

## REFERENCE DOCUMENTS DATABASE

SCAN NO.: 11189

The documents which follow are made available for your inspection; however, the City Clerk's Office is unable to provide an interpretation of their contents.

File No.: 20-OP-178646  
Municipality: City of Toronto  
Subject Lands: Downtown Toronto Area, City of Toronto

Date of Decision: June 5, 2019  
Date of Notice: June 5, 2019

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# NOTICE OF DECISION

## With respect to an Official Plan Amendment Section 26 and subsection 17(34) of the Planning Act

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A decision was made on the date noted above to approve Official Plan Amendment 406 for the City of Toronto, adopted by By-law No. 1111-2018, subject to two hundred and twenty four (224) modifications.

### **Purpose and Effect of the Official Plan Amendment**

The purpose of Official Plan Amendment 406 to make changes to Section 2.2.1 and Map 6 of the City of Toronto Official Plan and to introduce a new Downtown Plan. A copy of the decision is attached.

### **Decision Final**

Pursuant to subsections 17 (36.5) and (38.1) of the *Planning Act*, this decision is final and not subject to appeal.

### **Other Related Applications:**

N/A

### **Getting Additional Information**

Additional information is available during regular office hours at the Ministry of Municipal Affairs and Housing at the address noted below or from The City of Toronto.

Ministry of Municipal Affairs and Housing  
Municipal Services Office – Central Ontario (MSO-C)  
777 Bay Street, 13<sup>th</sup> Floor  
Toronto, Ontario M5G 2E5

Inquiries can be directed to the attention of Darryl Lyons, Manager, Community Planning and Development (West), MSO-C.

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# DECISION

**With respect to Official Plan Amendment No. 406  
to the Official Plan of the City of Toronto  
Subsection 17(34) and Section 26 of the Planning Act**

I hereby approve, Amendment No. 406 to the Official Plan of the City of Toronto, adopted by By-law No. 1111-2018, subject to the following modifications:

Amendment 406 to the Official Plan of the City of Toronto

1. Item 1 is modified by deleting the paragraph above sub-heading "Economic Powerhouse" in its entirety and replacing with:  
  
"The Province's Growth Plan for the Greater Golden Horseshoe (2019) identified a *Downtown Toronto Urban Growth Centre* and establishes a minimum density target for this area."
2. Item 5 is modified by deleting the paragraph in its entirety and replacing with:  
  
"The *Downtown Toronto Urban Growth Centre* will be planned to optimize the public investment in higher order transit within the Centre and thus should exceed the minimum combined gross density target of 400 residents and jobs per hectare set out in the Growth Plan for the Greater Golden Horseshoe, 2019. Map 6 shows the boundaries of the *Downtown Toronto Urban Growth Centre*, the Financial District and the *Health Sciences District*. Map 6A shows the *Downtown Plan* and the *Central Waterfront Secondary Plan* boundaries."
3. Item 8 is modified by deleting the first two paragraphs in their entirety and replacing with:  
  
"*Downtown* is seen as an attractive place to live. New housing *Downtown* makes an important contribution to the economic health of the City. There is a great degree of social and economic diversity among the *Downtown* population, accompanied by a diversity of housing types, tenures and affordability. Different communities have different needs in terms of community services and support. *Downtown* is an inclusive place for vulnerable people and, as growth continues, there is a need to address the threat of displacement and increase supportive services and affordable housing. Planning for *Downtown* community services and facilities cannot follow a broad city-wide template."

As *Downtown's* population increases, more residents are using its parks and open spaces as their shared backyards and gathering areas. They are joined by hundreds of thousands of workers and visitors who use the same public spaces to gather, celebrate and be active. The development of a connected and expanded system of high-quality public spaces for people and healthy, diverse natural systems will keep *Downtown* liveable as intensifies."

Schedule 5 to Amendment No. 406

4. Policy 1.1 is deleted in its entirety and replaced with:
  - "1.1 The policies of this Plan apply to the area shown on Map 41-1 subject to the following:
    - 1.1.1 Any land that is subject to the Central Waterfront Secondary Plan on Map 41-1 is not subject to this Plan as long as the land remains part of the Central Waterfront Secondary Plan, with the exception of the following:
      - a. policies 6.1 and 6.2 apply to lands within the Financial District on Map 41-2; and
      - b. identified transit and planned transit on Map 41-4 applies for all purposes of this Plan."
5. Policy 1.3 is deleted in its entirety and replaced with: "Text within the shaded boxes forms the policies of this Plan. Text without shading provides the context for the policies only and are not policies."
6. New policy 1.8 is inserted as: "The policies in this Plan that address the provision of community benefits are to be read with in the context of the *Planning Act* that permits the City to obtain community benefit charges and/or in-kind contributions, and such policies are to be interpreted and applied in a manner that conforms with the *Planning Act* and any associated legislation."
7. New policy 1.9 is inserted as: "This Plan does not apply to applications for official plan amendment, zoning by-law amendment, draft plan of subdivision or condominium approval, site plan approval, consent or minor variance which were complete prior to the approval of this Plan and which are not



withdrawn. In-force site-specific official plan and/or zoning by-law amendments shall be deemed to conform with this Plan."

8. In section 3, add new sentence above sub-heading "Complete Communities" with the following wording: "The following section sets out goals which are encouraged within the *Downtown*."

9. In section 3, all paragraphs below sub-heading "Complete Communities" are deleted in their entirety and replaced with:

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

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

10. Policy 3.1 is deleted in its entirety and replaced with: "The provision of *community service facilities*, parkland, *green infrastructure* and *physical infrastructure* is encouraged to support *complete communities* and the health of residents, workers and visitors."
11. Policy 3.2 is deleted in its entirety and replaced with: "Walkable access to a complete range of amenities, services and infrastructure is encouraged to support *complete communities*, as provided for by this plan."
12. Policy 3.3 is deleted in its entirety and replaced with: "New buildings will fit within their existing and planned context, conserve heritage attributes, expand and improve the *public realm* as a community benefit, create a

comfortable microclimate, provide compatibility between differing scales of development and include indoor and outdoor amenities for both residents and workers, as provided for by this Plan.”

13. Policy 3.4 is deleted in its entirety and replaced with: “Public spaces are encouraged to be diverse, accessible, flexible, dynamic and safe, supporting year round public life and setting the stage for daily social interaction and community building, as provided for by this Plan.”
14. Policy 3.5 is deleted in its entirety and replaced with: “*Downtown* will be inclusive and affordable, with a range of housing that meets the requirements of a diverse population with varied needs, including accessible and supportive services for vulnerable populations, as provided for by this Plan.”
15. In section 3, the third paragraph below sub-heading “Connectivity” is deleted in its entirety and replaced with: “The development of a connected and expanded network of parks and high-quality public spaces that encourage public life are essential for quality of life as *Downtown* grows. An improved and expanded *public realm* to accompany a growing *Downtown* population, an expanding workforce and an increasing number of visitors is encouraged.”
16. New Policy 3.5A is inserted immediately above policy 3.6 as: “The development of *Downtown* will integrate land use planning with planning and investment infrastructure and *community service facilities*, including integrated service delivery through community hubs, by all levels of government. This Plan recognizes rapid transit as a first priority for major transportation investments. To optimize provincial investment in rapid transit, this Plan seeks to align rapid transit with growth by directing growth to existing and planned major transit station areas.”
17. Policy 3.6 is deleted in its entirety and replaced with: “*Downtown* will continue to be Canada's corporate capital and the region's largest and most accessible employment and institutional centre. Union Station and an expanded subway system will strive to provide unparalleled access to skilled labour and linkages to Billy Bishop Toronto City Airport and Toronto Pearson International Airport will contribute to national and international connectivity.”
18. Policy 3.7 is deleted in its entirety and replaced with: “*Downtown* will strive to have more space within the street network allocated to sustainable modes of

transportation, prioritizing high-quality, accessible and safe networks for pedestrians, cycling and surface transit.”

