

Built Form

Section 3.1.2 Revised Policies 1, 2 & 9 New Policies 3, 4, 5, 6, 7, 8, 10 & 11

Development must be conceived not only in terms of individual sites and buildings, but how those sites and buildings fit within the existing and planned context. New development should strengthen the relationship between built form and the public realm by supporting, improving and limiting impacts on adjacent streets, parks and open spaces.



Policies 1 & 2 have been modified to emphasize the role that site design plays in contributing to the safety, attractiveness and use of the public realm. In particular, they reinforce how new development should frame and support adjacent streets, parks, open spaces and mature trees.

Policy 7 recognizes that heritage resources should be celebrated and made prominent through the careful design of new buildings.

Policy 3 establishes the importance of good street proportion and establishes criteria to enhance pedestrian conditions, such as sun and wind, on the public realm.

Policies 4, 5 & 6 require development to recognize and provide built form transitions in scale, limit overlook and provide access to natural light, and reinforce proportion, materiality, rhythm and fit with adjacent buildings.

Built Form

Townhouse & Low-Rise Apartment Buildings

Section 3.1.3; New Policies 2 & 3

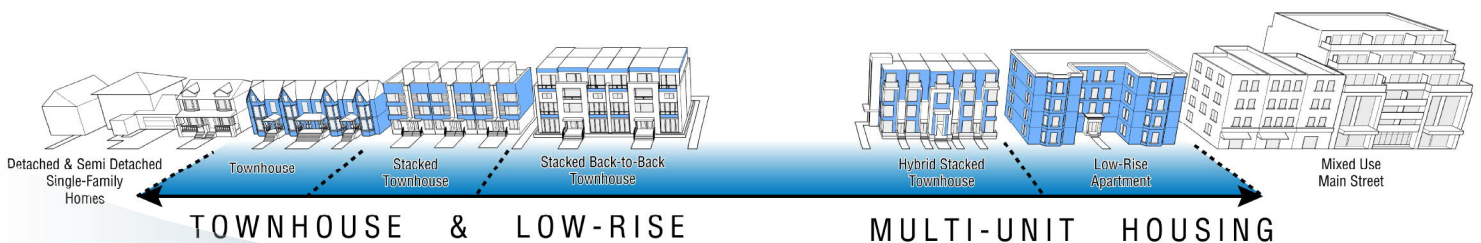
Where appropriate, permitted and compatible with the area context and prevailing building types, townhouse and low-rise apartment buildings can increase the range of housing types and provide grade-related housing in a form that is more intensive than single- and semi-detached houses.



Policy 2 establishes a maximum height of four storeys for townhouses and low-rise apartments.

Policy 3 establishes additional design criteria for townhouses and low-rise apartment buildings, including: providing entrances that have direct access from public streets, pedestrian mews and walkways.

Policy 3 establishes that townhouses and low-rise apartment buildings will be designed to integrate with existing grades on site, and ensure access to sunlight for the public realm and ground floor units.



Built Form Mid-Rise Buildings

Section 3.1.3; New Policies 4 & 5

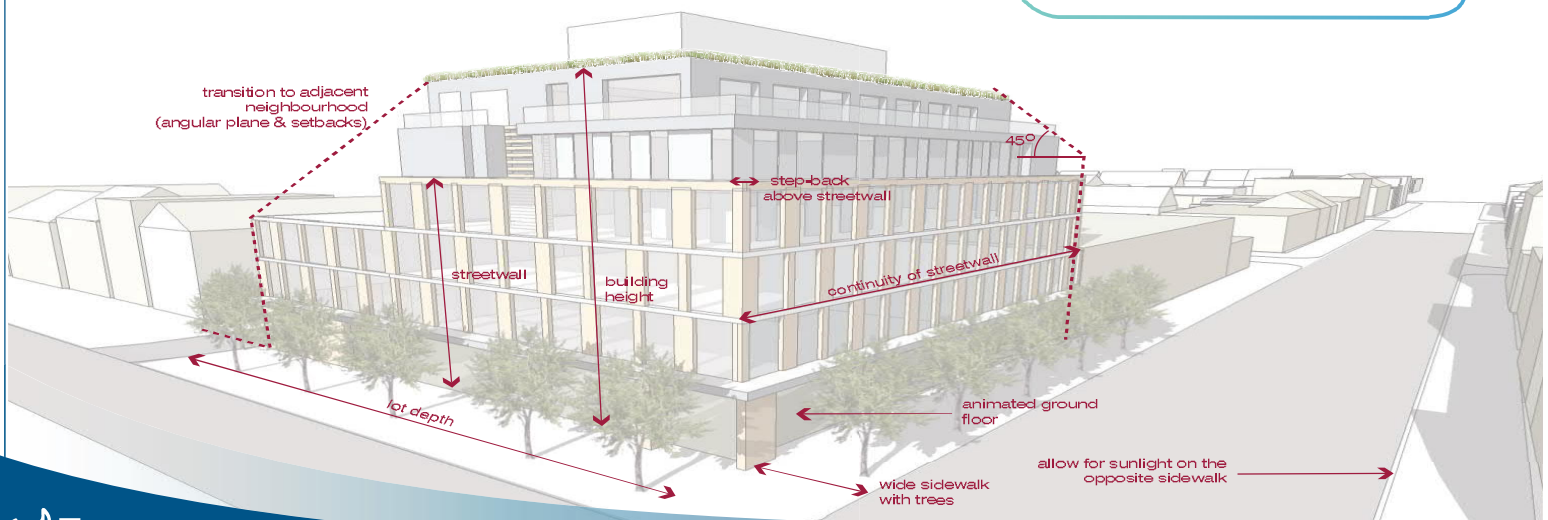
Mid-rise buildings are a form of development of moderate scale which provides a transition and relationship to streets, parks and open spaces.

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.



Policy 5 provides design criteria for determining the appropriate height of mid-rise buildings, including: providing a streetwall height consistent with the existing or planned context, maintaining good street proportion and access to skyview, and providing articulation and massing to break up long building façades and fit with local character.

Policy 4 establishes the height of mid-rise buildings as greater than four storeys with a maximum height generally equal to the width of the right-of-way that they front onto.



Built Form Tall Buildings

Section 3.1.3. New Policies 2 & 3

Tall buildings 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.

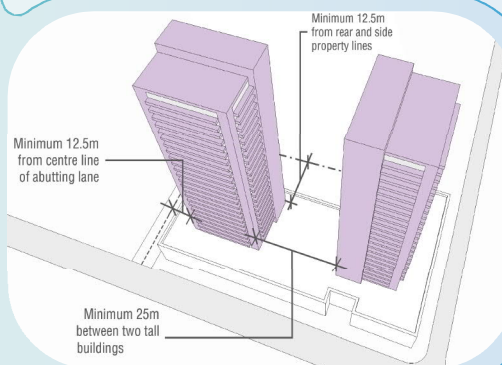
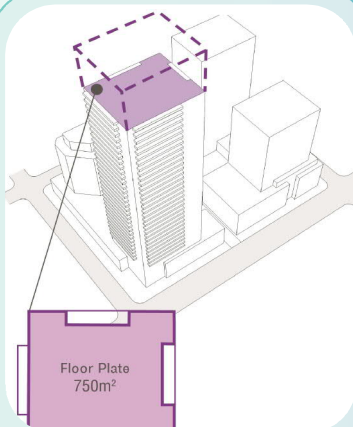
Tall buildings consist of 3 carefully integrated parts: base, a middle and a top.

Policy 8 expands on current policies and provides more detailed design criteria for each tower part to ensure that tall buildings:

- fit harmoniously within the existing context
- contribute to good street proportion and an enhanced public realm
- mitigate shadow and wind impacts on pedestrians
- contribute to a cohesive skyline

Policies 7 & 8 introduce three key measures into the Official Plan to help determine the suitability of a proposed tall building on a site:

1. Towers will be no less than 25 metres apart
2. Towers will have a minimum 12.5 metre setback from the side and rear lot lines
3. Residential tower floor plates should be no larger than 750m²



Appendix B

Public Meeting Handouts



Public Meeting Handout:
Draft Built Form Policies

3.1.2 BUILT FORM

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 depends 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. ~~Most~~ 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.

~~Over the next several decades the majority of the new growth will take place in the areas of the City where intensification is appropriate – in the Downtown, the Centres, and along the Avenues. This is an extraordinary opportunity to build the next generation of buildings and to create an image of Toronto that matches its status as one of the great cities of North America.~~

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~~Great cities are built one building at a time, with each new building making a contribution to the overall urban design of the City. Developers and architects have a civic responsibility to create buildings that not only meet the needs of the clients, tenants and customers, but also the needs of the people who live and work in the area who will encounter the building in their daily lives.~~

~~Toronto's streets, parks and open spaces are defined by the façades of many buildings. The façade presents the building to the public, telling people about the building, what it is, where to enter, and what the character and functions of interior uses are. The individual façades of buildings 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.~~ Developments 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 ~~façades~~ interface with the public realm fit within the existing and/or planned context of the neighbourhood and the City. Each new building ~~should~~ will promote and achieve the overall objectives of the Plan.

Sidebar

~~Street proportion is the ratio of the height of buildings along the edges of the street and the width of the space between the buildings.~~ Street proportion ~~gives~~ is a fundamental determinant in the character of the street and provides a measure ~~to of~~ certain qualities of the street and the buildings that front onto it, including its access to sunlight and sky view.

Good street proportion is subject to study on a district and street basis. ~~Good street proportion, and~~ will be determined by studying the existing conditions, street and open space width, ~~existing~~ 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.

~~Pedestrian amenity is provided by those architectural and landscape elements including, lighting, trees, decorative paving, seating, bicycle rings, water features, etc. that promote the safe and comfortable use of adjacent streets and open spaces.~~

Policies

1. ~~New~~ dDevelopment will be located and organized to fit with its existing and/or planned context. It will frame and support adjacent streets, parks and open spaces

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to promote civic life and the use of the public realm, and to improve the safety, pedestrian interest and casual views to these spaces from the development by:

a) generally locating buildings parallel to the street or along the edge of a park or open space with a consistent front yard setback. On a corner site, the development should be located along both adjacent street frontages and give prominence to the corner. If located at a site that ends a street corridor, development should acknowledge the prominence of that site;

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;

~~b)c)~~ locating main building entrances on the prominent street-facing building façades so that they front onto a public street and are prominent, clearly visible and directly accessible from the public street or public sidewalk;

~~e)d)~~ providing ground floor uses and entrances that ~~have allow~~ views into and, where possible, access to, adjacent streets, parks and open spaces; and

~~e)e)~~ _____ preserving existing mature trees wherever possible and incorporating them into ~~landscaping~~ landscape designs.

