

APPENDICES

TOcore Engagement Report:
Feedback & Advice on the TOcore Proposals Report

Phase 3 - August 2017

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Introduction

These Appendices contain detailed feedback collected during TOcore public consultation and outreach activities from November 2016 to April 2017, including the online survey, community engagement brochures, the March 4th Public Consultation event, text messaging, Twitter, and email submissions.

The Appendices are organized into the following sections:

1. Profile of Survey Respondents;
2. Shaping Land Use, Scale & Economy;
3. Downtown Parks & Public Realm;
4. Building for Liveability;
5. Downtown Mobility;
6. Community Facilities & a Diversity of Housing;
7. Celebrating Culture; and
8. Towards a Resilient Downtown.

Each section has the following parts:

- Survey results provide a high-level context overview for each section.
- Policy directions feedback reflects feedback provided by participants specific to the proposed policy directions (across all sources of feedback) with a tally of dots indicating the most public support collected during the March 4th consultation event.
- Detailed feedback and advice reflects the general themes expressed across all sources of feedback that were not tied directly to the proposed policy directions (across all sources of feedback). The detailed feedback includes a mix of organized raw data and summarized key messages from:
 - Survey analysis of 1,813 responses;
 - Feedback shared during the March 4 event by over 200 participants;
 - Over 20 individually submitted worksheets;
 - Feedback collected from over 20 stakeholder meetings with over 350 stakeholders;
 - Over 250 text messages; and
 - 2,419 #TOcore and/or #DTadvice tweets.

Appendix 1. Profile of Survey Respondents

Total Respondents and Age Breakdown

A total of 1,813 people responded to the online survey. The age of respondents is indicated below. Almost 40% of respondents fell between the ages of 25 and 34.

Response	Chart	Percentage	Count
Under 18		0.9%	17
18-24		12.9%	234
25-34		39.4%	714
35-44		19.9%	360
45-54		12.5%	226
55-64		8.2%	149
65 or above		5.2%	94
Prefer not to answer		1.0%	19
		Total Responses	1813

Figure 1. Age Breakdown of Survey Respondents

Where Do You Live?

The TOcore Survey had 1,783 respondents that included postal code information. Most (92%) respondents said that they live in the City. About 42% of respondents live in the Downtown, about 35% outside of Downtown but within the Toronto and East York Community Council Area; 4% in the Scarborough Community Council Area; 8% in the North York Community Council Area and about 10% in the Etobicoke York Community Council Area. There were a number of respondents who live in York Region and the Greater Toronto Area, and a few outliers living outside the region (i.e. Montreal, Ottawa).

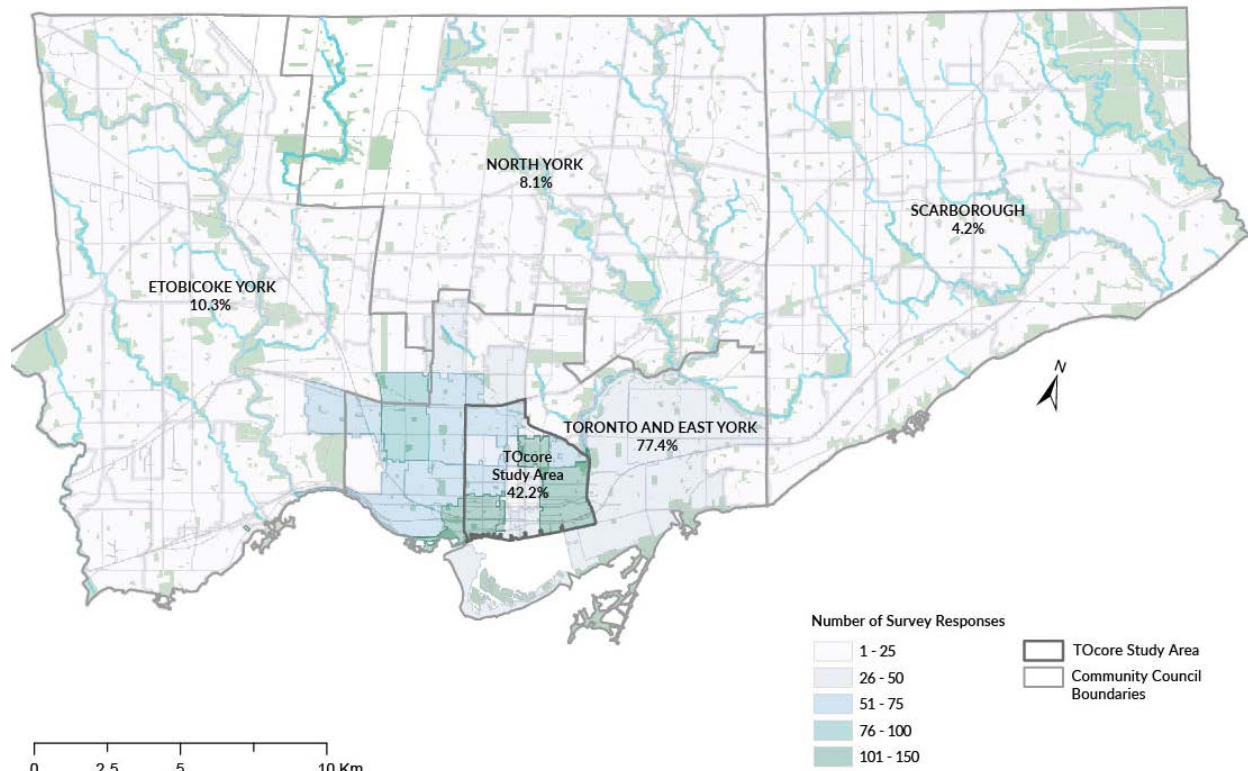


Figure 2. Residential Distribution of Survey Respondents

What Do You Do Downtown?

Survey respondents are made up mostly of people who live, work, play, and learn Downtown. While 1,811 people responded to this question, there are more than 4,600 responses. This means that many respondents interact in a combination of different ways in the Downtown.








Response	Chart	Percentage	Count
Live		61.9%	1121
Work		71.7%	1298
Play		84.5%	1531
Study		21.6%	391
Own a business		7.7%	140
None of the above		1.2%	21
Other, please specify...		6.3%	114
		Total Responses	1811

Figure 3. Downtown Activities

Do You Rent or Own?

Respondents are almost evenly split between owners and renters, with slightly more renter respondents.





Response	Chart	Percentage	Count
Rent		48.4%	871
Own		44.2%	796
Other		5.2%	93
Prefer not to answer		2.2%	39
		Total Responses	1799

Figure 4. Housing Tenure

Housing Type

Approximately 40% of respondents live in a building that is more than 5 storeys tall. Other respondents are from a combination of single, semi-detached, townhomes or small buildings under 5 storeys.

Response	Chart	Percentage	Count
Single family home		18.5%	335
Semi-detached home		15.3%	277
Townhouse / rowhouse		8.4%	152
Apartment/condo 5 storeys or less		14.2%	256
Apartment/condo greater than 5 storeys		40.0%	722
Other		2.7%	49
Prefer not to answer		0.8%	15
		Total Responses	1806

Figure 5. Housing Types

Households with Children

More than 80% of respondents do not have children.

Response	Chart	Percentage	Count
Yes		18.0%	324
No		81.2%	1464
Prefer not to answer		0.8%	14
		Total Responses	1802

Figure 6. Households with Children

Appendix 2. Shaping Land Use, Scale & Economy

Land Use Policy Survey Results

Prioritizing Non-Residential Uses

- There is almost consensus (94% of respondents) supporting the idea that the Proposed Downtown Plan should strive to achieve a balance between residential uses and other employment uses.
- However, there was an almost even split among those who supported the idea that residential development should be limited in the Health Sciences and Financial Districts (55%) and those who responded 'no' (45%).
- Some respondents expressed apprehension with minimizing residential development within the Health Sciences and Financial Districts.



