

Proposed Downtown Plan

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1. How to Read this Plan

- 1.1. The policies of the Downtown Plan (the "Plan") apply to the area shown on Map 1.
- 1.2. The policies of this Plan must be read together. For any individual policy to be properly understood, the Plan must be read as a whole.
- 1.3. Text within the shaded boxes forms the policies of the Plan. Text without shading provides the context and intent for the policies.
- 1.4. The Official Plan policies, and Secondary Plans and/or Site and Area Specific Policies that fall within the boundary of the Downtown Plan must be read together with this Downtown Plan.
- 1.5. In the case of conflict, any policy contained within a Secondary Plan or Site and Area Specific Policy located completely or partially within the Downtown boundaries will take precedence over the policies and maps of the Downtown Plan.

2. Vision

In 2041, Downtown Toronto is the thriving, connected heart of a successful and prosperous city region. It is a place where Torontonians of all ages, incomes and abilities can live, work, learn and play, and where strong community ties make residents feel connected to one another and to the city beyond.

Downtown is a place of great opportunity, a reflection of its status as a global hub of finance, commerce, innovation and creativity. Its employment base and status as the home of so many world-renowned cultural, health and educational institutions help to make it the economic driver for the city, region and country.

Downtown is liveable and residents enjoy a high quality of life and health. A range of housing options accommodate the needs of singles and families of diverse economic circumstances, who enjoy access to a varied and extensive system of parks and public spaces that act as their outdoor living rooms.

These parks and public spaces bring people together and accommodate a range of activities year round. They include some of the world's most innovative parks, with some occupying underutilized areas such as under freeways and over rail corridors. Spectacular waterfront parks line Downtown's beautiful blue edge and the waterfront is better connected to the rest of Downtown.

Community facilities such as schools, recreation centres, libraries and child care centres support and nourish residents of all ages. Programs and additional facilities support vulnerable people, while new approaches to shelters and affordable housing have made strides in ensuring housing stability for all Torontonians.

Most people get around by foot or by bike, making the most of generous sidewalk space and a comprehensive network of bike lanes, or they use one of the reliable surface transit options that make it possible for so many to live without a car.

In 2041, new buildings contribute zero greenhouse gas emissions and reduce demand on electricity infrastructure by making use of expanded deep lake water cooling and other new low-carbon thermal energy networks. A new focus on resiliency means Downtown is stronger and healthier than ever before and better able to address the stresses of an unpredictable climate. Reliable and cost-effective networks of water, waste water and storm water infrastructure serve Downtown.

Downtown Toronto's cultural scene reflects the diversity of the world's most multicultural city in its large and small cultural institutions. It is a vibrant, 24-hour place, with a rich live music scene and nightlife. Varied and interesting streetscapes feature iconic architecture, layered on centuries of development, and an abundance of shops, restaurants and cafés that promote public life.

Festivals abound and public art features prominently in the public realm. It is a place sure of itself and of its future that respects and celebrates its cultural and built form heritage including Toronto's rich and layered history as the traditional territory of the Mississaugas of the New Credit First Nation, the Haudenasaunee, the Huron-Wendat and home to many diverse Indigenous peoples.

In 2041, Downtown is a place that all Torontonians and Ontarians are proud of.

3. Goals

Complete Communities

Toronto's high quality of life and economic opportunities have made it one of the fastest growing cities in North America, and nowhere is this more evident than in Downtown's rising skyline and crowded sidewalks. Downtown is the most prominent location for residential and non-residential development activity in the city. This intensity of development must be balanced with an equivalent investment in the physical and social infrastructure required to keep the heart of our city strong, liveable and healthy.

Toronto is a city of neighbourhoods and Downtown's vertical communities are no exception. This means planning for and securing the elements essential to building *complete communities* as growth occurs. It also means shaping built form in a way that respects the existing context and maintains and improves liveability for residents, workers and visitors in all forms of development. This Plan requires new development be closely integrated with the delivery of this new infrastructure, while ensuring Downtown remains inclusive, accessible and affordable for people of all ages, incomes and abilities.

SIDE BAR: *Complete Communities*

Complete communities provide opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, supporting quality of life and human health. *Complete communities* include access to an appropriate mix of jobs, local stores and services, a full range of housing choices, transportation options and infrastructure.

SIDE BAR: Infrastructure

For the purposes of this Plan, infrastructure includes:

1. Physical Infrastructure – means physical structures (facilities and corridors) that form the foundation for development. Infrastructure includes: sewage and water systems, stormwater management systems, waste management systems, electricity generation facilities, electricity transmission and distribution systems, communications/telecommunications, transit and transportation corridors and facilities, and associated facilities. ("Infrastructure" as defined by the Provincial Policy Statement, 2014)
2. Social Infrastructure – means land, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, and cultural services. ("Public service facilities" as defined by the Provincial Policy Statement, 2014)
3. Green Infrastructure – means natural and human-made elements that provide ecological and hydrological functions and processes. Green infrastructure can include components such as natural heritage features and systems, parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces, and green roofs. ("Green infrastructure" as defined by the Provincial Policy Statement, 2014)

- 3.1. Growth will be accompanied by the physical and social infrastructure required to support *complete communities* and the health of residents, workers and visitors.
- 3.2. All neighbourhoods will have walkable access to the complete range of elements that support *complete communities*.

- 3.3. New buildings will fit within their existing and planned context, improve the public realm, create a comfortable microclimate, transition between differing scales of development and provide indoor and outdoor amenities for both residents and workers.
- 3.4. Public spaces will be diverse, accessible, flexible, dynamic and safe, supporting year-round public life and setting the stage for daily social interaction and community building.
- 3.5. Downtown will be inclusive and affordable, with a range of housing that meets the requirements of a diverse population with varying needs, including supportive services for vulnerable populations.

Connectivity

The transportation system within Downtown should form a well-connected and integrated network that provides a range of safe and sustainable travel choices – walking, cycling and surface transit – to improve mobility and accessibility and reduce dependence on the private automobile. Downtown's regional and global accessibility is fundamental to its economic success. The Downtown's two existing subway lines, GO Transit and Union Station allow a significant number of workers and visitors to move into and out of Downtown every day. The rail link to Toronto Pearson Airport and the pedestrian tunnel to Billy Bishop Toronto City Airport make inter-city air connections fast and convenient. Planned rapid transit investments in the Relief Line and Regional Express Rail will support further growth Downtown and in nearby shoulder areas such as Liberty Village and the future Unilever Employment Precinct.

Sustainable transportation choices will be supported by prioritizing finite road space for walking, cycling and surface transit, while accommodating the needs of emergency vehicles. An improved and expanded public realm will accompany a growing Downtown population, an expanding workforce and an increasing number of visitors. The development of a connected and expanded system of parks and high-quality public spaces that encourage public life will be essential for liveability as Downtown grows.

- 3.6. Downtown will continue to be Canada's corporate capital and the region's largest and most accessible employment and institutional centre. Union Station and an expanded subway system will provide unparalleled access to skilled labour and linkages to Billy Bishop Toronto City Airport and Toronto Pearson Airport will contribute to national and international connectivity.
- 3.7. Downtown will be less dependent on the private automobile. More space within the street network will be allocated to sustainable modes of transportation, prioritizing high-quality, accessible and safe networks for pedestrians, cycling and surface transit.
- 3.8. A connected public realm with an expanded system of parks and open spaces linked together by a fine-grain network of streets, laneways, mid-block connections and pathways will provide the foundation for health, liveability and public life as Downtown grows.

Prosperity

Toronto's Downtown connects Canada to the global economy. Its financial, business services and creative industries, while integrated with global city networks, are economic sectors that rely on

spatial clustering and the opportunities for face-to-face contact that Downtown affords. The cluster of hospitals, medical research facilities, universities and innovation centres similarly thrive in this concentrated and highly connected environment. Achieving a balance between residential and job growth is essential to a prosperous economic future for Toronto.

The retention of affordable, cultural space Downtown is important to maintain and enhance the creative clusters that help position Toronto as a leading and globally competitive creative capital. Downtown attracts tourists from around the world and visitors from within the region who explore the city and take part in a variety of cultural, culinary, entertainment and sport experiences. Maintaining and growing Toronto's global competitiveness depends on keeping these sectors centrally clustered, with access to space to grow and thrive and a quality of life that attracts talent.

- 3.9. Downtown will project a competitive image of Toronto to the world as an attractive place to live, work, learn, play, invest and visit.
- 3.10. Downtown will continue to be an economic driver for the city, region and province, with non-residential uses prioritized in an expanded Financial District and a new Health Sciences District to allow for long-term employment growth.
- 3.11. Toronto will be positioned as a global leader in arts and culture. The Downtown will support a thriving cultural scene through the retention and expansion of spaces for *culture sector* employment and will foster live music and the film industry.

Resiliency

Our climate is changing and this will have a significant impact on Toronto. The increasing frequency of intense storm events raises the risk of flooding and power outages. Residents in taller buildings are more vulnerable due to their reliance on the power grid for water supply, elevators, security, heating, cooling and ventilation. Planning for a 21st century Downtown requires a reduction in electricity demand, a minimization of emissions and new strategies to design and build a resilient core that can withstand extreme weather and power outages.

Growth and intensification provides the city with opportunities to improve resilience and sustainability for residents and businesses. With limited opportunities for new electricity supply (i.e. building new transmission lines into the core), reducing demand will require integrated energy solutions for new and existing buildings such as expansion of Toronto's successful deep lake water cooling system, combined heat and power, and on-site renewable energy sources. Water and wastewater infrastructure will need to become more efficient, supported by strategies for energy and water conservation and water demand management.

- 3.12. Downtown will be stronger and healthier, leveraging green infrastructure opportunities to improve air quality, absorb stormwater, minimize the urban heat island and expand biodiversity.
- 3.13. Downtown will be more resilient to changing weather patterns, with improved back-up power systems in tall residential buildings helping residents withstand extreme weather events and area-wide power outages.
- 3.14. Downtown will contribute to the achievement of the City's energy and emissions targets through development that is zero-emission ready and minimizes electricity demand by

connecting to the deep lake water cooling system and new low-carbon thermal energy networks.

- 3.15. The quality of water along the shoreline will be improved through reductions of direct and indirect wastewater and storm water discharges to the lake.

SIDE BAR: Low-Carbon Thermal Energy Networks

A thermal energy network or district energy system distributes energy for heating or cooling multiple buildings at the block or neighbourhood scale. It consists of a heating and cooling centre, and a network of pipes connecting buildings. A low-carbon thermal network can use natural gas efficiently to begin with, but it also provides the platform for integration of large-scale renewable energy sources over time. Examples include solar thermal, sewer heat, biogas, lake water, biomass and ground-source heat. Low-carbon thermal networks connected to energy efficient buildings are the key ingredients for net-zero development.

Responsibility

The pattern of growth Downtown is predominantly infill on increasingly smaller land parcels. Small sites afford far fewer on-site opportunities to address the full range of physical and social infrastructure to ensure *complete communities*. The need to comprehensively plan in an infill context, where the City and its partners in the development industry and in the community work together to take collective responsibility for city building, is the new reality for development Downtown.

- 3.16. Strong partnerships and communication between the City, the development industry and an array of community-based organizations will provide the basis for implementation of this Plan with a collective understanding and responsibility for building a liveable Downtown.
- 3.17. The predominance of small development sites Downtown will require coordination and collaboration between property owners to achieve *complete communities* and the other goals of this Plan.
- 3.18. Greater expectations will be placed on developments of greater intensity. Developments that generate significant populations of residents and workers will provide the required infrastructure to ensure that they contribute to the improved liveability of their neighbourhood.

4. Directing Growth

The Province's Growth Plan for the Greater Golden Horseshoe (2017) identifies a Downtown Toronto Urban Growth Centre. Urban Growth Centres are planned as focal areas for investment in region-wide public services and infrastructure. They are the hubs of the regional transportation network, serve as high-density major employment centres, and are intended to accommodate a significant share of the population and employment growth. The Downtown Plan identifies areas within this Urban Growth Centre to be the focus for accommodating growth and for investment in infrastructure and public service facilities, in alignment with the objectives of the Growth Plan.

The Official Plan directs growth to certain areas of the city. Downtown is an area expected to absorb growth; however, not all areas of the Downtown are intended to experience the same levels or intensity of growth. The character and diversity of Downtown neighbourhoods must be respected as the city grows. Within certain areas, little intensification is anticipated to occur, while in others only a low- or mid-rise scale of development that responds to local character may be appropriate. In areas of higher intensity, it is imperative that we achieve greater certainty around growth patterns to enable the City to plan, fund and build or secure the corresponding levels of needed social and physical infrastructure.

- 4.1. Map 2 shows the areas of focus for growth for Downtown Toronto.
- 4.2. Downtown's areas of focus for growth are defined by those areas designated *Mixed Use Areas 1, Mixed Use Areas 2, Mixed Use Areas 3, Regeneration Areas* and *Institutional Areas*.
- 4.3. Not all areas within Downtown will experience the same levels of intensification. The intensity of growth will be determined by the policies of the Official Plan, this Downtown Plan and other applicable Secondary Plans and Site and Area Specific Policies.
- 4.4. *Neighbourhoods, Apartment Neighbourhoods, Mixed Use Areas 4, and Utility Corridors* are not targeted for intensification.

5. Linking Growth and Infrastructure to Ensure *Complete Communities*

It is necessary to consider the existing and planned context of the area when evaluating new development. This includes built form and open space patterns, availability of community services and facilities and infrastructure, and considering how the proposed development will reshape and appropriately respond to the surrounding area. Consideration of all these elements, both on-site and within the surrounding area, will ensure that developments contribute to *complete communities*.

- 5.1. Development will be designed to provide for the creation of *complete communities*.
- 5.2. Development will be evaluated based on the availability and provision of infrastructure relative to the number of people it will generate to ensure the creation of *complete communities*.
- 5.3. Development within *Mixed Use Areas 1, Mixed Use Areas 2* and *Mixed Use Areas 3*, and *Regeneration Areas* will be required to submit a *Complete Community Assessment* that addresses how the development will achieve the goals of *complete communities* within the existing and planned context of the area.
- 5.4. The area included in the *Complete Community Assessment* will include at a minimum, the site and block in which the development is located, as well as all of the surrounding blocks. A larger area of assessment may be required where the intensity of the development is greater than the planned context.
- 5.5. When a *Complete Community Assessment* demonstrates that development, or the cumulative impact of more than one development, will occur at a scale, intensity, or character not anticipated by the Official Plan, the City may determine that a Site and Area Specific Policy or other study is necessary. Where it has been determined that further study is necessary, the Site and Area Specific Policy or other study will be prepared by the City prior to any site-specific recommendations to Council.

SIDE BAR: *Complete Community Assessment*

A *Complete Community Assessment* provides an understanding of the subject site while demonstrating how coordinated and incremental development will occur in the larger area. By showing the proposed development in relation to surrounding conditions and character, while evaluating opportunities and constraints, the City will be able to ensure that the development will have positive impacts within the existing and planned context of the area. The *Complete Community Assessment* will be included as part of the Planning Rationale submitted as part of a complete application.

6. Shaping Built Form

A growing Downtown will be defined by its mix of old and new buildings that together reflect its history and potential. Downtown will be a place where new buildings are shaped, scaled and designed to maintain and enhance liveability, while providing opportunities for growth in a manner that is contextually appropriate. New buildings will fit with the existing and planned context, contribute to high-quality spaces within the public realm that surrounds them, and provide equally high-quality spaces within the buildings themselves.

Liveability of the built environment cannot be defined by a single element, but is created by the amalgam of many elements. In the context of built form, liveability is defined as the creation of a positive physical outcome of the built environment, supported by the principles of comfort, vibrancy, diversity, safety and beauty. With the overall goal of liveability, built form policies will respond to these principles:

- **Comfort:** Buildings will be designed to create spaces that ensure comfortable micro-climatic conditions in the spaces around buildings and within them, by protecting access to sunlight, creating sunny streets and spaces, reduction and mitigation of wind, provision of privacy, openness between buildings and the creation of human-scaled streetscapes.
- **Vibrancy:** The spaces between buildings will be interesting and attractive and contribute to a Downtown that is pleasant, walkable and provides opportunities for a variety of experiences. This will be achieved in large part by ensuring that buildings, in particular the base and lower floors of buildings, contribute to an enhanced, animated and expanded public realm designed to improve the pedestrian experience.
- **Diversity:** Downtown is comprised of many built form types and scales that express the character of different neighbourhoods. This diversity will be sustained through the design of buildings that have a variety of scales and form, and that respect and reinforce their existing and planned contexts.
- **Safety:** The quality and character of the public realm is directly influenced by adjacent buildings. Buildings should contribute to spaces for people that are clearly legible and safe.
- **Beauty:** The Official Plan identifies "Beauty" as one of the four principles of a successful Toronto – "*All successful cities astonish with their human-made and natural beauty. People choose to live and businesses choose to invest in beautiful cities.*" Development Downtown should exhibit the highest standards of design excellence, materiality, heritage conservation and beauty.

Growth Downtown will continue to be accommodated in a variety of building types and scales while maintaining and enhancing liveability and contextual fit. However, mid-rise and tall buildings will be the prevailing form of growth Downtown. These buildings must be recognized as vertical communities that are part of a larger existing and planned context. To ensure the creation of *complete communities*, development must contribute the necessary amenities and infrastructure to serve residents and employees as well as the broader community.

There are many factors that will shape and influence building type and scale of development, including the existing and planned context, land use designations, area character, shadow impacts, fit and transition to different land uses and different scales of development, special factors such as hospital helicopter flight paths, important view corridors, heritage buildings and special character areas such as Heritage Conservation Districts.

The built form policies will be applied on an area-wide basis to address potential negative impacts associated with intensification, including shadowing, and reduced access to sky-views, light and

privacy. These policies will ensure that new development fits within the planned context, provides appropriate transitions to adjacent buildings and spaces, respects the scale and proportion of adjacent streets and contributes positively to its surroundings.

- 6.1. Liveability is supported by the principles of comfort, vibrancy, diversity, safety and beauty. These principles can be achieved by minimizing uncomfortable wind conditions and providing access to sunlight, natural light, openness and sky-view, expanded public realm, privacy, high-quality amenity spaces and heritage conservation.
- 6.2. Development will:
 - 6.2.1. enhance the liveability of the building's surroundings and its interior spaces;
 - 6.2.2. demonstrate design excellence of the building and the surrounding public realm;
 - 6.2.3. demonstrate a high standard of heritage conservation; and
 - 6.2.4. include high-quality, durable materials and innovative, sustainable and resilient building practices.

Physical Determinants of Intensity and Scale

Downtown's built form is diverse in height, scale, massing, age and typology and varies street by street, block by block and neighbourhood by neighbourhood. This diversity is one of the defining features of Downtown's landscape. In *Mixed Use Areas 1* and *Mixed Use Areas 2, Institutional and Regeneration Areas*, where growth is anticipated and directed, development has been primarily in the form of mid-rise and tall buildings. These vertical communities can make a positive contribution to the built environment and the public realm when they are appropriately sited, massed and designed to suit their unique site characteristics.

