

# **Expanding Housing Options in Neighbourhoods – Beaches-East York Pilot Project – Official Plan and Zoning By-law Amendments – Decision Report – Approval**

Date: October 16, 2024

To: Planning and Housing Committee

From: Interim Chief Planner and Executive Director, City Planning

Executive Director, Development Review

Ward: 19 - Beaches-East York

**Planning Application Number: 24 113744 STE 19 OZ**

## **SUMMARY**

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The Beaches-East York Pilot Project ("the Pilot Project") is part of the Expanding Housing Options in Neighbourhoods ("EHON") initiative. The Pilot Project was initiated with the purpose of building a missing middle demonstration project in consultation with the community and the development industry on City-owned land within the Beaches-East York neighbourhood (Ward 19).

This report recommends amending the Official Plan and Zoning By-law to permit a development on a City-owned site located at 72 Amroth Avenue. The proposal includes a six-storey apartment building fronting Amroth Avenue with a height of 19.5 metres (23.5 metres with the mechanical penthouse), and a three-storey fourplex with a height of 9.95 metres and a three-storey duplex with a height of 9.65 metres at the rear of the lot. The development has a total of 34 residential units, 39 bicycle parking spaces and 2,353 square metres of gross floor area.

The proposal is an appropriate example of intensification within designated Neighbourhoods. It is in a form that is respectful of the adjacent low-rise detached houses, while making use of an underutilized site near a major transit station and adjacent Danforth Avenue. The Danforth Study from Coxwell Avenue to Victoria Park Avenue further recommends a mid-rise built form of up to eleven-storeys on this segment of Danforth Avenue. It advances a design which includes the provision of six accessible units, exceeding the Toronto Accessibility Design Guidelines requirement for 15 percent of the total number of units be accessible and adaptable, and a unit mix which meets the City of Toronto Growing Up Guidelines regarding the provision of two and three-bedroom units. As a City-initiated project, it will meet at least Version 4, Tier 2 of the Toronto Green Standard. The proposal preserves the five existing mature trees on site.

The processes and approaches developed through this initiative are intended to inform how missing middle projects may be built on other sites, both publicly and privately owned. In support of this goal, City staff have also developed a set of Key Findings to inform the creation of future policy and process changes for expanding housing options in neighbourhoods, including work on transition zones through the Housing Action Plan and work on enabling permissions for low-rise multi-unit residential buildings through the Housing Accelerator Fund. The Key Findings are included as Attachment 16 of this report.

City staff recommend approval of the City-initiated Official Plan and Zoning By-law amendments and associated recommendations.

## **RECOMMENDATIONS**

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The Interim Chief Planner and Executive Director, City Planning, and the Executive Director, Development Review, recommend that:

1. City Council amend the Official Plan for the lands at 72 Amroth Avenue substantially in accordance with the draft Official Plan Amendment attached as Attachment 5 to this report.
2. City Council amend Zoning By-law 569-2013 for the lands at 72 Amroth Avenue substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 6 to this report.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and draft Zoning By-law Amendment as may be required.
4. City Council request the General Manager, Transportation Services, to review and report back on the feasibility of amending Schedule B of the City of Toronto Municipal Code Chapter 925, Permit Parking, to exclude the development located at 72 Amroth Avenue from Permit Parking.
5. City Council request the Interim Chief Planner and Executive Director, City Planning, to report to Planning and Housing Committee following the completion of the Site Plan Control process at 72 Amroth Avenue with an updated Key Findings document discussing the Site Plan Control process.

## **FINANCIAL IMPACT**

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City staff and CreateTO staff confirm that, at this stage, there are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

The next phase of the Pilot Project will see CreateTO report out on a business case to CreateTO's Board of Directors in preparation for a market offering. City Council has specifically directed that any current development planning underway or contemplated on a Toronto Parking Authority (TPA) lot be required to include affordable housing. As 72 Amroth Avenue is currently operated as a TPA parking facility, CreateTO, in consultation with the Housing Secretariat, has advanced work to consider the delivery of affordable housing units as part of the Pilot Project.

The business case to CreateTO's Board of Directors will include consideration of new and/or existing funding programs that could be leveraged to support the delivery of affordable units within small-scale developments in the City of Toronto's Neighbourhoods and will speak to the financial implications on the City associated with the provision of affordable units at 72 Amroth Avenue. Any potential financial impacts related to the delivery of affordable housing units will be identified and submitted for consideration through future budget processes.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the information as presented in the Financial Impact Section.

## **EQUITY STATEMENT**

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

EHON is an important initiative to increase and accelerate the creation of a diverse range and mix of housing options across the city. The homes created through the EHON initiative will help to accommodate people at all stages of life, and to meet the needs of a range of household sizes and incomes. Broadening the types and sizes of units available in low-rise neighbourhoods makes them more accessible to a diverse range of people and needs, leading to a more equitable and inclusive community. By extension, the initiative will broaden access to parks, schools, local institutions and small-scale stores and shops within the City's neighbourhoods.

The Beaches-East York Pilot Project will be used to identify the opportunities and constraints to building at the missing middle scale in Toronto, inform necessary policy and process changes to facilitate missing middle development, and work with a development partner to help increase access to housing units in the City using City-owned property.

## CLIMATE STATEMENT

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Toronto City Council has adopted an ambitious strategy to reduce community-wide greenhouse gas emissions in Toronto to net zero by 2040 – 10 years earlier than initially proposed – and to be more resilient and adapt to the impacts that climate change will have on the City and its residents.

Permitting additional infill missing middle housing helps reduce GHG emissions through the efficient use of land and resources. Infill within the built-up area enables low carbon transportation choices, such as walking, cycling, and public transit. Housing built in Toronto also reduces sprawl and reduces transportation driven GHG emissions regionally.

Infill enables the use of existing infrastructure, which avoids carbon-intensive infrastructure built elsewhere. Smaller buildings and buildings with multiple units, such as garden suites, laneway suites, multiplex housing, and low-rise apartment buildings, can more easily achieve net zero operational emissions, and low carbon materials are readily available at this scale. These buildings are also more easily deconstructed and much of the existing material can be salvaged and reused.

City-initiated projects should demonstrate leadership in pursuing low carbon developments, particularly on City-owned properties. All development agreements executed by City agencies, corporations and divisions are required to meet higher tiers of the Toronto Green Standard Version 4. Furthermore, any new affordable housing units built on City land must be fossil-fuel-free.

The City Planning Division will continue to consider missing middle housing approaches as part of the EHON work plan through a climate impact lens, specifically working towards more efficient land use and walkable communities, and mitigating impacts on the City's soft landscaping and water permeable areas and tree canopy.

## DECISION HISTORY

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On January 19, 2021, Planning and Housing Committee approved the procurement process for the design and construction of the Beaches-East York Pilot Project in consultation with the Ward Councillor, the public, and the development industry. Planning and Housing Committee's decision can be found here:

<https://secure.toronto.ca/council/agenda-item.do?item=2021.PH20.3>

On July 19, 2023, Executive Committee received the Expanding Housing Options in Neighbourhoods – Beaches-East York Pilot Project: Status Update and Directions Report and directed that the property at 72 Amroth Avenue be allocated to the Beaches-East York Pilot Project for the purposes of developing missing middle housing solutions on City-owned, transit-oriented properties. Executive Committee's decision can be found here: <https://secure.toronto.ca/council/agenda-item.do?item=2023.EX6.14>

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. City Council's decision can be found here: <https://secure.toronto.ca/council/agenda-item.do?item=2023.EX9.3>

On March 20, 2024, City Council directed that any current development planning underway or contemplated on a Toronto Parking Authority lot be required to include affordable housing. City Council's decision can be found here: <https://secure.toronto.ca/council/agenda-item.do?item=2024.EX12.4>

On August 26, 2024, CreateTO's Board of Directors received an update on the progress of the Official Plan and Zoning By-law Amendment process at 72 Amroth Avenue, and were informed that staff were exploring the cost of incorporating affordable housing on the site, as directed by Council. The item can be found here: <https://secure.toronto.ca/council/agenda-item.do?item=2024.RA13.1>

## **PROJECT BACKGROUND**

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The goal of the Pilot Project is to build a missing middle demonstration project on a City-owned site that is designated Neighbourhoods in the City's Official Plan in a manner that achieves sustainability and resiliency, replicability, accessibility, compatibility, and cost-effective design.

