

# Port Lands Zoning Review SAC Meeting #2

Location: City Hall, 100 Queen Street West

2<sup>nd</sup> Floor, Committee Room #3

Wednesday, July 17, 2019

6:30 pm – 8:30 pm

**Anthony Kittel**  
**Project Manager**

**Colin Wolfe**  
**Planner**

**City Planning, City of Toronto**



# Agenda + Overview

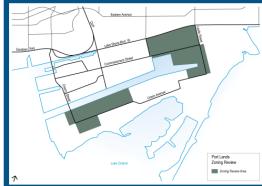
## Purpose

- Present the draft Port Lands Zoning By-laws, including use permissions, density, height, animation and parking
- Obtain feedback from the SAC in advance of the June 30, 2019 Community Consultation Meeting.

## Agenda

- Introductions (5 Minutes)
- Zoning Review Process, Context and Summary of Comments (10 Minutes)
- Zoning Review – Overview of Draft Zoning By-laws (45 minutes)
  - SAC, LUAC and CCM Comments
  - Overview of the 4 Zoning By-laws
  - Parking Regulations
- Discussion – Comments and Suggestions

# Introduction



# Port Lands Zoning Review

The City is undertaking a Zoning Review for the Port Lands, with the objectives of:

## MODERNIZING PORT LANDS ZONING

- Current zoning regulations result in rezoning or minor variance applications for many land uses.
- Many desirable land uses are not currently permitted, whereas some unwanted uses are allowed.

## IMPLEMENTING THE PORT LANDS PLANNING FRAMEWORK

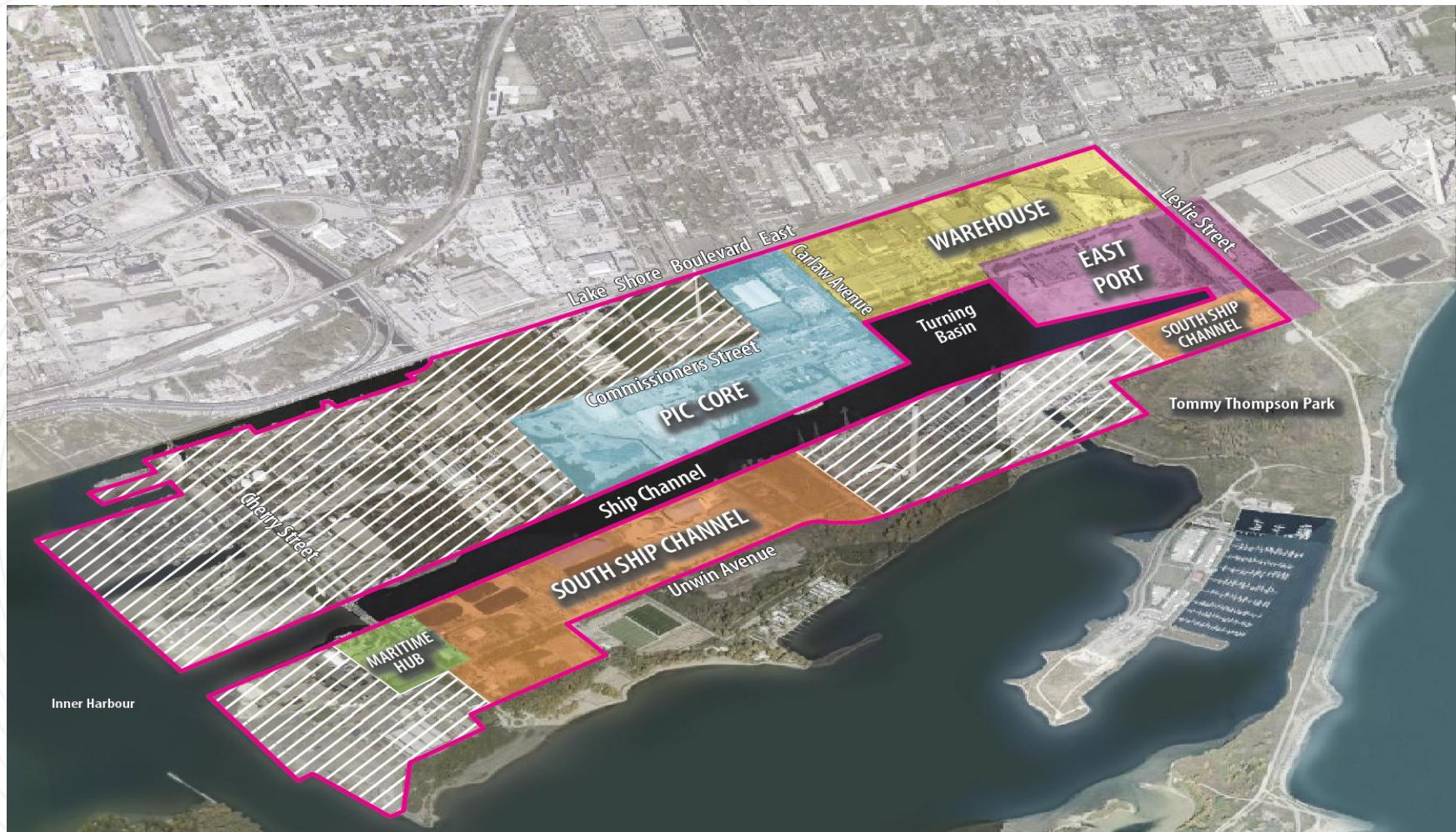
- New zoning regulations for employment-focused districts **better align with the Council-adopted PLPF direction**, and are **more reflective of land uses that the City is encouraging**

## CREATING GREATER FLEXIBILITY, CLARITY AND ACCESSIBILITY

- Introduce greater flexibility, transparency and accessibility by using modern zoning
- Consistency with City policies and plans, including the Port Lands Planning Framework.
- Make it easier for landowners and the public to understand the City's requirements and intent for these areas.

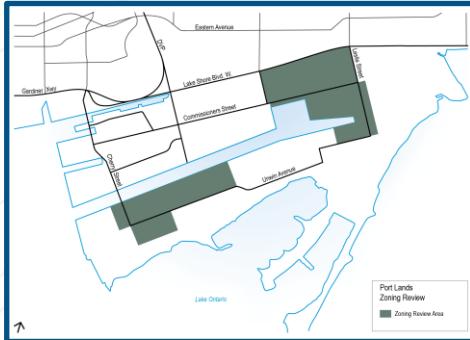


# Employment-Focused Districts





# The Port Lands Zoning Review Process



- The Zoning Review process is only focusing on Warehouse District, East Port, South Port and the Maritime Hub.
- Have met with LUAC and SAC members to discuss issue-specific comments and potential solutions since April 2019.

Phase 1: Background Research (2018)

Phase 2a: Early Direction and Consultation #1 (Winter 2019)

Phase 2b: Draft Zoning By-law and Consultation #2 (Spring/Summer 2019)

Phase 3: Final Zoning By-law and Adoption (Fall 2019)

Opportunities for Input



SAC + LUAC  
MEETING #1  
Introduction



PUBLIC  
MEETING #1  
Introduction



LUAC  
MEETING #2  
Review



SAC + LUAC  
MEETING #3  
Draft



PUBLIC  
MEETING #2  
Draft Final & Direction



TEYCC &  
CITY COUNCIL  
Zoning  
By-Laws

We are  
Here



# Summary of SAC Meeting #1 Feedback

- Concerns regarding **losing park spaces** that were identified in the Port Lands Planning Framework
- **Don Greenway South** wildlife access challenges - dockwall
- Mix of **activation uses** not realistic and will not achieve activation objectives
- Consider creating **more access points and openings** as part of the activation strategy
- Concerns that **mix of uses will not support realistic activation** and ground floor objectives
- How can we reconcile **low parking standards** with absence of reasonable transit in the interim
- **Parking maximums are a positive step** – do not incite demand by over-providing parking

Many comments were received during SAC #1 were outside of the scope of the Zoning Review – focusing on Port Lands Planning Framework policies or PIC Core Urban Design Guidelines. These concerns should be considered through the appropriate planning or LPAT processes.