19. In section 3, the first paragraph below sub-heading “Prosperity” is deleted in its entirety and replaced with:

“Toronto’s *Downtown* connects Canada to the global economy. Its financial, business services and creative industries, while integrated with global city networks, are economic sectors that rely on spatial clustering and the opportunities for face-to-face contact that *Downtown* affords. The cluster of hospitals, medical research facilities, universities and innovation centres similarly thrives in this concentrated and highly connected environment. To ensure a prosperous economic future for Toronto, promoting both residential and job growth must continue to be a priority.”
20. Policy 3.10 is deleted in its entirety and replaced with: “*Downtown* will continue to be an economic driver for the city, region and province, with the protection and promotion of non-residential uses in the *Financial District*, the *Health Sciences District*, the King-Spadina and King-Parliament Secondary Plan Areas and the Bloor-Bay Office Corridor to allow for long-term employment growth.”
21. Policy 3.11 is deleted in its entirety and replaced with: “Toronto will be positioned as a global leader in arts and culture. *Downtown* will support a thriving cultural scene by supporting the retention and expansion of spaces for *culture sector* employment and will foster art, live music and the film industry.”
22. Policy 3.12 is deleted in its entirety and replaced with: “*Green infrastructure* in *Downtown* will be encouraged to improve air quality, absorb stormwater, minimize the urban heat island, expand biodiversity and improve human health.”
23. Policy 3.13 is deleted in its entirety and replaced with: “*Downtown* will be more resilient to changing weather patterns, by encouraging improved back-up power systems in tall residential buildings to mitigate against extreme weather events and area-wide power outages.”
24. Policy 3.14. is deleted in its entirety and replaced with: “*Downtown* will contribute to the achievement of the City’s energy and emissions targets by



encouraging *near-zero emissions* development that minimizes electricity demand and, where possible, by connecting development to the deep lake water cooling system and other low-carbon thermal energy networks.”

25. Policy 3.17 is deleted in its entirety and replaced with: “Given the predominance of small development sites *Downtown*, coordination and collaboration between such property owners will aid in achieving *complete communities* and liveability.”
26. Policy 3.18 is deleted in its entirety and replaced with: “Not applicable.”
27. In section 4, the second paragraph below heading “DIRECTING GROWTH” is deleted in its entirety and replaced with:

“The Official Plan directs growth to certain areas of the city. *Downtown* is expected to absorb growth; however, not all areas of *Downtown* are intended to experience the same amount or intensity of growth. The character and diversity of *Downtown* neighbourhoods will continue to be valued as the city grows. Within certain areas, less intensification is anticipated, while in others, a low- or mid-rise scale of development that responds to local character may be appropriate. In areas of higher intensity, the City must achieve certainty around growth patterns to enable it to plan, fund and build or secure the corresponding necessary infrastructure.”
28. Policy 4.1 is deleted in its entirety and replaced with: “Growth is encouraged within the *Downtown*, in particular on *lands designated Mixed Use Areas 1, Mixed Use Areas 2, Mixed Use Areas 3, Regeneration Areas and Institutional Areas*. The highest density of development within the *Downtown* shall be directed to *Mixed Use Areas* in close proximity to existing or planned transit stations. Other areas of *Downtown* will have more modest levels of growth, in keeping with the applicable policies.”
29. Policy 4.2 is deleted in its entirety and replaced with: “Not all areas will experience the same amount of intensification. Development intensity will be determined by the policies of the Official Plan, this Plan and other applicable Secondary Plans and Site and Area Specific Policies.”

30. In section 5, the paragraph below heading "LINKING GROWTH AND INFRASTRUCTURE TO ACHIEVE COMPLETE COMMUNITIES" is deleted in its entirety and replaced with:

"When evaluating proposed development, it is necessary to consider the existing and planned context. This includes built form and open space patterns, the City's responsibility to provide *community service facilities*, parkland, *green infrastructure*, and *physical infrastructure*, and consideration of how the proposed development will reshape and appropriately respond to the surrounding area. Assessing these elements, both on-site and within the surrounding area, including adjacent and nearby areas, will ensure that development contributes to *complete communities*."

31. Policy 5.1 is deleted in its entirety and replaced with: "Development will support and contribute to the achievement of *complete communities* by providing for growth and through the provision of development charges under the *Development Charges Act, 1997* and/or as a community benefit under Section 37 of the *Planning Act*, as may be applicable."
32. Policy 5.2 is deleted in its entirety and replaced with: "Not applicable."
33. Policy 5.3 is deleted in its entirety and replaced with: "To support the City, other levels of government and other public agencies in the delivery of *community service facilities*, parkland, *green infrastructure* and *physical infrastructure* in providing for complete communities, a Complete Community Assessment will be required as part of significant and large scale development applications within *Mixed Use Areas 1*, *Mixed Use Areas 2*, *Mixed Use Areas 3* and *Regeneration Areas*."
34. Policy 5.4 is deleted in its entirety and replaced with: Development in *Mixed Use Areas 1*, *Mixed Use Areas 2*, *Mixed Use Areas 3* and *Regeneration Areas* containing only institutional uses that are owned or operated by an institution, with related ancillary uses, will be exempt from the Complete Community Assessment requirement under policy 5.3.
35. Policy 5.5 is deleted in its entirety and replaced with: "The Complete Community Assessment study area may include the site and block in which the development is located, as well as all of the surrounding blocks. A larger area of assessment may be required where the development intensity is greater than the planned context."

36. Policy 5.6 is deleted in its entirety and replaced with: "Not applicable."
37. In section 6, the first and third paragraphs below sub-heading "Financial District" are deleted in their entirety and replaced with:
- "The *Financial District* is Canada's premier business office centre, clustered within walking distance of Union Station. It includes the headquarters for Canada's financial and business services sectors and contains the largest and densest cluster of office workers in Canada. The *Financial District* is characterized by predominantly large prestige commercial office buildings occupied by large tenants.
- The *Financial District* will continue to accommodate future job growth and protect the economic competitiveness of the city, region and province. Future development generally within walking distance of Union Station will generally be prioritized for non-residential development."
38. Policy 6.2.1 is deleted in its entirety and replaced with: "be encouraged to provide a net gain of gross floor area for office uses;"
39. Policy 6.2.2 is deleted in its entirety and replaced with: "ensure no net loss of office and overall non-residential gross floor area; and"
40. Policy 6.2.3 is deleted in its entirety and replaced with: "Not applicable."
41. New policy 6.2A is inserted immediately below 6.2.3 as: "Should the requirements in policy 6.2.2 not be fulfilled on a site proposed for development or redevelopment, these requirements can instead be fulfilled on another site within the *Downtown*."
42. Policy 6.3.2 is deleted in its entirety and replaced with: "improving and expanding the existing pedestrian and open space network, where reasonable, as a community benefit."
43. Policy 6.6.1 is deleted in its entirety and replaced with: "be encouraged to provide a net gain of gross floor area for office uses;"



44. Policy 6.6.2 is deleted in its entirety and replaced with: "ensure no net loss of office and non-residential gross floor area."
45. Policy 6.7 is deleted in its entirety and replaced with: "Should the requirements in policy 6.6.2 not be fulfilled on a site proposed for development or redevelopment, these requirements can instead be fulfilled on another site within the *Downtown*."
46. Policy 6.8, 6.8.1, 6.8.2 are deleted in their entirety and replaced with:
- "6.8 Development in the King-Spadina and King-Parliament Secondary Plan Areas will:
- 6.8.1 be encouraged to provide the replacement of existing non-residential gross floor area, including the potential replacement of *cultural spaces* as a community benefit, either on the same site or *on another site within the applicable Secondary Plan Area*."
47. Policy 6.9 is deleted in its entirety and replaced with: "Not applicable."
48. Policy 6.10 is deleted in its entirety and replaced with: "Not applicable."
49. Policy 6.11 is deleted in its entirety and replaced with: "Development in the King-Spadina and King-Parliament Secondary Plan Areas will be encouraged and/or be permitted to include uses that complement and enhance the *culture sector* and support opportunities to grow the *culture sector* economy."
50. Policy 6.12 is deleted in its entirety and replaced with: "To safeguard the future of institutional uses and ensure the protection of *Institutional Areas*, the redesignation of lands within *Institutional Areas*, or the introduction of a use that is not otherwise allowed in the *Institutional Areas* designation, will generally be discouraged."
51. Policy 6.13 is deleted in its entirety and replaced with: "Lands owned or operated by an institution within or adjacent to a health, educational and/or government campus will be prioritized for institutional uses to support the growth of health, educational and/or government institutional campuses."

