



STAFF REPORT ACTION REQUIRED

Draft New Zoning By-law: Summary and Public Consultation Process

Date:	March 27, 2009
To:	Planning and Growth Management Committee
From:	Chief Planner and Executive Director, City Planning Division
Wards:	All Wards
Reference Number:	Pg090011

SUMMARY

The City of Toronto currently has 43 different zoning by-laws inherited from the six pre amalgamation municipalities. The by-laws contain over 1 million words, over 13,260 regulations, over 10,000 site-specific amendments, 1550 definitions and 276 different zones. These by-laws are similar in content with respect to the land use concerns they regulate but display differences in their methods of approach and the values of the development standards they apply to some type of uses.

The purpose of this report is to summarize for the Committee the major features of the draft new zoning by-law and to request that public consultation begin at the end of April with the release of the online version of the draft new zoning by-law. It is also recommended that the Committee convene a special meeting in October, 2009 to consider the final recommended new Zoning By-law for the City.

Approach to Creating the Draft New Zoning By-law

The Zoning By-law Project (the "Project") is essentially a harmonization exercise with the principal emphasis of developing a common terminology, structure and set of defined zoning terms that apply across the City. In terms of the development standards, the Project tries to respect the existing differences across the City. However, while continuing to accommodate the more important variations in standards, a 'best practices' approach was used to resolve a number of significant definitional issues such as: the height of buildings; the density of buildings, and how to calculate 'grade' on any given property. By incorporating the best elements of the existing municipal zoning by-laws, the draft new City zoning by-law represents the intent of its predecessors to the greatest extent possible.

Another achievement of the Project has been to ‘house’ the zoning by-law electronically and to have it publicly available online through the City’s website. As a result, the zoning by-law will be managed and maintained by electronic means. It will be available to staff and the public through the City’s website. The information displayed will be current up to the date of the last City Council meeting. Zoning and related property information may be searched by address, by viewing a map of the City or by directly perusing the text.

Having a single zoning by-law brings numerous benefits to the City. Foremost is customer service and access to information. Inquiries can be easily and more readily answered. For design professionals who work throughout the City, experience with and knowledge of zoning regulations will be more readily transferrable. One zoning by-law with a common language will enable clearer interpretation that produces more consistent results. City-wide amendments will be easier to introduce and apply. The movement of staff between district offices will be facilitated by eliminating the arduous task of having to learn the nuances of a different zoning by-law. It also means greater efficiencies in the use of staff resources. There should be greater effectiveness in sharing of information and experience with the by-law. In time, because the zoning by-law is electronically based, new efficiencies will be available as a result of technology improvements, both in hardware and software.

Key Features of the Draft New Zoning By-law

For most areas, especially neighbourhoods, the draft zoning by-law does not substantially alter the in-force standards but rather how they are expressed. The draft new zoning by-law contains all the content of the existing by-laws in a similar but nevertheless slightly different structure and organization. This results largely from adopting a ‘best practices’ approach but also because it was difficult to capture all the differences among the existing by-laws. The report describes some of the key organizational features of the draft new zoning by-law and how they differ from the existing by-laws.

New Standards and Provisions Added to the Draft New Zoning By-law

The draft zoning by-law includes some new standards that were requested as part of the Project mandate or are in response to issues that have developed since the Project’s start. These matters include: new parking and loading standards; large format, stand-alone retail in Employment-Industrial Zones; zoning for Places of Worship; regulations for new ‘tall’ buildings; regulations for uses that store dangerous substances; and, the minimum height of buildings along Avenues and Main Streets.

Public Consultation Process

The recommended public consultation process for the draft new zoning by-law offers a variety of means, a variety of times and a variety of venues for both review and comment. The draft new zoning by-law will be available online as of the end of April. Visitors to the site will be able to review the new provisions, examine the provisions of all the

existing zoning by-laws and comment directly to the Project Team through a pop-up form.

Residents and ratepayers associations, business associations and professional associations are encouraged to sign-up as stakeholders. This allows for interactive comment with the Project Team. Associations may join by going to <http://www.toronto.ca/zoning/>. There are eight open houses proposed between May and early July. Information boards will display key features of the draft new zoning by-law and staff will be available to answer questions, receive comments and discuss issues. There will be laptops available for those who want to comment on the by-law at that time.

RECOMMENDATIONS

The Chief Planner and Executive Director of the City Planning Division recommends that:

1. The draft new zoning by-law be made available for public consultation through use of the internet at <http://www.toronto.ca/zoning/>.
2. Eight Open Houses be held (two at each of the four District offices) allowing the public an opportunity to ask questions and provide comments on the draft new zoning by-law.
3. Information sessions for Councillors and their staff be held as soon as possible.
4. The Chief Planner and Executive Director, City Planning be requested to report to a special meeting of the Planning and Growth Management Committee in October 2009 convened as the statutory public meeting for considering recommending to City Council the adoption of the new zoning by-law.

Financial Impact

There are no financial impacts associated with this report.

DECISION HISTORY

At amalgamation, the creation of a new Official Plan was identified as a high priority. It was recognized that development of a new the zoning by-law would be a next step, as the key mechanism for implementing the Official Plan. Work on the draft new zoning by-law began soon after the approval by City Council of the Official Plan.

A report dated December 5, 2002, addressed to the Planning and Transportation Committee from the Commissioner of Urban Development Services entitled Revised Zoning By-law Project Resourced with City Staff, described a project design that was based on City Council's decision to use mainly staff instead of consultants to complete the work. The Project was proposed to be funded through the Capital Budget as it was

considered a Transition Project related to amalgamation. The Project was expected to be completed in 5 years.

http://www.toronto.ca/zoning/pdf/report_dec2002.pdf

A report dated May 3, 2004, from the Commissioner of Urban Development Services, was sent to the Planning and Transportation Committee meeting held on 28 June 2004 entitled Public Consultation for the New Zoning By-law Project. The report provides an overview of the Project and explains the proposed public consultation strategy. The report was received by the Committee and sent to all Community Councils.

<http://www.toronto.ca/legdocs/2004/agendas/committees/plt/plt040628/it004.pdf>

At its meeting held on May 25, 2005, the Planning and Transportation Committee had before it a report from the Chief Planner and Executive Director, City Planning Division on the Phase 1 Parking and Loading Zoning Standards Review. The report presented the results of the Phase 1 review and contained several recommendations with respect to the direction for the Phase 2 part of the review of these standards. The report was adopted by the Committee.