- 6.3. The siting, massing, height and design of a building on one site will not necessarily be a precedent for development on an adjacent or nearby site.
- 6.4. Tall buildings will not be permitted on:
 - 6.4.1. sites that have a planned context that does not contemplate tall buildings;
 - 6.4.2. sites within *Neighbourhoods, Mixed Use Areas 3* and *Mixed Use Areas 4*; and
 - 6.4.3. sites adjacent to *Parks and Open Space Areas, Neighbourhoods, Mixed Use Areas 3* and *Mixed Use Areas 4* where the size of the site limits the ability to achieve transition to these open space and/or lower scale areas.
- 6.5. Tall buildings will generally have floorplates no larger than 750 square metres, unless for institutional and commercial uses and where it can be demonstrated to the satisfaction of the City that the impacts of a larger floorplate can be sufficiently mitigated and that the increase in intensity of the development is appropriate.

SIDE BAR: Tower Separation Distance

Developments must meet the purpose and intent of separation distances contained within OPA 352. Tall buildings come with opportunities to improve the liveability of the Downtown; however, not every site in the Downtown can accommodate a tall building. Not all sites are large enough to accommodate a tall building that fits with the existing and/or planned context and provides sufficient setbacks to ensure adequate light, sky view and privacy. Land assembly may be required in order to create a site large enough to accommodate a tall building. Tall buildings proposed on sites that are

too small can detract from building strong, liveable and healthy communities Downtown, which is one of the primary goals in the Provincial Policy Statement's vision for Ontario's land use planning system.

Improving the Public Realm

Development must enhance the quality of the public realm, define its edges and support its use, improve the attractiveness of adjacent streets, parks and open spaces, and fit with and improve the character of the surrounding area. An improved and expanded public realm will be encouraged through all development, particularly in areas with high pedestrian volumes. The base or lower floors of buildings are the main interface between the public and private realms, where pedestrians experience the building. Careful consideration will be given to this relationship through building siting, massing and design.

- 6.6. Base buildings will be designed to:
 - 6.6.1. fit harmoniously within the context of neighbouring streetwall heights;
 - 6.6.2. respect the scale and proportion of adjacent streets, parks and open spaces;
 - 6.6.3. respect the height, scale and built form character of the existing context of both streets on corner lots;
 - 6.6.4. animate adjacent streets, parks and open spaces by providing active uses at grade;
 - 6.6.5. allow for a minimum of 3 hours of sunlight on the opposite sidewalk between March 21st and September 21st; and
 - 6.6.6. fit with its neighbouring buildings through design, articulation and use of the ground floor.
- 6.7. Development will provide a transition in the base building height down to adjacent lower-scale planned context.
- 6.8. Development on sites that include or are adjacent to heritage properties will include base buildings that respect and reinforce the streetwall height, articulation, proportion, materiality and alignment established by the historic context.

In much of Downtown, sidewalks are narrow and crowded with minimal space for pedestrian amenities. An expanded public realm is necessary to provide for the comfort and safety of all users. Some of the greatest opportunities to expand the public realm are along the street frontage. Setting buildings back at-grade to expand the boulevard increases the space between buildings, improves access to sunlight and sky-view and provides transition from private to public space. It also allows for improvements such as increased space for pedestrians; the ability to plant street trees; the opportunity to provide pedestrian weather protection; gathering spaces that are landscaped, well lit, and furnished; and other landscaping and amenities. Where conditions allow, spaces for seating, sidewalk cafes, marketing areas and other gathering places should be provided. These spaces improve pedestrian mobility and encourage gathering and public life.

- 6.9. Development will contribute to an improved and expanded public realm by providing setbacks from the property lines adjacent to streets to provide space and clearways for anticipated pedestrian volumes and a range of pedestrian amenities, including but not limited to: widened sidewalks and walkways; street trees and other landscaping; street furniture; landscaped open space; patios; retail displays; transit shelters; and pedestrian weather protection.

- 6.10. Development in *Mixed Use Areas 1, Mixed Use Areas 2, Mixed Use Areas 3, Regeneration Areas, Institutional Areas* and *Apartment Neighbourhoods* will include setbacks that will:
- 6.10.1. be publicly-accessible;
 - 6.10.2. provide adequate depth to allow for optimal tree planting and landscaping conditions;
 - 6.10.3. be designed to allow for access to utilities or other below-grade services; and
 - 6.10.4. be unencumbered.
- 6.11. Development in *Mixed Use Areas 1, Mixed Use Areas 2, Mixed Use Areas 3, Regeneration Areas, Institutional Areas* and *Apartment Neighbourhoods* will be set back from any property line adjacent to a street to achieve at least 6 metres measured from the curb to building face.
- 6.12. To ensure a continuous streetwall, the City may reduce the 6 metre setback requirement where:
- 6.12.1. a strong, legible, historic character of street-oriented buildings exists;
 - 6.12.2. a property on the Heritage Register exists; or
 - 6.12.3. the prevailing pattern of buildings consists of narrow frontages with little or no setbacks.
- 6.13. More than 6 metres from curb to building face may be required of development in *Mixed Use Areas 1, Mixed Use Areas 2, Mixed Use Areas 3, Regenerations Areas, Institutional Areas* and *Apartment Neighbourhoods* where:
- 6.13.1. high pedestrian volumes exist or are expected;
 - 6.13.2. the population generated by the development requires additional space for pedestrian circulation and access;
 - 6.13.3. a defining character of the street includes a larger setback;
 - 6.13.4. development is located on a corner site;
 - 6.13.5. there is a need to improve access to or space for public transit and transit users;
 - 6.13.6. there are opportunities for additional pedestrian amenities such as forecourts, landscaped setbacks, playgrounds, gardens or POPS; or
 - 6.13.7. development is of an institutional use.

Privately Owned Publicly-Accessible Spaces (POPS)

Privately Owned Publicly-Accessible Spaces (POPS) are spaces that the public are invited to use, but remain privately owned and maintained. They are an important part of the city's public realm network that supplement but do not replace the need for public parks and open spaces. POPS may take the form of a mid-block connection, courtyard, forecourt, garden or other type of open space. POPS can play an important role in supplementing and connecting the city's public realm network, particularly in a dense urban fabric. For POPS to be effective, it is important that they are planned and designed within a broad context that identifies their relationship and contribution to the existing and planned parks and open space system. POPS are not the "left-over" spaces on a site. They must be located and designed to be accessible and visible while serving the local population as part of a larger network.

- 6.14. POPS approved as part of a development will not be in lieu of parkland dedication.
- 6.15. POPS provide opportunities for expanding the public realm by creating open spaces and connecting existing or planned streets, parks and open spaces. POPS provided through development will:
- 6.15.1. be publicly accessible;
 - 6.15.2. be designed for users of all ages and abilities;
 - 6.15.3. be sited in highly visible locations and designed to serve the local population;

- 6.15.4. be sited and designed to be seamlessly integrated and connected into the broader public realm;
- 6.15.5. include new trees, seating and landscaping where possible;
- 6.15.6. prioritize child-specific elements if not located within 500 metres of a playground;
- 6.15.7. include the City's POPS signage identifying the space as being publicly-accessible; and
- 6.15.8. be informed by the City's Urban Design Guidelines for Privately Owned Publicly-Accessible Space.

Creating a Comfortable Microclimate

Comfort in the public realm and other outdoor spaces where people gather is crucial to promoting liveability and utility of these spaces by ensuring thermal comfort. Access to sunlight supports pedestrian activity and other active transportation modes, encourages civic life in the public realm and can extend the seasonal period of comfortable conditions, particularly in the spring and fall. Sunlight not only contributes to people's health and well-being but also helps trees and other landscaping flourish. Preserving sunlight in the public realm is an important element of liveability particularly Downtown where there is a high volume and intensity of people using streets, parks and open spaces.

The siting, massing, height and design of a building will dictate how shadows are cast on its surroundings, including other buildings. In parts of Downtown where there are numerous tall buildings, many in close proximity to one another, there is a cumulative impact on sunlight from these buildings. This cumulative impact needs to be understood and considered in the review of all development.

The reduction and mitigation of uncomfortable wind conditions also contributes to enhancing the safety, comfort and utility of the public realm. Similar to the cumulative impacts from buildings on shadows, the wind impact from numerous developments will be considered and mitigated where necessary.

- 6.16. Development will make best efforts to the satisfaction of the City to minimize shadows to preserve the utility of sidewalks, parks, open spaces, school yards and buildings, child care centres, playgrounds, institutional open spaces, private open spaces, outdoor amenity spaces and POPS.
- 6.17. Development will not cast net-new shadow as measured from March 21st to September 21st from 10:18 a.m. – 4:18 p.m. on Parks and Open Spaces indicated on Map 3, as amended from time to time.
- 6.18. Development will not cast net-new shadow as measured from March 21st to September 21st from 10:18 a.m. – 4:18 p.m. on all school yards.
- 6.19. Development will make best efforts to ensure that any resulting shadow on surrounding streets, except for those within *Mixed Use Areas 1* and *Mixed Use Areas 2*, maintains a minimum of 3 hours of sunlight on streets.
- 6.20. Buildings will be sited, massed and designed to reduce and mitigate wind impacts on the public realm, including streets and sidewalks, parks and open spaces and privately owned publicly-accessible spaces. Pedestrian-level wind conditions should be suitable for sitting and standing, with higher standards applied to parks and open spaces and Priority Retail Streets.

- 6.21. Development will maintain and enhance micro-climatic conditions for people on adjacent streets and sidewalks, parks and open spaces by minimizing shadow and uncomfortable wind conditions. This may be achieved by:
- 6.21.1. reducing the footprint of tall building elements;
 - 6.21.2. reducing the overall height and scale of buildings;
 - 6.21.3. re-orienting and/or setting back tall building elements on the site;
 - 6.21.4. increasing the space between tall building elements; and
 - 6.21.5. increasing the street proportion by setting back the base of buildings.

SIDE BAR: Net-New Shadow

Net new shadow means shadow cast by a proposed development in excess of the shadow already cast by existing buildings and structures as well as buildings and structures permitted by existing in-force Zoning By-laws.

SIDE BAR: Best Efforts

Where the policies of this Plan state that "development will make best efforts" to minimize or not cast any net-new shadow, this is intended to mean that recognized planning tools and performance standards have been employed to analyze and mitigate the impact of development on creating shadow to the satisfaction of the City, through the review of sun-shadow studies, massing studies, building orientation and location studies and floorplate size analysis. The sun-shadow study analysis should include specific time periods and seasons during which it has been determined that shadowing should be avoided, where they are not explicitly stated in the above policies.

SIDE BAR: Sunlight in Parks & Open Spaces

In the Toronto climate, sun access is especially important in the shoulder seasons of spring and fall when radiation from the sun is capable of compensating for cooler air temperatures. The City's development review process therefore evaluates base shadow testing on the spring and fall equinoxes. Ideally, these parks and open spaces would have optimum climatic conditions for human comfort and utility, and providing access to sun and minimizing winds can help achieve this.

Parks and open spaces with specific protection are identified on Map 3, and should be subject to no net-new shadow as measured between March 21st to September 21st from 10:18 a.m. – 4:18 p.m.

Some shadow sensitive spaces may require more extensive shadow protection and will be detailed in Site and Area Specific Policies or Secondary Plans.

Transition in Scale

Transition between areas and buildings of differing scales is an important principle of the Official Plan. Transition means that buildings should adopt some of the characteristics of the existing and planned

context without necessarily replicating the form or design precisely. It allows for buildings of disparate heights, scale, type and use to have adjacencies yet still be perceived harmoniously from street level, and contribute to the overall context and quality of the streetscape. Transition in scale minimizes the impact of large-scale developments on low- and mid-rise developments and heritage properties, and maintains access to light, views and privacy. Methods for creating transition between buildings, and between buildings and the public realm, include setbacks, step-backs, separation distances and angular planes.

Downtown includes many built form scales and types, with singles, semis, townhouses, walk-up and mid-rise apartments, mixed use mid-rise buildings and tall buildings. In some areas there is a consistent pattern and scale, while in other areas, there is a mix of building types and scale, even within a single block. Each of these areas has its own distinct character, which is to be respected by ensuring that the massing of new development responds to adjacent buildings and areas. Downtown has seen many tall buildings constructed over the last several decades, and with increasing numbers of tall buildings, there is a greater need to ensure that these buildings provide transition to each other and to other scales and forms of development.

- 6.22. Development will provide built form transition to create a more liveable environment both in the public realm and in the buildings themselves, while defining and distinguishing areas of different character, intensity and planned contexts.
- 6.23. Transition in scale can be achieved by geometric relationships and design methods in different combinations including angular planes, stepping height limits, location and orientation of the building, the use of setbacks and step-backs of building mass.
- 6.24. Development will be required to demonstrate transition in scale when:
 - 6.24.1. development is of a greater intensity and scale than the adjacent and surrounding planned built form context;
 - 6.24.2. development is adjacent to lands that have a planned context that does not anticipate tall buildings, including but not limited to *Neighbourhoods*, *Mixed Use Areas 3* and *Mixed Use Areas 4*;
 - 6.24.3. development is adjacent to a property on the Heritage Register or a Heritage Conservation District; and/or
 - 6.24.4. development is adjacent to existing or planned parks and/or open spaces.
- 6.25. The larger the difference in scale of development the greater the need for transition.
- 6.26. Built form adjacencies will require transition to the planned context as follows:
 - 6.26.1. Tall to low-rise: through the application of a separation distance, stepping down of heights and an angular plane, informed by the Tall Building Design Guidelines;
 - 6.26.2. Tall to mid-rise: through the application of a separation distance and noticeable stepping down of height; and
 - 6.26.3. Tall to tall: through the application of a separation distance and through orientation of the tower portions of the building.
- 6.27. Transition between development and adjacent streets, parks or open spaces will provide access to sunlight and sky-views as well as establish a human scale. Development will achieve transition as follows:
 - 6.27.1. Tall buildings to parks/streets: through generous setbacks and step-backs; and
 - 6.27.2. Mid-rise buildings to parks/streets: through setbacks, step-backs and angular planes, informed by the Avenues and Mid-Rise Buildings Study.
- 6.28. Development will accommodate transition within the development site.

Mid-Rise Buildings

Mid-rise scale of development provides intensification Downtown by contributing to liveable and vibrant main streets while protecting the stability and integrity of adjacent neighbourhoods. The scale of mid-rise buildings recognizes the unique connection to surrounding neighbourhoods through a development form that is moderate in scale and provides sensitive built form transition to adjacent buildings and to the street.

6.29. In *Mixed Use Areas 3*, mid-rise development will:

- 6.29.1. have heights generally equivalent to the width of the right-of-way that it fronts onto;
- 6.29.2. be designed to generally provide for a minimum of 5 hours of sunlight onto the street that it fronts onto between March 21st and September 21st, by providing a 45-degree angular plane from a height equivalent to 80% of the right-of-way width;
- 6.29.3. be generally setback a minimum of 7.5 metres from the rear property line when adjacent to *Neighbourhoods* and *Parks and Open Space Areas*;
- 6.29.4. be generally within a 45-degree angular plane taken from a height of 10.5 metres above the rear setback line. Where a public laneway abuts a site, the public laneway may be included for the purposes of establishing setbacks and angular planes; and
- 6.29.5. be informed by the Performance Standards contained within the Avenues and Mid-Rise Building Study for all other aspects of the development not described in this Plan.

Skyline

The Downtown skyline is part of Toronto's identity and is a well-known image that represents "Toronto" around the world. The skyline is an ensemble of buildings composed of individual background buildings that generally reflect the hierarchy and alignment of the Downtown street grid. Downtown also includes some landmark buildings which can easily be identified within the skyline because of their distinguishing features such as height, distinct forms and sculpted tops. New tall buildings will be reviewed to understand their fit and contribution to the Downtown skyline.

6.30. Tall building proposals must demonstrate how the proposal fits and contributes positively within the ensemble of the skyline.

Helicopter Flight Paths

Some of Toronto's hospitals have specialties that draw patients from across Ontario. In emergency situations, patients are flown into Downtown heliports at the Hospital for Sick Children and St. Michael's Hospital. The flight paths to these hospital heliports are to be protected.

6.31. Development will be sited and massed to protect the flight paths to hospital heliports.

6.32. Development in proximity to the helicopter flight paths may be required to include mitigation measures to address potential impacts, such as noise and/or vibration from helicopters.

Amenity Space

Outdoor amenity spaces in mid-rise and tall buildings provide the equivalent of the back yards and front yards abundant in Toronto's low-rise residential areas. These spaces support the liveability of Downtown's vertical communities and ensure that the needs of residents and workers are addressed. Indoor amenity spaces must provide facilities suitable for a diversity of residents, including seniors and families with children and/or pets, providing extended living spaces for gathering and community building. As the space per worker ratio decreases there is also a need to ensure new non-residential development provides workers with on-site amenities.

6.33. Amenity space will be:

- 6.33.1. located at or above grade;
- 6.33.2. located in highly visible and accessible locations for users;
- 6.33.3. designed and built with high-quality and durable materials; and
- 6.33.4. designed to provide programming that responds to a variety of users of all ages and abilities, including but not limited to seniors and children.

6.34. Development will ensure that outdoor amenity spaces will be sited and designed to:

- 6.34.1. maximize sky-views and sunlight in the space;
- 6.34.2. ensure wind conditions that are suitable for comfortably sitting and standing;
- 6.34.3. include trees and other landscaping; and
- 6.34.4. promote use in all seasons.

6.35. Indoor amenity space will be provided in appropriately scaled rooms, one of which must be directly adjacent and connected to the outdoor amenity space.

6.36. Indoor amenity spaces should have access to daylight by being located in suitable locations within the building and by including glazing.

6.37. Development that includes residential units will be encouraged to include pet amenity areas that include facilities for the disposal of pet waste.

6.38. Non-residential development will be encouraged to provide high-quality and well-designed indoor and outdoor amenity space.

7. Expanding, Enhancing and Connecting Parks and Public Realm

Toronto's streets, parks and accessible open spaces are among the city's greatest assets and are essential to the quality of life that Torontonians enjoy. Downtown's proximity to natural features, such as Lake Ontario and the shoreline, the Toronto Islands, the Don River and Rosedale Valley, offers a unique experience to residents and visitors within the urban core.

Downtown's parks, squares and streets are some of the most iconic, beloved and heavily used destinations in the city. These public spaces set the stage for daily social interaction and act as the canvas on which public life occurs. The social bonds created in these spaces are fundamental to the city's identity and the liveability of Downtown.

The variety of parks and open spaces provide unique experiences and offer a range of necessary functions. Easy and equitable access to quality public space for recreation, passive use, active transportation, and nature promotes mental and physical health and contributes to social cohesion. Downtown is becoming a more dense urban environment, and improved and expanded public spaces must address the needs of an increasing intensity of residents, workers, students and visitors.

SIDE BAR: Role of Parks

Parks are essential to making Toronto an attractive place to live, work, and visit. Toronto's parks offer a broad range of outdoor leisure and recreation opportunities, transportation routes, and places for residents to interact with nature, and with one another. Parks also provide important economic benefits: they attract tourists and businesses, and help to build a healthy workforce. They provide shade, produce oxygen, and store stormwater. Parks are necessary elements for healthy individuals, communities, and natural habitat. (Toronto Parks Plan)

7.1. The provision of parkland is an essential element of *complete communities*. New parkland will be provided to support and be concurrent with growth.