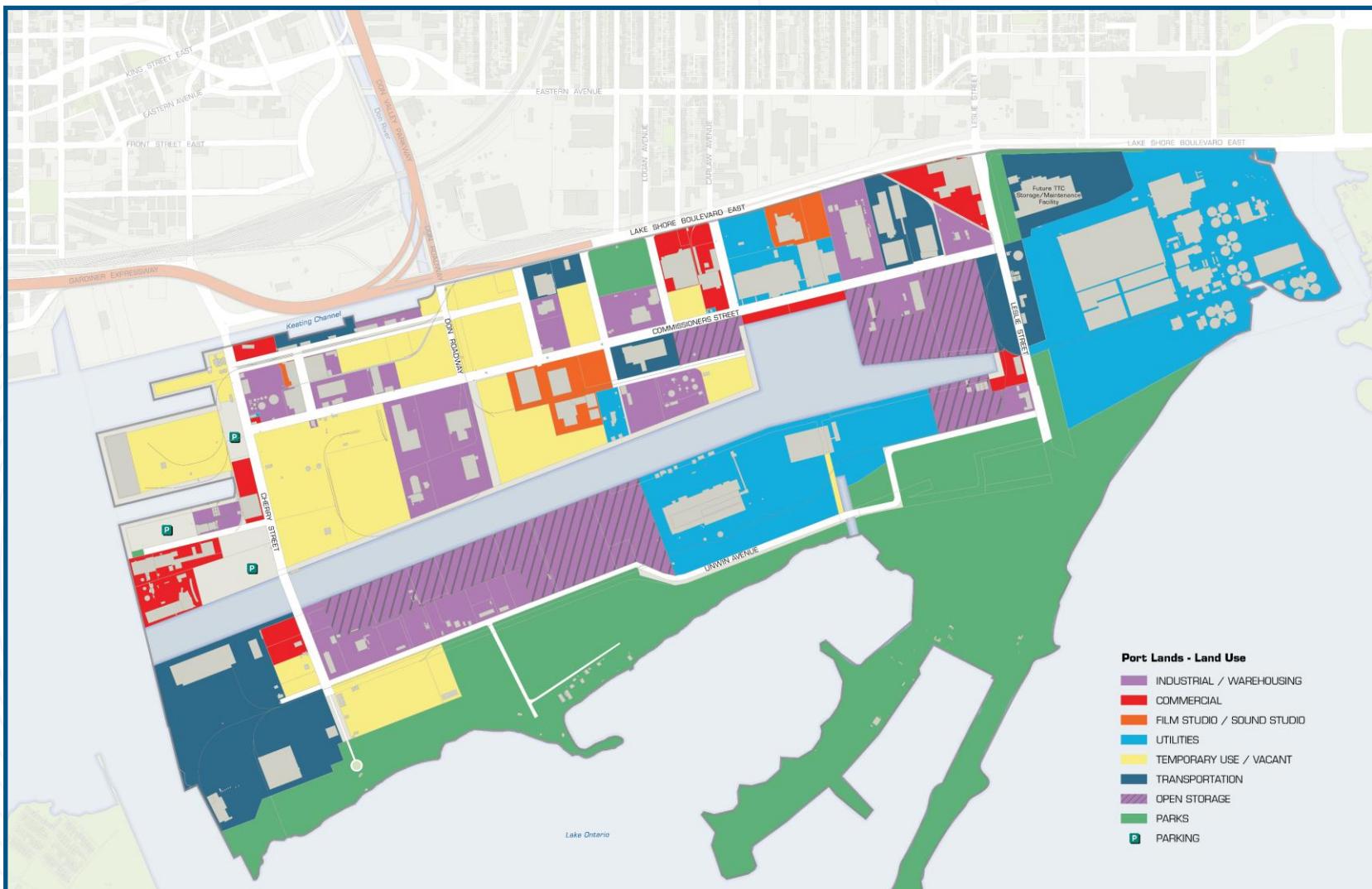
# Context



# The Port Lands Today



# Current Land Use (2018)





# Port and City-Servicing Uses to Continue for the Foreseeable Future





# Zoning Tools

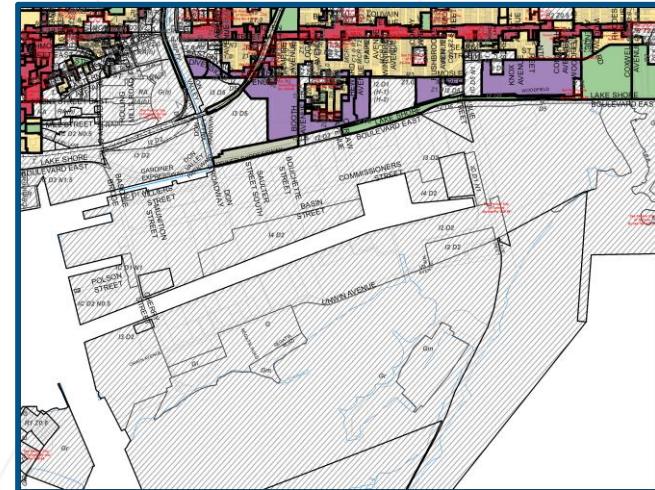
## Former City of Toronto Zoning By-law No. 438-86

- In force within the Port Lands
- Zoned I2 (light industrial), I3 (medium industrial) and I4 (heavy industrial)
- No longer reflects City policy and plans for the Port Lands
- **Will no longer be used for any future Port Lands rezonings**



## City of Toronto Zoning By-law No. 569-13

- Enacted by City Council on May 9, 2013 to replace the 42 pre-amalgamation zoning by-laws.
- Modernized approaches to zoning that applies across the City of Toronto.
- **Will be used for all future rezonings in the Port Lands**





# Vision of the Port Lands

The Port Lands will become an extension of the Downtown, with a full, balanced mix of uses. There will be new complete mixed-use communities, districts that support the growth of the City's production, interactive and creative sectors, and areas for continued port and industrial uses.

The Port Lands' districts are planned to evolve over time, with residents and employees able to enjoy nature and recreation, the vibrancy of the public realm, diverse employment and housing opportunities, and the industrial activity of the Port, all within a 5 to 10 minute walk.





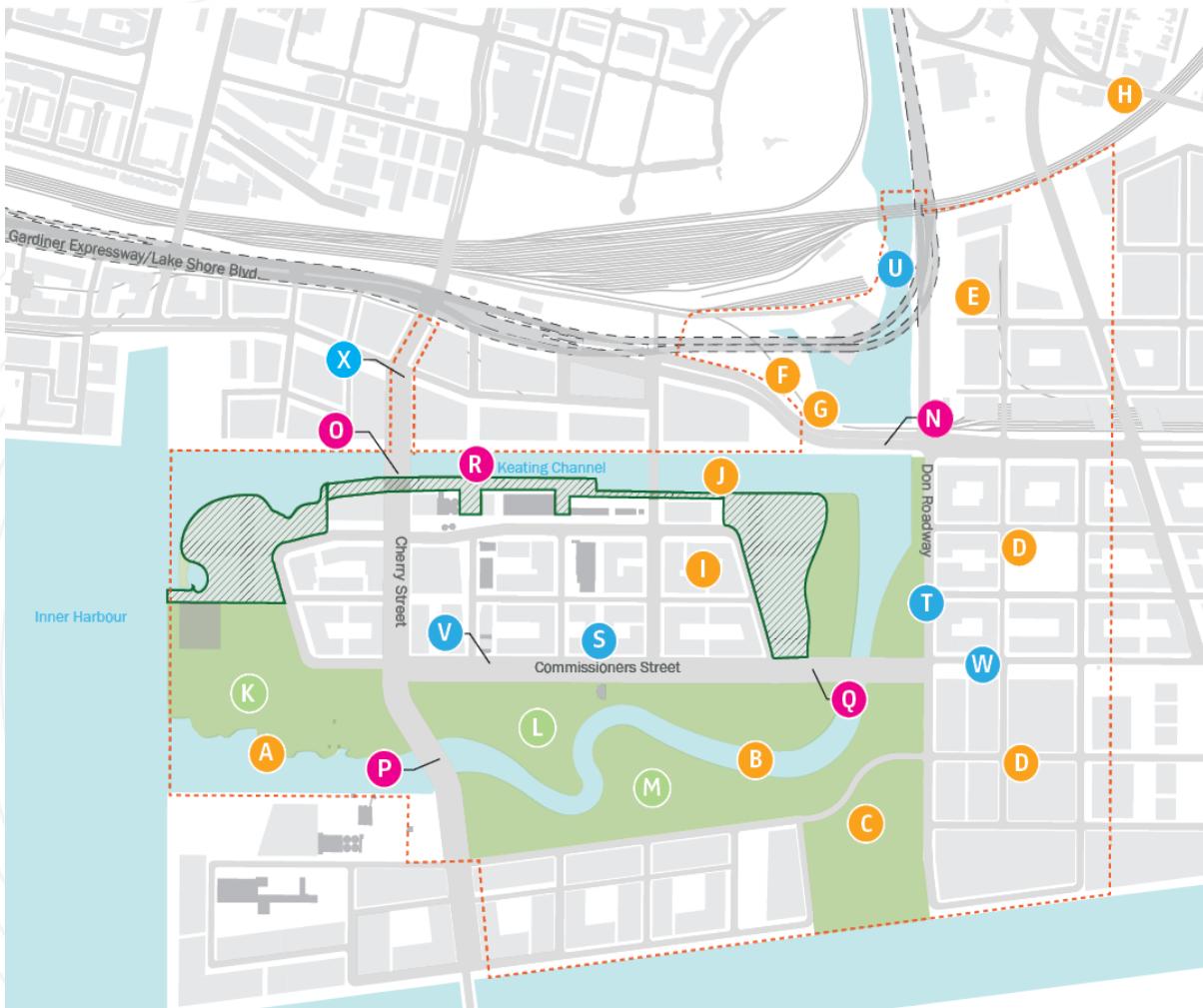
# Planning Framework Implementation

To guide revitalization of the Port Lands in the near , medium, and long-term, the Planning Framework is implemented by a number of plans, strategies, initiatives, and *Planning Act* tools. The diagram below provides a road map to the many ways the Council-adopted vision is being enacted. The Zoning Review and Production, Creative and Interactive (PIC) Urban Design Guidelines are two early implementation projects.





# Flood Protection (2018-2024)

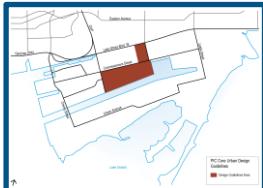


● Earthworks/Flood Protection Parks

● Bridges & Structures  
● Roads and Municipal Infrastructure

□ Port Lands Flood Protection and Enabling Infrastructure Boundary  
■ Parks not included in scope

- A Polson Slip Naturalization (2)
- B River Valley - Naturalization Area (3)
- C Don Greenway (Spillway & Wetland) (4)
- D Don Roadway Valley Wall Feature (8)
- E East Harbour Flood Protection Land Form (9)
- F Sediment and Debris Management Area (10)
- G Flow Control Weirs (11)
- H Eastern Avenue Flood Protection (12)
- I Villiers Island Grading (19)
- J Keating Channel Modifications (16)
- K Promontory Park South (17b)
- L River Park North (20)
- M River Park South (21)
- N Lake Shore Road and Rail Bridge Modifications (13)
- O Cherry Street Bridge North (14b)
- P Cherry Street Bridge South (14c)
- Q Commissioners Street Bridge (15b)
- R Old Cherry Street Bridge Demolition (14d)
- S Site Wide Municipal Infrastructure (5)
- T Don Roadway (7a, 7b)
- U Hydro One Integration (18)
- V Commissioners Street West (15a)
- W Commissioners Street East (15c)
- X Cherry Street Re-alignment North and South (14a)



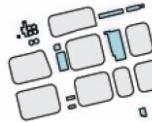
# Production, Interactive and Creative (PIC) Urban Design Guidelines

The Port Lands Planning Framework includes a set of urban design and built form principles which establish the overall vision for the Port Lands. The PIC Core Urban Design Guidelines will further expand on the urban design and built form direction of the Planning Framework.