2. ~~New d~~ Development will locate and organize vehicle parking, vehicular access and ramps, loading, serviceing and storage areas, and utilities to minimize their impact and improve the safety and attractiveness of ~~on~~ the public realm, the property and ~~on~~ surrounding properties ~~and to improve the safety and attractiveness of adjacent streets, parks and open spaces~~ by:

a) using shared service areas where possible within development block(s), including public ~~and private lanes, laneways, shared private~~ driveways, and service courts;

b) consolidating and minimizing the width of driveways and curb cuts across the public sidewalk;

c) integrating services and utility functions within buildings ~~where possible~~;

d) providing underground parking where appropriate;

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- e) limiting surface parking and vehicular driveways between the front face of a building and the public street or sidewalk; and
 - 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. ~~integrating above-ground parking structures, where permitted or appropriate, with building design, and have usable building space at grade facing adjacent streets, parks and open spaces.~~
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;
 - 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.

~~New development will be massed and its exterior façade will be designed to fit harmoniously into its existing and/or planned context, and will limit its impact on neighbouring streets, parks, open spaces and properties by:~~

- ~~a) massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion;~~
- ~~b) incorporating exterior design elements, their form, scale, proportion, pattern and materials, and their sustainable design, to influence the character, scale and appearance of the development;~~
- ~~c) creating appropriate transitions in scale to neighbouring existing and/or planned buildings for the purpose of achieving the objectives of this Plan;~~

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- ~~d) providing for adequate light and privacy;~~
- ~~e) adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas; and~~
- ~~f) minimizing any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.~~

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.

~~New development will be massed to define the edges of streets, parks and open spaces at good proportion. Taller buildings will be located to ensure adequate access to sky view for the proposed and future use of these areas.~~

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.

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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.
59. ~~New d~~Development will promote civic life and provide amenity for pedestrians in adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional ~~for pedestrians~~ by providing:
- a) improvements to adjacent boulevards and sidewalks ~~respecting~~ including sustainable design elements, which may include one or more of the following: trees, shrubs, hedges, plantings or other ground cover, high-albedo surfaces, permeable paving materials, bio-retention swales, street furniture including seating in various forms, curb ramps, waste and recycling containers, energy efficient lighting and bicycle parking facilities;
 - b) co-ordinated landscape improvements in setbacks to ~~create~~ enhance local character and provide attractive, safe transitions from the private to public realms;
 - c) weather protection such as canopies, and awnings;
 - d) landscaped open space within the development site;
 - e) landscaped edges of surface parking lots along streets, parks and open spaces to define the street edge and visually screen ~~the parked autos~~ parking lots;
 - f) safe, direct pedestrian routes and tree plantings throughout the site and within surface parking lots; and
 - g) public art, where the developer agrees to provide this, to make the building and its open spaces more attractive and interesting.
610. 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-residential development is encouraged to provide high-quality and well-designed indoor and

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outdoor amenity space.~~Every significant new multi-unit residential development will provide indoor and outdoor amenity space for residents of the new development. Each resident of such development will have access to outdoor amenity spaces such as balconies, terraces, courtyards, rooftop gardens and other types of outdoor spaces.~~

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
- a)g) promote use in all seasons.

3.1.3 BUILT FORM – ~~TALL BUILDINGS~~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.

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5. Mid-rise buildings will be designed to:

- a) provide a streetwall height consistent with the existing and/or planned context;
- 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;

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- 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.

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.

~~Tall buildings currently exist in many parts of the City, in the Downtown, in the Centres, along parts of the waterfront, at some subway stops and in clusters around the City.~~

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~~These individual buildings and groups of buildings can be seen rising above the forest cover and the City's low scaled residential and employment areas.~~

~~Tall buildings are desirable in the right places but they don't belong everywhere. When appropriately located and designed, tall buildings can support and draw attention to the city structure, visually reinforcing our civic centres and other areas of civic importance. In the context of Toronto's relatively flat topography, tall buildings help define the City's image. When the quality of architecture and site design is emphasized, tall buildings become important city landmarks. By concentrating development on a small part of the site, they can also provide high quality publicly accessible open spaces and areas for community services and amenity.~~

~~When poorly located and designed tall buildings can physically and visually overwhelm adjacent streets, parks and neighbourhoods. They can block sunlight, views of the sky and create uncomfortable wind conditions in adjacent streets, parks and open space and create traffic congestion. The open space created on poorly designed sites is often residual, unsafe and uncomfortable to use.~~

~~Tall buildings are only one form of intensification. Most of the proposed intensification in this Plan is anticipated to be achieved with street oriented, grade related or mid-rise building types that define and support sunny, comfortable and vital streets, parks and open spaces. Tall buildings, typically buildings whose height is greater than the width of the adjacent road allowance, are generally limited to parts of the Downtown, Centres, and other areas in which they are permitted by a Secondary Plan, an area specific policy, a comprehensive zoning by-law, site specific policies in effect as of the approval date of this Official Plan or site specific zoning that pre-dates approval of this Plan. Tall buildings will only be permitted in other areas on the basis of appropriate planning justification consistent with the policies of this Plan.~~

Policies

~~Tall buildings come with larger civic responsibilities and obligations than other buildings. To ensure that tall buildings fit within their existing and/or planned context and limit local impacts, the following additional built form principles will be applied to the location and design of tall buildings:~~

- ~~1. Tall buildings should be designed to consist of three parts, carefully integrated into a single whole:~~

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- ~~a) base building— provide definition and support at an appropriate scale for adjacent streets, parks and open spaces, integrate with adjacent buildings, minimize the impact of parking and servicing uses;~~
- ~~b) middle (shaft)— design the floor plate size and shape with appropriate dimensions for the site, locate and orient it on the site and in relationship to the base building and adjacent buildings in a manner that satisfies the provisions of this Section; and~~
- ~~c) top— design the top of tall buildings to contribute to the skyline character and integrate roof top mechanical systems into the design.~~

~~2. Tall building proposals will address key urban design considerations, including:~~

- ~~a) meeting the built form principles of this Plan;~~
- ~~b) demonstrating how the proposed building and site design will contribute to and reinforce the overall City structure;~~
- ~~c) demonstrating how the proposed building and site design relate to the existing and/or planned context;~~
- ~~d) taking into account the relationship of the site to topography and other tall buildings;~~
- ~~e) providing high quality, comfortable and usable publicly accessible open space areas; and~~
- ~~f) a) meeting the other goals and objectives of this Plan.~~

**Public Meeting Handout:
Draft Public Realm Policies**

3.1.1 THE PUBLIC REALM

The public realm is the fundamental organizing element of the city and its neighbourhoods, and plays an important role in supporting population growth, liveability, social equity and overall quality of life.

Beautiful, comfortable, safe, functional and accessible streets, parks, open spaces and public buildings are a key shared asset. These public spaces draw people together, creating strong social bonds at the neighbourhood, city and regional level. They convey our public image to the world and unite us as a city, contribute to our cultural heritage and define our urban form and character. They set the stage for our festivals, parades and civic life as well as for daily ~~casual contact~~ social interaction. Quality Ppublic spaces creates communities enhance people's sense of community and belonging.

For every scale of city building, this Plan is intended to ensure the development of a high quality public realm and complete communities inclusive of an appropriate supply of parks and open spaces. A well-connected, walkable, attractive and vibrant, safe and accessible public realm will be ensured through site design and urban design standards.

~~This Plan recognizes how important good design is in creating a great city. Great cities are judged by the look and quality of their squares, parks, streets and public spaces and the buildings which frame and define them. People flock to the world's great cities not just to enjoy the culture, but to wander the streets, to explore their parks and plazas, to enjoy the street life, to shop and to people watch. The same characteristics and qualities that make these cities great places to visit also make them great places to live. What do these places share in common? All are very urban, high density, mixed use, mixed income, transit and pedestrian oriented vibrant places.~~

~~Great cities not only have great buildings — but the buildings work together to create great streets, plazas, parks and public places. Great cities inspire and astonish. Whether it's a bustling shopping street lined by vibrant shop windows and sidewalk cafes, an intimate, residential, tree-lined street, or a public plaza in the central business district — everywhere you look there is evidence that the place has been designed. The buildings, both public and private, work together to create the “walls” for the city's great outdoor “rooms”.~~

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Policies

1. The public realm is comprised of all public and private spaces to which the public has access. It comprises a network that includes, but is not limited to, streets, sidewalks and pedestrian connections, parks and open spaces, the public portions of civic buildings and other publicly owned and publicly accessible lands.
2. The City, together with its partners, will seek opportunities to expand and enhance the public realm in order to support existing and future populations to provide a high quality of life for people of all ages and abilities.
3. The public realm will be designed to:
 - a) provide the organizing framework and setting for development;
 - b) foster complete, well-connected walkable communities and employment areas that meet the daily needs of people and support a mix of activities;
 - c) support active transportation and public transit use;
 - d) support quality of life for people of all ages and abilities;
 - e) provide an enjoyable, attractive and vibrant, safe and accessible setting for civic life and daily social interaction;
 - f) define the identity and physical character of the City;
 - g) provide opportunities for passive and active recreation;
 - h) be functional and fit within a larger network; and
 - i) integrate green infrastructure and low impact development to increase the City's resilience.
4. Quality ~~architectural, landscape and urban~~ design and construction will be promoted by:
 - a) committing the funds necessary to create and maintain a high quality public ~~realm buildings, structures, streetscapes and parks that reflect the broad objectives of this Plan;~~

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- b) using design competitions and advisory design review panels to seek design excellence and promote public interest in design quality for public works;
- c) using advisory design review panels to seek design excellence and promote public interest in the design quality of new development;

~~d) ensuring new development enhances the quality of the public realm; and~~

d) encouraging the use of skilled professionals in the design and construction process; and

e) encouraging creativity and design excellence through programs such as the Urban Design Awards.