7.2. Expansions and improvements to the public realm system will be accessible, inclusive and welcoming to all people who live, work and visit Downtown.

SIDE BAR: The Public Realm

The public realm is comprised of areas that are publicly accessible and includes: streets, parks, open spaces, laneways, squares, schoolyards, POPS, the waterfront promenade, ravines and paths.

Parkland Provision for High Growth Areas

Downtown has one of the lowest rates of parkland per person in the city and more parkland is required to meet current and future demand. "Land first" will be prioritized Downtown as an approach to maximize opportunities for new parkland through the development process. Where an on-site parkland dedication is not suitable, off-site dedication will be pursued as a way to secure new parkland that is large enough to provide a full range of park functions and experiences. This provides the flexibility to enlarge existing parks and provide new larger parks in optimal locations.

7.3. The amount, distribution, quality and diversity of parks and open spaces will be improved by:

- 7.3.1. providing land for new parks in all areas of Downtown;
 - 7.3.2. pursuing opportunities that arise from development to secure land for new parks, improve and expand existing parks and improve public realm connections between existing and planned parks and open spaces;
 - 7.3.3. maximizing the perimeter street frontage of parks to increase prominence, accessibility and visibility;
 - 7.3.4. creating a fine-grained pedestrian network that offers multiple mobility choices through mid-block connections linking various elements of the public realm;
 - 7.3.5. preserving schoolyards; and
 - 7.3.6. establishing partnerships with public agencies, boards and commissions and private property owners to secure public access to open spaces to supplement the public realm network.
- 7.4. A parkland dedication rate of 0.4 hectares per 300 units will be applied to proposals for residential development and for the residential portion of mixed use developments. *(Note: This policy is still under development. Ongoing work as part of the City-Wide Parkland Strategy will inform the policy approach, the outcome of which may include a change to the alternative rate for parkland dedication and cash-in-lieu for residential development in the Downtown.)*
 - 7.5. A cash-in-lieu for parkland rate of 0.4 hectares per 300 units will be applied to proposals for residential development and for the residential portion of mixed use developments. *(Note: This policy is still under development. Ongoing work as part of the City-Wide Parkland Strategy will inform the policy approach, the outcome of which may include a change to the alternative rate for parkland dedication and cash-in-lieu for residential development in the Downtown.)*
 - 7.6. Development is required to prioritize dedication of land to the City to meet parkland dedication requirements. As part of any development, parkland provision will be required in the following priority:
 - 7.6.1. on-site;
 - 7.6.2. off-site;
 - 7.6.3. cash-in-lieu.
 - 7.7. Parkland dedication that is immediately adjacent to an existing park or within a location that adds to the system of parks and open spaces and implements the Downtown Parks and Public Realm Plan will be prioritized.
 - 7.8. Parkland dedication will achieve parks that are programmable and have a functional size and shape.
 - 7.9. The City will prioritize parkland acquisition in areas where there is growth pressure on the parks system.
 - 7.10. Any payment of cash-in-lieu of land to be conveyed through the alternative rate provision in excess of 5 per cent of the site area will be used to implement parkland acquisition and improvements serving the Downtown.
 - 7.11. Parkland dedication from more than one development, assembled to create one larger park, will be encouraged.
 - 7.12. Where a new park is created by assembling the parkland dedication requirements from more than one development, the total amount of parkland dedication may be reduced at the City's discretion, as an incentive to create a larger park. The remaining parkland dedication obligation may be required as cash-in-lieu.
 - 7.13. For off-site dedications, legal and real estate fees may be credited at the City's discretion; however, base park, remediation and demolition costs shall not be included in any credits.
 - 7.14. Off-site parkland dedications, secured in advance of the issuance of a building permit, may be considered as satisfying the parkland dedication requirements for the development.

SIDE BAR: *Planning Act* Parkland Provisions

Section 42 of the *Planning Act* contains required conveyances for park or other public recreational purposes on lands proposed for development or redevelopment. The rate is 2% for any commercial or industrial development or redevelopment and 5% for residential development or redevelopment. The *Planning Act* also sets an alternative rate of 1 hectare of parkland for each 300 dwelling units and, in the case of cash-in-lieu, a rate of 1 hectare for each 500 dwelling units. City Council can specify a lesser alternative rate in the By-law.

The Downtown Parks and Public Realm Plan

The Downtown Parks and Public Realm Plan (the “PPR Plan”) sets out a bold and compelling vision for parks, open spaces and streets, proposing a framework of strategies to re-imagine, transform and grow the public realm, ensuring a legacy for future generations. The PPR Plan will guide the development of an expanded, improved, connected and accessible system of high-quality open spaces for people and healthier, diverse natural systems. It will create stronger connections to the green space that surrounds Downtown, unlocking the potential to expand and improve access to the parks and open space network. It will reinforce visual and physical connections and improve active transportation within and beyond the Downtown.

The PPR Plan identifies priorities that will be achieved incrementally over time by informing investment, acquisition and resource allocation, the City’s capital plan and development review.

7.15. The Downtown Parks and Public Realm Plan will serve as the framework to improve the quality, quantity and connectivity of parks, open spaces and the public realm, and will guide parkland acquisition priorities and the allocation of capital funding.

Core Circle

The topographic features of Toronto including the Lake Ontario shoreline, Toronto Islands, Lake Iroquois escarpment, Lower Don Valley and Rosedale Valley Ravines, and former Garrison Creek, are the natural setting within which Downtown is situated. These natural features are unique to Toronto and fundamental to its identity. Connecting these large natural features creates a continuous and connected circular network around Downtown, builds on Toronto’s strong identity as a “city within a park” and provides opportunities to acknowledge our history and natural setting. The influence of Indigenous peoples and settlers impacted the evolution of many public spaces and this shared history should guide future planning and investment.

Improving access to this network for pedestrians and cyclists will make better use of these invaluable assets. Enhancing the natural character in and along the edges of the Core Circle is encouraged with access and use balanced with the need to sustain the long-term health of these natural systems.

7.16. The Core Circle will be created over time to form a legible circuit of public space that connects existing natural features including the Don River Valley, Toronto Islands, the water's edge parks, the Garrison Creek watershed, the historic Iroquois shoreline and the ravine system. The Core Circle is shown on Map 4.

- 7.17. The Core Circle will be connected with a continuous path and provide users with an immersive natural experience.
- 7.18. Development adjacent to the Core Circle will improve physical and visual access to the Core Circle using stairs, ramps, signage, viewpoints, interpretation elements and bridges, or other appropriate means.
- 7.19. Indigenous culture and history will be celebrated in the Core Circle, implemented through placemaking and other initiatives led by Indigenous communities in partnership with the City and other stakeholders.
- 7.20. Park space in the Don River ravine will be designed and enhanced as ravine parkland to serve local neighbourhood residents, workers, and the city as a whole, and will become an integral part of the Core Circle.
- 7.21. Park space in the Lower Garrison network will be designed to serve local neighbourhood residents, workers, and the city as a whole, and will become an integral part of the Core Circle.

Great Streets

All streets Downtown are important and are expected to be beautiful, comfortable, safe and accessible. Downtown's Great Streets have a diverse character that conveys our public image to the world and sets the stage for festivals, parades and civic life. These streets hold cultural and historical significance, provide connections to the Core Circle, and are significant public places. They are destinations in themselves, lined with landmark buildings, historic fabric and public spaces. Downtown's Great Streets play an important role supporting economic activity and fostering public life.

- 7.22. A network of 12 Great Streets having cultural, historical and civic importance will be prioritized for public realm improvements. These streets connect to the Core Circle and are defined by their existing significance and their potential contribution to the public realm network. The Great Streets are shown on Map 5.
- 7.23. Public realm improvements on the Great Streets will:
 - 7.23.1. reinforce the identity and distinct characteristics of each segment of each street including specific heritage value;
 - 7.23.2. be required to implement the highest standard of design and the highest quality of materials; and
 - 7.23.3. be informed by the Toronto Complete Streets Guidelines.

Portal Parks

Portal Parks are part of the parkland system, are situated on the edge of the Core Circle and are significant in size. Improvements will be made to Portal Parks that offer physical and/or visual access to the Core Circle to create better connections with adjacent natural features and foster an understanding of the city's relationship to its natural setting.

- 7.24. The Portal Parks are Corktown Common, Riverdale Park, Ramsden Park, Jack Layton Ferry Terminal and the St. James Town open spaces.
- 7.25. Physical and visual access to the Core Circle in the Portal Parks may be achieved through stairs, ramps, signage, viewpoints, interpretation elements, bridges and other appropriate means.

7.26. Portal Parks will be designed with an orientation towards both the Core Circle and adjacent neighbourhoods and will be clearly connected to the Great Streets.

Park Districts

A Park District is a cohesive local network of streets, parks and other open spaces centered on one or more community parks that serve surrounding neighbourhoods. Each Park District will have a unique identity with a focus on supporting community life.

7.27. The Park Districts are shown on Map 6.

7.28. The parks, open spaces and streets that form the Park Districts will be:

- 7.28.1. designed to create a legible and distinct identity, or reinforce an existing identity where there is heritage character;
- 7.28.2. connected to form a cohesive network;
- 7.28.3. improved and expanded to support growing communities; and
- 7.28.4. animated through community programming and other means to create vitality and vibrancy in these spaces.

7.29. Park Districts will be connected to cycling and pedestrian networks.

The Queen's Park Precinct and the Civic Precinct

The Queen's Park and Civic Precincts contain a distinct assembly of parks, public spaces and streets, centred on important civic buildings. These Precincts have provincial and city-wide importance, drawing tourists and supporting public gatherings for events such as cultural celebrations and assemblies. These public spaces form part of Toronto's unique identity.

7.30. The Queen's Park and Civic Precincts are shown on Map 7.

7.31. The streets, parks and open spaces within the Queen's Park and the Civic Precincts serve an important civic function and will be:

- 7.31.1. designed to create a clear identity including heritage features;
- 7.31.2. connected to form a cohesive network;
- 7.31.3. designed with a strong focus on the pedestrian realm; and
- 7.31.4. expanded and improved through development and capital investment to increase their public prominence.

The Stitch

Downtown is separated from Lake Ontario by a wide swath of rail lines, the Gardiner Expressway and Lake Shore Boulevard. The Stitch will improve north-south connections across these transportation corridors to the waterfront. It will also improve east-west linkages between Fort York and the Don Valley. This will require an assembly of numerous interventions, some ambitious and long-term such as decking of the rail corridor for parkland purposes and others that are more modest but highly impactful, such as improving pedestrian crossings across Lake Shore Boulevard. Knitting communities and their parks and open spaces together increases accessibility and improves connections to community assets.

7.32. The Stitch is shown on Map 8.

7.33. The Stitch will:

- 7.33.1. increase physical and visual north-south connections for pedestrians and cyclists across the rail corridor and under the Gardiner Expressway;
- 7.33.2. increase and improve east-west connections along the rail corridor and Gardiner Expressway/Lake Shore Boulevard corridor;
- 7.33.3. improve safety, comfort and accessibility for pedestrians crossing and walking along Lake Shore Boulevard;
- 7.33.4. include development of a significant park space over the rail corridor between Bathurst Street and Blue Jays Way to serve the local neighbourhoods, workers and the city as a whole; and
- 7.33.5. include the development of a significant park space under the Gardiner Expressway between Strachan Avenue and Spadina Avenue to serve the local neighbourhoods, workers and the city as a whole.

Around the Bay

Toronto Bay is fundamental to the identity and image of Toronto to the world. Building on the central waterfront revitalization, Around the Bay recognizes the inner harbour as a significant civic space and encircles the bay with a connected and diverse network of places.

The Bay supports a diverse range of functions including commercial shipping, recreation and transportation. Improving access to the water will open up opportunities for improved water-based transportation and increased water-based recreation such as boating, paddle boarding and fishing.

7.34. Around the Bay is shown on Map 9.

7.35. Promotion of water-based recreation and water based-transportation on the Bay will be encouraged by improving access to the water.

7.36. The environmental and ecological primacy of the Toronto Islands will be recognized and protected.

7.37. Access to the Toronto Islands will be improved to support their role as a city-wide park resource. This will be achieved through improvements to ferry service and facilities, and exploration of improved pedestrian and cycling connections.

Objectives for the Planning, Design and Development of Parks and the Public Realm

7.38. The planning, design and development of parks and the public realm will be guided by the following objectives:

7.38.1. support a community-based planning and design process for creating functional, interesting and engaging spaces that are connected, safe, comfortable, multi-functional and accommodate people of all ages and abilities year-round;

7.38.2. celebrate Indigenous history and recognize cultural and natural heritage through place-making, naming, wayfinding, monuments, interpretive features, public art, partnerships and programming;

7.38.3. support and reinforce historic places;

7.38.4. encourage public life through site-specific placemaking that fosters social interaction, including but not limited to seating, landscaping, active uses at grade, way-finding, public art and programming;

7.38.5. provide a variety of active and passive functions;

7.38.6. create a seamless relationship between streets and other elements of the public realm;

7.38.7. identify locations for shared streets where they would increase the connection between public realm elements;

7.38.8. provide pedestrian-friendly connections to parks and open spaces adjacent to Downtown through streetscapes, bridges, trails and bikeways;

7.38.9. design and build with materials that support the intensity of use by residents, workers and visitors;

7.38.10. provide facilities such as public washrooms and drinking water stations where feasible;

7.38.11. accommodate special events, as appropriate; and

7.38.12. encourage pilot projects to demonstrate and assess local benefits, impacts and use patterns of proposed improvements to parks, open spaces and streets.

7.39. Development will provide setbacks from property lines adjacent to a park to allow for access and servicing.

SIDE BAR: Supporting a Diversity of Uses

The parks system must respond to a wide range of demands from active and passive users. Lifelong active living, fitness and active sports need to be encouraged as well as passive recreation and quiet enjoyment. As well as supporting the needs of active and passive users, parks also need to accommodate spaces for natural areas and habitat, tree canopy, community events, urban agriculture and cultural expression.

SIDE BAR: Public Life

Public life is when community life and social interaction happens in public space. Understanding how people behave in and use public spaces, whether they move through the space or stay, can inform improvements to selected parks and other public spaces that encourage people to linger.

SIDE BAR: Shared Streets

Shared Streets are most often found in areas supported by a high level of pedestrian activity. Shared Streets are streets that blend and blur the spaces and zones of the street – sometimes designed without curbs. Different modes share the space together, but pedestrians typically have the highest priority. (Toronto Complete Streets Guidelines, 2017)

SIDE BAR: Special Events

A special event is a sporting, cultural, business or other type of unique activity, occurring for a limited or fixed duration (one-time, annual) and presented to a live audience. It usually occurs on the public realm but sometimes can 'spill over' from private property.

Urban Forest as Infrastructure

Trees contribute to quality of life and human health through improved air and water quality and the provision of shade and are part of the identity and character of our streets, parks and open spaces. Trees in the urban environment are subject to some of the most challenging conditions including constrained soil volumes, compaction of soil and underground services. Street trees also compete for space within the right-of-way. It is critical to strategically plant street trees where they offer the most positive contribution to the character and identity of the public realm and have the greatest ability to thrive and increase the tree canopy. In the warmer months, opportunities for shade will be provided by increasing Downtown's tree canopy, with native and large shade trees along streets and in parks and open spaces.

7.40. The provision of trees to increase the urban forest and enhance the identity, character and comfort of streets, parks and open spaces is required as part of any development.

7.41. Parks, open spaces, streets and POPS will be designed to accommodate the necessary infrastructure that will support the long-term growth of trees, maximizing the opportunity to expand the urban forest.

7.42. Development will maintain existing protected trees and their above- and below-grade growing space, and incorporate these trees into building and landscape designs.

- 7.43. The planting of street trees at the time of road reconstruction will be prioritized.
- 7.44. Strategic tree planting opportunities will be encouraged on publicly owned lands in partnership with other levels of government, institutions, agencies, boards and commissions to enhance and grow the urban forest.

Partnerships

Successful implementation of the PPR Plan will require collaboration with communities, non-profit groups, public agencies, boards and commissions, business improvement areas, the private sector and property owners. These partnerships will expand the parks and public space network, provide communities with a sense of stewardship of local public spaces, and assist the City to respond to local programming needs.

- 7.45. Contributions, improvements, maintenance and enhancements to parks will be encouraged through partnerships, conservancies, sponsorships and philanthropic donors.
- 7.46. Community stewardship of parks and open spaces will be encouraged.
- 7.47. Partnerships and collaboration with Indigenous communities will be encouraged in the planning, design and development of parks and the public realm.
- 7.48. Partnerships with local school boards to provide community access to school grounds and recreation facilities will be encouraged through shared-use agreements.

8. Land Use and Economy

The land use framework promotes a balanced approach to growth, recognizing the importance of Downtown as an economic driver for the city and the region. It defines the appropriate built form scale and mix of uses to reflect the character of the diverse neighbourhoods and districts, while promoting the vitality of *complete communities* and a prosperous economy.

Financial District

The Financial District is Canada's premier business office centre, clustered within walking distance of Union Station. It includes the headquarters for Canada's financial and business services sectors and contains the largest and densest cluster of office workers in Canada. The District is characterized by large, prestige commercial office buildings predominantly occupied by large tenants. Union Station is the transportation center for the region and the end-point for the majority of GO Transit's commuter traffic. The subway system and two of the city's busiest surface transit routes also provide service to the Financial District. This high degree of transit accessibility to the Greater Toronto and Hamilton area workforce has been one of the most important drivers of employment growth in the core of the city. The accessibility benefits of these transit stations are extended to major office buildings through connections to the underground PATH network.

The Provincial Growth Plan for the Greater Golden Horseshoe establishes that Downtown Toronto's office core will continue to be the region's primary centre of international finance and commerce. The Financial District will continue to accommodate future job growth and protect the city's and the province's economic competitiveness, ensuring that future development capacity within walking distance of Union Station be prioritized for non-residential development.

- 8.1. Opportunities to expand non-residential uses within the Financial District will be protected to support the future prosperity of the entire city, the region and the province. The Financial District is shown on Map 10.
- 8.2. Within the Financial District, any approved increase in density, above the existing as-of-right permissions contained within the in-force Zoning By-law, will only contain non-residential gross floor area.
- 8.3. Development in the Financial District will create an interesting, cohesive and activated public realm by:
 - 8.3.1. including retail and commercial service uses at grade; and
 - 8.3.2. protecting and improving the existing pedestrian and open space network.

Bloor-Bay Office Corridor

The Bloor-Bay Office Corridor is an important secondary employment location outside the Financial District. This corridor is highly accessible given its proximity to subway lines and surface transit routes and is critical to Downtown's diverse office market.

- 8.4. The Bloor-Bay Office Corridor is shown on Map 10.

- 8.5. Development within the Bloor-Bay Office Corridor will provide a net gain of office space and non-residential gross floor area.
- 8.6. Required non-residential gross floor area may be provided on another site within the Bloor-Bay Office Corridor, at the City's discretion, provided that the non-residential gross floor area is constructed prior to any residential gross floor area.

