among the sites listed in that report, staff have identified an opportunity to review certain lands adjacent to existing *Avenues*, in the context of the Avenues Policy Review.

Proposed Directions:

- Explore opportunities to consider proposed policy directions and mapping changes that would support the development and delivery of housing on these potential housing sites. Further due diligence by City Planning, partner Divisions and City agencies will be required to confirm the feasibility and suitability of these sites as potentially expedited housing opportunities.

Expanding Housing Options in Neighbourhoods: Major Streets Study

The [Major Streets Study](#) is part of the [Expanding Housing Options in Neighbourhoods](#) (EHON) initiative, which is examining opportunities to bring more housing to Toronto's low-rise neighbourhoods along the City's Major Streets, as identified on [Map 3 of the Official Plan](#).

The EHON Major Streets Study pre-dates the HAP, and like other EHON projects was incorporated into the HAP when that plan's work program was introduced in 2023. The EHON Major Streets Study has undertaken significant analysis and consultation over the past 3 years. [A proposals report](#) was endorsed by the Planning and Housing Committee in September 2023, followed by city-wide and ward-based consultation between October 2023 and January 2024.

The EHON Major Streets Study has looked at the lands that abut the Major Streets within areas designated as *Neighbourhoods* in the Official Plan, city-wide. The study excludes lands that are subject to policies that direct intensification, such as MTSA's, secondary plans, and *Avenues*. Properties included in the EHON Major Streets study provide the opportunity to increase residential densities and height through the introduction of two building types – townhouses and small-scale apartment buildings.

The *Avenues* are identified on Urban Structure Map 2 as areas where growth will be directed. Since the *Avenues* are also geographically related to Major Streets, it is likely that some areas that will be considered for new *Avenues* may overlap with those areas identified as part of the EHON Major Streets Study. While the Avenues Policy Review may ultimately identify some opportunities for mid-rise intensification on Major Streets in *Neighbourhoods* beyond what the EHON Major Street Study contemplates, these opportunities will be carefully considered and consulted on. The EHON Major Streets Study will recommend as-of-right zoning permissions for moderate intensification. The *Avenues* review will subsequently identify those portions of Major Streets that are suitable for a greater scale of intensification. The two study teams will continue working

together to ensure that the emerging policies are complementary to one another, and that the areas where they apply do not conflict.

Next Steps

This report's proposed policy directions included in Attachment 1 will be used as the basis for consultation. Over the next several months, staff will undertake broad public and stakeholder engagement on the proposed policy directions. Following consultation, staff will report to Planning and Housing Committee in the fourth quarter of 2024 on the outcomes of the consultation and with recommended Official Plan Amendments.

Staff will continue to coordinate with related HAP initiatives, such as the EHON Major Streets Study, Mid-rise Buildings Studies, and other relevant planning studies to ensure that any recommended amendments are aligned.

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SIGNATURE

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ATTACHMENTS

Attachment 1: Proposed Policy Direction for Consultation
Attachment 2: Decision History

Attachment 1: Proposed Policy Directions for Consultation

The proposed policy directions will be used as the basis for public consultation and help inform amendments to the Official Plan:

1. update the vision and policy direction for how *Avenues* will develop,
2. extend and potentially introduce new *Avenues*,
3. explore opportunities to streamline study requirements for building new housing along *Avenues*, and
4. consider opportunities to create areas of transition between *Avenues* and *Neighbourhoods* to enable more housing.

1. Update to the Vision and Policies

1.1 Vision: Objective

The current vision states that *Avenues* will reurbanize to create new housing and job opportunities, and gradually improve the public realm, create more shopping opportunities, and improve transit service.

Proposed Directions:

- Maintain the general intent of the objective of the *Avenues*.
- Remove references to "reurbanize" and "reurbanization" and replace with the terms "intensify", "transit supportive growth", and "complete communities".
- Introduce new language to highlight that *Avenues* should create opportunities for new community services and facilities, as well as a variety of new commercial and retail spaces, and to promote complete communities.

