

Heritage

Heritage Preservation Districts

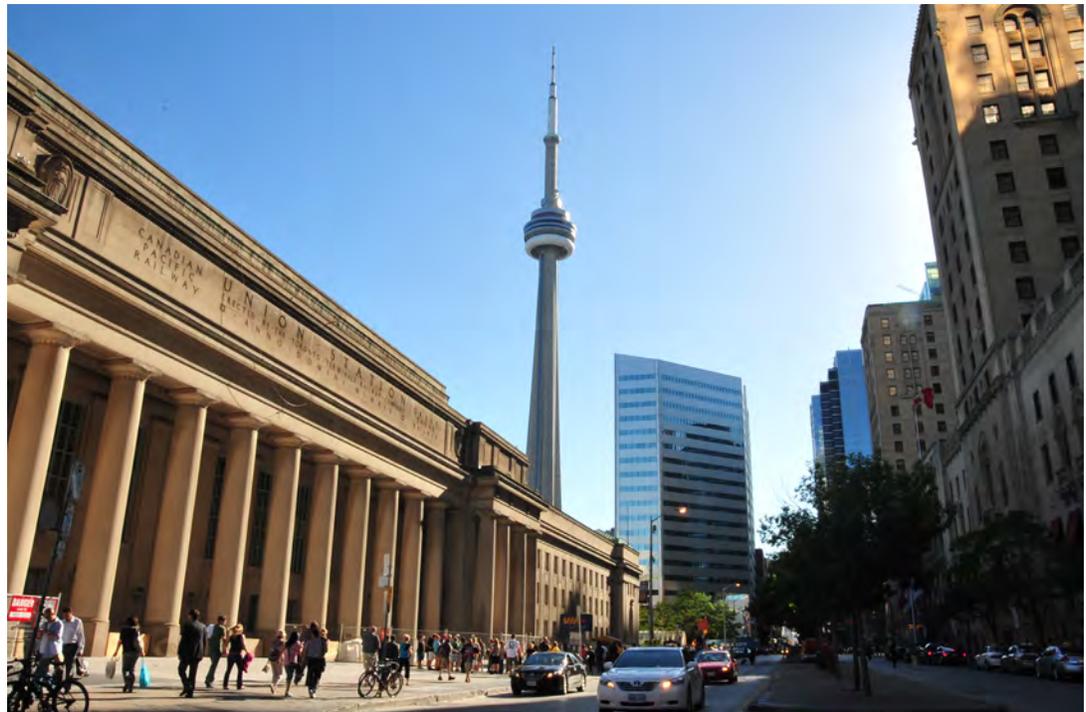
- Designated
- Under Study
- Study to Commence
- TOcore Study Area

Heritage Inventory

- Listed Properties
- Part IV Properties (Designated)

Archaeology

- Archaeological Potential



Union Station (Source: City of Toronto)

Aligned Initiatives

Heritage Conservation District studies:

- Garden District
- Historic Yonge Street
- King-Spadina
- St. Lawrence
- Kensington Market
- Distillery District

F. Diversity of Housing

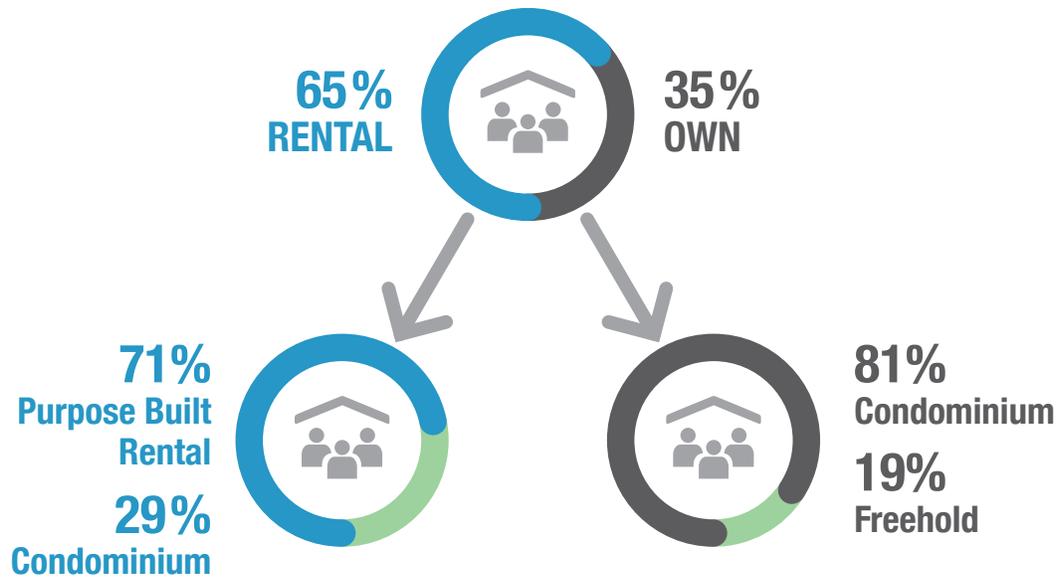


The City's liveability and prosperity is intrinsically connected to the provision of housing that meets the requirements of a diverse population with varying housing needs. Downtown's neighbourhoods offer a wide range of built form housing options from grade related to tall buildings. It also offers choices of ownership, rental, supportive housing, student housing and multi-tenant housing. Downtown is also home to families in vertical communities and vulnerable residents who each require housing that is appropriate to their

needs. Throughout our consultation and engagement we heard how important housing affordability and diversity is to achieving the liveable and inclusive City residents want. Master planned communities such as St. Lawrence, West Don Lands and the Waterfront, as well as Toronto Community Housing revitalization projects such as Regent Park and Alexandra Park are examples of where Downtown has been successful in delivering affordability and implementing diversity in our housing stock.



Downtown's Diversity of Housing Stock - Regent Park (Source: City of Toronto)



Tenure and housing form Downtown (Source: Statistics Canada, Census 2011)

Diversity of Stock

While we have seen some successes, challenges remain. Maintaining housing that is affordable to a wide range of residents, which is secure, is of an appropriate size, and is located to meet the needs of people throughout their life cycle is difficult. This diversity has been lacking in new housing. Over the past 5 years, 92% of new units in the Downtown and Central Waterfront are condominiums and the purpose built rental stock is aging. There is also the challenge of building new affordable housing, which meets the needs of not only our vulnerable populations, but also the lower to middle income population for whom rising housing costs are a growing concern. Creating this housing in a Downtown infill context only adds to the complexity of these challenges.

Official Plan Policy 3.2.1.1 states, in part that, “a full range of housing, in terms of form, tenure and affordability

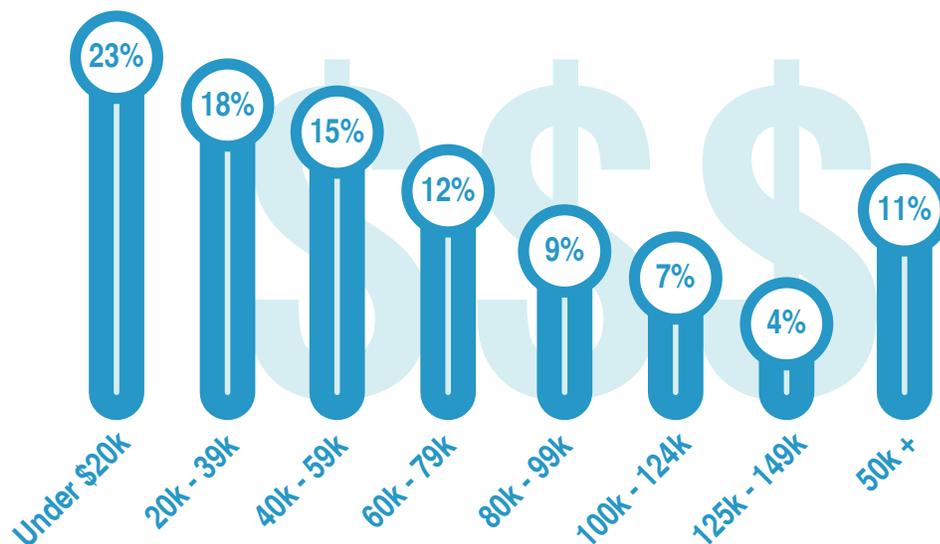
across the City and within neighbourhoods, will be provided and maintained to meet the current and future needs of residents...”. One of the Downtown’s strengths lies in its diverse housing stock and ability to offer a broad range of housing choices to local residents. Sixty-five percent of Downtown residents rent their home, significantly higher than the city-wide number of 45%. A significant proportion of Downtown’s population is also low-income, with 23% of households reporting incomes below \$20,000 and 40% below \$40,000 in 2010. While many households rent in existing rental and condo buildings, a great deal of residents rely on Downtown’s stock of social housing, rooming houses, single room occupancy (SRO) homes, student residences, transitional housing and emergency shelters. This stock provides a much needed type of housing for vulnerable residents and is not found to the same extent in other areas of the City.

Housing Stability

Our current Official Plan's rental housing protection policies in conjunction with the City's Rental Housing Demolition and Conversion Control By-law, have been successful in ensuring that as redevelopment of rental housing properties occurs, replacement rental housing is included in the new development and tenants are provided with relocation assistance. Current legislation and policy does not protect rooming houses, which has in some instances has led to vulnerable people being displaced from their homes without the necessary supports in place. This situation puts a significant burden on City resources to ensure displaced residents are diverted from our already overburdened shelter system and are re-housed and provided with financial assistance to cover their higher rents. As development pressures Downtown increase, we need to ensure there are policies and programs to maintain the stock of our low rent housing and supports for the residents who rely on it.

Collaborations among City Divisions, Agencies and landowners to recognize and spearhead opportunities to maintain and improve housing for vulnerable populations will be prioritized in the Downtown Secondary Plan. A recent partnership between City Planning, Shelter, Support and Housing Administration (SSHA), a local community agency, and a private developer resulted in rooming house tenants, whose residence was being demolished due to redevelopment, being provided with individualized supports. These supports, which included finding alternative accommodation in the east side of Downtown, helped ensure that vulnerable tenants were continually housed and connected to their local community services. The development of SSHA's Eviction Prevention Strategy will provide further direction for an integrated City approach to helping keep vulnerable individuals and families housed.

INCOME Percent Household Income 2010



Percent Household Income (Source: Household income, 2011 National Household Survey)



Rendering of George Street Revitalization (Source: City of Toronto - Montgomery Sisam Architects)

Affordability

Creative solutions will be explored to develop a policy response to address the growing affordability challenges the Downtown (and the City as a whole) are experiencing. Bill 204, the proposed Promoting Affordable Housing Act, 2016 will provide the City with the opportunity to require affordable housing in new developments. This approach is already being implemented Downtown, through the Central Waterfront Secondary Plan, which requires that a portion of new units must be affordable.

City Planning is currently undertaking a review of the Official Plan 'large site' Policy 3.2.1.9. The existing policy requires that, on sites generally greater than 5 hectares in size, the first priority

community benefit for the floor area created through a density or height increase be the provision of 20% affordable housing. The intent of the policy is to provide a full range of housing when large scale developments are proposed to support of the achievement of complete, liveable communities. The housing market has exhibited strong demand for large scale development on small sites (i.e. high density) in the City's Downtown that was not anticipated by the large site policy. The review is evaluating the feasibility of a shift to a "large development policy", based on units or floor area, rather than on land area. This work will be used to inform housing policy direction for the Downtown Secondary Plan.