<http://www.toronto.ca/legdocs/2005/agendas/committees/plt/plt050525/it008.pdf>

At its meeting held on March 6, 2006, the Planning and Transportation Committee had before it a report from the Chief Planner and Executive Director, City Planning Division providing an update on the status of the Zoning By-law Project. The report was received.

<http://www.toronto.ca/legdocs/2006/agendas/committees/plt/plt060306/it003.pdf>

At its meeting held on March 29, 2007, the Planning and Growth Management Committee had before it a report from the Chief Planner and Executive Director, City Planning Division concerning the consultation process and next steps involving the proposed parking standards for selected commercial and residential uses. The Committee adopted the recommendations contained in that report.

<http://www.toronto.ca/legdocs/mmis/2007/pg/bgrd/backgroundfile-2399.pdf>

ISSUE BACKGROUND

Zoning affects every property in the City. There are currently 43 comprehensive zoning by-laws that cover all the properties in the City (Note: there have been 2 more comprehensive zoning by-laws added in the Scarborough District after the Project began). The number of zoning by-laws are a consequence of municipal amalgamations over many decades in the City. Zoning by-laws governing the former cities prior to the more recent amalgamation still exist, as do zoning by-laws from former towns such as, Mimico, New Toronto, Long Branch and Leaside. In addition, Scarborough created a new zoning by-law for each newly developed community.

Having 43 zoning by-laws means that a “one window” approach to providing zoning information is not possible. Working with and maintaining the multiple zoning by-laws has proven technically difficult, time consuming and resource intensive. This situation is challenging not only for City Planning, which includes the Committee of Adjustment work, but also the Toronto Building Division and the Municipal Licensing and Standards

Division, in fact any division involved in development review and approvals. A single zoning by-law will allow more efficient day-to-day management of zoning-related matters, quicker response to Council's city wide concerns and more effective implementation of the City's Official Plan. Without a single zoning by-law, the consistency by which the Official Plan policies are implemented would prove extremely difficult.

COMMENTS

Mandate

The main objective of the Project is to produce a single zoning by-law for the City. In approving the Project, City Council also directed that the Project employ existing staff to complete the work so as to develop an internal organizational capacity around the concepts employed with the new zoning by-law. In addition, the use of existing staff would help in the transition to the use of the new zoning by-law.

Another key objective of the Project was to capture the intent of the existing zoning by-laws, especially in areas that are not slated for growth in the Official Plan. This direction came in response to concerns that the Zoning By-law Project would revise, alter or change the development standards related to matters such as height, density, setbacks and use, particularly in residential communities throughout the City. In capturing the intent of existing zoning by-laws, the Project focused on the development of "common language" as opposed to changes to the development standards. However, it was recognized that some changes would be inevitable in this harmonization exercise. In such instances, staff have been directed to make explicit where material changes to any development standards are proposed in the draft new zoning by-law.

The reviews of parking and loading standards were the exception to the mandate outlined above. Consultants were hired to prepare new City-wide standards for residential apartments, most commercial uses and loading standards for all uses. The consultants took into account existing standards, best practices from elsewhere, the Official Plan policies and evidence from parking demand surveys in recommending revised standards.

Involvement by Other Divisions

There were many facets to the development of the draft new zoning by-law that benefited from the involvement of other City Divisions. Toronto Building initially provided staff to help with an understanding of the interpretation of the existing zoning by-law provisions. The Municipal Licensing and Standards Division provided staff support that brought the enforcement perspective to the Project, including key court decisions related to existing zoning provisions. Similarly, Legal Services has provided legal advice and general support for the review of the draft new zoning by-law provisions. Transportation Services was involved in the review of the parking and loading standards.

Another key component of the Project involved the creation of an electronically-based system of management and dissemination. This was accomplished largely through help of the Land Information Toronto Division of Corporate I&T and the mapping services of the

Graphics and Visualization Section of the City Planning Division (as discussed further below).

Further input from City Divisions will be sought during the public consultation period.

Approach to Creating the Draft New Zoning By-law

A ‘Common Language’

Capturing the intent of the existing zoning by-laws was accomplished through a section-by-section comparison of each the 43 zoning by-laws. This was possible because most zoning by-laws have a similar structure as they are based on the same *Planning Act* powers that allow for the regulation of land use and building form. Comparing the existing zoning by-laws for the purposes of capturing their intent meant that the Project was focused on the development of a ‘common language’ rather than change to the development standards.

With each new harmonized provision, the Project kept track of all existing provisions that were reviewed in developing the new provision. Further, during the forthcoming consultation period, each provision displayed within the on-line version of the draft new zoning by-law will include a link to see all the existing zoning provisions that the new provision will replace. This feature is being provided during the consultation period only to help in understanding where and how key provisions of existing by-laws were incorporated into the new by-law.

A ‘Best Practices’ Approach

Despite the similarities in structure and content among the existing zoning by-laws, there are different approaches to achieving the end result. For example, all the existing by-laws regulate height but have different ways of measuring it. All existing by-laws regulate gross floor area but have different means of calculating the total amount. In such instances, a common approach had to be selected. In choosing an approach, staff took into account its prevalence among existing by-laws, its applicability to various parts of the City, the ease of implementation across the City and whether legislative changes or current Official Plan policies indicated the need for a new approach. Interestingly, no one previous by-law dominated in choosing a ‘best practice’. As a result, the draft new zoning by-law reflects some part of each the previous municipal zoning by-laws while also capturing the best of each as well. The results of the ‘best practices’ approach is outlined further below.

Conformity with the Official Plan

Since 1955, the *Planning Act* has required that any Council-approved public work or by-law must conform with the Official Plan of the municipality. In addition, the 2006 amendments to the *Planning Act* require that no later than 3 years after a new Official

Plan or revisions as part of the 5 year mandatory review come into effect, the zoning by-laws in effect must be reviewed and, where necessary, amended to conform with the approved Official Plan. The City's Official Plan came into effect in July 2006.

For the most part, there were relatively few conformity issues between the existing zoning provisions and the policies of the new Official Plan. In relatively few cases where the Project was unable to resolve the conflict with the OP, the site in question remains unaffected by the draft new zoning by-law until such time as the matter can be resolved. The existing zoning by-law would remain in force and effect for these sites.