52. Policy 6.15, 6.15.1 and 6.15.2 are deleted in their entirety and replaced with:

“6.15 *Development within the Health Sciences District* will replace existing institutional and non-residential gross floor area either on-site or off-site.”

53. The first part of Policy 6.17 is deleted and replaced with: “The *public realm* within the *Health Sciences District* may be expanded and improved as a community benefit to:”

54. In section 6, the first and second paragraphs below the sub-heading “Post-Secondary Institutions” are deleted in their entirety and replaced with:

“The universities and colleges *Downtown* have a regional, national and international role. The four major institutions – University of Toronto, Ryerson University, OCAD University and George Brown College – accommodate significant student and faculty populations and thousands of associated jobs. Universities and colleges require development for institutional uses, as well as residential uses in close proximity to campuses, to provide necessary housing for students, faculty, or others with associated roles and occupations.

Each campus has a different character. The University of Toronto has a large, traditional campus including a number of heritage buildings as well as a connected and valued open space network. Development and institutional growth on this campus will be encouraged and is encouraged to be compatible with the heritage buildings and open spaces that define the campus. George Brown College, Ryerson University and OCAD University have urban campuses with institutional buildings intermixed with non-university related compete for land and buildings in the marketplace.”

55. Policy 6.18 is deleted in its entirety and replaced with: “To support expansion of post-secondary institutions, institutional uses within mixed-use developments, including appropriate residential uses, located in close proximity to post-secondary campuses will be encouraged.”

56. In section 6, the second and third paragraphs below sub-heading “Mixed Use Areas” are deleted in their entirety and replaced with:

“*Downtown’s Mixed Use Areas* will absorb most of the anticipated increase in office, retail and service employment as well as the majority of new housing



over the coming decades. As the intensity of development on small, infill sites increases and buildings get taller, detailed land use policies for *Mixed Use Areas* will ensure that development occurs in a manner that fits with the existing and planned context. Areas and sites designated as *Mixed Use Areas* have varied characteristics and constraints, and thus, the specific scale and intensity of development will vary based on the local context.

Areas where the existing and planned context is low in scale require a modest and measured approach to intensification. Other areas will generally be developed with buildings of a moderate scale in a mid-rise form. Large scale and/or tall buildings will be appropriate within specific areas *Downtown* and the permitted height, massing, scale and intensity of development will be informed by the local existing and planned context, including the location of existing and planned rapid transit stations.”

57. Policy 6.19 is deleted in its entirety and replaced with:

“6.19 *Mixed Use Areas* are shown on Map 41-3, 41-3-A, 41-3-B, 41-3-C and 41-3-D. A wide range of commercial, residential and institutional land uses, and parks and open spaces are permitted in these areas. The diverse mix of permitted uses within *Downtown Mixed Use Areas* will:

- 6.19.1 meet people’s needs for daily living and working;
- 6.19.2 enable live-work proximities such that people can walk and cycle to their destinations reducing the need for longer trips; and
- 6.19.3 provide an urban form that will optimize infrastructure, particularly within 500-800 metres of existing or planned rapid transit stations.”

58. Policy 6.21 is deleted in its entirety and replaced with: “Building heights, massing and scale of development will be compatible between each of the four *Mixed Use Areas*, with the most intense development located in *Mixed Use Areas 1*, generally lessening through *Mixed Use Areas 2* and *Mixed Use Areas 3* to *Mixed Use Areas 4*.

59. New policy 6.21A is inserted immediately following policy 6.21 as: “In addition to *Mixed Use Areas 1*, building heights, massing and scale consistent with the *Mixed Use Areas 1* policies may be permitted within areas which are designated *Mixed use Areas 2*, where such development is in proximity to an

existing or planned rapid transit station, provided that the materials in support of an application therefor includes the consideration of the matters identified in Policy 6.35.”

60. Policy 6.22 is deleted in its entirety and replaced with: “Not all sites can accommodate the maximum scale of development anticipated in each of the *Mixed Use Areas* while also supporting the liveability of the development and the neighbourhood, while other sites may be able to accommodate more than the anticipated scale. Development will be required to address specific site characteristics including lot width and depth, location on a block, on-site or adjacent heritage buildings, parks or open spaces, shadow impacts, and other sensitive adjacencies, potentially resulting in a lower-scale building.”
61. In section 6, the paragraph below sub-heading “Mixed Use Areas 1 – Growth” is deleted in its entirety and replaced with:

“*Mixed Use Areas 1* includes areas with the greatest heights, the highest intensity of development and the largest proportion of non-residential uses. The *Mixed Use Areas 1* designation is generally located along the Yonge Street and University Avenue corridors and within some master planned communities such as the Railway Lands. Intensification will occur in a diverse range of building typologies and scales, one of which is tall buildings, that contribute to and enhance liveability. Non-residential space requirements will sustain a mix of uses and support prosperity.”
62. Policy 6.23 is deleted in its entirety and replaced with: “Development within *Mixed Use Areas 1* will include a diverse range of building typologies, including tall buildings, with height, scale and massing, dependent on the site characteristics and supportive of intensification suitable for a downtown growth area.”
63. Policy 6.24 is deleted in its entirety and replaced with: “Development within *Mixed Use Areas 1* will generally be encouraged to provide a significant proportion of non-residential uses within new mixed-use developments.”
64. In section 6, the paragraph below sub-heading “Mixed Use Areas 2 – Intermediate” is deleted in its entirety and replaced with:

“The existing character and planned context of *Mixed Use Areas 2* will generally form an intermediate, transitional scale between the taller buildings anticipated on some sites in *Mixed Use Areas 1* and the predominantly mid-

rise character anticipated in *Mixed Use Areas 3*. Development in *Mixed Use Areas 2* may be of a scale and typology that is unique and responds to the existing and planned character of those areas. This intermediate or “in-between” scale of development will respond to unique built form contexts.”

65. Policy 6.25 is deleted in its entirety and replaced with: “Development within *Mixed Use Areas 2* will include building typologies that respond to their site context including mid-rise and some tall buildings.”
66. Policy 6.26 is deleted in its entirety and replaced with: “The scale and massing of buildings will be compatible with the existing and planned context of the neighbourhood, including the prevailing heights, massing, scale, density and building type.”
67. Policy 6.27 is deleted in its entirety and replaced with: “Development in *Mixed Use Areas 2* will be encouraged to provide for a diverse range of uses, including retail, service, office, institutional and residential uses.”
68. Policy 6.28 is deleted in its entirety and replaced with: “Development in *Mixed Use Areas 3* will generally be in the form of mid-rise buildings, with some low rise and tall buildings permitted based on compatibility.”
69. Policy 6.29 is deleted in its entirety and replaced with: “Development within *Mixed Use Areas 3* will be encouraged to include retail and service commercial uses at grade with residential, office and/or institutional uses above.”
70. Policy 6.30 is deleted in its entirety and replaced with: “The assessment of mid-rise development proposals will be informed by the Mid-Rise Buildings policies of this Plan.”
71. Policy 6.31 is deleted in its entirety and replaced with: “Development of a generally mid-rise scale along Spadina Avenue will be informed by the width of right-of-way to determine maximum building heights, with tall buildings permitted if such development is compatible.”
72. In section 6, the paragraph below sub-heading “*Mixed Use Areas 4 – Local*” is deleted in its entirety and replaced with: “*Mixed Use Areas 4* comprise



those pockets of lands *Downtown* that generally contain low-rise and/or house form buildings. They are generally located off of main streets, embedded within the neighbourhood fabric. Lands within *Mixed Use Areas 4* will continue to include non-residential uses generally serving the needs of the local community.”