“Growing Up” Study

City Planning is undertaking a study entitled Growing Up: Planning for Children in New Vertical Communities. The study seeks to address how new multi-unit residential buildings can accommodate the needs of children and youth at three scales: the unit, the building and the neighbourhood. Issues identified include: flexibility and

storage within the unit; the design and size of balconies; child-specific indoor and outdoor amenities within the building; and the design of the public realm. The study will inform the Downtown Secondary Plan and result in a handbook that provides design and policy directions for new buildings at each of the study’s three scales.

Policy Directions

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.

Aligned Initiatives

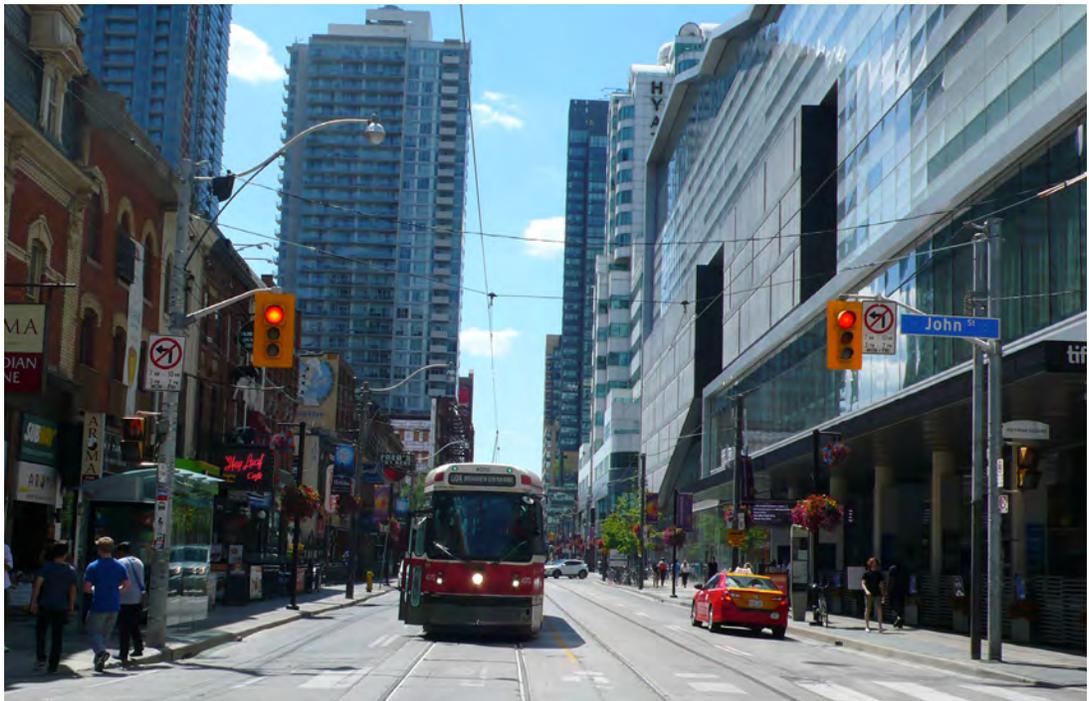
- Housing Opportunities Toronto: An Affordable Housing Action Plan 2010-2020
- TO Prosperity: Toronto Poverty Reduction Strategy
- The Toronto Senior’s Strategy: Towards an Age-Friendly City
- Official Plan: Large Site Study
- Growing Up: Planning for Children in Vertical Communities
- Promoting Affordable Housing Act, 2016
- Eviction Prevention Strategy



G. Downtown Mobility

The transportation system for Downtown should form a well-connected and integrated network that provides a range of safe and sustainable travel choices to improve mobility and accessibility for all people. We need to utilize our existing Downtown transportation infrastructure more efficiently, providing people with more sustainable travel choices that reduce their dependence on the private automobile. Downtown's narrow street rights-of-way and compact urban form

create opportunities and challenges to rebalancing transportation modes for key corridors. Rapid transit investments will service Downtown such as the Relief Line and Regional Express Rail are being advanced to support existing development and planned growth as well as to serve growing commuter needs. The current Downtown transportation system must continue to support economic growth and job creation, which includes facilitating the movement of goods into and out of the core.



King Street West (Source: City of Toronto)

Complete Streets

Downtown will continue to grow, but the amount of space within the street rights-of-way is finite. The City's Complete Streets Guidelines initiative has three broad objectives: streets for people, placemaking, and prosperity. These objectives will be achieved on streets gradually over time through a variety of initiatives including: area planning studies; environmental assessments; capital and maintenance

construction projects; or through other street improvement initiatives. Several Downtown streets have multiple competing interests on narrow rights-of-way and will need special focus to determine the specific priorities and acceptable trade-offs. Using a complete streets approach to street design and allocation of space on key streets will help achieve the overall transportation objectives of the Downtown Secondary Plan.

Policy Direction

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.



Market Street in St. Lawrence Market Neighbourhood (Source: City of Toronto)

Create a More Walkable Downtown

There are places where the pedestrian experience should be prioritized. As part of Toronto's Walking Strategy, the Transportation Services Division has developed a proposed city-wide Pedestrian Priority map that identifies areas with high levels of pedestrian activity. The city-wide map is based on land use mix, existing pedestrian volumes, high volume transit routes, and main walking routes to major destinations. Building on this map, a Downtown Pedestrian Priority Network can be refined by adding criteria such as the location of both residential and non-residential growth to identify and prioritize pedestrian improvements.

The types of improvements may range from wider sidewalks / narrowing of the roadway, lighting, seating, removing clutter, enforcing pedestrian clearways, providing a higher level of animation of

the public realm, and adding street trees to improve micro-climatic conditions.

Areas prioritized for these improvements could include: priority retail streets; streets with high density residential, institutional and employment uses; streets around subway stations and along surface transit routes; streets leading to and adjacent to parks, open spaces, and natural areas, such as the Don Valley and the waterfront.

Other areas or zones to be prioritized may include: those with special city-wide pedestrian-oriented character and amenity, such as Kensington Market, or the Distillery District; around sporting venues; or in the vicinity of neighbourhood destinations, such as the areas around schools, libraries, or community centres.

Policy Direction

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.



Intersection in the Financial District (Source: City of Toronto)

Pedestrian Safety and Wayfinding

Downtown is already a safe place for pedestrians, with a dense, walkable grid of streets and lower vehicle speeds. But improvements should be implemented as Downtown continues to grow. The number of pedestrians at some intersections and along certain streets has increased dramatically, with people spilling onto the roadway because there is not enough space on the sidewalk. This is especially true on busy pedestrian corridors such as Bay Street

during the rush hours, as hundreds flock to and from Union Station.

Part of making Downtown easier to navigate on foot is about providing clear and simple signage with maps and wayfinding information to help people navigate between important destinations within Downtown. This is especially important for visitors to the city who may be unfamiliar with their surroundings.

Policy Directions

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.



Pedestrians crossing John Street (Source: City of Toronto)

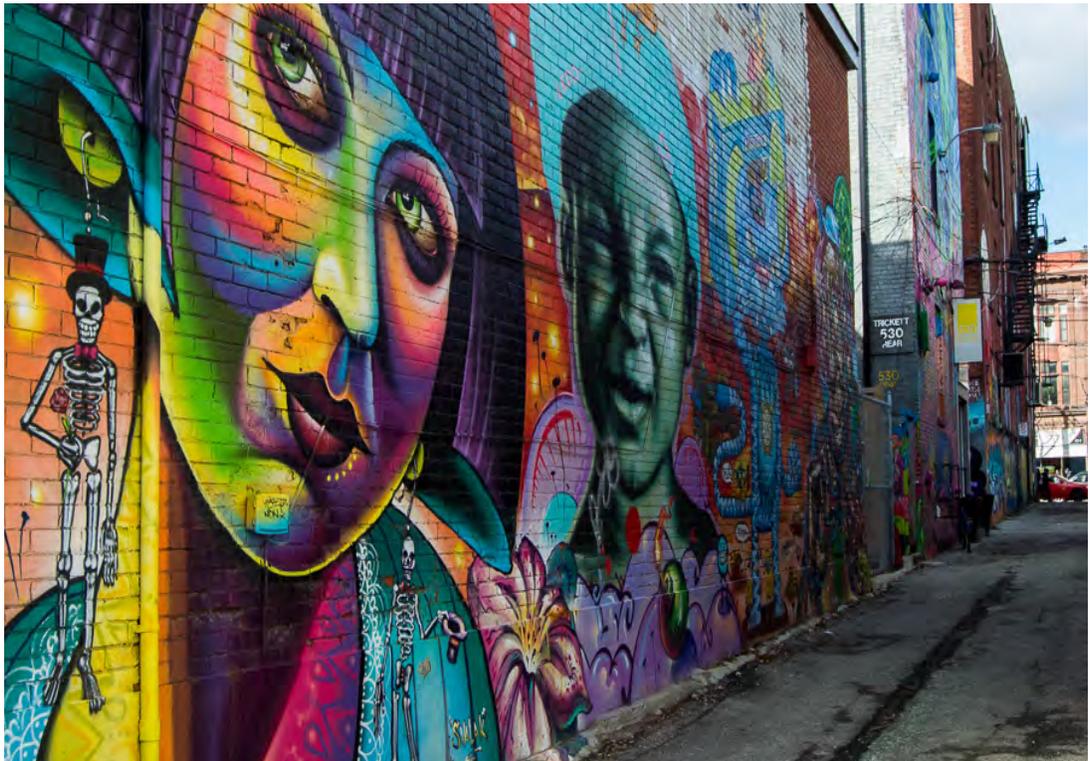
Activating Laneways

Downtown laneways offer a unique opportunity to augment the street oriented pedestrian network by providing additional walking routes. Other cities, such as Melbourne, and Vancouver have transformed some of their Downtown lanes from a service

function to an integral part of their larger public space network. Consultation and careful design will be needed to ensure that the service and operation functions of the laneways are maintained.

Policy Direction

G5: Activate laneways as additional walking routes and as parts of the public space network Downtown.



Art in “Graffiti Alley” (Source: City of Toronto)

Improving Connections

There are several significant physical and psychological barriers, such as the Gardiner expressway and the rail corridors that make it challenging for people on foot or bicycle to access the waterfront, important parks and natural systems. Additional pedestrian (and cyclist) bridges, tunnels, or other means of connection will be needed to create a fully integrated and connected pedestrian network to access all areas Downtown.

The underground PATH system forms an important part of the pedestrian

network, providing shelter in inclement weather, connectivity with rapid transit stations – especially Union Station – and provides large amounts of retail shopping space. The direct connections between office buildings and rapid transit stations encourages people to take transit to work. A Master Plan for the PATH network was recently completed and key recommendations will be integrated within the Downtown Secondary Plan.

Policy Directions

G6: Provide new pedestrian connections to overcome significant physical barriers in the Downtown.