~~Creativity and excellence in architecture, landscape and urban design will be encouraged in private developments through programs such as the Urban Design Awards.~~

- 5. City streets are significant public open spaces which connect people and places and support the development of sustainable, economically vibrant and complete communities. New and existing City streets will incorporate a Complete Streets approach and be designed to perform their diverse roles by:
 - a) balancing the needs and priorities of the various users and uses within the right-of-way, including provision for:
 - i) the safe and efficient movement of pedestrians of all ages and abilities, cyclists, transit vehicles and users, goods and services vehicles, emergency vehicles, and motorists across the network;
 - ii) space for other street elements, such as utilities and services, trees and landscaping, green infrastructure, snow and stormwater management, wayfinding, boulevard cafes, marketing and vending, and street furniture; and
 - iii) ensuring the safety of vulnerable groups such as women, children, seniors and people with disabilities by implementing the Toronto Safer City Guidelines, or an updated version thereof;
 - b) improving the quality and convenience of active transportation options within all communities by giving full consideration to the needs of pedestrians, cyclists and public transit users;
 - c) reflecting differences in local context and character;

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- d) providing building access and address, as well as amenities such as view corridors, sky view and sunlight; and
 - e) serving as community destinations and public gathering places.
6. Toronto's concession road grid is a major organizing element to be maintained, improved and recognized in public design initiatives. To improve mobility and recreational opportunities where these streets are interrupted by topographical features or utility corridors, pedestrian and bicycle routes should be established across these features.
7. New streets will be designed to:
- a) provide connections with adjacent neighbourhoods;
 - b) promote a connected grid of streets that offers safe and convenient travel options;
 - c) extend sight lines and view corridors;
 - d) divide larger sites into smaller development blocks;
 - e) provide access and addresses for new development;
 - f) allow the public to freely enter without obstruction;
 - g) implement the Complete Streets approach to develop a street network that balances the needs and priorities of the various users and uses within the right-of-way;
 - h) improve the visibility, access and prominence of unique natural and human-made features; and
 - i) provide access for emergency vehicles.
8. New streets will be designed to provide frontage, visibility, access and prominence to parks and open spaces including natural features, cemeteries, school yards and campus lands to improve their safe use.
9. New streets will be public streets and will serve as the primary organizing element and access for new developments. ~~New streets should be public streets. Private streets, where they are appropriate, should be designed to integrate into the public realm and meet the design objectives for new streets.~~

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SIDEBAR: Public streets are vital to the City's ability to preserve access and connectivity to residents for essential public services such as garbage collection, emergency services access, utility infrastructure and snow removal and storage. The City's standards for the design of streets ensure that these public services can be provided in an efficient, safe and secure manner. Public streets can be managed, maintained and upgraded to respond to growth and development.

10. Laneways provide an important function as off-street access for vehicles and servicing. As part of the public realm, laneways should be public and opportunities for laneway enhancements should be identified as part of the development approval process. Where feasible and appropriate, laneways should be designed with consideration for safe, accessible and comfortable pedestrian and cyclist movement.
11. Shared driveways, where deemed to be appropriate, will serve a limited function as service access to loading and parking facilities, and should be publicly accessible and designed to integrate into the public realm.
12. Interior shopping malls, underground concourses, plaza walkways, laneways and ~~private~~ mid-block connections will be designed to complement and extend, but not replace, the role of the public street as the main place for pedestrian activity. They should be accessible, comfortable, safe and integrated into the local pattern of pedestrian movement with direct, universal physical and visual access from the public sidewalk and clear path-finding within. ~~Additional infrastructure needed for the building of new communities will be laid out and organized to reinforce the importance of public streets and open space as the structural framework that supports high quality city living.~~
13. Sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for pedestrians by:
 - a) providing well designed and co-ordinated tree planting, ~~and~~ landscaping, amenity spaces, setbacks, green infrastructure, pedestrian-scale lighting, ~~and~~ quality street furnishings and decorative paving as part of street improvements; ~~and~~

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b) locating and designing utilities within streets, within buildings or underground, in a manner that will minimize negative impacts on the natural, pedestrian and visual environment and enable the planting and growth of trees to maturity; and

~~b)c) providing unobstructed, direct and continuous paths of travel in all seasons with an appropriate width to serve existing and anticipated pedestrian flow.~~

14. Design measures which promote pedestrian safety and security will be applied to streetscapes, laneways, parks, other public and private open spaces, and all new and renovated buildings.

15. Development of New and existing city blocks and development lots within them will be designed to:

a) expand and enhance the public realm network;

a)b) have an appropriate size and configuration for the proposed land use, scale of development and intended form of buildings and open space;

c) enhance walkability by minimizing block lengths where appropriate, maximizing pedestrian connections, and integrating public realm elements;

~~b)d) promote street-oriented development with buildings fronting onto street and park edges;~~

e) provide adequate room within the development lot or block for parking and servicing needs, including the provision and extension of public laneways for service and delivery access where technically feasible and appropriate;

f) identify opportunities and provide for the integration of green infrastructure; and

~~e)g) allow for incremental, phased development.~~

16. A mature tree canopy enhances the identity, character and comfort of streets, parks and open spaces, and contributes to the urban forest. The long-term growth and increase in the amount of healthy trees will be a priority for all new development. Development proposals will demonstrate how the provision, maintenance and protection of trees and their growing spaces above and below ground will be achieved.

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17. Access and enjoyment of ~~T~~the natural features of the City, such as the Lake Ontario shoreline, the Lake Iroquois escarpment, woodlots, ravines and valley lands, will be enhanced and protected ~~connected to the surrounding city~~ by:
- a) improving prominence, physical and visual access from adjacent public streets, parks and spaces and ~~by~~ designing these into a comprehensive ~~open space~~public realm network;
 - b) ensuring that adjacent development, particularly building location and organization will preserve and enhance views and vistas to and from these natural features;
 - c) providing for public access along, into and through these natural open spaces, where appropriate; and
 - d) minimizing shadows to preserve their utility and ecological health.

~~The enjoyment of the valleys and ravines will be protected by ensuring that adjacent development, particularly building height and massing, will preserve harmonious views and vistas from the valley.~~

18. New parks and open spaces will be located and designed to:
- a) connect and extend, wherever possible, to existing parks, natural areas, and other open spaces such as school yards;
 - b) provide a comfortable setting and wind and sunlight conditions to promote use and enjoyment for community events as well as individuals ~~use~~;
 - c) provide appropriate spaces ~~and layout~~ for a variety of recreational needs, including forms of active and passive recreation, as well as productive recreation such as community gardening; and
 - d) emphasize and improve unique aspects of the community's natural and human-made heritage.
19. ~~New p~~Parks and ~~other~~ publicly accessible open spaces such as POPS and schoolyards should ~~front onto a street for good visibility, access and safety~~be made visible, prominent and accessible by:

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- a) locating parks and publicly accessible open spaces on appropriate public street frontages to establish direct visual and physical access;
 - b) providing appropriate building and site design to present a public front to the parks and open spaces, and promoting active uses on the frontages; and
 - a)c) increasing access and safety through passive surveillance.
20. Privately owned publicly accessible open spaces (POPS) are spaces which the public are invited to use, but which remain privately owned and maintained. POPS provide opportunities for expanding the public realm by creating new open space and connecting existing streets, parks and open spaces. POPS do not replace the need for new public parks and open spaces. The provision of POPS as part of a development will not be in lieu of parkland dedication. Development is encouraged to provide POPS that:
- a) are publicly accessible;
 - b) are designed for users of all ages and abilities;
 - c) are sited in highly visible locations and designed to serve the local population;
 - d) are sited and designed to be seamlessly integrated and connected into the broader public realm;
 - e) include new trees, seating and landscaping where possible;
 - f) prioritize child-specific elements, where appropriate;
 - g) include the City's POPS signage identifying the space as being publicly-accessible; and
 - a)h) be informed by the City's Urban Design Guidelines for Privately Owned Publicly-Accessible Space.
21. A public square is a social and civic gathering space, often adjacent to a civic or public building, that provides opportunities for social interaction, entertainment, cultural events and flexible programming that enhance the daily lives of residents and workers. Public squares are a desirable form of open space because of their spaciousness, prominence and easy access. Public squares should be designed to:

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- a) be integrated with the broader public realm at a scale appropriate for the surrounding context;
 - b) have significant street frontage with a defining boundary and direct pedestrian connections to the public sidewalk;
 - c) support a variety of programming such as flexible hardscaped areas, gardens and lawns, fountains or other water features, concert facilities and stages, public buildings and washrooms, small outdoor game areas, seating areas and places to eat, depending on their size and location;
 - d) support temporary facilities such as small-scale retail kiosks and vendors, temporary markets, performance and exhibit spaces, and a range of other facilities.
22. Scenic routes, including streets, with public views of important natural or human-made features should be preserved and, where possible, improved by:
- a) maintaining views and vistas as new development occurs;
 - b) creating new scenic routes or views when an opportunity arises; and
 - c) increasing pedestrian and cycling amenities along the route.
23. Public works and private development will maintain views from the public realm to the skylines of the *Downtown and the Central Waterfront, North York Centre, and Scarborough Centre* shown on Maps 7a and 7b. These views are dynamic and are expected to evolve over time to include new buildings constructed within the *Downtown and Central Waterfront, the North York Centre and the Scarborough Centre*.
24. Views from the public realm to prominent buildings, structures, landscapes and natural features are an important part of the form and image of the City. Public works and private development will maintain, frame and, where possible through project design, create views from the public realm to important natural and human-made features as identified on Maps 7a and 7b.
25. Views from the public realm to prominent, buildings, structures, landscapes and natural features identified on Maps 7a and 7b are important and are described in Schedule 4. Additional views from the public realm to prominent buildings,

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structures, landscapes and natural features may be added to Maps 7a and 7b and Schedule 4 through amendment to the Official Plan.