King-Spadina and King-Parliament Secondary Plan Areas

The proximity of the King-Spadina and King-Parliament neighbourhoods to the Financial District, their heritage significance, and their adaptable stock of brick and beam and nineteenth-century commercial buildings have made them central to the creative and cultural industry boom in the city, making Downtown unique, competitive and compelling. These neighbourhoods play an important economic role by contributing to the diversity of office and cultural space with many of the workers employed in the information and cultural sectors. Given King-Parliament's location between the Financial District and the planned future Unilever Employment Precinct, combined with anticipated improvements to higher order transit running through both neighbourhoods, the preservation of a balance between non-residential and residential uses and strengthening the existing creative clusters in the area are important outcomes for Downtown.

- 8.7. Development in King-Spadina and King-Parliament will support opportunities to grow the creative and *culture sector* economies.
- 8.8. Development in King-Spadina and King-Parliament will:
 - 8.8.1. replace all existing non-residential gross floor area;
 - 8.8.2. dedicate 50% of the gross floor area above the as-of-right permissions, as contained within the in-force Zoning By-law, to non-residential uses; and
 - 8.8.3. include uses that complement and enhance the creative and *culture sector*.
- 8.9. Required non-residential gross floor area may be provided on another site within the King-Spadina or King-Parliament areas, at the City's discretion, provided that the non-residential gross floor area is constructed prior to any residential gross floor area.

SIDE BAR: Culture Sector

The *culture sector* is comprised of the goods and services produced through creative and artistic activity and the associated occupations and industries in visual arts, crafts, interactive digital media, film, video, written and published works, fashion and design, live performance, music, theatre and dance, sound recording, and key tourism attractions.

Institutional Uses

Institutions play an important role by providing highly specialized functions and services as well as providing employment. The major health, post-secondary education and governmental institutional campuses within Downtown are among the largest employers in the city and attract thousands of

workers, patients, students and visitors, every day. The demand for institutional services is expected to continue to expand and evolve. Downtown institutional uses are clustered in a manner that builds upon a successful synergy with other sectors. To increase levels of service, additional space will be required to accommodate the needs of future growth.

8.10. To safeguard the future of institutional uses and ensure the protection of *Institutional Areas*:

8.10.1. lands designated *Institutional Areas* will only be used for institutional and ancillary uses; and

8.10.2. the redesignation of land from *Institutional Areas* to any other designation, by way of an Official Plan Amendment, or the introduction of a use that is not otherwise allowed in the *Institutional Areas* designation, will be discouraged.

Health Sciences District

A significant number of hospitals, treatment, education, research and related commercial functions are clustered within close walking distance of each other in an area centred on University Avenue. In addition to providing primary healthcare for the growing Downtown residential population, this important concentration of teaching hospitals and research facilities provides critical health services to the regional and provincial populations. These facilities are also the focus of leading edge research that will shape the future of healthcare, while creating economic activity through the commercialization of new discoveries. Much of the space in commercial office buildings within this area is occupied by medical-related businesses and the institutions themselves.

To meet both increased local demands resulting from residential growth and to provide specialized services, expansion of hospitals and related facilities is anticipated. Of all institutional uses, hospitals are in greatest need for geographic proximity as it is difficult to parse off functional elements to satellite locations and the synergy between facilities maximizes their effectiveness. To ensure there is a continuing capacity to meet future demands for local and regional health services, hospitals and related facilities require the ability to expand on-site or on immediately adjacent parcels.

8.11. The Health Sciences District includes a significant number of treatment, education, research and related commercial functions that are clustered within close walking distance of each other.

Opportunities to expand these important non-residential uses, along with the need to be clustered, will be protected. The Health Sciences District is shown on Map 10.

8.12. Within the Health Sciences District, any approved increase in density, above the existing as-of-right permissions contained within the in-force Zoning By-laws, will only contain non-residential gross floor area that supports the growth of the health sciences industry.

8.13. Many buildings within the Health Sciences District are physically connected reflecting their interdependence. Connections that contribute to the District's ability to share resources, facilities and technology will be encouraged.

8.14. The public realm within the Health Sciences District will be expanded and improved to provide amenity for workers, patients, and visitors including: retail and services, places of respite, seating, trees and places to walk.

Post-Secondary Institutions

The university and college campuses Downtown have a regional and national role and serve an important function. The four major institutions (University of Toronto, Ryerson University, OCAD University and George Brown College) accommodate a significant student population and thousands of associated jobs.

The character of each campus varies. The University of Toronto has a large, traditional campus including a number of heritage buildings as well as a connected and valued open space network. Development on this campus will balance institutional growth with sensitivity to the heritage and significant open spaces that define the campus. George Brown College, Ryerson University, and OCAD University have urban campuses, with institutional buildings intermixed with non-university related buildings. To grow, these urban campuses need to compete for land and buildings in the market.

8.15. To support expansion of post-secondary institutions:

- 8.15.1. lands owned by post-secondary institutions not designated *Institutional Areas* will be encouraged to be used primarily for institutional uses, with non-institutional uses being discouraged; and
- 8.15.2. institutional uses, within new mixed use developments located in close proximity to post-secondary campuses, are encouraged.

Mixed Use Areas

Mixed Use Areas achieve a multitude of planning objectives through the provision of residential uses, offices, retail services, hotels, institutions, entertainment, recreation, cultural activities, and parks and open spaces.

The *Mixed Use Areas* will absorb most of the anticipated increase in office, retail, and service employment, as well as the majority of new housing Downtown over the coming decades. As the intensity of development on small, infill sites increases and buildings get taller, more specific land use policies for the *Mixed Use Areas* will ensure that new development occurs in a manner that respects the local existing and planned context. Each area designated as *Mixed Use Areas* has varied characteristics and constraints, and thus, the anticipated scale and intensity of growth and the scale of development will vary based on respect for local context.

Areas where the existing context is low in scale or where a significant concentration of heritage resources, or a Heritage Conservation District exists, requires a modest and measured approach to intensification. Other areas will be developed with buildings of a moderate scale in a mid-rise form. Tall buildings are appropriate within specific areas Downtown and the permitted height, massing, scale and intensity of development will be informed by local character.

8.16. *Mixed Use Areas* are designated on Map 11.

8.17. *Mixed Use Areas* will contain varying scales and/or intensities of development.

8.18. Building heights, massing and scale of development will transition between each of the *Mixed Use Areas*, with the tallest buildings located in *Mixed Use Areas 1* stepping down through *Mixed Use Areas 2* and *Mixed Use Areas 3* to low-scale buildings in *Mixed Use Areas 4*.

8.19. Not all sites can accommodate the maximum scale of development anticipated in each of the *Mixed Use Areas* while also supporting the liveability of the development and the neighbourhood. Development will be required to address specific site characteristics including lot width, depth, location on a block, adjacency to heritage buildings, parks or open spaces, shadow impacts, and other sensitive adjacencies, potentially resulting in a lower scale building.

Mixed Use Areas 1 – Growth

Mixed Use Areas 1 contains areas with the greatest heights and largest proportion of non-residential uses. This designation is generally located along subway lines and within some master planned communities such as the Railway Lands. Intensification will occur in a diverse range of building typologies and scales, one of which is tall buildings that contribute to and enhance liveability. To achieve a mix of uses within buildings, limiting residential dwelling units to floors above the 4th storey provides space for retail at grade with offices above, thereby pushing residential uses higher up in the building which is more appropriate in the areas designated *Mixed Use Areas 1*. Required non-residential space requirements will sustain a mix of uses and support prosperity.

8.20. Development within *Mixed Use Areas 1* will include a diverse range of buildings typologies, including tall buildings, with height, scale and massing dependent on the site characteristics.

8.21. Development within *Mixed Use Areas 1* will achieve:

- 8.21.1. a high proportion of non-residential uses within new mixed use developments; and
- 8.21.2. a diverse range of non-residential uses.

8.22. Development within *Mixed Use Areas 1* will limit residential dwelling units to floors above the 4th storey in any mixed use building.

Mixed Use Areas 2 – Transitional

The existing character and planned context of *Mixed Use Areas 2* forms a transition between the taller buildings anticipated on some sites in *Mixed Use Areas 1* and the predominantly mid-rise character of *Mixed Use Areas 3*. A diverse mix of uses will be required in *Mixed Use Areas 2*, including office uses, residential uses and active ground-floor retail to animate the street.

8.23. Development within *Mixed Use Areas 2* will include a diverse range of building typologies including low-rise, mid-rise and tall buildings. The scale and massing of buildings will respect and reinforce the existing physical character of the neighbourhood, including the prevailing heights, massing, scale, density and building type.

8.24. *Mixed Use Areas 2* are the areas of transition between the low to mid-rise scale of *Mixed Use Areas 3* and higher intensity development anticipated within the *Mixed Use Areas 1*.

8.25. Development in *Mixed Use Areas 2* will achieve a diverse range of uses. Development in close proximity to those areas shown on Map 10 will require a higher proportion of non-residential gross floor area.

Mixed Use Areas 3 – Main Street

The areas contained within *Mixed Use Areas 3* will continue to have a “main street” character, including a diversity of uses such as retail, services, restaurants and small shops at-grade with residential and some commercial uses above. These areas are generally along surface transit corridors, often contain a large number of heritage buildings and are mostly adjacent to Downtown’s low-rise neighbourhoods. Many people associate *Mixed Use Areas 3* with the villages and neighbourhoods that make up and serve the local Downtown communities. The existing and planned context will include buildings up to a mid-rise scale with good access to mid-day sunlight in the spring and fall to support a comfortable public realm.

To protect and enhance the diversity of use in these areas, modest levels of intensification are anticipated with most growth occurring in the form of sensitive additions or mid-rise development on sites that can accommodate this scale of development. The policy framework for *Mixed Use Areas 3* is similar to the *Avenues* approach of the Official Plan. The height of mid-rise buildings will generally not exceed the width of the right-of-way that the building fronts onto.

8.26. Development in *Mixed Use Areas 3* will generally be in the form of low-rise and mid-rise buildings.

8.27. Development within *Mixed Use Areas 3* will:

8.27.1. include retail uses and/or commercial services at grade with residential, office and institutional uses above; and

8.27.2. be informed by the Performance Standards contained within the *Avenues* and Mid-Rise Building Study.

Mixed Use Areas 4 – Local

Mixed Use Areas 4 are those pockets of lands that contain low-rise, house-form type buildings. They are generally off the main streets, embedded within the neighbourhood fabric. Lands within *Mixed Use Areas 4* will remain stable with non-residential uses serving the needs of the local community.

8.28. *Mixed Use Areas 4* contains a mix of uses with a prevailing character of house form and other types of low-rise buildings.

8.29. Development in *Mixed Use Areas 4* will:

8.29.1. contain residential, small-scale office, institutional, service, and retail uses that serve the needs of the local community; and

8.29.2. be of a low-rise scale respecting and reinforcing the existing physical character of the neighbourhood, including the prevailing heights, massing, scale, density and building type.

Development in Proximity to Planned Rapid Transit Infrastructure

Rapid transit generally operates in dedicated rights-of-way, outside of mixed traffic, using buses, light rail vehicles or heavy rail vehicles. There are a number of planned rapid transit stations Downtown as part of the proposed Relief Line subway and enhancements to GO Rail. Development in close proximity to these planned stations must consider all elements of the planning framework that guide the appropriate form of development. Opportunities to integrate development and create connections into new planned rapid transit stations will be encouraged.

8.30. Development in proximity to planned rapid transit infrastructure, as shown on Map 12 (non-statutory), will contain a high proportion of non-residential gross floor area.

8.31. Prior to development above as-of-right permissions within 500 metres of a planned rapid transit station, a study will be undertaken by the City that will result in a Site and Area Specific Policy. This policy will set out, among other things, the following:

- 8.31.1. appropriate land use mix;
- 8.31.2. contextually appropriate built form;
- 8.31.3. access routes, crossings and connectivity for pedestrians and cyclists and any new infrastructure required;
- 8.31.4. open space and parkland requirements;
- 8.31.5. requirements for community infrastructure;
- 8.31.6. public realm and active transportation connections and improvements;
- 8.31.7. integration between the station and development where possible; and
- 8.31.8. investments in community improvements by public agencies or public/private partnerships that are needed to support *complete communities* to make the area attractive for residents and businesses.

Retail

Downtown's network of commercial main streets is a defining feature of Toronto. The small shops, restaurants, cafés and bars found on the main streets serve the needs of local residents and workers. These shopping streets contribute to Downtown's vibrant and walkable neighbourhoods, provide employment opportunities, and play a fundamental role in animating streetscapes by facilitating linkages between the public realm and the built environment. By expanding the network of retail streets to emerging growth areas that lack a network of historic main streets, new retail areas can be created incrementally. Destination retail strips such as Queen Street West and Bloor Street in Yorkville also draws visitors from around the city and region.

Well-designed and flexible retail spaces are able to evolve over time to meet the changing needs of tenants while better activating the public realm. Applications for large-format stores require review with respect to urban form compatibility with surrounding existing shopping areas.

8.32. To maintain and enhance Downtown's retail vitality, serving local needs and destination shoppers, Priority Retail Streets are shown on Map 13.

8.33. The retail and service commercial space within any development on a Priority Retail Street will:

- 8.33.1. provide generous floor-to-ceiling heights to allow flexible and useable retail space;
- 8.33.2. provide increased setbacks at grade to provide space for enhancements to the public realm as required in this Plan;
- 8.33.3. be of high quality design, with flexible spaces that allow for multiple uses over time;
- 8.33.4. be informed by retail design guidelines; and
- 8.33.5. include the entire ground floor of all new buildings, excluding the space required for entrances, parking entrances, servicing spaces and other service exits.

- 8.34. Residential uses on the ground floor of a development on a Priority Retail Street, with the exception of those located in *Mixed Use Areas 1*, will only be permitted when they are immediately adjacent to *Neighbourhoods*, fronting onto a local street.
- 8.35. When the local context contains a fine-grain pattern of retail uses at grade, development that includes larger stores must locate and design these stores to protect the prevailing character. This may be achieved by:
- 8.35.1. locating larger stores on the second level or above, or the below-grade level, with appropriately scaled and visible lobby areas;
 - 8.35.2. wrapping larger stores with smaller retail units around the perimeter of the building to maintaining the existing rhythm of the street;
 - 8.35.3. designing the retail unit to include multiple entrances; and
 - 8.35.4. keeping the views into and out of the retail space open and clear.

First Responders

The concentration of tall, infill development within Downtown impacts the overall placement and distribution of first responder resources due to an increase in emergency response call volumes associated with a growing population. Vertical growth also results in extended response times as first responders require additional time to ascend to the location of the emergency incident in tall buildings. An aging population also places additional demands on these services.

Continued growth will necessitate additional first responder resources, including additional fire and paramedic station locations in order to provide appropriate levels of service moving forward.

- 8.36. The provision of additional first responder facilities and appropriate passable space within the right-of-way for fire and paramedic services will be considered as part of development in *Mixed Use Areas 1*, *Mixed Use Areas 2* and *Mixed Use Areas 3*, *Institutional Areas* and *Regeneration Areas* where appropriate.

SIDE BAR: First Responders

First responders include firefighters, paramedics and police. These will be the first people to arrive and assist at the scene of an emergency.

9. Enhancing Community Services and Facilities

Community Services and Facilities (CS&F) support a diverse range of programs and services to support communities, contribute to quality of life and act as neighbourhood focal points where people gather, learn, socialize and access services. CS&F are essential to fostering *complete communities* and need to be planned for and provided in a timely manner to support residential and non-residential growth.

Community facilities are publicly accessible, non-profit facilities and places where City Divisions, school boards and agencies deliver locally based programs and services. Playing a distinct and separate role from private amenity spaces that are required in any new development, these facilities provide a wide range of programs and services for individuals and local community groups, and serve residents and workers from across the city and the GTA.

A Community Services and Facilities Strategy

- 9.1. The Downtown Community Services and Facilities Strategy will identify community space and facility needs, will set priorities to support future growth by sector and geography, and will guide development review and the allocation of capital funding.
- 9.2. The Downtown Community Services and Facilities Strategy will be reviewed every five years, taking into consideration the relevant plans of City divisions, to determine:
 - 9.2.1. existing and planned services and facilities;
 - 9.2.2. deficiencies given population and employment growth; and
 - 9.2.3. prioritization of services and facilities required to support projected growth and changing needs.

SIDE BAR: Community Services and Facilities

Downtown is home to a broad range of public facilities that serve residents across the city. Community Services & Facilities (CS&F) includes five key sectors – child care, recreation, libraries, schools, and human services. CS&F are vital to all residents, contributing to the social, economic and cultural development of the city. Access to the programs and services within these facilities shapes the quality of life of residents in and outside of the Downtown.

SIDE BAR: Service and Facility Plans

Division Service and Facility Plans are important tools that guide the planning and management of services for Torontonians. With input from key stakeholders, these Plans lay out concrete actions that advance the priorities of various City divisions, boards and agencies, which provide community services and facilities that contribute to the quality of life.

SIDE BAR: Community Space Tenancy Policy

This policy is a process for leasing City space at below market rent to non-profit organizations that deliver community and cultural services to residents, foster partnerships, and further the City's strategic objectives. The policy responds to the needs of the City and the non-profit sector by creating three types of tenancies: Community Partner, Incubator and Community Hub.

Addressing Community Facility Priorities

When growth is occurring on infill sites within a built-up environment, the provision of facilities needs to be integrated into the existing mature urban fabric. Building on opportunities as they arise, additional capacity may be created through a new facility as part of a proposed development, as a new stand-alone facility or through the expansion, retrofit or redevelopment of an existing facility. Given the mature urban context of Downtown, the co-location and integration of facilities within a development will be preferred. Coordination and cooperation between multiple property owners to ensure the provision of the required services and facilities is desired.

- 9.3. The provision of community services and facilities is a vital part of the creation of *complete communities*. Development applications will address the priorities for community services and facilities as identified in the Downtown Community Services and Facilities Strategy, by providing:
 - 9.3.1. new, expanded or retrofitted space for a specific community facility on-site; and/or
 - 9.3.2. new, expanded or retrofitted space off-site within an appropriate distance; and/or
 - 9.3.3. a contribution towards a specific community service or facility that meets identified needs.
- 9.4. Development that will generate large numbers of residents and workers will be prioritized for on-site provision of community services and facilities infrastructure to address the increased needs for these services and facilities.
- 9.5. Development will replace the total gross floor area of any existing community services and facilities to ensure no-net-loss of community space.
- 9.6. Development that is phased should include required on-site facilities as part of the first phase of development.
- 9.7. Development is encouraged to provide space for community-based, non-profit agencies that is eligible for the City's Community Space Tenancy Policy.
- 9.8. Development will include a child care centre where it can be accommodated on the site.

SIDE BAR: Appropriate Distance

An appropriate distance is one that reflects the average catchment area for a given sector and the availability of other similar services and/or facilities in close proximity to the development site.

- 9.9. Where existing community services and facilities are insufficient to serve the proposed population, a Holding By-law may be utilized to ensure that the facilities, as defined in the Downtown Community Services and Facilities Strategy and Service and Facility Plans, are provided concurrently with growth.
- 9.10. Development may be required to provide temporary facilities that will serve the population until such time as permanent facilities are built, where appropriate.