Rationale:

- The current objectives of creating new housing and job opportunities, gradually improving the public realm, creating more shopping opportunities, and improving transit service are still relevant and important objectives for the *Avenues*.
- The term "reurbanize" is dated and sometimes unclear. Replacing with "intensify", "transit supportive growth", and "complete communities" better aligns the vision for the *Avenues* with current provincial policy language, steers the vision of the *Avenues* towards creating complete communities, and emphasizes their importance in supporting existing and planned transit infrastructure.

1.2 Vision: Function

The current vision for the *Avenues* lays out that they will perform a "main street" role by being a focal point for the local community with a vibrant public realm.

Proposed Directions:

- The current function is still relevant for certain *Avenues*, however, a greater emphasis should be placed on the role of *Avenues* to create more complete communities across the city.
- Introduce language that outlines that certain *Avenues* ("Mixed Use Avenue Nodes") have the potential for higher levels of intensification and commercial activities due to their proximity to higher order/frequent transit and larger soft sites, while other *Avenues* ("Residential Avenue Corridors") may play a more residential role due to

the existing/planned context while providing for more housing options in existing communities.

Rationale:

- Reinforce the idea that *Avenues* play a larger role in helping to create complete communities and how *Avenues* support this goal.
- Establish the Avenue typology and how different *Avenues* will perform different functions.

1.3 Vision: Typology

The current vision for the *Avenues* states that not all *Avenues* are designated for growth (i.e., Neighbourhoods) and each *Avenue* is unique (i.e., lot sizes, street width, transit service, etc.). As a result, the vision for *Avenues* stipulates there is no “one-size fits all” approach to reurbanizing *Avenues*.

Proposed Directions:

- Replace with the vision of the new Avenue typology: Main Street Avenue Corridors, Residential Avenue Corridors, and Mixed Use Avenue Nodes.
- Main Street Avenue Corridors: Serve a "main street" role by providing the local community with convenient access to a wide range of non-residential uses that supports the development of complete communities and have a vibrant public realm. These *Avenues* will expand housing options in existing communities by encouraging a mid-rise built form with flexibility for other built forms where appropriate.
- Residential Avenue Corridors: Serve a primary residential role with opportunities for small-scale retail and service uses to meet most of the daily needs of the local community. These *Avenues* will enhance the public realm and expand housing options in existing communities by encouraging a mid-rise built form with flexibility for other built forms where appropriate.
- Mixed Use Avenue Nodes: Serve as "nodes" by providing the local and wider community with convenient access to a wide range and scale of non-residential uses, including office, institutional, retail and other commercial uses and have a vibrant public realm. Generally located around high-order transit stations and where two *Avenues* intersect, these "nodes" will expand housing options in existing communities by encouraging a tall-building built form with flexibility for a mid-rise built form where appropriate.

Rationale:

- Section 2.2.3 provides little explicit direction with respect to how *Avenues* should evolve over time, instead deferring to Avenue Studies and Avenue Segment Reviews.
- With the proposed move away from studying most *Avenues*, and the proposed removal of the requirement for Avenue Segment Reviews for *Avenues* that have not been studied, there is a need for the vision and policies under section 2.2.3 to provide more direction. This direction would include describing the function of different types of *Avenues*, the planned built form, and where a mix of uses is encouraged or required.
- Establishing an Avenue typology can help ensure that appropriate as-of-right zoning is provided, rather than a blanket approach for zoning all *Avenues*.

1.4 Vision: Land Use Compatibility

The current vision for the *Avenues* states that developments on *Avenues* within *Neighbourhood* designated lands will respect and reinforce the physical character of established *Neighbourhoods*.

Proposed Directions:

- Replace with direction that sets out that most *Neighbourhoods* adjacent to *Avenues* will experience "transit supportive growth" due to their proximity to high order/frequent transit and amenities. This will include facilitating "transition zones" that enable additional housing opportunities in areas located between areas of different scale (e.g., between *Neighbourhoods* and *Mixed Use Areas*) and "areas of transition" that allow portions of a development along an *Avenue* to extend into adjacent lands in certain circumstances.
- Clarify that *Avenues* do not overlap with *Parks and Open Space Areas* and *Employment Areas*.

