

Attachment 2: Summary of TOcore Policy Directions

Policy Number	Policy Direction
Shaping Growth	
	No policy directions proposed at this time
Shaping Land Use, Scale & Economy	
B1	Establish three (3) sub-categories in the <i>Mixed Use Areas</i> designation as described on the Proposed <i>Mixed Use Areas</i> Map.
B2	All new development on larger sites within King-Spadina and King-Parliament will require a minimum amount of gross floor area to be dedicated for non-residential uses, including office use.
B3	Expand the Financial District as illustrated on the Financial District Map.
B4	All increases in density, above the existing as-of-right permissions, within the expanded Financial District, must be non-residential.
B5	Secondary office nodes will be protected through Official Plan Amendment 231 and by encouraging additional office space to ensure the continued health and vibrancy of the Downtown.
B6	Require projects of a certain scale and/or site area within King-Spadina and King-Parliament areas to deliver a significant non-residential component.
B7	Encourage the retention and expansion of cultural and creative industry uses in the King-Spadina and King-Parliament areas.
B8	Create a Health Sciences District as illustrated on the Precincts and Districts Map to recognize the importance of the health services sector and its associated uses.
B9	Increases in density, above the existing as-of-right permissions, within the Health Sciences District, must be non-residential.
B10	Precincts and Districts Map to recognize Toronto's role as the provincial capital.
B11	To support the Queen's Park Capital Precinct, non-residential uses for the Provincial Legislature and related government offices will be protected.
B12	Create a Courts and Civic Precinct, as illustrated on the Precincts and Districts Map, to recognize the civic functions within Downtown.

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B13	Non-residential uses related to the courts and civic facilities will be protected.
B14	Enhance the public realm within the Courts and Civic Precinct.
B15	To encourage the continued health and vibrancy of the Downtown, the intensification of lands used by post-secondary institutions will be examined as well as consideration of redesignating new post-secondary institutional land holdings to Institutional Areas.
B16	Establish Priority Retail Streets as illustrated on the Priority Retail Streets Map to maintain and enhance the Downtown’s retail vitality.
B17	Maximize the ground floor of new buildings on Priority Retail Streets to consist of street-related retail and service uses excluding residential entrances and other service exits.
B18	Encourage all properties developed on a Priority Retail Street to provide generous floor to ceiling heights to allow flexible and desirable retail space.
B19	Encourage all properties developed on a Priority Retail Street to have increased setbacks at grade to enhance the public realm.
B20	Limit the maximum size of retail units to 3,500 square metres, including within the existing exemption areas and <i>Regeneration Areas</i> .
B21	Encourage all development on a Priority Retail Street to be of the highest design quality, with flexible space that allows for multiple use over time.
Rebalancing Parks and Public Realm	
C1	Develop a Parks and Public Realm Plan to provide a framework for the creation of an enhanced and connected open and green space network Downtown.
C2	Implementation of the Parks and Public Realm Plan will be phased over time through capital investment, development review and partnerships.
C3	Create a “Core Circle” around Downtown by strategically connecting existing natural features including the Toronto Islands, the water’s edge parks, the parks and open spaces of the Don Valley, the Garrison Creek watershed and the historic Iroquois shoreline to enhance and grow Toronto’s parks and open space system and form a legible and connected network that further enhances biodiversity and resiliency.
C4	Parks, open space, POPS, and streets which are adjacent to the regional green space system will be designed to:

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	<ul style="list-style-type: none"> - integrate parks and open spaces with the natural features; - enhance physical and visual access between natural features and the public realm; - provide opportunities to understand the city in its natural setting; - provide opportunities for public education about the ecosystems, natural features and history of Indigenous Peoples; and - protect natural features by directing users to less ecologically sensitive areas by providing opportunities such as sustainable trails and viewing areas.
C5	Improve access to the Toronto Islands to support their role as a city-wide park resource.
C6	Identify streets that connect to parks and open spaces and redesign them to offer a sense of journey, arrival and destination.
C7	Strengthen the relationship between streets and the edges of parks and POPS, creating a seamless public realm, enhancing the civic role of the open space street edge and balancing it's role in the movement network.
C8	Integrate Park District Anchors into a network to serve as the focal points for communities.
C9	Connect Park District Anchors to broader cycling and pedestrian networks and locate them within walking distance of surrounding communities.
C10	Improve north-south connections for pedestrians and cyclists across the rail corridor and under the Gardiner Expressway to improve accessibility and legibility between Downtown and the water's edge.
C11	Increase safety, comfort and accessibility for pedestrians across and along Lake Shore Boulevard.
C12	Improve the east-west connections along the rail corridor and Gardiner Expressway/Lake Shore Boulevard corridor from Liberty Village to the Don River Valley.
C13	Support and encourage the development of a significant park space over the rail corridor between Bathurst Street and Blue Jays Way.
C14	Design parks, open spaces, streets and POPS to be multi-seasonal, multi-functional, flexible spaces.
C15	Identify parks and open spaces to be prioritized for multi-seasonal use.
C16	Recognize the Indigenous history of Toronto's parks, public spaces,