26. Public buildings will be located, ~~and~~-designed and massed to promote their public status on prominent, visible and accessible sites, including street intersections, and sites that end a street view or face an important natural/cultural feature. Open space associated with public buildings will be designed to enhance the ~~quality~~ setting for the building and support a variety of public functions associated with its program.
27. Universal physical access to publicly accessible spaces and buildings will be ensured by:
- a) creating and maintaining a connected network of streets, parks and open spaces that are universally accessible, including sidewalks with unobstructed ~~pathways~~ pedestrian clearways and curb cuts at corners on all City streets;
 - b) requiring that plans for all new and altered buildings ~~and additions~~, transit facilities and public works meet the City's accessibility guidelines; and
 - c) retrofitting over time all existing City owned buildings that are open to the public and open spaces to make them universally accessible and encouraging the owners of private buildings and spaces to do likewise through public education and retrofit programs.

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Schedule 3 – Application Requirements

REQUIREMENTS	OP	OZ	SB	Plan of condominium	Consent to sever	SA
Arborist Tree Preservation Report - <u>for properties with existing trees and/or trees within 6 metres of all property lines. A technical report that identifies the location, species, size and condition of trees and describes maintenance strategies and protection measures to be implemented.</u>		X	X	X	X	X
Soil Volume Plan – <u>for all properties. Plan and section drawings with information such as below grade slab elevations and building setbacks, demonstrating that adequate soil volume suitable to support plant growth is being provided on site, and is being accommodated in the building structure.</u>		X	X		X	X
Tree Protection Plan - <u>for properties with existing trees and/or trees within 6 metres of all property lines. A plan prepared in conjunction with an arborist report that identifies the location, species and size of trees, identifies the extent of injury, where applicable, and illustrates details of protection measures including the location of protective barriers.</u>		X	X		X	X
Block Context Plan – <u>for all properties. Written and drawn plans that demonstrate how the proposed development will be designed and planned to fit in the existing and/or planned public realm and built form context.</u>	X	X	X		X	X

Public Meeting Handout:
Draft Block Context Plan Terms of Reference

BLOCK CONTEXT PLAN
TERMS OF REFERENCE

Study	Block Context Plan Updated: January 2018
Description	The Block Context Plan is a study prepared in cooperation with landowners that shows how the physical form of the proposed development fits within the existing and planned context and conforms to the policies of the Official Plan and implementation tools including site specific and other guidelines.
When Required	<p>A Block Context Plan may be required to support the following applications for development:</p> <ul style="list-style-type: none"> • Official Plan Amendment • Zoning By-law Amendment • Site Specific Zoning By-law • Plans of Subdivision • Site Plan Control <p>The Block Context Plan may be required if, but not limited to, one of the following criteria are met:</p> <ul style="list-style-type: none"> • Sites within a policy area such as Secondary Plan, Precinct Plan Context Plan or Area Specific Policy, where a layout of the public realm, building massing, heights, densities or massing of the proposal provides changes to the planned context. • Sites proposing a change in land-use or sites that have multiple land uses. • Sites with multiple landowners. • Large sites over 1 hectare. • Sites with two or more buildings, on-site park dedication, and/or a new public street(s). • Sites with a context of large open spaces and few public streets and parks including "Tower in the Park" Apartment Neighbourhood sites and mixed use shopping centres. • Sites adjacent to heritage or natural features, ravines, woodlots, the waterfront or public parks. • Sites with proposed new, alterations to or adjacent to a higher order transit station. • Sites where the development potential on adjacent properties may be impacted by or could be integrated into the proposed site. <p>The Block Context Plan will be integrated with but separate from the Planning and Urban Design Rationale, and other required studies including transportation studies, community service studies, shadow, wind studies and 3D perspective views.</p>

ATTACHMENT 3 - DRAFT TERMS OF REFERENCE FOR THE BLOCK CONTEXT PLAN

<p>Study</p>	<p style="text-align: center;"><i>Block Context Plan</i></p> <p style="text-align: right;">Updated: January 2018</p>
<p>Rationale</p>	<p>The Block Context Plan provides a conceptual and comprehensive idea of development on the block and a framework to evaluate proposed development. It will inform Official Plan Amendments, rezoning, plans of subdivision and other planning processes. The Block Context Plan will illustrate and analyze the development proposal in both existing and planned context for an area larger than the development site itself, regarding the layout and design of public streets and other pedestrian and cycling connections, parks and open spaces and built form issues such as building type, location, organization and massing.</p>
<p>Required Contents</p>	<p>During pre-application consultation, City Planning staff will work with the applicant’s consultant team to determine if a Block Context Plan is required and the specific requirements of the Plan, based on the nature of the proposed application and the context of the application. The area of the study generally will be the rest of the block where the application is considered as well as all parcels across each of the streets on the perimeter of that block. The boundary of the study area and variations of the study area will be discussed with the applicant in pre application meetings.</p> <p>The Block Context Plan will include clear writing, supporting drawings, diagrams, plans, sections and three dimensional massing images, and perspectives as appropriate.</p> <p>The plan will include an inventory, assessment and understanding of the physical features of the existing site context including recently approved and active development applications.</p> <p>The study will include an inventory of planned context including land use designations, existing zoning envelopment and other relevant planned context from site specific or city wide guidelines including all Building, Midrise and Lowrise/Townhouse guidelines, streetscape manual, DIPS, etc.</p> <p>The plan will demonstrate how the proposal is in conformity with OP policy, anticipates community needs and contributes to good planning and urban design.</p> <p>Items to be addressed in the Block Context Plan include but are not limited to:</p> <ol style="list-style-type: none"> a. the existing topography and a conceptual grading plan b. the location of natural features including mature trees and vegetation and strategies to protect them; c. the layout and design of existing and proposed streets in plan and section including dimensions for sidewalks, trees and other street furniture in order to achieve Complete Streets; d. the location of existing and required parks; e. the location of existing and proposed open spaces including POPS, school yards and other accessible open spaces; f. the pedestrian circulation network including public sidewalks and other walkways through existing and planned parks, accessible open spaces including midblock connections and other forms of POPS; g. the location of existing and future public destinations including parks,

ATTACHMENT 3 - DRAFT TERMS OF REFERENCE FOR THE BLOCK CONTEXT PLAN

<p>Study</p>	<p style="text-align: center;"><i>Block Context Plan</i></p> <p style="text-align: right;">Updated: January 2018</p>
	<p>schools, transit, community services and retail streets;</p> <ul style="list-style-type: none"> h. existing and proposed cycling routes, on public and private land; i. the location of existing or potential cultural heritage resources and strategies to protect them; j. existing and possible locations for public art; k. the pattern of existing and proposed building types; l. the layout of development parcels including setbacks, ground floor uses, and building entrances; m. proposed service areas including public lanes, service courts, shared driveways, ramps and loading areas; n. building massing including heights, step-backs and tall building elements if appropriate; o. density and heights illustrating shadow impacts, transition in scale between areas of differing intensity of use and spacing dimensions between buildings on a block; p. strategies to promote a healthy new tree canopy; q. phasing of development and strategies to achieve appropriate infrastructure at each phase of development.



Appendix C

Q+A Meeting Summaries

Public Meeting Q&A Summary:
City Hall
November 21, 2018

City of Toronto Official Plan Review: Public Realm & Built Form Policies

Public Meeting #1 of 5

Date and time: November 21, 2018
Location: City Hall – Committee Room 1
100 Queen Street West, Toronto, ON, M5H 2N2

Meeting Overview

On November 21, 2018 the City of Toronto (City) hosted the first of five public meetings for the Official Plan Review: Public Realm & Built Form policies. The purpose of the meeting was to consult with the public and stakeholders on the draft public realm and built form policies being proposed by the City as part of the 5 Year Official Plan Review. The information presented at the public meeting included a description of the Official Plan Review process; policy context information and policy directions established to inform the draft policies; and the draft public realm and built form policies. Copies of the draft policies were provided as handouts to participants.

In addition to the policy materials presented at the meeting, a photo call exhibit was also displayed. From November 9 to December 11, 2018, people on Twitter, Instagram and Facebook shared photos of their favourite public spaces and buildings in Toronto to celebrate good urban design in the city with the hashtag #UrbanDesignMatters. These photos were displayed in an interactive exhibit at the meeting.

The public meeting was held from 6:30pm-9:00pm. Prior to the public meeting, stakeholders were invited to preview the materials and speak with City staff in advance of the public meeting from 6:00pm to 6:30pm. Stakeholders were then invited to stay for the subsequent public meeting.

In total there were five public meetings held in different civic centres throughout Toronto to present and consult on the same information. These meetings were held as part of the statutory public consultation requirements of the Official Plan Review process. Dillon Consulting (Dillon) assisted with the planning and facilitation of the meetings. Meeting summaries have been prepared by the Dillon team.

This document provides a summary of the public meeting held at City Hall, including a record of the Question and Answer period.

November 21 Meeting Attendance

Number of Public Attendees: 10

Number and Affiliation of Stakeholder Attendees: 4 stakeholders, representing BILD, Colliers Project Leaders, Galbraith Associates, and Conservatory Group

Public Meeting Agenda

- 6:00pm – Stakeholders Welcome, Registration and Open House
- 6:30pm – Public Welcome, Registration and Open House
- 7:00pm – Presentation – Introduction & Context
- 7:05pm – Presentation by Director of Urban Design: Why Urban Design Matters
- 7:10pm – City Staff Presentation on Public Realm and Built Form Policies
- 7:30pm – Question and Answer Period
- 7:40pm – Market Stations - Open house for participants to review policies and speak one-on-one with City staff regarding the details of the policies

Meeting Notes

Introduction and Presentations

Dillon welcomed participants to the meeting and went over the purpose of the meeting and participant guidelines. The opening presentation describing the project context and why urban design matters was given by Lorna Day, City of Toronto Director of Urban Design. Steven Dixon, City of Toronto Senior Planner for the Official Plan, then gave a presentation on the Official Plan Review process and the proposed Draft Public Realm & Built Form policies.

Questions of Clarification

Following the presentations there was a question and answer (Q&A) period. The Q&A discussion is summarized below. Questions are noted with a “Q”, comments are noted with a “C” and answers with an “A”. Comment forms were also available for participants to submit in-person or via email. There were no formal comment forms submitted at the event.

