

City of Toronto

Avenues Policy Review: Phase 2 – Initial Study

Engagement Summary

November 2025



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Executive Summary

The City of Toronto is currently undertaking Phase 2 of the Avenues Policy Review. This project will provide as-of-right permissions for mid-rise buildings along Avenues, starting with an Initial Study of Ward 11 (University-Rosedale) and Ward 9 (Davenport), before expanding to the rest of the City in stages.

This Phase of work, as directed by Council, includes a comprehensive review and community consultation process. Consultation for this Initial Study began in August 2025 and included an online survey, two public meetings, outreach to and meetings with First Nations, Resident Associations, and BIAs.

Key Feedback Themes

Strong support for enabling mid-rise buildings along Avenues.

Participants strongly felt that mid-rise buildings are an effective way to introduce density while still remaining an appropriate scale for the street (not overwhelming). Participants also emphasized the benefit of mid-rise buildings to provide opportunities for new housing stock and housing types to neighbourhoods.

Strong preference for mixed-use and redesignating segments to *Mixed Use Areas*.

Participants asserted mixed use areas can provide benefits like: close proximity to retail, services, amenities and transit; greater walkability, more retail options; and creating more complete, vibrant communities.

Preference for maintaining and improving existing characteristics, like housing options and local street character, while accommodating mid-rise buildings.

- **Maintain existing affordable housing and keep new developments affordable.**
New mid-rise buildings should help alleviate housing

SUMMARY OF PHASE 2 – INITIAL STUDY ENGAGEMENT ACTIVITIES

FEEDBACK METHODS THIS INITIAL STUDY INCLUDED:

- Online survey with 1,885 responses
- One online public meeting
- One in person meeting
- Three meetings with First Nations and stakeholders

OUTREACH AND COMMUNICATIONS DURING THIS INITIAL STUDY INCLUDED:

- Over 40,000 postcards mailed
- Posters at over 30 locations
- Outreach to 11 First Nations
- Stakeholder outreach
- Website updates
- Emails through project mailing list
- Direct emails to BIAs and RAs
- Social media notifications



affordability in the City and should not just be accessible/exclusive to high income residents.

- **Provide diverse housing forms and sizes.**

Mid-rise buildings should provide a variety of housing options, including larger units for families, where there seems to be a gap.

- **Balance vibrant streets and established neighbourhood character.**

Maintain existing residential character and support a generous and comfortable public realm with appropriate transitions, distancing, buffers and pedestrian-scale.

- **Maintain a range of transportation and mobility options for pedestrians, vehicles, transit riders, and cyclists.**

Prioritize transit along Avenues and make Avenues and neighbourhoods more walkable, while mitigating traffic from additional density.

- **Protect and enhance local-serving retail, services and amenities.**

Maintain and protect existing retail, and provide opportunities for more small scale, local retail stores. Support the growing population's needs with more services and amenities.

The input received informs the draft amendments to the land use designations and zoning permissions in the Initial Study area.

Consultation will continue throughout Phase 2 and the input received will continue to inform recommended amendments as the Avenues Policy Review consultation efforts expand to the rest of the city.



Engagement Highlights



1885 Online survey responses



2 Meetings
(1 virtual and 1 in-person meeting)



216 Email update list subscribers



30+ Postering locations
promoting the project and meetings





1 Introduction

In 2022, the City of Toronto (the City) adopted the [Housing Action Plan](#) (HAP), a major cornerstone of the City's efforts to address housing challenges across the City. The HAP outlines multiple approaches to increase housing supply, options and affordability. As part of the HAP, Council directed City Planning to bring forward policy updates and as-of-right zoning in support of more housing across Toronto. The Avenues Policy Review supports this goal by leveraging Avenues as a growth area to expand opportunities for more housing across the city by facilitating mid-rise buildings along Avenues.

The Avenues Policy Review is divided into two phases of work. The first phase updated the Official Plan's vision and policies for Avenues, extended and introduced new Avenues, and streamlined study requirements by removing the requirement for Avenue Segment Reviews and Avenue Studies. This included a city-wide consultation program that was conducted between June 2024 and January 2025, including 27 consultations (meetings with public and



stakeholders), 8,050 visits to the project webpage, up to 21,000 views of social media posts, and the collection of input and feedback. Council's adopted [Official Plan Amendment \(OPA\) 778](#) in February 2025, marking the end of Phase One.

Council direction for Phase Two included undertaking a comprehensive review and community consultation process prior to bringing forward potential amendments to land use designations and zoning at a future City Council meeting. To support this work, Dillon Consulting was retained in July 2025.

Phase Two began with Council adoption of a [work plan and consultation framework](#) to implement the Avenues vision and policies introduced through OPA 778. Phase Two implements the new vision and policies for Avenues by redesignating and rezoning lands using scoping criteria and a guide that considers local conditions. This work will occur in stages, illustrated in section [3 Project Stages](#).

In each stage, community input will inform policy direction and identify opportunities for the implementation of policy changes. In collaboration with the City, Dillon Consulting is developing a Community Engagement Strategy to guide public consultation methods and materials in future stages.

This document summarizes what we have heard to date through the public consultation events in the Initial Study (Wards 11 and 9).



2 Consultation Principles

The Avenues Policy Review embraces several guiding principles, including the vision and principles in Chapter One of the Official Plan, that reflect community consultation best practices.

INCLUSIVITY AND ACCESSIBILITY

- Design a consultation process that allows a broad cross-section of community members (all ages, ethnicities/cultures, socioeconomic standings and gender identities/sexual orientations) the reasonable opportunity to contribute and to develop a balanced perspective.
- Use diverse tools, engaging techniques and visuals, and jargon-free communication to ensure materials are accessible to the average citizen.
- Provide translation on notices to reach those who do not speak English as their primary language.

EARLY INVOLVEMENT

- Engage community as early as possible so stakeholders have time to learn about the issue and actively participate regularly throughout the project.

FISCAL RESPONSIBILITY

- Coordinate community activities to balance broad outreach with fiscal responsibility, using community and City resources effectively.

TRANSPARENCY AND ACCOUNTABILITY

- Design consultation processes so that stakeholders understand their role, level of consultation and project outcomes.
- Clearly communicate the decision-making process, including how participant feedback will be incorporated and provide participants with the information they need to meaningfully participate.