Figure 7. Balancing Residential and Non-Residential Uses

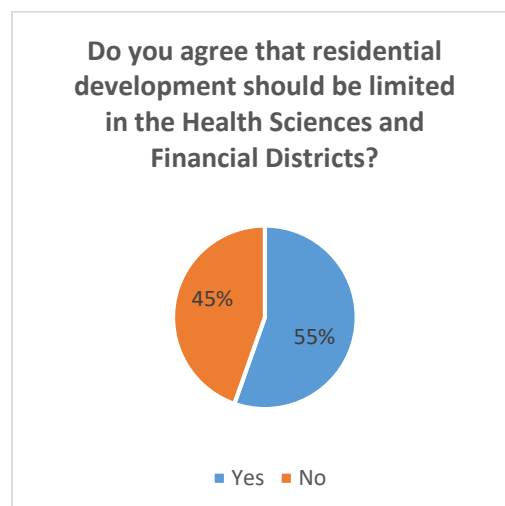


Figure 8. Limiting Residential Development in Health Sciences and Financial District

Most Effective Retail Policy Directions

- The highest number of respondents felt that ‘maximizing the ground floor of new buildings’ would be the most effective at encouraging flexible and diverse retail.
- Also ranked as highly effective were ‘increased setbacks’ and ‘high design with flexible space’.
- Many respondents did not feel that ‘generous floor to ceiling heights’ would serve this purpose.
- Some respondents suggested that providing a range of unit sizes would help to attract the widest variety of retail and encourage a wide mix of commercial types.
- Many respondents expressed the desire for more small-scale retail in the Downtown, in contrast to ‘big-box’ stores.
- Respondents encouraged maintaining a high number of units with narrow frontages to enable flexible use and interesting streets.
- Respondents expressed support for the fine-grain small shop environment and encouraged the supply of smaller units.

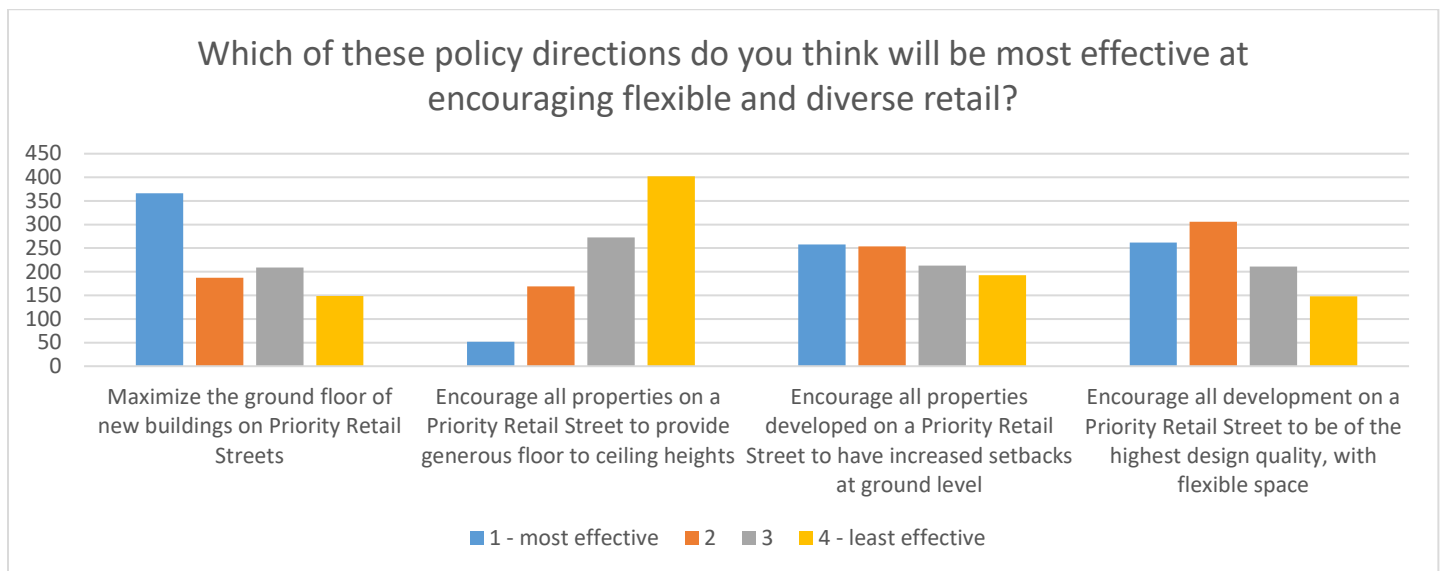


Figure 9. Most Effective Policy Directions for Flexible and Diverse Retail

Retail Size Formats

- The survey asked respondents to select all of the retail size formats that are appropriate for Downtown. Most responses included Traditional Fine Grain Stores (88% of responses) and Medium-sized Urban Format Stores (73%). However, only one-quarter (28%) of responses indicated large-format retail as appropriate Downtown.
- In the comments section, many respondents indicated that large format stores (i.e. big box) were not suitable for the Downtown, and they should be located in other areas of the city. Concerns cited included that large format stores lack character, are ugly, and create a less interesting streetscape.
- Others felt that large format retail should be limited in the Downtown. Suggestions included only locating them on the second floor, below ground, or on side streets. Other suggestions regarding large format retail were that they should be kept to a smaller scale, designed to mimic smaller scale retail and that they should have smaller frontages to avoid long monotonous stretches at street level.
- A common response was that the Downtown should prioritize traditional fine grain retail formats. This promotes a sense of community and encourages entrepreneurship. Although other respondents said that there should be a mix of all three types of retail Downtown.
- A key theme that emerged is the importance of what is at street level and quality of street level experience. Generally, people felt that the fine-grained stores and medium sized stores created more pedestrian friendly environments.

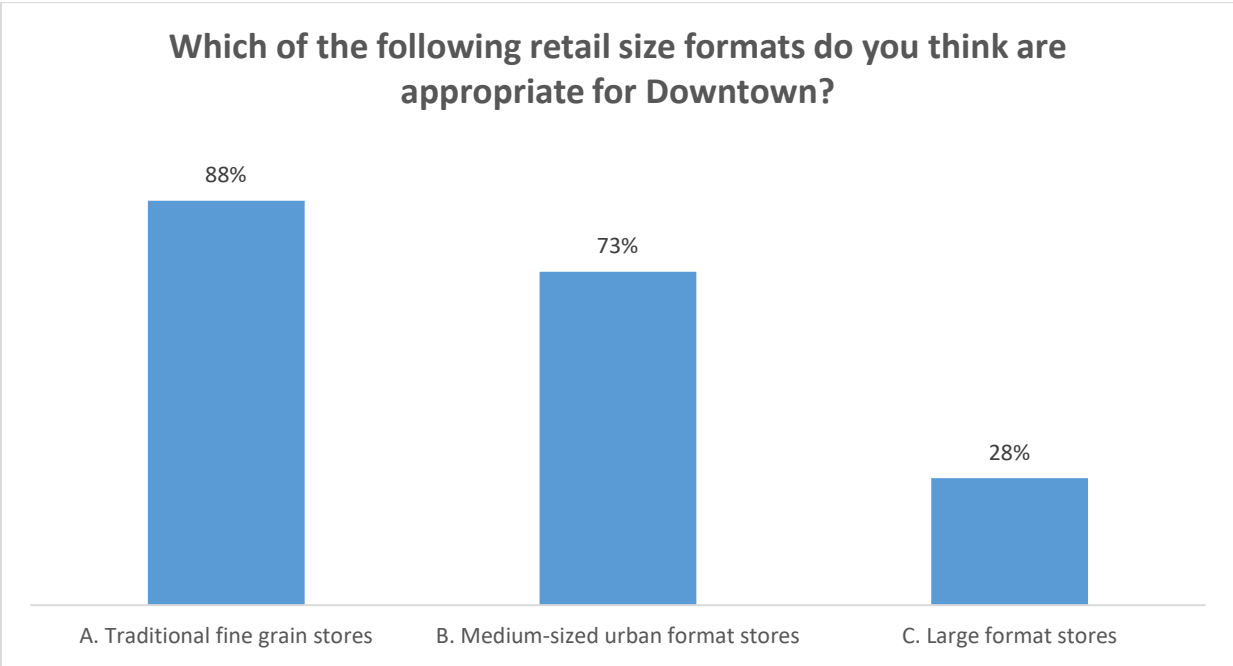


Figure 10. Retail Size Formats

Land Use Policy Directions Feedback (B)