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	streets and Green Space System.
C17	Support and promote Indigenous storytelling and history through naming, wayfinding, monuments, interpretive features, public art, partnerships, and programming.
C18	Reinforce the cultural and natural heritage significance of parks, open spaces, ravines and the Toronto Islands.
C19	Support the expansion and maintenance of the Discovery Walk system.
C20	Require all new developments to provide minimum building setbacks at-grade to expand Downtown's public realm.
C21	Prioritize and encourage mid-block connections throughout Downtown to promote a range of pedestrian experiences.
C22	Encourage POPS where appropriate, and design and locate them to promote their use and serve the local population.
C23	Locate and design POPS to be seamlessly integrated and connected into the larger parks and open space network.
C24	Identify parks, open spaces and streets for tree planting priority.
C25	Design parks, opens spaces, streets and POPS to accommodate the optimal tree planting standards, maximizing the opportunity to expand the urban forest.
C26	Identify, in consultation with appropriate partners, strategic tree planting opportunities on institutional lands, and lands owned by agencies, boards and commissions with the purpose of enhancing and growing the urban forest.
C27	Develop a Parkland Implementation Strategy that will prioritize areas for new parkland acquisition, park expansion and improvements. The strategy will provide a framework to be implemented over time through the City's park planning process while guiding capital funding and partnerships.
C28	Require all development applications to prioritize a "land first" approach to meet parkland requirements and address the Parkland Implementation Strategy.
C29	Examine how the City's alternative rate policies and other growth oriented tools can be enhanced to better address parkland needs Downtown.
C30	Parkland implementation through development review will be aligned with Policy 3.2.3.2 of the Official Plan and will prioritize:

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	<ol style="list-style-type: none"> 1. on-site parkland dedication; 2. off-site parkland dedication. Consolidating off-site dedication requirements to achieve larger parks is encouraged; and 3. cash-in-lieu for parkland only in instances where the 2 options above are not feasible.
C31	Support public life through strategic investments in placemaking within parks, open spaces, POPS, streets and other elements of the public realm network that encourages both mobility and social interaction.
C32	Conduct public life studies on a predetermined cycle to serve as a baseline against which public investments in the public realm can be assessed and opportunities for future investment can be identified.
C33	Enhance the community stewardship of parks and public spaces.
C34	<p>Review maintenance and operations strategies for Downtown parks and natural features including:</p> <ol style="list-style-type: none"> A. establishing stronger linkages between operations capacity and funds; B. finding opportunities to balance current park uses and improved maintenance; and C. securing funding to maintain park elements such as pedestrian pathways and stairs during winter months for all linear parks used as pedestrian corridors.
C35	Application of a conservancy funding model in Downtown parks identified as having city-wide importance.
C36	Identify opportunities to partner with local school boards to provide recreation facilities that will be identified through the Facilities Master Plan and the Parks and Public Realm Plan.
C37	Support partnerships with public agencies, boards and commissions, institutions and private property owners to supplement the supply of City-owned parkland by securing public access to other privately owned open spaces.
C38	Develop a framework for partnerships that supports working with sponsors and philanthropic donors and other funding organizations to contribute to new parks, improvements, maintenance and enhancements.
Building For Liveability	
D1	Proposals for buildings will be evaluated with respect to the appropriateness of their built form, height and density, as well as their relationships to other existing and planned buildings and open space, including the cumulative effect on sun and shadow, sky-views, comfort,