EVALUATION AND CONTINUOUS IMPROVEMENT

- Evaluate consultation activities to ensure consultation processes are effective and responsive to community needs.



- Measure outcomes against our principles, objectives, adjusting our approach as needed to ensure our process is effective.
- Capture lessons learned for future stages of the Phase Two consultation process.

3 Project Stages

Phase Two of the Avenues Policy Review is organized into three stages. Each stage will include two public meetings, refinement based on public input, and recommended land use amendments to the Planning and Housing Committee and City Council.

The following table and map show which city wards are included in each stage of Phase Two.

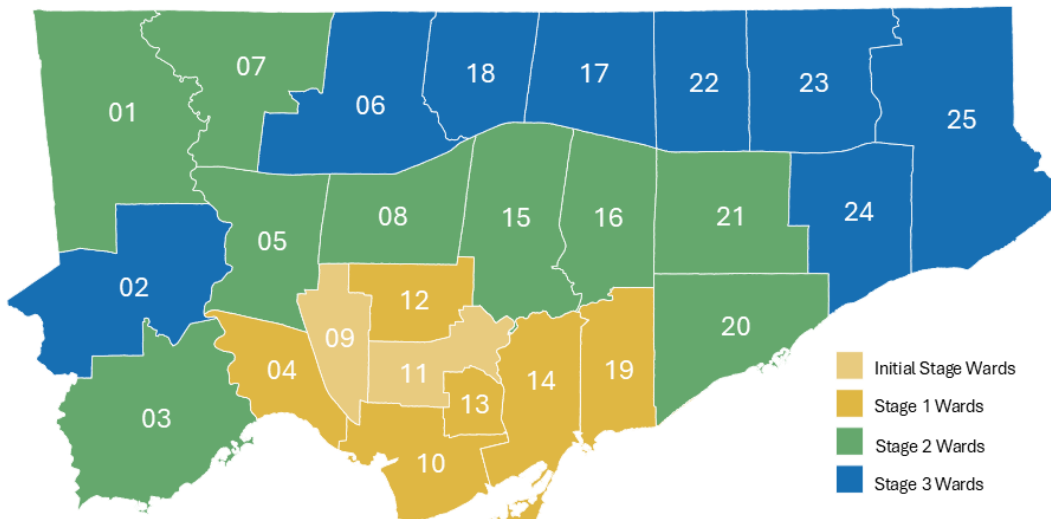
Stage	Geography	Profile
Stage 1: Initial Study <i>*We are here now</i>	Wards 11 and 9	Identified as Initial Study Wards, before expanding to remaining Toronto and East York wards.
Stage 1: Remainder of Toronto and East York	Wards 4, 10, 12, 13, 14, 19	These neighbouring wards share continuous stretches of Avenues and a high proportion of Council-adopted MTSA's.
Stage 2: Major Transit Station Areas	Wards 1, 3, 5, 7, 8, 15, 16, 20 and 21	Wards with a high proportion of MTSA's that are not subject to an existing or planned planning framework
Stage 3: Remaining Wards	Wards 2, 6, 17, 18, 22, 23, 24 and 25	The remaining wards with fewer MTSA's, GO rail stations, and with existing or planned planning frameworks





Enabling Mid-Rise Buildings Along Avenues

AVENUES POLICY REVIEW PHASE 2



- Initial Stage Wards
- Stage 1 Wards
- Stage 2 Wards
- Stage 3 Wards

CONSULTATION IN EACH STAGE

ONGOING COMMUNICATIONS, COLLABORATION AND INDIGENOUS ENGAGEMENT



Meeting 1:
Present early
analysis and land
use directions for
public feedback

Use feedback
received to inform
recommended Official
Plan Amendments
and Zoning By-law
Amendments



Meeting 2:
Present policy
and zoning
proposals

Refine draft
amendments
based on
public input



**Meeting 3: Planning and
Housing Committee and
City Council**
Proposed amendments for
council consideration





4 Communications

During the Initial Stage, various communication channels and mediums were used to provide information to the public about the project, drive interest, and promote the public meetings and online survey. The following is a list of the communications for the Initial Study. The postcards, posters, project website, and examples of social media posts can be found in **Appendix A**.

4.1 Communication Tools

Postcards and Addressed Mail

- Mailed postcards to 40,000+ addresses along and near Avenues in Wards 11 and 9.
- Mailed meeting notices to 600+ Interested Parties city-wide.

*Note: a Canada Post strike affected a second round of deliveries ahead of the October 22, 2025 meeting.

Posters

Posters at over 30 locations across Wards 11 and 9 in libraries, community centres, and transit shelters, sharing upcoming meetings and information. A list of poster locations is included in **Appendix A**.



Project Website

A dedicated website www.toronto.ca/Avenues and email HAPAvenues@toronto.ca.

Indigenous Outreach

The Initial Study area is covered by Treaty 13 with the Mississaugas of the Credit First Nation. In August and September 2025, City staff sent letters to Indigenous treaty partners, traditional caretakers and Indigenous-serving agencies, including eleven (11) First Nations including:

- Mississaugas of the Credit First Nation (MCFN)
- Six Nations of the Grand River (Six Nations)
- Huron Wendat First Nation
- Metis Nation of Ontario
- Curve Lake First Nation
- Beausoleil First Nation
- Mississaugas of Scugog Island First Nation
- Chippewas of Rama First Nation
- Hiawatha First Nation
- Alderville First Nation
- Chippewas of Georgina Island

The letter invited recipients to connect on the project and identify how they wanted to be involved going forward. In response, the City received emails from three nations and one meeting request.

Email

- Plain-language outreach and communications through the project email subscription list (over 200 subscribers) and Interested Parties who provided email contact information.
- Direct email to BIAs and Residents Associations in Wards 11 and 9, BILD, school boards and other key stakeholders with invitations to meet, with upcoming community meeting information and survey link.



Survey and Public Meetings

- A survey posted for 74 days with 1,800+ respondents to-date.
- An online public meeting on September 18, 2025, to solicit feedback on the draft redesignations and rezonings. There were approximately 40 participants.
- An in-person Community Open House on October 22, 2025, to present the updated draft land use and zoning changes. Approximately 8 members of the public attended.