An Electronically-based By-law

The draft new zoning by-law has been designed to operate and be viewed on-line. Staff and the public will have access to the by-law through the City's internet site. The website will offer the ability to view the zoning of a particular area of the City at different scales similar to the 'Toronto Maps' capability on the City's website. The zoning may also be searched by municipal address. The by-law also can be viewed in text format similar to a print version. If accessing the zoning by way of the map, it will be simple to toggle between the text applying to the property or zone in view. The information on zoning from the website will be maintained in 'real time'. All the information will be current to the last City Council meeting.

Key Features of the Draft New Zoning By-law

The draft new zoning by-law is broadly similar in structure and content to the existing by-laws. As mentioned above, a 'best practices' approach was taken when by-laws were dissimilar enough that a decision in direction was needed. This section of the report describes some of the principal features of the draft new zoning by-law and any important differences with existing by-laws.

In some cases, properties that comply with the performance standards in the existing zoning by-laws (i.e. building height, setbacks, minimum lot frontage) will not comply with the performance standards in the draft new zoning by-law. The draft new zoning by-law will include a number of provisions that deem properties and their existing buildings to comply with the performance standards in the draft new zoning by-law, essentially 'grandfathering' such properties.

Nothing in the draft new zoning by-law is intended to limit the legal non-conforming rights under Section 34(9) of the *Planning Act*. In cases where a property contains a use that is currently lawful under the existing zoning by-laws but that will not be permitted under the draft new zoning by-law, the *Planning Act* will operate to protect that use as a legal non-conforming use. In the same way, properties that currently have legal non-conforming use status will have that status continued under the draft new zoning by-law provided that they continue to meet the requirements of s. 34(9) of the *Planning Act*.

In addition, once the draft new zoning by-law is enacted, properties that currently have legal non-conforming use status will still be able to apply to the Committee of Adjustment under s. 45(2) of the *Planning Act* for permission to enlarge or extend the building or structure containing the legal non-conforming use and for permission to use the property for a purpose that is either similar to the legal non-conforming use or for a purpose that is more compatible with the uses permitted by the draft new zoning by-law than the established legal non-conforming use. Nothing in the draft new zoning by-law is meant to curtail these rights.

Residential Zones

The draft new zoning by-law proposes six basic residential zones, reflecting the key zone structure of the current by-laws:

"RD" - detached

"RS" - semi-detached, detached

"RT" - townhouses, semi-detached, detached

"RM" - low-rise apartments, fourplex, triplex, duplex

"RA" - high-rise apartments

"R" - a mixture of all types of residential buildings

Each basic zone category is then further classified by distinguishing features of existing zone requirements such as, lot frontage, lot area, number of units permitted and floor space index (FSI) or density figure in the case of apartment buildings. These items will form part of the zone label so that, for example, a single detached home zone would read: RD(f15 a450). This translates to a requirement of a minimum 15 metre lot frontage and a minimum area of 450 square metres.

Further zone requirements such as setbacks, lot coverage, height, to mention a few, will be specified in the text. But even with this breakdown of the residential zones by these various characteristics, there were numerous instances where parts of the City had special exceptions applying to them. In such cases, the draft new zoning by-law displays a bracketed key number beside the zone label, referring to the exception listed separately.

In other cases, provisions will be depicted in map form. Height limits are a good example. Height limits will be included as a 'layer' that may be displayed by checking the appropriate box on the legend of the map page.

Residential Standards for grade related housing

Front Yard Setback

The minimum front yard setback for residential zones across the City will be 6 metres. This is currently the case for most zones. However there are zones with larger front yard setback requirements as there are some with less. To account for these variations, an 'averaging' provision is proposed. This means that any building or structure must be set

back from the street a minimum of 6 metres or a distance equal to the average of the front yard setbacks of the two abutting properties. This approach should ensure a consistent treatment of most properties across the City as the standard setbacks mostly range between 5 and 7.5 metres. For the exceptional areas with setbacks greater than 7.5 metres or less than 4.5 metres, a separate front yard setback will be included.

Rear yard Setback

The current most common rear yard setback requirement across the City is 7.5 metres. However, in the case of large, deep lots, existing zoning by-laws incorporated greater rear setback requirements. The draft new zoning by-law proposes a 'sliding scale' formula to accommodate these variations. The formula essentially requires a greater rear yard setback the greater the lot depth.

Side yard Setback

In the RD and RS zones, singles and semis, the proposed side yard requirements have been grouped by lot frontage:

- (i) – frontage less than 9 metres = 0.9 metre side yard
- (ii) – frontage from 9 metres to less than 18 metres = 1.2 metre side yard
- (iii) – frontage from 18 metres to less than 30 metres = 1.8 metre side yard
- (iv) – frontage from 30 metres and up = 3.0 metres

Side yard setbacks are scaled in proportion to lot width. In the draft new zoning by-law, the proposed grouping of side yard setbacks generally reflects the more common clusters of side yard setback requirements in existing by-laws although there is some deviation. Such deviation results from the review of decisions from the Committee of Adjustment over a 2 year period. Side yard setbacks are the most common variance request (39%) and have an approval rating of 87%.

In R, RT and RM zones different setbacks will be required based on building types.

There are a few existing practices that will not be incorporated in the residential zone categories: the practice of an asymmetrical requirement, that is, one side yard setback must be larger than the other; the practice of requiring a second storey to setback further than the first storey; and, the practice of allowing a smaller side yard setback for a part of the house where there is an attached garage.

Lot Coverage versus Floor Space Index

Lot coverage together with setbacks and height restrictions combine to control the bulk or mass of a building. Lot coverage is widely used throughout Ontario on lots subdivided for the development of grade related housing such as singles, semis, and townhouses.

Floor space index (FSI) is used usually in association with multi-storey residential and commercial buildings. The FSI factor allows a calculation of the overall density which is used primarily for infrastructure planning purposes, that is, impacts on existing infrastructure and planning for new infrastructure improvements. The density factor alone cannot directly regulate the bulk and mass of a residential building. Setbacks and height limits are still required for that purpose.

Only the former City of Toronto's zoning by-law relies almost entirely on an FSI factor in its low rise residential zones exclusively, together with setbacks and height limits, rather than employing a lot coverage limit. All the other by-laws are more reliant on lot coverage, with setbacks and height limits. The draft new zoning by-law proposes the use of lot coverage rather than FSI in low rise residential zones.