Design of Community Facilities

- 9.11. New community facilities, expansions, and/or retrofits of existing facilities will be designed to meet the requirements of the City and its agencies and will:
- 9.11.1. be located in highly visible locations with strong pedestrian, cycling and transit connections to make them easily accessible; and
 - 9.11.2. consider co-location within mixed-use buildings; and
 - 9.11.3. provide for flexible, accessible, multi-purpose spaces that can be animated in different ways and be adapted over time to meet the varied needs of different user groups.

Partnerships

- 9.12. Partnerships with public agencies, boards and commissions to provide community services and facilities are encouraged to supplement the supply of City-owned facilities.
- 9.13. To address their respective community services and facility requirements, sectors and landowners will be encouraged to:
- 9.13.1. support the creation of community hubs;
 - 9.13.2. co-locate facilities and share resources; and
 - 9.13.3. integrate programs and services.
- 9.14. Community Benefit Agreements will be encouraged for large development projects.

SIDE BAR: Community Benefit Agreements (CBAs)

A Community Benefit Agreements is an agreement between a real estate or infrastructure developer and the community affected by a large development project. The CBA defines benefits the community will receive through the project. These may include jobs, training or apprenticeships, business opportunities and/or neighbourhood improvements. Most CBAs are intended to address interests of people who are not already benefitting from economic growth, such as young workers, newcomers, foreign-trained professionals and low-income communities.

SIDE BAR: Community Hubs

A community hub is a central access point for a range of needed health, education, and social services, along with cultural, recreational and green space to nourish community life. Each community hub will be physically and organizationally unique, to reflect local conditions and local community needs. There is a wide range of models for community hubs. Hubs can provide co-located services that are managed and delivered separately to a diversity of residents, or hub services may be strategically coordinated and administratively integrated to address specific needs, populations or sectors. Hubs can be multi-service centres, offering a breadth of programming for a wide range of residents in the community. Alternatively, hubs may be sector-specific. Hubs may also focus their programs and services to a particular population.

10. Mobility

The Downtown transportation system consists of networks for pedestrians, cyclists, transit users and drivers. The system benefits from these overlapping, well-connected and integrated networks that collectively provide a range of safe and sustainable travel choices to ensure mobility and accessibility for all people, contributing to social equity and the creation of *complete communities*. These mobility networks support economic growth and job creation by facilitating the movement of people and goods.

While growth Downtown will continue, the amount of space within the existing rights-of-way is finite. The limited space within the rights-of-way will be allocated in accordance with the City's Complete Streets Guidelines to support compact and sustainable travel choices, reduce dependence on private automobiles and help achieve the overall transportation objectives of this Plan. Continued growth will require the provision of new, and improvements to existing, transportation infrastructure. The needs of first responders will also be integrated into street design.

- 10.1. The transportation system will consist of well-connected and integrated networks providing a range of safe and sustainable travel choices to improve mobility and accessibility for all people and provide for the movement of goods and services and emergency vehicles.
- 10.2. Pedestrians, cyclists and public transit will be prioritized relative to private automobiles through the application of the City's Complete Streets Guidelines.

SIDE BAR: What is the right-of-way?

The street right-of-way is generally the publicly-owned space between the property lines on either side of a public street.

A Walkable Downtown

The pedestrian network consists of sidewalks, pathways, laneways, trails, mid-block connections, pedestrian crossings and the PATH. Downtown has a dense, walkable grid of streets and relatively low vehicle speeds.

Most people will be pedestrians for a portion of their daily travel. As growth continues, new, expanded, upgraded and accessible pedestrian infrastructure will be required to address pressures on the public realm. A key objective is to prioritize the pedestrian experience to maintain and enhance the walkability of Downtown. Further enhancements to the pedestrian network to improve comfort, convenience and safety – including wider sidewalks with pedestrian clearways and streetscape enhancements – will ensure that walking is the first choice of travel mode for trips throughout the Downtown.

- 10.3. All streets will be safe, comfortable, functional and accessible in all seasons for pedestrians of all ages and abilities.
- 10.4. Pedestrian and public realm improvements will be prioritized on streets and in areas identified on Map 5 (Great Streets), Map 13 (Priority Retail Streets) and Map 14 (High Intensity Pedestrian Areas).
- 10.5. Pedestrian and public realm improvements will:

- 10.5.1. improve pedestrian safety and accessibility, especially for the most vulnerable;
- 10.5.2. improve pedestrian movement, connectivity and circulation between important destinations such as: major office buildings and institutions, schools, existing and planned transit routes and stations, parks and open space networks, sport, entertainment and tourist attractions, the Waterfront and ravine system by providing more generous pedestrian clearways and new pedestrian linkages such as mid-block connections, walkways, paths and access points;
- 10.5.3. improve pedestrian wayfinding;
- 10.5.4. create seamless and integrated pedestrian connections with the PATH network;
- 10.5.5. create vibrant public spaces that encourage public life;
- 10.5.6. support and reinforce existing historic public spaces;
- 10.5.7. be achieved over time through development review, area and corridor planning studies, capital investment and maintenance projects, and other programs and initiatives by:
 - 10.5.7.1. enhancing and increasing space adjacent to and in proximity to development sites;
 - 10.5.7.2. re-allocating space within the public street right-of-way through the application of the City's Complete Streets Guidelines; and
 - 10.5.7.3. aligning capital infrastructure investment in areas of future growth; and
 - 10.5.7.4. providing required building setbacks.

The PATH Network

The PATH network forms an important part of the pedestrian network, providing shelter in inclement weather, connectivity between buildings and retail shopping space. Direct PATH connections between office buildings and rapid transit stations encourage transit use.

- 10.6. Development will be encouraged to connect to and expand the PATH network without compromising the role of the street as the main place for pedestrian activity.
- 10.7. Development on or near the PATH network will conduct a PATH feasibility study, to address PATH network expansion or new PATH connections.
- 10.8. Expansion and new connections to the PATH network will be informed by the Design Guidelines for PATH and Other Climate-Controlled Pedestrian Networks.
- 10.9. New PATH connections are encouraged to be below grade.
- 10.10. The City will work with property owners to ensure that access to Union Station and the subway stations directly connected to the PATH network is enhanced by new development on and around these transit stations which service as the anchors for the PATH network and the primary focal points for pedestrian traffic.

SIDE BAR: The PATH

The PATH is a network of climate-controlled pedestrian walkways connecting many buildings and destinations to subway, rail and bus stations Downtown. The PATH Network extends across Downtown from south of Union Station to north of Dundas Street, and from west of University Avenue to just east of Yonge Street. The network passes through a wide range of privately and publicly owned buildings and properties.

Laneways

Laneways may offer an opportunity to augment the street-oriented pedestrian network by providing additional walking routes. Consultation and careful design will be needed to ensure that laneway improvements increase the utility, safety and function of the space without impacting the primary and essential use of laneways for access and servicing, especially given competition for finite right-of-way space on streets.

- 10.11. Laneways that can accommodate pedestrian upgrades, without compromising their primary role for access and servicing, will be designed as safe and accessible walking routes by:
 - 10.11.1. discouraging cut-through motor vehicle traffic and designing for slower vehicle speeds;
 - 10.11.2. implementing design features to improve the attractiveness of the laneway;
 - 10.11.3. implementing safety measures for pedestrians including lighting for personal security and, where feasible, sidewalks; and
 - 10.11.4. ensuring that development includes amenities and design features oriented towards laneways.

A Long-Term Cycling Network

The City's Cycling Network consists of a mix of marked bike lanes, contra-flow bike lanes, physically separated bike lanes, multi-use trails within the boulevard, and off-street multi-use trails. To encourage growth of this sustainable mode, the network will be expanded and enhanced, to improve the safety, comfort and convenience of cycling including integration with transit. This will include 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 Toronto Parking Authority (TPA) parking facilities.

Bike Share Toronto provides convenient opportunities for short-term and impromptu bicycle trips by residents and visitors, increasing access to and from transit stations. Additional bike share locations will be added and existing locations enlarged to provide greater connectivity and capacity.

- 10.12. Map 15 identifies priority cycling routes to achieve a well-connected cycling network that is safe, convenient and comfortable for cyclists.
- 10.13. Development and street reconstruction will secure opportunities to provide additional links to the cycling network and additional bike parking spaces.
- 10.14. Additional bike parking and end-of-trip bicycle amenities are encouraged at important destinations, including: rapid transit stations, civic buildings, parks and open spaces, sport and entertainment venues, and major employment destinations.
- 10.15. Priority will be placed on providing additional bike share stations in areas of future growth.

Surface Transit

The surface transit network consists of a mix of streetcar and bus services, operating largely in mixed traffic, as well as the infrastructure dedicated to their operation. Streetcar services are some of the busiest surface transit routes operated by the Toronto Transit Commission. Growth will lead to further demand on these already heavily subscribed routes. To continue attracting new riders to transit and discourage private automobile use, the transit network will be enhanced through the addition of new services and increasing the capacity and reliability of existing services. Streetcars and buses will both remain important parts of the Downtown's surface transit network.

- 10.16. Existing transit services will be improved and new transit services established to support growth, improve network connectivity, increase mobility options and encourage transit use.
- 10.17. Priority for surface transit will be implemented on all routes to favour public transit over private automobiles.
- 10.18. Priority for surface transit will be implemented in a variety of ways including:
 - 10.18.1. replacing general purpose travel lanes with reserved or dedicated lanes for surface transit;
 - 10.18.2. implementing transit signal priority measures at intersections along surface transit routes; and
 - 10.18.3. implementing turning prohibitions, on-street peak parking restrictions, and other traffic and curbside management strategies.
- 10.19. Queue jump lanes will not be used to implement surface transit priority.
- 10.20. Opportunities to enhance surface transit connections between Union Station and destinations along the Waterfront, including Billy Bishop Airport, will be encouraged.

SIDE BAR: King Street Transit Priority

The implementation of a comprehensive suite of surface transit priority measures will first be tested on the King Street corridor. King Street is the busiest surface transit route in the city, passing through the largest employment cluster in the country. It serves neighbourhoods adjacent to Downtown, many of which have also seen significant population and employment growth. The outcomes of the transformation of King Street into a transit priority corridor will inform future initiatives to improve transit reliability, capacity and efficiency, while improving pedestrian infrastructure and place-making and supporting businesses.

Rapid Transit

The rapid transit network consists of subway and GO Rail services as well as the infrastructure required for their operation. Growth has placed significant pressure on the existing subway system with many stations experiencing crowding during peak periods. It has prompted planning for the Relief Line subway which will provide additional transit capacity into Downtown and ease crowding at Bloor-Yonge station. Changes to the Ontario Building Code and the Accessibility for Ontarians with Disabilities Act require retrofits to stations and other elements of the subway infrastructure. Opportunities may exist to coordinate with nearby development or redevelopment activity to integrate stations and improve accessibility and minimize impact on the public realm.

- 10.21. Seamless and user-friendly connections that minimize transfers and improve connectivity for transit users between surface transit and new rapid transit stations will be encouraged.
- 10.22. Development in proximity to existing rapid transit stations will be required to provide access to the station.
- 10.23. New subway access locations will be integrated into buildings, ensuring that all points of access:
 - 10.23.1. are clearly marked, visible and accessible from the street;
 - 10.23.2. do not negatively impact heritage properties; and
 - 10.23.3. maintain hours of access to match transit operations.

Rail

The rail network consists of inter-regional passenger and freight services as well as the infrastructure required for their operation. Union Station and the rail corridor play a significant role in facilitating trips into and out of Downtown and the CPR corridor north of Dupont Street currently serves as the CPR mainline. These valuable assets must be protected and enhanced to ensure that they continue to function in this important role.

- 10.24. Development adjacent to the Rail Corridors will respect the physical configuration of the Rail Corridors and its current and future operation, including approaches, access, easements and emergency access during and after development construction.

Parking and Curbside Management

The automobile network is supported by public and private off-street parking and servicing facilities. To support improvements to the public realm, at-grade space must be prioritized for uses other than private automobile parking. 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, space for film industry vehicles, or other facilities.

As car ownership rates and on-street parking supply decreases, a shared supply of cars and bikes that can be used by building residents, workers and visitors can reduce private automobile dependence and can provide an important community benefit. Short term parking spaces for rental and car share vehicles for loading and unloading will be required for residents in vertical communities who are less likely to own cars.

- 10.25. Surface and above-grade parking will be discouraged by:
 - 10.25.1. minimizing the establishment and expansion of lots and structures;
 - 10.25.2. prohibiting additional commercial boulevard parking;
 - 10.25.3. encouraging the redevelopment of existing lots; and
 - 10.25.4. providing new or replacement parking spaces below grade, other than re-use or conversions of existing buildings.
- 10.26. Toronto Parking Authority public facilities will:
 - 10.26.1. be integrated below-grade where possible, within new and existing developments;
 - 10.26.2. incorporate design features that facilitate conversion to other transportation uses should parking demand decrease; and

- 10.26.3. encourage a variety of multi-modal transportation infrastructure including car-share facilities, bike-share facilities, electric vehicle-charging spaces and bicycle parking.
- 10.27. The use of smaller vehicles and non-motorized modes for deliveries, couriers, and goods movement will be encouraged.
- 10.28. Pick-ups and drop-offs, loading and parking activity shall be encouraged off-street wherever reasonable and practical to free up curbside space.
- 10.29. Development will be encouraged to provide shared community parking spaces. Spaces will be dedicated for short-term use for residents and visitors, and located separately from any commercial parking garage on the site.
- 10.30. All permitted on-street parking of film vehicles will ensure that the pedestrian and cycling infrastructure is accommodated.

11. 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 various built form housing options including grade-related, mid-rise and tall buildings with a variety of ownership and tenancy models. Downtown is home to vertical communities, and new multi-unit residential buildings must accommodate a wide range of households including those with children, youth and seniors.

New affordable housing, which meets the needs of vulnerable populations as well as lower to middle income households for whom rising housing costs are a growing concern, will be required as growth proceeds. While many households rent in existing rental and condo buildings, many residents rely on the stock of social and supportive housing, single room occupancy homes, student residences and transitional housing. This stock provides a much needed diversity of housing types for vulnerable residents that is not typically found to the same extent in other areas of the City.

Providing housing to a wide range of residents that is affordable, secure, of an appropriate size, and located to meet the needs of people throughout their life cycle is the goal of an inclusive Downtown and essential to the creation of *complete communities*.

- 11.1. Development containing residential units will provide a range of unit types and unit sizes including those suitable for larger households, and those with children and seniors.
- 11.2. Development containing more than 50 residential units will include:
 - 11.2.1. a minimum of 30% of the total number of units as 2-bedroom units. Half of the required 2-bedroom units must contain a minimum of 90 square metres of gross floor area; and
 - 11.2.2. a minimum of 20% of the total number of units as 3-bedroom units. Half of the required 3-bedroom units must contain a minimum of 106 square metres of gross floor area.
- 11.3. Residential units should include where appropriate: storage space; operable windows; bedrooms that contain closets and an operable window on an exterior wall; and balconies or terraces.

Affordable Housing

- 11.4. Development containing more than 60 residential units will provide a minimum amount of on-site affordable housing as follows:
 - 11.4.1. 10% of the total residential gross floor area as Affordable Rental Housing; or
 - 11.4.2. 15% of the total residential gross floor area as Affordable Ownership Housing; or
 - 11.4.3. a combination of the above.
- 11.5. The City, at its sole discretion, may consider off-site affordable housing to meet the required provision.

Housing Stability

- 11.6. Development that has the effect of removing all or part of a private building or related group of buildings and would result in the loss of six (6) or more dwelling rooms will not be approved unless:

- 11.6.1. at least the same amount of residential gross floor area is replaced and maintained with rents similar to those in effect at the time the development application is made; and
- 11.6.2. an acceptable tenant relocation and assistance plan addressing the right to return to occupy the replacement housing at similar rents, the provision of alternative accommodation at similar rents, and other assistance to lessen hardship, is provided.

12. Celebrating Culture

The *culture sector* includes creative artistic activity and the goods and services produced by it, along with the preservation of heritage. Globally, it is one of the fastest growing economic sectors, and it is entrepreneurial and inclusive in nature. The sector includes a wide range of 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. Downtown has the highest concentration of cultural spaces and cultural industry in the city, and the highest total number of cultural facilities owned privately or by other levels of government.

Retention and Expansion of Cultural Spaces and Cultural Industry

Spaces for the creation, production, presentation, dissemination, exhibition and preservation of art, culture, heritage and design products are essential to the vitality of the *culture sector*. Fostering the concentration of cultural activity in the core and expanding the sector will be encouraged given the significant benefits they bring in supporting Toronto's global brand and attracting and retaining talent. Development will be encouraged to retain and expand spaces for *culture sector* employment and businesses.

12.1. Development will replace the total gross floor area of any existing *culture sector* employment and business to ensure no-net-loss of community space.

12.2. Clustering of *cultural spaces*, live music venues, and important film streets will be supported by encouraging additional *cultural spaces*, enhancing public spaces and implementing distinct streetscape treatments.

12.3. The co-location of cultural and community spaces, such as community arts hubs, will be encouraged as part of development where appropriate in *Mixed Use Areas* and *Regeneration Areas*.

12.4. Adaptive re-use of properties on the Heritage Register as *cultural spaces* will be encouraged.

SIDE BAR: Cultural Spaces

Cultural spaces are the physical spaces that present and support cultural and arts expression, creative industries and cultural heritage. *Cultural spaces* are non-residential spaces and may include: professional creative artistic activity such as the creation and presentation of craft, cultural expression, dance, design, fashion, film, Indigenous arts, literature, media arts, music, theatre and visual arts, artist, photographer or designer studios, cultural and arts facilities, performing arts studios, concert halls, public libraries, private and public art galleries, museums and related amenity spaces.

King-Spadina and King-Parliament Cultural Precincts

The King-Spadina and King-Parliament areas are home to a mix of culture, employment and residential uses. It is the concentration of cultural employment and cultural spaces in adaptable and flexible brick-and-beam buildings that contributes to these neighbourhoods' energy, identity and appeal.

12.5. The King-Spadina and King-Parliament Cultural Precincts are shown on Map 16. Development in these Precincts will encourage:

- 12.5.1. the clustering of cultural and creative sector economic activities, community cultural hubs, live music venues, visual arts, museum and art galleries, and cultural facilities;
- 12.5.2. building attributes that support the spatial requirements of the cultural industries and allow for flexible use of the spaces; and
- 12.5.3. the participation of the arts and design community in local public realm improvements.

Cultural Corridors

Cultural Corridors are historically and culturally significant streets that anchor important arts, entertainment and new media cultural resources Downtown. The corridors contain a variety of cultural and heritage destinations in a variety of scales that welcome residents and tourists to gather and interact.

12.6. The Cultural Corridors are shown on Map 16.

12.7. Development on a Cultural Corridor will be encouraged to provide non-residential gross floor area for *cultural spaces* that support and strengthen the *culture sector* and creative artistic activity within that Corridor.

12.8. The public realm within each Corridor will be designed to create a coherent visual identity including public art and interpretive resources.