### **What is Missing Middle?**

The City of Toronto, like many cities in North America, has largely accommodated growing populations in two building typologies: tall buildings and detached houses. The "missing middle" refers to everything in between, including secondary suites, laneway and garden suites, semi-detached houses, townhouses and small-scale apartment buildings.

The EHON initiative aims to permit missing middle scale developments on lands designated Neighbourhoods. Designated Neighbourhoods areas permit a range of residential uses in lower scale buildings. Neighbourhoods make up 35.4 percent of the City's land area, the geographically largest land use designation in the Official Plan.

The Pilot Project proposes to build a missing middle demonstration project that can help inform how other projects of a similar scale may be built on other sites, both publicly- and privately-owned, within the City.

## **THE SITE**

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### **Description**

The site has a 'T' shaped configuration and is located south of Danforth Avenue and east of Woodbine Avenue. The northwest corner of the site abuts a laneway that connects to Woodbine Avenue. The site has an area of approximately 1,291 square metres with a frontage on Amroth Avenue of 16.7 metres and a depth of 47.3 metres.

### **Existing Use**

The site is a surface Toronto Parking Authority parking lot with 54 vehicular parking spaces. The City of Toronto owns the property.

## **THE CITY-INITIATED PROPOSAL**

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### **Description**

The Pilot Project proposes a six-storey residential apartment building (Building A) with a height of 23.5 metres (including the mechanical penthouse), a three-storey fourplex with a height of 9.95 metres (Building B) and a three-storey duplex with a height of 9.65 metres (Building C) at the rear of the site.

The Pilot Project will have a total of 34 units. Building A will have 28 residential units, Building B will have four residential units, and Building C will have two units.

### **Density**

The proposal has a density of 1.82 times the area of the lot.

### **Dwelling Units**

The proposed 34 residential dwelling units include 5 studio (15%), 13 one-bedroom (38%), 12 two-bedroom (35%), and 4 three-bedroom units (12%).

Building A will include 28 residential units, comprising 5 studio (18%), 12 one-bedroom (43%), 10 two-bedroom (36%), and 1 three-bedroom unit (3%). Building B will consist of four residential units with 2 two-bedroom (50%) and 2 three-bedroom units (50%). Building C will consist of two residential units with 1 one-bedroom (50%) and 1 three-bedroom (50%) unit.

### **Access, Bicycle Parking, Vehicle Parking and Loading**

Residential pedestrian access to Building A is proposed from the entrance fronting Amroth Avenue. Pedestrian access to Buildings B and C would be at the rear and access to the entrances would be along the southern side setback of Building A.

The proposal does not include vehicular parking spaces or loading spaces. It includes 39 bicycle parking spaces (31 long-term and 8 short-term). The long-term bicycle

parking spaces are proposed to be located in the basement at the rear of the site. The short-term bicycle parking spaces are proposed to be located at the rear of the site, south of Building A and west of Building B.

### **Additional Information**

See the attachments of this report for the Application Data Sheet, Location Map, site plan, ground floor plan, elevations, Key Findings, and 3D renderings of the proposal in context. Detailed project information, including all plans and reports submitted as part of the application can be found on the City's Application Information Centre:  
[www.toronto.ca/72AmrothAve](http://www.toronto.ca/72AmrothAve)

### **Reasons for the City-initiated Proposal**

The Official Plan Amendment is required for the proposal to exceed the four-storey height limitation in a Neighbourhoods designated area within the Official Plan. The draft Official Plan Amendment is included as Attachment 5 to this report.

The Zoning By-law Amendment application is required to amend Zoning By-law 569-2013 to create appropriate performance standards for building height, depth, setbacks, and soft landscaping. The draft Zoning By-law Amendment is included as Attachment 6 to this report.

## **PROPOSAL BACKGROUND**

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### **Supporting Materials**

The following reports/studies were submitted in support of the City-initiated Proposal:

- Architectural Plans;
- Arborist Report;
- Construction Management Plan;
- Geotechnical Study;
- Grading Plans;
- Hydrogeological Report;
- Hydrological Report;
- Landscape and Lighting Plans
- Public Consultation Strategy Report
- Servicing Report;
- Stormwater Management Report;
- Sun/Shadow Study;
- Transportation Operations Assessment; and
- Tree Preservation Plan.

### **Agency Circulation Outcomes**

The Pilot Project together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used to

assist in evaluating the application and to formulate appropriate Official Plan amendments and Zoning By-law standards.

## **POLICY & REGULATION CONSIDERATIONS**

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### **Provincial Land-Use Policies**

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Policy Statement (2020) (PPS (2020)), and shall conform to provincial plans including A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (Growth Plan (2020)), the Greenbelt Plan and others.

On October 20, 2024, the Provincial Planning Statement (2024) comes into effect and combines the PPS (2020) and the Growth Plan (2020) into a single policy document. As of October 20, 2024, all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Planning Statement (2024) and shall conform to provincial plans including the Greenbelt Plan (2017) and others.

### **Official Plan**

The Official Plan land use designation for the site is Neighbourhoods. See Attachment 3 of this report for the Land Use Map. The Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

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

### **Zoning**

The site is zoned as Residential R (d0.6) (x736) under Zoning By-law 569-2013 with a height limit of 11 metres and maximum permitted density of 0.6 times the area of the lot. The residential zone category permits a range of residential building types including detached houses, semi-detached houses, townhouses, duplexes, triplexes and apartment buildings. In all Residential Zone categories, a maximum of one residential building is permitted on the lot. See Attachment 4 of this report for the existing Zoning By-law map.

### **Design Guidelines**

The following design guidelines have been used in the evaluation of this Pilot Project:

- Mid-Rise Building Performance Standards
- Townhouse and Low-Rise Apartment Guidelines
- Growing Up Guidelines for Children in Vertical Communities
- Pet Friendly Design Guidelines for High Density Communities
- Best Practices for Bird-Friendly Glass



- Best Practices for Effective Lighting; and
- Toronto Accessibility Design Guidelines.

The City's Design Guidelines may be found here: <https://www.toronto.ca/city-government/planning-development/official-planguidelines/design-guidelines/>

### **Toronto Green Standard & TransformTO Net Zero Strategy**

The Toronto Green Standard is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard.

The Pilot Project will achieve a minimum of Tier 2 of the Toronto Green Standard demonstrating high sustainable performance and meeting the Transform TO climate change objectives.

### **Site Plan Control**

The site is subject to Site Plan Control. A Site Plan Control application has not yet been submitted for this Project.

## **COMMUNITY CONSULTATION & ENGAGEMENT**

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CreateTO, in consultation with City Planning and the Ward Councillor, led the community engagement process for 72 Amroth Avenue. This process was guided by CreateTO's Community Engagement Framework, which focuses on pre-engagement to introduce projects early to the community to gather feedback on community concerns.

Between January 15 to 22, 2024, CreateTO held seven one-on-one conversations with local residents, both in-person and virtually, and organized a "kitchen table" discussion with ten participants at Councillor Bradford's office.

On March 14, 2024, CreateTO hosted a community pop-up in partnership with the City Planning and Environment and Climate divisions, and Councillor Bradford's office. Approximately 40 people attended the drop-in session, which featured five information boards displaying project details.

On July 8, 2024, City Planning held a virtual Community Consultation Meeting to present further details and gather feedback from the community. This meeting included presentations from CreateTO, City Planning and the Environment and Climate division, with participation from Councillor Bradford's office.

Comments and questions from both the community pop-up and community meeting included:

- Support for the project, particularly for providing more housing options in the community.

- Concerns about parking, particularly the lack of parking and congestion on Amroth Avenue.
- Concerns about impact on property values.
- Concerns regarding traffic management during construction with potential blockage on Amroth Avenue by construction vehicles.
- Varying opinions were expressed regarding the height and density of the proposed buildings, with some residents preferring fewer storeys and others preferring more.
- Concerns about the aging infrastructure in the neighborhood and the impact of the Pilot Project on the water, hydro, and sewage systems.

The feedback gathered from the community through various engagement initiatives has been invaluable in shaping the next steps for the project at 72 Amroth Avenue. The concerns and suggestions raised by residents, particularly around parking, construction impacts, privacy, and neighbourhood dynamics, have been taken into consideration. Community feedback has led to exploring opportunities through Councillor Bradford's office, including a community poll to modify on-street parking and permit parking regulations on Amroth Avenue.