G7: Expand and improve connections with the underground PATH network.



Path Signage (Source: City of Toronto)

Linking Improvements to Growth

As development continues, new or upgraded pedestrian infrastructure will be required. Improvements should be directed to areas where growth is concentrated in order to address future pressures on the public realm. However, improvements in walkability should also address existing issues. Some of these include a need to improve the connectivity and safety of walking

routes to local neighbourhood destinations such as schools, community centres, and libraries. Improvements may also include adding new pedestrian amenities and street furniture such as benches and street trees.

Policy Directions

G8: Target investment in pedestrian infrastructure in areas of future growth.

G9: Improve walkability in local neighbourhoods.



Streetscape in Yorkville (Source: City of Toronto)

A Long-Term Cycling Network

The City's recently completed 10-year Cycling Network Plan identifies a series of city-wide cycling routes and includes an associated capital spending plan. Through the development of the Network Plan, additional routes were identified for future study and implementation beyond the 10-year timeframe. As part of TOcore, and working closely with the Transportation

Services Cycling Infrastructure group, additional Downtown cycling infrastructure will be identified that builds on the already-approved Plan to serve existing and future demand. Some of these new significant cycling routes could include key corridors, like University Avenue, Wellington Street, or Parliament Street.

Policy Direction

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.



Queens Quay (Source: City of Toronto)

Supporting the Cycling Network

Toronto's Bike Share program provides convenient opportunities for short-term, impromptu bicycle trips. The program was recently expanded to areas outside Downtown. As Downtown continues to grow, so should the Bike Share program. Working with the Toronto Parking Authority (TPA) and other city partners, key locations will be identified where future expansions of the Bike Share program should occur. Mechanisms for securing and funding additional Bike Share infrastructure will also be explored.

Coordinating with the City's Bicycle Parking Strategy, the Downtown Secondary Plan will include policies about adding significant amounts of new on-street post-and-ring bicycle parking facilities, more end-of-trip bicycle infrastructure, and improved bicycle parking in new developments or other public facilities, like TPA parking garages.

Policy Directions

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.



City's Bike Share Program (Source: City of Toronto)

Unlocking Surface Transit

On an average weekday, approximately 258,000 customers use the streetcar routes that operate in and around our Downtown. The Downtown streetcar streets will continue to see tremendous population and employment growth in the coming decades, leading to further demand on these already heavily subscribed routes.

Narrow roads, traffic congestion and competition for road space affect our ability to move people on streetcars efficiently. In addition, streetcar ridership is increasing just outside Downtown, in Liberty Village, the Distillery District, the West Don Lands, and Queen Street West.

All of the Downtown east-west streetcar streets, with the exception of Queens Quay West, operate in mixed traffic on streets with narrow rights-of-way. Operational improvements typically focus on existing service quality and reliability concerns, though they can also provide flexibility to address emerging capacity concerns. Recent and planned improvements such as revised scheduled running times,

extended peak-hour stopping and turn prohibitions, all-door boarding and new, larger streetcars will need to be evaluated to see whether they are accommodating growth in ridership.

The existing transit service will need additional capacity to accommodate new riders, given the anticipated increase in Downtown residents and workers. Considering that peak-service streetcar frequencies of the current fleet are already less than every five minutes, solutions to increase capacity and reliability needs to consider additional transit priority measures. Investments in enhanced streetcar infrastructure (e.g. dedicated rights-of-way, transit priority, enhanced stops) has brought favourable increases to transit ridership and reliability on the Queens Quay, Spadina and St. Clair streetcar routes.

The “Feeling Congested?” Official Plan Review is evaluating which surface transit routes are priority routes at a city-wide scale. A network of prioritized surface transit routes will be identified for Downtown where transit can be given a larger share of limited road space.

Policy Directions

G13: Better define ‘priority’ for key Downtown streetcar routes.

A Vision for King Street

The 504 King streetcar route is the busiest surface transit route in the City, carrying over 65,000 riders on an average weekday. Streetcar operations have suffered from slow travel speeds, delays caused by traffic signals and turning vehicles, unreliable headways leading to bunching, and long dwell times at busy transit stops. The significant growth of pedestrian activity from the new developments around King Street coupled with the longer passenger service times required to serve the increasing ridership, has reduced the traffic capacity of King Street. Simply put, it has become difficult to provide reliable service with the current streetcars operating in a mixed traffic environment.

The King Street Visioning Study is a city-building exercise that will explore bold, transformative ideas for how to re-allocate space in the right-of-way to improve transit while creating a great civic street in the heart of Downtown Toronto. The goals are to move people more efficiently, improve place-making and support economic prosperity. The study is examining the corridor between Dufferin Street in the west and River Street in the east, recognizing the diverse and varying character segments. The vision for the corridor will be grounded in evidence and will support a pilot project. The pilot project may include dedicating some portions of the corridor as “transit priority”, such that streetcars are no longer operating in



King Streetcar (Source: City of Toronto)

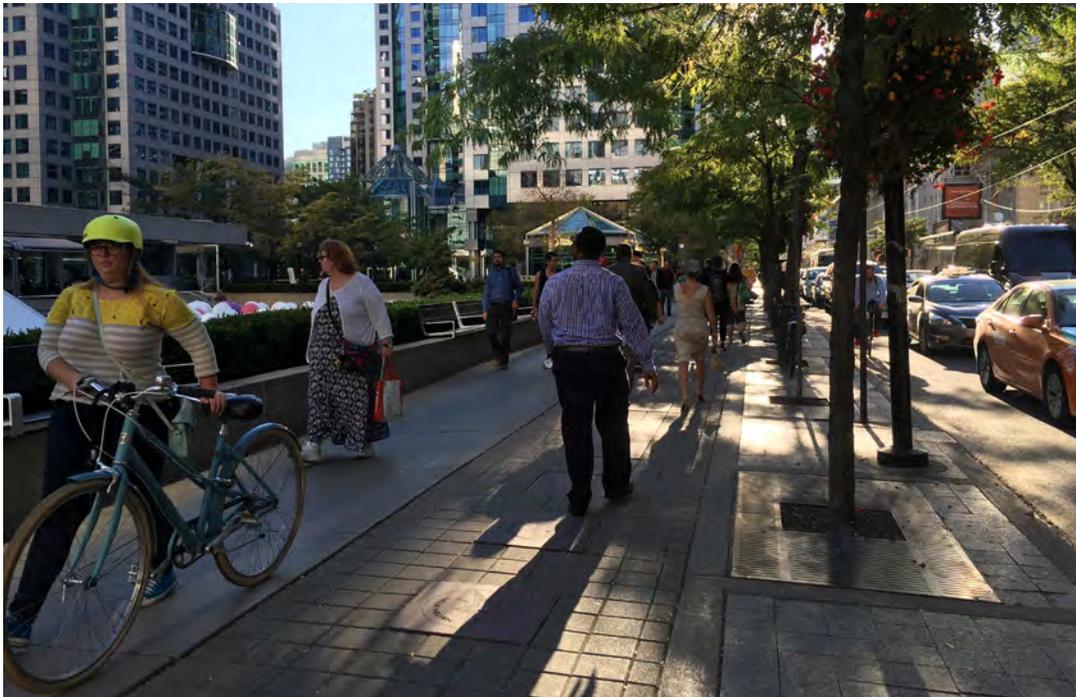
mixed traffic. It may also include filtering transit and active modes through certain sections to maintain essential access but discourage through movements for vehicles.

To be effective, any solution will require trade-offs between substantial improvements in the quality of transit

service on King Street, and auto traffic and on-street parking. Transformed King Street will need to distinguish itself from its parallel companion streets, amplifying its qualities and role of primarily moving people by public transit. Further technical analysis will be undertaken to better understand the impacts of various transformative options.

Policy Direction

G14: Transform King Street into a true transit-priority street as informed by the results of a pilot project.



Pedestrians on King Street West (Source: City of Toronto)

Enhancing the Network

North-south surface bus routes, such as Bay Street, Sherbourne Street, and Parliament Street have frequent service that provide connections from the Bloor-Danforth Subway (Line 2) to various destinations Downtown terminating at the waterfront. Future growth is anticipated on key north-south streets such as Bay and Parliament Streets. Additional growth along the Yonge Street and Bay Street corridors will likely add to crowding and congestion on the subway network. The ability of the existing Yonge Street Subway (Line 1) to absorb additional peak direction trips is limited because this line is currently experiencing over-capacity conditions during peak periods south of Bloor Street.

Additional transit capacity and enhancements could include transit priority measures and additional service frequency to provide alternate transit options into Downtown. Corridors such as Parliament and Sherbourne Streets, in particular, represent an opportunity to develop a strong north-south transit option in the eastern part of Downtown. With expected growth and development along the waterfront at the southern tips of Parliament and Sherbourne Streets as well as in the West Don Lands area, these corridors could be improved to serve as strong transit connections to an

enhanced waterfront light rail transit network.

Future LRT routes are being developed in partnership with the TTC and Waterfront Toronto through the Waterfront Transit “Reset” Phase 2 study. In terms of the overall City transit network, there is a significant gap in the higher order transit network along the waterfront particularly east of Bay Street. This gap coincides with areas of major future population and employment growth along Queens Quay East. This area is presently transitioning from heavy industrial land uses that were complementary to previous port supported industries to new higher density residential, institutional and office based employment areas.

Following the adoption of the Central Waterfront Secondary Plan, the environmental assessment for a 1.6 kilometre LRT line extending from Union Station along Queens Quay to Parliament Street received approval from the Ministry of the Environment in 2010. In 2013, as part of the “Feeling Congested?” Official Plan Review, City Planning ranked both a Waterfront West LRT and Waterfront East LRT as two of the City’s top five “planned but unfunded rapid transit proposals”.

Policy Direction

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.

Align Growth with Existing and Planned Rapid Transit Infrastructure

There are many successful examples of integrating TTC subway stations with new and existing developments throughout Downtown. These include integrated station entrances at the surface level and underground connections to permit seamless connectivity between the subway station and adjacent developments. Opportunities to integrate development and create connections into new planned rapid transit stations should be encouraged.

Approved alignments for future rapid transit investments such as the Relief Line, SmartTrack, Regional Express Rail and the Waterfront LRT routes should be protected to permit the future construction of these services. Rights-of-way and station locations should also be protected to prevent future encroachment of development and/or other infrastructure to aid in minimizing additional property impacts in the future.

As stated in the Official Plan, the City will work with property owners to ensure that access to Union Station and the subway stations directly connected to the PATH network are enhanced by new development on and around these transit stations which serve as anchors of the PATH network and the primary focal points for pedestrian traffic.

Rapid transit investments such as the Relief Line and Regional Express Rail are being advanced to support existing development and planned growth as well as to serve the growing transit needs of our Downtown. To leverage these investments in the rapid transit network, the development of land around new rapid transit stations should complement anticipated growth in the vicinity of the station and be contextually appropriate for the station area (500 metre radius of station).

Higher density, mixed-use developments should be located closest to stations and where possible integrated with the station particularly through accesses and entrances. This must be done with consideration of all elements of the planning framework that provide guidance on determining the appropriate form of development. A built form review will be undertaken through TOcore to examine the creation of policies for areas with planned rapid transit investments.