Rationale:

- Supports the objective of transit supportive growth by facilitating gentle density on lands adjacent to *Avenues*.
- *Neighbourhood* designated land that is identified as an *Avenue* will be considered for redesignated to either *Mixed Use Area* or *Apartment Neighbourhoods*. As such, this policy would become irrelevant.
 - The work to consider redesignating lands would be conducted as part of the HAP work plan item "Expanding Mixed Use Areas".
- Facilitates current and future HAP work to: (1) implement the updates to the Rear Transition Performance Standards, (2) create "areas of transition" between *Avenues* and *Neighbourhoods* to enable more housing, (3) facilitate "transition zones" that will enable additional housing opportunities in areas located between areas of different scale, such as between *Neighbourhoods* and *Mixed Use Areas*.
- When considering development proposals along *Avenues*, these proposals will still need to be considered on the basis of all Official Plan policies, including Chapter 4 policies.

1.5 Vision: Pace of Growth

The current vision for the *Avenues* states that *Avenues* are expected to experience incremental growth.

Proposed Directions:

- Replace with language that recognizes that all *Avenues* are growth areas which will foster complete communities, support neighbourhood-serving functions, and encourage transit supportive growth.

Rationale:

- Most existing and new *Avenues* will likely experience incremental growth, but the vision should not presuppose the pace of development along all *Avenues*.
- The vision should remain focused on setting out that *Avenues* are areas designated for growth and identifying the type of growth that is desirable, as well as what components are required for complete communities.

- *Avenues* that experience a slower pace of growth can continue to support roles and functions that serve the local community.

1.6 Vision: Implementation

The current vision for the *Avenues* establishes that *Avenues* studies will set out the implementation framework for the reurbanization of *Avenues*, which includes updated zoning and design guidelines. It also clarifies that *Avenue* studies will be completed gradually over time and that *Avenues* with more reurbanization potential will be prioritized for studying. Those *Avenues* that already function well as "main streets" may not require studying.

Proposed Directions:

- Replace with language that outlines that development along *Avenues* will be guided by the policies of the Official Plan, design guidelines, appropriate as-of-right zoning and other regulations.
- Replace the requirement for "Avenues Studies" with "Local Area Reviews" and provide examples of scenarios in which these types of reviews may be conducted.
- Clarify that some *Avenues* overlap with Secondary Plans in Chapter 6, Site and Area Specific Policies in Chapter 6 and 7, and Major Transit Station Areas in Chapter 8 (pending Minister approval), and that Chapter 5 policies address the interpretation of any policy conflicts.

Rationale:

- The City has completed over 30 *Avenue* studies since the early 2000's covering 45% of the approximately 175 km length of *Avenues*. These completed studies have helped develop an understanding on built form opportunities for *Avenue* sites, which inform the consideration of opportunities along other corridors that have not had an *Avenue* study.
- As *Avenues* are generally understood to be linear, *Avenue* studies typically apply a linear geographical scope when reviewing segments. Using Local Area Reviews (e.g., Secondary Plans) instead of *Avenue* studies would ensure that the broader geographical context, such as the lands adjacent to *Avenues*, is considered and planned for.
- Recognizes that the City has created comprehensive Mid-Rise Design Guidelines and has considerable experience guiding growth on the *Avenues*. Taken together this means that the necessary knowledge and tools exist to inform development along *Avenues* without the need for comprehensive studies.
- Minimizing the need to undertake *Avenue* studies will enable divisional resources to focus on targeted planning studies and reviewing development applications, and will help to streamline policies by avoiding the creation of additional layers of policy.
- The HAP also includes work to streamline approvals by providing for as-of-right zoning for mid-rise buildings on *Avenues*.

1.7 Policy: Avenue Studies

Policies 2.2.3.1 and 2.2.3.2 states that *Avenue* studies will be prepared for strategic mixed-use segments and that they will set out community improvements needed to support reurbanization (i.e., transit, parks, streetscape, water, etc.) and inform zoning updates and new design guidelines.

Proposed Directions:

- Replace with language that provides general direction that Local Area Reviews may be undertaken where deemed necessary to address certain scenarios (e.g., to address community and hard infrastructure pressures). These discretionary reviews would allow staff to assess the conditions (i.e., public utilities, transit, roads, urban design, streetscape, community services/facilities, etc.) on lands along and adjacent to *Avenues* to establish a framework to guide growth and investments for the delineated area. These reviews may be comprehensive or scoped to address specific issues.