#	Policy	# of Dots Received	Comments
B1	Establish three (3) sub-categories in the Mixed Use Areas designation as described on the Proposed Mixed Use Areas Map.	10	<ul style="list-style-type: none"> • “Transition” needs more definition and respect for adjacency.
B2	All new development on larger sites within King-Spadina and King-Parliament will require a minimum amount of gross floor area to be dedicated for non-residential uses, including office use.	13	<ul style="list-style-type: none"> • Define non-resident uses to include office use and essential retail uses that will benefit the residents. • Define mix of non-residential uses beyond office – perhaps percent must remain for community space and tied in with roster of local need in the area e.g. Daycare, library, YMCA, etc.
B3	Expand the Financial District as illustrated on the Financial District Map.	9	<ul style="list-style-type: none"> • As an electrician, having commercial buildings is in my interest. This would give me insurance in my field of work.
B4	All increases in density, above the existing as-of-right permissions, within the expanded Financial District, must be non-residential.	4	<ul style="list-style-type: none"> • Rethink expanded “financial district”: some of those areas are for culture/performing arts. • Don’t be so hasty on residential uses, they don’t detract from office use and we need more places to live. • Consider minimum non-residential rather than max residential density.
B5	Secondary office nodes will be protected through Official Plan Amendment 231 and by encouraging additional office space to ensure the continued health and vibrancy of the Downtown.	8	<ul style="list-style-type: none"> • Fine, but then you still have the issue of a dead financial district! Walk the PATH on a Sunday! • Access to PATH and Financial District for non-commercial uses during off hours.

#	Policy	# of Dots Received	Comments
B6	Require projects of a certain scale and/or site area within King-Spadina and King-Parliament areas to deliver a significant non-residential component.	14	<ul style="list-style-type: none"> • And to require significant residential component to reflect increasingly residential nature.
B7	Encourage the retention and expansion of cultural and creative industry uses in the King-Spadina and King-Parliament areas.	27	
B8	Create a Health Sciences District as illustrated on the Precincts and Districts Map to recognize the importance of the health services sector and its associated uses.	9	
B9	Increases in density, above the existing as-of-right permissions, within the Health Sciences District, must be non-residential.	5	<ul style="list-style-type: none"> • Restrict development in the Health Sciences District to “health sciences” or related areas.
B10	Create a Queen’s Park Capital Precinct as illustrated on the Precincts and Districts Map to recognize Toronto’s role as the provincial capital.	9	<ul style="list-style-type: none"> • These policies (B4, B10) limit residential development in the Financial and Health Sciences District and contrast the Official Plan. The Official Plan Amendments that these are based on (231 and 320) are currently under appeal at the OMB. • BILD believes that in fact, population growth has not kept pace with employment growth and in order to keep up with the Growth Plan projections, the City needs to focus on more residential intensification. • These policies should be changed to allow more balanced growth between residential and employment uses.

#	Policy	# of Dots Received	Comments
B11	To support the Queen's Park Capital Precinct, non-residential uses for the Provincial Legislature and related government offices will be protected.	6	
B12	Create a Courts and Civic Precinct, as illustrated on the Precincts and Districts Map, to recognize the civic functions within Downtown.	5	
B13	Non-residential uses related to the courts and civic facilities will be protected.	5	
B14	Enhance the public realm within the Courts and Civic Precinct.	10	
B15	To encourage the continued health and vibrancy of the Downtown, lands used by post-secondary institutions may be re-designated to Institutional Areas.	5	<ul style="list-style-type: none"> • Keep university district (University of Toronto) lower rise. • Question: what does "institutional area designation" entail? • Schools are residential areas and should develop that way.
B16	Establish Priority Retail Streets as illustrated on the Priority Retail Streets Map to maintain and enhance the Downtown's retail vitality.	18	<ul style="list-style-type: none"> • Mixed size requirements. • Variety needed for height of retail – not all tall, minimum height? • How does this cover maintaining the unique look and feel of retail areas that make them special and desirable? Especially Queen West, Kensington, Yorkville. • Retain "neighbourhood feel" on Parliament, Wellesley to Gerard • Privately owned retail to be strongly favored over big chains. • Specify at podium level.

#	Policy	# of Dots Received	Comments
B17	Maximize the ground floor of new buildings on Priority Retail Streets to consist of street-related retail and service uses excluding residential entrances and other service exits.	22	<ul style="list-style-type: none"> • Consult with retailers and industry experts to ensure that policies and guidelines reflect their needs and in turn to help them develop their designs. • Implement reasonable lease/rent increases to encourage small entrepreneurs – this comment highlighted with “yes” by another participant.
B18	Encourage all properties developed on a Priority Retail Street to provide generous floor to ceiling heights to allow flexible and desirable retail space.	12	<ul style="list-style-type: none"> • Disagree! This policy needs to be more nuanced. Micro retail is necessary for animation and economic development. • High ceilings are not nice. • Can this inadvertently change the character of special areas? Especially the boutique shops in Yorkville/Kensington. • But respect existing retail heights and widths. • This encourages big-box retail, we need less of that and more of the boutique type of retail. • Designated room for micro-retail.
B19	Encourage all properties developed on a Priority Retail Street to have increased setbacks at grade to enhance the public realm.	23	<ul style="list-style-type: none"> • Don't set back more – widen onto streets. • Look for mid-block opportunities for Carrot Common-style notches in the set back. • Wide sidewalks under buildings. • Setback buildings to widen sidewalks. • Ensure no overlap that prevents tree growth.

#	Policy	# of Dots Received	Comments
B20	Limit the maximum size of retail units to 3,500 square metres, including within the existing exemption areas and Regeneration Areas.	10	<ul style="list-style-type: none"> • 3,500 square foot max doesn't sound like fine grain retail! • 3,500 square feet is still huge! • What about regulating retail frontage widths and allowing larger retail to continue on the second level? • Different retail sizes might require specifying according to the area. • Have some spaces even smaller – mix it up. • At street level we need much smaller than 3500 square feet! (Less than 800?) • Above street level, who cares? Let's put our hardware, grocery, etc. up above.
B21	Encourage all development on a Priority Retail Street to be of the highest design quality, with flexible space that allows for multiple use over time.	18	<ul style="list-style-type: none"> • Why "encourage" rather than ensure or demand? This seems to lack certainty. • Create access to main low budget food/grocery shops. • Prevent "food desert" areas. • Protect small size local shops. • Overall: danger of being too prescriptive.

Detailed Feedback and Advice

Mixed Use Areas Feedback

General

- Consider how people will hang out in front of buildings (youth, homeless).
- Single use areas can be 'dead zones'. Such areas can result in safety issues if pedestrians need to walk through isolated areas at night.
- Mixing residential and employment is important because it allows people to walk to work.
- Creating more density of employment will exacerbate transit problems, especially along King Street and Queens Quay.
- Mixed use should be encouraged so that ground floors of new high rises have uses that activate the streets in front of them. There were many complaints that the map of Proposed Mixed-Use areas was not readable from a mobile device. There was also some confusion as to why some areas of the map were left white or blank.
- The policy directions are a very mixed bag. I realize that the reports presented are consultation documents but they contain a mixture of vision statements, strategy, objectives, policy, and short-term initiatives. In order to develop a coherent Official Plan these will need sorting out.
- The reports use the word, "encourage" many times as the active verb in your policy directions. As a verb in the official plan it means very little. If you are going to move forward with an Official Plan policy in the area in question you really need to consider strengthening some of the wording.

Categorization of Areas

- The most common responses encouraged more Mixed Use Area 2 (MU2) and Mixed Use Area 3 (MU3). Respondents noted that the MU2 category encourages more mid-rise and 'gentle density' while MU3 streets have the most character.
- There were many concerns about streets classified as Mixed Use 1 (MU1). Many expressed that tall buildings lack character and should be limited in the Downtown.
- Identify what white areas mean, and what impact it would have on residential areas.
- Areas around/adjacent to MU1 should be MU2 or MU3.
- Should explain to people how MU1/2/3 distinctions are arrived at.
- Differentiate to people what is planned and what is existing (i.e. what is already MU1 and what is too late to be considered MU3).