The Urban Design Guidelines are:

- meant to provide **flexibility** based upon the use and site-specific conditions
- provide robust and **consistent direction** on how the Port Lands will evolve over time
- applied at various stages of the development review process and will also inform Context Plans
- developed concurrently with, and will be informed by, a **PIC Core Zoning By-law**

## IDENTITY



Buildings Will Respond To Surrounding Context And Character Defining Features



Wide, naturalized, landscaped setbacks required adjacent to key streets

## LEGIBILITY

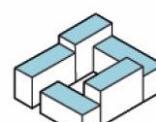


Buildings heights and placement will preserve, create and accentuate views

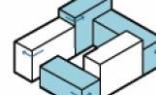


Building placement will permit the extension of the public street network

## DIVERSITY

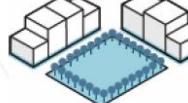


Diversity through different building heights and height shifts



Diversity through strong, repeating vertical articulation and facade designs

## ADAPTABILITY

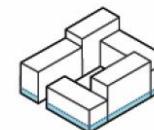


Urban street-edge relationships with buildings framing the public realm



Minimum building heights and floor to floor ceiling heights for non-residential on key frontages

## ACTIVITY



Activate with high ground floor ceiling heights and a wealth of details



Ground-level facades should be 70% transparent

## SKYLINE TOPOGRAPHY



Buildings will contribute to the creation of a distinct and dynamic skyline



New buildings will not detract from or dominate the port lands existing skyline

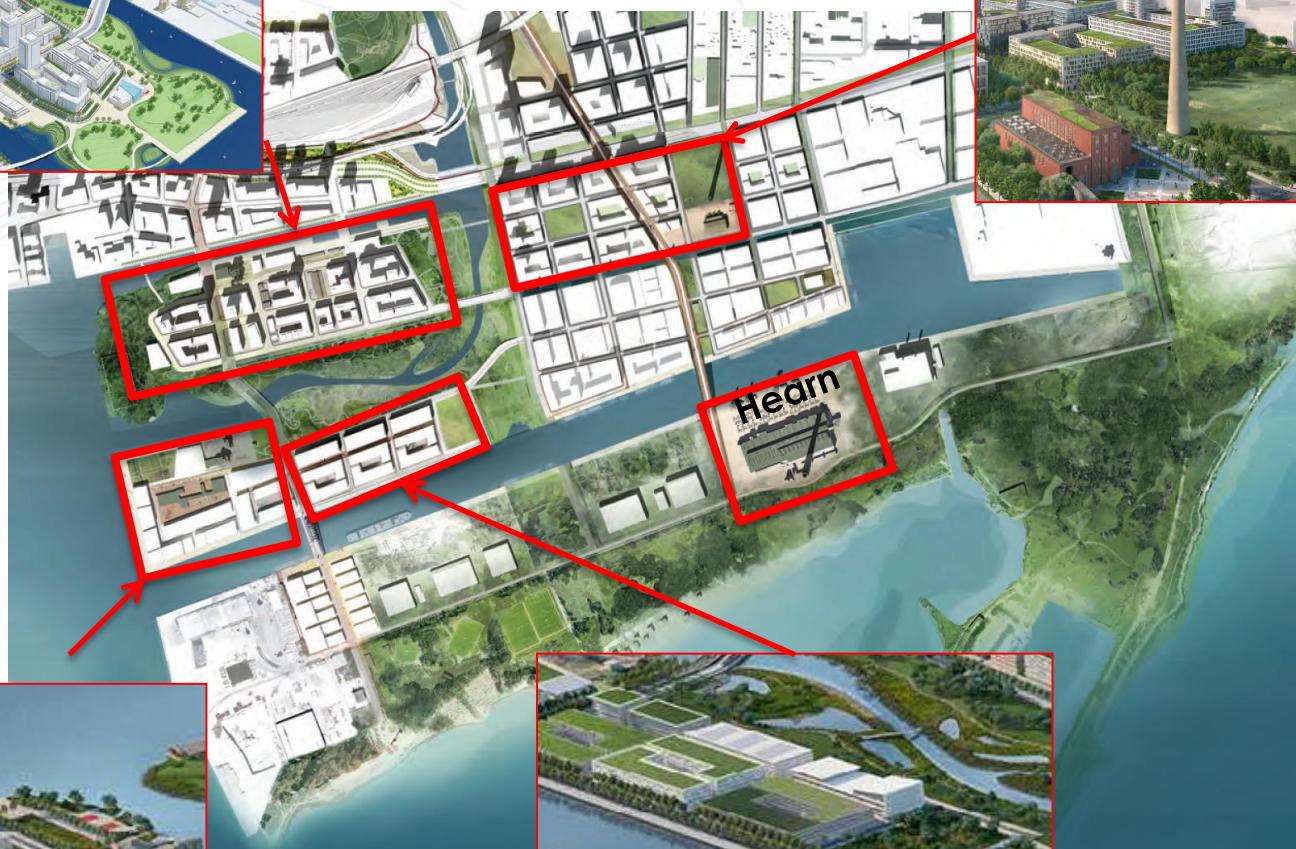


# Precinct Planning in the Port Lands

Villiers Island



McCleary District



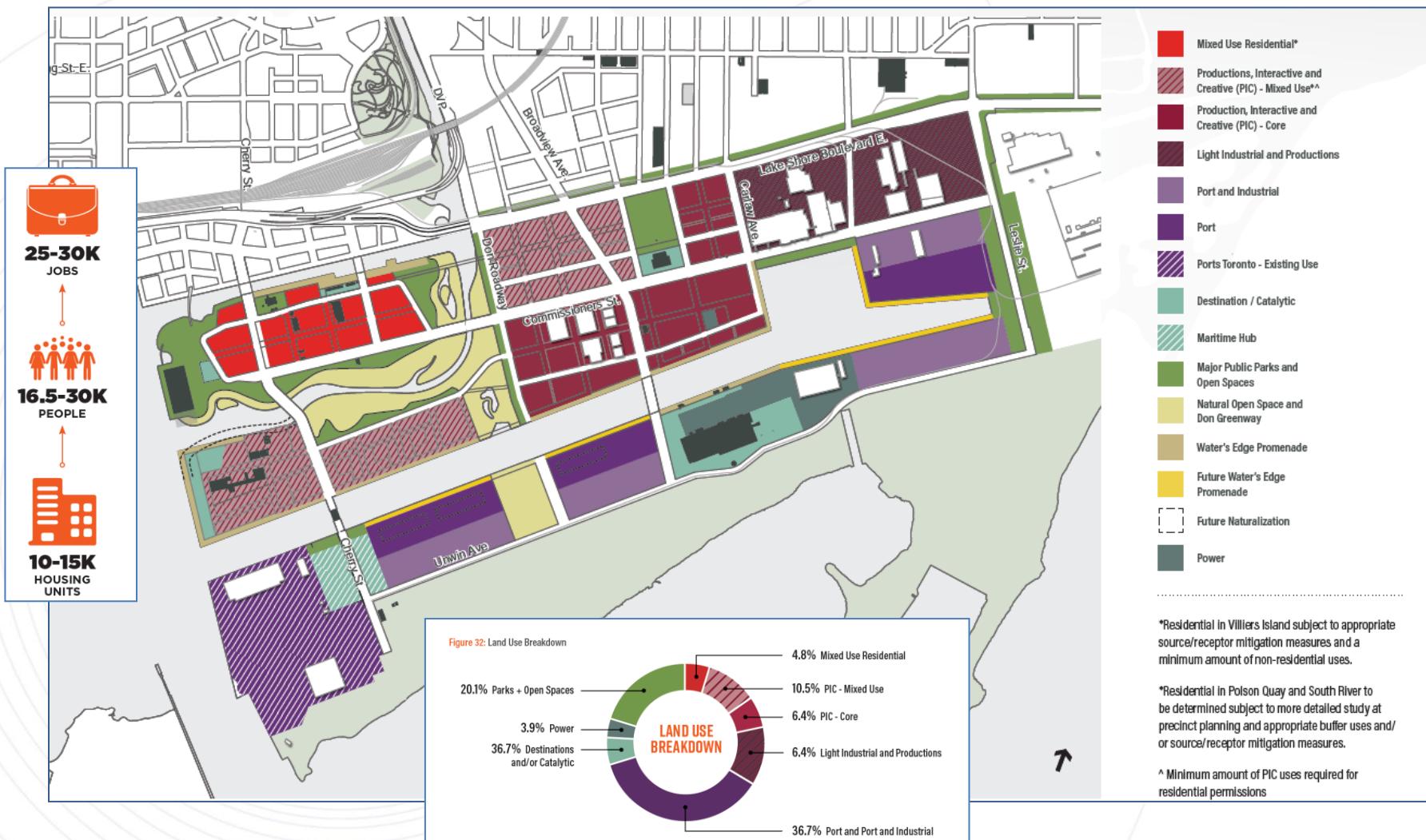
Polson Quay



South River



# Planning Framework Land Use Typologies





# Zoning By-laws Elements



# Zoning By-law Elements

## Permitted Uses

- **Enabling** the Port Lands Planning Framework Uses, by specific land use mixes (known as land use typology)
- **Permitting Uses** that the City is encouraging
- **Removing Uses** that are not encouraged in the Framework
- **Recommending Activation Uses** that will create a modern employment area with services, retail and amenities for visitors, residents and employees

