
**AMENDMENT NO. ~~~ TO THE OFFICIAL PLAN
OF THE CITY OF TORONTO**

Section 3.1.2 Built Form, is amended by:

1. Deleting the non-policy preamble text and replacing it with the following:

"Toronto is a great city and is repeatedly recognized in international studies and surveys as a world leader in terms of quality of life. A quality of life that cannot be taken for granted. A quality of life that relies upon good planning and infrastructure to maintain Toronto's status as one of the best places in the world to live.

Our quality of life and personal enjoyment of our streets, parks and open spaces depend largely on the buildings that define the edges of the public realm. The size and character of the streetwalls that shape the spaces between those buildings, together with the ground floor uses, determine the visual quality, activity, comfortable environment and perception of safety in those spaces. Many of the qualities are influenced directly by the built form of adjacent buildings. Individual buildings that are visible from, and that form the edge of, a street or a park are read together as a common wall that defines the public realm and are part of the physical expression of Toronto's collective vision, identity and history.

Toronto is growing, with each new development making a contribution to the overall urban design of the City. Over the next several decades the majority of new growth will take place in the areas of the City where intensification is planned and appropriate – in the *Downtown*, the *Centres*, and along the *Avenues*. This is an extraordinary opportunity to build the next generation of development and to reinforce and strengthen the City's special character to create an image of Toronto at the citywide and neighbourhood scale that matches its status as a global leader in liveability and quality of life.

Most of Toronto is already built with at least one generation of buildings. For the most part, future development will be built on infill and redevelopment sites and will need to fit in, respecting and improving the character of the surrounding area. On large sites, in redevelopment areas and in other areas whose physical contexts are no longer appropriate, new planning contexts will be created to ensure that each new development extends the public realm and that new buildings in these areas add up to more than the sum of their parts.

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Development must be conceived not only in terms of the individual building site and program, but also in terms of how that site, building and its interface with the public realm fit within the existing and/or planned context of the neighbourhood and the City. Each new building will promote and achieve the overall objectives of the Plan."

2. Deleting the three sidebar paragraphs beginning with "Street proportion is...", "Good street proportion..." and "Pedestrian amenity is...", respectively, and replacing them with the following:

"Street Proportion

Street proportion is a fundamental determinant in the character of the street and provides a measure of certain qualities of the street and the buildings that front onto it, including its access to sunlight and skyview.

Good street proportion is subject to study on a district and street basis, and will be determined by studying the existing conditions, street and open space width, building heights, setbacks, step backs, angular planes, tower floor plates and placement, and the planned intensity of development and expectations for the character and quality of the streets and open spaces in the future."

3. Amending Policy 1 as follows:
 - a. deleting the word "New" from the beginning of the first sentence and capitalizing the word "Development";
 - b. adding the words "promote civic life and the use of the public realm, and to" after the words "streets, parks and open spaces to" in the second sentence;
 - c. adding the following as a new sub-policy (b) and renumbering subsequent policies accordingly:
 - "b) providing additional setbacks or open spaces at street intersections or when adjacent to public buildings, parks or transit to support building articulation and create a variety of spatial experiences and space for pedestrians and landscaping;"
 - d. adding the words "on the prominent street-facing building façades" after the words "main building entrances" in renumbered sub-policy (c);
 - e. adding the words "front onto a public street and" after the words "so that they" in renumbered sub-policy (c);
 - f. adding the word "prominent," before the words "clearly visible and" in renumbered sub-policy (c);

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- g. adding the words "street or public" before the word "sidewalk" in renumbered sub-policy (c);
 - h. adding the words "and entrances" after the words "ground floor uses" in renumbered sub-policy (d);
 - i. replacing the word "have" with the word "allow" before the words "views into and" in renumbered sub-policy (d); and
 - j. replacing the word "landscaping" with the word "landscape" in renumbered sub-policy (e).
4. Amending Policy 2 as follows:
- a. deleting the first sentence and replacing it with the following:

"Development will locate and organize vehicle parking, vehicular access and ramps, loading, servicing and storage areas, and utilities to minimize their impact and improve the safety and attractiveness of the public realm, the property and surrounding properties by:"
 - b. replacing the words "and private lanes," with the words "laneways, shared private" after the words "block(s) including public" in sub-policy (a);
 - c. adding commas after the words "block(s)" and "driveways" in sub-policy (a);
 - d. deleting the words "where possible" at the end of sub-policy (c);
 - e. adding the words "and vehicular driveways" after the words "limiting surface parking" in sub-policy (e);
 - f. deleting sub-policy (f) and replacing it with the following:

"f) limiting above-ground parking structures, integrating them within buildings, and providing active uses and attractive building elevations along adjacent streets, parks and open spaces."
5. Deleting Policies 3 and 4 and replacing them with the following new policies and renumbering subsequent policies accordingly:
- "3. Street proportion is the relationship between the height of buildings along the edges of the street and the adjacent right of way width. Development will be located and massed to define and frame the edges of the public realm with good street proportion, ensuring comfortable sun and wind conditions on the public realm and neighbouring properties by:
- a. ensuring that new buildings have a streetwall height that fits harmoniously with the existing or planned context;

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- b. stepping back building mass and/or limiting building footprints above the streetwall height to allow daylight and sunlight to penetrate to the street and lower building levels;
 - c. preserving the utility and intended use of the public realm, including sitting and standing; and
 - d. encouraging site and building design that promotes cross-ventilation along the street and adjacent open spaces.
 - 4. Development will be required to provide built form transition in scale between areas of different heights and/or intensity of use, including adjacent low-rise *Neighbourhoods*, heritage properties, heritage conservation districts, cultural landscapes and parks and open spaces. Transition in scale will be provided within the development site and measured from the property line(s) of lower scaled development through the application of one or more of the following, depending on context:
 - a. separation distances between buildings;
 - b. locating buildings within angular planes;
 - c. stepping down of building heights; and
 - d. location and orientation of buildings.
 - 5. Development will limit overlook, provide access to natural light from interior spaces, and provide opportunities for landscaping through the application of one or more of the following, depending on context:
 - a. rear and side yard setbacks from neighbouring properties; and
 - b. separation between adjacent building walls that contain windows.
 - 6. The design of new buildings should consider and be informed by the existing or planned character and context, including the scale, proportion, materiality, rhythm and fit of adjacent buildings.
 - 7. Development will reinforce the scale, character, form and setting of heritage resources and heritage conservation districts by providing massing and placement of new buildings to lend prominence to heritage resources.
 - 8. The organization, massing and height of a building on one site will not be a precedent for development on an adjacent or nearby site."
6. Amending renumbered Policy 9 (former Policy 5) as follows:

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- a. deleting the word "New" from the beginning of the first sentence and capitalizing the word "Development";
 - b. adding the words "promote civic life and" after the words "Development will" in the first sentence;
 - c. adding the words "pedestrians in" after the words "provide amenity for" in the first sentence;
 - d. delete the words "for pedestrians" after the words "comfortable and functional" in the first sentence;
 - e. replacing the word "respecting" with the word "including" after the words "boulevards and sidewalks" in sub-policy (a);
 - f. adding the words "high-albedo surfaces," after the words "other ground cover," in sub-policy (a);
 - g. adding the words "bio-retention swales," after the words "permeable paving materials," in sub-policy (a);
 - h. adding the words "including seating in various forms" after the words "street furniture" in sub-policy (a);
 - i. adding the words "energy efficient" after the words "and recycling containers," in sub-policy (a);
 - j. replacing the word "create" with the words "enhance local character and provide" in sub-policy (b);
 - k. adding the word ", safe" after the word "attractive" in sub-policy (b);
 - l. deleting the comma after the words "such as canopies" in sub-policy (c);
 - m. replacing the words "the parked autos" with the words "parking lots" in sub-policy (e);
 - n. adding the word ", direct" after the word "safe" in sub-policy (f); and
 - o. adding the words "throughout the site and" after the words "and tree plantings" in sub-policy (f).
7. Deleting renumbered Policy 10 (former Policy 6) and replacing it with the following new Policy 10:

"New multi-unit residential developments will provide high quality, well designed indoor and outdoor shared amenity space that provides programming for residents of all ages and abilities over time and throughout the year. Non-

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residential development is encouraged to provide high-quality and well-designed indoor and outdoor amenity space."

8. Adding the following new Policy 11:

"Outdoor amenity spaces will:

- a. have direct access to sunlight;
- b. be located at grade, where possible, to accommodate mature tree growth;
- c. mitigate impacts on the public realm and neighbours;
- d. be physically separated and located away from loading and servicing areas;
- e. have generous and well-designed landscaped areas to offer privacy and an attractive interface with the public realm;
- f. provide comfortable wind, shadow and noise conditions; and
- g. promote use in all seasons."

Section 3.1.3 Built Form – Tall Buildings, is amended by:

9. Deleting the section in its entirety and replacing it with the following non-policy text and numbered policies:

3.1.3 Built Form – Building Typologies

"Toronto's building types are defined by their physical characteristics including: scale; relationship to the public street; organization on the site including setbacks and step backs; ground floor uses; entrances and circulation; and massing including transition in scale. The following policies are intended to provide direction around building types that are used to achieve residential and/or mixed-use intensification in the City. Other building types including institutional buildings, shopping centres and some employment buildings may be informed by some of the following policies, but generally have unique built form relationships.