Live Music

Live music venues nurture emerging artists and provide direct employment to those working in the industry such as artists, managers, agents, ticketing companies, audio-production firms, and the venues themselves. Live music creates spillover economic benefits in tourism, hospitality, retail, fashion, communications, public relations, publishing and media sectors. A defining feature of Toronto's music landscape is its clustering in and around Downtown. Live music venues are part of the night-time economy of the city, drawing local residents and visitors into the core. Nathan Phillips Square, Yonge Dundas Square, David Pecaut Square and other outdoor public spaces host live music and other cultural events that draw the local community together and bring residents from across the city and visitors into the core.

Live music venues comprise some of the city's most significant cultural heritage landmarks. As the city intensifies, there is a concern that live music venues, especially those that are directly related to the city's cultural history, will be displaced due to rising land values and competition from the non-music sectors for space.

SIDE BAR: Music City

Toronto is a Music City. A Music City, as defined by Music Canada, is an urban area with a vibrant music economy. A Music City is home to a broad range of professionals who support artist entrepreneurs in their career development. It contains spaces for education, rehearsal, recording and performance, and fosters a live scene with an engaged and passionate audience that provides artists with a fertile ground for developing their craft.

12.9. The retention of live music venues will be encouraged in *Mixed Use Areas 1, Mixed Use Areas 2, Mixed Use Areas 3 and Mixed Use Areas 4 and Regeneration Areas*.

12.10. To ensure that live music venues can continue to function without noise-related impact on new residential development:

12.10.1. new live music venues located within *Mixed Use Areas 1, Mixed Use Areas 2, Mixed Use Areas 3 and Mixed Use Areas 4 and Regeneration Areas* will be designed, constructed and managed to minimize noise from the premises and provide acoustic attenuation measures that would protect residential uses; and

12.10.2. new mixed-use developments located within *Mixed Use Areas 1, Mixed Use Areas 2, Mixed Use Areas 3 and Mixed Use Areas 4 and Regeneration Areas* will be designed and constructed to include acoustic attenuation measures on-site or within the building design that will mitigate noise levels from adjacent indoor live music entertainment venues, and from outdoor live music entertainment venues.

12.11. Development containing residential units that are located within 120 metres of a live music venue will be required to include an advisory within the Site Plan Agreement and/or Condominium Declaration that notifies purchasers, leasees, and tenants of possible noise that may arise from its proximity to a live music venue.

Filming

Toronto is Canada's film and television hub, is globally recognized as a centre of excellence for location film production, and is one of North America's top centres of the screen industry. Filming in the public right-of-way is fundamental to the success of Toronto's film industry. The City of Toronto encourages film production across the city but the majority of on-site filming in Toronto takes place in a tight grid between Queen Street, Jarvis Street, Front Street and Bathurst Street. Access to the streets and sidewalks within this grid is vital to the film industry.

12.12. The Downtown Film Precinct is shown on Map 17.

12.13. Development and public realm improvements within the Downtown Film Precinct will be encouraged to include:

12.13.1. physical infrastructure to support the film industry through the design and redesign of spaces;

12.13.2. built-in infrastructure such as outlets and conduits to reduce the need for generators; and

12.13.3. areas for temporary film trailer parking, pick-up/drop-off areas, accessible loading zones and motor coach parking zones.



13. Towards A Resilient Downtown

Our climate is changing and Toronto must adapt. The City expects hotter, drier summers with more heat waves, warmer and milder winters, and fewer, but much more intense, spring, summer and fall rainfall events. These changes will affect how buildings, landscapes, infrastructure and the public realm are designed to be resilient to new weather patterns. To help mitigate climate change, Toronto has set a target to reduce greenhouse gas emissions by 80% from 1990 levels by 2050. Meeting these targets requires new approaches for energy efficient buildings, energy distribution systems and use of renewable energy sources. Planning for a liveable, competitive Downtown requires us to minimize emissions, reduce electricity demand, and build a resilient core that can withstand extreme weather and area-wide power outages.

While these challenges are city-wide issues, Downtown is particularly vulnerable due to its built form and density, age of infrastructure, rapid growth and constrained electricity supply.

Resiliency

Ensuring a resilient Downtown requires laying a foundation to withstand future shocks and stresses such as extreme weather events. Overland flooding can be an issue when a large amount of rain falls within a short time period. Green infrastructure such as trees, herbaceous planting, green roofs, permeable paving, and bioswales can assist with the absorption and detention of some rainfall and reduce the heat island effect. Severe weather events coupled with power outages can impact residents living in tall buildings who rely on electricity for water supply, heating, cooling, security, ventilation and elevator use. Back-up power can reduce vulnerability for these residents by providing essential services until power is restored. Resiliency is also about protecting the health of the natural systems and ensuring a biodiversity of habitats for the many species of plants and animals that inhabit the Downtown.

- 13.1. Development and streetscape improvements will integrate storm water capture, trees and other herbaceous plantings, where appropriate, informed by the Green Streets Technical Guidelines.
- 13.2. Development will be encouraged to provide additional back-up power informed by the Minimum Back-up Power Guidelines for Multi-Unit Residential Buildings in order to improve resilience to area-wide power outages.
- 13.3. Development will be encouraged to incorporate biodiversity by:
 - 13.3.1. creating habitats;
 - 13.3.2. planting varieties of species that are pollinator-friendly; and
 - 13.3.3. designing green roofs, informed by the City's Guidelines for Biodiverse Green Roofs.

Towards a Low-Carbon Downtown

Toronto has set a greenhouse gas (GHG) emission reduction target of 80% by 2050. Achieving this target requires innovative approaches to local energy supply while minimizing emissions and reducing

electricity demand. Capturing waste energy from existing municipal infrastructure sources such as sewers, water supply, and power stations for transit is a creative way to increase energy capacity without increasing GHG emissions.

Co-location of energy systems with local municipal infrastructure is an opportunity to capture low-carbon thermal energy sources such as sewer and ground-source heat, as well as heat recovery from transit power stations. Distributing these and other low-carbon renewable energy sources through thermal energy networks (district energy systems) is an efficient and cost-effective means to large-scale GHG emissions reduction. Thermal energy networks also provide the ability to switch to new fuel sources over time to displace natural gas.

Downtown electricity capacity is limited and growth will increase pressure on the infrastructure. There are limited opportunities for new supply, such as building a new transmission line into the core, and existing infrastructure cannot be easily upgraded. Connection to an expanded deep lake water cooling system and other new low-carbon thermal energy networks, as well as on-site electricity production, can help reduce electricity demand and ensure available capacity.

13.4. Development will be encouraged to:

- 13.4.1. incorporate recovery of low-carbon energy from infrastructure sources such as sewers and transit power stations to reduce emissions;
- 13.4.2. develop or incorporate a connection to an existing or planned thermal energy network as informed by the Design Guideline for District Energy-Ready Buildings;
- 13.4.3. integrate on-site electricity production to reduce electricity demand;
- 13.4.4. limit the loss of embodied energy contained within existing building stock; and
- 13.4.5. target net-zero energy use and emissions.

Water

Downtown is serviced by a complex system of underground infrastructure. The water and wastewater infrastructure, at the time of installation, was designed to accommodate the anticipated population. Over time, the capacity of the existing infrastructure is being consumed by population growth and through inflow and infiltration of stormwater into the sewer systems. It is essential to closely relate population growth with the ability to improve the existing water infrastructure to provide additional capacity.

SIDE BAR: Water Infrastructure

Watermains distribute water to, and sewers collect wastewater from, buildings. The waste water collection system consists of storm sewers that discharge stormwater to the lake, sanitary sewers that convey waste water to treatment plants, and combined sewers that discharge both stormwater and wastewater to treatment plants, or during more severe weather events are discharged to the lake by Combined Sewer Overflow structures.

- 13.5. Downtown's water, wastewater and stormwater management infrastructure will be maintained and developed by keeping infrastructure in a state of good repair and providing required new infrastructure concurrent with growth.
- 13.6. Development will reduce the negative impacts of *inflow and infiltration* on the capacity of the sanitary and combined sewer systems.
- 13.7. Development will identify improvements to water and sewer infrastructure, and where the infrastructure is insufficient to serve the proposed population a Holding By-law will be utilized to ensure that the infrastructure is provided before or concurrently with growth.

SIDE BAR: Inflow and Infiltration

Sanitary sewers are designed primarily to collect wastewater generated by the population, with a small amount of additional capacity allocated for the inflow of stormwater or infiltration of groundwater into the sewer. As a sewer ages, it becomes more leaky, allowing *inflow and infiltration* into the pipe, consuming capacity that could otherwise be used to support growth. Construction of buildings with multiple below-grade levels reach into the groundwater table increasing the flows into the sewer and using pipe capacity.

SIDE BAR: Sewer Improvements

Inflow and infiltration into a sewer can be reduced in a number of ways, such as controlling the amount of groundwater into a sewer, eliminating any connections between different types of sewers, replacing old leaky sewers, disconnecting downspouts from sewers, etc. When these opportunities are limited, sewer upsizing, and/or other additional methods can then be considered to provide the necessary capacity to accommodate growth.

14. Making It Happen

Infrastructure Strategies

Infrastructure strategies will ensure the effective implementation of the Downtown Plan. Read in conjunction with this Plan, the strategies will provide guidance and precision for implementation to respond to infrastructure needs arising from growth.

14.1. Implementation plans, strategies and guidelines will be adopted to advance the vision, goals and policies of this Plan.

SIDE BAR: Infrastructure Strategies

The following Infrastructure Strategies will help implement the Plan's objectives over time:

Downtown Community Services and Facilities Strategy, (date)

Downtown Mobility Strategy, (date)

Downtown Parks and Public Realm Plan, (date)

Downtown Water Strategy, (date)

Downtown Energy Strategy, (date)

14.2. The implementation of the Infrastructure Strategies will be monitored to ensure that the priorities and strategies contained within them reflect the changing conditions within Downtown over time.

City-Owned Land

14.3. City-owned lands within Downtown will be retained to address the Plan's priorities and other public priorities including: parkland, affordable housing, community services and facilities, and locations for first responder stations.

Funding

14.4. The community infrastructure priorities and needs identified in the infrastructure strategies will be funded by a combination of municipal capital programs, contributions via Section 37, 42 or 45 of the Planning Act, Development Charges or as part of works associated with development applications and/or other funding strategies recommended in the infrastructure strategies.

Public Life Studies

- 14.5. Public life studies will be conducted every 5 – 7 years to serve as a baseline against which public investments in the public realm can be assessed and opportunities for future investment can be identified.
- 14.6. Partnerships with non-profit organizations and community groups will be encouraged when conducting public space public life studies.

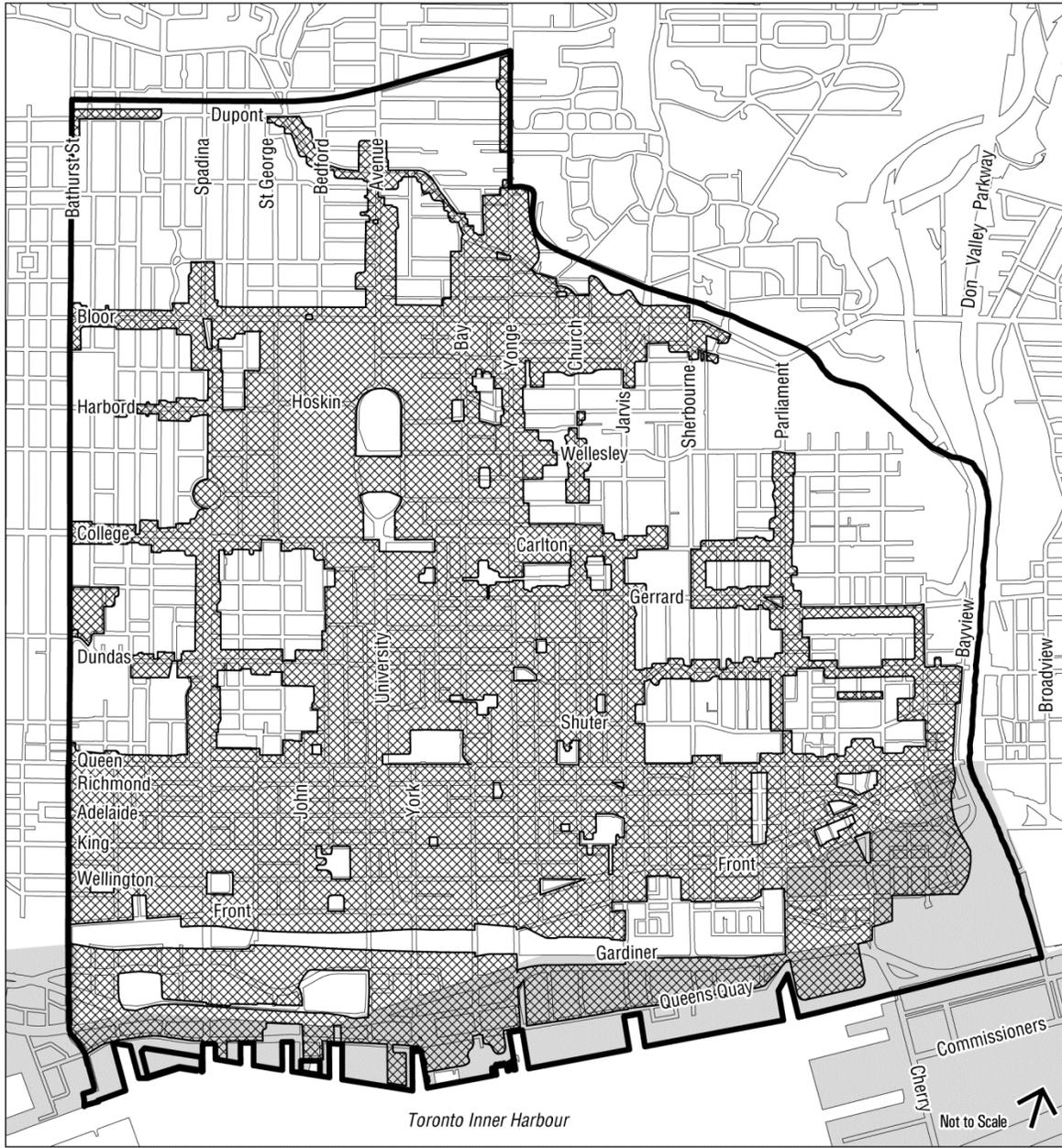


Proposed Downtown Plan

MAP 1 Downtown Plan Boundary

- Downtown Plan Boundary
- Central Waterfront Secondary Plan

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Proposed Downtown Plan

MAP 2 Areas of Focus for Growth

-  Downtown Plan Boundary
-  Areas of Focus for Growth
-  Central Waterfront Secondary Plan

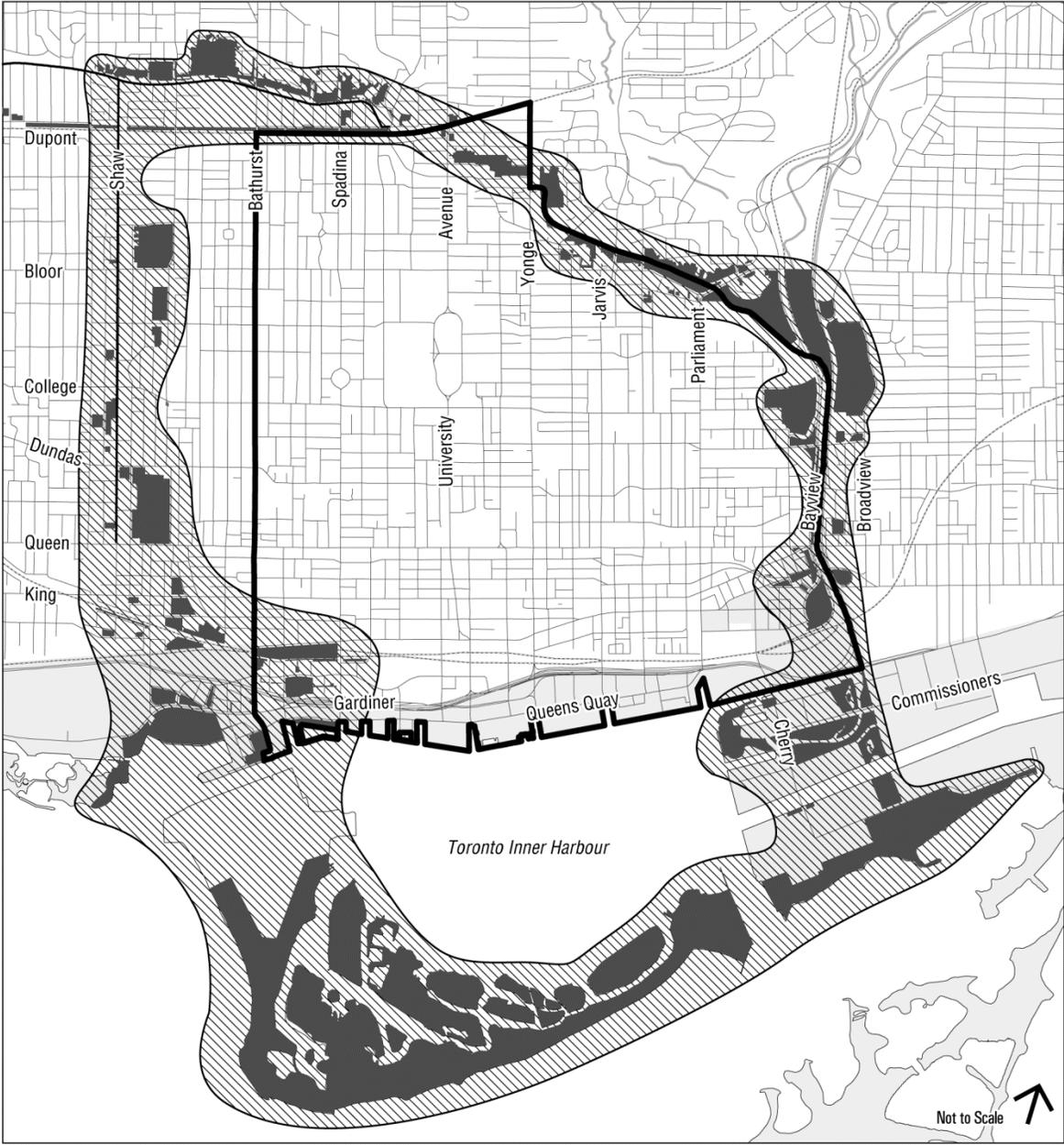
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Proposed Downtown Plan
MAP 3 Sun Protected Parks & Open Spaces

- Downtown Plan Boundary
- Central Waterfront Secondary Plan
- Sun Protected Parks & Open Spaces

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Proposed Downtown Plan

MAP 4 Core Circle

-  Downtown Plan Boundary
-  Core Circle
-  Schematic Boundary
-  Central Waterfront Secondary Plan