## Use Qualifications

- There are a number of **Uses** that are encouraged in the Framework that:
  - are only **permitted in specific locations** (i.e. on the ground floor of a building, within a certain distance of the dock wall); or
  - may have **restriction on the size** of these uses



# Zoning By-law Elements

## Height and Density

- Maintaining the **existing density** permissions of two times (2X) lot coverage
- Setting a **minimum building height** along major streets

## Setbacks and Build-to Lines

- **Establishing setbacks** – how far back from the lot line a building can be located
- **Defining build-to lines** – defining the location where a building must be constructed to

## Off-Street Parking Rates

- Overview of the first principles approach to:
  - Set minimum and maximum **off-street parking** rates
  - Establish **bicycle parking** rates

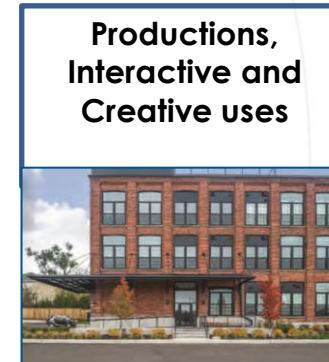
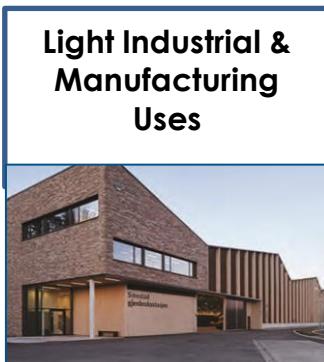
# *Warehouse District*



# Warehouse District Uses

## A Modern Urban District

- Urban low-rise district
- Downtown urban warehouse building typology
- a diverse and flexible range of light industrial, production, interactive and creative, as well as retail, activation, and City-servicing uses.
- create opportunities to activate the street and accommodate services, retail and commercial uses





# Warehouse District Use List (EL Zone)

## Removed Uses

Dry Cleaning or Laundry Plant

### **Self-Storage Warehouse**

Manufacturing Uses (plastics)

Crematorium

Transportation Use

## Permitted Uses (existing)

Ambulance Depot

### **Artist Studio**

### **Automated Banking Machine**

Bindery

Carpenter's Shop

Cold Storage

### **Custom Workshop**

Fire Hall

### **Industrial Sales and Service Use**

### **Laboratory**

Office

Park

### **Performing Arts Studio**

Police Station

### **Production Studio**

Service Shop

## Conditional Uses (existing + amended)

Cogeneration Energy

Contractor's  
Establishment

Education Use

Financial Institution

### **Open Storage**

Printing Establishment

Public Utility

Software Development  
and Processing

Warehouse

Wholesaling Use

## New or Expanded Uses (all are conditional)

District Heating and Cooling Plant

Ornamental Structure

Medium Intensity Manufacturing

Post Secondary School

Marihuana Production Facility

Public Works Yard

Recovery Facility

Renewable Energy

Museum

Library

Personal Service Shop

Pet Services

Retail Store

Retail Service

Art Gallery

Eating Establishment

Amusement Arcade

Place of Assembly

Entertainment Place of Assembly

Nightclub

Cabaret



# Warehouse District – Conditional Uses

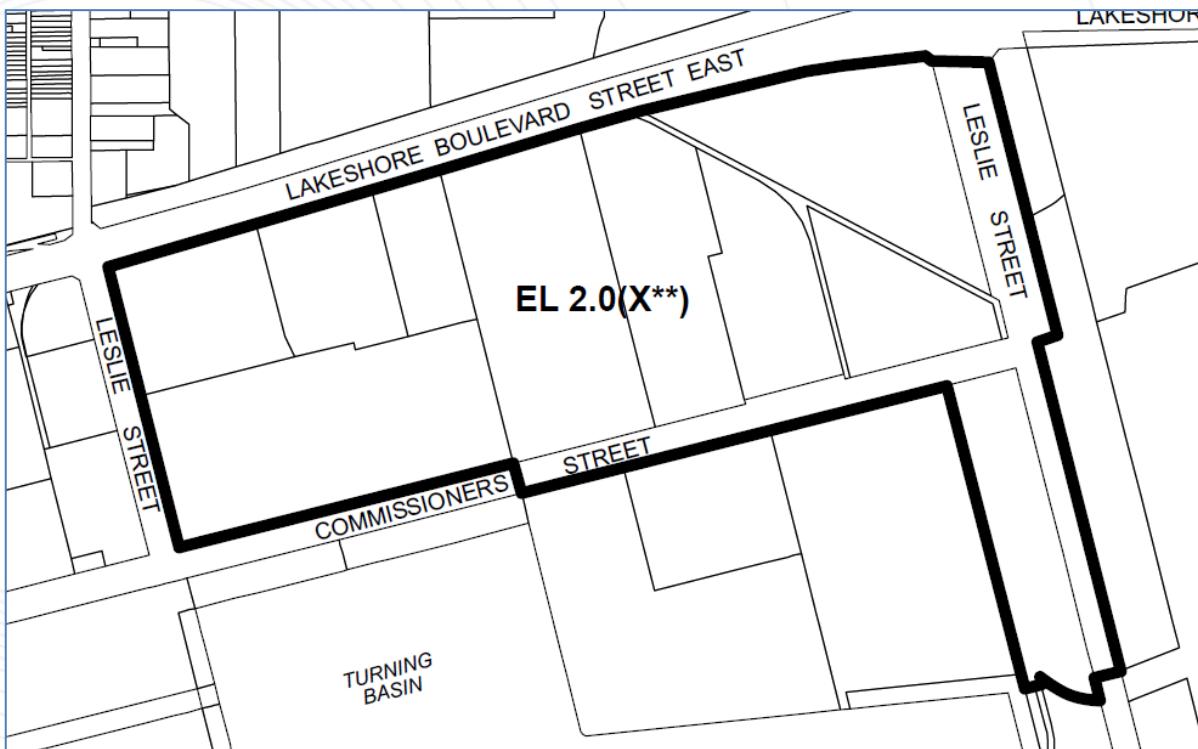
Use	Condition
Open Storage	Must be located within a <b>building</b> ; or Must be enclosed by an opaque visual barrier
Contractor's Establishment	Must not have <b>open storage</b> of loose materials such as sand, gravel or concrete
Warehouse and Wholesaling	Must not exceed 50 percent of the <b>interior floor area</b>
Post-secondary School	Must not exceed 50 percent of the <b>interior floor area</b> ; Must comply with applicable provincial regulations and legislation; O Only fronting on Carlaw Street
Manufacturing	Heavier uses not permitted
Public Works Yard	No open storage, must be located within a building
Financial Institution	Cannot be within 20 metres of an intersection of two public streets
Entertainment uses	May not exceed 600 square metres of interior floor area

*\*Generally, base EL Zone conditions have been carried through*



# Height + Density

- Prevailing Zoning Bylaw 569-13 EL Zone maximum height (**18.5 metres**) applies , except adjacent where the build form provisions apply
- Density permission of **2.0 Floor Area Ratio (FAR)**





# Activation Uses

## Objectives:

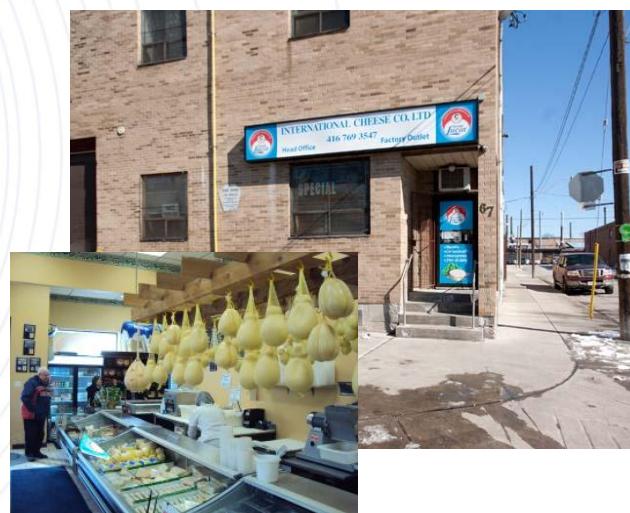
- Ensure lively active streetscapes to provide workers an urban experience
- Amenities and services for employees and visitors
- Diverse range of activation uses to maximize flexibility

## Recommended Activation Uses:

- Street related retail stores and service uses
- Performing arts studio
- Art gallery
- Library
- Museum
- Office or lobbies
- College or university space
- Production studio uses
- Recreational use
- Artist studio
- Custom workshop
- Place of assembly
- Entertainment Place of Assembly
- Nightclub