Stakeholder Outreach

A stakeholder meeting providing an update on the status of the initial study and feedback received was held with each of the following:

- Toronto Association of Business Improvement Areas (TABIA) - attended by 50 BIA members (from an invited list of 85 BIAs)
- BILD – attended by 8 members
- Toronto Lands Corporation
- Conseil Scolaire Catholique MonAvenir
- TTC

Social Media

Posts to the City corporate and divisional social media channels on Instagram, X, Bluesky and LinkedIn.

5 Consultation Methods

5.1 Online Survey

In September 2025, the City launched an [online survey](#) to gather community and stakeholder feedback regarding the approach to redesignation and rezoning, with particular emphasis on the Initial Study area (Wards 11 and 9).

The survey asked respondents to identify: their relationship to *Avenues*; what should be considered when redesignating and rezoning lands along the *Avenues*; and how mid-rise buildings should relate to the street. Participants were also able to select specific stretches



along *Avenues* in the Wards to comment on, such as Davenport Road from Oakwood Avenue to Ossington Avenue, and Dundas Street West from Roxton Road to Bellwoods Avenue.

The survey will remain available online for the entirety of Phase 2, with comments for the Initial Study area being reviewed for two months (closed on November 17, 2025). The survey is available on desktop and mobile devices to ensure convenience and accessibility to various age groups.

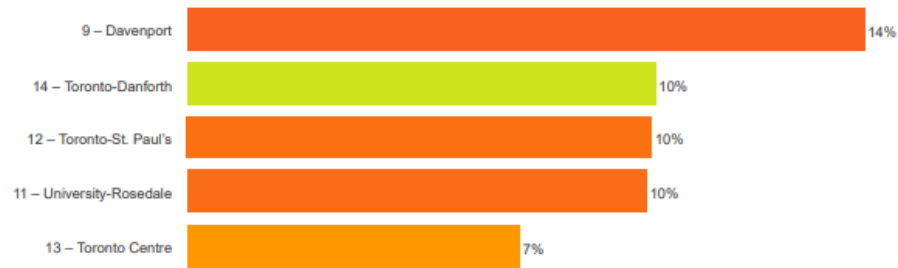


Figure 2 Top five wards in which survey respondents reside

As of November 17, 2025, the survey has garnered a total of 1,885 responses, with a completion rate of 82% (1500 respondents) reaching the end. Many respondents were directly connected to the area with a quarter living in Ward 9 - Davenport (14%) and Ward 11 - University-Rosedale (10%). 32% reported they live directly on an Avenue, and another 25% had another connection, with many specifying they live and/or work near an Avenue. The majority of respondents were homeowners (63%), followed by renters (30%).

In terms of outreach effectiveness, emails from the project team (38%) drove the most participation, followed by social media posts (24%), and word of mouth (10%). A high-level summary of the survey results can be found in [Section 6](#) of this report.

5.2 Online Meeting

The City of Toronto held an online community meeting for the Initial Study through a Microsoft Teams Webinar, on September 18, 2025, from 6:30 to 8:30 PM, where approximately 40 members of the public attended the meeting. Staff presented the project's background, a recap of the work completed in Phase 1, and discussed the 1-to-1 building height to Right-of-Way width ratio derived from the [City's Mid-rise Guidelines](#), along with preliminary proposals for land use changes. Throughout the meeting, participants had an opportunity to submit their questions and comments.

Following the presentation, time was dedicated for a discussion period where written questions and comments were addressed, and participants could ask questions live to the



subject matter experts. A high-level summary of the Online Meeting can be found in [Section 6](#) of this report and a full summary is available in **Appendix B**.

5.3 In-person Public Meeting

On October 22, 2025, the City held an in-person public meeting at West End Alternative High School from 6:30 to 8:30 PM in an open house format. The purpose of this meeting was to provide the public with an overview of Phase 2 of the Avenues Policy Review, and to build on the information presented at the online meeting.

The panels provided a recap of Phase 1, the study approach and study progress following Council direction. They also provided a high-level overview of the policies, existing conditions of Wards 11 and 9, and their newly identified Avenues.

A full summary of the in-person meeting can be found in **Appendix C**.





6 What We Heard

Key Themes from the Online Survey

The following is a high-level summary of the overall feedback collected from the survey. The results are based on 1,885 responses received when the survey closed for the Initial Study areas (Wards 11 and 9) on November 17, 2025.

In the survey, respondents were able to select specific streets and segments of Avenues

Land Use and Housing

Participants strongly prefer mixed-use and mid-rise buildings, with walkable access to retail, services and transit.

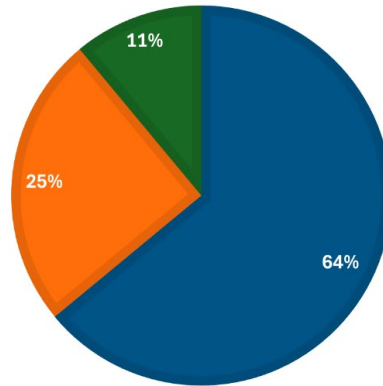
Most comments support maximizing commercial activity in most of the survey scenarios to foster vibrant, walkable streets:

- **In all scenarios presented, respondents preferred redesignation to Mixed Use Areas** over Apartment Neighbourhoods or other options.



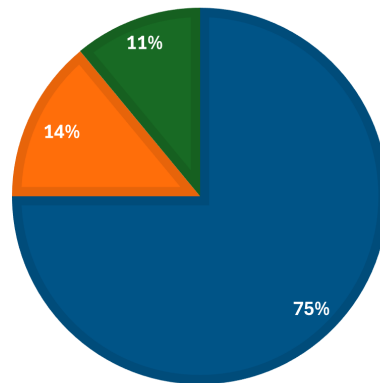
- Nearly two-thirds (64%) of respondents prefer Mixed Use Areas when considering the redesignation of primarily residential avenue blocks.

■ Mixed Use Preferred ■ Apartment Neighbourhoods Preferred ■ Other



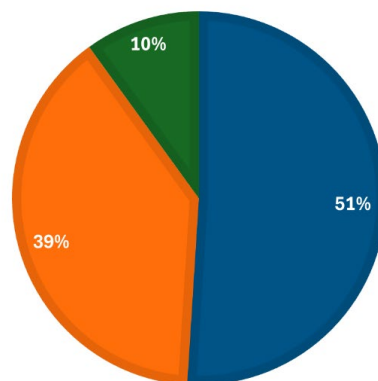
- 75% of respondents prefer to change a block currently containing a mix of uses to Mixed Use Areas.