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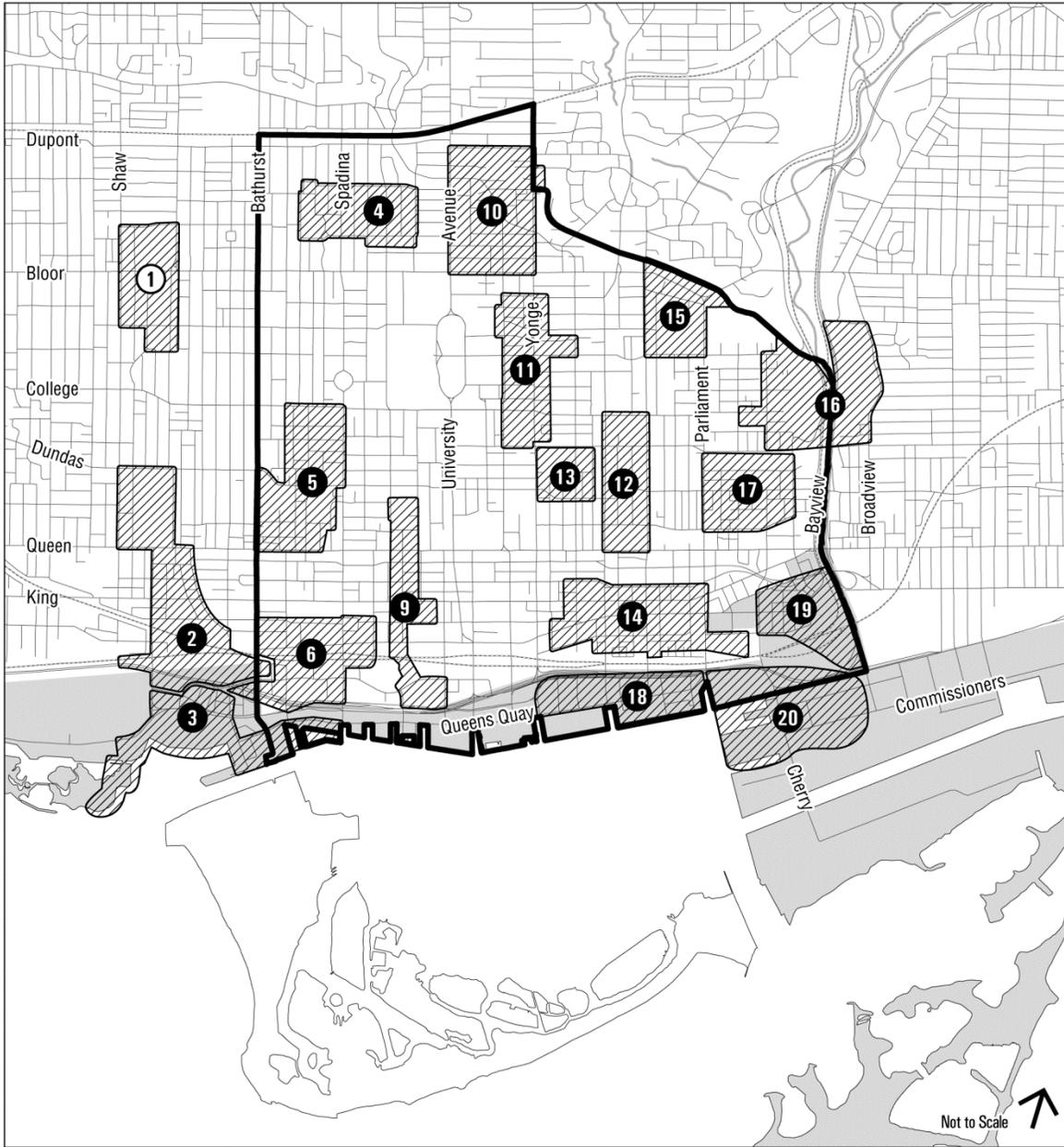


Proposed Secondary Plan

MAP 5 Great Streets

- Downtown Plan Boundary
- Central Waterfront Secondary Plan
- Great Streets

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Proposed Downtown Plan

MAP 6 Park Districts

- | | | | |
|--|---|--|---------------------------------------|
| Park Districts | 4 The Annex | 11 Bay Cloverhill Loop | 16 Cabbagetown - Riverdale |
| Central Waterfront Secondary Plan | 5 Kensington Market - Alexandra Park | 12 The Garden District | 17 Regent Park |
| 1 Christie-Bickford | 6 West Rail District | 13 Ryerson University | 18 Lower Yonge - East Bayfront |
| 2 The Garrison Parks - Fort York | 9 John Street Cultural Corridor | 14 Old Town - St. Lawrence - Distillery | 19 West Don Lands |
| 3 Bathurst Quay - Coronation Park - Ontario Place | 10 Ramsden Park - Yorkville | 15 St. James Town | 20 Lower Don Lands |

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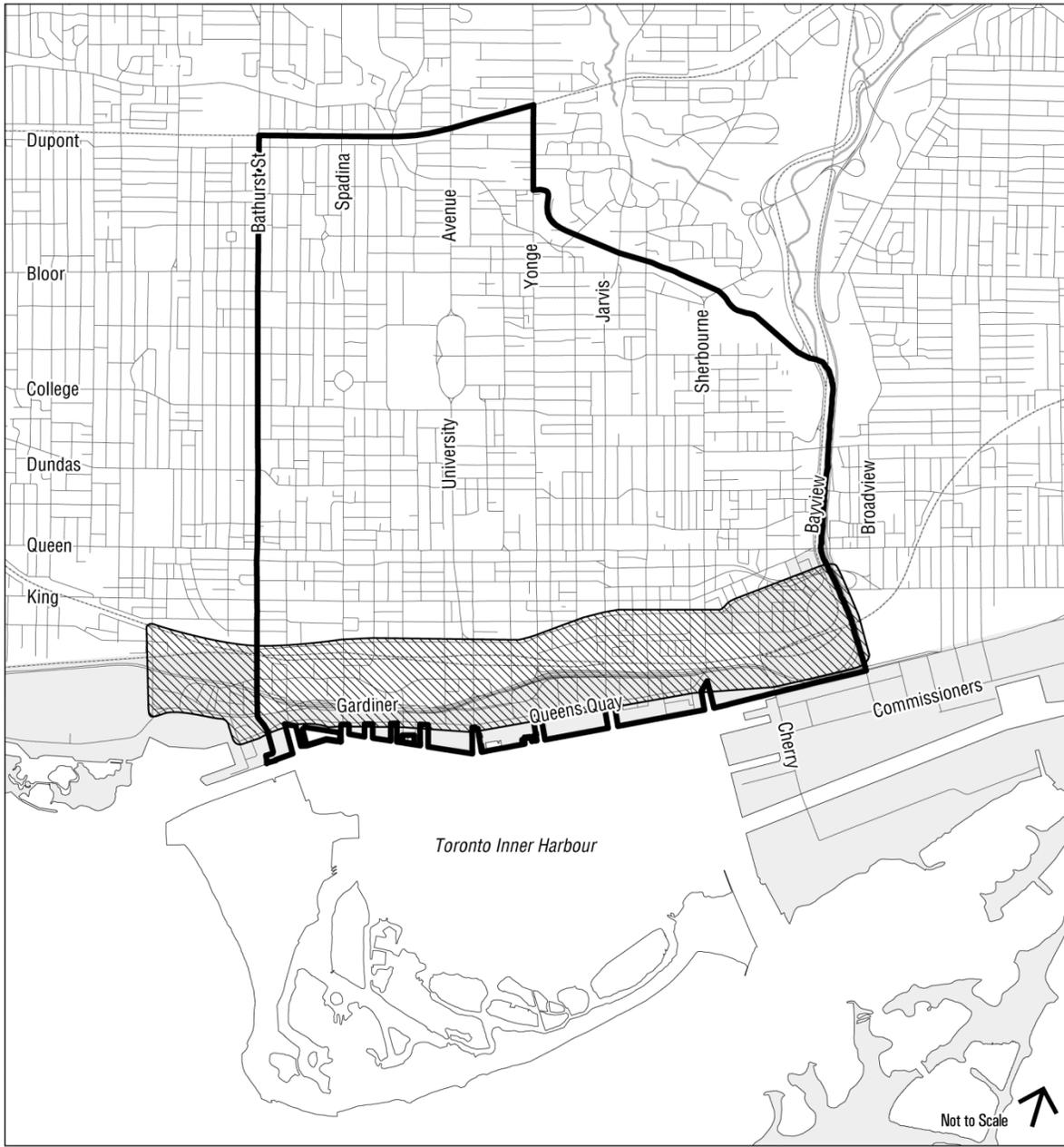


Proposed Downtown Plan

MAP 7 Civic Precinct and Queen's Park Precinct

-  Downtown Plan Boundary
-  Central Waterfront Secondary Plan
-  Civic Precinct
-  Queen's Park Precinct

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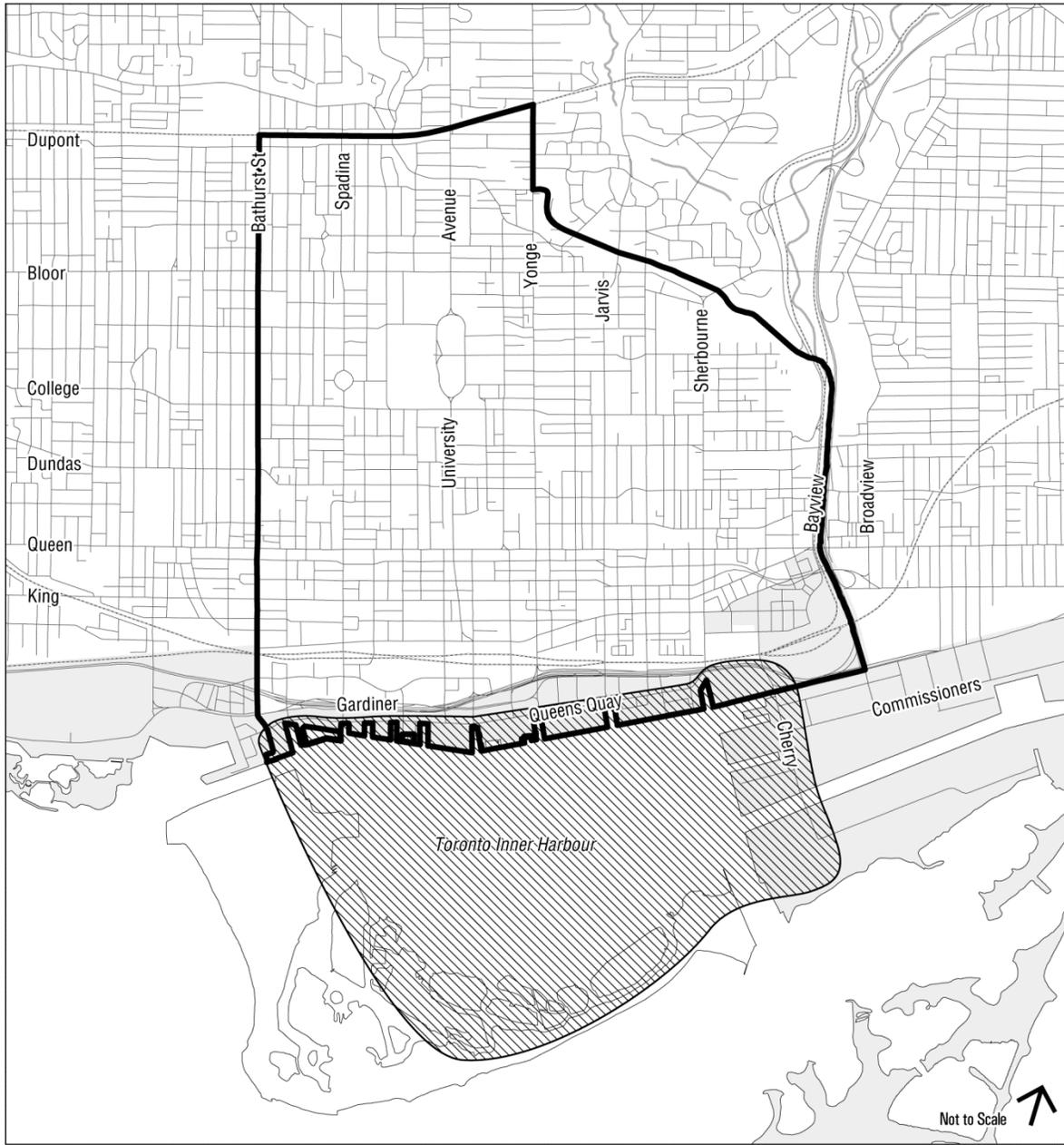


Proposed Downtown Plan

MAP 8 The Stitch

-  Downtown Plan Boundary
-  The Stitch
-  Central Waterfront Secondary Plan

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Proposed Downtown Plan

MAP 9 Around the Bay

- Downtown Plan Boundary
- Central Waterfront Secondary Plan
- Around the Bay

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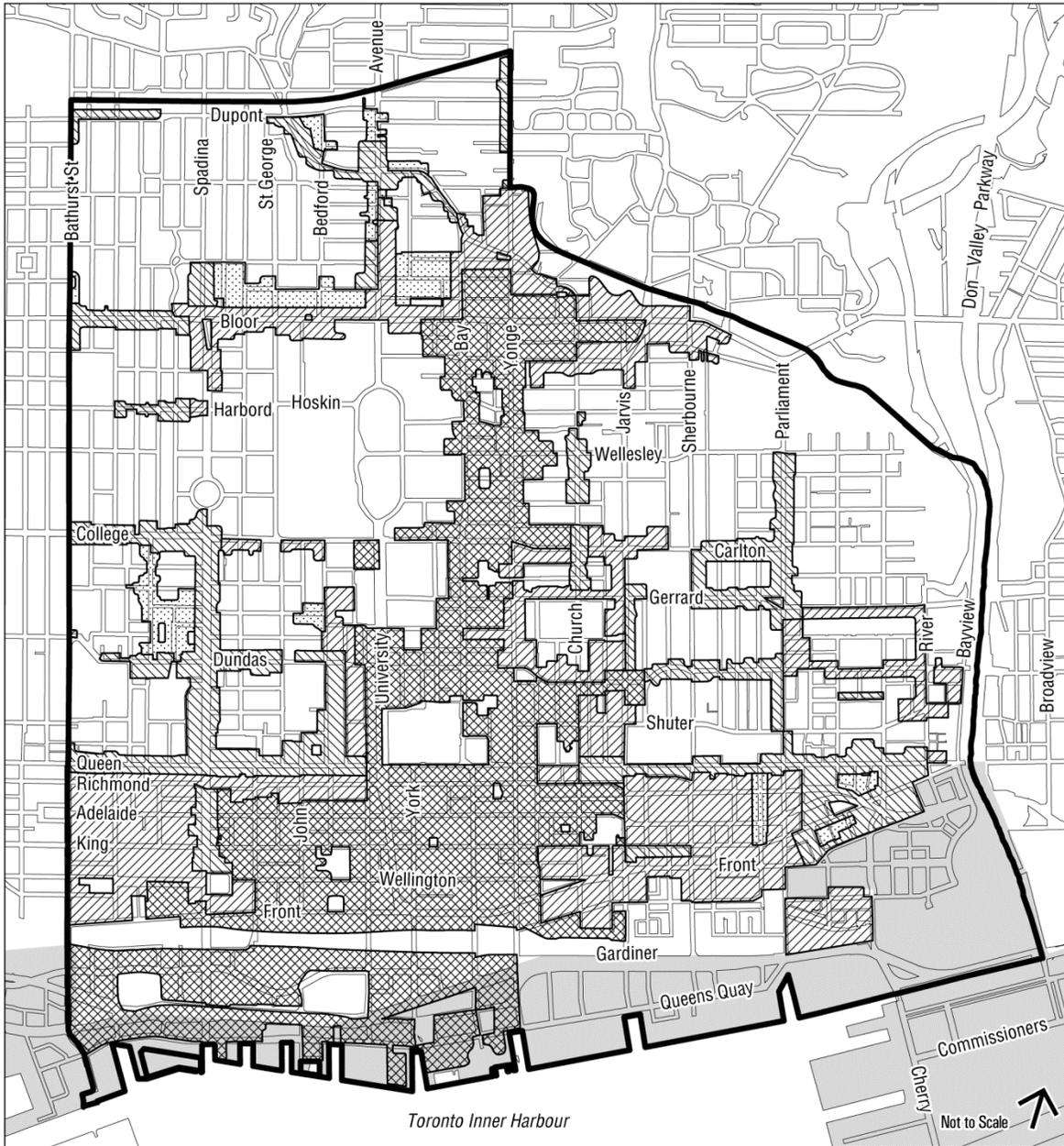


Proposed Downtown Plan

MAP 10 Financial District, Health Sciences Districts, and Bay-Bloor Office Corridor

-  Downtown Plan Boundary
-  Existing Financial District
-  Expanded Financial District
-  Health Sciences District
-  Bloor-Bay Office Corridor
-  Central Waterfront Secondary Plan

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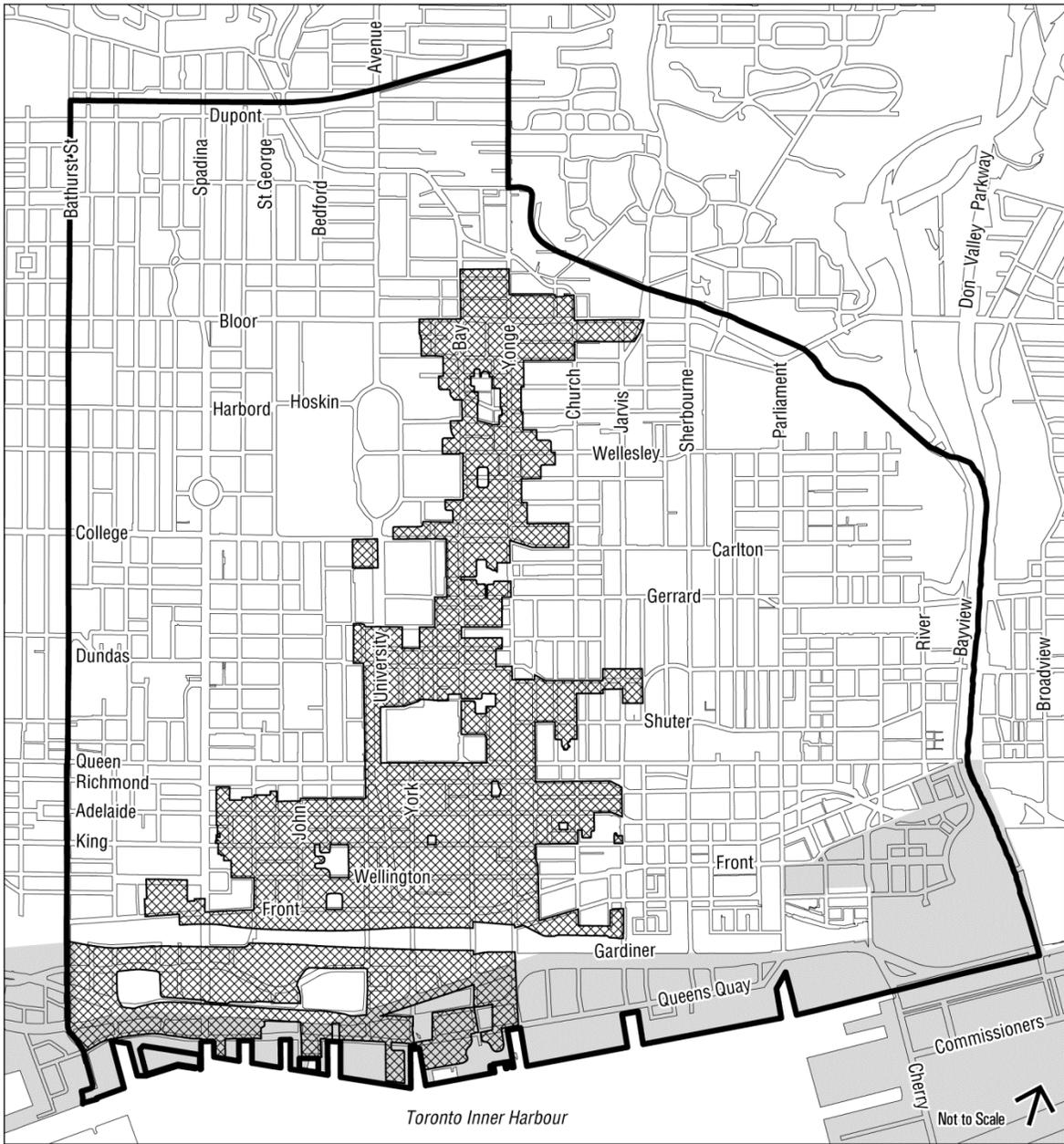


