

AMENDMENT 778 TO THE OFFICIAL PLAN OF THE CITY OF TORONTO

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

1. Chapter 2, SHAPING THE CITY, 2.2.3 AVENUES: REURBANIZING ARTERIAL CORRIDORS is deleted in its entirety and replaced with:

2.2.3 AVENUES: CREATING COMPLETE COMMUNITIES ALONG STRATEGIC TRANSIT CORRIDORS

The *Avenues* on Map 2 play a key role in Toronto's growth. As major streets that are well served by public transit, *Avenues* will change and grow to provide a full range of housing options and contribute to Toronto's fabric of complete communities.

High quality, reliable public transit service is essential to the success of the *Avenues*. The growth and redevelopment of the *Avenues* should be supported by high quality and reliable transit services, including priority measures for buses and streetcars, and urban design and traffic engineering practices that creates safe, comfortable and attractive *Avenues* for all users—transit riders, pedestrians, cyclists, and drivers.

As *Avenues* change and grow, new housing options will help ensure that households of all sizes and life stages have more options in every community. Improvements to the public realm, combined with more spaces for local jobs, shops, and services along the *Avenues* will help create sustainable, complete communities that are vibrant, walkable, and transit-oriented, where the daily needs of all people can be met. As *Avenues* grow it will also be essential to address the loss of affordable rental housing, as well as the displacement of small businesses and community service providers.

Avenues will serve different roles. Some *Avenues* act as 'main streets' while other *Avenues* will be primarily 'residential'. Lands that are designated *Mixed Use Areas* along *Avenues* will play a 'main street' role, with uses that activate the ground floor like shops and services that residents can conveniently access to meet their daily needs. These 'main street' *Avenues* are neighbourhood focal points, with attractive and busy sidewalks, meeting places for residents, and a broad range of housing options.

While some *Avenues* already fulfill this role, others are still developing their potential. For those already functioning as 'main streets,' redevelopment must preserve or enhance this role. Special efforts are also needed to ensure that the displacement of existing small businesses and community service providers is addressed. New development should maintain, if not improve, the ability of these *Avenues* to meet residents' daily needs by providing space for activating uses on the ground floor and, where possible, a variety of unit space sizes to encourage a range of uses.

On *Avenues* designated as *Apartment Neighbourhoods*, the primary role will be residential, but uses that activate the ground floor are encouraged. Where residential uses are initially provided on the ground floor, these spaces should be designed so that the ground floor can later transition to activating uses. These spaces can evolve over time to support the daily needs of residents and foster complete communities.

While the function of *Avenues* varies, the planned built form of *Avenues* is mid-rise, except where existing and planned subway, light rail transit, and GO rail stations can potentially support greater intensification along *Avenues*. Mid-rise buildings are a transit-supportive form of development between low-rise and tall building forms. They provide good transition and predictable impacts on nearby low-scale areas while supporting growth.

Mixed Use Areas along *Avenues* with existing or planned higher order transit stations offer unique opportunities where redevelopment at a greater scale may be appropriate. These areas can support more housing supply and a diverse mix of uses that activate the street and offer the potential for larger format commercial and institutional uses such as grocery stores, recreational facilities, and schools. These areas are not all the same and it is important that development in these areas be contextually appropriate and meet the intent of the built form policies of this Plan. Generally, development with the greatest height and scale should be located at the higher order transit stations and transition down in height and scale further from the stations.

Sidebar: Activating the Ground Floor on Avenues

Activating the ground floor of developments with commercial and institutional uses, such as small-scale retail, services, and schools, will help enable equitable, convenient access to the amenities that serve the daily needs of all residents. To help provide opportunities for small businesses, including those that serve or are operated by racialized and marginalized communities, opportunities for commercial community land trusts and cooperative models to secure new commercial space are encouraged.

Sidebar: Addressing Displacement along Avenues

Many *Avenues* are home to small businesses and community service providers that are affordable and provide culturally relevant uses for Indigenous, Black, and other equity-deserving Torontonians. Growth along the *Avenues* has the potential to displace these small businesses and community service providers and the vital role they play to their community. It is important to address the impacts on these establishments that serve diverse communities through a variety of policies, programs, and through engagement that is part of the application process.

Sidebar: Monitoring the Avenues

The City will monitor all *Avenues* to help guide their growth toward becoming complete communities with a full range of housing. This will include monitoring the pace and intensity of growth, the change in housing stock, the amount of space for businesses and services, the displacement of small businesses and community service providers, transportation mode share, and transit ridership.