Q. How does Ports Toronto fit into these policies? Do they have to follow these policies?

A. These policies are city-wide, meaning that they will apply to every development application across the city. Ports Toronto will be involved if a development is proposed along the waterfront.

Q. Some policies are general while others are more specific. This relates to built form policies like townhouses and low-rise, for example. How was the decision made to keep some policies general and others specific?

A. There aren't policy sections for townhouses, low-rise and mid-rise in the current Official Plan. The creation of these sections and related policies will make it easier for the public to navigate the Official Plan and simplify the development application process. We've elevated policies that should apply to all buildings of a specific type. For example, for townhouses one policy speaks to the need to avoid a major grade difference between the street and the building. This is important for all townhouses no matter where they are developed so it is included as a policy. These policies also introduce other important aspects such as requiring that ground level units in a walk-up townhouse or low-rise development get enough sunlight, or that the front entrance of all units should face a public street. These are policies that are important across the city. Where policies are more specific it is typically because we are trying to achieve a certain standard across the city that can be measured or specified. For example, we want people to have access to sunlight when walking on sidewalks throughout the city. This is one reason why

we have a specific policy now on tower separation distances so that buildings are not too close to each other and do not block too much sun.

Q. Are these slides available to the public?

A. If you would like a copy of the presentation we can make it available. However, the panels are actually more informative and include more information. The panels will be on the City website as a PDF to download. The draft policies are also on the website so that you can review the detailed information for both built form and public realm. You can visit www.toronto.ca/opreview.

Q. How do heritage buildings fit within the block context plan?

A. The block context plan will identify where heritage buildings are located in relation to a proposed development site. We have separate policies for determining heritage building preservation. The block context plan won't cover a discussion on whether or not a building is a heritage building but will focus on identifying relationships between development sites and heritage sites. Other components of a development application will address the details of heritage buildings and sites. Essentially the block context plan will paint an overall picture of where heritage buildings are located so that the developer will know to accommodate them and consider the relationship of the site with heritage buildings, as appropriate.

Q. Isn't the heritage context already addressed in the heritage designated areas that the City has identified?

A. Block context plan is not intended to explain the heritage information. It is about putting all the contextual and geographic information in one place so that the City planner who is reviewing the file can identify whether an application considers the various elements that are needed.

These meeting notes have been prepared by Dillon Consulting. Please submit any errors or omissions to MBart@dillon.ca.

**Public Meeting Q&A Summary:
North York Civic Centre
November 27, 2018**

City of Toronto Official Plan Review: Draft Public Realm & Built Form Policies

Public Meeting #2 of 5

Date and time: November 27, 2018
Location: North York Civic Centre – Foyer outside of Council Chambers

Meeting Overview

On November 27, 2018 the City of Toronto (City) hosted the second of five public meetings for the Official Plan Review: Public Realm & Built Form policies. The purpose of the meeting was to consult with the public and stakeholders on the draft public realm and built form policies being proposed by the City as part of the 5 Year Official Plan Review. The information presented at the public meeting included a description of the Official Plan Review process; policy context information and policy directions established to inform the draft policies; and the draft public realm and built form policies. Copies of the draft policies were provided as handouts to participants.

In addition to the policy materials presented at the meeting, a photo call exhibit was also displayed. From November 9 to December 11, 2018, people on Twitter, Instagram and Facebook shared photos of their favourite public spaces and buildings in Toronto to celebrate good urban design in the city with the hashtag #UrbanDesignMatters. These photos were displayed in an interactive exhibit at the meeting.

The public meeting was held from 6:30pm-9:00pm. Prior to the public meeting, stakeholders were invited to preview the materials and speak with City staff in advance of the public meeting from 6:00pm to 6:30pm. Stakeholders were then invited to stay for the subsequent public meeting.

In total there were five public meetings held in different civic centres throughout Toronto to present and consult on the same information. These meetings were held as part of the statutory public consultation requirements of the Official Plan Review process. Dillon Consulting (Dillon) assisted with the planning and facilitation of the meetings. Meeting summaries have been prepared by the Dillon team.

This document provides a summary of the public meeting held at North York Civic Centre, including a record of the Question and Answer period.

November 27 Meeting Attendance

Number of Public Attendees: 18

Number and Affiliation of Stakeholder Attendees: 0

Meeting Agenda

- 6:00pm – Stakeholders Welcome, Registration and Open House
- 6:30pm – Public Welcome, Registration and Open House
- 7:00pm – Presentation – Introduction & Context
- 7:05pm – Presentation by Director of Urban Design: Why Urban Design Matters
- 7:10pm – Presentation by City Staff on Public Realm and Built Form Policies
- 7:30pm – Question and Answer Period
- 7:40pm – Market Stations - Open house for participants to review policies and speak one-on-one with City staff regarding the details of the policies

Meeting Notes

Introduction and Presentation

Dillon welcomed participants to the meeting and went over the purpose of the meeting and participant guidelines. The opening presentation describing the project context and why urban design matters was given by Lorna Day, City of Toronto Director of Urban Design. Steven Dixon, City of Toronto Senior Planner for the Official Plan, then gave a presentation on the Official Plan Review process and the proposed Draft Public Realm & Built Form policies.

Questions of Clarification

Following the presentations there was a question and answer (Q&A) period. The Q&A discussion is summarized below. Questions are noted with a “Q”, comments are noted with a “C” and answers with an “A”. Comment forms were also available for participants to submit in-person or via email. There were no formal comment forms submitted at the event.

Q. The City approved secondary laneway suites in select areas. Do these policies govern the design and functionality of those features?

A. The Official Plan policies need to be specific yet broad enough that they can be applied city-wide. Policies that relate to laneway suites can be found in a separate downtown secondary plan pilot project. That is more specific than what the Official Plan policies are dealing with. The OP policies speak about laneways but not as specific as laneway suites given that laneway suites are not currently permitted city-wide and are still under study through the pilot project.

Q. How would the block context plan work when two developers want to develop in the same area? What if they have different timelines? Is it a first come first serve for heights?

A. The block context plan looks at two things: public realm (parkland, new streets, laneways) and relationship to surrounding built form. Through this process we will establish what a fair height is. The block context plan is something that we can take to the public. This would result in a larger conversation – bigger than any development on a single proposed site. But the intention is that where a larger area may get redeveloped with a few properties or property owners, the block context plan would help to get

people talking and working together to figure out what all the long term development could look like and how it interacts.

Q. If I understand the policy, the maximum height of mid-rise development is the length of the right-of-way? What happens when one property is bounded by several streets with different widths of different rights-of-way? How do you define mid-rise in that context and what the impact is going to be on the neighbourhoods behind those developments, especially on the smaller streets?

A. Whatever street the building is fronting is the street you use to determine height. In terms of being aware of low-rise buildings behind or adjacent on a side street, these policies speak to needing a transition between max heights and low-rise. You need to be able to provide sunlight and development applications have to demonstrate how transitions have been considered and addressed. If the transition is not possible based on max height then it will have to be reduced. The block context plan feeds into this because it requires consideration of surroundings.

Q. Will these policies guide the City to actively make changes in existing built environments and public realm or is this just for new developments? Will anything existing have to be updated to meet these policies?

A. No, these policies apply to new developments including re-developments of existing sites.

Q. There are certain parts of the city that don't have as much planning as others. How can we bring these ideas consistently across Toronto?

A. That's what these policies intend to do. Policies in the Official Plan apply city-wide. We want to see these public realm and built form improvements everywhere. Every redevelopment that comes forward will have to contribute. This is an incremental process. As we focus into more specific areas, the more general policies about what streets may look like will become more specific through secondary plans and precinct plans which then include specifics on bike lanes, new streets, new parks, new neighbourhoods and other elements.

Q. What is the process and timing to get these policies approved?

A. We have 3 more consultations. Following that we will host stakeholder consultations and meet with industry experts. Then we are going to take all of the feedback received, draft revised policies and bring them back to Planning and Growth Management Committee (which is now being called Planning and Housing Committee) in the second quarter of 2019. If approved these policies will get sent to the province. The end of next year would be the earliest possible date that they would be in effect after all the municipal and provincial reviews.

Q. What is in these policies to ensure that the Privately Owned, Publicly-Accessible Spaces (POPS) are legibly public? They have been underused in the past. How do you intend on making these clearly publicly accessible?

A. You're right. Developers were providing POPS but people didn't know they were public so these went underused. So now we are developing the criteria for how we want POPS to be designed. One criteria is that they must be accessible, clearly a part of public realm, not tucked away behind a private building.

Q. Are there guidelines to govern the use of these POPS spaces? Does the policy allow for these spaces to be used for civic demonstrations? Are they fully accessible like Nathan Philips Square?

A. We don't have policies that relate to how you can use a public square and POPS. These policies do not speak to what you can or cannot do in these spaces but they do speak to what we want to see there such as trees, benches, lighting. In high growth areas where land is expensive and parks are overcrowded, we recognize the need to complement park space with POPS. POPS are a complement of park space. But POPS are not intended to be spaces for public demonstrations, those are better suited to larger civic spaces that have large open areas such as Mel Lastman Square.

Q. How are these policies enforced? Where is the enforcement of these policies for each development? There are places in North York where the policies do not seem to exist.

A. Every development has to conform to the Zoning By-Law and the Official Plan. For specific sites, the Zoning By-law assigns the numbers or metrics related to a site such as specific densities, heights, and setbacks. The Zoning By-Law has to conform to the Official Plan. If you don't conform to the Zoning By-Law, you can't get a building permit. But these policies are draft right now. If you are referring to existing developments, they would have been planned based on the policies and by-laws that existed at the time the application was submitted. We can have further discussions after this Q&A if you want to talk more specifically about a site or area.

These meeting notes have been prepared by Dillon Consulting. Please submit any errors or omissions to MBart@dillon.ca.