■ Mixed Use Preferred ■ Apartment Neighbourhoods Preferred ■ Other



- Respondents prefer Mixed Use Areas (51%) over and Apartment Neighbourhoods (39%) for residential blocks near a "main street".

■ Mixed Use Preferred ■ Apartment Neighbourhoods Preferred ■ Other



- On Avenues designated Apartment Neighbourhoods, the top two desired non-residential uses were Groceries and Home Essentials (93%) and Dining (86%).
- There is a clear demand for more homes especially 2- and 3-bedroom homes to address the need for family housing.
- A few also mentioned the desire for fine-grained retail.

A 'main street' feel with commercial uses on the ground floor was the highest ranked existing characteristic for:

- Dundas Street West (Lansdowne to Brock) (24%).
- Dupont Street (south side, Ossington Ave to Bathurst St) (24%).
- Ossington Avenue (Dupont St to Dundas St W) (24%).
- Dundas Street West (Roxton Rd to Bellwoods Ave) (22%).
- College Street (Lansdowne Avenue to Rusholme Road) (23%).

Access to shops, cafés and services was the highest ranked existing characteristic for:

- Oakwood Avenue (Rogers Rd to Davenport Rd) (22%).
- Christie Street (Dupont St to Bloor St W) (20%).

Mobility, Safety, and Infrastructure

Participants strongly prefer prioritizing transit and mobility along Avenues. However, there was some concern about increased traffic and congestion because of mid-rise buildings and more density.

- Survey respondents highlighted that future planning should overwhelmingly prioritize mobility and public spaces (public transportation 92%, parks 81% and cycling lanes 71%) for creating complete communities.
- Many participants asked the City to consider parallel investments in infrastructure, and other traffic calming/mitigation measures, before approving new developments and introducing more density.

A range of transportation and mobility options was the highest ranked existing characteristic for:

- All surveyed segments of Dufferin Street (ranging from 23% to 26%).
- Lansdowne Avenue (both segments: Davenport to Bloor 22%; Bloor to Shirley 23%).



- Davenport Road (Oakwood Ave to Ossington Ave) (23%).
- Sherbourne Street North (Rosedale Valley Rd to Elm Ave) (18%).

Avenue Elements

The top five elements of an Avenue that respondents most enjoy were:

	Count	% of responses	%
Shops/restaurants along the street	1.6k		84%
Trees and landscaping	1.4k		73%
Parks and open spaces	1.1k		60%
Wide sidewalks	1.1k		59%
Housing close by	1.0k		53%

The clear preference for shops and restaurants shows the respondents' support for mixed use neighbourhoods and having retail options close by.

Built Form, Design Quality, and Character

Participants support both minimal setbacks and more generous, landscaped setbacks.

- There is a slight preference for minimal setbacks (34%) to create a vibrant streetscape close to the sidewalk. Others prefer larger setbacks (31%) to accommodate more landscaping to mitigate urban heat, provide shade, and improve walkability.

Participants strongly support helping to build mid-rise buildings by using properties behind Avenues.

- A majority (75% combined Agree/Somewhat Agree) supported the concept of using properties behind Avenues to help build mid-rise buildings. Those who support this idea felt that efficient lot assembly can provide more space for mid-rise development and preserve retail along main streets. Those who disagree are concerned about loss of low-rise contexts and quiet, neighbourhood character.

Respondents want to maintain attractive streetscapes and mitigate the privacy, sunlight and wind impacts of mid-rise (higher) buildings.

- Respondents frequently mentioned the need to maintain privacy, access to sunlight and air and prevent large, monolithic buildings from overwhelming existing low-rise contexts.
- Some respondents were concerned about poor quality and aesthetics in new construction, with specific requests to preserve the architectural integrity of the street.



Key Themes from the Public Meetings

The following is a high-level summary of feedback received at the online and in-person meetings. A full summary can be found in **Appendix B and C**.

Land Use and Support for Mid-Rise Buildings

Most participants support enabling mid-rise buildings on Avenues, and some urge the City for more ambitious heights and urban design to facilitate mid-rise development.

- Most participants at the public meetings responded positively to enabling mid-rise buildings on Avenues. Some encouraged the City to redesignate properties faster, so that more mid-rise buildings could be built sooner.
- Comments noted that mid-rise heights provide a preferable neighbourhood scale while still introducing housing density and a broader range of uses to Avenues.
- There was strong support shown at the online meeting for expanding mid-rise heights beyond six-storeys, with suggestions to push the heights to eight or twelve-storeys.
- Some comments suggested relaxing technical requirements like indoor amenity areas, surface parking, and Type G loading spaces to reduce the costs and complexity of building mid-rise developments.
- Online meeting participants generally supported redesignating higher proportions of Avenues, such as stretches of Ossington Ave. and Dufferin Ave., into Mixed Use Areas which result in more commercial space to further support walkability.

While there is general support for introducing more mixed use and mid-rise buildings, participants want to protect community assets such as existing local retail, character, and services.

- Many commenters wanted to protect local retail.
- Many comments reflected that additional local services would need to be provided to keep up with new density, residents and development introduced to the Avenues.
- Some respondents wanted new commercial spaces to be affordable and small enough for independent local small businesses, which were preferred over large chain stores.
- Some participants were concerned that existing commercial character may be lost and urged the City to mandate the replacement of both active and dormant retail spaces in new developments.
- Some participants wanted the unique character of their neighbourhood to be maintained, such as the look and feel, sense of community and architecture.



Mobility

Participants had some concerns about increased traffic and congestion resulting from mid-rise buildings and more density generally.

- There were many concerns about increasing traffic and congestion due to new, dense developments, and therefore, many participants asked the City to consider parallel investments in infrastructure and traffic mitigation measures.

There was a desire to keep communities walkable and for Avenues to support transit.

- There was strong support for more walkability the Initial Study area and prioritizing public transit and walkable streets.
- Mixed use designations were supported for access to amenities, retail and other elements close to where people lived, for walkability and less reliance on vehicular travel.

Built Form and Urban Design

Some participants are concerned that mid-rise (higher) buildings may impact the street, pedestrian environment and adjacent properties.