Suggestions for Mixed Use Area 1

- Entire block bounded by Sherbourne Street, Bloor Street East, Parliament Street and Howard Street (only part of north St. James Town near Bloor Street East and Sherbourne Street is coloured dark pink).
- Blocks bounded by Lake Shore Boulevard, Harbour Street and Bay Street.
- Conference Centre at northeast corner of Bay Street and Queens Quay West (11 Bay Street).
- 2 white areas just west and east of Yonge Street and north of Gardiner Expressway. These lands are in the Financial District and proposed expanded Financial District respectively.
- Blocks in Central Waterfront and East Bayfront bounded by Yonge Street, Gardiner Expressway, Don River and Lake Ontario with the exception of existing or proposed parklands.
- Change from light pink to dark pink the area bounded by Queen Street East, Church Street, Richmond Street East and Yonge Street. This area is proposed to be in the expanded Financial District Area.
- The park portion of 11 Wellesley Street should be white and not category 1 Mixed Use Areas.

Suggestions for Mixed Use Area 2

- Is Mixed Use Area 2 appropriate for the recent buildings on Dundas [at Parliament Street]?
- Concerned about north side of Eastern Avenue, because it is the buffer to Corktown, scale is critical. Mixed Use 3 may be more appropriate than Mixed Use 2.
- Why are some areas MU3 and others MU2 in this area [at Bathurst Street]?
- Queens Quay should be MU2, to encourage use and enjoyment of the waterfront.

Suggestions for Mixed Use Area 3

- Avenue Road north of Yorkville should be MU3 not MU2.
- Mixed Use angular plane requirement should be enforced adjacent to neighbourhoods.
- Could assign MU3 west of Sherbourne Street and Carlton Street.
- Should the area between Richmond/King/University/Bathurst be a MU2 or MU3 (currently blank)?
- College Street/Bathurst Street is a bad example of MU3 area because the residential building is seven stories, when MU3 dictates 3 to 6.
- Desire to maintain character of Spadina Avenue: may be better classified as MU3.
- Need to protect character of Kensington Market from intensification.
- King Street East and West should be classified MU2 or MU3.
- Entertainment District can handle more density – should be MU2 or MU3.
- Queens Quay should be MU3 – more intensification– although some had concerns about tall buildings in this area.
- Bathurst Street should be designated as MU3.

Other

- Why is there a triangle of mixed-use designation missing from the foot of Parliament Street at Dundas Street?
- Dupont Street should have more density and mixed-use.
- Waterfront should have some areas with main-street character.
- Too many high-rise condos along the waterfront already.
- Unclear what the plan is for the waterfront east of Yonge Street.
- Best to focus higher density along streets where there is good transit, such as Bloor Street and Spadina Avenue.
- Too late to save the area east of Queens Quay and Bathurst Street, but please don't let it grow any bigger.
- There is opportunity for more mixed-use along Jarvis Street and Sherbourne Street.
- Some concern with too much density along Yonge Street – could result in the street losing its charm.
- Heritage designations along Yonge Street may not align with map.
- What about smart cities technologies. Area Wi-Fi, and other technologies allow for better identify areas of intensity of uses. Counts can provide knowledge and BIA's are looking for the City to lead so that there is an integrated system.

Precincts and Districts Feedback

General

- There is a major omission, namely the identification of the campuses of the University of Toronto, Ryerson University and George Brown College as Districts in similar fashion to your proposed Health Sciences District. The policy direction should be to give priority to university uses and development, including student housing.

Cultural District

- Entertainment and culture drive a huge part of Toronto's economy, and for Toronto tourists – why not officially call a district by that designation?
- Area at King Street and John Street is designated as Financial, but should be cultural instead – because contains Roy Thomson Hall, David Pecault Square, CBC and Glenn Gould Studio.
- Ensure that the cultural zones include museums, entertainment, and interactive zones.
- We need to distinguish “cultural” (e.g. performing arts) districts from financial districts, but limit residential buildings there at the same time.
- Any District boundary changes should be done in conjunction with BIA representatives to ensure they complement.

Health Sciences District

- In the Health Sciences District, space should factor in workers themselves. It should consider living, access to amenities. These workers should be able to live close to work and have a high quality of life. Employers and the health sector more broadly should share responsibility for this.
- The Health Sciences District should be expanded.

Financial District

- The Financial District should be expanded to the north, west and east.
- The current Financial District boundaries cut into the Entertainment District. This could conflict with existing uses in the Entertainment District.
- What happened to the John Street Corridor?
- Financial District is almost dead once offices are closed (e.g. stores and restaurants in PATH). Can the hours of these be extended?
- Queens Quay/Waterfront area should not be part of the Financial District as this area should focus on public amenities.

Retail Priority Feedback

General

- Encourage mom & pop shops in order to increase sense of community.
- Retail should be relative to the demographics of a building/area, matching personality and character of the building.

Flexible and Diverse Retail

- Consider providing incentives to small businesses and disincentives for chains and 'big box' stores as a way to help achieve this or through zoning restrictions such as placing limits on banks and pharmacies occupying prime retail spots.

Affordability of Retail Space

- Affordability of retail spaces is a big concern.
- Discourage the podium/tower model.
- Ensure the use high quality building and finishing materials.
- Require deep retail floor plates.
- Design first floors to be flexible spaces.
- Design more attractive retail environments for retailers and shoppers.
- Require generous floor to ceiling heights.

Design of Retail Space

- Respondents also expressed that it is important to design an attractive and accessible public realm surrounding retail spaces. For example, some people suggested the need to ensure the setback space is attractive and versatile, as well as the need to maintain, preserve, and enhance existing buildings.
- Developers should be encouraged to hire design professionals early in process to ensure more usable, better designed retail spaces.

Priority Retail Streets

- Many respondents suggested adding Bathurst Street; Bay Street; all or more of College Street; Dundas Street East, especially east of Parliament Street; Dupont Street, especially from Bathurst Street to Avenue Road; Harbord Street; Jarvis Street and Sherbourne Street to the list of Priority Retail Streets.
- Kensington Market was discussed and concerns about how there is gentrification of retail uses, losing that neighbourhood context (e.g. fresh food vendors). Is there some way that BIAs can take a more curator role to shaping their areas? Ideas included: education programs, ensuring that new businesses and residents understand the history of the community and why contributed to the current context; and land trust – to allow for affordable retail spaces and business which support the economic diversity of the area.
- There was some support to adding University Avenue, especially south of Queens Park; Spadina Avenue, especially between Bloor Street and Harbord Street and Bloor Street and College Street; some sections of Richmond Street and Adelaide Street; Davenport Road; Bay Street; Gerrard Street; River Street; and Front Street West, between Bathurst Street and Spadina Avenue.
- Some respondents made general comments such as ‘main streets’ should be added to the Priority Retail Streets, and others suggested connecting retail zones to make retail streets continuous.
- A few respondents suggested removing Carlton Street and parts of Church Street from the list of Priority Retail Streets.
- On the Priority Retail Street map, page 55, all of Bay Street should be orange for Priority Retail Street between Dundas Street West and Davenport Road. All of this area has existing Priority Retail Street zoning.

Appendix 3. Downtown Parks & Public Realm

Downtown Parks and Public Realm Survey Results

Level of Support for Downtown Public Spaces Policy Directions

- The highest number of respondents said that they support ‘improving north-south connections’ and ‘connect parks through improvements to pedestrian and cycling routes’.
- Only about half of respondents said that the City should improve access to the islands.
- 60-70% of respondents said they supported the other policy directions, including:
 - Create a ‘Core Circle’;
 - Decking over the rail corridor;
 - Minimum building setback at grade;
 - System of connected parks and public spaces;
 - ‘Land-first approach’;
 - Mid-block pedestrian connections and other POPS; and
 - 10 great streets.