**Public Meeting Q&A Summary:
Etobicoke Civic Centre
November 29, 2018**

City of Toronto Official Plan Review: Draft Public Realm & Built Form Policies

Public Information Meeting #3 of 5

Meeting Summary

Date and time: November 29, 2018

Location: Etobicoke Civic Centre – Council Chambers

Meeting Overview

On November 29, 2018 the City of Toronto (City) hosted the third of five public meetings for the Official Plan Review: Public Realm & Built Form policies. The purpose of the meeting was to consult with the public and stakeholders on the draft public realm and built form policies being proposed by the City as part of the 5 Year Official Plan Review. The information presented at the public meeting included a description of the Official Plan Review process; policy context information and policy directions established to inform the draft policies; and the draft public realm and built form policies. Copies of the draft policies were provided as handouts to participants.

In addition to the policy materials presented at the meeting, a photo call exhibit was also displayed. From November 9 to December 11, 2018, people on Twitter, Instagram and Facebook shared photos of their favourite public spaces and buildings in Toronto to celebrate good urban design in the city with the hashtag #UrbanDesignMatters. These photos were displayed in an interactive exhibit at the meeting.

The public meeting was held from 6:30pm-9:00pm. Prior to the public meeting, stakeholders were invited to preview the materials and speak with City staff in advance of the public meeting from 6:00pm to 6:30pm. Stakeholders were then invited to stay for the subsequent public meeting.

In total there were five public meetings held in different civic centres throughout Toronto to present and consult on the same information. These meetings were held as part of the statutory public consultation requirements of the Official Plan Review process. Dillon Consulting (Dillon) assisted with the planning and facilitation of the meetings. Meeting summaries have been prepared by the Dillon team.

This document provides a summary of the public meeting held at Etobicoke Civic Centre, including a record of the Question and Answer period.

November 29 Meeting Attendance

Total number of attendees: 15

- Number of Public Attendees: 13
- Number and Affiliation of Stakeholder Attendees: 2 stakeholders, representing Friends of Silver Creek and Long Branch Neighbourhood Association

Meeting Agenda

- 6:00pm – Stakeholders Welcome, Registration and Open House
- 6:30pm – Public Welcome, Registration and Open House
- 7:00pm – Presentation – Introduction & Context
- 7:05pm – Presentation by City Chief Planner: Why Urban Design Matters
- 7:10pm – Presentation by City Staff on Public Realm and Built Form Policies
- 7:30pm – Question and Answer Period
- 7:40pm – Market Stations - Open house for participants to review policies and speak one-on-one with City staff regarding the details of the policies

Meeting Notes

Introduction and Presentations

Dillon welcomed participants to the meeting and went over the purpose of the meeting and participant guidelines. The opening presentation describing the project context and why urban design matters was given by Gregg Lintern, City of Toronto Chief Planner. Steven Dixon, City of Toronto Senior Planner for the Official Plan, then gave a presentation on the Official Plan Review process and the proposed Draft Public Realm & Built Form policies.

Questions of Clarification

Following the presentations there was a question and answer (Q&A) period. The Q&A period extended longer than scheduled in the agenda in order to allow more time for continued discussion and questions raised by participants. The Q&A ran from 7:45pm to 8:30pm. The Q&A discussion is summarized below. Questions are noted with a “Q”, comments are noted with a “C” and answers with an “A”. Comment forms were also available for participants to submit in-person or via email.

Q. What is the City’s policy on height restrictions? How many storeys does the City allow?

A. There are no height restrictions in the Official Plan (OP). The OP is high level. Height restrictions typically get identified at a more detailed scale in documents such as secondary plans, precinct plans and zoning by-laws. For mid-rise buildings the policies around heights are related to the relationship with the street. Policies identify heights in relation to the width of the right-of-way on which a building is being proposed. But there are no specific metrics included for height restrictions.

Q. What does ‘thoughtfully designed’ tall buildings mean?

A. Thoughtfully designed tall buildings means that planners will consider the entirety of the building in context with the community it is being planned in. This includes considerations of the height of the building and of the base of the building, distances between buildings, materials used in the design, ground floor amenities, access and circulation. The term also refers to how new buildings will interact with surrounding buildings. The specific wording of “thoughtfully designed buildings” is not used in the policies. The policies are more specific than that. The reference to thoughtfully designed buildings is what came out of our previous community, stakeholder and internal consultation efforts as something people wanted to see.

C. I think that the City should be more specific on how tall buildings should be and how many there can be. This is needed at Yonge and Eglinton for example where there will be no more sunlight once everything is built, but it may already be too late.

A. That is an example of why we are introducing stricter and stronger policies. To help prevent situations where buildings block sunlight. The new policies speak to creating separation distances.

C. Increasing population is not the same as increasing growth. As we get more people in the city, the average wealth is going down. People are living in smaller spaces. And in other aspects of economic well-being they are worse off. It's actually not an increase in wealth to grow a city. In fact the wealth of the city isn't keeping pace with the number of people coming in: we have proportionately less wealth in this city.

The mid-rise category has to be viewed as a problematic category that has to be controlled rather than as it seems "the ideal alternative to everything else". Specifically, policies 5a and 5b directly contradict each other. On the one hand you have to conform to context and then on the other you have to meet 80% of street width. That 80% number should be taken out or it should be replaced with something much more restrictive. It doesn't make sense that the height of the building is made by the right-of-way. That is not as well defined because the curbs can move and streets get changed over time.

It's a good idea to have setbacks for all properties. If it's a private residential building, that's expected. You don't put the building up to the very front yard. Even in mixed use areas there should be some space from the sidewalks to the buildings on the property so that the buildings are setback. You shouldn't be allowing people to build up to the property line. We shouldn't be doing what was done on Eglinton where everything was zoned as mid-rise. The quality of mid-rise should be much higher and should not be assumed to be good.

A: Your comments are noted and the mid-rise policies will be reviewed as well as the consideration of setbacks.

C. I want to draw attention to the idea of defensive urban design. This concept is referring to the small scale design elements in the built environment that are used to design or restrict behavior in space. Arm rests on benches to restrict homeless people from sleeping on them or metal bookends to restrict skateboard use. These types of design interventions send the message of who is welcome and they are typically directed at people who are vulnerable or low income. Please consider how these affect people and can be discriminatory to vulnerable populations.

A: Your comments are noted and will be passed on to City design staff. The OP policies do not get to that level of detail but we will share your feedback.

Q. Delighted to see policy #16 in public realm that recognizes the preservation of trees; not only soil volume but also quality of soil that allows trees to grow. Does the public realm include everything that

you can see? For example, in a neighbourhood context does public realm include the trees in a private backyard that you can see? In which case built form may interfere with those features. Also, can you please provide a definition for green infrastructure?

A. Public Realm does not include private property such as private backyards. We have policies to protect mature trees regardless of where they are located. That's why we have a tree preservation bylaw. Impacts to mature trees on private property would be covered under that bylaw. Public realm typically includes the spaces in-between buildings and properties that is publically accessible.

There is a definition of green infrastructure in the official plan amendment (OPA) 262 which helps further refine and define what green infrastructure is. I do not have the exact definition on hand but it essentially includes things like low-impact development, landscaping and engineering design features that help retain water, make the city more resilient, protect against extreme flooding scenarios, etc. Green infrastructure includes both hard and soft infrastructure. The exact definition is in that OPA 262 and in the OP so if you would like to review that it is available on the City's website.

Q. What kind of consideration has been given to context of reconciliation in the public realm policies?

A. We have policies in the OP that speak to reconciliation and that aspect of our heritage in this city. There aren't specific policies that we are introducing into the public realm text because they are elsewhere in the OP and the OP document is intended to be read in its entirety. This is an ongoing challenge for us to work towards reconciliation so thank you for raising this. (Note: During the Q&A period, City staff approached this individual as they were leaving to ask if they could continue a conversation about this as the City is interested in further exploring how this can be done better: contact information was exchanged).

Q. I want to speak to Etobicoke because that's where we are tonight. Can you speak to the unique issues in Etobicoke that you are aware of?

A. Three of the area planners for Etobicoke are here and will come up and answer that question. The area planners supported the OP team in drafting the policies and have been part of our process throughout the OP Review.

A. Etobicoke is a unique place in Toronto and faces some issues that are challenging related to preserving our communities, providing adequate services and amenities for residents, and managing the growth and development interests. Some examples include large development transformations in areas where neighbourhoods are in transition and evolving from older underutilized manufacturing or employment uses to mixed-use; there are some new mid-rise developments in existing neighbourhoods; there are many stable older communities with great trees and green spaces; the extent of new development going on in Etobicoke Centre and Humber Bay Shores, among other areas, is starting to transform these areas and bring new opportunities; our natural heritage is important here and requires preservation. Some of the important things that we need to consider in Etobicoke include protecting our natural areas and historic communities, prioritizing community building, providing quality community amenities such as recreation centres, tree-planting, and maintaining sidewalks. We also have some built

form that has lots of open space and spaces between buildings, particularly more of the apartment blocks that needs to be cared for.

Q. Preservation of neighbourhoods is one thing. With all the development that is coming to Etobicoke, the infrastructure needs to keep pace. Ward 2 doesn't have a community centre. Also, Etobicoke is well known for its senior populations. Are these considered in the developments being proposed? How are you considering the services and infrastructure that we need in this community now and with all the new development? Are you considering the infrastructure we need? Do your policies address the needs of seniors?

A. We are currently planning a new Etobicoke civic centre that will have education, childcare, seniors programs, library, recreation and gathering spaces. But we know that there are concerns with infrastructure and services given the needs of our community. The policies don't speak to this but as the local area planners are working to address these issues through other projects and initiatives that we are working on.

C. Policy 4 promoting walkability, we need more of this but that is related to jobs. Since amalgamation in 1998 the City has significantly reduced local opportunities for meaningful employment. There is too much residential development, some retail opportunities that bring low end jobs but not good employment opportunities. It's not sustainable. As an example we have intensification along the Etobicoke waterfront but no jobs. This is not a targeted area of intensification in the Growth Plan or in the OP. I don't know how that happened. Developers push things through and are allowed to do things that are not in the Official Plan. We need more compliance and full accountability. We need strong policies not guidelines. We do not want developers building things everywhere and not within the rules. Or changing their developments once they get approved saying that they are a minor variance. The City needs to stand up against developers who are changing their plans or doing something that doesn't meet the policies.