73. Policy 6.33, 6.33.1, and 6.33.2 are deleted in their entirety and replaced with:

“6.33 Development in *Mixed Use Areas 4* will:

- 6.33.1 contain residential, small-scale office, institutional, service and retail uses that generally serve the needs of the local community; and”
- 6.33.2 be of a low-rise scale, generally four storeys or less in height, which will be compatible with the existing physical character of the neighbourhood as well as the planned context, including consideration of the prevailing heights, massing, scale, density and building type.”

74. The sub-heading below policy 6.33.2 is deleted in its entirety and replaced with “Development in Proximity to Existing and Planned Rapid Transit Stations”.

75. In section 6, the paragraph below the new sub-heading “Development in Proximity to Existing and Planned Rapid Transit Stations” is deleted in its entirety and replaced with:

“Rapid transit generally operates outside of mixed traffic, using buses, light rail or heavy rail vehicles. In addition to existing rapid transit stations within the *Downtown*, there are a number of planned rapid transit stations *Downtown* as part of the proposed Relief Line subway and enhancements to GO Rail. Development in close proximity to these existing and planned stations must prioritize mixed-use development while addressing all elements of the planning framework that guide the appropriate form of development. Opportunities to integrate development with and create connections to existing and new planned rapid transit stations will be encouraged.”

76. Policy 6.34 is deleted in its entirety and replaced with: “Development in proximity to existing and planned rapid transit stations, as shown on Map 41--4, will prioritize mixed-use development. These areas will be planned to



accommodate higher density development to optimize the return on investment and increase the efficiency and viability of existing and planned transit service levels.”

77. New policy 6.34A is inserted immediately following 6.34 as:

“6.34A Lands within 500-800 metres of all existing or planned rapid transit stations within the *Downtown* will be planned to be transit-supportive and, where appropriate, to achieve multi-modal access to stations and connections to major trip generators. Development within such areas will be supported, where appropriate, by:

- 6.34A.1 planning for a diverse mix of uses of sufficient intensity to optimize support for existing and planned transit service levels;
- 6.34A.2 fostering collaboration between public and private sectors;
- 6.34A.3 providing alternative development standards; and
- 6.34A.4 prohibiting built-form that would adversely affect the optimization of transit infrastructure.”

78. New policy 6.34B is inserted immediately following 6.34A.4 as: “The highest density of development within the *Downtown* shall be directed to *Mixed Use Areas* in close proximity to existing or planned rapid transit stations. Where possible, development that is integrated into the transit station will be encouraged in order to optimize investments in transit infrastructure.”

79. Policy 6.35, 6.35.1, 6.35.2, 6.35.3, 6.35.4 and 6.35.5 are deleted in their entirety and replaced with:

“6.35 A study may be undertaken by the City that will result in a Site and Area Specific Policy for lands within 500-800 metres of a planned rapid transit station for the purposes of implementing Policy 6.34B. This policy will set out, among other matters, the following:

- 6.35.1. appropriate land use mix;

- 6.35.2. priorities for connecting, expanding and improving the *public realm* to support walking and other active transportation modes;
  - 6.35.3. contextually appropriate built form scale and type, demonstrating compatibility in scale with surrounding areas;
  - 6.35.4. opportunities for integration between rapid transit stations and development; and
  - 6.35.5. necessary infrastructure including, but not limited to: *community service facilities, green infrastructure, physical infrastructure*, streets, parkland and *public realm*, environmental services, cultural, entertainment and tourism facilities, pedestrian systems, and other local or municipal services.”
80. New policy 6.35A is inserted immediately following 6.35.5 as: “Development may proceed in advance of a study referred to in Policy 6.35, provided that the supporting documentation in the application therefore includes consideration of the matters identified in Policy 6.35.”
81. Policy 6.37, 6.37.1, 6.37.2 and 6.37.3 are deleted in their entirety and replaced with:
- “6.37 Where development fronts onto one or more Priority Retail Street(s), the ground floor frontage will include only retail and service commercial space and limited small scale offices with exceptions for:
- 6.37.1. lobbies;
  - 6.37.2. publicly accessible institutional or community uses that animate the space at grade; and/or
  - 6.37.3. parking entrances, servicing spaces and other service exits where no secondary street or laneway access exists.”
82. Policy 6.38.2 is deleted in its entirety and replaced with: “provide appropriate setbacks at grade, in order to provide space for *public realm* and pedestrian enhancements as a community benefit, in accordance with the policies of Section 9 of this Plan; and”

83. Policy 6.38.3 is deleted in its entirety and replaced with: "be of high-quality design, with flexible spaces that allow for adaptability over time."
84. Policy 6.39, 6.39.1, 6.39.2, 6.39.3 and 6.39.4 are deleted in their entirety and replaced with:
- "6.39 When the existing adjacent local context contains a fine-grain pattern of retail uses at grade, development that includes larger stores must locate and design these stores to be compatible with the prevailing character. This may be achieved by:
- 6.39.1. locating larger stores on the second level or above- or below-grade, with appropriately scaled and visible lobby areas;
  - 6.39.2. wrapping larger stores with smaller retail units around the perimeter of the building to maintain the existing rhythm of the street;
  - 6.39.3. designing the retail unit to include multiple entrances; and/or
  - 6.39.4. providing appropriate glazing on storefronts, based on local ground floor character, ensuring direct access to entrances from the public sidewalk and keeping views into and out of the retail space open and clear."
85. Policy 6.41 is deleted in its entirety and replaced with: "To support the City's provision of first responder facilities and appropriate passable space within the right-of-way for fire, paramedic and police services will be considered in *Mixed Use Areas 1, Mixed Use Areas 2 and Mixed Use Areas 3, Institutional Areas and Regeneration Areas*, where appropriate."
86. Policy 7.1.5 is deleted in its entirety and replaced with: "to support growth and *complete communities*."
87. The first part of Policy 7.3 is deleted and replaced with: "The planning, design and development of parks and the *public realm* will be encouraged to support the following objectives, where appropriate:"



88. Policy 7.3.11 is deleted in its entirety and replaced with: "provide amenities such as public washrooms and drinking water stations, where reasonable;"
89. Policy 7.4.1 is deleted in its entirety and replaced with: "incorporate a sufficient setback to allow the building and any of its exterior features and amenities to be provided and maintained on the development site;"
90. Policy 7.4.3 is deleted in its entirety and replaced with: "Not applicable."
91. Policy 7.4.4 is deleted in its entirety and replaced with: "generally be oriented to provide public access and views to the park;"
92. Policy 7.4.5 is deleted in its entirety and replaced with: "be designed to have an attractive façade with animated uses at grade where appropriate, or screening;"
93. Policy 7.4.7 is deleted in its entirety and replaced with: "avoid locating loading and servicing areas adjacent to the park, where reasonable, or will be appropriately screened."
94. In section 7, the first paragraph below sub-heading "The Downtown Parks and Public Realm Plan" is deleted in its entirety and replaced with:

"The Downtown Parks and Public Realm Plan sets out a vision for parks, open spaces and streets, proposing a framework to re-imagine, transform and grow public space. The Downtown Parks and Public Realm Plan will inform the development of an expanded, improved, connected and accessible network of high-quality parks and *public realm* for people and promote healthier, diverse natural systems to support a growing *Downtown*. It will create stronger connections to the natural landscapes that surround *Downtown*, unlocking the potential to expand and improve access to the parks and open space network. It will address visual and physical connections and improve active transportation within and beyond the *Downtown*."
95. Policy 7.5 is deleted in its entirety and replaced with: "The Downtown Parks and Public Realm is a guideline which shall inform decisions of the City to improve the quality, quantity and connectivity of parks and the *public realm*,

and will guide development review, parkland dedication and/or acquisition priorities and the allocation of capital funding in accordance with and subject to the applicable legislative framework for the provision of community benefits and/or the conveyance of land for park or other public recreational purposes.”