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	and quality of the public realm.
D2	Proposed buildings must retain and enhance the liveability of their surroundings and ensure the liveability of the spaces contained within them.
D3	Determination of the appropriate built form will include consideration of the existing and planned infrastructure necessary to support the development.
D4	New buildings and structures in the vicinity of hospital heliports will be sited and massed to protect the continued use of flight paths to hospital heliports.
D5	Require a context analysis for new development within <i>Mixed Use Areas</i> and <i>Regeneration Areas</i> that demonstrates how it responds to existing land use and development patterns within the surrounding area, and maintains and enhances liveability within the context area.
D6	Determine appropriate proportional relationships between the scale of new buildings and adjacent streets, parks and open spaces.
D7	Determine an appropriate scale of buildings, including the base building and overall building mass, to provide enclosure at a scale that fits with its neighbours and is proportional to the scale of the street or space it is adjacent to.
D8	Encourage appropriate ground floor uses and design, including façade articulation that supports the use of the adjacent streets, parks and open spaces, and fits with its neighbours.
D9	Identify specific areas that will be protected from net new shadow, including, but not limited to, streets, sidewalks, parks, open spaces, school building and grounds, child care centres, playgrounds, institutional open spaces and POPS.
D10	Develop sunlight standards for vertical communities, including but not limited to sun access on outdoor amenity spaces and daylighting of individual units.
D11	Identify appropriate transition and building spacing policies and standards between areas of varying scale and intensity, as well as to streets, parks and open spaces.
D12	Recognize the iconic nature of the Downtown skyline through the application of policies that address shadow protection, height and transition, flight paths, views protected in the Official Plan, and land use.

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D13	Require tall building proposals to demonstrate how the proposed building addresses the hierarchy of built form scale reflected in the areas targeted for growth.
D14	Encourage the provision of high quality and well-designed indoor and outdoor amenity space in mixed-use and residential buildings recognizing the wide variety of occupants of these buildings, including but not limited to, seniors, families, children, and pets.
D15	Protect private and shared outdoor amenity space to ensure sunlight access.
D16	Encourage the provision of high-quality indoor and outdoor amenity space in non-residential buildings.
Preserving Heritage	
	No policy directions proposed at this time
Diversity of Housing	
F1	Require new residential development to provide a mix of unit sizes, including a minimum proportion of 2- and 3-bedroom units, which meet design criteria to ensure liveability for families.
F2	Advance policy options to ensure that affordable housing is included in all major new residential developments and that it provides long term, secure tenancy and affordability.
F3	Prioritize affordable housing as a community benefit when Section 37 is being secured for new development.
F4	Advance policy directions to provide for housing diversity and equity in the Downtown housing stock.
F5	Seek opportunities to maintain and provide housing for vulnerable populations including relocation strategies, when necessary, due to redevelopment.
Downtown Mobility	
G1	Design, allocate, and better utilize the finite amount of public street rights-of-way Downtown to move people more efficiently, to create vibrant public spaces, and to support the economic prosperity of Downtown and the surrounding region.
G2	Create a Downtown Pedestrian Priority Network to identify and prioritize pedestrian and public realm improvements for specific streets and areas in coordination with the City's Walking Strategy.

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G3	Continue to improve pedestrian safety and accessibility at intersections in the Downtown in coordination with the City's Road Safety Plan.
G4	Improve pedestrian wayfinding between important destinations in the Downtown in coordination with the City's Wayfinding 360 initiative.
G5	Activate laneways as additional walking routes and as parts of the public space network Downtown.
G6	Provide new pedestrian connections to overcome significant physical barriers in the Downtown.
G7	Expand and improve connections with the underground PATH network.
G8	Target investment in pedestrian infrastructure in areas of future growth.
G9	Improve walkability in local neighbourhoods.
G10	Identify and map additional priority cycling routes Downtown that build on the city's 10-year Cycling Network Plan to achieve a highly connected Downtown cycling network that is safe, convenient and comfortable for cyclists.
G11	Encourage more bicycle parking Downtown, informed by the City's Bicycle Parking Strategy.
G12	Expand and improve the Bike Share program Downtown to align with population and employment growth.
G13	Better define 'priority' for key Downtown streetcar routes.
G14	Transform King Street into a true transit-priority street as informed by the results of a pilot project.
G15	Develop a plan to improve north-south and east-west transit services to support future growth and improve mobility options, including along the Waterfront.
G16	Align areas of planned office growth with existing and planned rapid transit infrastructure – Relief Line and Smart Track – that connect the Financial District to emerging office nodes in shoulder areas of the Downtown, such as Liberty Village and East Harbour.
G17	Create seamless and user friendly connections between surface transit and new rapid transit projects in Downtown including the Relief Line, SmartTrack and Regional Express Rail.
G18	Protect for Council-approved alignments and station location sites for the Relief Line, SmartTrack/Regional Express Rail and Waterfront Light Rail transit routes. Leverage integrated development opportunities when possible.