A. You are speaking to one of the reasons why we have drafted these policies. We have taken some of the key pieces around built form and public realm that have historically been in the Urban Design Guidelines and we are elevating them into policies. Regardless of where you are in the city you have to conform to the policies. As for Employment lands – we want to protect and preserve employment lands. We agree that we want to attract good jobs throughout the city. We are setting good precedents of doing that in OPA 231 which adds more protection to employment lands.

Q. Are there height restrictions on low-rise and mid-rise developments?

A: No, there are no specific metrics included to restrict heights. However; the mid-rise policies include language that makes heights subject to considerations of the right-of-way widths on the streets they are being proposed for. Typically a mid-rise building would be no taller than the total width of the right-of-way of the street on which it is being proposed.

Q: I would like the City to put in proper height restrictions for low and mid-rise developments. Also, you mentioned townhouse design. How is the City involved in the discussion of how blocks of townhouses are designed? Most stacked townhouses here have no exit big enough for fire trucks to get in and out quickly, they have to do a 5 point turn. This should not be allowed.

A. Yes I know the kinds of townhouse blocks you are referring to that have private driveways and lane access which causes issues for fire trucks. These draft policies are making changes to the streets and laneways policies so that all new roads and laneways need to be public which will make them subject to public road standards which include standards for fire truck access. We have to keep in mind that there are different layers of policy and by-laws. At the OP level it's meant to be a guiding document, the policies are general so that they can be applied to city-wide situations. Then there are zoning bylaws which have to conform with the OP. The zoning bylaw designates types of uses, height, setbacks for each specific block. Below that you have the building code, fire code and other standards and that is where we make sure buildings are safe and built up to code. The Province sets those regulations. The building code and safety standards have always been set by the province for all municipalities. With these draft policies for public realm relating to new roads that provide direct access on a public right-of-way, these policies will give us the tools to prevent the building of homes behind homes on lanes that are not accessible and are causing the issue that you pointed out.

C. You're the policy department. Do you review development applications?

A. Yes. We provide comments related to whether an application conforms to policy.

C. If we are looking at this development application and a planner says that it complies, and the public says it does not, who can we go to? Can we come to you? There needs to be a department for complaints and accountability when we disagree with the local area planners.

A. We work together with the local planners on projects. We will discuss your comments on this.

C. You should avoid the use of the word walkable because the population is aging. People are using canes, wheelchairs, electric scooters. The population is changing and not everyone can walk. You should speak to how all people will use the street.

A. We rely on a definition of pedestrian which does include the mobility of all types of persons but your point is a good one and we agree that we need to accommodate all people of various mobility needs.

C. Etobicoke Centre has the highest density of seniors in Canada, and the 2nd highest along Lakeshore. There should be more mixed housing that provides options for seniors to downsize but remain in their community.

A. The public realm and built form policies do not focus on seniors housing needs but your comment is understood and will be noted for further consideration by others.

C. The OP was drastically re-written in 2002. It was a whole different school of urban planning with totally different belief systems. I don't think we should be thinking of the Official Plan as some perfect guiding document. The OP actually says that most mixed use areas are growth areas. There should be 2 mixed use designations. One should be explicitly defined as protected and another explicitly defined as growth. Then you wouldn't contradict the OP if the secondary plan wants to protect a mixed use area. Lakeshore would be an appropriate location for protected mixed-use. There are not enough different ways of thinking amongst city planners.

A. That is an interesting comment for further consideration by the team.

C. The re-write of the OP in 2002 was excellent but the trouble was implementation. Updating it was excellent. These policies are also going in the right direction and moving important urban design requirements into policy. So thank you. Having lots of planners in the room tonight is also excellent. It's good to see the local planners as well as the policy staff together and know that you are all hearing this conversation. The problem is always implementation. Committee of Adjustment doesn't always have all the information. The other thing is that with severances and variances there is no urban design input whatsoever. That is the problem with low taxes. There should be more planners reviewing these applications comprehensively. Where we run into problems is with the changes to applications after approval. TLAB is working really well. But we need to strengthen and clarify policies so the development planners who have no urban design expertise will have more guidance and know how to review the proposals. Thank you for having this discussion tonight and giving us time to speak.

**Public Meeting Q&A Summary:
Scarborough Civic Centre
December 4, 2018**

City of Toronto Official Plan Review: Draft Public Realm & Built Form Policies

Public Information Meeting #4 of 5

Meeting Summary

Date and time: December 4, 2018

Location: Scarborough Civic Centre – Foyer/Council Chambers

Meeting Overview

On December 4, 2018 the City of Toronto (City) hosted the fourth of five public meetings for the Official Plan Review: Public Realm & Built Form policies. The purpose of the meeting was to consult with the public and stakeholders on the draft public realm and built form policies being proposed by the City as part of the 5 Year Official Plan Review. The information presented at the public meeting included a description of the Official Plan Review process; policy context information and policy directions established to inform the draft policies; and the draft public realm and built form policies. Copies of the draft policies were provided as handouts to participants.

In addition to the policy materials presented at the meeting, a photo call exhibit was also displayed. From November 9 to December 11, 2018, people on Twitter, Instagram and Facebook shared photos of their favourite public spaces and buildings in Toronto to celebrate good urban design in the city with the hashtag #UrbanDesignMatters. These photos were displayed in an interactive exhibit at the meeting.

The public meeting was held from 6:30pm-9:00pm. Prior to the public meeting, stakeholders were invited to preview the materials and speak with City staff in advance of the public meeting from 6:00pm to 6:30pm. Stakeholders were then invited to stay for the subsequent public meeting.

In total there were five public meetings held in different civic centres throughout Toronto to present and consult on the same information. These meetings were held as part of the statutory public consultation requirements of the Official Plan Review process. Dillon Consulting (Dillon) assisted with the planning and facilitation of the meetings. Meeting summaries have been prepared by the Dillon team.

This document provides a summary of the public meeting held at Etobicoke Civic Centre, including a record of the Question and Answer period.

December 4 Meeting Attendance

Total number of attendees: 5

- Number of Public Attendees: 3

- Number and Affiliation of Stakeholder Attendees: 2 stakeholders, representing RESCON

Meeting Agenda

6:00pm – Stakeholders Welcome, Registration and Open House
 6:30pm – Public Welcome, Registration and Open House
 7:00pm – Presentation – Introduction & Context
 7:05pm – Presentation by City Chief Urban Designer: Why Urban Design Matters
 7:10pm – Presentation by City Staff on Public Realm and Built Form Policies
 7:30pm – Question and Answer Period
 7:40pm – Market Stations - Open house for participants to review policies and speak one-on-one with City staff regarding the details of the policies

Meeting Notes

Introduction and Presentations

Dillon welcomed participants to the meeting and went over the purpose of the meeting and participant guidelines. The opening presentation describing the project context and why urban design matters was given by Lorna Day, City of Toronto Director of Urban Design. Sharon Hill, Manager of The Strategic Initiatives, Policy and Analysis Branch at the City of Toronto, then gave a presentation on the Official Plan Review process and the proposed Draft Public Realm & Built Form policies.

Questions of Clarification

Following the presentations there was a question and answer (Q&A) period. The Q&A period extended longer than scheduled in the agenda in order to allow more time for continued discussion and questions raised by participants. The Q&A ran from 7:30 PM to 7:40 PM. The Q&A discussion is summarized below. Questions are noted with a “Q”, comments are noted with a “C” and answers with an “A”. Comment forms were also available for participants to submit in-person or via email.

Q: There is a new 2017 Growth Plan, will the OP and the Built Form and Public Realm details be aligned with this?

A: The Provincial Policy Statement and Growth Plan provide direction for municipalities to undertake and targets for growth that need to be met. We have until 2022 to conform to the new Growth Plan. We are still finishing up the previous Official Plan update. We have not officially started our Growth Plan Review, but it is coming up.

Q: The City of Toronto has Avenues and Mid-Rise buildings Study. Was this ever part of the Official Plan? What is its official status?

A: In Chapter 5 of the Official Plan, it identifies that tools like guidelines are used to help achieve the objectives of the Plan. The (built form and public realm) OP amendments are taking a couple of the key

pieces of the design guidelines and elevating them to policy. We have picked two things: heights and setbacks.

Q: We have chronic under zoning, is there a plan to rezone with the changes in these policies to achieve the densities we want in these areas?

A: When we do avenue studies, there is an effort to bring in zoning changes as well. Not every single one does, but some do. In a perfect world we would, but we do not always make zoning changes for every study that we do.

Q: Through Section 37, is there a plan to incorporate community benefits as part of the outcomes/possibilities of developments so that we give directly back to the community?

A: We tried to advance a DPS (Development Permit System) but were stopped by the courts. There was a protracted hearing that went to the OMB and courts.

Q: There are mass transit station areas, and yet, in the Growth Plan, there is reference to stable neighbourhoods as being considered the defining boundaries of these areas. How can you have conceptually a stable neighbourhood within such a close distance from a subway station? It creates tension with the station. A stable neighbourhood is not within a 500 metre walk of a transit station.

A: The province issued a guidance document and everyone had their chance to identify their issues with it. One of the issues was how the 500 metres was drawn. At the moment, I do not know the answer.

Q: What is the current floor plate requirement?

A: It was always 750 square metres, but it is being elevated to policy status now.

Public Meeting Q&A Summary:

Metro Hall

December 11, 2018

City of Toronto Official Plan Review: Public Realm & Built Form Policies

Public Information Meeting #5 of 5

Meeting Summary

Date and time: December 11, 2018

Location: Metro Hall – Room 308

Meeting Overview

On December 11, 2018 the City of Toronto (City) hosted the fifth of five public meeting for the Official Plan Review: Public Realm & Built Form policies. The purpose of the meeting was to consult with the public and stakeholders on the draft public realm and built form policies being proposed by the City as part of the 5 Year Official Plan Review. The information presented at the public meeting included a description of the Official Plan Review process; policy context information and policy directions established to inform the draft policies; and the draft public realm and built form policies. Copies of the draft policies were provided as handouts to participants.