As the project moves forward, the project team will further review these concerns and explore potential opportunities, particularly in relation to parking management and enforcement. Ongoing dialogue with the community will continue to play a critical role in the refinement of the project in coordination with Councillor Bradford's office.

### **Statutory Public Meeting Comments**

In making their decision with regard to this Pilot Project, Committee members have an opportunity to consider the submissions made at the statutory public meeting held by the Planning and Housing Committee for this application, as these submissions are broadcast live over the internet and recorded for review.

## **COMMENTS**

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### **Provincial Policy Statement and Provincial Plans**

Staff's review of this application has had regard for the relevant matters of provincial interest set out in the *Planning Act*. Staff has reviewed the current proposal for consistency with the Provincial Policy Statement (2020), the Provincial Planning Statement (2024), and conformity with the Growth Plan (2020). In the opinion of Staff, the proposal is consistent with the PPS (2020) and the PPS (2024), and conforms with the Growth Plan (2020).

### **Land Use**

This application has been reviewed against the Official Plan policies described in the Policy and Regulations Consideration Section of the Report as well as the policies of the Toronto Official Plan as a whole. The application contemplates a taller and more intensive form of development than would be permitted in the site's current Neighbourhoods Official Plan designation. While the proposal does exceed the four-

storey height limit in Neighbourhood designated lands, the site's location adjacent to a lot in a Mixed Use designation fronting onto Danforth Avenue, identified as an Avenue and also adjacent to Woodbine Avenue identified as a Major Street provides an appropriate context for the proposed development. Additionally the lot's irregular shape, specifically the "T" shape configuration, accommodates appropriate setbacks and stepbacks that will provide transition to the adjacent properties.

Staff are of the opinion that the proposed development is appropriate given the context of the surrounding area and will provide a positive addition of housing units to the community.

## **Public Realm**

This Pilot Project has been reviewed against the Official Plan policies and design guidelines described in the Policy and Regulation Considerations Section of the Report.

The pedestrian clearway along Amroth Avenue is proposed to be 2.1 metres in width. The planned 6.35 metre setback from the curb along Amroth Avenue to the building face exceeds the Mid-Rise Guidelines standard of 4.8 metres, and provides growing space for a new tree as well as space for street furniture.

The Pilot Project includes an outdoor amenity courtyard area of 292 square metres at the rear of the building that will provide a significantly sized amenity space for residents in all three buildings. No indoor amenity space is proposed. The proposed outdoor amenity space exceeds the total amenity space zoning requirement in a Residential zone for both indoor and outdoor amenity space.

The proposal has been designed to ensure the preservation of five existing trees along and within 6 metres of the property line. Four new deciduous trees will be planted on the site, one in the front and three at the rear. Urban Forestry has reviewed the application and are supportive of the soil volume and depth for the new trees. Tree preservation and planting will be secured through the Site Plan Control process.

## **Built Form, Height and Massing**

It is City Planning staff's opinion that the proposal conforms to the applicable Official Plan policies with respect to the built form and massing. The site's size, configuration and orientation can accommodate the development of three buildings and allow for additional height and increased massing. The proposed buildings will be compatible with the surrounding context with respect to the built form, massing, and transition to the low scale buildings to the west and south.

The proposed building setbacks provide an appropriate transition to the adjacent neighbourhoods and provide appropriate soft landscaping and space for tree growth and preservation. Given the dimensions of the site's frontage, Building A has a 2.1-metre side yard setback to the property line on the southern side adjacent to the low rise neighbourhoods to the south, and a 1.5-metre side yard setback to the north. The separation distance of 6.4 metres between the closest corners of Building A and B, and 4.9 metres between the closest corners of Building A and C respectively, allow for soft

landscaping and the central outdoor amenity space at the rear. Building B has side yard setbacks of 3 metres and a rear yard setback of 5.5 metres allowing for greater separation from the adjacent backyards. Building C has an eastern side yard setback of 3 metres and a western side yard setback and rear setback of 1.5 metres to the existing rear driveways of the buildings fronting on Danforth Avenue.

The height of Building A of 19.5 metres (23.5 metres with the mechanical penthouse) along with the massing are appropriate for the site given the surrounding context and size and shape of the lot. Building A is set back 3 metres from the front property line and 6.35 metres from building face to curb, allowing for soft landscaping and a tree to be planted, which sets a new standard along Amroth Avenue where buildings are generally built to the property line. The mechanical penthouse is set back to the rear of Building A to mitigate shadows and reduce the impact of the massing. The site plan drawing in Attachment 7 illustrates the setbacks, stepbacks and separation distances to adjacent buildings, which allow for appropriate front and side yard setbacks with soft landscaping and privacy.

The site is located just south of Danforth Avenue, which is identified as an Avenue on Map 2 and is designated Mixed Use Areas on Map 21 in the Official Plan. Building A, proposed at six-storeys, would allow for the gradual transition down from the mid-rise scale on Danforth Avenue to the low-rise neighbourhood scale planned for up to four-storeys, south of the site on Amroth Avenue.

### **Sun, Shadow and Wind**

A Sun and Shadow Study submitted illustrates the new shadow cast by the proposed six-storey building, which staff consider acceptable as it allows for several hours of continuous sunlight on the eastern sidewalk along Amroth Avenue and has limited impacts on the low-rise areas surrounding the site.

### **Access, Parking and Loading**

The primary pedestrian access to Building A will be along Amroth Avenue. Elevator access is provided in Building A to all floors across from the stairwells in the middle of the building. The southern side yard setback of 2.1 metres along Building A will provide a pathway to the rear courtyard to the pedestrian entrances for Building B and C.

Two visitor vehicle parking spaces are required and none are proposed for this development. Given the proximity to nearby transit and cycling infrastructure, together with recent changes to the City's parking rates and the Council direction for this site with its sustainability objective, staff support the proposed development being built without visitor vehicular parking.

Local residents have expressed concerns about the loss of the existing parking lot and resulting increase in demand for on-street parking. To help mitigate the potential increase in demand for on-street parking, Transportation Services staff, in consultation with the Ward Councillor's office, have reviewed on-street parking regulations and identified an opportunity to add on-street parking spaces at the northern end of Amroth Avenue. This would address existing demand for on-street permit parking on Amroth Avenue, which currently has 25 permit parking spaces and 34 permit holders.

During overnight hours, parking on Amroth Avenue is restricted to permit holders only, either residents or their visitors. When permit holders are unable to find parking on Amroth Avenue, they can park on other streets within permit parking area 9A, which has a total of 3,124 parking spaces and 2,715 permits issued (87% occupancy). As per Recommendation No. 4, staff will be reporting on the feasibility to exclude residents of and visitors to the development at 72 Amroth Avenue from permit parking.

During the day, on-street parking is not restricted to permit holders and may be used by other visitors to the area. Customers visiting businesses along Danforth Avenue may choose to use paid parking on Danforth Avenue, operated by the Toronto Parking Authority, other paid parking lots in the area, or park on Amroth Avenue or other local streets. Any impacts from closing the existing parking lot are expected to be spread across the broader area, with retail patrons and visitors finding other parking options or choosing alternate modes of transportation based on their individual needs and destinations.

One Type G loading space is required in the Zoning By-law for buildings containing 31 to 399 dwelling units. The Pilot Project does not propose a loading space and will require relief from that Zoning By-law regulation. Transportation Services does not have concerns with the absence of a loading space. As the Pilot Project proposes less than 60 units, curb-side garbage pick up is proposed. Solid Waste Management Services is supportive of the proposal for curb-side garbage pick up. Garbage will be stored on the ground floor in Building A until garbage day. The garbage staging area is located at the front of Building A, outside of the pedestrian clearway adjacent to the curb on Amroth Avenue.

A total of 39 bicycle parking spaces (31 long-term and 8 short-term ) are proposed. Short-term spaces are provided at grade at the rear. Four spaces will be located at the rear of Building A on the southern side and the other four spaces will be provided at the side of Building B on the western side. The long-term bicycle parking spaces will be located in the basement in the bike room at the rear of the building and will be accessed through the southern stairway and central elevator.

## **Housing Issues**

The Official Plan directs that a full range of housing in terms of form, tenure and affordability be provided to meet the current and future needs of residents. In addition, the Growing Up Guidelines suggest that 15 percent of the total unit count should be two bedroom units and 10 percent should be three bedroom units. The Pilot Project proposes to exceed the suggested unit mix of the Growing Up Guidelines, proposing 35 percent of the total units to be two bedroom units and 12 percent to be three bedroom units. The report to CreateTO's Board of Directors will speak to existing funding programs that could be leveraged to support the delivery of affordable units on this site, with the goal to achieve the Official Plan objective to provide for a full range of housing options.