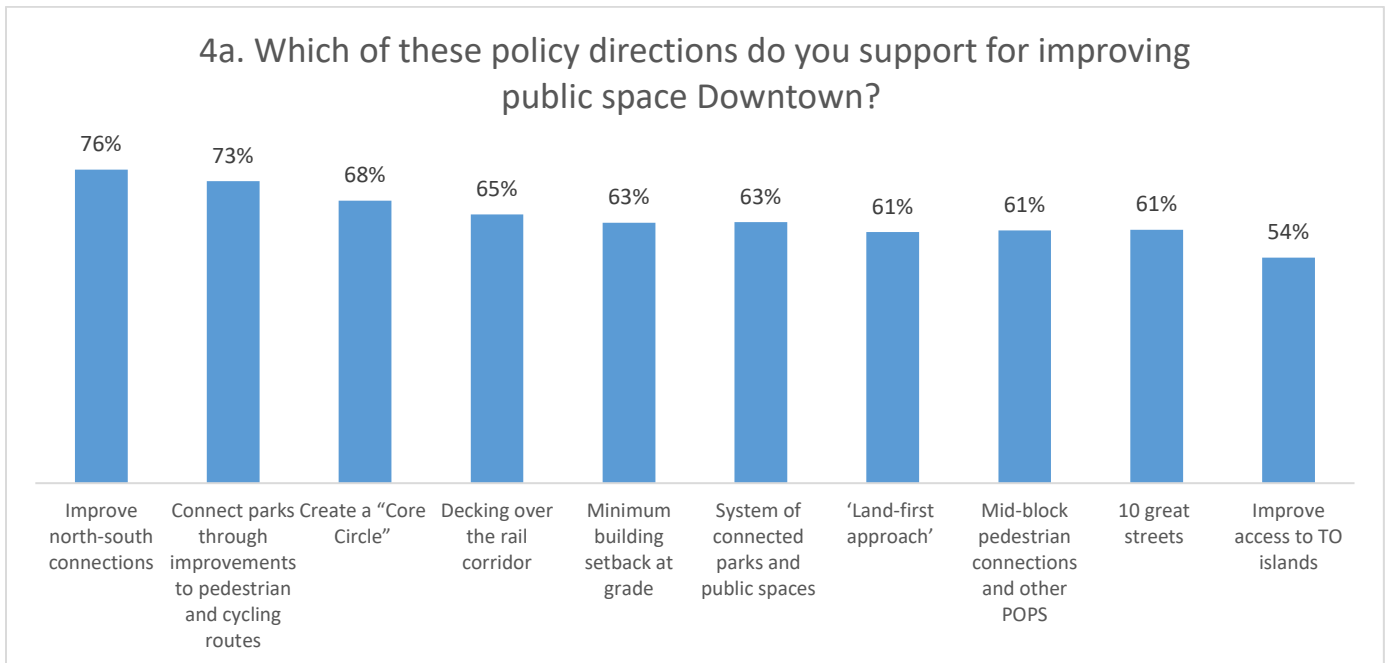


Figure 11. Level of Support for Downtown Public Space Policy Directions

Level of Support for Policy Directions Improving Experiences and Functions of Public Spaces Downtown

- Respondents suggested providing multi-seasonal, multi-functional, flexible spaces the most, and suggested the need for multi-seasonal spaces that can be used for a variety of uses.
- The least common response was for public education and interpretation in parks.

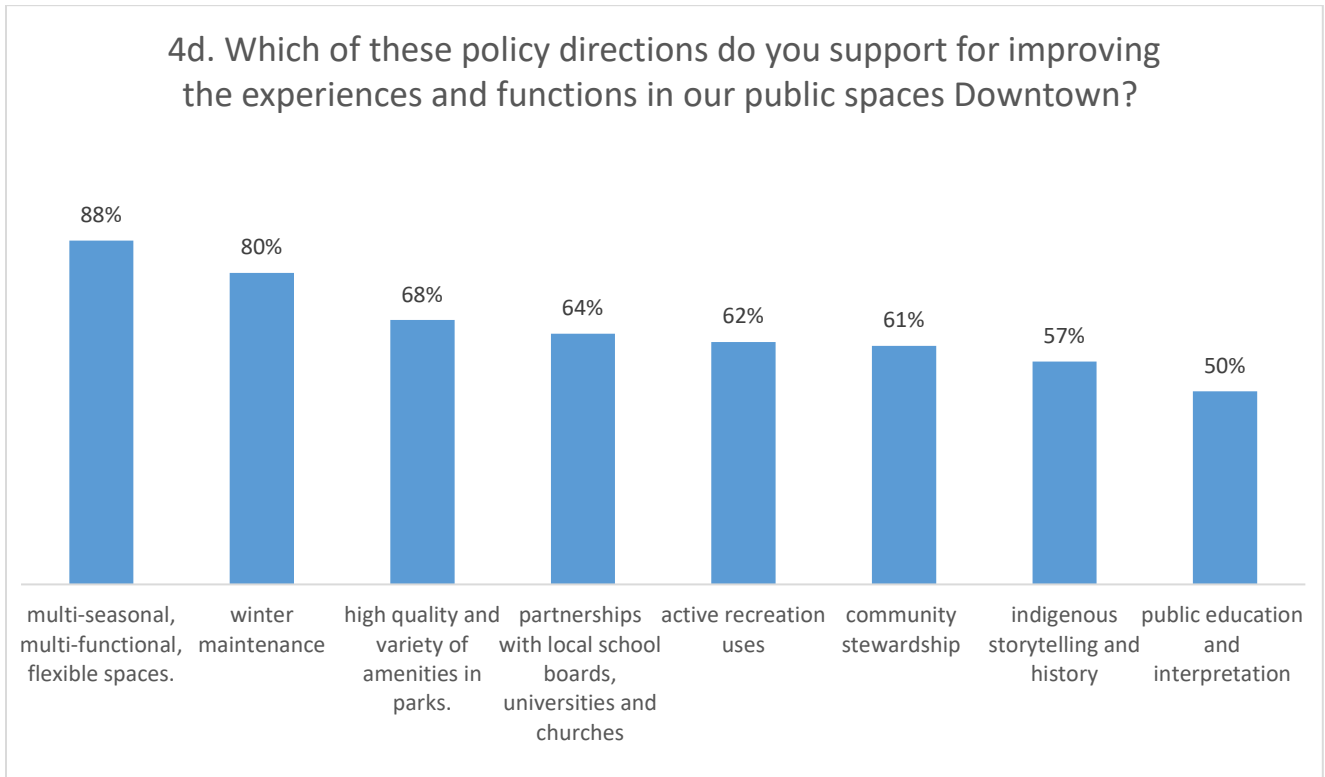


Figure 12. Level of Support for Policy Directions for Improving Experiences and Functions of Public Spaces Downtown

Downtown's Great Streets

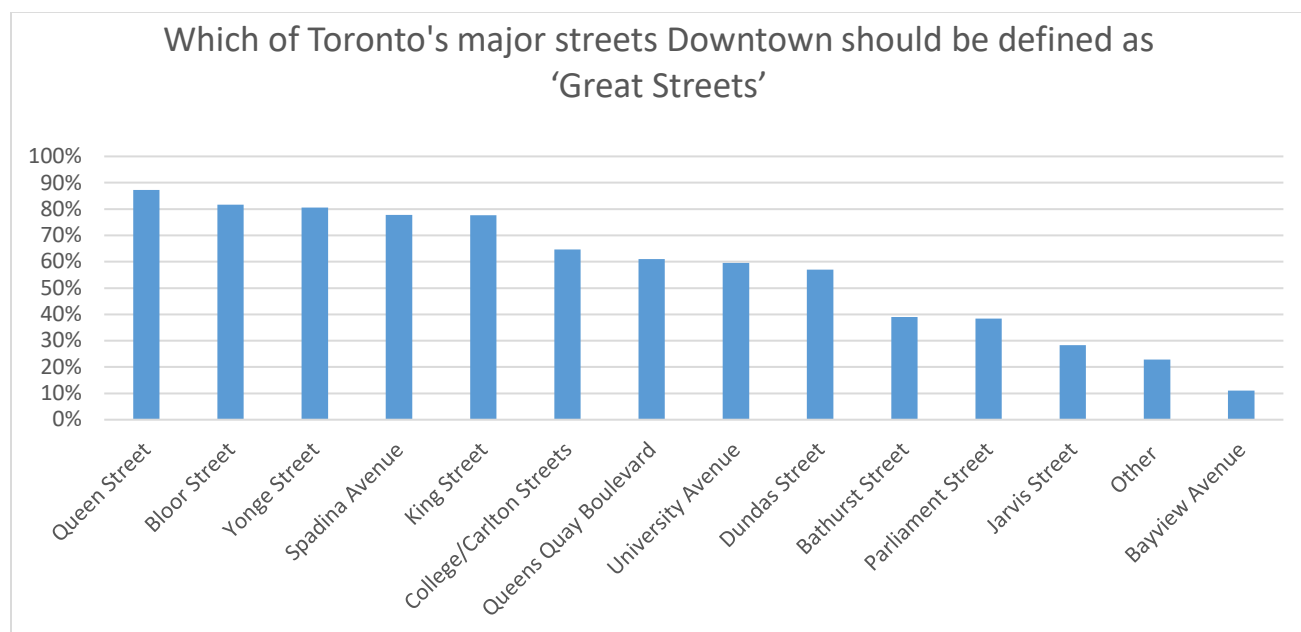


Figure 13. Downtown's Great Streets

- Queen Street, Bloor Street, Yonge Street, Spadina Avenue and King Street were the most common streets selected as 'Great Streets'.
- The least common responses included Bayview Avenue, Jarvis Street, Parliament Street and Bathurst Street.
- Common 'Other' responses included Church Street and Front Street. Bay Street was also suggested several times.
- John Street, Danforth Avenue, Harbord Street, Ossington Avenue, Sherbourne Street, and the Esplanade were suggested a few times.