The most common lot coverage maximum requirement is 35%. Lot coverage requirements are in some measure a function of lot size. The predominance of certain lot sizes allows for the establishment of a generalized factor such as 35%. As a rule, when lot sizes get bigger, the lot coverage requirement tends to drop. There are a few large lot areas in the City and it is not unusual to see the lot coverage requirement drop to 25%. Similarly, smaller lots might have a lot coverage of 40%. Often higher lot coverage percentages are permitted with respect to dwelling types such as duplexes, triplexes and apartment buildings.

A careful analysis was conducted of the development potential of existing properties in residential zones in the former City of Toronto when the setback, height and FSI requirements are applied. Through this analysis, a comparable lot coverage requirement was developed based on the various zones and their current density permissions.

Height

Each residential zone provides a height limit that is stated in the text of the regulations for the respective zones. It is a rounded metric number that works as a "best fit" among the different height limits found in the many different residential zones that currently exist. The height limit for the R, RD, RS, and RT zones is 10 metres; for the RM zone it is 12 metres; and for the RA zone it is 24 metres.

Where the current height limit for the equivalent zones is considerably different from this baseline, that figure will be shown on a Height Map, much the same way as is done in the current by-law for the former City of Toronto. It can be expected that most apartment buildings, for example, will have a different height limit appearing on this map.

A technical difference among the by-laws related to height is where to conduct the measurement. The draft new zoning by-law proposes using "established grade", as defined, and the highest point of the roof, measured in metres.

The existing height requirements that use a different approach, such as measuring to the mid-point between the eaves and the ridge of the roof, will be adjusted to an equivalent

value when compared to the draft new zoning by-law approach. The by-law will allow for certain building parts (flagpoles, vents, elevator shafts, energy devices, safety railings, etc.) to be exempt from the standard building height limits, subject to conditions.

The number of metres is a more stable control mechanism than the number of storeys. Given the wide variability in building designs, it is possible for a two storey building to be physically the same height as a four storey building. It is also difficult to interpret what constitutes a storey when a building has split levels, internal lofts, mezzanines and voids. For these reasons, the number of storeys was not used as a height limit control.

Home Occupations

Each of the existing zoning bylaws permit some limited form of home occupation use although their approach is different. Some list specifically the type of uses permitted other bylaws offer a more generalized description of home occupations. The problem with regulating home occupation use is that it is hard to define, especially at present with the widespread use of computers and other forms of electronic technology that makes working from home easy and innocuous.

The approach taken by the draft new zoning bylaw is to regulate the characteristics of a home occupation that would be inappropriate in a residential setting. These include: having no employees; having no clients come to the dwelling unless specifically permitted; containing no obnoxious uses; having no sale of goods including the sale of goods that might be produced in the home; having no home occupation located in an ancillary structure; and, having no outdoor activities or services, display or open storage associated with a home occupation use. The draft bylaw further stipulates that no alteration to the building may be made to accommodate a home occupation and that the maximum floor area occupied or used must be less than 25% of the total floor area or 100 square metres, whichever is less. There is one exception to this approach, the instruction of music is specifically limited to a detached home as this was the practice some existing bylaws.

Commercial-Residential Zones and Local Commercial

The draft new zoning by-law contains a commercial-residential (CR) zone category. The CR zone will pertain to those areas designated Mixed Use in the Official Plan, including along arterial roads or in centres. The density figure applied is consistent with existing permissions or existing development on the site. In some instances where the current commercial zoning does not permit any residential uses and no residential exists on the site, the CR zoning provides for no residential density. Residential development would have to occur by way of a rezoning. This approach is consistent with the mandate of the Project to capture the intent of the existing zoning and it allows for the recommendation of appropriate residential densities through more consultative processes such as the Avenue Studies.

The CR zones would establish a unique density mix of commercial and residential uses that are reflective of the local conditions and introduce one of three proposed sets of development standards that establish the minimum and maximum requirements for setbacks, angular planes, and other appropriate controls.

In addition to the CR zoning category, a local commercial zone has been created. The CL zone is designed specifically to allow local commercial uses within the Neighbourhoods designation of the Official Plan. They have been applied where such local commercial uses currently exist. New proposals for local commercial uses in Neighbourhood zones would require a rezoning where the Official Plan may allow such uses.

Employment – Industrial Zones

The new by-law proposes 5 different Employment zones which encapsulate all the existing industrial zones:

“**E**” (Employment) – a general employment industrial zone that permits manufacturing uses that are generally compatible with other manufacturing uses;

“**EL**” (Employment Light) – a light employment industrial zone that permits manufacturing uses that are generally compatible with land uses permitted in adjacent sensitive land use zones, such as residential or mixed use zones;

“**EH**” (Employment Heavy) – a heavy employment industrial zone that permits manufacturing that may have land use compatibility issues with other uses, but which are important to include as part of the City’s industrial economy;

“**EC**” (Employment Commercial) – a predominantly employment zone which permits manufacturing and commercial office and some retail, limited in total size and mix of uses, that are deemed to be compatible with one another; and

“**EO**” (Employment Office) – a mixed employment-office zone which permits both manufacturing and office uses that are deemed compatible with one another and are generally reflective of the existing business parks found throughout the City.

The list of manufacturing land uses outlined in the new by-law are based on the common terms used under the North American Industry Classification System (NAICS), which avoids the new by-law from having to define each and every type of manufacturing land use; while still allowing for segregation of certain types of manufacturing from other types of manufacturing.

The density in Employment Zones will be regulated by way of a Floor Space Index factor. The density amounts reflect the existing permissions. In addition, minimum setbacks, maximum height limits and minimum lot frontage requirements will help to regulate the bulk and mass of buildings. Again, these standards are reflective of the existing provisions.

Institutional Zones

The draft new zoning by-law proposes 5 different institutional zones. These zones reflect the major institutional uses such as, hospitals, post secondary schools, public schools, places of worship and cultural facilities.

“I” (Institutional) – this is a general institutional zone used to accommodate a variety of institutional uses such as; art galleries, museums, libraries, monasteries and nursing homes

“IE” (Institutional Educational) – this is an institutional zone that deals with large educational facilities like universities and colleges.

“IH” (Institutional Hospital) – this is an institutional zone used to regulate hospitals and large scale health centres and their associated uses

“IS” (Institutional School) – this is an institutional zone that specifically regulates publicly and privately funded elementary and secondary schools teaching the provincial curriculum up to grade 12.