## **Amenity Space**

The proposal includes a total of 292 square metres of outdoor amenity space located in the courtyard on the ground floor at the rear of the building. No indoor amenity space is proposed. Zoning By-law 569-2013 standards in Residential zones require a minimum of four square metres of amenity space per unit; including a minimum of 40 square metres of outdoor amenity space in a location adjoining or directly accessible to the indoor amenity space for buildings with 20 units or more. The Pilot Project proposes to amend the amenity space requirement to be constructed without any indoor amenity space. Staff are supportive of the amenity space proposed as it exceeds the total Zoning By-law requirement of 136 square metres.

## **Parkland**

In accordance with Section 42 of the *Planning Act*, cash-in-lieu is required to satisfy the parkland dedication requirement for the market units proposed through this development. Should it be determined that affordable units can be delivered at 72 Amroth Avenue, CreateTO will report on the financial implications associated with any applicable fee exemptions, including parkland dedication for the affordable units on the site through their business case to CreateTO's Board of Directors.

As per Toronto Municipal Code Chapter 415-29, the appraisal of the cash-in-lieu will be determined under the direction of the Executive Director, Corporate Real Estate Management. Additionally, the Toronto Municipal Code Chapter 415-28, requires that the cash-in-lieu payment for the market units be made prior to the issuance of the first above-ground building permit for the land to be developed.

## **Tree Preservation and Planting**

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 III (Private Tree by-law). An arborist report and tree protection plan were submitted that note a total of five trees on and in proximity to the site. The Pilot Project is proposing to preserve all five trees. Four new deciduous trees are proposed to be planted, one at the front and three at the rear. Urban Forestry staff have reviewed the Pilot Project and are supportive of the tree planting.

## **Toronto Green Standard & TransformTO Net Zero Strategy**

The Toronto Green Standard (TGS) is a set of performance measures for green development. Applications for Zoning By-law Amendments and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement.

The Pilot Project will be required to meet TGS Version 4, Tier 2 and will strive to achieve net-zero emissions. As a result, the Pilot Project will further reduce greenhouse gas emissions with the use of heat pumps and solar energy. In the case that affordable housing is provided by a future owner of the site, the units would need to be constructed

with low-carbon, fossil fuel-free primary HVAC systems, and all-electric appliances in individual units.

## **Servicing**

Engineering and Construction Services staff have reviewed the submitted materials and are satisfied that the existing municipal infrastructure (sewers and watermain) can adequately service the proposed development.

## **Conclusion**

The EHON Beaches East-York Missing Middle Pilot Project has been reviewed against the policies of the Provincial Policy Statement (2020), the Provincial Planning Statement (2024), A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). Staff are of the opinion that the Project is consistent with the PPS (2020) and the PPS (2024) and conforms with the Growth Plan (2020). Furthermore, the Pilot Project meets the intent of the Official Plan and satisfies City Guidelines, providing a range of dwelling units that fit within the existing small-scale residential context, including barrier free units and an energy efficient building aiming to meet the highest City standards.

Staff worked with CreateTO and the community to address and resolve key concerns, including appropriate building setbacks, providing an adequate transition to the adjacent single detached dwellings and preserving and planting trees on site. The Pilot Project increases housing supply and unit mix while contributing to the built form character along Amroth Avenue with adequate setbacks, providing increased density on an underutilized site in proximity to transit. If constructed, it will be a leading example of achieving environmental sustainability through the use of a high-performance envelope, fossil fuel-free heating and cooling, and low carbon building materials at the missing middle scale. The Pilot Project may be used to help inform future policy considerations for expanding small-scale apartment buildings in Neighbourhoods. Staff recommend that Council support approval of the Pilot Project.

## **CONTACT**

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Caroline Samuel, Director (Acting), Zoning and Secretary-Treasurer,  
Committee of Adjustment, City Planning Division  
Tel: 416-392-8781, Email: [Caroline.Samuel@toronto.ca](mailto:Caroline.Samuel@toronto.ca)

Carly Bowman, Director, Community Planning, Development Review Division  
Tel: 416-338-3788, Email: [Carly.Bowman@toronto.ca](mailto:Carly.Bowman@toronto.ca)

Seanna Kerr, Senior Planner, Development Review Division  
Tel. No. 416-395-7053, E-mail: [Seanna.Kerr@toronto.ca](mailto:Seanna.Kerr@toronto.ca)

Sean Guenther, Planner, Development Review Division  
Tel. No. 416-392-7371, E-mail: [Sean.Guenther@toronto.ca](mailto:Sean.Guenther@toronto.ca)

Bram Bulger, Planner, Development Review Division  
Tel. No. 416-394-2945, E-mail: [Bram.Bulger@toronto.ca](mailto:Bram.Bulger@toronto.ca)

## **SIGNATURE**

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Kyle Knoeck  
Interim Chief Planner and Executive Director  
City Planning Division

Valesa Faria  
Executive Director  
Development Review Division

## **ATTACHMENTS**

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- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3: Official Plan Land Use Map
- Attachment 4: Existing Zoning By-law Map
- Attachment 5: Draft Official Plan Amendment
- Attachment 6: Draft Zoning By-law Amendment
- Attachment 7: Site Plan
- Attachment 8: Building A North Elevation
- Attachment 9: Building A East Elevation
- Attachment 10: Building A South Elevation
- Attachment 11: Building A West Elevation
- Attachment 12: Building B and C North and South Elevations
- Attachment 13: Building B and C East and West Elevations
- Attachment 14: 3D Massing Model - Northwest View
- Attachment 15: 3D Massing Model - Southeast View
- Attachment 16: Key Findings of the Beaches-East York Pilot Project



## Attachment 1: Application Data Sheet

Municipal Address: 72 Amroth Avenue Date Received: March 4, 2024

Application Number: 24 113744 19 OZ

Application Type: Official Plan and Zoning By-law Amendment

Project Description: City-initiated Official Plan and Zoning By-law Amendments to permit the construction of a missing middle development at 72 Amroth Avenue. The project will consist of a six-storey building fronting on Amroth Avenue along with two three-storey buildings, 34 units and 39 bicycle parking spaces. This project is part of the Expanding Housing Options in Neighbourhoods (EHON) initiative.

Applicant	Agent	Architect	Owner
CREATETO	-	Superkul	City of Toronto

### EXISTING PLANNING CONTROLS

Official Plan Designation: Neighbourhoods Site Specific Provision: (x736)

Zoning: R (d0.6) (x736) Heritage Designation: N

Height Limit (m): 11 Site Plan Control Area: Y

### PROJECT INFORMATION

Site Area (sq m): 1,275 Frontage (m): 16.7 Depth (m): 47.3

Building Data	Existing	Retained	Proposed	Total
Number of Buildings	-	-	3	<b>3</b>
Ground Floor Area (sq m):	-	-	527	<b>527</b>
Residential GFA (sq m):	-	-	2,353	<b>2,353</b>
Non-Residential GFA (sq m):	-	-	-	-
Total GFA (sq m):	-	-	2,353	<b>2,353</b>
Height - Storeys:	-	-	6 (A)	<b>6 (A)</b>
			3 (B)	<b>3 (B)</b>
			3 (C)	<b>3 (C)</b>
Height - Metres:	-	-	19.5 (A)	<b>19.5 (A)</b>
			9.65 (B)	<b>9.65 (B)</b>
			9.95 (C)	<b>9.95 (C)</b>

Lot Coverage Ratio  
(%): 42

Floor Space Index: 1.82

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	2,353	320
Retail GFA:	-	-
Office GFA:	-	-
Industrial GFA:	-	-
Institutional/Other GFA:	-	-

<b>Residential Units by Tenure</b>	Existing	Retained	Proposed	<b>Total</b>
Rental:	-	-	-	-
Freehold:	-	-	-	-
Condominium:	-	-	-	-
Other:	-	-	34	<b>34</b>
<b>Total Units:</b>	-	-	<b>34</b>	<b>34</b>