According to the survey, the top 15 streets that should be prioritized for tree planting are:

1. Queen
2. Yonge
3. University
4. Bloor
5. King
6. Spadina
7. Dundas
8. Jarvis
9. Bathurst
10. Front
11. College
12. Bay
13. Queens Quay
14. Parliament
15. Richmond

Downtown Parks and Public Realm Policy Directions Feedback (C)

#	Policy	# of Dots Received	Comments
C1	Encourage all development on a Priority Retail Street to be of the highest design quality, with flexible space that allows for multiple use over time.	10	
C2	Implementation of the Parks and Public Realm Plan will be phased over time through capital investment, development review and partnerships.	1	<ul style="list-style-type: none"> • Opportunity (1244 Bay St.)
C3	Create a “Core Circle” around Downtown by strategically connecting existing natural features including the Toronto Islands, the water’s edge parks, the parks and open spaces of the Don Valley, the Garrison Creek watershed and the historic Iroquois shoreline to enhance and grow Toronto’s parks and open space system and form a legible and connected network that further enhances biodiversity and resiliency.	17	<ul style="list-style-type: none"> • “Core Circle” needs to be more than a name. How are they connected, is there flow? • Get going on Port Lands. • Build bridges beside rail bridges for cyclists and pedestrians on green line. • Include some transit connections. • Agree. • Encourage communities to be familiar with their connection to this green belt and make suggestions as to lots/ parcels that might be purchased to enhance the Downtown Green Belt. • I support C3 but would add Toronto Islands as part of the "Core Circle". I support the creation of a major park in the lower Don Valley and would like to see planning begin as soon as possible.

#	Policy	# of Dots Received	Comments
C4	<p>Parks, open space, POPS, and streets which are adjacent to the regional green space system will be designed to:</p> <ul style="list-style-type: none"> • integrate parks and open spaces with the natural features; enhance physical and visual access between natural features and the public realm; • provide opportunities to understand the city in its natural setting; • provide opportunities for public education about the ecosystems, natural features and history of Indigenous Peoples; and • protect natural features by directing users to less ecologically sensitive areas by providing opportunities such as sustainable trails and viewing areas. 	11	<ul style="list-style-type: none"> • Utilize rooftops. • Every family should be within a 5 – 10 minute walk to a park with play equipment. • Increase park space on rooftops of community centres/schools to support vertical community. • Use ravines better, Rosedale can link Bloor to Ramsden Park. • Efforts to get larger squares in Yorkville have been stymied. City needs to require, not encourage. Be brave.

#	Policy	# of Dots Received	Comments
C5	Improve access to the Toronto Islands to support their role as a city-wide park resource.	9	<ul style="list-style-type: none"> • Keep the airport but keep it small. • Close the airport. • Link the land to the islands. • Islands need to be protected from over use. Stop too large commercial use / too much noise / intensification. • Look critically and seriously at the Toronto Islands, which must be protected and enhanced simultaneously. • An influx of users of the Toronto Island parks will dramatically change those parks and the lives of the island residents. • You have not mentioned a pedestrian bridge to the Island in your booklet. • We agree with the idea that a pedestrian bridge should be constructed from the tip of the Leslie Street Spit, connecting it to the east end of the island. There may possibly be a better location for this pedestrian bridge.
C6	Identify streets that connect to parks and open spaces and redesign them to offer a sense of journey, arrival and destination.	13	<ul style="list-style-type: none"> • This could/ would be good. • I am intrigued as to exactly how this can be achieved. • Human scale (walking) should be included – trees, cafes, stores. • Support in general for greener, more accessible city. These policies will support this. • Make the accessibility routes towards the lakefront more attractive. The Bentway will make a huge difference, particularly along the stretch between Fort York Blvd and Lakefront on Bathurst and Spadina. • Also N-S stretches on Bay Street, Yonge Street, Jarvis Street.

#	Policy	# of Dots Received	Comments
C6	(Cont'd)	13	<ul style="list-style-type: none"> • Make sure there are concrete policies that articulate what is needed for this connectivity. • Link parks with linear green street parks.
C7	Strengthen the relationship between streets and the edges of parks and POPS, creating a seamless public realm, enhancing the civic role of the open space street edge and balancing its role in the movement network.	8	<ul style="list-style-type: none"> • Allow more public say in POPS. • POPS are not public.
C8	Integrate Park District Anchors into a network to serve as the focal points for communities.	6	<ul style="list-style-type: none"> • For many, parks need to be local even if small and be located at an easy walking distance. • I find it difficult to imagine what you mean by this.
C9	Connect Park District Anchors to broader cycling and pedestrian networks and locate them within walking distance of surrounding communities.	8	<ul style="list-style-type: none"> • Add strategically located bike racks around parks.
C10	Improve North-South connections for pedestrians and cyclists across the rail corridor and under the Gardiner Expressway to improve accessibility and legibility between Downtown and the water's edge.	12	<ul style="list-style-type: none"> • Activation of the lakeshore, islands and Queen's Quay is solely dependent on linking Downtown. • Yes! • Use Parliament Street as East-side North-South connector. Improve transit, bike lanes, walking/sidewalks. • Agree Strongly. • The same type of connection is needed for the Don Valley across the railway lines and the river.
C11	Increase safety, comfort and accessibility for pedestrians across and along Lakeshore Boulevard.	9	<ul style="list-style-type: none"> • If the Gardiner is to stay – Lake Shore Blvd needs to be reimagined as a city street. • Lake Shore is worse than the Gardiner – we don't need both.

#	Policy	# of Dots Received	Comments
C12	Improve the East-West connections along the rail corridor and Gardiner Expressway/ Lake Shore Boulevard corridor from Liberty Village to the Don River Valley.	5	<ul style="list-style-type: none"> • Don't forget North-South connections.. • Agreed. • Again, the same type of connection is needed for the more northerly Downtown residents to access the North/ South Don Valley across the railway lines and the river. Many residents are blocked from ready access to the Don Valley by bike or on foot. • I support C12, but would like to see a specific reference to the "rail deck" park. As it stands the reference is too vague.
C13	Support and encourage the development of a significant park space over the rail corridor between Bathurst Street and Blue Jays Way.	10	<ul style="list-style-type: none"> • Do not completely agree. • Theoretically, it is a good idea but an expensive one. • I would ask that a significant amount of money, resources, energy and thought be put into maintaining and enhancing the already existing parks, many of which are very tired and worn. • A lot of park value will come from improved maintenance of existing parks. • The railway park will be needed eventually for the intensification of the waterfront communities. Unless... the development bubble bursts.

#	Policy	# of Dots Received	Comments
C14	Design parks, open spaces, streets and POPS to be multi-seasonal, multi-functional, flexible spaces.	16	<ul style="list-style-type: none"> • More indoor public spaces! The path should not be a replacement for indoor public spaces. • Main work needs to be about the design of POPS. They are not very public or friendly. • Great idea, but make them accessible and welcoming not just for the buildings of commercial use. • Consider making it a City policy for all residential condominium developments with POPS agreements to be written into the condo charter. It will clarify for all the fact that this POPS area is not private but an area shared with the community. • I support C14 but would like to see it expanded to include the "animation" of POPS. The concrete wilderness of the TD Centre is a case in point. Ever since its creation it has sat there doing nothing. A farmer's market, a stage for performances, jugglers, some greenery and benches would be better than what we have now.
C15	Identify parks and open spaces to be prioritized for multi-seasonal use.	14	<ul style="list-style-type: none"> • Take a winter city approach to public spaces. See Edmonton Winter City Guidelines. • Don't overlook opportunity for linear multi-use parks (John St.).
C16	Recognize the Indigenous history of Toronto's parks, public spaces, streets and Green Space System.	15	<ul style="list-style-type: none"> • Develop a long-term planning relationship with Indigenous Nations. Learn about Treaty relationships and responsibilities.