- Some participants inquired about transition, emphasizing that there should be adequate buffers between mid-rise buildings and the street.
- Some participants also emphasized the need to follow design guidelines since angular planes have been eliminated, to assess appropriate transitions and separations.

Participants expressed the need for flexible design standards to enable more housing along Avenues.

- Some respondents expressed a need for “planning flexibility” to overcome shallow lot depths that would inhibit the potential for mid-rise development.
- There was some concern that the rigid application of technical rules could unintentionally sterilize viable lots, preventing construction of six-storey buildings.

Affordability

Affordable housing is a key issue for many participants, and while they support development and more mid-rise density, they want to ensure that new development remains affordable.



- Many expressed concern for preserving existing affordable housing, not displacing existing residents and not just building luxury condos that few can afford.
- Some community members emphasized the need for more family-sized units and affordable housing with a range of ownership options in new developments.

Indigenous Consultation

Relationship maintenance will be an important aspect of future stages that concern areas of varied significance to First Nations, Inuit and Métis people.

MCFN, the Huron Wendat and Six Nations have indicated a desire to be kept involved as the study work continues throughout the city. Six Nations highlighted an interest in environmental protection.

Stakeholder Consultation

Smaller, ground-floor non-residential units along Avenues support local entrepreneurship and are more accessible for aging service users.

BIAs (engaged through TABIA) noted that smaller footprints for non-residential uses are more affordable for small and independent businesses, and that ground-floor services are more physically accessible, especially for aging populations.

A new Avenues policy vision is welcome, and a City-wide approach to mid-rise is a necessary step towards addressing trends seen in site-specific applications.

Development industry stakeholders (engaged through BILD) expressed:

- Support for removing Avenues Studies requirements, which resulted from Phase 1;
- Challenges with leasing sizeable ground-floor commercial units;
- Sentiment that former Avenues policies misaligned with contemporary needs and trends;
- Uncertainty about the current approach to mid-rise height permissions due to site-specific applications along Avenues that do not align with the 1-to-1 right-of-way width to building height ratio;
- Understanding that this review is an opportunity to enable mid-rise built form, city-building, and finding easier ways to build complete communities; and,
- Clarification around difference between Avenues mid-rise permissions and Expanding Housing Options in Neighbourhoods (EHON) Major streets permissions.



7 Next Steps

The project team has reviewed the public feedback to refine the draft amendments for the Initial Study area based on the input received. A Community Engagement Strategy is being developed to guide the next stages of Phase 2 that builds on the Initial Study consultation process to provide a consistent consultation roadmap.

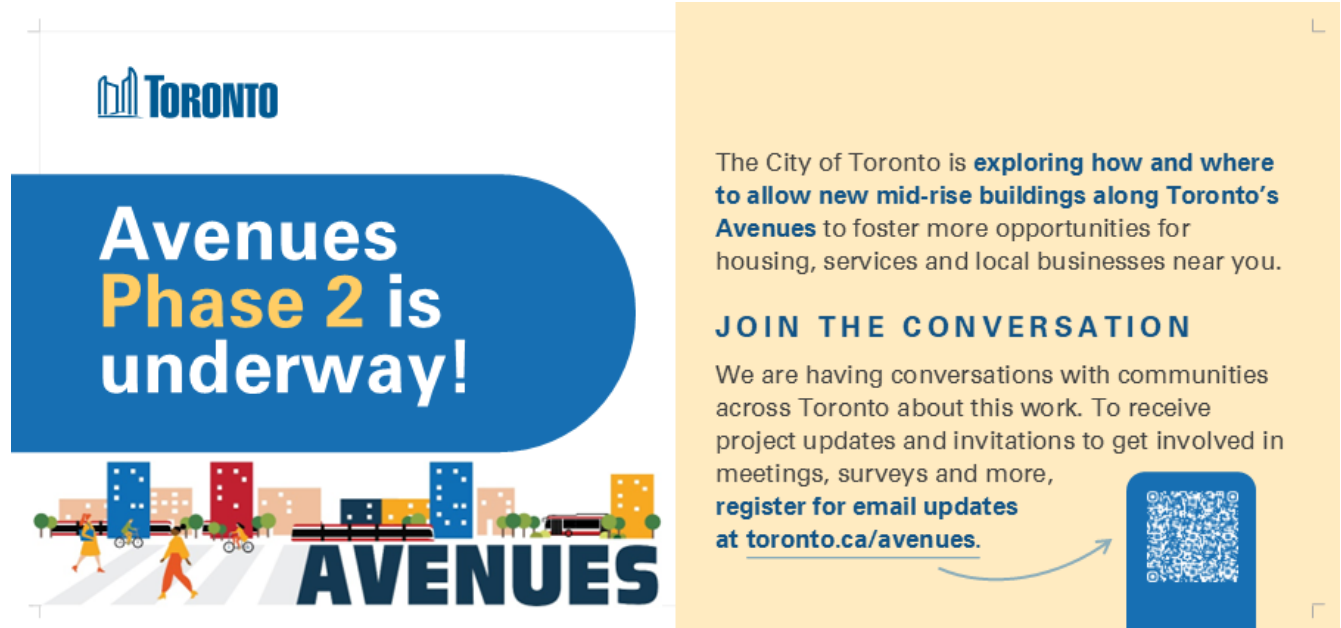
For more information please visit the *Avenues Policy Review: Enabling Mid-Rise Buildings Along Avenues* project website at www.toronto.ca/Avenues.



Appendix A: Communication Methods

Postcards

Front side



Back side



Posters



HOUSING ACTION PLAN

Avenues Phase 2 is underway!

The City of Toronto is exploring how and where to allow mid-rise buildings along Toronto's *Avenues* to foster more opportunities for housing, services and local businesses near transit.



COME BE PART OF THE CONVERSATION.

The initial study is starting with new *Avenues* (outside of the downtown) in Wards 11 and 9. Come and learn more about Phase 2 and the changes being proposed for *Avenues* in these wards.



Community Consultation Meeting - Online
September 18th 2025, 6:30 PM – 8:30 PM

To register, please visit www.toronto.ca/avenues or scan the QR code to learn more

Avenues Phase 2 Study
City Planning Division
City Hall, East Tower
12th Floor, 100 Queen St. W
Toronto, ON M5H 2N2

 HAP.Avenues@toronto.ca

 416-395-7052

 www.toronto.ca/avenues

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The initial study is starting with new Avenues (outside of the downtown) in Wards 11 and 9. Come and learn more about Phase 2 and the changes being proposed for Avenues in Wards 11 and 9.