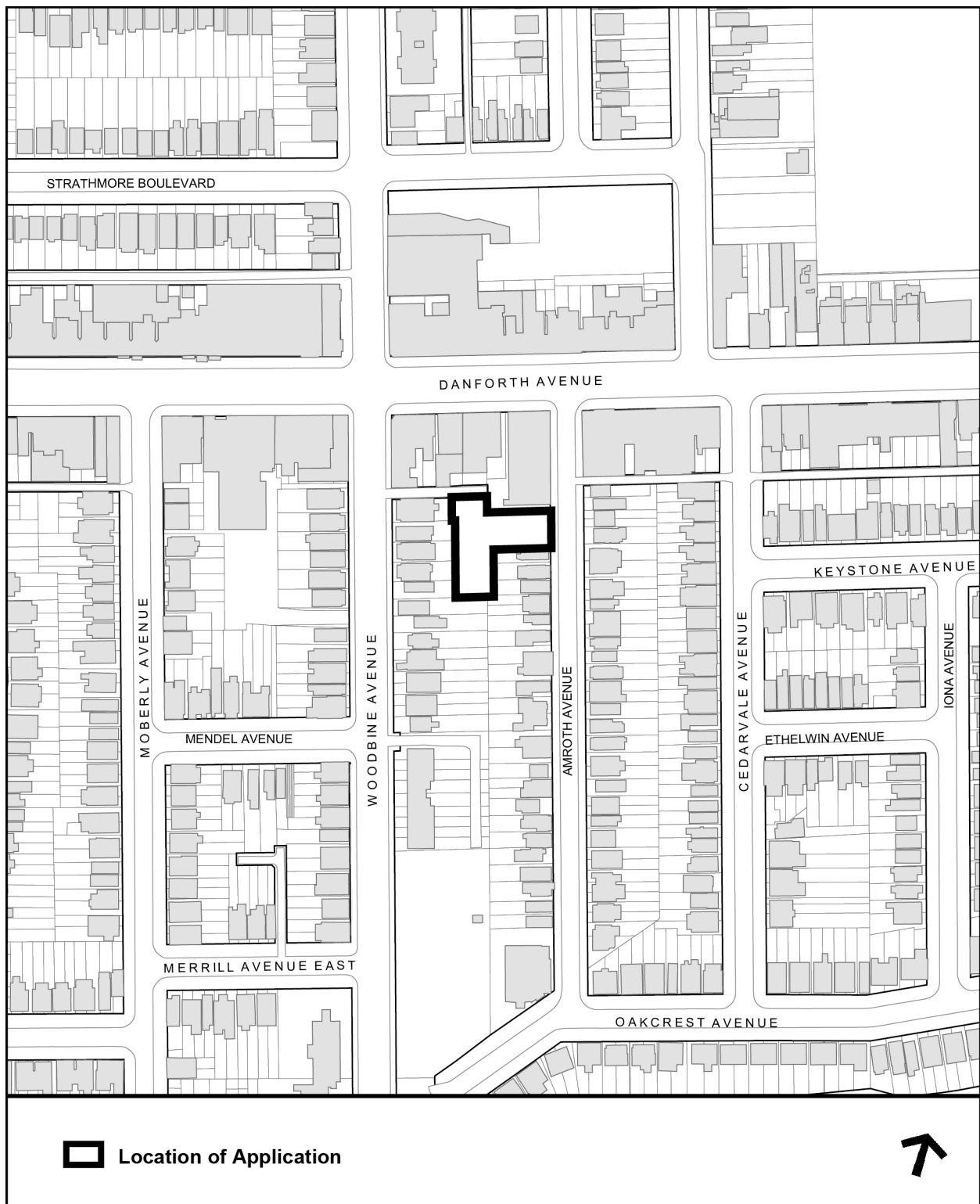
#### **Total Residential Units by Size**

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:	-	-	-	-	-
Proposed:	-	-	13	12	4
<b>Total Units:</b>	-	-	<b>13</b>	<b>12</b>	<b>4</b>

#### **Parking and Loading**

Parking Spaces: 0      Bicycle Parking Spaces: 39      Loading Docks: -

## Attachment 2: Location Map



## Attachment 3: Official Plan Land Use Map



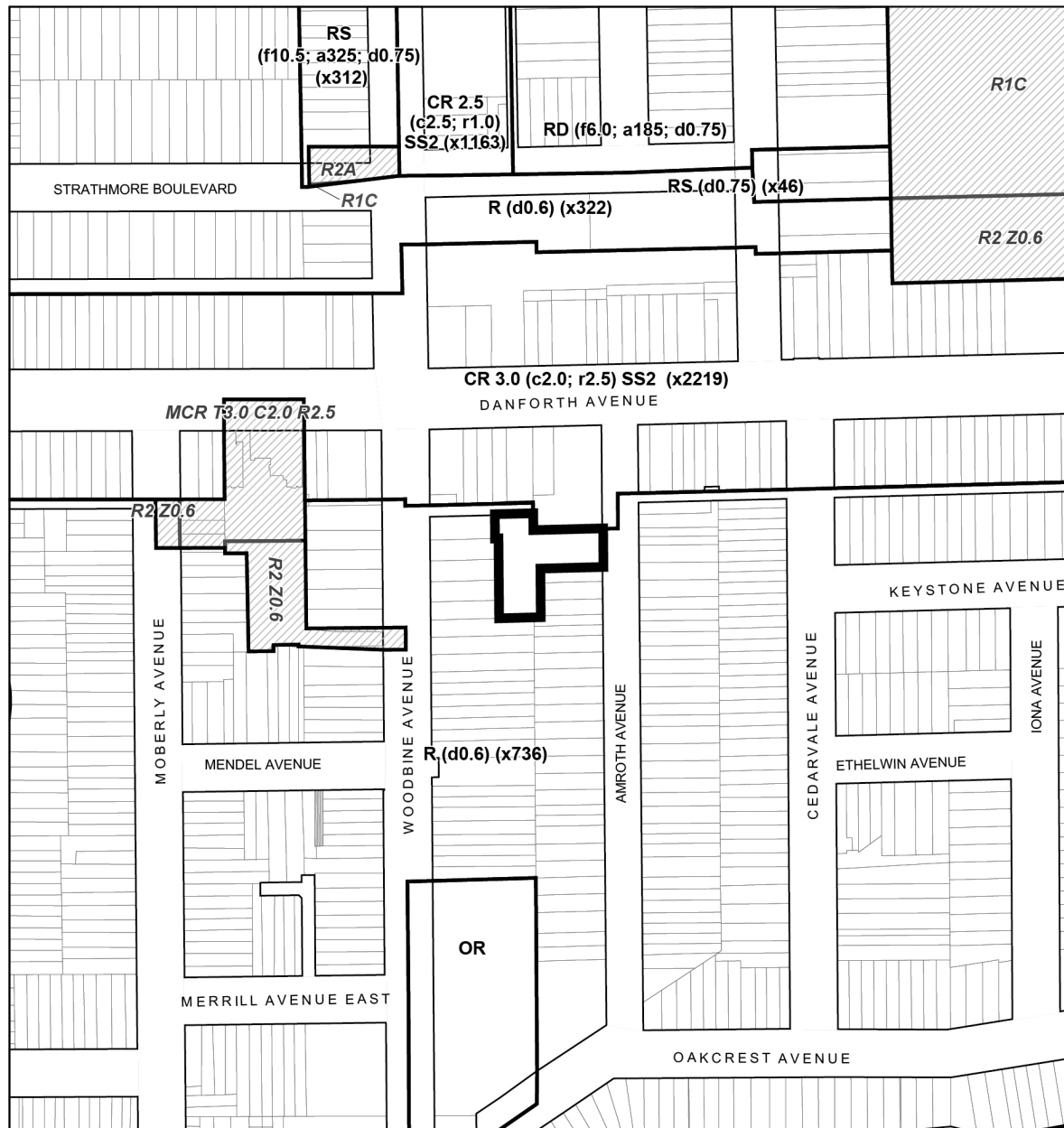
Official Plan Land Use Map #21

72 Amroth Avenue  
File # 24 113744 STE 19 02



Not to Scale  
Extracted: 03/13/2024

## Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

72 Amroth Avenue

File # 24 113744 STE 19 0Z



Location of Application

R Residential  
RD Residential Detached  
RS Residential Semi-Detached  
CR Commercial Residential  
OR Open Space Recreation  
UT Utility and Transportation



See Former City of Toronto By-law No. 438-86

R2 Residential District  
MCR Mixed-Use District  
R1C Low Density Residential  
R2A Medium Density Residential



Not to Scale  
Extracted: 03/13/2024

## **Attachment 5: Draft Official Plan Amendment**

Authority: Toronto and East York Community Council Item ~ as adopted by City of Toronto Council on ~, 20~

Enacted by Council: ~, 20~

### **CITY OF TORONTO Bill XXX BY-LAW XXX**

#### **To adopt an amendment to the Official Plan for the City of Toronto respecting the lands known municipally in the year 2023, as 72 Amroth Avenue**

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

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

The Council of the City of Toronto enacts:

1. The attached Amendment No.722 to the Official Plan is hereby adopted pursuant to the Planning Act, as amended.

Enacted and Passed this ~ day of ~, A.D. 20~.