Rationale:

- Local Area Reviews would ensure that the broader geographical context, such as the lands adjacent to *Avenues*, is considered and planned for.
- Recognizes that the City has created comprehensive Mid-Rise Design Guidelines and has considerable experience guiding growth on the *Avenues*.

1.8 Policy: Avenue Segment Reviews

Policies 2.2.3.3, 2.2.3.4, and 2.2.3.5 state that development along *Avenues* can happen prior to the completion of an Avenue Study, however, an Avenue Segment Review will be undertaken to examine the implications of the development because it has the potential to set a precedent for the form and scale of reurbanization along a segment. These reviews will assess the impact of incremental development of the entire segment and whether suitable infrastructure exists. For developments that require rezoning, the review must demonstrate that incremental development of the entire segment will have no adverse impacts.

Proposed Directions:

- Delete requirement for Avenue Segment Reviews.

Rationale:

- Deleting the requirement for Avenue Segment Reviews, and therefore the requirement to conduct these reviews on *Avenues* that have not been studied, will help to streamline the development review process for proposed developments along *Avenues*.
- Through consultations with Community Planning staff there was a near consensus that Avenue Segment Reviews (submitted as part of the complete application requirement) slow down the development review process and are somewhat duplicative due to the requirement for a Block Context Plan.
- Policies 2.2.3.3, 2.2.3.4, and 2.2.3.5 were established when the first post-amalgamation Official Plan was adopted in 2002. At that time most *Avenues* had not been studied and few planning tools/policies existed to guide the reurbanization of *Avenues*. Since then, Council has adopted new Official Plan policies and comprehensive guidelines (i.e., Mid-Rise Building Performance Standards) that together create a suitable framework for informing development along *Avenues*.

1.9 Policy: Performance Criteria

Policy 2.2.3.6 sets out that proposed developments in *Mixed Use Areas* along an *Avenue* that has not been studied must satisfy performance criteria. The criteria establishes that developments will: support transit, create new housing options, enhance the public realm and strengthen local retailing, be served by adequate

community service and facilities, be served by adequate hard infrastructure, and be encouraged to incorporate sustainability features.

Proposed Directions:

- Replace with a simplified performance criteria for the new Avenues typology: Avenue Main Street Corridors, Avenue Residential Corridors, and Mixed Use Avenue Nodes (see Table 1).
- Include a policy which establishes that the performance criteria will be implemented through as-of-right zoning.

Table 1: Avenues Typology Framework

	Main Street Avenue Corridors	Residential Avenue Corridors	Mixed Use Avenue Nodes
Potential Primary Land Use Designation	<i>Mixed Use Areas</i>	<i>Apartment Neighbourhoods</i>	<i>Mixed Use Areas</i>
Potential Built Form	Mid-Rise	Mid-Rise	Mid-Rise & Tall
Mix of Uses	A range of non-residential uses are strongly encouraged at-grade, with preference for retail and service uses. Unit size and scale should vary.	Small-scale retail and service uses are permitted and encouraged at-grade	Non-residential uses or active uses are required on the ground floors, which should vary widely in size. Larger format commercial and institutional uses are encouraged
Commercial Replacement	Yes	No	Yes

Rationale:

- To implement the vision for the Avenue typology (see subsection 1.3).

1.10 Policy Interpretation

Policy 2.2.3.7 states that land use designation policies in Chapter 4 prevail along *Avenues*, especially those policies that apply to *Neighbourhoods* and *Parks and Open Space Areas* to ensure that future developments respect and reinforce the physical character of established *Neighbourhoods*, and that *Park and Open Space Areas* are protected and enhanced.

Proposed Directions:

- Replace with language that reinforces that any development along *Avenues* needs to be considered on the basis of all the Official Plan policies, and that the policies in Chapters 6 (Secondary Plans), 7 (Site and Area Specific Policies) and 8 (Major Transit Station Areas and Protected Major Transit Station Areas) prevail.

Rationale:

- The Housing Action Plan includes the review and updating of Official Plan Chapter 1 and the *Neighbourhoods* and *Apartment Neighbourhoods* policies in Chapter 4, with the goal of increasing permissions for housing and addressing exclusionary zoning. The proposed direction would simplify policy 2.2.3.7 so that it defers to the policy text in Chapters Two through Five.