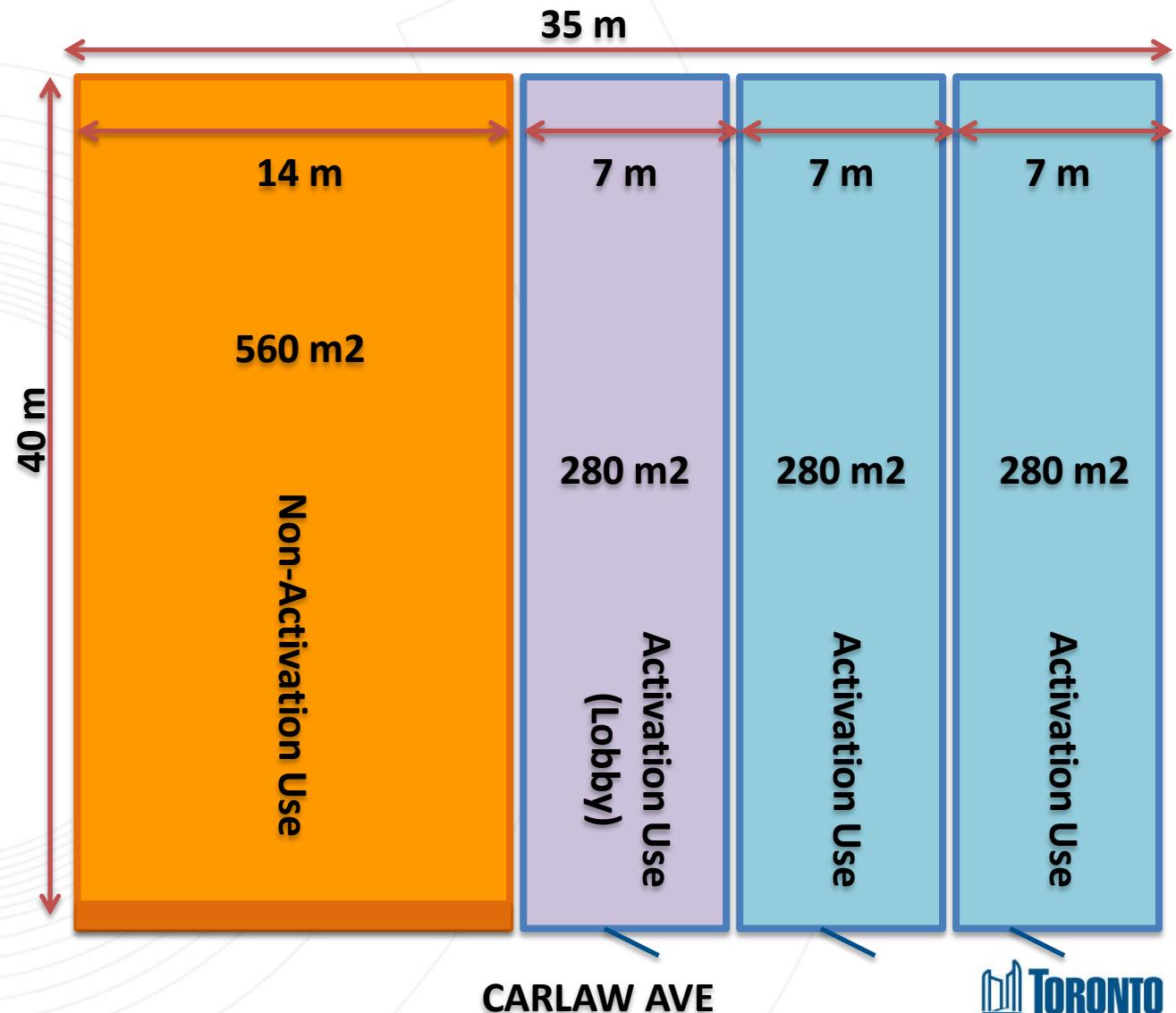
# Activation Uses





# Activation / Priority Retail

- 60% Activation Uses
- 40% Non-activation Uses
- Max. activation GFA per unit = 280 m<sup>2</sup> on first floor
- Non-activation uses can front a major street without a door or windows
- zero setback from the lot line





# Warehouse District Built Form

## Objectives:

- Consistent urban street wall along major streets
- Activating the street on the 1<sup>st</sup> floor
- Adaptive reuse over time

## Built Form Standards:

- Minimum building height – 12 meters
- Minimum depth of 20 metres
- Minimum of 3 storeys
- Minimum of 5 metres (floor to ceiling) first storey (adaptive reuse)



Dark Red = 60% Activation uses required

Light Red = Activation + Employment uses permitted (the most permissive area)

Blue = Employment-focussed uses permitted



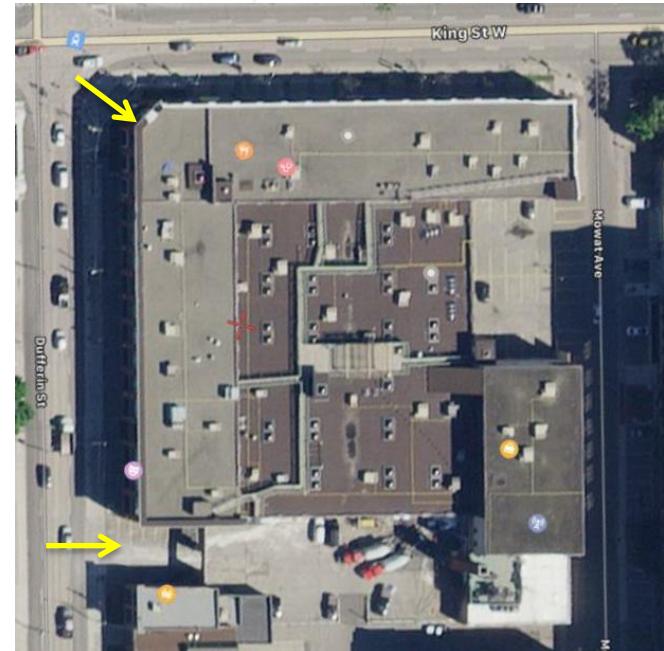
# Setbacks and Build-to Lines

## Objectives:

- Consistent urban street wall along major streets
- Adaptive reuse over time
- Urban street-edge relationship

## Setbacks:

- Zero front yard setback
- Build-to line is **70%** of the property line along Carlaw, Leslie and Commissioners.



Example: 1209 King Street West



# **East Port and South Port**



# East Port and South Port – A Working Port

East Port and South of the South Port Districts will continue to serve Toronto's employment and port needs. These areas are home to uses that supply Toronto's growth and provide key materials that are integral to the operational needs of the city.

**Port Priority Uses**



**City Serving Uses (e.g. building materials, salt storage)**



**Industrial and Manufacturing uses**





# East Port and South Ship Channel Use List (EL Zone)

## Removed Uses

**Artist Studio**  
Financial Institution  
**Kennel**  
Office  
**Performing Arts Studio**  
**Pet Services**  
**Production Studio**  
**Software Development and Processing**  
**Body Rub Service**  
**Crematorium**  
**Drive Through Facility**  
**Recreation Use**  
**Transportation Use**  
**Vehicle Depot**  
**Vehicle Fuel Station**  
**Vehicle Repair Shop**  
**Vehicle Service Shop**  
**Vehicle Washing Establishment**

## Permitted Uses (existing)

**Animal Shelter**  
**Automated Banking Machine**  
Bindery  
Cold Storage  
Contractor's Establishment  
**Custom Workshop**  
**Industrial Sales and Service Use**  
**Laboratory**  
**Manufacturing Uses (with exclusions)**  
Park  
Police Station  
Printing Establishment  
**Service Shop**  
**Warehouse**

## New or Expanded Uses (all are conditional)

Port-oriented Use  
**Renewable Energy**  
Asphalt Plant  
Cement Plant  
Concrete Batching Plant

## Conditional Uses (existing + amended)

**Cogeneration Energy**  
**Contractor's Establishment**  
**Eating Establishment**  
**Marihuana Production Facility**  
Metal Factory involving Forging and Stamping  
Building Supply Yard  
Carpenter's Shop  
**Open Storage**  
**Public Utility**  
**Public Works Yard**  
**Recovery Facility**  
**Retail Service**  
**Retail Store**  
**Shipping Terminal**  
**Take-out Eating Establishment**  
**Wholesaling Use**  
**Waste Transfer Station**



# East Port and South Port – Conditional Uses

Use	Condition
Open Storage	Must be located within a <b>building</b> ; or Must be enclosed by an opaque visual barrier
Contractor's Establishment	Must be located within a <b>building</b> ; or Must be enclosed by an opaque visual barrier
Wholesaling	Must not exceed 50 percent of the <b>interior floor area</b>
Shipping Terminal	Must not exceed 50 percent of the <b>interior floor area</b> ; and Does not involve the shipping of dangerous goods
Waste Transfer Station	Only receive recyclables ; and Must front onto Unwin Avenue

*\*Generally, base E Zone conditions have been carried through*



# Marine Dock Wall Priority

## Objective:

Prioritize the lands adjacent to marine dock wall for uses that require it

## New Use Definition

**Port-oriented Use** means docks, piers, wharves, passenger ship and ferry terminals, dry-docks, boat and ship building yards, and marine service stations; and,

**bulk and warehouse storage and loading facilities, or manufacturing uses** that are directly dependent upon shipping for the transportation of raw materials or finished products