Frances Nunziata,  
Speaker

JOHN D. ELVIDGE  
City Clerk

(Seal of the City)

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**AMENDMENT NO.722 TO THE OFFICIAL PLAN**  
**LANDS MUNICIPALLY KNOWN IN THE YEAR 2023 AS**  
**72 Amroth Avenue**

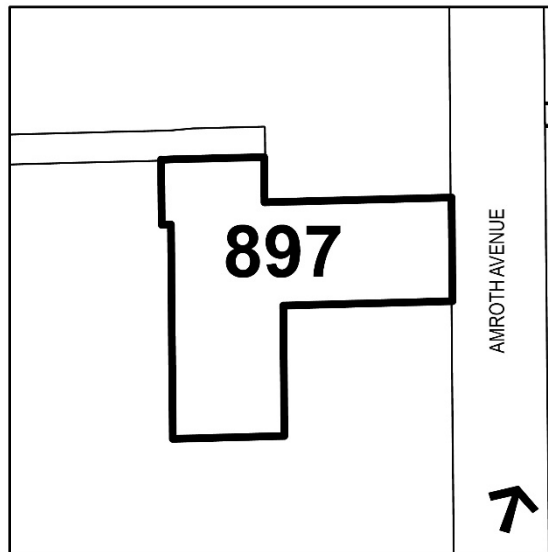
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The Official Plan of the City of Toronto is amended as follows:

1. Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 897 for the lands known municipally in 2023 as 72 Amroth Avenue, as follows:

**897. 72 Amroth Avenue**

Three buildings are permitted on the lot, including one 6 storey apartment building fronting onto Amroth Avenue.



2. Chapter 7, Map 31 and Map 32, Site and Area Specific Policies, is revised to add the lands known municipally in 2023 as 72 Amroth Avenue shown on the map above as Site and Area Specific Policy No. 897

City of Toronto By-law No. ~~20~

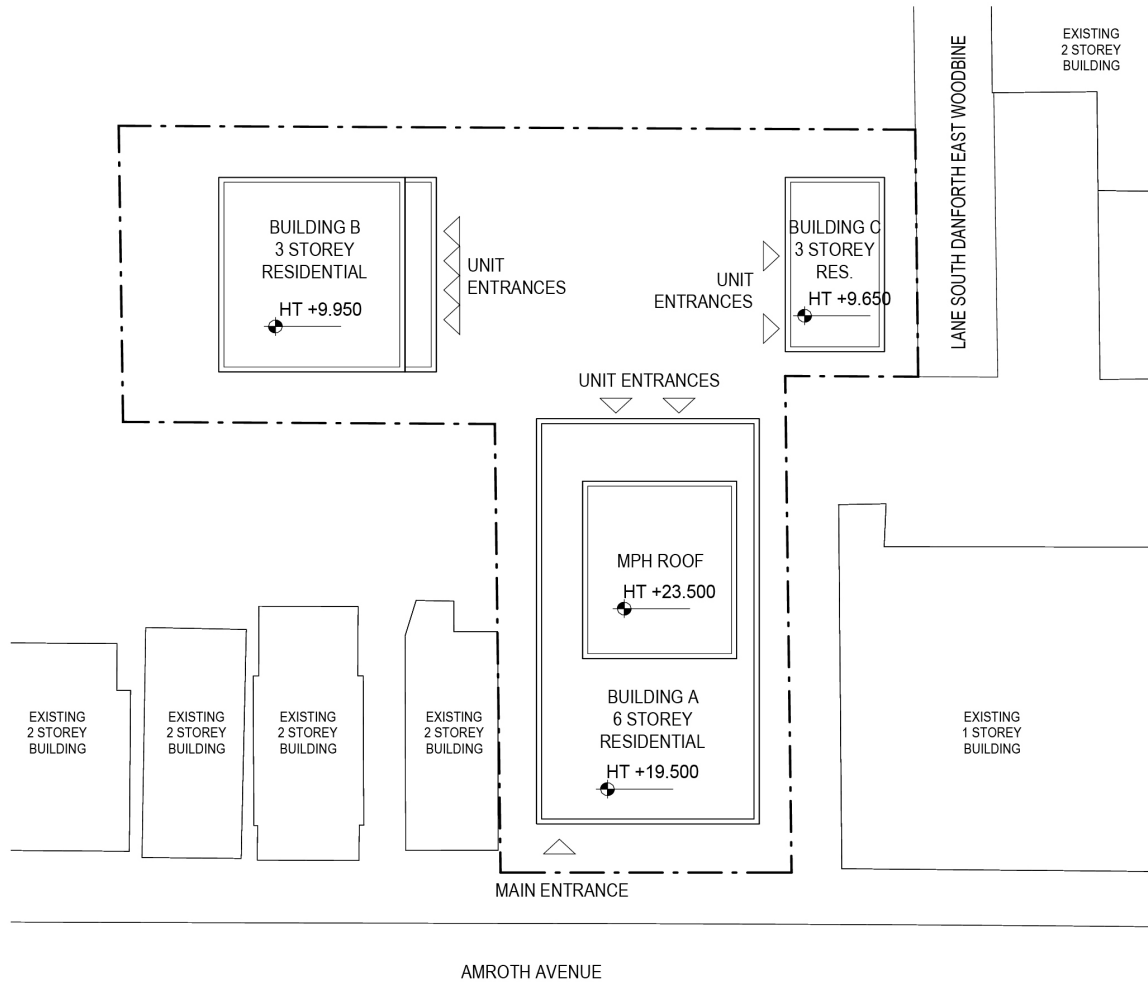
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## **Attachment 6: Draft Zoning By-law Amendment**

(To be available prior to the October 30, 2024, Planning and Housing Committee Meeting)

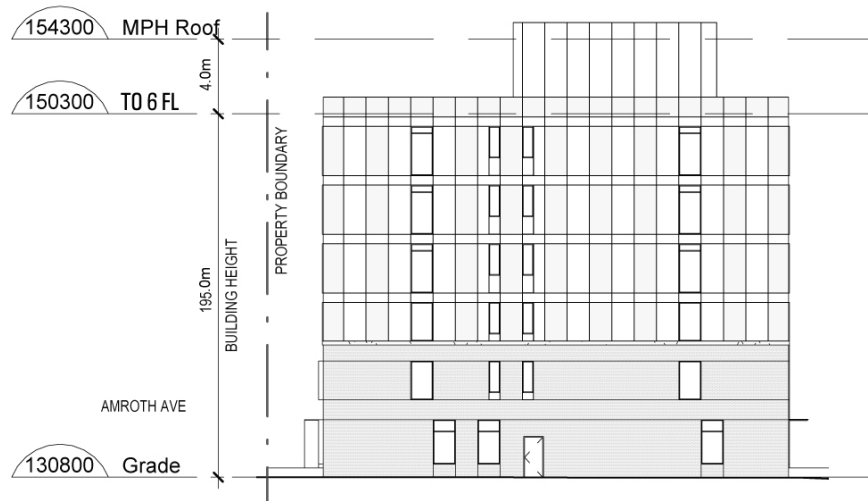
## Attachment 7: Site Plan



Site Plan



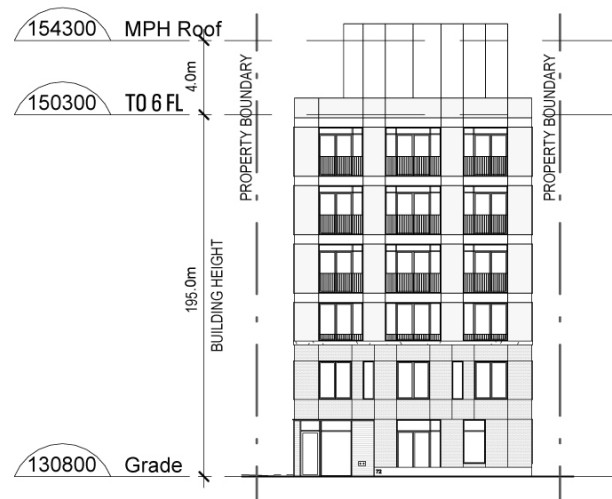
## Attachment 8: Building A North Elevation