“IPW” (Institutional Place of Worship) – this is an institutional zone to accommodate places of worship for all religious denominations

Schools

Public school sites are treated quite differently in the existing zoning by-laws. In parts of the City, Scarborough in particular, public school sites are generally zoned exclusively for that use or a combination of community-type uses. By contrast, in the former City of Toronto zoning by-law, school sites are a permitted use within residential zones, thereby retaining residential zoning permission as well as a school use permission. Still in other parts, such as the former City of North York zoning by-law, schools are permitted in residential, commercial as well as industrial zones, while also retaining the zone permissions for other uses permitted in the residential, commercial, or industrial zone.

There was no means of harmonizing these contrasting approaches to public school site zoning. As a result, the draft new zoning by-law proposes to maintain all the current zoning for any existing public school site. However, schools will no longer be permitted as-of-right in residential and employment-industrial zones. New schools in residential and industrial zones will need a rezoning and it is recommended that the new school sites be zoned exclusively for school and appropriate community purposes.

Open Space Zone Category

Although current zoning by-laws of the former municipalities permit parks to be located almost anywhere, most of those by-laws also have zones where only parks, recreational, or conservation uses are allowed.

Similarly, the Official Plan for Toronto enables parks and some recreational facilities throughout neighbourhoods and other designations, but also reserves many lands for such uses in three types of designated Parks and Open Space Areas. These range from small local Parks designated as such throughout the City, to major Natural Areas that primarily coincide with our natural heritage such as ravines and portions of the waterfront. The Official Plan also designates Other Open Space Areas for golf courses, cemeteries, and some major utility lands as they comprise part of the City's green open space network.

The proposed Open Space zones capture the variety of approaches that are found in current by-laws as well as corresponding to the new Official Plan land use designation and related policies.

“O” - Open Space Zone - The basic open space zone is intended to be where relatively passive parks are permitted, such as ornamental gardens or small tot-lots. Some iconic parks that are important to the City as a whole are included here, like Queen's Park. Though parks are to be permitted in all zones, this proposed zone will ensure these types of parks will remain in place since changes would need to be vetted through an amendment process.

“ON” - Open Space - Natural Area - This zone is intended to correspond with the Natural Areas designation of the Official Plan, where the lands are to be maintained primarily in a relatively natural state, although a number of compatible uses such as open-air recreation, and some necessary uses associated with public works, would be permissible. For the most part, these zones will include the extensive network of ravines and other major green spaces. There are a few private properties in this system, so consideration will be given to accommodating some of those uses, such as individual residences, by way of site-specific exception.

“OR” - Open Space - Recreation - Some recreational facilities, often found in parks, are intensely used and may impose impacts such as heavy traffic or noise upon their neighbours, so it is proposed that the new by-law have a type of open space zone that would be differentiated from the basic open space zones. It is intended that facilities such as City-run arenas and stadiums, as well as major parks, would be in this proposed zone. Along with the permission for major recreational activities and buildings, additional services for the users of the facilities, such as restaurants and service shops, would also be permitted.

“OG” - Open Space - Golf Course - The draft by-law has included this zone, which is quite specific in its function, in recognition of the distinct land use designation for golf courses in the Official Plan. Ancillary uses that would not normally be in an open space, such as club houses, banquet facilities and driving ranges, would be permitted in this zone as well.

“OM” - Open Space - Marina - The draft by-law has included this zone, which is also quite specific in its function, mainly to correspond with the “Gm” zone in the current by-

law for the former City of Toronto. Despite being unique and desirable recreational assets, marinas and yacht clubs are intensive uses which would not generally be suitable to be permitted as-of-right everywhere along the sensitive shoreline.

“OC” - Open Space - Cemetery - Some current by-laws have zones that are specifically oriented to cemetery use, others permit them on a site-specific basis, and others allow cemeteries as-of-right in some zones (including open space) along with a wide array of other uses. The draft by-law has included this among the open space zones to coincide with the recognition of cemeteries in the Other Open Space Areas designation of the Official Plan. Ancillary uses that would not normally be in an open space, such as a mausoleum or a visitation centre, are proposed to be permitted in this zone as well.

Utility and Transportation Zone

Several of the current by-laws have zones that distinguish major public utility lands, such as hydro corridors or railways. Some of these have specific Utility or Transportation zones while some identify them as principal uses in certain types of Open Space zones.

It is proposed that a Utility and Transportation Zone (“UT”) be in the new by-law in order to blend these current zones, and that it be applied to existing large utilities which may now be found in other zones.

The new Official Plan for the City of Toronto has a land use designation and associated policies for “Utility Corridors”, while some other major public utilities, such as water or sewage plants, have been designated as “Other Open Space” or “Employment Areas”.

New Standards and Provisions Added to the Draft New Zoning By-law

Parking and Loading Standards

New parking standards are proposed for apartment residential, multiple unit residential, commercial retail, restaurant, office and places of assembly including specific parking for places of worship. A report on the proposed parking standards for the major land use categories was before the Committee in May 2007. The Committee endorsed the recommendation to consult the public. The parking standards for these uses vary across the City based on the availability of transit and overlay the growth areas of the Official Plan. The new parking standards are generally lower across the City with the lowest parking rates in the Downtown and Centres. Loading standards have been harmonized across the City requiring loading spaces in apartment residential, most commercial uses and industrial uses.

Parking Standards

The proposed parking standards vary among different parts of the City as defined by the Official Plan’s urban structure map. There are separate parking standards for each of the

mixed use, transit-oriented, targeted growth areas (Downtown and Central Waterfront, Centres, and Avenues) and the rest of the City. These standards were largely presented in a report to the Planning and Growth Management Committee at its meeting of March 29, 2007. This report provides a comprehensive view of the new parking standards. <http://www.toronto.ca/legdocs/mmis/2007/pg/bgrd/backgroundfile-2399.pdf>.

A common aim is to identify new parking standards that require the minimum responsible amount of parking for a given land use. Maximum standards are also proposed in the targeted growth areas to guard against an oversupply of parking in these areas that are or will be well served by transit. The draft new zoning by-law proposes parking standards for bicycles and designated accessible parking spaces for the disabled across the entire City. Overall, the proposed standards result in a modest reduction of some minimum parking requirements, with the greatest changes applying to commercial uses located in the targeted growth areas.