Proposed Downtown Plan

MAP 11 Mixed Use Areas

-  Downtown Plan Boundary
-  Central Waterfront Secondary Plan
-  Mixed Use Area 1 - Growth
-  Mixed Use Area 2 - Transitional
-  Mixed Use Area 3 - Main Street
-  Mixed Use Area 4 - Local

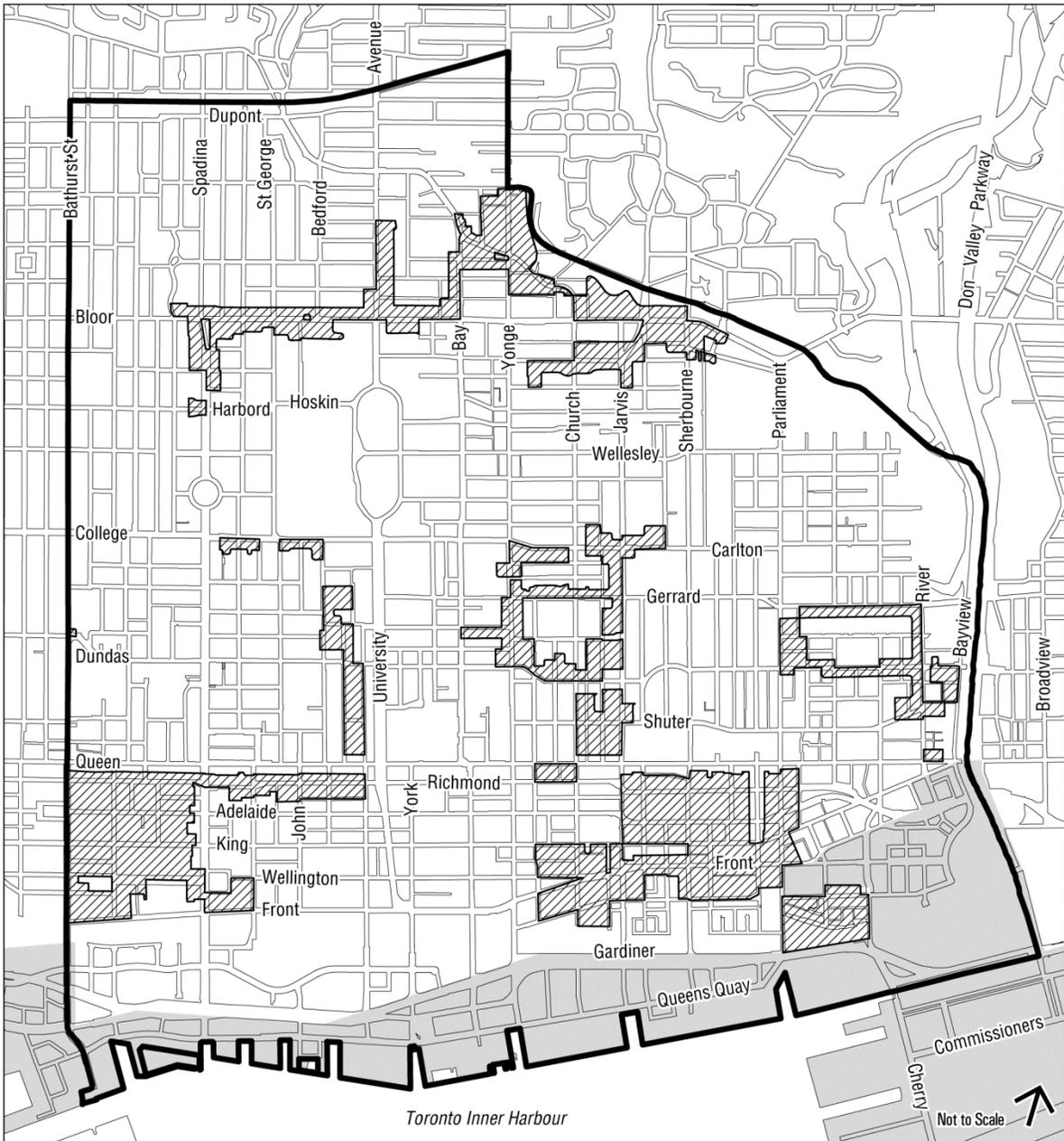
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Proposed Downtown Plan
MAP 11-A Mixed Use Area 1 - Growth

- Downtown Plan Boundary
- Mixed Use Area 1 - Growth
- Central Waterfront Secondary Plan

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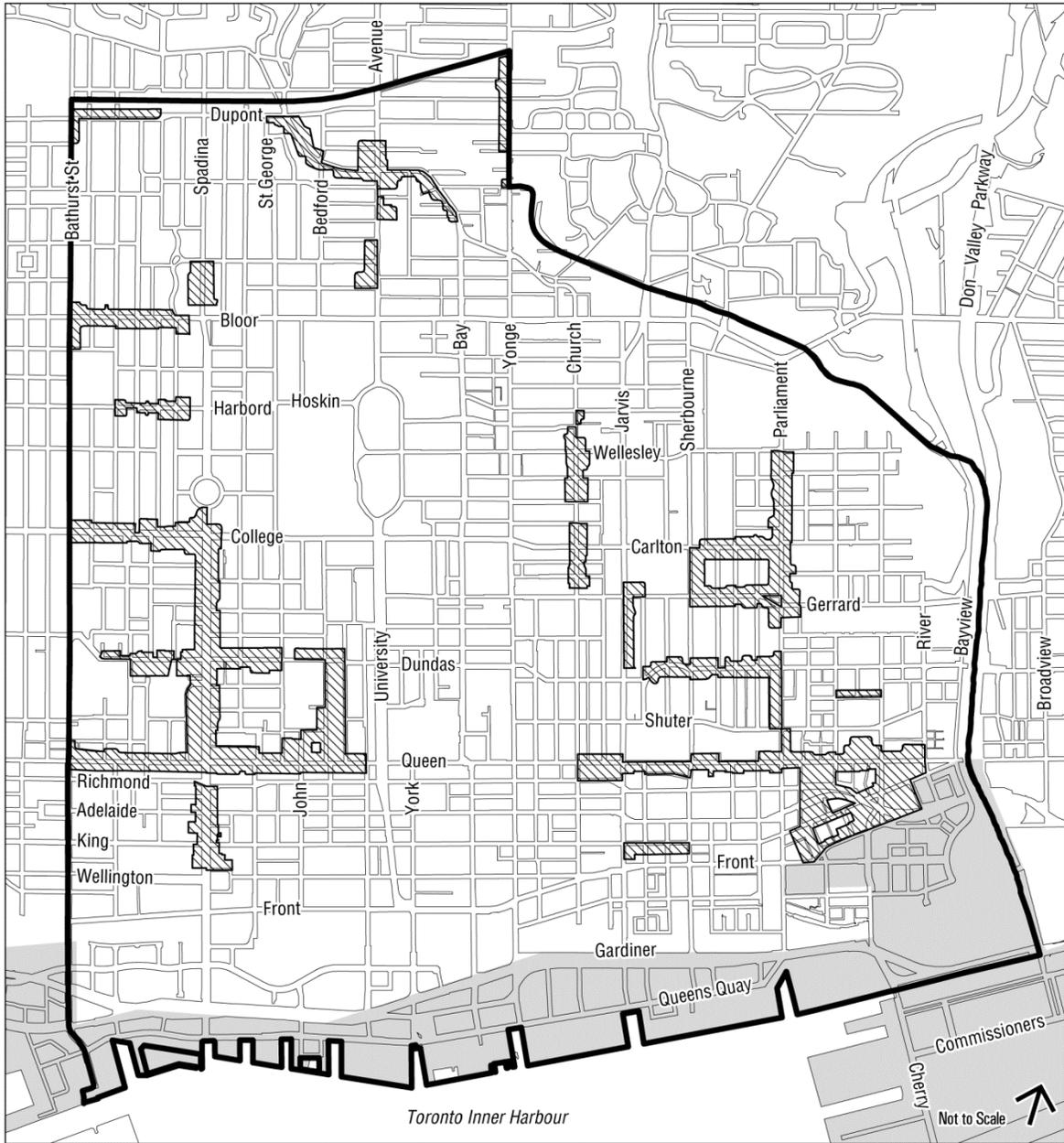


Proposed Downtown Plan

MAP 11-B Mixed Use Area 2 - Transitional

-  Downtown Plan Boundary
-  Mixed Use Area 2 - Transitional
-  Central Waterfront Secondary Plan

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Proposed Downtown Plan
MAP 11-C Mixed Use Area 3 - Main Street

-  Downtown Plan Boundary
-  Mixed Use Area 3 - Main Street
-  Central Waterfront Secondary Plan

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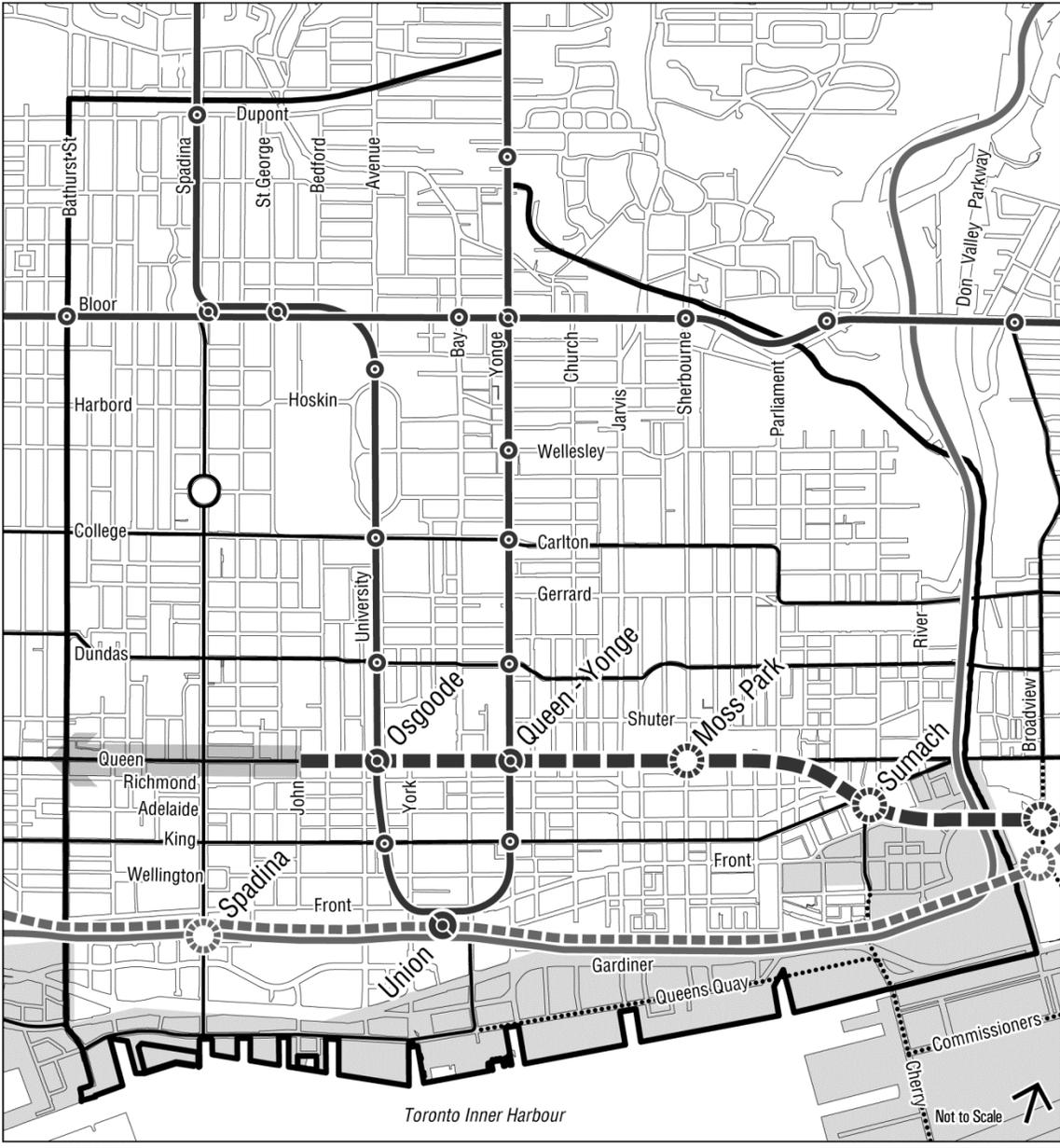


Proposed Downtown Plan

MAP 11-D Mixed Use Area 4 - Local

- Downtown Plan Boundary
- Central Waterfront Secondary Plan
- Mixed Use Area 4 - Local

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Proposed Downtown Plan
MAP 12 Existing and Planned Rapid Transit Stations

- Downtown Plan Boundary
- Streetcar Existing
- Streetcar Planned
- Subway Existing
- Subway Planned
- Central Waterfront Secondary Plan
- SmartTrack
- GO-RER
- Subway Potential Relief Line West Alignment to be Determined
- Existing Stations
- Planned Stations

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Proposed Downtown Plan

MAP 13 Priority Retail Streets

- Downtown Plan Boundary
- Central Waterfront Secondary Plan
- Priority Retail Streets

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Proposed Downtown Plan
MAP 14 High Intensity Pedestrian Areas

-  Downtown Plan Boundary
-  High Intensity Pedestrian Areas
-  Central Waterfront Secondary Plan

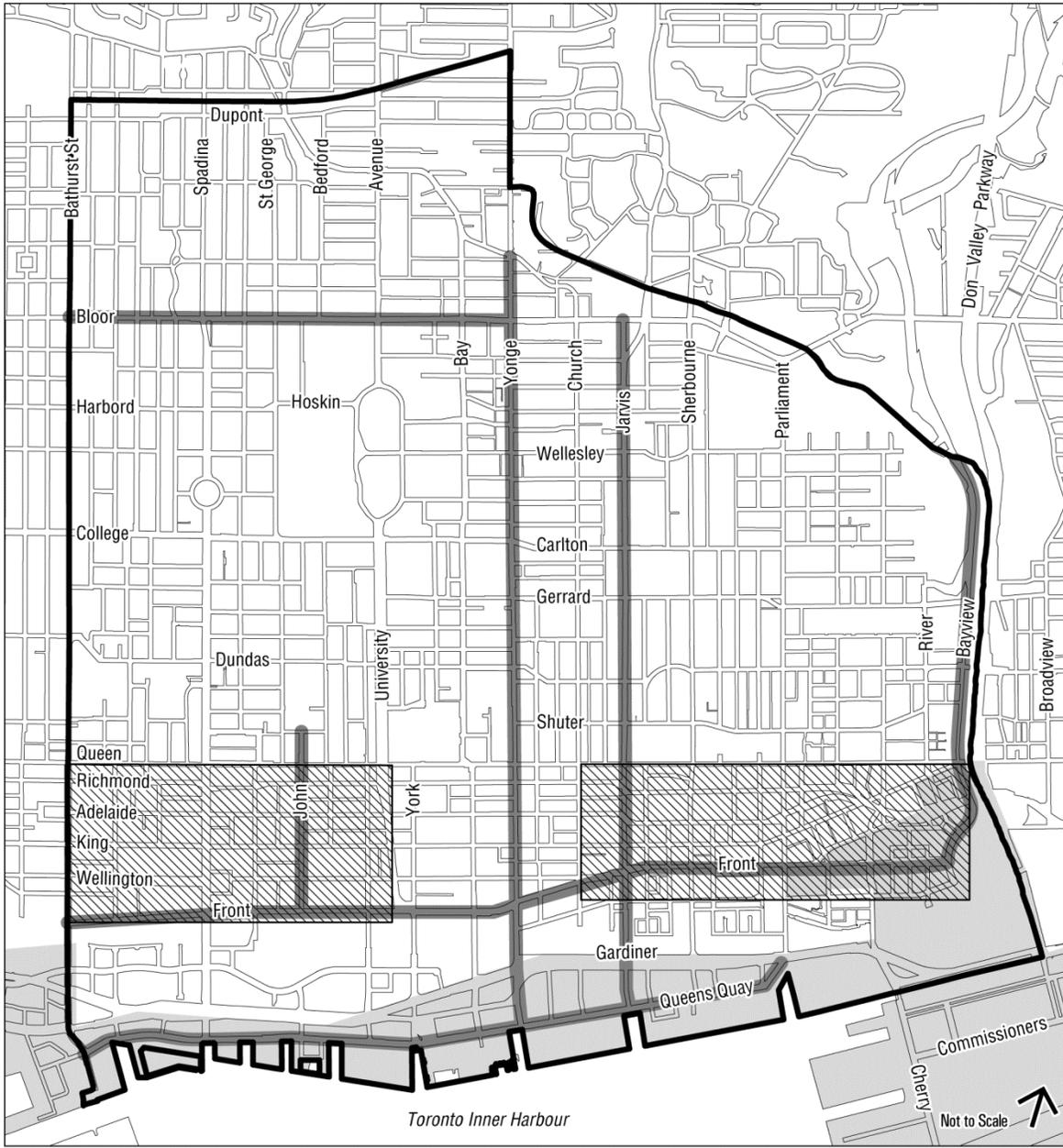
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Proposed Downtown Plan
MAP 15 Priority Cycling Routes

-  Downtown Plan Boundary
-  Central Waterfront Secondary Plan
-  Priority Cycling Routes
- Cycling Network Plan
-  Priority Cycling Routes
- Downtown Plan

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Proposed Downtown Plan
MAP 16 Cultural Precincts and Cultural Corridors

August 2017



Proposed Downtown Plan

MAP 17 Downtown Film Precinct

- Downtown Plan Boundary
- Central Waterfront Secondary Plan
- Downtown Film Precinct

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