Building A

North Elevation

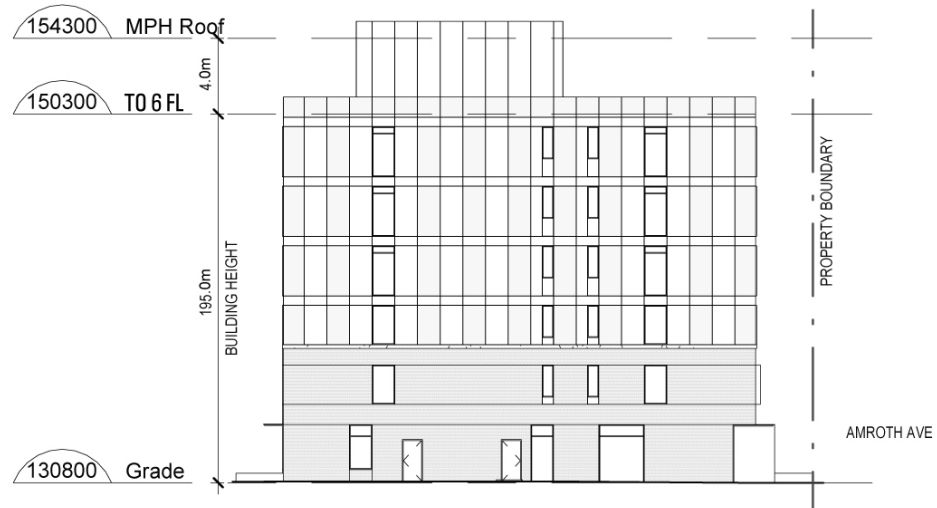
## Attachment 9: Building A East Elevation



Building A

East Elevation

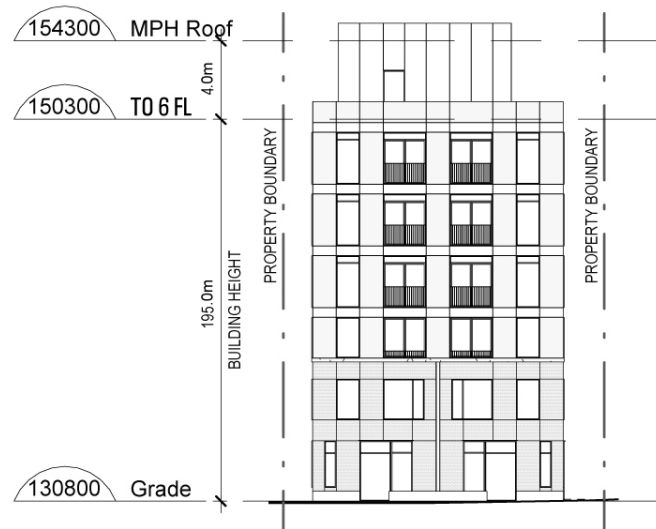
## Attachment 10: Building A South Elevation



Building A

South Elevation

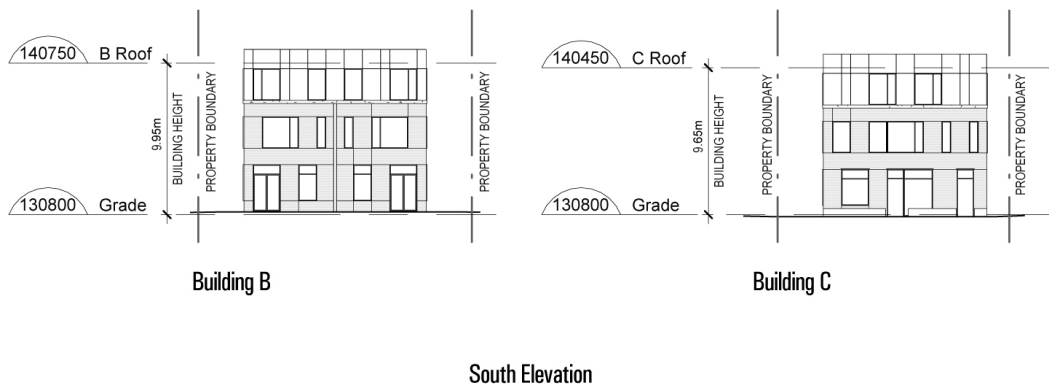
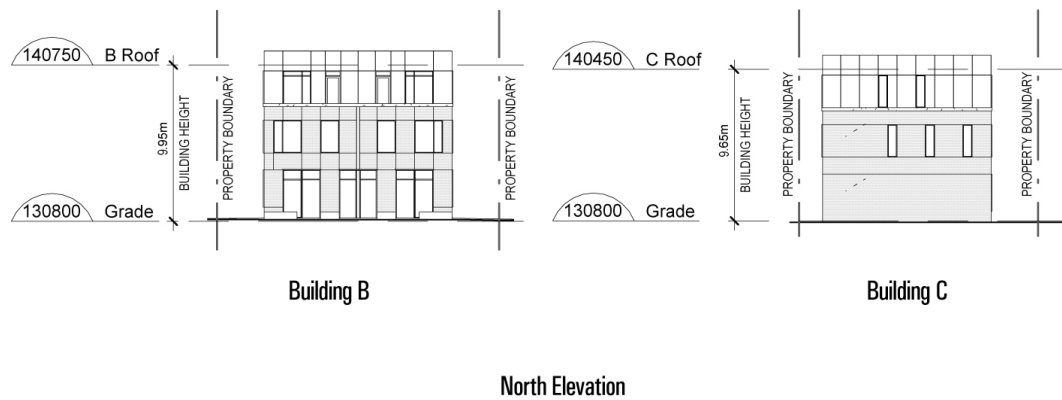
## Attachment 11: Building A West Elevation



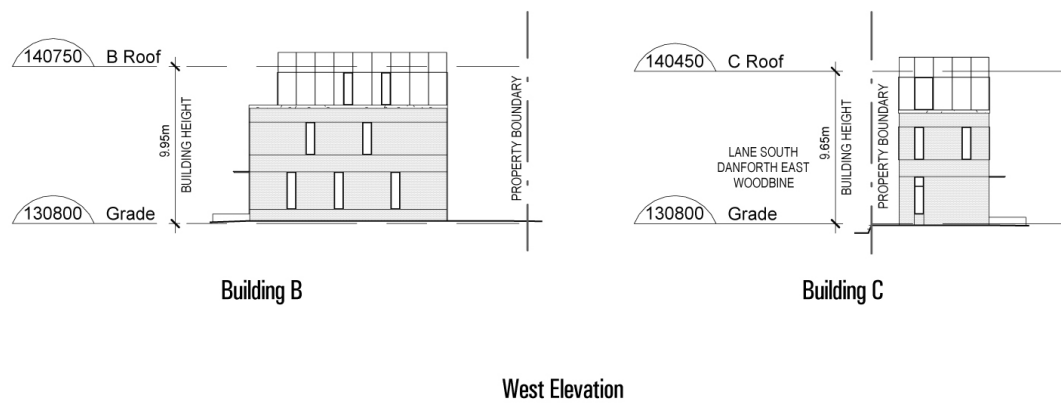
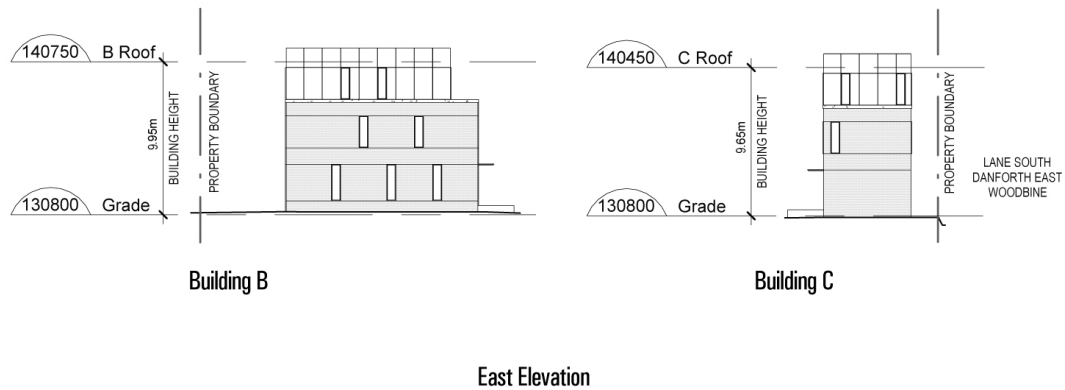
Building A