96. Policy 7.6 is deleted in its entirety and replaced with: “The objective of the parks and *public realm* initiatives shown on Map 41-6 through Map 41-11 inclusive, is to ensure that people living, working and visiting *Downtown* have access to a full range of parks and active and passive recreational opportunities, connected by a high-quality *public realm* network, in accordance with this Plan and the applicable legislative framework.”
97. Policy 7.13 is deleted in its entirety and replaced with: “Access and enjoyment of natural features, such as the Lake Ontario shoreline, the Lake Iroquois escarpment, woodlots, ravines and valley lands, will be enhanced and protected by adequately limiting shadows as necessary to preserve their utility and ecological health.”
98. The first part of Policy 7.18 is deleted and replaced with: “*Public realm* improvements on the Great Streets shown on Map 41-7 will:”
99. Policy 7.19.3 is deleted in its entirety and replaced with: “implement and maintain a high standard of design and materials;”
100. Policy 7.19.4 is deleted in its entirety and replaced with: “prioritize tree planting and investment in infrastructure to support the growth of a healthy tree canopy, wherever reasonable;”
101. Policy 7.19.6 is deleted in its entirety and replaced with: “include *green infrastructure* where reasonable.”
102. Policy 7.34 is deleted in its entirety and replaced with: “The provision of trees to increase the urban forest and enhance the identity, character and comfort of streets, parks and open spaces is required as part of any development either on or off-site through site plan approval in accordance with the *City of Toronto Act, 2006*.”

103. Policy 7.35 is deleted in its entirety and replaced with: "Parks, streets, open spaces and Privately Owned Publicly-Accessible Spaces (POPS) will be designed to accommodate *green infrastructure* that will support the long-term growth of trees, providing the opportunity to expand the urban forest."
104. Policy 7.36 is deleted in its entirety and replaced with: "Development will maintain existing protected trees where possible and their above- and below-grade growing space, and be encouraged to incorporate these trees into building and landscape designs, wherever feasible on-site."
105. Policy 7.39.2 is deleted in its entirety and replaced with: "pursue opportunities arising from development to secure land for new parkland, improve and expand existing parks and improve *public realm* connections between existing and planned parks and open spaces, including the initiatives identified in policies 7.5 through 7.33 inclusive in accordance with the applicable legislative framework; and"
106. Policy 7.41 is deleted in its entirety and replaced with: "Not applicable."
107. Policy 7.42, 7.42.1, 7.42.2, and 7.42.3 are deleted in their entirety and replaced in each case with: "Not applicable."
108. Policy 7.43 is deleted in its entirety and replaced with: "Not applicable."
109. Policy 7.46, 7.46.1, and 7.46.2 are deleted in their entirety and replaced in each case with: "Not applicable."
110. Policy 7.47 is deleted in its entirety and replaced with: "Parkland conveyance from more than one development, assembled to create a larger park, will be encouraged as a community benefit."
111. Policy 7.48 is deleted in its entirety and replaced with: "Not applicable."
112. Policy 7.49 is deleted in its entirety and replaced with: "Not applicable."
113. Policy 7.50 is deleted in its entirety and replaced with: "Not applicable."



114. The first part of Policy 7.51 is deleted and replaced with: "The provision of POPS as a community benefit provide an opportunity to expand the *public realm* by creating open spaces and connecting existing or planned streets, parks and open spaces. POPS provided through development will:"
115. Policy 7.51.1 is deleted in its entirety and replaced with: "generally be publicly accessible and may include temporary commercial uses which animate the POPS;"
116. Policy 7.51.5 is deleted in its entirety and replaced with: "include new trees, seating, public art, landscaping and integration of stormwater capture where appropriate;"
117. Policy 8.2 is deleted in its entirety and replaced with: "Pedestrians, cyclists and public transit will be prioritized relative to private automobiles, informed by the application of design guidelines for Complete Streets as adopted by Council."
118. The first part of Policy 8.4 is deleted and replaced with: "Pedestrian and *public realm* improvements will, depending on the context:"
119. The first part of Policy 8.5 is deleted and replaced with: "Pedestrian and *public realm* improvements will be achieved over time through the provision of community benefits as part of development, area and corridor planning studies, capital investment and maintenance projects, and other programs and initiatives by:"
120. Policy 8.5.4 is deleted in its entirety and replaced with: "providing required building setbacks, where reasonable."
121. The first part of Policy 8.8 is deleted and replaced with: "New connections to the PATH network and other climate-controlled walkways will be encouraged to:"
122. Policy 8.8.7 is deleted in its entirety and replaced with: "be informed by design guidelines as developed and adopted by Council"

123. Policy 8.10 is deleted in its entirety and replaced with: "The City will work with property owners to encourage access to Union Station and the subway stations will be directly connected to the PATH network and other climate-controlled walkways is enhanced by development on and around these transit stations, which serve as the anchors and the primary focal points for pedestrian traffic."
124. Policy 8.11.4 is deleted in its entirety and replaced with: "ensuring that development includes amenities and design features that support laneways with active ground-floor uses, clear glazing and entrances where appropriate; and"
125. Policy 8.11.5 is deleted in its entirety and replaced with: "encourage the expansion and improvement of the existing network of laneways wherever appropriate."
126. Policy 8.13 is deleted in its entirety and replaced with: "Development, where reasonable as a community benefit, and street reconstruction will incorporate opportunities to provide additional links to the cycling network and additional bike parking spaces where appropriate."
127. In section 8, the paragraph below the sub-heading "Surface Transit" is deleted in its entirety and replaced with:
- "The surface transit network consists of a mix of streetcar and bus services, operating largely in mixed traffic, as well as the infrastructure dedicated to their operation. Streetcar services are some of the busiest surface transit routes operated by the Toronto Transit Commission. Growth will lead to further demand on these already heavily subscribed routes. This is particularly true east of Yonge Street where no north-south, high-capacity streetcar routes currently exist. To continue attracting new riders to transit and to discourage private automobile use, the transit network will be enhanced through the addition of new services, and increased capacity and reliability of existing services. Streetcars and buses will remain important parts of the *Downtown's* surface transit network. Priority for surface transit will be encouraged, while supporting accessibility and mobility for people of all ages and abilities, and balancing the needs of private and commercial vehicles, and other modes of transportation."

128. Policy 8.17 is deleted in its entirety and replaced with: "Priority for surface transit will be encouraged and implemented on routes where appropriate."
129. Policy 8.18, 8.18.1, 8.18.2 and 8.18.3 are deleted in their entirety and replaced with:
- "8.18 Priority for surface transit may be implemented in a variety of ways, as appropriate, including:
- 8.18.1 replacing general purpose travel lanes with reserved or dedicated lanes for surface transit, where appropriate;
- 8.18.2 implementing transit signal priority at intersections along surface transit routes, where appropriate; and/or
- 8.18.3 implementing turning prohibitions, on-street parking restrictions, and other traffic and curbside management strategies, where appropriate."
130. Policy 8.21 is deleted in its entirety and replaced with: "Development in proximity to existing rapid transit stations will be encouraged to provide access to the station."
131. Policy 8.22, 8.22.1, 8.22.2, 8.22.3 is deleted in their entirety and replaced with:
- "8.22 Where reasonable, new subway access locations will be integrated into buildings ensuring that all points of access:
- 8.22.1 are clearly marked, visible and accessible from the street;
- 8.22.2 have regard for any affected heritage attributes; and
- 8.22.3 maintain hours of access to match transit operations."
132. Policy 8.24 is deleted in its entirety and replaced with: "Development will apply setbacks and mitigation measures from existing and planned rail corridors to ensure the protection of public health and safety."