2. Extend and Introduce New Avenues

Selection criteria (Table 2) have been developed to identify new potential *Avenues*. Staff will consider all Major Streets ([Official Plan Map 3](#)), except for those along an existing *Avenues*, within a *Centre* or *Downtown*, and with *Employment Areas* on both sides.

Table 2: Avenues Selection Criteria

Criteria	Measurement	Rationale
Land Use Designation	What types of land use designations about the Major Street Segment?	Because <i>Avenues</i> include residential uses, they cannot overlap with <i>Employment Areas</i> and <i>Parks and Open Space Areas</i> . In some circumstances it may be appropriate to avoid identifying new <i>Avenues</i> next to <i>Employment Areas</i> due to compatibility issues with sensitive uses.
Frequent Transit Service	Is there a transit priority line (Official Plan Map 5) that runs along the Major Street Segment? (Y/N)	<i>Avenues</i> should be located next to existing frequent transit infrastructure.
Proximity to existing and planned Major Transit Station Areas (MTSA)	Is the Major Street Segment within and/or proximate to an MTSA? (Y/N)	<i>Avenues</i> should be located next to existing and planned higher order transit.

Criteria	Measurement	Rationale
Proximity to Centres and Downtown	Is the Major Street Segment proximate to a Centre or Downtown? (Y/N)	<i>Avenues</i> should be located next to Centres and Downtown as these are areas that are focal points for investment in regional public service facilities as well as commercial, recreational, cultural and entertainment uses. These areas also serve as high-density employment centres and are well connected by transit.
Proximity to Major Post Secondary Institutions	Is the Major Street Segment proximate to a Major Post Secondary Institution? (Y/N)	<i>Avenues</i> should be located next to Major Post Secondary Institutions to provide more housing options for students and staff.
Proximity to Major Shopping Centres	Is the Major Street Segment proximate to a Major Shopping Centre? (Y/N)	<i>Avenues</i> should be located next to Major Shopping as these locations offer good access to retail uses, service uses, and institutional uses. Several Major Shopping Centres are expected to undergo major redevelopment which is likely to further enhance their amenity offerings.
Parcels Fronting onto Major Street	What percentage of parcels along the Major Street Segment are fronting onto the Segment? (%)	<i>Avenues</i> should generally avoid Major Street Segments that are predominately backlogged as they are not suitable locations for redevelopment at an Avenue scale.
Existing Avenue Gaps	Is the Major Street Segment located in a gap between two existing <i>Avenues</i> on the same Right-of-Way? (Y/N)	Filling in the "gaps" between existing <i>Avenues</i> are opportunities to create contiguous <i>Avenues</i> that maximize the utilization of linear infrastructure (i.e., transit).

Identifying which type of Avenue each Avenue would be classified as, based on the proposed typology (Main Street Avenue Corridors, Residential Avenue Corridors, and Mixed Use Avenue Nodes), would be determined by using proposed criteria (see Table 3).

Table 3: Avenue Typology Criteria

Main Street Avenue Corridor	Residential Avenue Corridor	Mixed Use Avenue Node
<ul style="list-style-type: none"> • There is an existing main street/retail strip OR • There is an opportunity to extend an existing main street/retail strip OR • The area already serves a commercial role (i.e., Strip Plazas, Malls, etc.) 	<p>The area does not serve a commercial role AND the area is already/or will be served by a proximate Centre, Mixed Use Avenue Node, or Main Street Avenue</p>	<ul style="list-style-type: none"> • Two <i>Avenues</i> intersect and there are suitable redevelopment opportunities that can accommodate tall buildings OR • Existing/planned MTSA and PMTSAs along an Avenue

3. Streamline Study Requirements

There are two main opportunities to streamline study requirements for developments along *Avenues*: (1) delete the requirement for Avenue Segment Reviews, and (2) replace *Avenues* studies with the ability to require Local Area Reviews.

3.1 Avenue Segment Reviews

Proposed Directions:

- Delete the requirement of Avenue Segment Reviews for *Avenues* that have not been studied.