West Elevation

## Attachment 12: Building B and C North and South Elevations

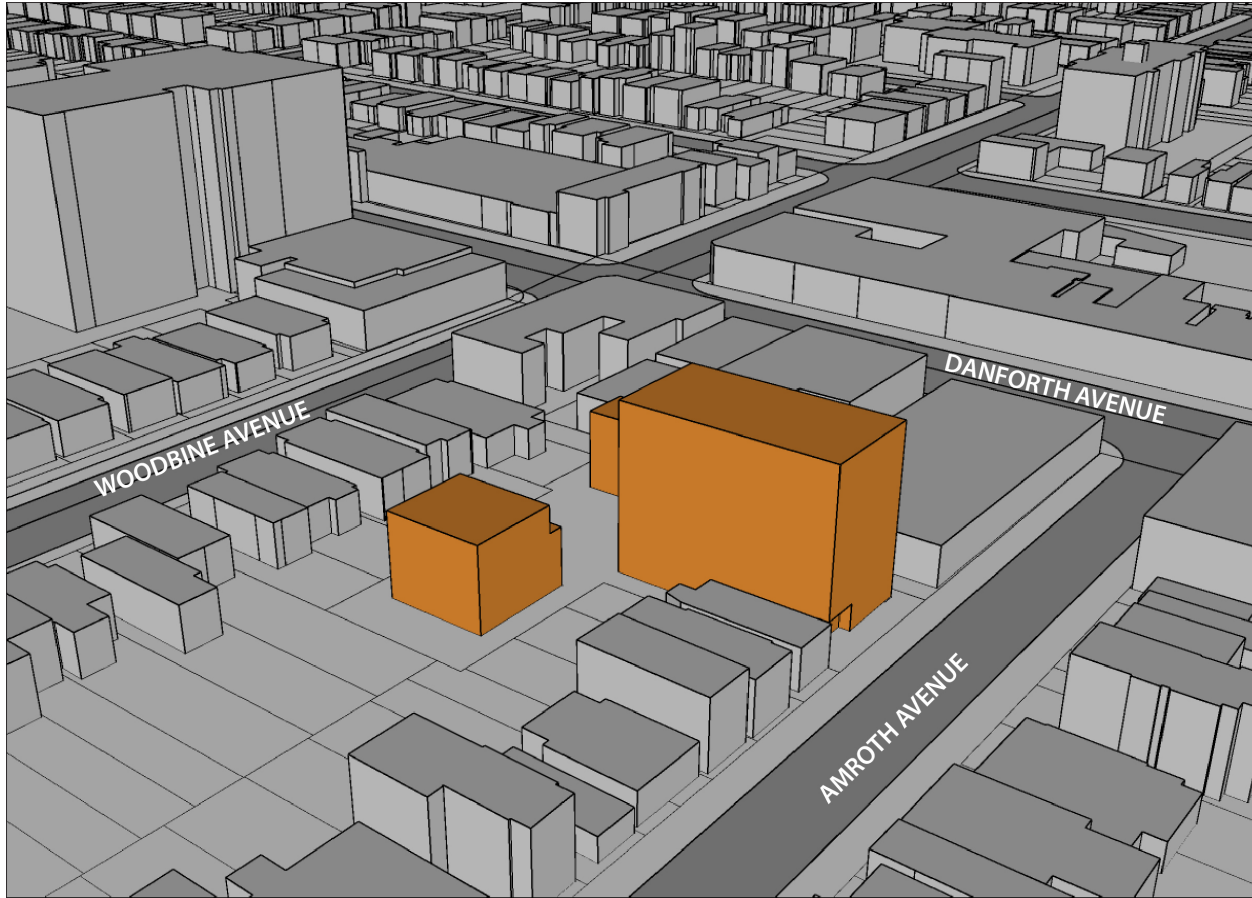


## Attachment 13: Building B and C East and West Elevations





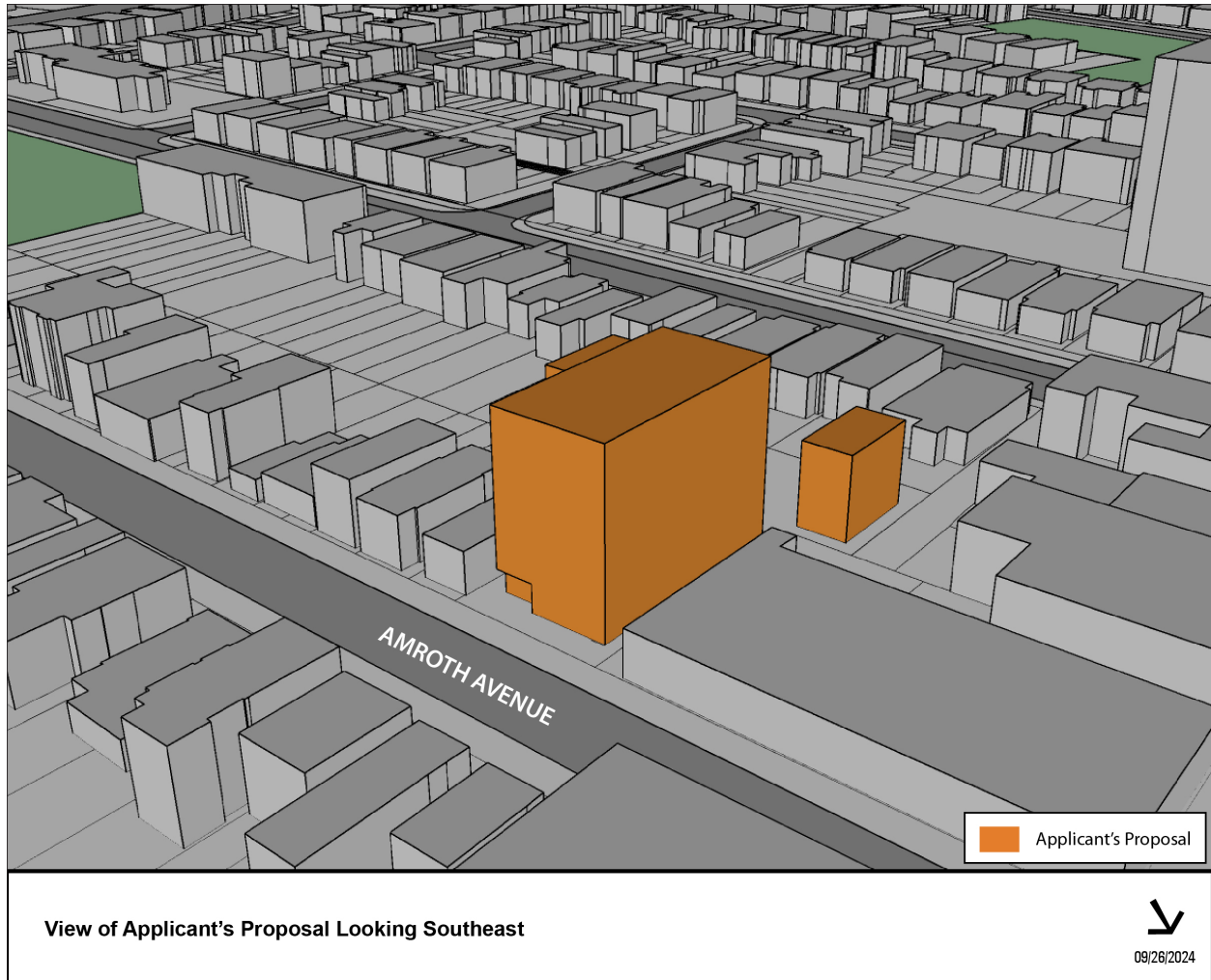
## Attachment 14: 3D Massing Model - North West View



View of Applicant's Proposal Looking Northwest



## Attachment 15: 3D Massing Model - South East View



## **Attachment 16: Key Findings of the Beaches-East York Pilot Project**

(Available as Attachment)