## Use Location

Dock wall priority uses have permissions within 130 metres of dockwall

Other uses permitted outside of the 130 metre port priority area



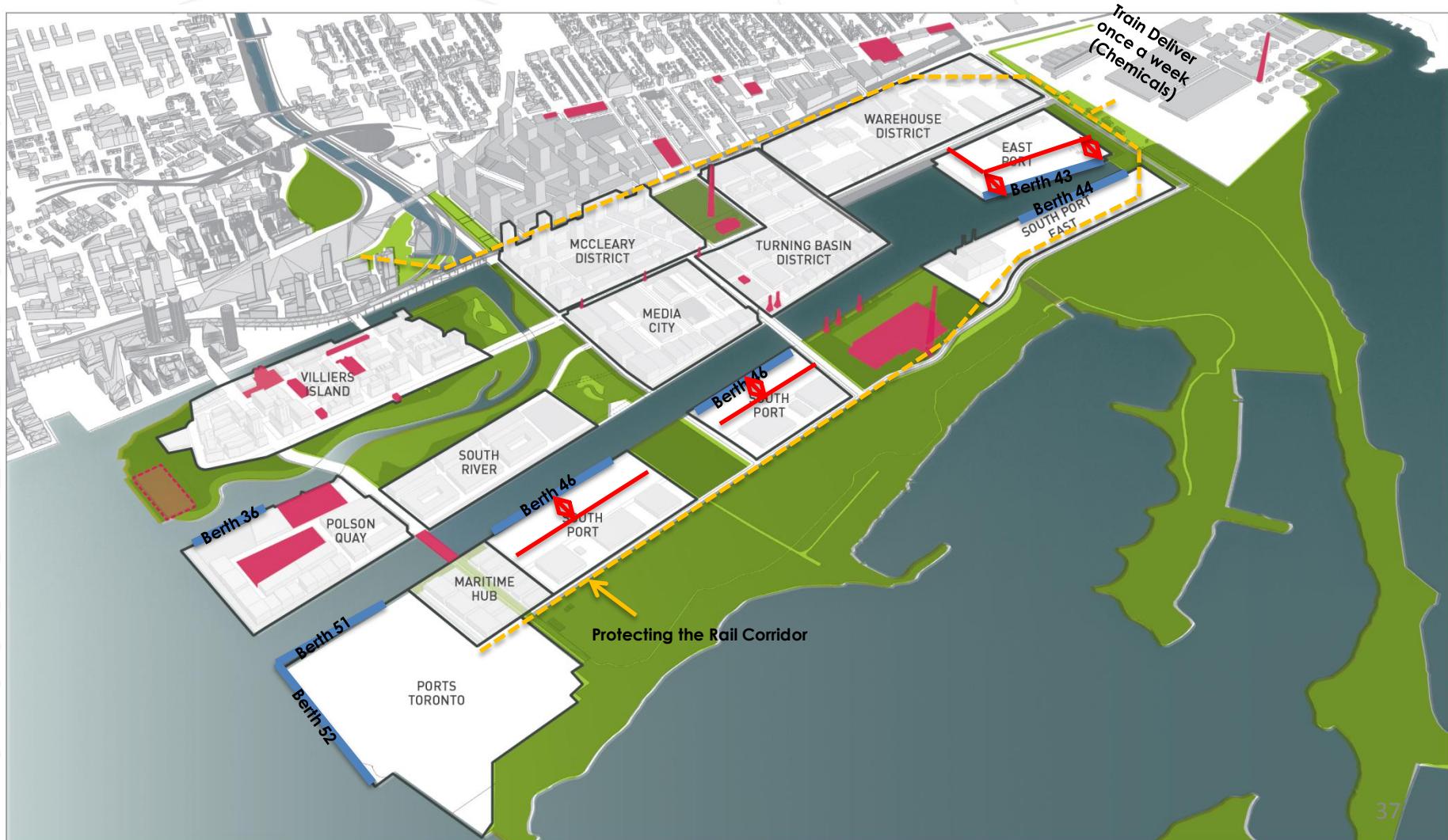
Ships in port in Toronto

## OPM DIRECTION

Port uses to have priority on lands directly adjacent of the dockwall(4.2.6)



# Marine Dock Wall Priority





# Screening and Enclosure

## Objectives:

- Modernize storage within the Port Lands
- Creating attractive edges to the public realm

## Storage Regulations:

- **Storage:**
  1. **Must be within a building; or**
  2. **Must be enclosed by an opaque visual barrier**
- An opaque visual barrier may include a vegetated buffer, retaining wall, berm, wall or fence.



**OR**

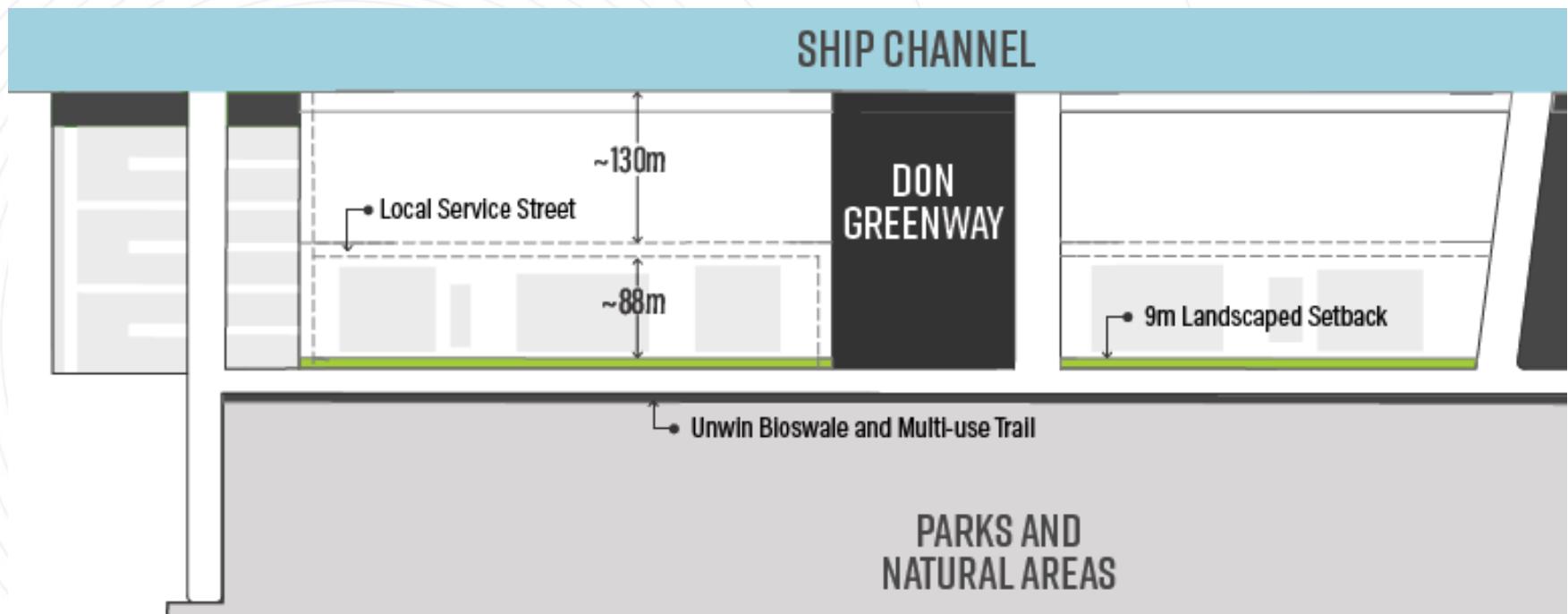




# Setbacks

**Minimum 9 metre building setback** from Unwin Avenue

Prevailing Zoning Bylaw 569-13 E Zone setbacks applies





# Height + Density

- Prevailing Zoning Bylaw 569-13 E Zone maximum height (**30 metres**) applies
- Density permission of 2.0 **Floor Area Ratio (FAR)**



# Maritime Hub



# Maritime Hub

The Maritime Hub is the gateway to Cherry Beach and is envisioned as a destination unto itself, providing an unique mix of recreational, retail, commercial, entertainment and industrial harbour supportive uses.

Retail + Commercial +  
Restaurant Uses



Recreational and Park  
Uses



Harbour and Industry  
Support Uses



- Many of the uses envisioned in the Maritime Hub are currently not permitted due to its current Industrial Zoning.
- The Zoning Review will permit quick starts by permitting the uses that are encouraged, allowing for creativity to overcome the may current limitations of the Hub area.
- A master plan exercise will be required in the future to realize the Hub's full potential



# Maritime Hub – Gateway to Cherry Beach

## Retail, Commercial, Recreational Uses

Park  
Museum  
Library  
Pet Services  
Sporting Place of Assembly  
Performing Arts Studio  
Wellness Centre\*  
Cogeneration Energy\*  
Market Garden\*  
Public Utility\*  
Renewable Energy\*  
Amusement Arcade\*  
Manufacturing\*  
Cabaret\*  
Eating Establishment\*  
Entertainment Place of Assembly\*  
Nightclub\*  
Patio\*  
Personal Service Shop \*  
Place of Assembly\*  
Recreation Use\*

## Port and Industry Supporting Uses

Ancillary Office  
Ambulance Depot  
Artist Studio  
Bindery  
Carpenter's Shop  
Custom Workshop  
Day Nursery  
Fire Hall  
Industrial Sales and Service Use  
Police Station  
Printing Establishment  
On-location filming  
Outdoor Sales or Display  
Post-secondary School  
Production Studio  
Service Shop  
Sporting Place of Assembly  
Automated Banking Machine  
Club  
Community Centre  
Education Use  
Massage Therapy  
Office  
Passenger Terminal



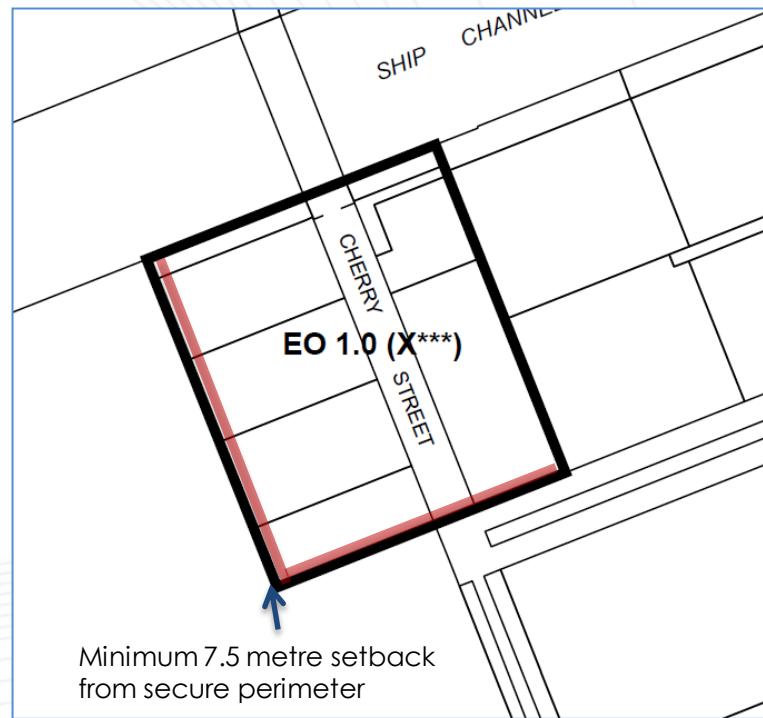
# Maritime Hub – Quick Starts





# Setbacks + Density

- Prevailing Zoning Bylaw 569-13 EO Zone setbacks apply
- **Minimum 7.5 metre building setback** from the Ports Toronto secure perimeter
- Density permission of **1.0 Floor Area Ratio (FAR)**



A white outline map of the state of Connecticut is centered on the slide, showing its coastal areas and inland boundaries.