Community Open House - In Person
October 22, 2025, 6:30 PM – 8:30 PM
West End Alternative School (Main Floor Cafeteria)
777 Bloor St W, Toronto, ON M6G 1L6

Avenues, Mid-rise and Mixed Use Areas Study
City Planning Division
City Hall, East Tower
12th Floor, 100 Queen St. W
Toronto, ON M5H 2N2

 HAP.Avenues@toronto.ca

 416-338-0775

 www.toronto.ca/avenues

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Our public meeting locations are wheelchair/mobility device accessible. Other reasonable accommodation or assistive services for persons with disabilities may be provided with adequate notice. Please contact Valeria Maurizio, at 416-395-7052, Valeria.Maurizio@toronto.ca with your request. The City of Toronto is committed to taking the necessary steps to ensure compliance with the Accessibility for Ontarians with Disabilities Act, 2005



Posting Locations

Below is a table of the posting locations and dates to promote both public meetings.

September Meeting

No.	Location	Date Posted
1	Dufferin/St. Clair Library, 1625 Dufferin Street	09/05/25
2	Junction Triangle Library, 305 Campbell Avenue	09/05/25
3	Bloor/Gladstone Library, 1101 Bloor Street West	09/05/25
4	St. Clair/Silverthorn Library 1748 St. Clair Avenue West	09/05/25
5	Joseph J. Piccininni Community Recreation Centre, 1369 St Clair Ave W	09/05/25
6	Wallace Emerson Community Recreation Centre, 1260 Dufferin St	09/05/25
7	Mary McCormick Recreation Centre, 66 Sheridan Ave	09/05/25
8	College/Shaw Library, 766 College Street	09/05/25
9	Lillian H. Smith Library, 239 College Street	09/05/25
10	Rosedale Subway Station	09/05/25
11	Summerhill Market, Rosedale Location Community Board	09/05/25
12	William H. Bolton Arena, 40 Rossmore Rd	09/08/25
13	Bob Abate Community Recreation Centre, 485 Montrose Ave	09/08/25
14	Native Canadian Centre of Toronto, 16 Spadina Rd	09/08/25
15	Palmerston Library, 560 Palmerston Avenue	09/08/25
16	Toronto Reference Library, 789 Yonge Street	09/08/25

October Meeting

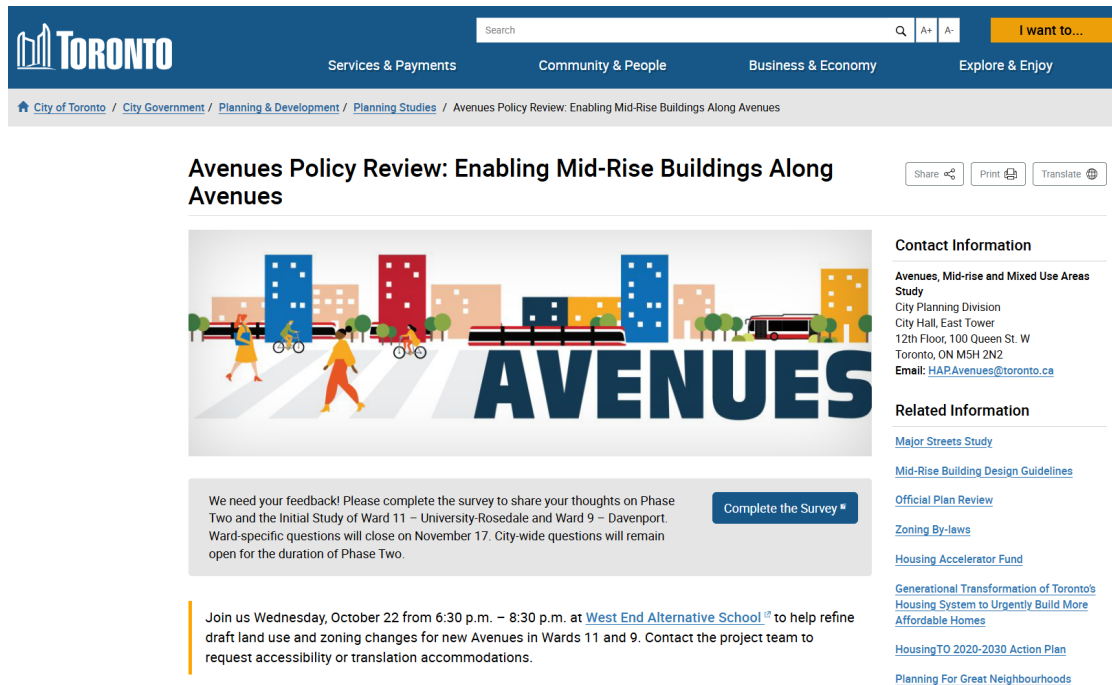
No.	Location	Date Posted
1	Junction Triangle Library	10/15/25
2	Bloor Gladston Branch Library	10/15/25
3	College/Shaw Library Branch	10/15/25
4	Wallace-Emerson Community Centre	10/15/25
5	Mary McCormick Recreation Centre	10/15/25
6	Oasis Dufferin Community Centre	10/15/25
7	Casa Do Alentejo Community Centre	10/15/25
8	Toronto West High School	10/15/25
9	Earlyon Ossington	10/15/25
10	Transit Shelter - Ossington Ave at Church Hill	10/15/25