Policies

1. Growth and intensification will be directed to *Avenues* as shown on Map 2 to:
 - a. concentrate jobs and housing in areas well served by public transit;
 - b. accommodate and contribute to complete communities that meet the daily needs of all people; and,

- c. provide a full range of housing, including affordable housing.
2. *Avenues* policies apply to lands or development with frontage on *Avenues* as shown on Map 2 and the right-of-way of *Avenues*.
3. To achieve growth and intensification on *Avenues*, development along *Avenues*:
 - a. will be up to the height and scale of a mid-rise building in *Mixed Use Areas* and *Apartment Neighbourhoods*; and,
 - b. may go beyond the height and scale of a mid-rise building in *Mixed Use Areas* when located within a 500 to 800-metre walking distance of an existing or planned subway station, light rail transit station, or GO rail station as shown on Map 4. The greatest height and scale should be focused at the station.
4. Activating the ground floor of buildings along *Avenues* is important to enable equitable, convenient access to the amenities that serve the daily needs of all residents. To achieve this objective, development along *Avenues* will:
 - a. provide appropriate uses that activate the ground floor and minimize ground floor residential uses in *Mixed Use Areas*;
 - b. be encouraged to provide appropriate uses that activate the ground floor in *Apartment Neighbourhoods*;
 - c. be encouraged to include a variety of unit space sizes that activate the ground floor in *Mixed Use Areas*; and,
 - d. be designed to protect for future uses that can activate the ground floor in *Apartment Neighbourhoods*, where appropriate.
5. Development along *Avenues* will contribute to placemaking and the city's cultural heritage by conserving heritage properties.
6. Where a development proposal along an *Avenue* would result in the displacement of existing small businesses and community service providers, including those operated by and/or serving racialized and marginalized populations, the applicant, as part of a complete application requirement in Schedule 3, will demonstrate the following:
 - a. How the local community will be consulted to assess the range of local community needs for retail and services uses, and how the existing small businesses and community service providers will be consulted to assess the potential for their return in the development.
 - b. A plan to provide notice of the proposal to the existing small businesses and community service providers located on the applicant's property.

7. To facilitate sustainable, complete communities that are attractive to residents and businesses, *Avenues* will:
 - a. include public realm and streetscape improvements, including green infrastructure;
 - b. have publicly accessible spaces and buildings that are universally accessible to all;
 - c. include transportation improvements such as transit priority measures, improved connections to higher-order transit stations, new or improved laneways and shared off-street parking facilities, cycling improvements, and new walkways;
 - d. contribute to an attractive, safe and comfortable pedestrian environment that encourages walking and strengthens local retailing; and,
 - e. be served by adequate parks, community services and facilities, and water and sewer infrastructure.
8. The land use designation policies in Chapter Four of this Plan apply to and prevail on lands broadly shown on Map 2 as *Avenues*.

2. Chapter 2, SHAPING THE CITY, 2.3.1 HEALTHY NEIGHBOURHOODS, Policy 4 is amended by deleting the words “*Avenue Study, or*” after the words “following an”.

Such that Policy 4 reads as follows:

4. Intensification of land adjacent to neighbourhoods will be carefully controlled so that neighbourhoods are protected from negative impact. Where significant intensification of land adjacent to a *Neighbourhoods or Apartment Neighbourhoods* is proposed, Council will determine, at the earliest point in the process, whether or not a Secondary Plan, area specific zoning by-law or area specific policy will be created in consultation with the local community following an area based study.

3. Chapter 5, IMPLEMENTATION: MAKING THINGS HAPPEN, 5.3.3 STRATEGIC REINVESTMENT, unshaded introductory text, paragraph 1, is amended by deleting the words “, the *Avenue Studies,*” after the words “Secondary Plans”.

Such that paragraph 1 reads as follows:

As Toronto grows and evolves over the life of this Plan, there will be a constant need for investment in infrastructure and services to maintain and improve our quality of life. The demands for investment are great and choosing priorities will always be a challenge. The Plan can help guide these difficult decisions, but it cannot predict from year to year what the best investment will be. Some priorities will emerge from the implementation plans and strategies discussed above, as well as specific area studies such as Secondary Plans and Community Improvement Plans.

4. Chapter 5, IMPLEMENTATION: MAKING THINGS HAPPEN, 5.3.3 STRATEGIC REINVESTMENT, Policy 2 is amended by deleting the words “and *Avenue Studies*” after the words “Secondary Plans”.

