



**Federation of
South Toronto
RESIDENTS'
ASSOCIATIONS**

February 3, 2025

Mayor Olivia Chow
Toronto City Hall
Toronto, Ontario

Re: PH15.5 Housing Action Plan: Avenues Policy Review – Decision Report

Dear Mayor Chow,

The above report recommendations have generated great concern in several of FOSTRA's neighbourhoods. One key concern is the large-scale, open-ended nature of the recommendations adding 283 kilometres to the city's inventory of Avenue lands, representing a 165% increase, all in one fell swoop, with minimal detail about key policy features.

The specific recommendations of concern follow:

City Council direct the Chief Planner and Executive Director of City Planning, to commence the necessary work to bring forward an Official Plan Amendment and Zoning By-law Amendment upon the Council's adoption of OPA 778 to implement the intent of the new Avenues vision and policies, including:

- a. where appropriate, redesignate and rezone lands along Avenues;*
- b. where appropriate, redesignate Neighbourhood lands near Mixed Use Areas and Apartment Neighbourhoods along the Avenues to facilitate the planned built form of the Avenues;*
- and c. ... make best efforts to provide additional height and density zoning permissions with appropriate performance standards for lands along Avenues in Mixed Use Areas within a 500- to 800-metre walking distance to existing and planned subway, light rail transit, and GO rail stations*

This is a disturbing set of changes, particularly as much of the land on new avenues is currently low-rise residential. There are likely many area avenues with shallow lots, meaning adjacent low-rise neighbourhoods will be potentially rezoned, and all but two stations on the Bloor subway line are more than 1000 metres apart, meaning that all of Bloor Street, on both sides, from Yonge to Kipling, would be considered best-effort candidates for higher than mid-rise. Higher is not defined in point c above; however, many forty-storey and higher buildings are appearing near transit stops across the city. We need to establish clear height



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limits, gradual transitions, and protections for surrounding residential neighbourhoods before any changes are approved.

The general approach used in this initiative is unusual. This is a blanket approval for a huge number of avenues with the fine details and exceptions to be sorted out later, with no plan to do so in place. It affects a huge number of people. Normally, planners are more surgical and decide what is affected in detail and then provide a rationale, thus minimizing the number of residents impacted. All avenues and land near a shallow avenue lot are included in this policy until someone decides.

Who will that be, and how will it be done? Who will decide if it is appropriate or not to be included in the rezoning? In other words, by approving Phase 1 without Phase 2, a currently proposed designated new avenue may be undesignated in the next phase.

The wording above suggests there is more work to be done but the report does not contain a work plan for this additional much-needed work. This work should have been done in phase 1. In the meantime, every neighbourhood along a new avenue feels at risk.

We make the following recommendations:

1. Hold this report until the chief planner submits a Phase 2 work plan, including a communications and public consultation plan, to the Council to deal with the areas covered in points a, b, and c above.
2. Alternatively, hold the report until the planning department implements Phase 2 and more clearly defines the details of what a, b, and c above entails in terms of specific areas of avenues to be rezoned, areas of neighbourhoods to be rezoned and the staging plan for heights and transition to nearby single-family areas near transit stops.

Sincerely yours,

Rick Green
Chair

cc. Toronto City Councillors