No.	Location	Date Posted
11	Transit Shelter - College St at Ossington Ave, South West Corner	10/15/25
12	Transit Shelter - Ossington Ave at College St, South East Corner	10/15/25
13	Bhutan Dharma Centre	10/15/25
14	Parish of St. Kiryla of Tuara	10/15/25
15	Toronto Reference Library	10/15/25
16	Yorkville Branch Library	10/15/25
17	Spadina Road Branch	10/15/25
18	Native Canadian Centre of Toronto	10/15/25
19	Bob Abate Community Centre	10/15/25
20	Fiesta Farms	10/15/25
21	Transit Shelter at Dupont St. and Christie St.	10/15/25
22	Transit Shelter at Dupont St. and Bathurst St.	10/15/25
23	Toronto Public Library - Oakwood Village Library and Arts Centre	10/15/25
24	Oakwood Baptist Church	10/15/25
25	Unison health and community services Oakwood Vaughan site	10/15/25
26	Maria A. Shchuka Library	10/15/25
27	Associacao Cultural Do Minho De Toronto	10/15/25
28	Fairbank Memorial Community Recreation Centre	10/15/25
29	SGI Canada Culture Centre	10/15/25
30	Toronto Public Library - Dufferin/St. Clair Branch	10/15/25
31	Joseph J. Piccininni Community Centre	10/15/25
32	First Portuguese Canadian Cultural Centre	10/15/25
33	Toronto Public Library - St. Clair/Silverthorn Branch	10/15/25
34	Davenport Perth Neighbourhood & Community Health Centre (DPNCHC)	10/15/25



Project Website



The screenshot shows the City of Toronto website for the "Avenues Policy Review: Enabling Mid-Rise Buildings Along Avenues" project. The header includes the City of Toronto logo, a search bar, and navigation links for Services & Payments, Community & People, Business & Economy, and Explore & Enjoy. The breadcrumb trail indicates the path: City of Toronto / City Government / Planning & Development / Planning Studies / Avenues Policy Review: Enabling Mid-Rise Buildings Along Avenues.

Avenues Policy Review: Enabling Mid-Rise Buildings Along Avenues

Share Print Translate



We need your feedback! Please complete the survey to share your thoughts on Phase Two and the Initial Study of Ward 11 – University-Rosedale and Ward 9 – Davenport. Ward-specific questions will close on November 17. City-wide questions will remain open for the duration of Phase Two.

[Complete the Survey](#)

Join us Wednesday, October 22 from 6:30 p.m. – 8:30 p.m. at [West End Alternative School](#) to help refine draft land use and zoning changes for new Avenues in Wards 11 and 9. Contact the project team to request accessibility or translation accommodations.

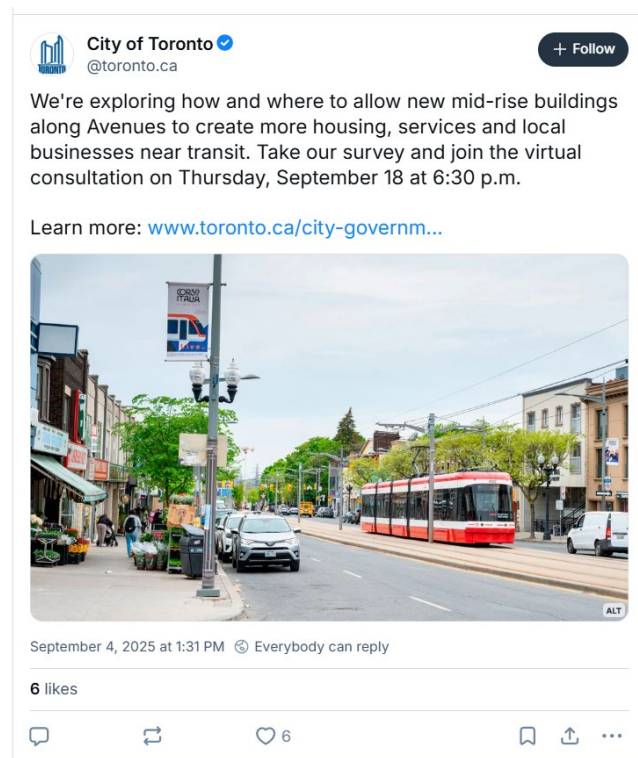
Contact Information

Avenues, Mid-rise and Mixed Use Areas Study
City Planning Division
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12th Floor, 100 Queen St. W
Toronto, ON M5H 2N2
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Related Information

- [Major Streets Study](#)
- [Mid-Rise Building Design Guidelines](#)
- [Official Plan Review](#)
- [Zoning By-laws](#)
- [Housing Accelerator Fund](#)
- [Generational Transformation of Toronto's Housing System to Urgently Build More Affordable Homes](#)
- [HousingTO 2020-2030 Action Plan](#)
- [Planning For Great Neighbourhoods](#)

Example Social Media Post from X



City of Toronto @toronto.ca [+ Follow](#)

We're exploring how and where to allow new mid-rise buildings along Avenues to create more housing, services and local businesses near transit. Take our survey and join the virtual consultation on Thursday, September 18 at 6:30 p.m.

Learn more: www.toronto.ca/city-governm...



September 4, 2025 at 1:31 PM [Everybody can reply](#)

6 likes

Comment Retweet Like 6 Share More



Appendix B: Online Meeting – Consultation Summary



City of Toronto

Avenues Policy Review Phase 2

Initial Study – Online Meeting Consultation Summary

October 2025



Introduction

The City of Toronto held its second public community consultation meeting for the Avenues Policy Review Phase 2 on enabling as-of-right permissions for mid-rise buildings along Avenues in the Initial Study area, Wards 11 (University-Rosedale) and 9 (Davenport). The goals of this meeting were to:

- Provide a quick recap of the Avenues Policy Review to date, including the history of the work and the direction received from Council.
- Present early analysis and preliminary proposed land use changes for Avenues in Wards 9 and 11.
- Gather feedback from the public on the proposed redesignations to Mixed Use Areas and Apartment Neighbourhoods.

The meeting was held online using the MS Teams webinar platform on September 18, 2025 from 6:30 – 8:30 PM.

To advertise the project and the event, over 40,000 postcards were mailed out, the project website was updated, social media posts were shared on multiple platforms and City accounts, and in-person posters were put up. In total, 40 members of the public attended the meeting.

Meeting Format and Content

The online meeting was facilitated by the City of Toronto Planning Division staff with assistance from the engagement consultant, Dillon Consulting Limited. The format began with a land acknowledgement, an introduction of the project team, an agenda, an overview of the platform mechanics (MS Teams webinar), and housekeeping items.

This was followed by introductory remarks from Councillor Bravo and Councillor Saxe. The core of the event consisted of a presentation by City staff, followed by an extensive question-and-answer period where the public shared questions and comments via raised hands and the Q&A function.

The presentation provided essential background and detailed early analysis that informs the policy direction. Some of the items covered were a review of the Avenue Policy Review phases, the Official Plan's structure, the status of OPA 778, and the definition and geography of the new Avenues.