Rationale:

- Deleting the requirement for Avenue Segment Reviews on *Avenues* that have not been studied, will help to streamline the development review process for proposed developments along *Avenues*.
- Through consultations with Community Planning staff there was a near consensus that Avenue Segment Reviews (submitted as part of the complete application requirement) slow down the development review process and are somewhat duplicative due to the requirement for a Block Context Plan.
- Policies 2.2.3.3 and 2.2.3.4 were established when the first post-amalgamation Official Plan was adopted. At that time most *Avenues* had not been studied and few planning tools/policies existed to guide the reurbanization of *Avenues*. Since then, Council has adopted new Official Plan policies and comprehensive guidelines (i.e., Mid-Rise Building Performance Standards) that together create a suitable framework for informing development along *Avenues*.

3.2 Avenue Studies

Proposed Directions:

- Delete the requirement for Avenue Studies and replace it with the option to undertake Local Area Reviews. These discretionary reviews would allow staff to assess the conditions (i.e., public utilities, transit, roads, urban design, streetscape, community services/facilities, etc.) on lands along and adjacent to *Avenues* to establish a framework to guide growth and investments for the delineated area. These reviews may be comprehensive or scoped to address specific issues. It is proposed that Local Area Reviews would only be undertaken when deemed necessary, such as along *Avenues* that are experiencing significant growth pressures and where there is a risk that community services/facilities and hard infrastructure will not be able to support future growth.

Rationale:

- Local Area Reviews would ensure that the broader geographical context, such as the lands adjacent to *Avenues*, is considered and planned for.
- Recognizes that the City has created comprehensive Mid-Rise Design Guidelines and has considerable experience guiding growth on the *Avenues*.

4. Opportunities to Create Areas of Transition between Avenues and Neighbourhoods

As part of the HAP, Urban Design staff were directed to review the City's design guidelines to ensure they align with the priority of optimizing the delivery of housing opportunities for a range of housing forms. In response to this and the other items outlined in the HAP, Urban Design staff have initiated a review of the Mid-Rise Building Design Guidelines, focusing on the existing Performance Standards for Rear Transition (5A through 5D). The review of these four Performance Standards have identified opportunities to provide flexibility in the rear transition of mid-rise buildings to further facilitate the development of these types of buildings across the City. It is recognized that further facilitating development in a mid-rise building form, or taller where appropriate, will support increased housing supply in walkable, complete communities, while providing a wider range of housing options to address current housing challenges.

The [Draft Performance Standards for Rear Transition](#) includes new guidelines (5F) for mid-rise buildings on sites that are too shallow to accommodate an efficient and feasible mid-rise building (i.e., approximately 18 metre depth at uppermost storeys for a typical double loaded corridor building). For these sites it is being contemplated that land use options could enable sufficient building depth, including consolidating additional properties within Neighbourhoods. This provision would include consideration of an increase to the depth of the site to allow for a maximum lot depth of approximately 30 metres for a 6-storey building and 36 metres for an 11-storey building. This would allow shallow properties to achieve mid-rise heights with a more regular envelope and floorplate.

Proposed Directions:

- Permit consolidation of properties within *Neighbourhoods* or *Apartment Neighbourhoods* lands for mid-rise development or, where appropriate, tall building

developments on shallow lots with frontage on Avenues, without the requirement for an Official Plan Amendment.

Rationale:

- This change would help to facilitate mid-rise and tall buildings on Avenue sites that are too shallow to accommodate an efficient and feasible mid-rise building, or taller buildings where appropriate. The extent to which *Neighbourhood* or *Apartment Neighbourhood* lands could be consolidated would be limited based on the depth needed to accommodate a mid-rise building (e.g., 30 metre depth for a 6-storey building), or tall buildings where appropriate. Buildings that are proposing to consolidate *Neighbourhood* or *Apartment Neighbourhood* lands would still be evaluated based on all other relevant Performance Standards, such as rear transition, maximum allowable height, front façade, side property line, and minimum sidewalk zones.