133. In section 8, the first paragraph below the sub-heading “Parking and Curbside Management” is deleted in its entirety and replaced with:
- “The automobile network is supported by public and private off-street parking and servicing facilities. To support improvements to the *public realm*, at-grade space must be prioritized for uses other than private automobile parking, while considering the need to provide accessibility and mobility for people of all ages and abilities. Toronto Parking Authority public parking facilities, operating as community transportation hubs, could include other transportation infrastructure such as space for car-sharing, shared retail deliveries/ couriers, taxi stands, bicycle parking and sharing stations, electric car charging infrastructure, space for film industry vehicles, or other facilities.”
134. The first part of policy 8.25 is deleted and replaced with: “Surface and above-grade parking will generally be discouraged by:”
135. Policy 8.25.4 is deleted in its entirety and replaced with: “providing new or replacement parking spaces below grade, except in the case of re-use or conversions of existing buildings, where appropriate.”
136. Policy 8.29 is deleted in its entirety and replaced with: “Pick-ups and drop-offs, loading and parking activity shall be encouraged off-street wherever reasonable and practical to free up curbside space, while recognizing the need to provide accessibility and mobility for people of all ages and abilities.”
137. Policy 8.30 is deleted in its entirety and replaced with: “Development will be encouraged to provide shared community parking spaces. Spaces will be dedicated for short-term use for residents and visitors.”
138. The first part of Policy 9.1 is deleted and replaced with: “Development will be encouraged to:”
139. Policy 9.1.1 is deleted in its entirety and replaced with: “enhance the liveability of the building’s surroundings;”
140. Policy 9.1.2 is deleted in its entirety and replaced with: “contribute to liveability by reasonably limiting uncomfortable wind conditions and providing access to sunlight, natural light, openness and sky-view; expanding and improving

the *public realm*; maintaining adequate privacy; providing high-quality amenity spaces; and conserving heritage;"

141. Policy 9.2 is deleted in its entirety and replaced with: "The City may request, as a community benefit, provisions for an improved and expanded *public realm* including but not limited to: widened sidewalks and walkways; parks and open spaces; POPS; street trees and other landscaping; street furniture; public art; landscaped open spaces; patios; retail displays; access to transit and transit shelters; cycling amenities and pedestrian weather protection."

142. Policy 9.3 is deleted in its entirety and replaced with: "Zoning By-laws may provide for building set-backs from street lines that do not reduce the density or unreasonably reduce the utility otherwise of the site, where necessary for the achievement of a contextually appropriate streetscape."

143. Policy 9.4, 9.4.1, 9.4.2 and 9.4.3 are deleted in their entirety and replaced with:

"9.4 Development in *Mixed Use Areas 1, Mixed Use Areas 2, Mixed Use Areas 3, Regeneration Areas, Institutional Areas and Apartment Neighbourhoods* will be encouraged to include setbacks that will:"

9.4.1 Not applicable.

9.4.2 allow for optimal landscaping conditions and provide adequate space for tree infrastructure and adhere to the City's tree planting standards; and"

9.4.3 be designed to allow for access to utilities or other below-grade services, as a community benefit."

144. Policy 9.5 is deleted in its entirety and replaced with: "The City may request, as a community benefit, the conveyance of an easement over a development site within 6 metres from the closest public street curb (or another distance if provided for in Policy 9.6 or 9.7) as measured on the day this Plan comes into force."

145. Policy 9.6, 9.6.1 and 9.6.2 are deleted in their entirety and replaced with:

"9.6 Such an easement over a lesser amount of a development site than the 6-metre curb to building face distance may be appropriate where:

- 9.6.1 a strong, legible, historic character of street-oriented buildings exists;
- 9.6.2 a property on the Heritage Register exists on-site;
- 9.6.3 the prevailing pattern consists of buildings with lesser setbacks; or
- 9.6.4 where otherwise acceptable.”

146. The first part of Policy 9.7 is deleted and replaced with: “Such an easement over more than 6 metres from curb to building face may be appropriate for development in *Mixed Use Areas 1*, *Mixed Use Areas 2*, *Mixed Use Areas 3*, *Regeneration Areas*, *Institutional Areas* and *Apartment Neighbourhoods* where:”

147. Policy 9.7.4 is deleted in its entirety and replaced with: “development is located on a corner site; and/or”

148. Policy 9.7.5 is deleted in its entirety and replaced with: “there is a need to improve access to or space for public transit and transit users”

149. Policy 9.7.6 is deleted in its entirety and replaced with: “Not applicable.”

150. Policy 9.8, 9.8.1, 9.8.2, 9.8.3, 9.8.4, 9.8.5, 9.8.6 and 9.8.7 are deleted in their entirety and replaced with:

“9.8 Base buildings will generally be designed to achieve the following design objectives:

- 9.8.1 relate to the scale and proportion of adjacent streets, parks and open spaces;
- 9.8.2 fit compatibly within the existing and planned context of neighbouring streetwall heights;
- 9.8.3 relate to the height, scale and built form character of the existing context of both streets when located on a corner lot;



- 9.8.4 animate and promote the use of adjacent streets, parks and open spaces by such means as providing active uses at grade or multiple entrances on long building faces;
  - 9.8.5 incorporate appropriate glazing;
  - 9.8.6 encourage tree planting, where appropriate; and
  - 9.8.7 include high-quality materials and design elements that fit with neighbouring buildings and contribute to a pedestrian scale."
151. Policy 9.9 is deleted in its entirety and replaced with: "Development will generally provide a transition from the base building to relate to adjacent properties with a lower-scale planned context, as may be required to achieve the objectives of this Plan."
  152. Policy 9.10 is deleted in its entirety and replaced with: "Not applicable."
  153. Policy 9.11 is deleted in its entirety and replaced with: "Development on sites that include or are adjacent to properties on the Heritage Register will include base buildings that are compatible with the streetwall height, articulation, proportion, materiality and alignment thereof."
  154. Policy 9.12 is deleted in its entirety and replaced with: "Although existing and approved buildings form part of the existing and planned context, the siting, massing, height and design of a building on one site will not necessarily be a precedent for development on an adjacent or nearby site."
  155. Policy 9.13, 9.13.1, 9.13.2, and 9.13.3 are deleted in their entirety and replaced with:
 

"9.13 Tall buildings will not be permitted on sites within *Neighbourhoods*."
  156. Policy 9.14 is deleted in its entirety and replaced with: "Tall building floorplates should be designed to adequately limit shadow impacts of the tower on the *public realm* and neighbouring properties and maintain adequate sky view from the *public realm*."

157. Policy 9.15 is deleted in its entirety and replaced with: "Development will be located and massed to define and frame the edges of the *public realm* with good street proportion, providing for comfortable sun and wind conditions on the *public realm* and neighbouring properties by stepping back building mass and/or limiting building floorplates above the streetwall height to allow daylight and sunlight to penetrate to the street and lower building levels."
158. Policy 9.16 is deleted in its entirety and replaced with: "In a tall building, a storey which contains residential units, but does not form part of a base building, will generally have a maximum floorplate size of 750 square metres above the base building. Increases to the 750 square metre floorplate size may be appropriate where the impacts of the larger floorplate, including but not necessarily limited to shadow, sky-view and wind, are addressed."
159. Policy 9.17 is deleted in its entirety and replaced with: "Buildings or parts of buildings, for predominantly employment uses, including but not limited to institutional uses, typically have programmatic requirements which require significantly larger floorplates. Where such are encouraged by this Plan these requirements are to be acknowledged."
160. Policy 9.18 is deleted in its entirety and replaced with: "Development will seek to adequately limit shadows on sidewalks, parks, open spaces, natural areas and institutional open spaces as necessary to preserve their utility."
161. Policy 9.19 is deleted in its entirety and replaced with: "Development will adequately limit *net-new shadows* as measured from March 21<sup>st</sup> to September 21<sup>st</sup> from 10:18 a.m. – 4:18 p.m. on parks and open spaces indicated on Map 41-13."
162. Policy 9.20 is deleted in its entirety and replaced with: "Development will adequately limit *net-new shadows* on all school yards as necessary to maintain their utility."
163. Policy 9.21 is deleted in its entirety and replaced with: "Buildings will be sited, massed and designed to mitigate and reasonably limit wind impacts on the *public realm*, including streets and sidewalks, parks and open spaces and POPS, having regard for the use of such areas."

164. Policy 9.22, 9.22.1, 9.22.2, 9.22.3, 9.22.4, and 9.22.5 are deleted in their entirety and replaced with:

"9.22 Development will address microclimatic conditions for people on adjacent streets and sidewalks, parks and open spaces by adequately limiting shadow and uncomfortable wind conditions, as necessary to preserve their utility. This may be achieved with measures such as:

9.22.1 reducing the floorplates of tall building elements above the base building;

9.22.2 reducing the overall height and scale of buildings;

9.22.3 re-orienting, reducing the size of and/or setting back tall building elements on the site; and

9.22.4 increasing the space between tall building elements.