An update on the work plan was provided and an explanation of the scoping criteria used to focus on new avenues within Wards 9 and 11, and the technical analysis of the lots' depth. The presentation concluded with the preliminary proposal to maintain existing land use designations or change designations in the study area to one of two: Mixed-Use Areas or Apartment Neighbourhoods.

What We Heard

During the meeting, participants could submit their questions via the chat window where members of the project team could respond directly. Questions could be asked verbally during the Q&A portion of the meeting after the presentation.

The City received feedback from both individual citizens and organized groups such as the Environmental Defense. The following section summarizes the overarching themes received from feedback and the key responses provided by facilitators.

Overarching Themes

Almost all participants showed support for enabling mid-rise buildings along Avenues.

- Participants emphasized their support and approval of implementing mid-rise developments along and close to Avenues. In some cases, some participants even encouraged the city to consider greater heights than six-storeys, advocating for heights up to eight- storeys or more.
- Many participants expressed why they supported mid-rise, with reasons such as these heights being appropriate for the scale of the street, as a good way to introduce density gradually, and to not overwhelm streetscapes.

Affordable housing is a key issue for many participants, and while they support development and more mid-rise density, they want to ensure that new development remains affordable.

- Many expressed concern for existing affordable housing, preserving affordable housing, not displacing existing residents and not just building luxury condos that only a few can afford (as there are already so many of these available in the City).
 - Staff addressed some of these concerns by noting that there is a bylaw that does not allow demolition on properties with more than six affordable units unless there is an agreement signed.



- There was a concern around providing more affordable housing rather than just having rental replacement as many mixed-use buildings along St. Clair between Dufferin and Oakwood to Bathurst are between two- and four-storeys.

There was some concern about traffic and increased congestion because of the increased densities along Avenues being proposed by the Avenue policies. There were some concerns about increased traffic, parking demands, and congestion on side streets as mid-rise buildings get approved.

- Staff confirmed that the team is working with Transportation to coordinate infrastructure planning. It was also noted that all development applications need to go through studies for transportation to review aspects such as traffic, congestion, and access.
- There was a question about whether the TTC has been consulted with on the impact that the added density from the Avenues Policy Review may have on transit.
 - Staff confirmed that TTC is involved in the project and that Avenues are generally aligned with transit.

There was a desire to keep communities walkable, and that Avenues should continue to support transit.

- There was some support for more walkability in proposed areas and prioritizing public transit and walkable streets.
 - The City noted that they are looking at the design of building facades and that fine grain retail is encouraged within the policies and urban design guidelines to keep the Main Street character along all the Avenues.

A few participants were concerned that rigid technical and development requirements may impact the implementation of the policies.

- There was a concern that the process of the project will take a long time because it reviews land use at the parcel level.
- There was concern about heights permitted in Apartment Neighbourhoods, ranging from four- to fifty-storeys, contrasting with the Avenues' goal of enabling mid-rise.
 - Staff clarified that heights on Avenues are determined by Official Plan policies that determine a 1:1 ratio of street width to height, and for Avenues in Wards 11 and 9, that generally equates to six-storeys.
- There was a concern that growth could lead to redevelopment that results in the loss of active commercial spaces.



- Staff noted that new Avenues policies speak to retail displacement and require proponents to confirm notification and consultation with existing businesses to minimize displacement, among other new policies.
- There was a concern that proponents will have more incentive to appeal decisions since the OLT usually allows for more than six-storeys.
- There was a concern that rigid technical standards like setback requirements will undermine the goal of enabling mid-rise housing on smaller or irregularly shaped lots.
- There was a recommendation to relax technical requirements like indoor amenity areas, surface parking, and Type G loading spaces to reduce the costs and complexity of building mid-rise developments.
 - Staff acknowledged these challenges are frequently raised, confirming that another city initiative called Unlock Midrise is currently studying those specific technical issues to encourage more mid-rise buildings.
- There was a concern about proximity to low-rise residential buildings now that the former mid-rise design or angular planes have been eliminated.
 - Staff responded that the new approach relies on a combination of Rear Transition Standards, including mandated 7.5-meter rear yard setback, strategic upper-floor step-backs, and the use of landscaping and façade articulation to manage visual impact.



Appendix C: In-person Meeting – Consultation Summary

City of Toronto

Avenues Policy Review Phase 2

Initial Study – In-person Meeting Summary

October 2025



Avenues Policy Review – Phase 2: Initial Stage

In-person Meeting Summary

On October 22, 2025, the City held an in-person public meeting at West End Alternative High School from 6:30 to 8:30 PM in an open house format. The purpose of this meeting was to provide the public with an overview of Phase 2 of the Avenues Policy Review and share draft recommendations for the Initial Study.

The panels provided a recap of Phase 1, the approach, and project status. It also provided a high-level overview of the policies, existing conditions of Wards 11 and 9, and their newly identified Avenues. Subject matter experts and members of the project team were stationed around the room and at the display panels to answer questions and gather input from participants. The meeting was attended by 8 members of the public.

The following is a summary of the key themes and input collected:

General Questions

- What is “mid-rise”?
- How does a Right-of-Way work?
- Will heritage buildings be preserved?

Mid-rise Buildings

- Many participants supported mid-rise buildings and the six-storey heights. They noted that this provides a favourable scale, while still introducing density to Avenues and neighbourhoods.
 - The intersection of Dufferin and Bloor was provided as an example where the buildings are too high, and where mid-rise would be better.
- If new mid-rise buildings are introduced, some participants emphasized the need to consider what the ownership model of these units would be, and that they should be kept affordable.

Retail

- Participants support new retail and commercial spaces. However, some participants had concerns that small-scale retail (mom and pop shops) would be replaced by large-scale big chain stores. There should be protection for local businesses.

Services



- It was noted by many participants that with new density and development, this needs to be balanced with services (such as community centers) that keep up with the changing demands and needs of the community.

Community Focus

- A few participants noted that the information focused on built form (heights, urban design and density) but not on the community, and encouraged more focus on the human/community aspects of this project.

Site-specific Comments

- College Ave. between Landsdowne Ave. and Dufferin St. should be continuous mixed-use.
- Support for more density at Rosedale Ave. and Ossington Ave., particularly to introduce more mixed-use development and retail opportunities.