Attachment 2: Decision History

At its meeting of July 6, 2010, City Council approved a Staff Report regarding the Avenues and Mid-Rise Buildings Study and Action Plan, which included the Mid-Rise Buildings Performance Standards. Council directed staff to monitor the Performance Standards over a 2-year period. Council's decisions are at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2010.PG39.9>

At its meetings on November 13, 2013, May 29, 2014, and November 3, 2015, City Council received reports monitoring the implementation and effectiveness of the Mid-Rise Building Performance Standards. The Council items can be found at:

<https://secure.toronto.ca/council/agenda-item.do?item=2013.PG27.4>

<https://secure.toronto.ca/council/agenda-item.do?item=2014.PG33.13>

<https://secure.toronto.ca/council/agenda-item.do?item=2015.PG7.1>

City Council adopted a revised Mid-Rise Building Performance Standards Addendum, for staff to use together with the 2010 approved Mid-Rise Building Performance Standards in the preparation of area studies or during the evaluation of development applications, where mid-rise buildings are proposed and Performance Standards are applicable, until such time as City Council adopts updated Mid-Rise Building Performance Standards. Council's decisions are at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7>

On July 5, 2022, Planning and Housing Committee endorsed the Major Streets – Interim Report and directed staff to undertake further consultation in Q4 2022 and into 2023.

The Committee item can be found at:

<https://secure.toronto.ca/council/agenda-item.do?item=2022.PH35.2>

On December 14, 2022, City Council adopted Item CC2.1 - 2023 Housing Action Plan, which directed the City Manager to develop a Housing Action Plan for the 2022-2026 term of Council that will support the City in achieving or exceeding the provincial housing target of 285,000 new homes over the next 10 years. The Housing Action Plan is to include targeted timelines for the approval and implementation of a range of policy, program, zoning, and regulatory actions to increase the supply of affordable housing in support of complete communities. Council's decisions are at:

<https://secure.toronto.ca/council/agenda-item.do?item=2023.CC2.1>

On March 21, 2023, Executive Committee endorsed Item EX3.1 - “Housing Action Plan 2022-2026- Priorities and Work Plan” including direction to City Planning to review and update the Rear Transition Performance Standards from the Avenues & Mid-Rise Buildings Study (Standards 5A through 5D) as an initial project, and bring subsequent reports with recommended zoning by-law amendments establishing City-wide zoning performance standards to implement as-of-right mid-rise development on Avenues;

<https://secure.toronto.ca/council/agenda-item.do?item=2023.EX3.1>

On June 1, 2023, Planning and Housing Committee received Item PH4.7 a preliminary report on the Mid-Rise Buildings Rear Transition Performance Standards Review & Draft Update, and directed the Chief Planner and Executive Director, City Planning to undertake public and stakeholder consultation on the Draft Performance Standards, as well as other existing Mid-Rise Buildings Performance Standards, in the third and fourth

quarter of 2023 and report back with final recommendations on the Rear Transition Performance Standards, as well as any additional feedback from the consultation by November 30, 2023.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.PH4.7>

On September 28, 2023, Planning and Housing Committee received Item PH6.4, a proposals report on the Expanding Housing Options in Neighbourhoods: Major streets Study. The Committee directed staff to continue consultation on the draft Official Plan Amendment and proposed zoning by-law framework, with outreach to residents' associations, industry, city divisions, and other stakeholders, and report back with recommended Official Plan and Zoning By-law amendments in the first quarter of 2024

<https://secure.toronto.ca/council/agenda-item.do?item=2023.PH6.4>

On November 30, 2023, Planning and Housing Committee received PH8.4 a status report on the updates to the Mid-Rise Buildings Rear Transition Performance Standards. The Committee directed staff to undertake further stakeholder consultation and report back in the second quarter of 2024 with the final updated Rear Transition performance standards for the Mid-Rise Building Urban Design Guidelines and zoning by-law amendments implementing the updated Rear Transition performance standards and as-of-right permissions for height and density implementing the Mid-rise Building Urban Design Guidelines. Further, the Committee direct staff to make best efforts to report back by the fourth quarter of 2024 with draft consolidated mid-rise guidelines that encourage mid-rise developments that are more economical to build and more environmentally sustainable.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.PH8.4>

On November 30, 2023, Planning and Housing Committee received PH8.8 a recommendation for staff to review the planning application checklist and report back by the second quarter of 2024 with any identified redundancies, duplications or items that may reasonably be eliminated from the list of required studies for Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, Plan Control, Part Lot Control Exemption, Draft Plan of Condominium.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.PH8.8>