# Parks and Open Space



# Parks and Open Spaces

- Parks and open spaces will be zoned Open Space
- Uses to be finalized in consultation with Parks, Forestry and Recreation
- Accommodating interim uses, such as industrial, port or parking



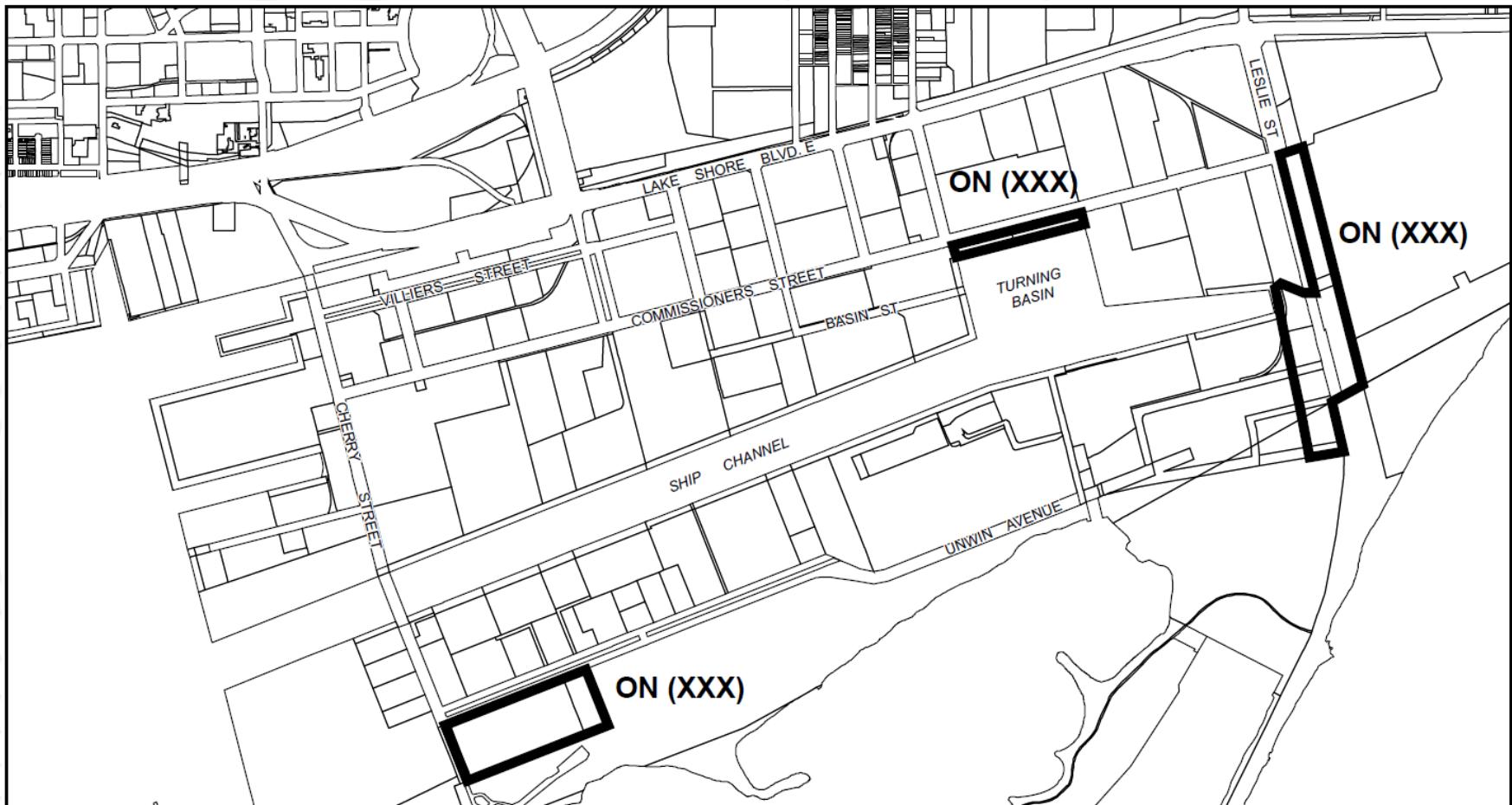
■ Major Public Parks and Open Space  
■ Natural Open Space and Don Greenway  
■ Future Naturalization  
■ Conceptual Local Parks and Open Space

■ POPS  
■ Water's Edge Promenade  
■ Future Water's Edge Promenade

■ Linear Green within ROW  
■ Conceptual Transit Plaza  
■ Hydro



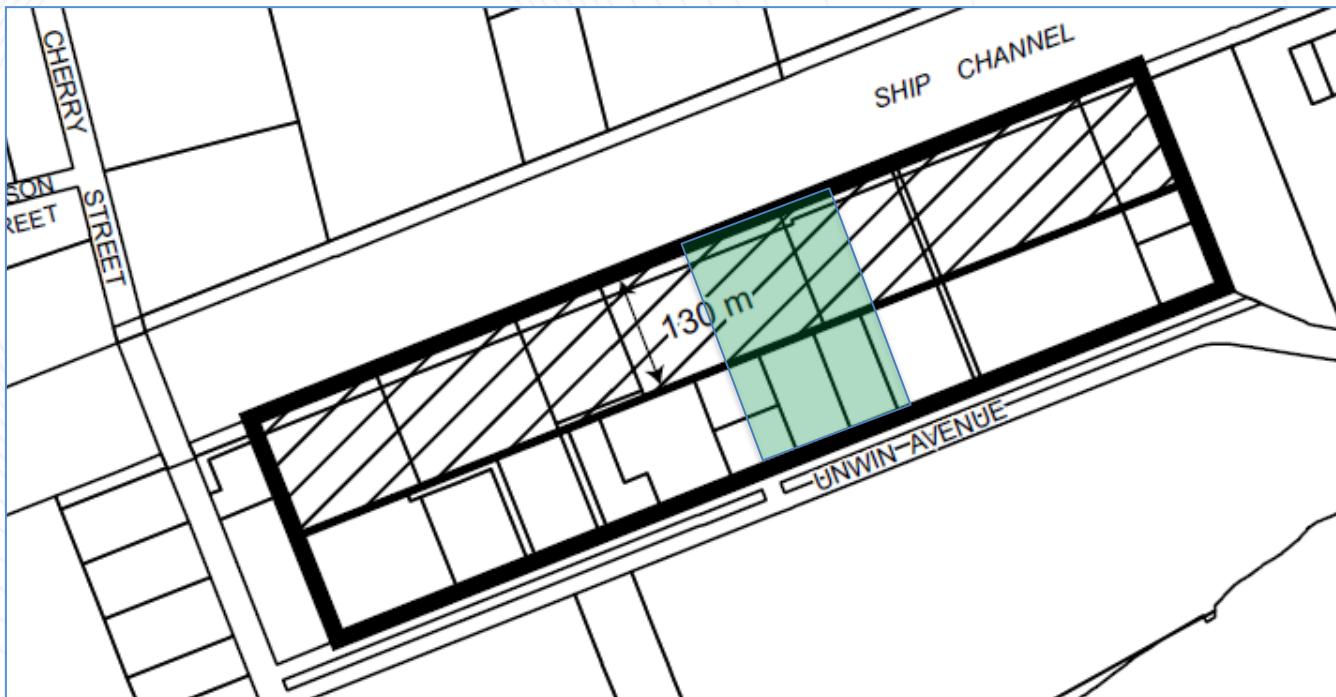
# Open Space; Naturalized Zones





# Don Greenway South

- The Don Greenway South is a long-term (10+ years) parks project that is currently not a City priority.
- To ensure that the existing industrial and City-servicing uses can be maintained in the interim at this location, Don Greenway South is proposed be **zoned E 2.0 with park use permissions**
- The industrial use will be permitted in the interim and managed through CreateTO lease agreements that included appropriate clauses to permit park construction once the City is ready to proceed.





# Don Greenway South – Port Operations

The Don Greenway South will be directly adjacent to heavier industrial uses and port-oriented uses that will require the dockwall.

The interface between the industrial/port uses and park uses will need to be managed.

**Potential performance standards for Park uses**, which is included within the E Zone, which may include, but not limited to:

- Setback requirements
- Perimeter Fencing
- Dockwall access



Jack Block Park, Port of Seattle, Terminal 5

# Parking Standards



# Right-Sizing Parking

The current parking standards for the Port Lands reflect the heavy industrial vision of the 1993 Official Plan, with few transportation options except private vehicles.

As a result, there is no maximum parking rate for most uses in the Port Lands, allowing for the large parking lots.