165. In section 9, the first and second paragraphs below the sub-heading "Transition" are deleted in their entirety and replaced with:

"Transition between areas and buildings of differing scales can be an important element in achieving the policies of the Official Plan. Transition means that buildings adopt some of the characteristics of both the existing and planned context without necessarily replicating the form or design precisely. Transition allows for buildings of disparate heights, scale, type and use to have adjacencies yet still be perceived harmoniously from street level and contribute to the overall context and quality of the streetscape. Transition in scale minimizes the impact of large-scale developments on surrounding areas, including adjacent and nearby low- and mid-rise buildings and heritage properties, and maintains access to light, views and privacy. Methods for creating transition between buildings, and between buildings and the *public realm*, include angular planes, stepping height limits, location and orientation of the building, the use of setbacks and step-backs of building mass, as well as separation distances.

*Downtown* includes many built form scales and types, with singles, semis, townhouses, stacked townhouses, walk-up and mid-rise apartments, mixed-use mid-rise buildings and tall buildings. In some areas there is a consistent pattern and scale, determined by historic lot patterns and building types, while in other areas, there is a mix of building types and scales, even within a single



block. Each of these areas has its own distinct character, which will be respected by ensuring that the massing of development responds to surrounding areas, including adjacent and nearby buildings and areas. Many tall buildings have been constructed *Downtown* over the last several decades, and with the increasing numbers of tall buildings, there is a greater need to ensure that these buildings are compatible with each other and to other scales and forms of development.”

166. Policy 9.23 is deleted in its entirety and replaced with: “Development may be required to provide built form transition where necessary to create a more liveable environment in the *public realm*, while defining and distinguishing areas of different character, intensity and planned contexts.”

167. Policy 9.24 is deleted in its entirety and replaced with: “Transition in scale can be achieved by geometric relationships and design methods in different combinations including angular planes, stepping height limits, location and orientation of the building, the use of setbacks and step-backs of building mass, separation distances, as well as other means to achieve compatibility.”

168. Policy 9.25, 9.25.1, 9.25.2, 9.25.3 and 9.25.4 are deleted in their entirety and replaced with:

“9.25 Development may be required to incorporate transition in scale to achieve built form compatibility when it is:

9.25.1 a greater intensity and scale than the adjacent and surrounding planned context, with consideration for front, rear and side adjacencies;

9.25.2 adjacent and nearby to lands that have a planned context that does not generally anticipate tall buildings, including but not limited to *Neighbourhoods, Mixed Use Areas 3* and *Mixed Use Areas 4*;

9.25.3 adjacent to a property designated under Part IV of the *Ontario Heritage Act* or a Heritage Conservation District; and/or

9.25.4 adjacent to existing or planned parks and open spaces.”

169. Policy 9.26 is deleted in its entirety and replaced with: “Not applicable.”



170. The first part of policy 9.27 is deleted and replaced with: "Built form adjacencies, such as the following, may require a review to determine if any transition to the planned context is required to achieve compatibility:"
171. Policy 9.28, 9.28.1 and 9.28.2 are deleted in their entirety and replaced with:
- "9.28 Transition may be required between development and adjacent streets, parks or open spaces to provide access to sunlight and sky--views as well as establish a human scale. Where such transition is necessary, development may achieve transition in ways such as:
- 9.28.1 Tall buildings to streets, parks and open spaces through appropriate setbacks and step-backs; and
- 9.28.2 Mid-rise buildings to streets, parks and open spaces through setbacks, step-backs and angular planes, and informed by the Avenues and Mid-Rise Buildings Study."
172. Policy 9.29 is deleted in its entirety and replaced with: "Where transition is desirable to achieve compatibility, it will generally be provided within the development site."
173. In section 9, the paragraph below the sub-heading "Mid-Rise Buildings" is deleted in its entirety and replaced with:
- "A mid-rise scale of development provides intensification *Downtown* by contributing to liveable and vibrant main streets while achieving compatibility with adjacent neighbourhoods. The scale of mid-rise buildings provides a unique connection to surrounding neighbourhoods through a development form that is moderate in scale, built form transition that is sensitive to adjacent buildings and to the street, and allows for good skyviews and access to mid-day sunlight in the spring and fall."
174. Policy 9.30, 9.30.1, 9.30.2, 9.30.3, 9.30.4 and 9.30.5 are deleted in their entirety and replaced with:
- "9.30 Mid-rise development will be informed by the following design objectives:
- 9.30.1 have heights that reasonably define and enclose the right-of-way that it fronts onto;

- 9.30.2 provide for adequate access to sunlight and sky-view from the *public realm*;
  - 9.30.3 provide a compatible relationship to adjacent *Neighbourhoods* and *Parks and Open Space Areas*; and
  - 9.30.4 Not applicable.
  - 9.30.5 be informed by the Performance Standards contained within the Avenues and Mid-Rise Building Study for all other aspects of development not described in this Plan."
175. In section 9, below the heading "Skyline", at the end of the paragraph new wording is inserted as: "Tall building proposals will consider how the proposal fits within and complements the overall *Downtown* skyline.
176. Policy 9.31 is deleted in its entirety and replaced with: "Not applicable."
177. Policy 9.33, 9.33.1, 9.33.2, 9.33.3 and 9.33.4 are deleted in their entirety and replaced with:
- "9.33 Amenity space will be encouraged to be:
    - 9.33.1 located at or above grade;
    - 9.33.2 located in visible and accessible locations for the building's inhabitants;
    - 9.33.3 designed and built with high-quality and durable materials; and
    - 9.33.4 designed to provide elements and programming that respond to a variety of users of all ages and abilities, including but not limited to seniors and children, including providing option(s) which are viable in all seasons."
178. Policy 9.34, 9.34.1, 9.34.2, 9.34.3 and 9.34.4 are deleted in their entirety and replaced with:

"9.34 Development will ensure that outdoor amenity spaces will be sited and designed to address the following:

- 9.34.1 provide for appropriate sky-views and sunlight in the space;
- 9.34.2 generally ensure wind conditions that are suitable for comfortably sitting and standing; and
- 9.34.3 include trees and/or other landscaping, where appropriate.

179. Policy 9.35 is deleted in its entirety and replaced with: "Indoor amenity space will be provided in appropriately scaled rooms, one of which will be encouraged to be directly adjacent and connected to the outdoor amenity space."

180. Policy 9.36 is deleted in its entirety and replaced with: "A portion of indoor amenity spaces should generally have access to daylight by being located in suitable locations within the building and by including glazing, where appropriate."

181. Policy 9.38 is deleted in its entirety and replaced with: "Not applicable."

182. In section 10, below the heading "COMMUNITY SERVICES AND FACILITIES", following the last paragraph, new wording is inserted as:

"Development that is phased is encouraged to include facilities as a community benefit as part of the first phase of development where reasonable.

Development will be encouraged to include a non-profit child care facility where appropriate, as a community benefit.

Development will be encouraged to provide space for community-based non-profit organizations that are eligible for the City's Community Space Tenancy Policy, as a community benefit.

Development will be encouraged to accommodate temporary *community service facilities* until such time as the permanent *community service facilities* are constructed and outfitted, as a community benefit."