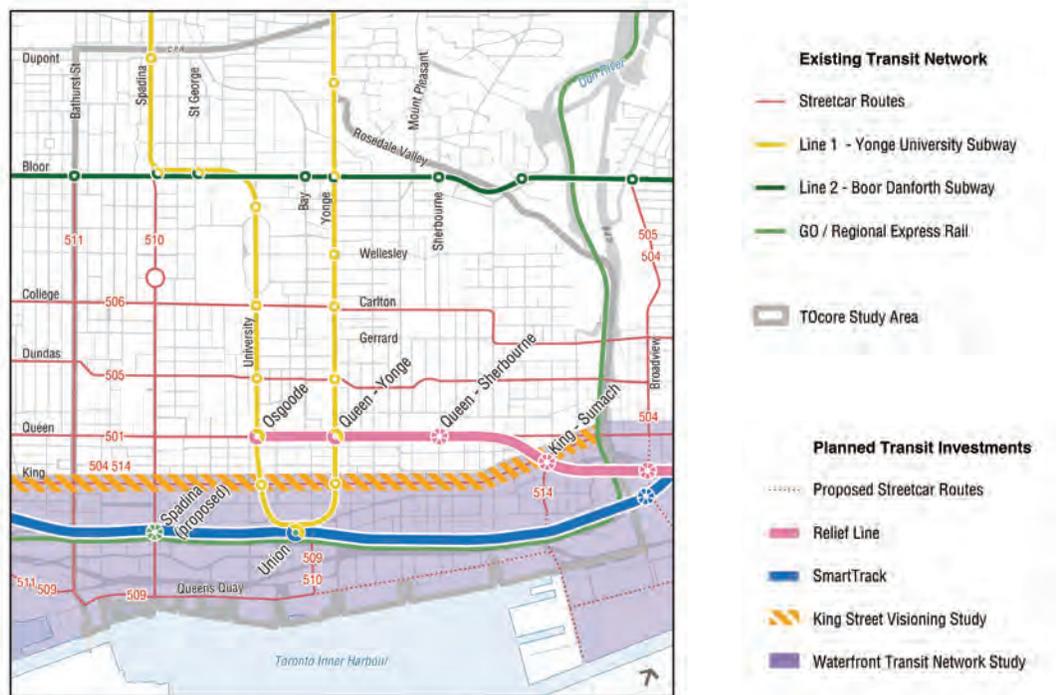
Policy Directions

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.

G19: Examine the creation of context appropriate land use policies for new rapid transit station areas in Downtown.



Existing & Planned Transit Investments & Initiatives

Union Station

Union Station is the most important node of commuter, inter-city and airport rail facilities within Downtown and is the most significant hub of regional transit trips in the GTA. Union Station is the access point for 94% of GO trips on an average weekday. It is envisioned that the importance of Union Station will heighten with the significant planned investments into the GO Regional Express Rail network and SmartTrack, including the electrification of routes. Regional rail services will evolve from the current peak direction, peak period oriented service, to a high frequency, all day, two-way service on most GO rail corridors. Maintaining and enhancing access to Union Station for pedestrians through multiple access points should be encouraged to facilitate ease of entry and exit from this key regional transportation hub.

The 509 Harbourfront route which operates in an enhanced dedicated streetcar right-of-way from Union Station to Bathurst Street, currently has frequent all-day streetcar service and is the primary public transit option for Billy Bishop Toronto City Airport (BBTCA). In 2015, BBTCA served 2.5 million business and leisure passengers. This existing high quality transit

connection between Union Station and BBTCA could be improved by implementing an attractive and comfortable pedestrian realm on the streets between the streetcar stop and the terminal building.

Presently regular scheduled ferry service is provided by the City from the Jack Layton Ferry Terminal at the foot of Bay Street to three locations on the Toronto Islands, providing service to island residents and visitors. Increasing visitor trips to the Islands have resulted in a growing ridership on the ferries. With the anticipated growth of Downtown residents, additional service and/or routes could become warranted to facilitate new access to the extensive park systems on the Islands. Residential and employment growth along the waterfront could provide new opportunities for ferry transportation services as an alternative for downtown oriented trips. Other cities such as Vancouver, Halifax, Brisbane and Sydney have developed water taxi and ferry services as an integral part of their urban transport network to take residents to and from work in addition to taking tourists to destinations of interest.

Policy Directions

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.

Parking and Curbside Management

Curbside Management

The City is undertaking a Curbside Management Study to develop strategies to better manage curbside operations Downtown. Some of the strategies emerging from this work include: identifying specific areas for taxi and ridesharing parking; coach loading and parking; film parking; and shared courier/delivery loading zones. Other strategies will involve better managing on-street and off-street Toronto Parking Authority (TPA) public parking. In addition, public space Downtown is at a premium and the spatial requirements for large trucks negatively impacts the city's ability to make public realm,

safety, and economic improvements to public streets.

Collaboration is needed between City Divisions, Agencies, and other partners to better understand the parking needs of the creative industries (film, music and tourism) and to explore the use of city-owned assets to address off-street parking in the Downtown core. Transportation Services is expected to report to the Public Works and Infrastructure Committee on the Curbside Management Strategy Study in early 2017.

Policy Directions

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.

Parking

As car ownership rates and on-street parking supply Downtown continues to decrease, it is more efficient to encourage a public auto parking supply that can be shared by building residents, workers, visitors and the surrounding community alike. The City and TPA will need to work together to revise parking space dimensional requirements, as parking spaces in new developments are currently too narrow

to meet the TPA's operational dimensional requirements. TPA public parking facilities, operating as community transportation hubs could include other transportation infrastructure such as: space for car-sharing, shared retail deliveries/couriers, taxi stands, bicycle parking and sharing stations, electric car charging infrastructure, among others.



Motor coaches and school buses queued along Front Street (Source: City of Toronto)

Policy Directions

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’.

Aligned Initiatives

- Relief Line Assessment Study
- King Street Visioning Study
- Metrolinx Yonge Relief Network Study
- Smart Track
- Waterfront Transit ‘Reset’
- Official Plan Review – Feeling Congested?
- Bicycle Parking Program
- Toronto Walking Strategy
- Toronto 360 Wayfinding Strategy
- Ten Year Cycling Network Plan
- Complete Streets Guidelines
- Road Safety Plan
- Curbside Management Study
- Downtown Transportation Operations Study (DTOS) implementation
- EAs (Gardiner East, East Bayfront Transit etc.)
- Surface Transit Operational Improvement Projects
- Various State-of-Good-Repair Projects (Transportation Services)



H. Enhancing Community Services & Facilities

Community Services and Facilities (CS&F) are necessary for a thriving Downtown. They support a diverse range of programs and services that build communities and act as neighbourhood focal points where people gather, learn, socialize and access services.

Access to community services and facilities contributes to the quality of life, health and well-being of Downtown residents, workers and students. A clear and measurable planning framework, coupled with a CS&F Strategy, is required to achieve a comprehensive network of services and facilities – delivered by the City and a diverse range of community-based organizations. CS&F are essential to fostering complete communities and need to be planned to address the future residential and non-residential growth of Downtown.

Community facilities are publicly accessible, non-profit facilities and places where City Divisions, school boards and agencies deliver programs and services. Playing a distinct and separate role from the private amenity spaces that are required in any new development, these Downtown facilities

provide a wide range of programs and services for specific groups or communities, attracting residents and workers from across the city and the GTA. There are also over 200 community-based organizations that provide a diverse range of programs and services to residents, students and workers who live, work and/or are drawn to the Downtown to access these services. For example, the Toronto Reference Library houses rare and special collections that are accessed and used by populations from outside the Downtown.

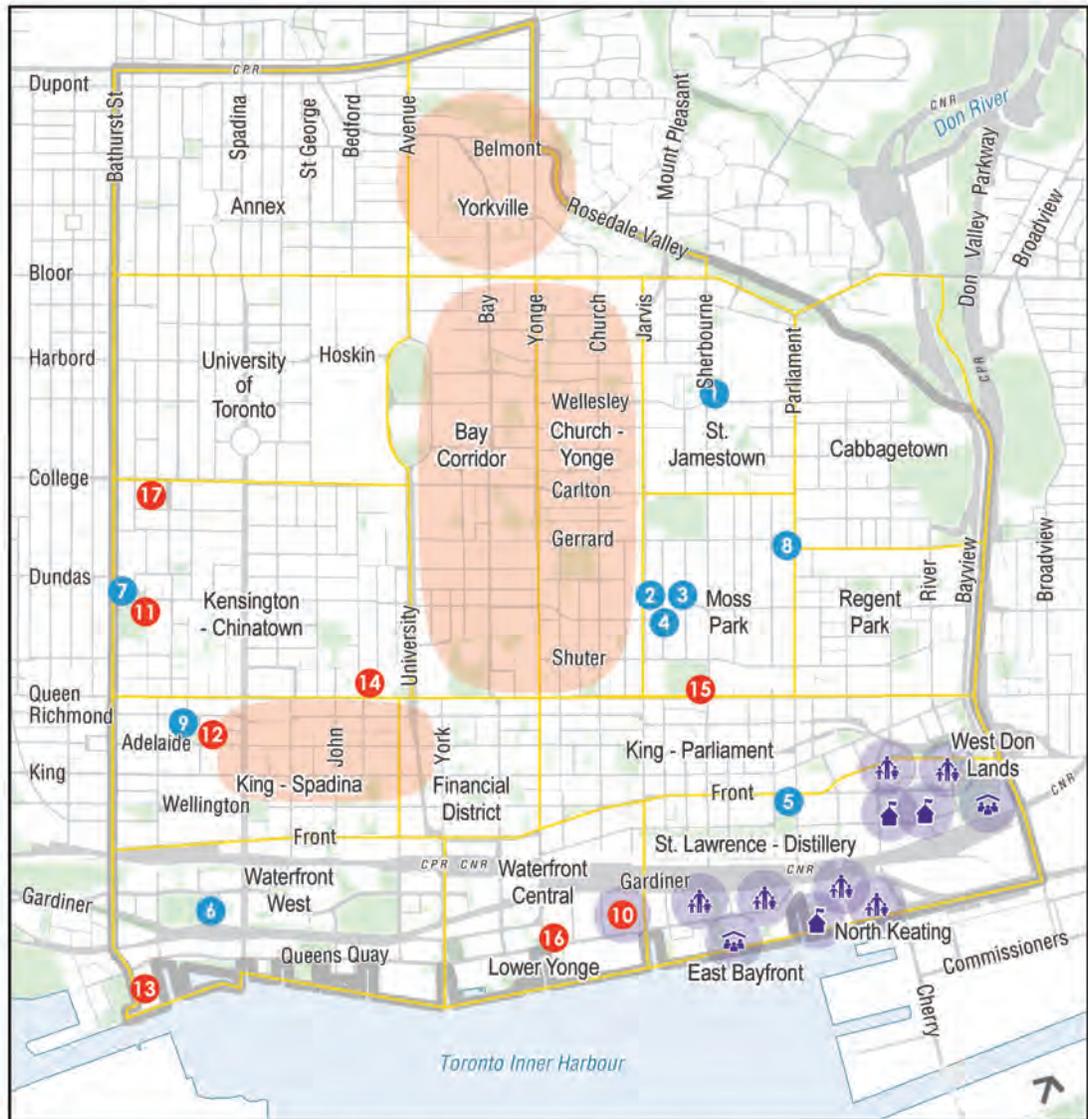
While the growth of Downtown brings prosperity and opportunity, it is placing significant pressure on existing community infrastructure. Building on the Official Plan policies contained in Section 3.2.2, TOcore will develop a CS&F Strategy for Downtown that is responsive to the needs of a growing and diverse population for recreation, child care, libraries, schools and human services and supports by strongly linking the provision of these services with the growing population in residents and workers.