#	Policy	# of Dots Received	Comments
C17	Support and promote Indigenous storytelling and history through naming, wayfinding, monuments, interpretive features, public art, partnerships, and programming.	10	<ul style="list-style-type: none"> • Don't just name... inform. • OK.
C18	Reinforce the cultural and natural heritage significance of parks, open spaces, ravines and the Toronto Islands.	8	<ul style="list-style-type: none"> • Trees and grass are needed more than landscaping. • OK. • Use ravines more.
C19	Support the expansion and maintenance of the Discovery Walk system.	8	
C20	Require all new developments to provide minimum building setbacks at-grade to expand Downtown's public realm.	15	<ul style="list-style-type: none"> • Don't allow it to become all patios / increase patio rental even more. • Don't take their 10% if it is not useful. Could street side service create vibrancy? • Agreed. • In principle I support C20 as an idea, but my experience tells me that it is very difficult to do and create a coordinated and visually attractive streetscape. The old City of Ottawa tried it many years ago and it resulted in the new buildings having the increased set back and wider sidewalks, while immediately adjacent were buildings constructed earlier without those features.
C21	Prioritize and encourage mid-block connections throughout Downtown to promote a range of pedestrian experiences.	12	<ul style="list-style-type: none"> • Midblock connections in Yorkville = placemaking example of a mid-block connection. • Agreed. This is especially important when a block is long. • Enlarge intersections with park and more green space.

#	Policy	# of Dots Received	Comments
C22	Encourage POPS where appropriate, and design and locate them to promote their use and serve the local population.	4	<ul style="list-style-type: none"> • Legislation to manage POPS, such as an 'exclusion policy' in London UK. • More rigorous policy for POPS overall. • New York has design standards for POPS.
C23	Locate and design POPS to be seamlessly integrated and connected into the larger parks and open space network.	6	<ul style="list-style-type: none"> • Better utilized parkettes more visible and attractive. • Yes. This is exactly how they should be located. They should be accessible, almost like the public realm.
C24	Identify parks, open spaces and streets for tree planting priority.	11	<ul style="list-style-type: none"> • Yes! • Strengthen protection for trees on private property. • Agreed. I would be shocked if this is not a policy already.
C25	Design parks, open spaces, streets and POPS to accommodate the optimal tree planting standards, maximizing the opportunity to expand the urban forest.	11	<ul style="list-style-type: none"> • Yes!
C26	Identify, in consultation with appropriate partners, strategic tree planting opportunities on institutional lands, and lands owned by agencies, boards and commissions with the purpose of enhancing and growing the urban forest.	12	<ul style="list-style-type: none"> • Yes! • Yes. This is a no brainer!

#	Policy	# of Dots Received	Comments
C27	Develop a Parkland Implementation Strategy that will prioritize areas for new parkland acquisition, park expansion and improvements. The strategy will provide a framework to be implemented over time through the City's park planning process while guiding capital funding and partnerships.	10	<ul style="list-style-type: none"> • Identify priority park acquisition locations based on a 5 - 10 minute max walk to a park with facilities for children. • Agree strongly. • Would this include the purchase of land? • At this very moment, there is a parcel of land in my community that has been put on the market by the Ontario Government. By the time the city determines that the land should be purchased and gets its funds ready to take action, the timeline will have moved forward too far for the city to be able to purchase the land.
C28	Require all development applications to prioritize a "land first" approach to meet parkland requirements and address the Parkland Implementation Strategy.	9	
C29	Examine how the City's alternative rate policies and other growth oriented tools can be enhanced to better address parkland needs Downtown.	7	<ul style="list-style-type: none"> • Consider 'Natural Capital' approach. • This is needed. These policy may need to be radically changed. • What are 'the City's alternative rate polices'? • I think this is important and should have been done all along. • Is there a specific person in charge? • Does the mayor of the city understand the shortage of parks in the quickly growing Downtown? • Does the mayor have a vision for parkland in the Downtown?

#	Policy	# of Dots Received	Comments
C30	<p>Parkland implementation through development review will be aligned with Policy 3.2.3.2 of the Official Plan and will prioritize:</p> <ul style="list-style-type: none"> • on-site parkland dedication; • off-site parkland dedication. Consolidating off-site dedication requirements to achieve larger parks is encouraged; and • cash-in-lieu for parkland only in instances where the 2 options above are not feasible. 	4	<ul style="list-style-type: none"> • The current rate of cash in lieu is completely wrong for the Downtown. It is based on a subdivision parkland model, I believe. The residential towers require a different equation for calculating the developer's contribution to parkland creation or purchase. Additionally, the Downtown is the part of the city where the parkland funds generated by the Downtown towers does not come to the Downtown in a ratio that supports the greater need for Downtown parkland. The Downtown is most needy but the suburbs get a significant percentage of all funds collected in the Downtown for parkland. The cash-in-lieu is spread across the city for parkland purchases, parkland maintenance, and parks capital investments.
C31	<p>Support public life through strategic investments in placemaking within parks, open spaces, POPS, streets and other elements of the public realm network that encourages both mobility and social interaction.</p>	8	<ul style="list-style-type: none"> • Explore retroactive requirements for POPS signage. We have 300+ POPS that do not have them and are not required to have one. • Educate building management and condo corporations on POPS and their public accessibility • How do I know that POPS are open to the public? • How can old POPS be signed to show they are open to the public? • Accessibility – can all new work please be accessible?

#	Policy	# of Dots Received	Comments
C32	Conduct public life studies on a predetermined cycle to serve as a baseline against which public investments in the public realm can be assessed and opportunities for future investment can be identified.	6	<ul style="list-style-type: none"> • Need regular studies to see change over time. • Planners in Public Spaces is great, can we have more? • Agreed. • How can the vote of City Council be made to reflect this need? • Currently, there is an imbalance in the voice of the suburbs over the Downtown resulting in their having a much larger representation/ voice in votes taken at City Hall. They need to protect the interests of the voters who have elected the councilor who is very powerful. Such perceptions overwhelm the incentive to vote for something for the Downtown even if it is for the greater good.
C33	Enhance the community stewardship of parks and public spaces.	15	<ul style="list-style-type: none"> • But don't download park maintenance to volunteers. • Agree strongly. • The development of our (the BCCA) Bioswale on Bay Street (Grosvenor to Wellesley) depended heavily on the 4 residential condominiums along the east side of Bay Street committing to maintaining the sidewalk planters and taking charge of the cost of capital maintenance of this green project. Each Condo Board was required to give a letter of commitment to the City of Toronto agreeing to this responsibility. This has had differing levels of success, which seems to be in ratio to the involvement of the building in the community rate payers' association (BCCA).

#	Policy	# of Dots Received	Comments
C34	Review maintenance and operations strategies for Downtown parks and natural features including: A. establishing stronger linkages between operations capacity and funds; B. finding opportunities to balance current park uses and improved maintenance; and C. securing funding to maintain park elements such as pedestrian pathways and stairs during winter months for all linear parks used as pedestrian corridors.	9	<ul style="list-style-type: none"> • Agree strongly. • Should this not have been done forever? Why is it starting just now? Never too late to begin!
C35	Application of a conservancy funding model in Downtown parks identified as having city-wide importance.	6	<ul style="list-style-type: none"> • Agree strongly. Again, should this not have been done in the past? Why is it starting just now? Never too late to begin!
C36	Identify opportunities to partner with local school boards to provide recreation facilities that will be identified through the Facilities Master Plan and the Parks and Public Realm Plan.	12	<ul style="list-style-type: none"> • Good luck with that. • Agreed. • As I see it, this is helping out the school boards, an institution which is chronically in budget crisis. Is the Parks Department/ City, also in chronic budgetary crisis, a good or bad fit? However, the City does need to use the green spaces provided by the school playgrounds. As I see it, it is usually better to expand co-operatively and join forces to expand the front.