Prohibiting the Charge for Visitor Parking

The question of prohibiting charging for residential visitor parking was raised as an issue by City Council and subsequently discussed during the course of the parking standards review. The conclusion was reached that it is desirable to prohibit charging for visitor parking in residential areas but not in mixed use areas. In mixed commercial/residential areas there is generally a higher level of competition for parking spaces and a charge for visitor parking at apartment buildings would better ration its use by deterring “walk-aways” from occupying spaces needed for legitimate visitors. Also, in mixed use areas there tends to be higher levels of transit service and a greater supply of both on-street and off-street parking, factors which combine to provide a wider range of alternatives for those drivers negatively impacted by residential visitor parking charges. On the other hand, in the residential areas, charging for visitor parking at apartment building sites might unreasonably deter visitors from parking in the off-street facilities provided and lead to increased parking pressures on surrounding local residential streets. The draft new zoning by-law places restrictions on the charge for visitor parking in all residential zones.

Places of Worship - Parking Standards

Additional parking studies were undertaken for two categories of places of assembly. The first category is that of places of worship and the second is a broader class of places of assembly divided into two primary groupings of entertainment facilities and social/cultural activity centres.

The study of places of worship noted an increase in the variety of faith groups found in the City and a trend for newer facilities to be above average size with a higher proportion locating in the traditional industrial areas of the City. From a parking demand perspective, places of worship are a particularly complex and varied class of land use for which to establish a simplified, uniform set of parking standards. The new zoning standards express the parking requirements as the number of parking spaces required per 100 square metres of worship floor space. Typically, less than half the floor space of the

building is devoted to worship space and the remainder is used for other ancillary purposes. Furthermore, the person capacity of the worship space depends on the manner in which it is used and the new standards vary according to whether the worship space is designed with fixed seating arrangements or not. The study data revealed that on average 1.1 square metres of worship area is needed to accommodate one seat and the Ontario Building Code assigns an average of 0.75 square metres of space per person in a non-seating arrangement. Consequently, the study assumed that on average 100 square metres of worship space can accommodate 91 persons seated or 133 non-seated and the minimum parking standard is expressed by two different numbers to reflect this distinction.

As proposed for other uses, the parking standards for places of worship vary geographically by four areas: (i) Downtown and Central Waterfront; (ii) Centres; (iii) Avenues, and (iv) Rest of the City. These variations primarily reflect the varying levels of auto use found in these different parts of the City. In the first three areas (those targeted for mixed use growth), maximum parking standards are also specified. Other key factors in determining the parking standards relate to the average car occupancy rate and the design attendance level. In applying the standards, the amount of parking required for the building is the greater of the parking requirements generated by either the building's worship space or by the ancillary uses in the building. The recommended minimum parking standard per 100 square metres of worship space varies considerably across the City, from 9 parking spaces (or 13 if non-seated) in the Downtown and Central Waterfront to 23 parking spaces (or 34 if non-seated) in the Rest of the City. The new parking requirements for places of worship are a more justifiable set of standards that reflect emerging trends and updated assumptions. The new standards are generally higher than the existing ones, though this outcome is mitigated to some extent by the fact that the parking requirements for ancillary uses in the building are not additive (the greater of the worship use versus the ancillary use requirement is applied, not both).

Places of Assembly

A separate study of other places of assembly revealed an entertainment/amusement class of uses (such as theatres, cinemas, and bingo halls) and a social/cultural class of uses (such as banquet halls, museums, convention spaces and private clubs). Uses in the entertainment class generally have fixed seating arrangements while those in the social/cultural class often use their floor space in more flexible ways. Consequently, the parking space standard for entertainment uses is expressed as a function of the number of seats while for the social/cultural uses the standard is a function of gross floor area. For both classes of use the standards vary in a similar way to those of places of worship, using the same geographic breakdown and applying comparable assumptions for modal split, car occupancy rates and design attendance levels. The standards reflect the fact that many of these places of assembly experience their peak use in the evenings or at weekends and, as a result, a portion of the regular peak parking demand will be met in surrounding off-site parking facilities. A number of these uses commonly occur in association with shopping plazas or malls.

The parking standards for fixed seating facilities range from 0.1 spaces per seat in the Downtown and Central Waterfront to 0.2 spaces per seat in the Rest of the City. For facilities without fixed seating, the parking standards vary from 6 spaces per 100 square metres of gross floor area in the Downtown and Central Waterfront to 10 spaces per 100 square metres of gross floor area in the Rest of the City. The study also revealed that, given their unique parking generation characteristics, separate standards are justified for bowling alleys and billiard halls. These standards are based on gross floor area. No standards are proposed for the general class of sports places of assembly (typically stadiums and arenas) as these tend to be large, infrequent facilities with their own particular operating characteristics and parking demand levels.

Car Share Impacts on Parking Standards

A consultant study of the impact of providing dedicated parking spaces for car share vehicles in multi-unit residential buildings on average car ownership rates was undertaken as part of the zoning by-law project. Over recent years a number of high-rise condominium developments, primarily in the Downtown, have sought reductions in the required parking in return for providing on-site parking space(s) for the sole use of car share vehicles. To date, these proposals for reduced parking have been handled on a case by case basis. The consultant study of car sharing explored the issue of adopting a common approach to reduced parking requirements through their incorporation into the provisions of the draft new zoning by-law.

The consultant study observed that most car share vehicles operate in the older parts of the City, particularly those where transit access is best and levels of car ownership and use are already relatively low. The challenge for car share operators in these areas is to find a place to park the car share vehicles. Allocating dedicated car share parking spaces in new multi-unit residential buildings would help address the operators' parking supply problems and further promote the use of car share vehicles.

By comparing average car ownership rates in condominium buildings with and without car share spaces, the consultant study determined that the availability of car share parking has a small but significant impact on reducing the building's level of car ownership and, therefore, parking demand. More important influences on the car ownership rate are the average size and price of units in a building. In general, the study found that a reduction of up to four parking spaces for each dedicated car share can be warranted, although several conditions should be attached to any approval. These include:

- an agreement with a recognized car share operator for at least three years;
- the spaces must be designed in a manner that will make them accessible to non-resident subscribers;
- a pool of memberships that would be available to all occupants free of charge;
- any car sharing spaces that are converted to general use should be converted 67% to visitor parking; and
- ensure car sharing spaces are highly visible and are promoted in areas where they might succeed such as the Downtown and near high-order transit facilities.

The reduction in parking spaces resulting from the provision of dedicated car sharing spaces is premised on the continued functioning of the car sharing spaces. The consultant has outlined a number of conditions that should be secured for this purpose. The conditions can be secured best through a rezoning process and not in an as-of-right situation. As a result, the draft new zoning by-law does not include any provision regarding a reduction of parking spaces as a result of providing spaces for car share vehicles.