Regent Park Aquatics Center (Source: City of Toronto)

The TOcore Phase One: Taking Stock Community Services and Facilities (CS&F) Study completed in March 2016 provides a comprehensive inventory and analysis of the existing conditions for each of the five major community service sectors including: child care, schools, libraries, recreation, and human services. This work included consultation and engagement with internal and external stakeholders to develop comprehensive sector profiles. One of the key findings of that work was that not only is the human services sector diverse, but that the programs

and services of this sector located Downtown serve a large city-wide population. Over one-third of organizations surveyed have an even mix of users who live and/or work Downtown and users who neither live nor work Downtown. The Study also produced a Neighbourhood Population Profiles document in July 2016, which provided a demographic overview and population profile along with growth estimates based on the development pipeline for 16 neighbourhoods in the TOcore study area.



Community Services & Facilities - Opportunities

<p>Planned Future Facilities</p> <ul style="list-style-type: none"> Licensed Child Care Centres City of Toronto Recreation Facilities Schools Location Approximate Priority Areas for Future CS&F Opportunities TOcore Study Area 	<p>Planned Capital Facilities</p> <ul style="list-style-type: none"> 1 Wellesley Community Centre (New Pool) 2 261 Jarvis / Centre for Sport Development 3 George St. Revitalization 4 Dundas/Jarvis Redevelopment (New Community Space) 5 St. Lawrence Library <p>Future Opportunity Sites to Explore</p> <ul style="list-style-type: none"> 10 Lower Yonge Precinct Potential New TDSB School 11 Scadding Court Community Centre and Pool / Sanderson Library 12 Brant St. School (Potential Hub) 13 Bathurst Quay (Potential New Pool Location) 	<ul style="list-style-type: none"> 6 Block 31 (City Place) Community Recreation Centre (TDSB/TCDSB Ellementary School & Childcare) 7 Sanderson Library 8 Parliament St. Library 9 505 Richmond St. W (Proposed YMCA Centre) <ul style="list-style-type: none"> 14 Harrison Pool / University Settlement House 15 Moss Park Redevelopment Project (John Innes / 519) 16 Lower Yonge Precinct New PF+R Facility 17 Kensington Community School (Potential Hub)
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Community Building through Alignments, Partnerships and Collaboration

The Phase One CS&F Study identified two key priorities which should form the foundation upon which to develop a CS&F Strategy for Downtown: the need for affordable, appropriate and accessible space; and the need to develop innovative partnerships and collaborations to meet the challenges of growth Downtown. The Neighbourhood Population Profiles provide a picture of the geography of future growth, essentially forming an inverted ‘T’ reflecting the areas of the highest rates of growth (east and west along the Waterfront/King Street, then up the Yonge Street/Church Street corridors, from the Waterfront to Bloor).

The TOcore engagement process has identified the need for a shared vision of a Downtown that supports and welcomes people of all ages, gender identities, abilities, income levels, and ethnicities in every neighbourhood. Community members identified CS&F as a critical element of what makes the City liveable while fostering a sense of community. Participants also prioritized the need for community services and facilities to maintain a high quality of life sustaining the City as a desirable place to live from ‘cradle to grave’.

What we’ve learned is that the existing CS&F infrastructure is under strain – by sector and by geography. Sectors that typically own land and assets including the Toronto Public Library, the school boards and the City’s Parks, Forestry and Recreation Division are challenged by high land values that effectively constrain and even prohibit the acquisition of new sites; aging facilities that require continuous maintenance and repair; and an

increased demand for programs and services at existing facilities. Sectors that typically lease or rent space such as child care and community and human services face challenges in finding affordable, accessible, and appropriately sized space Downtown.

The challenges facing the sectors’ ability to respond to continued growth require that we maximize our existing assets and adopt a more integrated approach to service delivery. Some sectors are better suited to, and have experience with, partnerships and co-location of facilities, benefiting from increased effectiveness and efficiency of delivering their programs and services. Many sectors are engaged in studies, reviews or initiatives related to the evaluation of existing assets and development of updated strategic plans to respond to these challenges.

The TOcore study will play a vital role in supporting and coordinating the provision of CS&F Downtown by establishing an overarching strategic policy direction to inform and direct the delivery of CS&F by sector and by geography. The Community Services and Facilities Opportunities Map identifies both the planned new CS&F (funded and proposed) as well as the sites that were identified through the Phase 1 review as potential “opportunity sites.” These opportunity sites will be explored to determine how these existing assets can be improved, expanded or renovated to provide facilities and programs to serve the needs of the growing Downtown neighbourhoods. Identifying additional opportunity sites will be an ongoing element of the CS&F Strategy.

The real and significant challenges of future growth requires a more rigorous framework to ensure that growth-related CS&F is provided in coordination with new development and delivered in a way that both maximizes access to existing assets and where appropriate provides for new facilities. Funding, programs and service partnerships will build on existing frameworks to ensure the evolution of a seamless and supportive service network.

The Provincial Policy Statement (2014) and the proposed changes to the Provincial Growth Plan acknowledge the important role of CS&F ('public service facilities') in complete communities; the need to coordinate CS&F infrastructure investment with the land use planning process; the promotion of cost-effectiveness; and facilitate service integration and access to public transit and active transportation through co-location of facilities in community hubs.



Rendering of future Railway Lands Community Centre and School (Source: City of Toronto)

Enhancing CS&F as Growth Continues

One of the key goals of TOcore is to better align the continued growth in residential population and jobs with the provision of community infrastructure to ensure a liveable Downtown. The CS&F Strategy will provide clear direction to support this goal by identifying growth-related community space and facility needs and priorities to support growth by sector and by geography. This will require

collaboration and alignment with each of the sectors to ensure that strategic, capital and operational directions and decisions for Downtown are aligned with growth when and where it occurs. To achieve the necessary linkage of infrastructure to growth, it is important that the Strategy be endorsed by City Council so that CS&F requirements are clear and transparent to all stakeholders.

The Planning Act provides regulatory tools that the City can use in the development process to support the contribution to meeting community and social service needs. Some of these tools are more effective when completing master plans – the Railway Lands for example. The challenge is how we can use the same regulatory tools to achieve the CS&F requirements when growth is occurring on infill sites within a built-up environment. To ensure the provision of community infrastructure as growth occurs, the City may impose a holding symbol on any future zoning amendment applications until additional capacity is created. The additional capacity may be created through a new facility or the expansion, renovation or redevelopment of an existing facility or through the provision of a facility as part of the new development.

The size of Downtown development sites also makes the provision of community facilities difficult. In a master plan context a block may be set aside, upon which the social infrastructure for the community can be

situated. In an infill context, on small sites, the facilities may have to be located on the lower floors of a building, within a development, as opposed to in a stand-alone building. Adding complexity is the fact that the development to house the community facility may not trigger the need for the facility on its own, requiring the coordination between a number of sites.

A CS&F Strategy and Implementation Plan will be developed for Downtown that will reflect the assessment of existing facility capacity; identify future needs to support growth along with opportunities for alignment with other divisional infrastructure plans and capital budget planning for the operating Divisions and Boards involved in the delivery of CS&F; and the availability of other sources of funding such as Section 37. The CS&F Strategy will also set out timing and scope of work for a review and update of the Strategy so that the provision of CS&F can be reported on and the needs and priorities of the sectors updated.



Regent Park Community Centre (Source: City of Toronto)

Policy Directions

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.

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.



Toronto Public Library Wellesley Branch (Source: City of Toronto)

Aligned Initiatives

- TO Prosperity: Poverty Reduction Strategy
- Children's Services Service Plan 2015-2019
- Toronto Public Library's Service Delivery Model
- George Street Revitalization Project
- Housing Opportunities Toronto: An Affordable Housing Action Plan 2010-2020
- 20 Year Parks and Recreation Facilities Master Plan
- Licensed Child Care Demand and Affordability Study
- Moss Park Redevelopment Project
- State of the Community-Based Sector Review
- Community Space Tenancy Policy Review
- TDSB's Urban School Model



Celebrating Culture

The culture sector, as defined by Statistics Canada for the purposes of measuring the economic impact of jobs and businesses, is creative artistic activity and the goods and services produced by it, and the preservation of heritage. It includes a wide range of sectors and enterprises in live performance and music, visual and applied arts, heritage and libraries, written and published works, film and television, screen-based media, sound recording, fashion and design. Globally, it is one of the fastest growing economic sectors, and it is young, entrepreneurial and inclusive in nature.

Toronto's culture sector employs about 130,000 people, roughly equivalent to employment in Canada's automotive sector and each year the culture sector contributes \$11.3 billion GDP to the economy in Toronto. In 2013, City Council affirmed 26 Strategic Actions for 2013 to 2018, in which the second mentioned strategic action is to "Invest in Culture". This builds on the City's culture plan, *Creative Capital Gains: An Action Plan for Toronto*, adopted by City Council in 2011. In developing the Downtown Secondary Plan, TOcore will explore policy options that support the retention of the supply of affordable, cultural space Downtown, thereby retaining and enhancing creative clusters that help position Toronto as a leading and globally competitive "Creative Capital".



Luminato Festival 2013. The Festival Hub at David Pecaut Square (Credit: Taku Kumabe)

Retention & Expansion of Cultural Spaces

The Official Plan promotes concentrations of cultural activity through arts districts and corridors to draw visitors and revitalize communities. In 2011, city-wide mapping of culture sector jobs and businesses found that the Downtown area has the highest concentration in the City of Toronto by place of work, and the highest total numbers of cultural facilities owned by others (private ownership, or other orders of government). However, this desirable presence of cultural activity within the city's core is now under threat due to rising real estate markets, and policies

that are putting pressure on landowners to convert their spaces into residential or more lucrative commercial uses. As part of the TOcore Secondary Plan work, policies will be introduced to encourage the retention of the existing concentration of cultural activity in the Downtown core, and encourage expansion of the sector allowing it to continue to grow along with other employment uses. This includes spaces for the creation, production, presentation, dissemination, exhibition and preservation of art, culture, heritage and design products.

Policy Direction

I1: Encourage the retention and expansion of spaces for culture sector jobs and businesses Downtown.

Recognize the Importance of the Film, Music, and Cultural Industries

Official Plan policy 3.5.2.1 promotes a full range of arts and cultural activities across the city. Live music venues are a crucial part of this network because they help nurture emerging artists, provide direct employment to not only these artists but also to those working in the creative infrastructure surrounding artists (managers, agents, ticketing companies, audio-production firms, and the venues themselves), and create a tremendous spillover benefit in economic impact on hospitality, retail, and transportation sectors in the vicinity. One of the defining features of Toronto's music landscape is that live music venues are tightly clustered Downtown. Live music venues are part of the "other 9-5" or nighttime economy

of the city, drawing local residents and visitors into the core, with positive spin-offs for local restaurants, retail, hotels, and associated industries such as fashion, communications, public relations, publishing and media.