- 1. A mix of building typologies is encouraged on larger sites that can accommodate more than one building. Where proposals for development include more than one building, development will ensure appropriate site composition and coordination of different building typologies, including new and existing streets and other public realm elements, building organization, setbacks, floor plates and separation distances from other buildings on and adjacent to the site.

Townhouse and Low-Rise Apartment Buildings

Townhouse and low-rise apartment buildings provide grade-related housing in a form that is more intensive than single and semi-detached houses. Where appropriate and permitted, these low-rise typologies can be infill buildings on small sites or part of large sites to increase the range of housing types, provided that the development can ensure compatibility with and transition to adjacent established residential areas.

2. Townhouse and low-rise apartment buildings will be no taller than 4 storeys in height.
3. Townhouse and low-rise apartment buildings will be designed to:
 - a. provide unit and building entrances that have direct access to and are visible from public streets, pedestrian mews and walkways;
 - b. integrate with and maintain existing grades on site and at the property line; and
 - c. ensure sunlight on ground floor units by providing appropriate facing distances, angular planes and step backs.

Mid-Rise Buildings

Mid-rise buildings are a form of development that provides transition and relationship to streets, parks and open spaces. Typically found along *Avenues* and *Major Streets* in *Mixed-Use Areas*, they help establish and reinforce an urban environment and support transit infrastructure while maintaining an open view to the sky and good access to sunlight from the public realm.

Mid-rise buildings may contain single uses such as offices or residential apartments, or a mix of uses such as retail, office, community service and residential in the same building. The proposed intensification in this Plan is primarily anticipated to be achieved with street-oriented, grade related mid-rise building types that define and support a sunny, comfortable public realm inclusive of streets that are lined with active uses.

4. Mid-rise buildings are buildings greater than four storeys in height, with a maximum height generally equivalent to the width of the right-of-way that they front onto. Maximum permitted heights will be determined based on the criteria established in Policy 5.
5. Mid-rise buildings will be designed to:
 - a. provide a streetwall height consistent with the existing and/or planned context;

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- b. maintain street proportion and access to skyview by stepping back building massing generally at 80% of the adjacent right-of-way width; and
- c. provide articulation and massing that breaks up long facades in a manner that respects and reinforces the surrounding built form context of existing buildings.

Tall Buildings

Tall buildings have larger civic responsibilities and obligations than other building types. They are an intensive form of development that come with both opportunities and challenges. When the quality of architecture and site design is emphasized, tall buildings can become important city landmarks, help to define the City's structure, and contribute to the skyline. However, not every site is appropriate for a tall building. Tall buildings should only be considered where they can fit into the existing or planned context.

- 6. Tall buildings are generally buildings greater in height than the width of the adjacent right-of-way. The maximum permitted heights of tall buildings will be determined based on the criteria established in Policy 8.
- 7. Tall buildings will only be permitted on sites where the following can be achieved:
 - a. a tower separation distance consistent with the existing or planned context and not less than 25 metres, measured from the exterior wall of the buildings excluding balconies; and
 - b. a minimum 12.5 metre tower setback to a side or rear lot line.
- 8. Tall buildings should be designed to consist of three parts, carefully integrated into a single whole and designed to achieve the following objectives:
 - a. Base buildings or podiums should be:
 - i. designed to fit harmoniously within the existing context of neighbouring building heights at the street and to respect the scale and proportion of adjacent streets, parks and open spaces;
 - ii. generally aligned parallel to adjacent buildings, streets, parks and open spaces;
 - iii. lined with active, grade-related uses to promote a safe and animated public realm; and
 - iv. articulated with high-quality materials and design elements that fit with neighbouring buildings and contribute to a pedestrian scale.

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- b. Tower middles or shafts should be organized, located, shaped and articulated to:
 - i. have residential floor plates generally no larger than 750 square metres, excluding balconies;
 - ii. generally be aligned parallel to adjacent streets, parks and open spaces;
 - iii. minimize shadow impacts on the public realm and surrounding properties;
 - iv. reduce visual and physical impacts of the tower from the public realm and neighbouring properties;
 - v. mitigate pedestrian level wind impacts through step backs and articulation;
 - vi. maximize access to sunlight and sky view from the public realm;
 - vii. provide access to natural light from interior spaces;
 - viii. create architectural interest and visually diminish the overall scale of the building mass; and
 - ix. promote design excellence, innovation and sustainability.
 - c. Tower tops should be designed to:
 - i. contribute to the surrounding skyline character;
 - ii. integrate roof top mechanical systems into their design; and
 - iii. avoid uplighting and excessive lighting.
9. Tower separation, setbacks and stepbacks will increase as tower height increases to achieve the daylight, skyview and privacy objectives of this Plan on all floors."