Loading Standards

A transportation consultant was retained to develop a new set of revised, city wide loading standards for multi-unit residential, commercial and industrial land uses to be included in the draft new zoning by-law. Currently, loading standards vary across the City. The Downtown, for example, has detailed loading standards based on studies undertaken in the 1980's while, at the other extreme, Scarborough has no zoning requirements for loading spaces and reliance is placed on the site plan approval process. North York and Etobicoke have loading requirements in their zoning by-laws but they are not as specific as those that apply in the Downtown.

The consultant recognized the need for a consistent approach to the development and application of loading standards that would result in establishing uniform loading requirements across the City. The new loading standards follow the Downtown practice of distinguishing loading space requirements by size as well as number. Four categories of loading space apply: types A, B and C accommodate large, medium and small trucks respectively, with the type A space having a minimum length of 17m. The fourth category is the type G space that is currently required for City garbage trucks serving multi-unit residential developments.

As noted above, the new loading standards will vary by three broad land use classes:

For multi-unit residential developments with more than 400 units there is the requirement to provide additional loading facilities (one type C space) beyond the base requirement of one type G space. This type C loading space is required to accommodate frequent loading demands related to couriers, trades and other miscellaneous activities observed in large multi-unit buildings.

For commercial uses, the standards apply to four sub-classes:

- General commercial (including retail)
- Office commercial
- Hotels
- Large grocery stores

The largest, type A, loading space is not required for commercial office and hotel uses, and all commercial uses (except hotels) are exempt from providing loading spaces if they have a gross floor area of less than 500 square metres. The loading requirements for large commercial developments over 40,000 square metres would be determined on an

individual basis through the site plan approval process. Under certain conditions, the new loading standards permit the sharing of loading spaces between different uses, adjacent buildings and, in the case of the type G space, different activities. The draft new zoning by-law also encourages the type C loading spaces to be located in areas that make their use attractive to couriers and the operators of service vehicles.

For industrial uses, a common set of loading standards will be applied to both industrial and warehouse activities, and the standards will be expressed in terms of the number and types of loading spaces required (not required loading area as is currently the case in the former City of Toronto). Industrial uses with a gross floor area of less than 100 square metres will be exempt from loading requirements. The sharing of loading spaces on multi-unit industrial sites will not be permitted.

Large Scale, Stand-alone Retail in Employment Zones

Currently, several existing by-laws permit large scale, stand-alone retail in some industrial zones. The Official Plan contains policies for large scale, stand-alone retail uses for when they are located in Employment Areas. Large scale, stand-alone retail stores are permitted only on major streets that also form the boundary of the Employment Areas, subject to specific criteria related to sufficient traffic capacity and impact on economic activities within the Employment Area and economic health of nearby shopping districts.

The approach being recommended through the draft new zoning by-law is to allow such uses only by way of rezoning to ensure the Plan's development criteria are met, impacts on surrounding lands are addressed and appropriate conditions attached to their approval. All legally existing large format, stand-alone retail in Employment zones will retain their existing zone permissions, but these uses will not otherwise be listed as permitted in Employment zones. New large format, stand-alone retail will require a rezoning to locate in Employment zones, where such retail may be permitted, subject to criteria, by the Official Plan.

Places of Worship

A place of worship, like a school, is regulated differently across the city. In some by-laws the use has its own zone, while in other by-laws the use is permitted in a variety of zones including industrial zones.

All legally existing places of worship will retain their existing zoning permissions in the draft zoning by-law. In the draft zoning by-law, places of worship are not listed as permitted uses in Residential zones and Employment zones. For new places of worship to locate in these zones, a rezoning application will be required. New parking requirements based on worship space area are included in the draft new zoning by-law.

Uses that Require the Storage of Dangerous Substances

The Sunrise Propane incident that occurred in August 2008 highlighted the continued need for land use planning to consider the impacts of various industrial operations on nearby residential neighbourhoods and other sensitive uses. The traditional method of ensuring compatibility through zoning is to provide an adequate buffer or separation distance for uses sensitive to the impacts of industrial uses.

The draft new zoning by-law places the heavier industrial zones further away from residential zones leaving lighter industrial zones closer to residential zones. The by-law allocates industrial zones by way of a hierarchy that is based on the potential impact of any one industrial use on more sensitive uses such as residential.

The typical impact of industrial activities includes such matters as noise, traffic, time of operation, emitted pollutants. These impacts help to define the use and then allocate it to a particular employment zone. The draft new zoning by-law adds a further criterion – the amount of a dangerous substance that is used with the operation. Knowing the amount of a dangerous substance used in connection with the operation helps determine the employment zone category in which the use should be placed. Uses that pose the greatest amount of harm to residential and other sensitive will be placed further away.

The draft new zoning by-law defines and categorizes uses by the amount of certain substances that may be stored and/or used on site as part of the use (e.g. propane). Such uses will be allocated to appropriate zones that provide adequate separation from sensitive uses. Similarly, sensitive uses will not be allowed in zones that permit uses which use large amounts of dangerous substances in their operations.

Site and Area Specific Amendments

There are over 10,000 amendments to the existing zoning by-laws. For the purposes of the Project, they have been placed into three categories. There are ‘area based’ regulatory amendments. These are zoning amendments that apply to a given area of the City providing for additional requirements above or beyond the generalized regulations. Another category is that of the ‘area based’ development amendments. These amendments provide for special development standards that apply to a comprehensive development scheme and include several blocks of land with streets. And finally there are the ‘site specific’ development amendments. The majority of amendments fall into this latter category.

Incorporating these amendments into the draft new zoning by-law poses a challenge because of the detail and uniqueness of each of the by-law regulations. Trying to incorporate all these amendments at this time would unduly delay the release of the draft by-law. Accordingly, these amendments will be added based on the following priority.

As a first priority, the ‘area based’ regulatory amendments will be incorporated as they affect numerous properties. These ‘area based’ regulatory amendments are reflected in

the proposed draft of the new zoning by-law with the addition of a numbered code placed in parentheses following the zone label. On-line, the numbered code will link to the actual amendment. At this time, the by-law will be displayed in its old wording. Prior to the adoption of the draft new zoning by-law, the wording will be changed to reflect that of the new by-law. But for the purposes of the consultation period, this procedure will allow the public to view what special amendments affect their property.

As second priority, the 'area based' development amendments will be incorporated. Because these by-law amendments pertain to a development proposal, these amendments will be incorporated once the development contemplated by the by-law has been completed.