As residential uses Downtown are expected to intensify over the next 25 years, there is a real concern that live music venues in Toronto will be pushed out of Downtown due to rising land values, gentrification, and competition from the non-music sectors for space. As a music city, it is important for Toronto to bring forward policies that encourage the retention of existing live music venues within Downtown.



The Rivoli: A Downtown live music venue (Source: City of Toronto)

Within Downtown two of the most used City-owned assets by the film sector are streets and sidewalks. Approximately 80% of Toronto's \$1.55 billion location film production takes place in a tight grid between Queen Street, Jarvis Street, Front Street and Bathurst Street. Access to streets and sidewalks for location film production is a vital piece of infrastructure for the film industry that employs more than 30,000 people in the city.

Policy Directions

I2: Encourage the retention of existing live music venues Downtown.

I3: Recognize and accommodate the film sector's creative needs Downtown.



(Left) Four Seasons Centre for the Performing Arts – Audience (Credit: Chris Hutcheson) (Right) TIFF Bell Lightbox atrium and master control (Credit: Sam Santos/WireImage for TIFF)

Downtown is a regional and national hub of cultural activity. To support Toronto's vibrant cultural scene, TOcore will undertake Cultural Areas mapping, which is intended to identify the clustering of cultural industries, live

music venues, and important film streets within Downtown and recommend policies to aid in the retention and expansion of the culture sector.

Policy Direction

I4: Develop a new map that identifies Cultural Areas within Downtown.



PANAMANIA Live @ Nathan Phillips Square. 2015. Credit: Soul Motivators)

Official Plan Section 2.2.1. contains policies to enhance the entertainment districts found Downtown as important regional and tourism destinations. The Toronto Music Strategy: Supporting and Growing the City's Music Sector was produced for the City of Toronto by the Toronto Music Advisory Council and provides additional direction for the growth and development of the city's music sector. The Music Strategy reflects a strong desire from the general public as well as the music community to use City of Toronto parks as performance spaces. The use of spaces such as Nathan Phillips Square, Yonge Dundas Square and David Pecaut Square for live music and other cultural events such as North by Northeast, PanAm and TIFF have illustrated that these public parks and squares act as an

important draw for the local community and bring residents from across the city and tourists into the core.

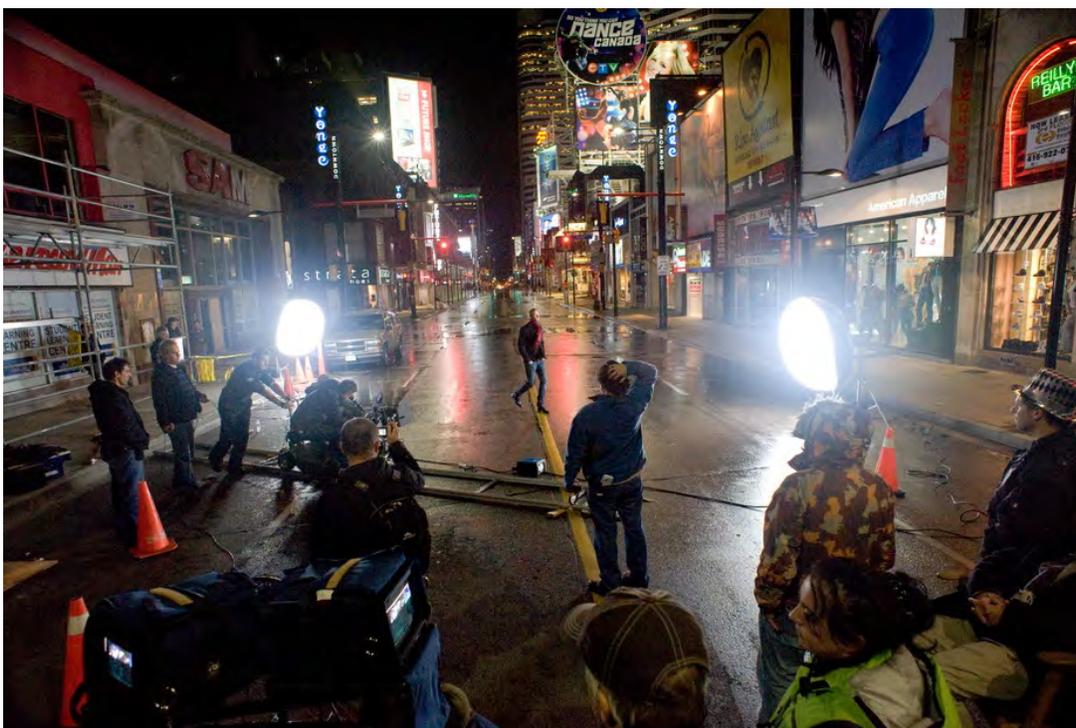
To support Toronto's creative industries, the film, music and tourism sectors require access to parking spaces to house equipment, props, costumes, and spaces for dressing, hair and make-up and food services, to load and unload their music gear, and to drop off and pick up visitors to the city. As development and population has increased, conflicts between various user needs have arisen. Further consultation will assist in identifying areas and zones within the Downtown that would benefit from curbside management strategies.

Policy Direction

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.

Policy Direction

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.



Location filming on Toronto streets (Credit: Jerry Abramovicz)

Aligned Initiatives

- John Street Cultural Corridor
- Bloor Street Cultural Corridor
- The Toronto Music Strategy
- Curbside Management Strategy
- Creative Spaces Retention Strategy



J. Towards a Resilient Downtown

Our climate is changing. The City expects hotter, drier summers with more heat waves; warmer and milder winters; and fewer, but much more intense, summer rainfall events. These changes will affect how we design buildings, landscapes, infrastructure and the public realm to be resilient to new weather patterns. The City's Climate Change Action Plan (2007) outlines the City's response to climate change including a target to reduce greenhouse gas emissions by 80% by 2050. Planning for a liveable, competitive Downtown requires us to minimize emissions and build a resilient core that can withstand extreme weather and power outages.

While these challenges are city-wide issues, Downtown, due to its built form and density, age of infrastructure, rapid growth and constrained electricity supply, is particularly vulnerable. For example, electricity demand Downtown is increasing twice as fast as in the rest of the city. With limited opportunities for new supply (i.e. building new transmission lines into the core), and existing infrastructure that cannot be easily upgraded, Downtown is facing an "electricity crunch." Downtown's tall buildings and rising population densities will lead to increased vulnerability to power outage, given that area-wide outages can affect a large number of people within a small area and may require significant public resources to address. Major new supply infrastructure is unlikely given spatial

limitations and therefore, reducing demand and addressing vulnerability will require integrated energy solutions for new and existing buildings.

Toronto does have success stories. The City has the largest lake-source cooling system in the world. Deep lake water cooling reduces electricity use by 90% and it avoids 79,000 tonnes of greenhouse gas emissions which is the equivalent of taking 15,000 cars off the road. The City's green roof by-law has seen over 150 green roofs built Downtown and compliance with the Toronto Green Standard takes the equivalent of 10,000 cars off the road per year. These are successes we can build on for future climate action.

Growth and intensification provides the city with unique opportunities to improve resilience for residents and businesses in the core. The energy and resilience policies in the Downtown Secondary Plan, accompanied by an Energy Strategy, will be essential to the continued success of Toronto's Downtown.

Downtown Resiliency

Overland flooding can be an issue when a large amount of rain falls within a short time period. Green infrastructure (permeable paving, bioswales, green roofs, trees, green spaces) can assist with the absorption and detention of some of that rainfall, mitigating the impacts of flooding. Toronto Water is currently developing

‘Green Streets Technical Guidelines’ to identify best practices for installing green infrastructure. It is proposed that new development be encouraged to include green infrastructure and that the public realm be designed to meet the Green Streets Technical Guidelines where appropriate.

Policy Direction

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.

Recent severe weather events coupled with power outages have raised concerns about the resiliency of Downtown. Residents living in high rise buildings who rely on electricity for water supply, heating, cooling and ventilation, and elevator use are particularly vulnerable. The current building code requires generators to supply emergency power for 2 hours. It

is proposed that new multi-unit developments be encouraged to provide back-up power for at least 72 hours. The City has identified best practices for powering essential loads beyond life safety in the report ‘Minimum Back-up Power Guidelines for Multi-Unit Residential Buildings’ in order to increase resilience to area wide power outages.

Policy Direction

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.

A key part of resilience is the biodiversity of the landscape – the parks, public realm, trees, green roofs, community gardens, hydro corridors, cemeteries and backyards found within a geographic area. Greater species diversity enhances ecological health and resilience. Identifying opportunities to create new habitat and utilizing a variety of species in plantings

Downtown will help ensure resilience, longevity and the successful functioning of green spaces. Improvements to natural areas in major parks in the Don Valley, ravines and the waterfront will enhance the habitat value of these areas and strengthen their natural ability to absorb and convey floodwaters while cooling and cleaning the air and water.



Green Roof at City Hall (Source: City of Toronto)

Policy Direction

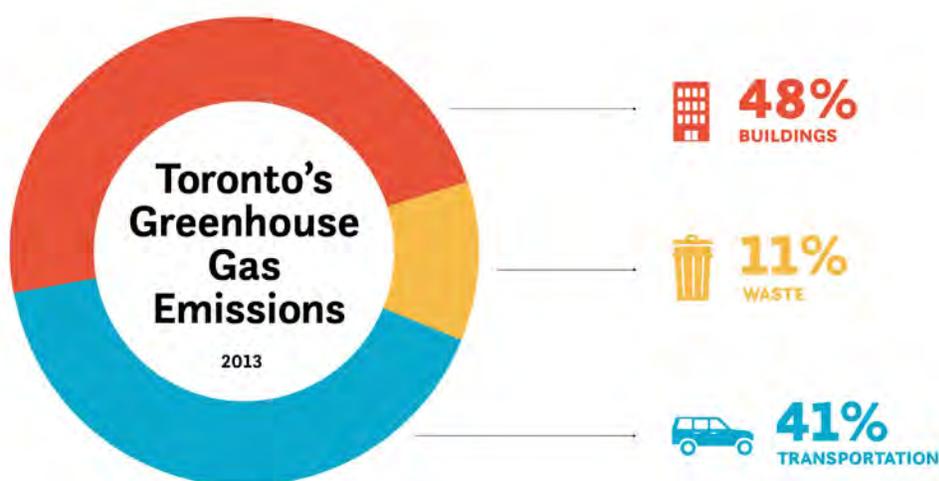
J3: Encourage new development to enhance biodiversity through planting varieties of species and creating habitats at grade and on rooftops.