The Zoning Review Study has explored ***new modern parking standards*** that reflect transit and active transportation becoming the primary means of moving in and through the area,

## How were minimum and maximum parking rates determined?

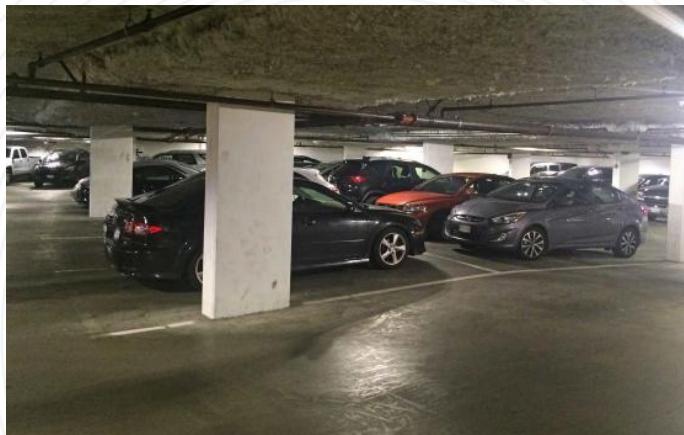
- ***Parking surveys*** of existing industrial uses – serve as comparison
- ***“First principles” approach*** – align with future auto mode share
- ***Access to transit*** – reflect proximity to future higher-order transit network
- ***Land use categories*** – reflect varying employee densities



# Parking Standards – Proposed Changes

As the Port Lands redevelops and transit options increase, there will be a ***shift toward safe, enjoyable and sustainable ways of getting around***, with less reliance on private vehicles.

South of the Ship Channel will have limited access to transit for the foreseeable future.



## Proposed Changes:

### Industrial Uses (Warehouse, South Port, East Port):

- **Parking Minimums:**
  - **0.15 off-street parking spaces per 100 m<sup>2</sup>**
- **Parking Maximums:**
  - **0.75 off-street parking spaces per 100 m<sup>2</sup>**

### All Other Uses:

- Off-street parking rates are specified in **Zoning By-law 569-13 Chapter 200: Parking Space Regulations**.



# Parking Standards – Comparison with Existing Standards

The existing parking rate standards for the Port Lands is minimal under **Zoning By-law No. 438-86, with very low minimums and no maximums**. The industrial parking rates in 569-13 are based on the Central Industrial rates in 569-13 and **an update on industrial use parking rates has not been undertaken for over 40 years**.

**Below is a comparison of the industrial parking rate recommendations of the Zoning Review, current rates in By-law 438-86, and the Downtown rates in Zoning By-law 569-13.**

1,000 m <sup>2</sup> of GFA	Min (438-86)	Min (569-13)	Min. (Proposed in Zoning Review)	Max (438-86)	Max. (569-13)	Max. (Proposed in Zoning Review)
Artist Studio						
Light Manufacturing						
Warehouse						

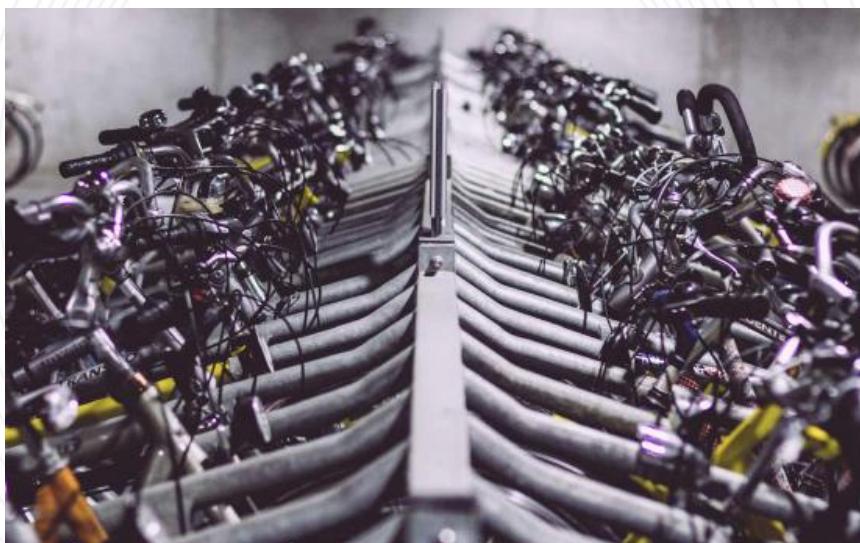


# Bike Parking – Proposed Changes

There are currently **no bicycle parking requirements, under Zoning By-law 438-86**, for any use in the Port Lands.

**Zoning By-law 569-13 includes bicycle parking rates for many uses**, including office, retail store, educational, and eating establishments, **but does not require bicycle parking for most industrial uses**.

The Port Lands is envisioned to be a multi-modal mixed use area that prioritizes cycling, walking and transit use.



## Proposed By-law 569-13 Additions:

- **Industrial Use Bike Parking Requirements:**
  - **0.25** bicycle parking spaces/100 m<sup>2</sup> of GFA
  - **10% short-term** bicycle parking spaces
  - **90% long-term** parking spaces
- **Bike Parking Location:**
  - The location of bicycle parking is specified in **Zoning By-law 569-13, Chapter 230**.

# Questions



# Questions and Comment

Comments and Feedback for the SAC throughout the Zoning Review process has been very valuable and helpful in further refining the Zoning By-laws.

To further assist in the finalization of the Zoning By-laws, please consider the following questions:

- 1. If there any information that was presented that is not clear or requires further explanation?**
- 2. Are there additional Zoning Review issues that have not been captured?**
- 3. Have your Zoning Review comments been adequately addressed in the draft of the by-laws?**
- 4. Do you do you have any comments or suggestions to further refine the by-laws?**

# Next Steps



# Next Steps

## July 2019

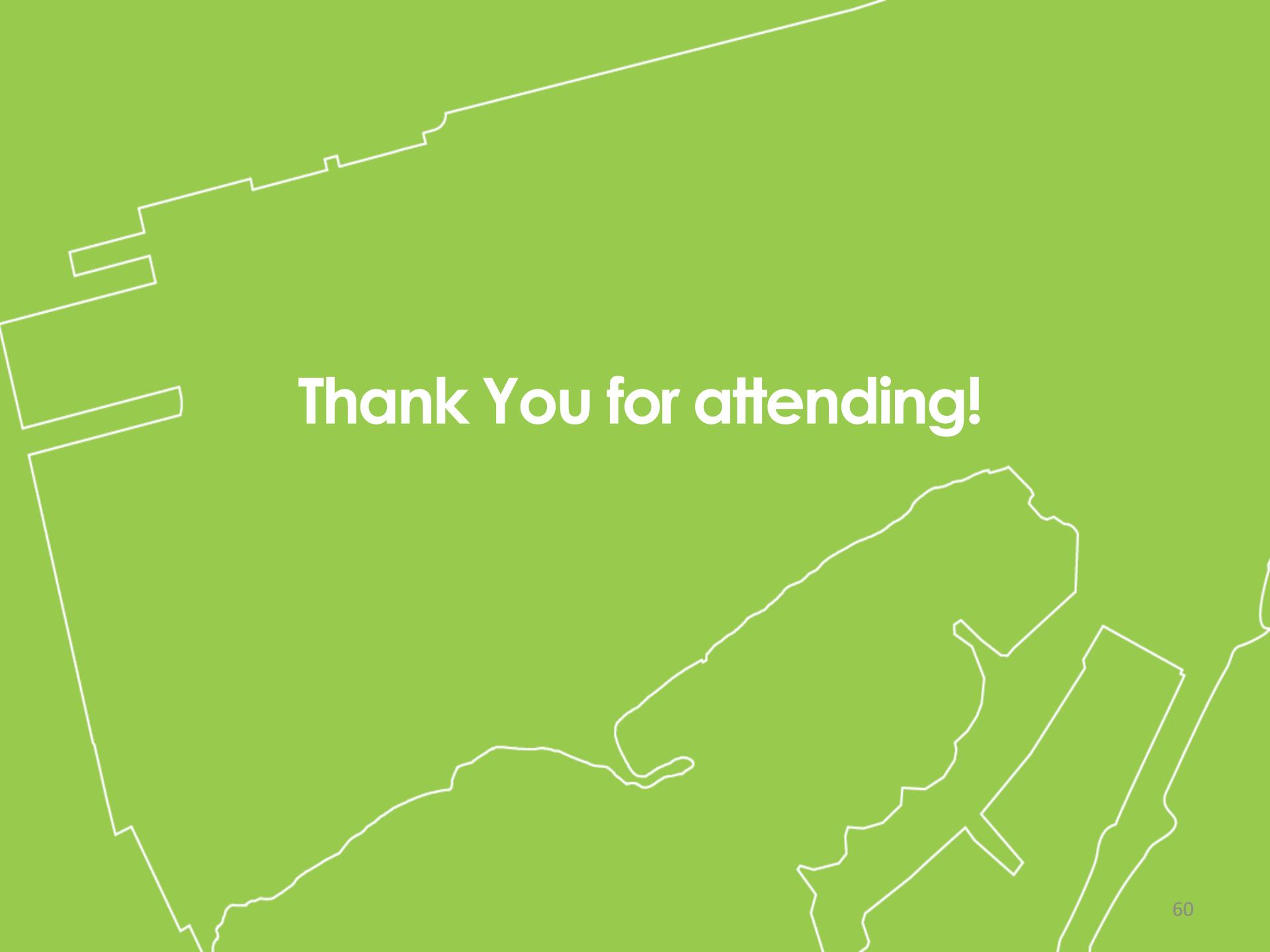
- Community Consultation Meeting #2 – July 30, 2019
- One-on-one stakeholder meetings, as necessary

## August 2019

- Consider public, SAC and LUAC input in the revised draft Zoning By-laws
- Final Internal and Legal Review
- Final Zoning By-laws

## September 2019

- **Statutory Public Meeting – September 16, 2019**
- City Council Recommendations – October 2, 2019



Thank You for attending!