The third priority will be the individual site specific amendments. Again the same principle used with the 'area based' development by-laws will apply to these amendments. If a development has been completed, the amendment will be considered for incorporation into the new zoning by-law. Many of these site specific by-laws are very detailed and often amount to conditions that are required to be met as a consequence of developing the site. Until it has been confirmed that the site is completely developed, these by-laws will remain in place.

The Concept of 'Holes' in the Draft New Zoning By-law

While it is important that the draft new zoning by-law be comprehensive in its application, it is possible to exclude properties. As stated above, the draft new zoning by-law replaces any existing zoning on any given property. Similarly, if the draft new zoning by-law is not applied to a property, then the old zoning by-law continues to apply. It is this concept that will be used in dealing with site specific amendments that are not going to be incorporated at this time. Essentially each site specific or area specific amendment "left out" of the draft new zoning by-law becomes a 'hole' in the zoning map. So, where a property is not shown as being zoned by the draft new zoning by-law, the existing zoning by-law regulations continue to apply to it. In other words, it is either the new by-law or the old that can be applied to a site at any one time, but not both.

Minimum Height of Certain Buildings

The minimum height of buildings in Commercial Residential zones will be 3 storeys. There will be some exceptions for sites with existing commercial buildings and no residential uses or permissions. The minimum height of the first or ground floor will be 4.5 metres. These requirements stem from the work to date on Avenue studies and their ensuing zoning by-laws. A minimum height of the first floor is important for future use adaptability to commercial type uses.

New Tall Buildings Regulations

A consultant study reviewing current policies and zoning regulations with regard to "tall buildings" in the Downtown, has reached a number of conclusions with respect to

appropriate locations for tall buildings and steps that could be taken to improve the built form quality of these buildings and their relationship to their surroundings. Full study results are due to be released shortly.

In reviewing the study's recommendations for tall building regulations, it was concluded that there are some key principles that should be applied to such buildings citywide. The conclusions closely mirror the Council adopted guidelines for Tall Buildings in use since 2006. With the draft new zoning by-law coming forward for consultation, it has been decided to introduce some of these new regulations at this time, as opposed to introducing a city-wide amendment at a later date. The following is an explanation of the proposed changes:

Tall Building – For the purposes of the zoning by-law, a tall building will be regulated as any building that is higher than the width of the road allowance onto which the lot fronts. If the site is at a corner, the wider road allowance will be used to define tall.

Base building – The portion of the building that rises below the height equivalent of the road allowance is known as the base building.

Tower – The portion of the building above the base building will be referred to as the Tower.

Floor Plate Size Limitation – It is proposed to limit the average floor plate of the Tower (above the Base Building) to an average area of 750 square metres. This will apply to any building containing residential units but will not apply to commercial office.

Tower Facing Distance – When located on the same site, Tower portions of buildings containing residential uses must be spaced 25 metres apart, excluding balconies. These Towers must be 12.5 metres from a property line or 12.5 metres from the mid point of an adjacent lane.

Tower Setback – Tower portions of a building must be setback 3 metres from the street line.

Minimum Height of First Floor – The minimum height of the first or ground floor must 4.5 metres

Rooming Houses

At its meeting held on January 8, 2009, the Planning and Growth Management Committee had before it a report entitled “Extending Zoning and Licensing of Rooming Houses” (<http://www.toronto.ca/legdocs/mmis/2009/pg/bgrd/backgroundfile-17594.pdf>). The report discussed the feasibility of extending zoning and extending the licensing system for rooming houses throughout the City. The Committee directed the Chief Planner and Executive Director, City Planning to forward the report to the staff working

group engaged on this issue and to come back as part of the comprehensive zoning by-law.

As the above noted report indicates, only three of the former municipal zoning by-laws permit rooming houses. Extending rooming house regulations across the City will have to explore and weigh the merits of a variety of issues. There will need to be widespread public consultation and education in order to achieve a successful understanding of the role of zoning in this issue. Key stakeholder involvement will also be needed.

The reviewing of zoning regulations pertaining to rooming houses has been established as a separate but parallel process to the Project. The intention is to have a report prepared for Committee by the fourth quarter of 2009.

Public Consultation Process

The draft zoning by-law is complex and affects virtually every property in the City. Meaningful consultation suggests that the public have access to both the new regulations and the existing regulations being replaced. As explained earlier, there are over 13,000 provisions. There are over 480,000 properties in the City and almost as many owners. Getting the information to these owners and collecting their comments is a significant effort in both time and resources.

These circumstances make achieving meaningful public consultation challenging. The solution was to devise a public consultation strategy that offers a variety of means, a variety of times and a variety of venues to both review and comment on the draft new zoning by-law.

Online Public Consultation

As mentioned earlier in the report, the draft new zoning by-law will be available online. The zoning by-law was designed to be used online and offers the ability to search by address, search by map location or go directly to the text of the zoning by-law. This service is also available 24/7.

For the purposes of the public consultation, some modifications were made to the online version. When a reader chooses a zone category either on the map, by address or entering the text of the by-law, any new provision will be linked to the provisions from the existing by-law it is intended to replace. The reader will click on the new provision and will be taken to a separate page that contains all the provisions from the existing by-laws for purposes of comparison.

In addition, each new provision will contain an additional link to a pop-up form. The reader can then type any comments they wish and it will be submitted to the Project Team for evaluation.

Stakeholder Consultation

At the start of the Project, residents and ratepayers associations, business associations and professional associations were encouraged to sign-up as stakeholders. This allowed the Project Team to consult interactively with groups of people with common interests. Unlike the form-based public consultation noted above, this approach allows the Project Team to interact with the Association through an official representative. A 'Terms of Use' agreement is signed for this purpose. Associations may join by going the Project's website. <http://www.toronto.ca/zoning/>.

Open Houses

There are eight open houses proposed between May and early July. Open house format of public meeting was chosen for its flexibility in both time and personal assistance. The open houses will start late in the afternoon to capture people who want to attend immediately after work and will extend into the evening to allow people to attend who prefer to go home first. Information boards will display key features of the draft new zoning by-law and several staff will be available to answer questions, receive comments and discuss issues. There will be laptops available for those who would want to comment on the by-law at that time.

Guide Book

A Guide Book to the draft new zoning by-law will be produced. The Guide Book will offer a more descriptive explanation of the by-law structure and organization. It will also describe the key features and provide illustrations to better understand the meaning of some provisions. The Guide Book will be available online after the release of the draft by-law.

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