Such that Policy 2 reads as follows:

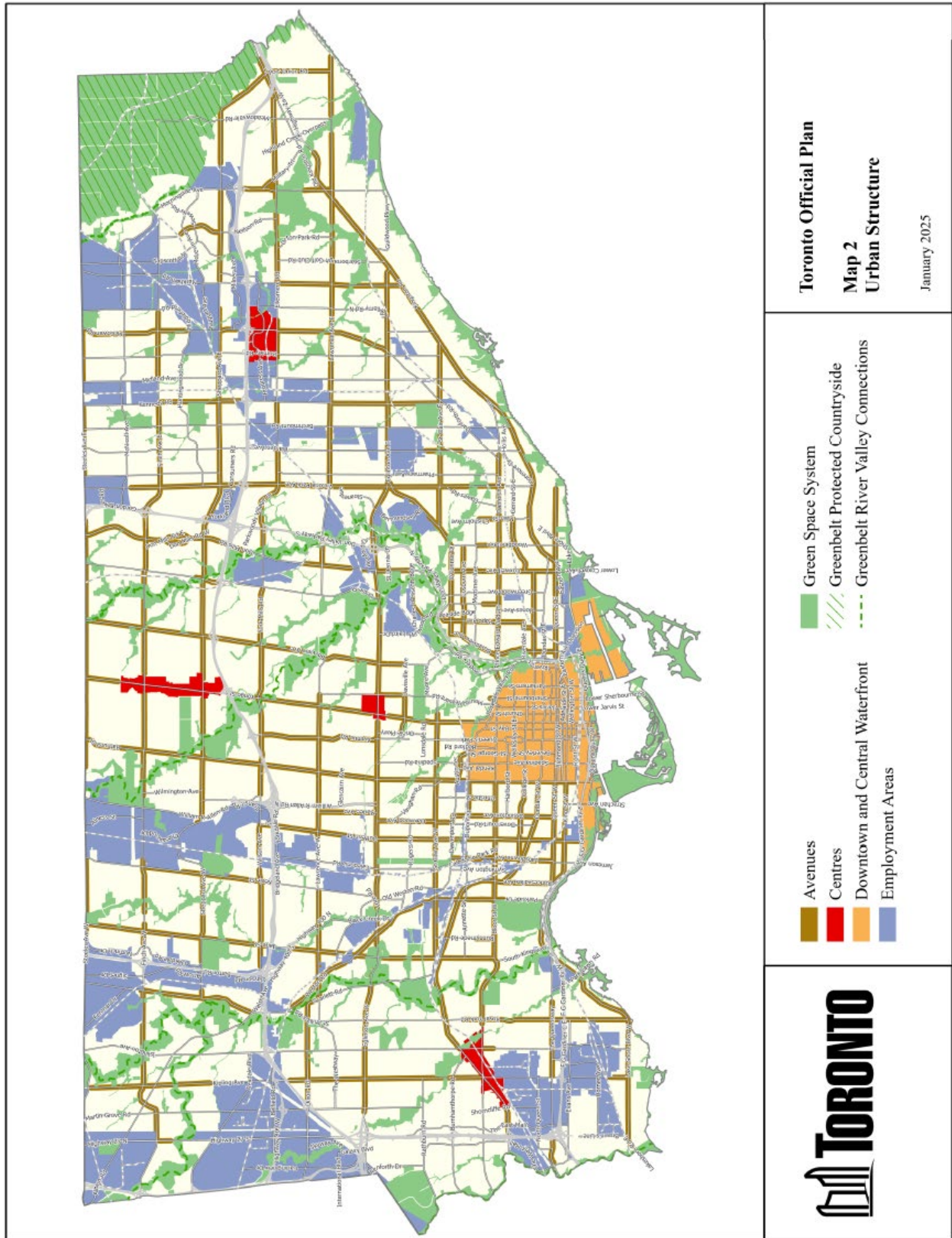
2. The need for new municipal investment to replace, enhance or build new infrastructure to implement this Plan will be identified through a variety of implementation plans and strategies. These include Secondary Plans, community service and facility strategies, Community Improvement Plans and other similar city-building initiatives, based on population and employment growth and existing unmet needs. The identified infrastructure improvements will be provided in a timely manner to service population and employment growth and existing unmet needs. New development will continue to be reviewed to ensure the adequacy of social and physical infrastructure. Where appropriate, staging or phasing of new development will be provided for where infrastructure improvements are required to service anticipated growth.

5. Schedule 3, Application Requirements, is amended by deleting the “*Avenue Segment Review*” requirement in its entirety.

6. Map 2, Urban Structure, is amended by adding the *Avenues* overlay to streets, as shown on the attached Appendix 1.

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Appendix 1 to Official Plan Amendment 778



Toronto Official Plan
Map 2
Urban Structure

January 2025

Avenues
Centres
Downtown and Central Waterfront
Employment Areas

Green Space System
Greenbelt Protected Countryside
Greenbelt River Valley Connections