Towards a Low Carbon Downtown

In the 2007 Climate Change Action Plan, Toronto set a greenhouse gas (GHG) emission reduction target of 30% over 1990 levels by 2020 and 80% by 2050. Getting to the 2020 target is the subject of the November 2016 report to Council entitled ‘Transform TO’. Achieving this target requires innovative approaches to energy supply while minimizing emissions. Identifying opportunities to capture waste energy from existing municipal infrastructure sources such as sewers and water supply and power stations for transit is a creative way to increase energy capacity without increasing GHG emissions.

Distributing low carbon energy or other renewable energy through small scale district energy systems will produce additional efficiency while reducing GHG emissions. District energy systems also provide the ability to switch to new fuel sources over time

to displace natural gas. This is significantly more challenging and expensive in individual buildings. There is an opportunity to facilitate this by encouraging new development be designed to be district energy-ready, as identified in the City’s new “District Energy-Ready Design Guidelines”. District energy-ready means: the ability to supply thermal energy from ground level; adequate space in a building’s mechanical room for a future energy transfer station; an easement between the mechanical room and the property line to allow for thermal piping; two-way pipes to carry thermal energy from the district energy network to a future energy transfer station; a hydronic heating system that allows for the reduction of pipe sizes and associated valves and fittings; and appropriate thermal energy metering.

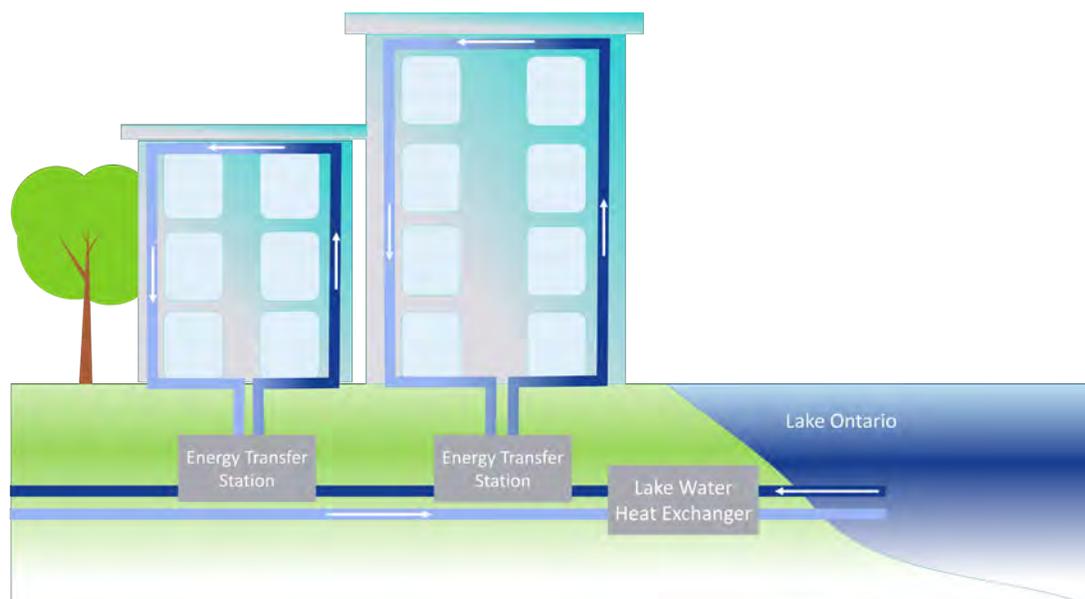


Downtown is currently facing an ‘electricity crunch’ with increased demand resulting from growth in the core and a constrained supply scenario. The 2015 Integrated Regional Resource Plan (Independent Electricity Operators and Toronto Hydro) estimates that Central Toronto’s electricity system, which includes Downtown, is expected to reach its capacity to supply growth as early as the mid-2020s. Anticipated additional transit infrastructure, more electric vehicles, and predictions for increased heat waves (see 2011 ‘Toronto’s Future Weather and Climate Driver Study’) will place even more demand on the electricity system, especially during peak times.

Investments in new energy infrastructure (such as the Port Lands Energy Centre and Copeland Transformer Station), conservation and demand management requirements (such as the Toronto Green Standard) and local distributed generation projects (such as solar panels and combined heat and power) have provided some relief. The Deep Lake Water Cooling System has been particularly successful through its use of cold Lake Ontario water to cool 60 Downtown buildings but is at

capacity. It is proposed that the Deep Lake Water Cooling system and other district energy systems be expanded in the future to help reduce electricity demand.

There is also the opportunity for new buildings to be designed to be as energy efficient as possible with net zero emissions and energy use using technology, building materials, and building positioning among others. City Planning is currently developing a ‘Getting to Zero Emission Building Plan’ anticipated in the spring of 2017, which will identify new building performance requirements and strategies for Version 3.0 of the Toronto Green Standard (TGS). The new Official Plan environmental policies require an Energy Strategy as part of a complete application for large developments and the Strategy includes requirements to identify how the development might achieve net zero on both an emissions and energy basis.



Deep Water Cooling (Source: City of Toronto)

Policy Directions

J4: Identify opportunities for low-carbon energy capture/recovery/sharing from infrastructure sources such as sewers and power stations for transit.

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.

Aligned Initiatives

- TransformTO: Climate action for a healthy, equitable and prosperous Toronto
- Energy Reporting and Benchmarking Initiative
- Green Streets Technical Guidelines: Green Infrastructure Standards for the Public Right of Way
- Central Toronto Integrated Regional Resource Plan



K. Supplying Water

Downtown is serviced by a complex system of underground infrastructure including watermains and sewers. The infrastructure, at the time of installation, was designed to accommodate the anticipated population. Given that the Downtown population has the potential to reach 475,000 residents by 2041, and growth in employment will also continue, an updated assessment of the existing water infrastructure is required to assess if it can accommodate this growth. Any requirements for additional or upgraded infrastructure will need to be planned for and constructed in alignment with the continued growth.

Infrastructure Under Stress

The pace and magnitude of growth that is occurring Downtown is consuming the capacity of the system faster than projected and in some cases placing unanticipated stress on the water system due to the increased height and density of many of the proposed developments. Symptoms of this stress have been felt recently by residents, experiencing water pressure problems. Developments in the service area of the Scott St. Sewer Pumping Station have also been under a focused assessment to determine how to best allocate the remaining capacity or be subject to a Holding By-law until additional capacity is available. Ground water has also become an issue for new developments Downtown which will require appropriate management.

The incremental increases in density that are occurring Downtown, and the design of infrastructure in conjunction with development proposals on a site-by-site basis, does not comprehensively address capacity issues within the sewer catchment areas that service Downtown. It is essential to more closely relate population growth with the ability to upgrade the water infrastructure to accommodate future population growth. A water infrastructure assessment will help manage growth and allow infrastructure capacity to be shared proportionately, to ensure the City's infrastructure keeps pace with the long-term growth Downtown.

Existing Infrastructure Reviews

The completion of the assessments described below is expected to identify what existing infrastructure will need upgrading in order to support the potential population growth Downtown. The upgrades will then be considered for implementation and coordination through a variety of means including: planning controls such as the use of a

Holding Zoning By-law to ensure that growth is commensurate with the provision of the necessary infrastructure; identification of capital investments through the Toronto Water Capital Works Program; improvements to the infrastructure implemented by affected developers (when appropriate); or a combination of all three.



Watermain Replacement (Source: City of Toronto)

Consolidation & Update of Existing Sewer Hydraulic Models

The wastewater system throughout Downtown is highly complex and consists of combined and sanitary sewers, which convey wastewater flows to the Ashbridges Bay Treatment Plant. The area is also serviced by storm sewers that collect and convey stormwater from road surfaces and properties to nearby watercourses and Lake Ontario.

There are three large trunk sewers that traverse the area from west to east that are known as the Low Level Interceptor, the High Level Interceptor, and the Mid-Toronto Interceptor. These

three trunk sewers receive wastewater flows from local sewers and convey these flows to the Ashbridges Bay Wastewater Treatment Plant.

A consolidated hydraulic model for sanitary and combined sewers has been completed. The hydraulic model is currently being used to determine if the existing sanitary and combined sewers can accommodate Downtown future population growth to 2041 based on the City's sewer design criteria. Results should be available in 2017, which will inform if there is a need for upgrades to accommodate future population growth.

The Waterfront Sanitary Servicing Master Plan (WSSMP)

Toronto Water is undertaking an update of the WSSMP to determine if the City's sewer infrastructure and pumping stations (e.g. Scott Street Pumping Station) along the City's waterfront can accommodate growth to 2041. Completion of the WSSMP Update

is expected in 2017 and recommended infrastructure upgrades to service proposed development along the City's waterfront will be considered for future inclusion in Toronto Water's Capital Works Program.



Water Infrastructure (Source: City of Toronto)

The Water Distribution Study for Pressure Districts 1, 1W & 2

A functional and calibrated hydraulic model for watermains has been completed and includes coverage of the Downtown. The model has been used to confirm the performance of the existing watermains to accommodate existing population. Results of the modelling are under review by the consultant and it is expected that recommendations to mitigate any deficiencies under existing conditions should be available in late 2016.

The hydraulic model is also being used to determine if any existing watermains need to be upgraded to support Downtown's future population growth. Recommendations for upgrades are anticipated to be available before the end of this year and any upgrades identified will be considered as future projects in the Toronto Water Capital Works Program.

Stormwater Management

Work has continued through 2016 to update the Wet Weather Flow Management Guidelines (WWFMG), which outline stormwater management requirements for new development. There are plans to roll-out an interim update of the WWFMG by the end of 2016.



Corktown Commons Park (Source: City of Toronto)

Groundwater

A review of groundwater impacts on City sewer capacity is underway. A groundwater technical working team has been established and includes affected stakeholders including the development sector. The team is looking

into long-term alternative solutions to manage the impacts of groundwater in a feasible and sustainable way and incorporate requirements into the Development Review process.

Basement Flooding Protection

Toronto Water is undertaking Basement Flooding Protection Environmental Assessment (EA) studies across the City on a priority basis, as part of the multi-year City-wide Basement Flooding Protection Program. The TCore study area includes three EA study areas from north to south - Area No. 44, Area No. 42, and Area No. 62 respectively.

Basement flooding EA studies for these three areas are planned to commence in 2017 and will follow the Municipal Class Environmental Assessment process. The studies will incorporate a hydraulic model to test the existing sewer system under the City's enhanced service standards,

under a 2041 population projection scenario, and under both dry and wet weather conditions.

Basement flooding studies normally require up to three years to complete. Due to the complexities of the sewer system throughout the Downtown that do not exist elsewhere in the City, basement flooding studies for Area No. 44, Area No. 42, and Area No. 62 are estimated to take up to four years to complete. The studies will determine the extent of any flooding problems that involve the sanitary sewer, combined sewer, and/or storm drainage systems and will recommend infrastructure improvements to reduce future flooding.