183. Policy 10.1 is deleted in its entirety and replaced with: "The provision of *community service facilities* by the City and agencies will be informed by the Downtown Community Services and Facilities Strategy."
184. Policy 10.2 is deleted in its entirety and replaced with: "Not applicable."
185. The first part of Policy 10.3 is deleted and replaced with: "Development will be encouraged to contribute to the delivery of *community service facilities*, as appropriate as a community benefit, through:"
186. The first part of Policy 10.4 is deleted and replaced with: "New *community service facilities* and expansions or retrofits of existing *community service facilities* will be designed to meet the requirements of the City, public agencies, boards and commissions and will where appropriate:"
187. Policy 10.4.1 is deleted in its entirety and replaced with: "be located in highly visible locations with strong pedestrian; cycling and transit connections for convenient access;"
188. The first part of Policy 10.5 is deleted and replaced with: "Where *community service facilities* are replaced in new development, the total gross floor area of the replacement *community service facilities* will be excluded from the total gross floor area permitted on the site, provided the following matters are provided by the owner and secured to the City's satisfaction:"
189. Policy 10.6, 10.6.1, 10.6.2, and 10.6.3 are deleted in their entirety and replaced in each case with: "Not applicable."
190. Policies 10.7 to 10.11 are deleted in their entirety and replaced in each case with: "Not applicable."
191. Policy 11.1, 11.1.1, 11.1.2 and 11.1.3 are deleted in their entirety and replaced with:



- "11.1 To achieve a balanced mix of unit types and sizes, and support the creation of housing suitable for families, development containing more than 80 new residential units will include:
- 11.1.1 a minimum of 15 per cent of the total number of units as 2-bedroom units;
  - 11.1.2 a minimum of 10 per cent of the total number of units as 3-bedroom units; and
  - 11.1.3 an additional 15 per cent of the total number of units will be a combination of 2-bedroom and 3-bedroom units, or units that can be converted to 2 and 3 bedroom units through the use of accessible or adaptable design measures."
192. Policy 11.2.2 is deleted in its entirety and replaced with: "specialized housing such as residences owned or operated by a post-secondary institution or a health care institution or other entities to house students, patients or employees or people with special needs."
193. Policy 11.3 is deleted in its entirety and replaced with: "Residential units will include where appropriate: storage space; operable windows; bedrooms that contain closets; and the provision of balconies or terraces shall be encouraged."
194. New policy 11.3A is inserted immediately following 11.3 as: "Where new development would have the effect of removing all or part of a private building or related group of buildings, and would result in the loss of ten or more dwelling rooms, excluding dwelling rooms operated by a post-secondary institution or similar residences, the City may request *an acceptable tenant relocation and assistance plan* to lessen hardship."
195. Policy 11.4, 11.4.1 and 11.4.2 are deleted in their entirety and replaced with:
- "11.4 New development that would have the effect of removing all or part of a private building or related group of buildings, and would result in the loss of ten or more dwelling rooms, may also be requested as a community benefit in accordance with and subject to the applicable legislation to:

- 11.4.1 replace and maintain at least the same amount of residential gross floor area as rental housing; and
- 11.4.2 for a period of at least 10 years, the rents for replacement housing will be similar to those in effect at the time the development application is made."
196. Policy 11.5 is deleted in its entirety and replaced with: "Not applicable."
197. Policy 12.12 is deleted in its entirety and replaced with: "Development containing residential units that are located within 120 metres of a live music venue will be required to include an advisory provision within the Site Plan Agreement and/or Condominium Declaration that notifies purchasers, lessees and tenants of possible noise that may arise from its proximity to a live music venue."
198. Policy 13.1 is deleted in its entirety and replaced with: "Development and streetscape improvements will integrate stormwater capture, trees and other plantings, where appropriate, informed by design guidelines adopted by Council."
199. Policy 13.2 is deleted in its entirety and replaced with: "To improve resilience to area-wide power outages, residential development will be encouraged to provide back-up power."
200. The first part of Policy 13.3 is deleted and replaced with: "Development will be encouraged to incorporate biodiversity where appropriate by considering the following alongside the scale and nature of the development:"
201. Policy 13.4.3 is deleted in its entirety and replaced with: "integrate on-site electricity production to reduce electricity demand; and"
202. Policy 13.4.4 is deleted in its entirety and replaced with: "Not applicable."
203. Policy 13.5 is deleted in its entirety and replaced with: "The City will ensure water, wastewater and stormwater management infrastructure will be

maintained and developed by keeping infrastructure in a state of good repair and providing required new infrastructure concurrent with growth."

- 204. Policy 13.6 is deleted in its entirety and replaced with: "In some circumstances, new development will offer an opportunity to assist in reducing negative impacts of inflow and infiltration on the capacity of the sanitary and combined sewer systems."
- 205. Policy 14.2 is deleted in its entirety and replaced with: "Not applicable."
- 206. Policy 14.3 is deleted in its entirety and replaced with: "Not applicable."
- 207. Policy 14.5 is deleted in its entirety and replaced with: "Development of lands within *Downtown* will be reviewed to ensure the adequacy of *community service facilities, green infrastructure, physical infrastructure* and parkland. Staging or phasing of development will be provided for, where necessary and appropriate to coordinate with City action."
- 208. The sub-heading "Holding By-Laws" below policy 14.5, the paragraph under it, and the word "POLICIES" are deleted in their entirety.
- 209. Policy 14.6 is deleted in its entirety and replaced with: "The City will provide *community service facilities, green infrastructure, physical infrastructure* and parkland in a timely way to service growth."
- 210. Policies 14.7 to 14.9 are deleted in their entirety and replaced in all cases with: "Not applicable."
- 211. Policy 14.11.2 is deleted in its entirety and replaced with: "parkland dedication under the *Planning Act*, as applicable;"
- 212. Policy 14.12 is deleted in its entirety and replaced with: "Not applicable."
- 213. Policy 14.13 is deleted in its entirety and replaced with: "Public space public life studies will be conducted by the City periodically to serve as a baseline



against which public investments in the *public realm* can be assessed and opportunities for future investment can be identified.”

- 214. The sub-heading “Community Benefits Agreements” and the word “POLICIES” below policy 14.14 are deleted in their entirety.
- 215. Policy 14.15 is deleted in its entirety and replaced with: “Not applicable.”
- 216. Policy 15.1 is deleted in its entirety and replaced with: “Not applicable.”
- 217. The first part of policy 15.2 is deleted and replaced with: “**Complete communities** generally:”
- 218. Policy 15.2.4 is deleted in its entirety and replaced with: “ensure the built form enhances liveability, is contextually appropriate and provides an attractive and vibrant *public realm*, including public open spaces;”
- 219. Policy 15.5.1 is deleted in its entirety and replaced with: “**Community service facilities** — buildings and public spaces that accommodate a range of non-profit programs and services provided or subsidized by the City or other public agencies to support people in meeting their social needs and enhance their well-being, health and quality of life. *Community service facilities* include recreation, community centres, libraries, child care, and spaces for the provision of public health services, human services, cultural services and employment services;”

#### Sidebar Text

- 220. Section 5, “Complete Community Assessment” Sidebar Text (pg. 9) is modified by deleting the text in its entirety and replacing with:

“A Complete Community Assessment provides an understanding of the subject site while evaluating how incremental development and existing and planned development and infrastructure will occur in the surrounding area. By showing the proposed development in relation to surrounding conditions and character, and by evaluating opportunities and constraints, the City will be able to better assess the future infrastructure needs to support the

achievement of *complete communities* within the existing and planned context of the area.”

221. Section 9, “Sunlight in the Public Realm” Sidebar Text (pg. 45) is modified by deleting the second and third paragraphs in their entirety.
222. Section 9, “Tower Separation Distance” Sidebar Text (pg. 46) is modified by deleting the heading and text in their entirety.
223. Section 13, “Inflow and Infiltration” Sidebar Text (pg. 60) is modified by deleting the text in its entirety and replacing with:
- “Sanitary sewers are designed primarily to collect wastewater generated by the population, with a small amount of additional capacity allocated for the inflow of stormwater or infiltration of groundwater into the sewer. As a sewer ages, it becomes more leaky, allowing inflow and infiltration into the pipe, consuming capacity that could otherwise be used to support growth. Construction of buildings with multiple below-grade levels that reach into the groundwater table may increase the flows into the sewer and uses up pipe capacity.”
224. Section 14, “Community Benefits Agreements” Sidebar Text (pg. 63) is modified by deleting the heading and text in their entirety.

Dated at Toronto this 5 of June, 2019



Marcia Wallace  
Assistant Deputy Minister  
Ministry of Municipal Affairs and Housing