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G19	Examine the creation of context appropriate land use policies for new rapid transit station areas in Downtown.
G20	Maintain and strengthen the primary transportation function of Union Station. Provide for each of the necessary transportation functions in a safe, efficient and coherent manner in accordance with the Union Station Master Plan.
G21	Explore opportunities to enhance connections between Union Station and the Waterfront including Billy Bishop Airport and the Toronto Islands.
G22	Integrate strategies from the Curbside Management Study into the Downtown Secondary Plan.
G23	Encourage the use of smaller vehicles and other types of modes for deliveries, couriers, and goods movement within the Downtown.
G24	Encourage establishing additional Toronto Parking Authority public parking facilities within new and existing developments in the Downtown.
G25	Explore adapting Toronto Parking Authority parking facilities into ‘multi-modal community transportation hubs’.
Enhancing Community Services and Facilities	
H1	Ensure no net loss of existing CS&F through development.
H2	Prepare a CS&F Strategy for Downtown, approved by City Council, that is reviewed and updated every five years and sets out the priority services and facilities required to support projected growth.
H3	Require the provision of CS&F as new development occurs through reinvestment in existing assets and/or the establishment of new facilities.
H4	Utilize holding provisions where appropriate to ensure the timely provision of CS&F as growth occurs.
H5	Identify sites and/or locations for CS&F that can support future growth for each of the sectors, including: recreation, child care, libraries, human services and schools.
H6	Identify “opportunity” sites for the co-location of facilities to serve as community hubs that would support local and/or citywide community needs.
H7	Collaborate with sectors and landowners to co-locate facilities, share resources, and integrate programs and services where possible.

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H8	Identify opportunities to partner with local school boards and other institutions to provide recreation facilities.
H9	Support partnerships with public agencies, boards and commissions, and private property owners to supplement the supply of city-owned recreation facilities by securing public access to other privately owned recreation facilities.
Celebrating Culture	
I1	Encourage the retention and expansion of spaces for culture sector jobs and businesses Downtown.
I2	Encourage the retention of existing live music venues Downtown.
I3	Recognize and accommodate the film sector's creative needs Downtown.
I4	Develop a new map that identifies Cultural Areas within Downtown.
I5	Develop criteria to identify current and future parks and public squares Downtown that are suitable for live music and/or music festivals, and analyze the physical infrastructure needs required to support these uses.
I6	Develop curbside management strategies for the film, music, and tourism industry to improve traffic circulation and conditions for vehicles including such measures as designated temporary film trailer parking, pick-up/drop-off areas, accessible loading zones, and motor coach parking zones.
Towards A Resilient Downtown	
J1	Require the public realm to meet the Green Streets Technical Guidelines where appropriate and encourage new development to incorporate green infrastructure such as permeable paving, trees, bio-swales, and green roofs in order to absorb stormwater and reduce the urban heat island effect.
J2	Encourage new multi-unit residential buildings to provide additional back-up power in accordance with the 'Minimum Back-up Power Guidelines for Multi-Unit Residential Buildings' in order to improve resilience to area wide power outages.
J3	Encourage new development to enhance biodiversity through planting varieties of species and creating habitats at grade and on rooftops.
J4	Identify opportunities for low-carbon energy capture/recovery /sharing from infrastructure sources such as sewers and power stations for transit.

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J5	Encourage new buildings to be designed for connection to an existing or planned district energy system in accordance with ‘Design Guideline for District Energy-Ready Buildings’.
J6	Expand Deep Lake Water Cooling and other existing district energy systems to help reduce electricity demand.
J7	Encourage new large developments to target net zero emissions and energy use.
J8	Encourage all new development to meet Tier 2 of the Toronto Green Standard.
Supplying Water	
	No policy directions proposed at this time
Making It Happen	
	No policy directions proposed at this time