Aligned Initiatives

- Toronto Water capital budget process and capital works program
- Wet Weather Flow Master Plan, Management Policies & Management Guidelines
- Basement Flooding Protection Environmental Assessment (EA)

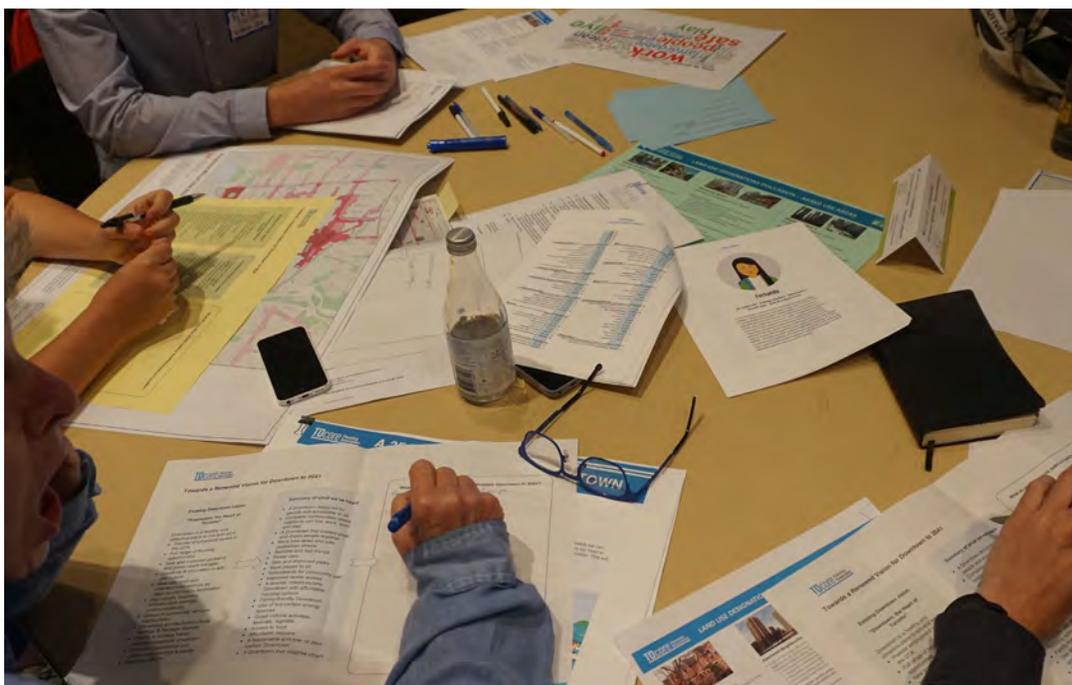


Making It Happen

The planning issues associated with the redevelopment of land Downtown goes beyond the basic consideration of appropriate built form, land use, compatibility, site planning, how much parking to provide, and unit design. The planning issues include matters that are necessary to support that particular development, as well as the consideration of appropriate infrastructure, amenities, and services in the local community within which the development is to be located. These can include, for example, the green space system, community services and facilities, the bikeway network, arts and cultural facilities, the public transit system, and other aspects of the public

realm. Connecting the provision of infrastructure with the anticipated growth of residents and workers Downtown is critical to the continued liveability of Downtown Toronto.

The implementation of the Downtown Secondary Plan will include policy directions, implementation strategies, and the use of various planning tools. Some of the tools that will be used to implement the Downtown Secondary Plan are discussed on the following pages. They address both the physical and social, economic, and environmental impacts of managing growth and change.



TOcore workshop (Source: Swerhun Facilitation)

Growth-Oriented Funding Tools

A range of “growth-oriented” funding tools are available that leverage the value of development activity to fund necessary supporting infrastructure investments, such as cash-in-lieu of parkland dedication (“Section 42”) funds, Section 37 benefits, and Development Charges.

Section 42

Section 42 of the Planning Act is a planning tool for acquiring new parkland as a condition for approving a development application and provides for either the conveyance of land or cash-in-lieu payment for the purpose of acquiring and developing park land or other public recreation facilities. A cash-in-lieu payment is based on the value of the land that would have otherwise been conveyed and is collected by the City at building permit issuance. In accordance with Section 42, the Toronto Municipal Code requires that a higher “alternative rate” be applied for the calculation of cash-in-lieu dedications in parkland priority areas such as Downtown Toronto. The

incremental revenue (i.e. above the base five percent dedication) collected through the alternative rate is allocated to the local area of the development.

As part of the TOcore work, the City is examining how its alternative rate policies can be enhanced to better address parkland needs in high growth areas, such as the Downtown. For example, the potential creation of a Downtown specific alternative rate policy is being studied as part of a broader review of Section 42. This will involve assessing the opportunity to enhance the incremental revenues collected through the alternative rate provision.



TOcore Expo June 2016 (Source: City of Toronto)

Section 37/45(9)

Section 37 of the Planning Act is a tool that many developers and community members are familiar with. This tool provides for the voluntary provision of community benefits by a landowner in return for additional height and/or density. Section 5.1.1.6 of the Official Plan identifies the types of capital facilities and/or cash contributions toward specific capital facilities that can be secured by this tool. As part of TOcore, the Secondary Plan will identify Downtown-wide and area-specific Section 37 policies. For example, within the Downtown we are seeking to make the provision of affordable housing the first priority for Section 37 contributions.

Development Charges

Development charges (DCs) are imposed on land development and redevelopment projects to help pay for capital costs or infrastructure that is needed to service new development. In Toronto, DCs help pay for growth-related capital costs for the following municipal services: the Spadina subway extension; transit; roads and related infrastructure; water; sanitary sewers; storm water management; parks and recreation; libraries; subsidized housing; police; fire; emergency medical services; development-related studies; civic improvements; child care; health; and pedestrian infrastructure.

DC revenues may be used to partially fund the growth-related share of eligible project costs and various projects throughout the Downtown. Although Toronto has historically adopted a city-wide charge, it may be appropriate to consider an area-specific DC in Downtown to support various city building initiatives within it. An analysis of the advantages and disadvantages of this approach in the context of the TOcore study will be undertaken. The infrastructure strategies that are being prepared as part of the TOcore study will inform future background studies for the Development Charges By-law.

Other Planning Tools

The City's Official Plan contains a number of approved policies related to the use of various Planning Act tools, which may be used and expanded upon as part of the TOcore study.

Holding By-Laws

Under the Planning Act, Council can pass a "holding" Zoning By-law that places an "H" symbol over the zoning and identifies the conditions that must be met before the "H" symbol is removed and the lands can be developed. There are instances where the intended use and zoning is known for lands but development should not take place until specific facilities are in place or conditions are met. For example, these instances may include the requirement for soil remediation of contaminated sites, the provision of flood proofing, the construction of a road, the provision of key community facilities, or the requirement of a transportation study.

Holding By-laws have traditionally been used in a master planned context, but as part of the TOcore Secondary Plan the City will examine using Holding Provisions within an urban infill context. It will likely become more common in the future to see Zoning By-laws passed with an "H" in order to more directly tie population and employment growth to the required infrastructure growth necessary to maintain liveability.

Community Improvement Plans

The Community Improvement provisions of the Planning Act give the City a range of tools to actively stimulate revitalization and address deficiencies in an area designated as a Community Improvement Project (CIP) Area. Plans would be prepared setting out the planning issues needing to be addressed (e.g. the adequacy of infrastructure) and provide direction on specific strategies to achieve targeted outcomes (e.g. public private partnerships). As part of the TOcore study, there may be an opportunity to define a Community Improvement Project Area and identify the needs for that area. For example, to address parkland needs within the Downtown, a CIP Project Area could be used to encourage the consolidation of parkland from different development applications and/or leveraging public-private partnerships.

Implementation Strategies

Implementation strategies will be developed to ensure the effective implementation of the Downtown Secondary Plan. They will assist in grounding the Secondary Plan’s policies and vision and bring balance to decision making to ensure priorities are addressed over the life of the Plan. They provide more detailed guidance and precision about implementation that cannot be captured in the Secondary Plan itself and are able to respond to changing circumstances and priorities over time. The outcomes of the implementation will be checked on a regular basis using ongoing monitoring strategies, metrics, and targets which will form an integral part of the Plan.

Parks and Public Realm Strategy

The Parks and Public Realm Strategy will include an implementation plan, some elements of which will be included within the Secondary Plan. The Plan will guide the City in its public realm initiatives, inform parks acquisition and improvement strategies and will provide clear direction for capital investment priorities in streets, parks, open spaces,

and within the development approvals process. An accompanying Implementation Strategy will focus on the prioritization and sequencing of “big moves”, identification of “quick starts”, and the identification of partnership opportunities.



Public Space Public Life Study – Spring 2017 (Source: Public Work)

Public Space Public Life Studies

As part of the Parks and Public Realm work, the City is undertaking a Public Space Public Life Study. The deliverable of this study will be a set of local and people-centric metrics that can be used to measure and monitor public life. The purpose of the metrics is three-fold: to establish a baseline assessment of public life; and to provide design recommendations for improvements to public space; and to prioritize capital investment. Within the Downtown, the City will use these metrics to measure and monitor public spaces at regular intervals, and they will be used to respond to changing circumstances and priorities related to the City's parks and public realm over time.

Downtown Transportation Strategy

The Downtown Transportation Strategy (supporting the PPR Plan) will prioritize walking, cycling, surface transit, and essential access and will identify networks and other improvements to address movement, connectivity, and accessibility.

Community Services and Facilities Strategy

The Community Services and Facilities Strategy and Implementation Plan will identify future facility and space needs and priorities by sector and geography to respond to growth in the Downtown. Aligned opportunities will be recommended for implementation based on an understanding of the capital planning and budgeting processes for City partner divisions and School and Library Boards. The Strategy and Implementation Plan will also include innovative approaches and ideas to achieve the provision of CS&F based on stakeholder engagement with each sector, along with recommended planning policies and implementation approaches.

Office, Institutional & Cultural Industries Strategy

This Strategy will provide guidance on options to support future office growth Downtown, protect institutional expansion, balance local-serving and destination retail, and support the viability of the film and live music industries Downtown.

Downtown Energy Strategy

The Energy Strategy will address electricity demand, reduction of greenhouse gas emissions, opportunities for local energy solutions, and resilience to power outages.

Long Term Capital Plans

The Downtown Secondary Plan pursues a strong city building agenda that will require investments to maintain liveability and strengthen the delivery of municipal services in the Downtown. Long Term Capital Plans will forecast future expense pressures and revenue performance, and outline a series of principles and directions to guide the development of new strategies to manage expenses and revenue over multiple years.

Financial Strategy

Connecting the provision of infrastructure with the anticipated growth of residents and workers Downtown is critical to the continued liveability of Downtown Toronto. Ensuring that there is appropriate funding for the required infrastructure is essential. An inter-divisional staff team will work to review the six emerging infrastructure strategies and assessments and identify infrastructure funding solutions. To be considered are innovative funding ideas, including but not limited to appropriate opportunities for donations and sponsorships as well as grant funding from other orders of government, depending on the scale and complexity of the project.



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TOcore is an inter-divisional project made possible through the contributions and partnerships of the following Divisions:

City Planning (lead)
Parks, Forestry & Recreation
Economic Development & Culture
Transportation Services
Environment and Energy
Toronto Water
Children's Services
Shelter Support & Housing Administration
Toronto Employment & Social Services
Social Development, Finance & Administration
Toronto Public Health
Real Estate Services
Corporate Finance
Financial Planning

Agencies, Boards and Commissions involved in TOcore include:

Toronto Public Library
Toronto Transit Commission
Toronto Parking Authority
Toronto District School Board
Toronto Catholic District School Board