In addition to the policy materials presented at the meeting, a photo call exhibit was also displayed. From November 9 to December 11, 2018, people on Twitter, Instagram and Facebook shared photos of their favourite public spaces and buildings in Toronto to celebrate good urban design in the city with the hashtag #UrbanDesignMatters. These photos were displayed in an interactive exhibit at the meeting.

The public meeting was held from 6:30pm-9:00pm. Prior to the public meeting, stakeholders were invited to preview the materials and speak with City staff in advance of the public meeting from 6:00pm to 6:30pm. Stakeholders were then invited to stay for the subsequent public meeting.

In total there were five public meetings held in different civic centres throughout Toronto to present and consult on the same information. These meetings were held as part of the statutory public consultation requirements of the Official Plan Review process. Dillon Consulting (Dillon) assisted with the planning and facilitation of the meetings. Meeting summaries have been prepared by the Dillon team.

This document provides a summary of the public meeting held at Metro Hall, including a record of the Question and Answer period.

December 11 Meeting Attendance

Total number of attendees: 20

- Number of Public Attendees: 18

- Number and Affiliation of Stakeholder Attendees: 2 students from Ryerson School of Urban and Regional Planning (SURP)

Meeting Agenda

6:00pm – Stakeholders Welcome, Registration and Open House
6:30pm – Public Welcome, Registration and Open House
7:00pm – Presentation – Introduction & Context
7:05pm – Presentation by City Chief Planner: Why Urban Design Matters
7:10pm – Presentation by City Staff on Public Realm and Built Form Policies
7:30pm – Question and Answer Period
7:40pm – Market Stations - Open house for participants to review policies and speak one-on-one with City staff regarding the details of the policies

Meeting Notes

Introduction and Presentation

Dillon welcomed participants to the meeting and went over the purpose of the meeting and participant guidelines. The opening presentation describing the project context and why urban design matters was given by Lorna Day, City of Toronto Director of Urban Design. Steven Dixon, City of Toronto Senior Planner for the Official Plan, then gave a presentation on the Official Plan Review process and the proposed Draft Public Realm & Built Form policies.

Questions of Clarification

Following the presentations there was a question and answer (Q&A) period. The Q&A discussion is summarized below. Questions are noted with a “Q”, comments are noted with a “C” and answers with an “A”. Comment forms were also available for participants to submit in-person or via email. There were no formal comment forms submitted at the event.

Q. You’ve mentioned the design of each type of built form. Is there anything in the Official Plan about the mix of built form types of developments?

A. Yes. There are a lot of different initiatives to help achieve a mix of development types. The Official Plan introduces and describes the characteristics of low, mid, and high-rise buildings. There are existing and forthcoming guidelines and policies that speak to where those types of developments may occur and mix. For instance, we are introducing new policies for larger sites to ensure a mix of uses. The Block Context Plan will help implement a greater mix of uses. There are also other guidelines and studies to speak to the size of condo units in “Growing Up”, reinforcing neighbourhood characters and transitions between different types of developments. Those documents respond to growth pressures and give more specifics to building mix.

C. Under tall building policies, the sentence reads “reduce visual and physical impacts from the public realm and neighbouring properties.” It should be ‘on’ the public realm, not ‘from’ the public realm.

Q. Under mid-rise buildings, you should reference impacts on the neighbours. Mid-rise buildings can go up to 7 or 8 storeys. There is the absence of any reference to neighbourhood impacts.

A. There is a policy that speaks to transition.

Q. This is about public squares. Who owns public squares and is there a minimum size that you would suggest for them?

A. We purposefully left the ownership of the square ambiguous. We describe its physical characteristics instead. We left out the square footage.

Q. My concern is that in unclear situations like this, it doesn’t give neighbourhood associations anything to work with to defend the public space in their neighbourhood. For example, at the North West corner of Dundas and McCaul there is a proposal for a tower on the corner. There was originally proposed a park where there is now a four storey brick building. Heritage decided this was a designated building. This corner which is approximately 400m is the perfect place for a public square.

A. If the land isn’t needed to be in public ownership, but could be managed by someone else, the POPS policies may assist you as much as a public square.

Q. Why then is there a separate section for public squares?

A. Because public squares are intended to describe a different type of open space. Dundas Square is a managed public open space above a parking garage. This space provides a certain kind of setting for public life that is not what one associates with a public park. Not dissimilar to programmed open space in the Don Mills redevelopment. We have been exploring policy for public squares and we felt that this area of open space is mainly surrounded by public streets and owned by the city.

C. It needs to be publically accessible. Not publically owned. Can you give me an example?

A. Don Mills redevelopment.

Q. Under tall buildings you have specific setbacks of 25m. I don’t know if that’s enough. If buildings are in-line with one another distance is less impactful than staggering. What if you staggered buildings or rotated them such that they did not run parallel to one another?

A. Good point. That is in the guidelines. We prefer that two adjacent towers be staggered. The minimum tower separation distance is 25m, but how you organize the site will come down to a site by site basis and there are guidelines to assist with the part of the planning process.

Q. I want to speak about the Block Context Plan. Can you speak to the thinking behind this document? Why is it not required all the time? It seems flexible depending on each application. Will this speak to the impact on transit, other services and affordable housing?

A. We did think about making it required for every application but almost everything required in the BCP is already required in development applications. The Block Context Plan is looking at unique situations, such as a large developable areas, where we don't have a secondary plan or precinct plan. The Block Context Plan would allow us to understand some of the broader impacts of larger developments. It's at our discretion to decide when a Block Context Plan is appropriate or not but in most cases it is more information than we need. The Block Context Plan will be mostly used in large sites outside of downtown. There is the need for a public realm structure before you start to think about new streets, where buildings go, and neighbouring parcels. It's about putting the public realm in place and then working out built form contexts. Too often developments come in before there is time for public realm considerations and we have lost a lot of opportunities.

Q. So the Block Context Plan won't mean much for downtown?

A. There could be instances in downtown but there are enough policies relevant to downtown that this wouldn't be commonplace.

Q. Where are the policies around accountability? I have witnessed developers break bylaws on construction sites. I have concerns over how the City of Toronto and developers work on different time clocks.

A. I understand your concern. Tonight's discussion is focussed on changes at the OP level. We are laying out overarching objectives for how we want to see the city grow. Zoning comes after that. Your particular concern is not something that is dealt with at the Official Plan level.

Q. Where is the emergency preparedness within the Official Plan?

A. We are looking at policies around resilience. These policies would deal with situations like if the power goes out or if there is flooding. We have been asking ourselves, "How can we assure buildings remain comfortable spaces?" Both the city and private sector will need to be able to absorb shocks. There is not a policy about the particular issue in the Official Plan but there is an entire resilience office at the city looking at ways to respond to these types of critical issues. There is overlap between resilience and public realm and built form, but there are other sections in the Official Plan such as environment that better addresses these issues.

Q. There is a desecration of historical buildings. Westing house was totally refurbished and then developers came in and left two retaining walls. That's not preservation. That was an important landmark for economic commerce. It's relevant to preserving historical buildings and public realm.

A. We have policies around preservation. We've added new policies for built form. At the Official Plan level we have policies in place and are introducing new policies through built form to help address your concerns.

C. There are two things that your draft policies encourage. First, these policies encourage that buildings are relatively square with walls parallel to the street. Many of the tower issues can be dealt with by turning towers 45 degrees from street. That has been a policy in planning to plan buildings parallel to street. Second, the city is discouraging curb cuts. Curb cuts create a situation where people walking by on the sidewalk would be in danger from cars. More and more stuff is getting delivered to buildings. Unless delivery vehicles can come into a driveway or building they are going to park on the street. On Richmond Street, there are two buildings where a curb cut to allow delivery is not allowed. This leaves delivery trucks on the street, parked in the bike lane. Please think further about the question of what to do if you can't deliver to the back of the building and you have to park on the street in front. Does curb cut discouragement actually result in a net positive for the city or not?



Appendix D

Stakeholder Notice

Hello [Stakeholder],

You have been identified by the City of Toronto City Planning Division (City) as an important stakeholder in discussions regarding the draft Public Realm and Built Form Official Plan (OP) policies. The City has undertaken a detailed review of urban design policies as part of the 5-year OP Review process under Section 26 of the Planning Act. This review has resulted in draft Public Realm and Built Form policies. The City is now conducting consultation with key stakeholders and the public to obtain comments and feedback regarding these draft policies.

Attached is the public meeting advertisement/notice. We are inviting stakeholders to come half an hour prior to the start of each public meeting to preview the information. You can talk about the policies with our project team, provide feedback and walk through the information that will be presented to the public.

There are five meetings to choose from, detailed below. The content and format for each of the meetings will be the same.

Date and Venue:

November 21, 2018: City Hall – Committee Room #1

November 27, 2018: North York Civic Centre – Council Chambers

November 29, 2018 Etobicoke Civic Centre – Council Chambers/Foyer

December 4, 2018: Scarborough Civic Centre – Council Chambers

December 11, 2018: Metro Hall – Rooms 308/309

Time: 6:00 PM – 6:30 PM (Stakeholders only); 6:30 PM – 9:00 PM (public)

Please RSVP to this invitation and let us know which event you plan on attending and if you plan on attending the early stakeholder discussion.

This will not be the only opportunity for stakeholders to connect with our technical team to discuss these policies. Please let us know if you are interested in a more extensive stakeholder meeting.

The draft changes to the Public Realm and Built Form policies, and the draft terms of reference for the Block Context Plan, are available for your review at the following links:

Built Form: <https://www.toronto.ca/legdocs/mmis/2018/pg/bgrd/backgroundfile-115486.pdf>

Public Realm: <https://www.toronto.ca/legdocs/mmis/2018/pg/bgrd/backgroundfile-110522.pdf>

Block Context Plan: <https://www.toronto.ca/legdocs/mmis/2018/pg/bgrd/backgroundfile-110523.pdf>

We welcome your interest in this work and encourage you to invite your networks to the public open house portion of the public meetings to learn more.

Regards,

Steven Dixon
Senior Planner, Official Plan



Appendix E

Stakeholder Meeting Summaries

Stakeholder Meeting Summary:
Building Industry and Land Development
Association – Toronto Chapter
(BILD)