#	Policy	# of Dots Received	Comments
C37	Support partnerships with public agencies, boards and commissions, institutions and private property owners to supplement the supply of City-owned parkland by securing public access to other privately owned open spaces.	14	<ul style="list-style-type: none"> • Agree cautiously. There has to be mutual benefit. Someone has to be taking true care of our public park assets. Is that body/ person/ city department actually named in this process?
C38	Develop a framework for partnerships that supports working with sponsors and philanthropic donors and other funding organizations to contribute to new parks, improvements, maintenance and enhancements.	7	<ul style="list-style-type: none"> • Be mindful of possibility of philanthropy leading not following. • Convene a discussion on sponsorship rules – i.e. no “sale” of naming rights for public spaces. • Again, I agree with caution. This specific list of potential partners is often looking for a profit out of any project. They will be looking very closely for the benefits. Note: There has to be mutual benefit. Again, who is the ‘Someone’ who has the responsibility of taking true care of our public park assets? Equally important, ‘is that body/person/City Department actually named in the process?’

Detailed Feedback and Advice

Parks and Green Spaces

Environment and Connections to Land

- Focus on remediation.
- Edible gardens: foster connections to our food.
- Use grey water for horticulture.
- Practice respect — this land belongs to everyone.
- We need to have traditional honouring of the land.
- We need to connect people with the land.
- Think about wildlife: reduce the use of polluting materials.
- Address garbage and recycling bin spillover into the street.
- Forbid the use of pesticides and herbicides Downtown.
- Give more attention and more funding towards park maintenance.

- Explore different ways to fund parks.
- Expropriate land for Downtown parks.
- Modify the parkland dedication requirements to maximize parkland acquisition.
- Kudos to maintenance of so many existing parks.
- More parks should be physically accessible.
- Can you use 'natural capital' as a tool to give high priority for investment in parks?
- BIAs in general are supportive of partnership and conservatory models for the maintenance of parks.
- Enhance green spaces and enlarge intersections for green rest areas for walkers.
- Ravines should be used for recreation more.
- Make sure that there is enough green area with all the new buildings getting built.

Broader Connections

- Generally, ravine paths should be more accessible.
- There should be better connections into ravines.
- Connect significant parks via transit.
- Make the Portlands land more usable.
- Use bike lanes and comfortable pedestrian walkways to connect parks.

Overlooked Places

- Develop neighbourhood inventories of overlooked places.
- Ask councilors, neighbourhood associations, Business Improvement Areas, and others to collaborate in mapping overlooked spaces. Building an action plan for activation. What plan does the City currently have for these spaces? What shape/form could activate these places?

Dogs

- We have to make room for dogs.
- Have stronger expectation for picking up after dogs so they don't interfere with pedestrians using grass.
- Consider spaces for dog and horse therapy for people with PTSD and autism.
- Provide children and dog parks within walking distance to all city dwellers.
- Consider the integration and separation of dogs in parks.
- We need to deal with dogs. The Entertainment District estimates that they have 7-8,000 dogs in their area.

Other Feedback about Parks

- Make parks useable through art, programming.
- PATH — 100% useful for wintertime; needs interactive map.
- Make the Path more like a park. Consider:
 - Natural light;
 - Exploring the City underground;
 - Plants;

- Benches;
- Cafes; and
- Making it a POPS.
- Convert streets to parks.
- Create a Canoe Share (like Bikeshare).
- School fields are not great quality.
- Make the grass pedestrian-friendly/ resistant.
- Consider using certain floors to have a parkette in addition to outdoor park space or rooftop gardens.
- Street closure process very prohibitive for community. Does not demonstrate public life.
- Improve / enhance Discovery Walks — show me where to visit! I'm interested!
- Use TransCanada trail approach over both public and private to make the core moves happen.
- Consider more careful placement of utilities in public space.
- Add rest areas for those who can't walk a long way.
- Benches with armrests help elderly and those who need assistance.
- Can existing POPS signage say they are public?
- Longer term agreement for developments to maintain street trees.
- Add more native trees and gardens.
- Provide a better way to plant trees along boulevard.
- Improve and green our streets with trees!
- Improve park programming, amenities, and spaces for children.
- Provide more space for gardens.
- Create more pedestrian-only areas and outdoor social spaces.
- Add more street furniture such as seating.
- What about a public art Master Plan?
- Encourage urban agriculture.
- Create edible gardens.
- No smoking in the parks should be allowed.
- Remove restrictions on removal of back up alarms for delivery vehicles.
- Use New York City model, treat schools as public assets.
- More parks needed Downtown and more active outdoor recreational opportunities (baseball fields, basketball, tennis courts, outdoor skating rinks).
- Parks should consistently offer quiet space for families. Occasional cultural events are ok, but constant programming is detrimental to the surrounding neighbourhood.
- These policies are vague and seem to contradict existing urban design policies. Clarification is needed.

Safety and Pedestrians

- Issue of vulnerable pedestrians being mixed unsuccessfully with higher momentum users (bikes, joggers, skateboarders), because signage is not effective and divisions are not clear.
- An example of a badly planned area with mixed users is Queens Quay – it is unsafe for lower mobility users and pedestrians in general.
- Parks should be designated as pedestrian-only, and other uses should only be allowed on a case-by-case basis.
- Separated cycle tracks can help pedestrians (like Sherbourne Street) for safety and comfort.

Cycling Network Plan

Gaps and Connections to Explore

Participants identified routes they thought could help fill gaps in the cycling network:

- Ossington Avenue from Dupont Street to Queen Street;
- College Street from Manning Avenue to Brock Avenue;
- Gore Vale (many cyclists go the wrong way on this street, so there should be a contra flow lane);
- Dundas Street (especially Dundas West);
- Wellington Street (some felt Wellington Street was more important than King Street);
- Make all crossings under the rail corridor better, especially at Simcoe Street, York Street, Bay Street, and Yonge Street;
- The Esplanade;
- Danforth Avenue (especially just east of Broadview Avenue);
- Parliament Street (south of Wellesley Street to Gerrard Street);
- Bloor Street (the pilot bike lanes should be extended westward and eastward);
- Gladstone Avenue (It should be a new north-south connection); and
- University Avenue.

Broader Network Gaps to Consider

- There is a need for a better connection to the Don Valley Trail at Dundas Street.
- The area bounded by Shaw Street, College Street, Spadina Avenue, and Queen Street is lacking in good cycling connections, especially north-south connections.
- Improve connections for cyclists heading northwest along Niagara Street, especially from Queen Street and Niagara Street. It's hard to go Northwest safely from this area.
- It's hard to bike safely to 401 Richmond Street from the Fort York neighbourhood.
- It's hard to get to Parkdale without using King Street and/or Queen Street.
- Very important opportunity to access new pedestrian bridge at Fort York.
- Cycling crossings on the Greenline need to feel safe (e.g. at Christie Street, Dovercourt Road, Ossington Avenue, Spadina Avenue).
- It's hard to get Northeast out of Downtown.

Suggested Improvements to the Existing Network

- Add a bike light signal at Palmerston Avenue and College Street (it's difficult to cross now).
- Improve the bicycling turning experience from Harbord Street/ Roxton Road and Dewson Street/ Ossington Avenue (maybe with a priority bicycle turn signal).
- Improve light sensitivity at Harbord Street and Palmerston Avenue.
- PanAm Path is terrifying. There are too many conflicts between pedestrians and bikes on Queens Quay. Improve the bike/pedestrian interface on Queens Quay.
- Adelaide Street between Peter Street and Yonge Street needs to feel safer.
- Improve bike lanes on Davenport Road, maybe by separating them. Davenport Road should feel safer.
- Improve the safety of the transition from bike lanes to non-bikes lanes on Bloor Street (west of Shaw Street).
- Like the bike lanes on Bloor Street but there needs to be clearer signage.
- Cyclists should trigger traffic lights at College Street and Shaw Street.
- Snow clearance is messy and icy at the entrance to the bike lane on the south side of Queen's Park.
- Make the crossing across Dufferin Street from Lindsey Avenue safer.
- Connect and continue the rail path South of Adelaide Street.
- Need more cycling infrastructure in the new Fort York neighbourhood.
- Bathurst Street South of King Street doesn't feel safe.
- Need ways to bike from North of the 401 into the core (maybe Avenue Road or Yonge).
- Need a connection to the island (maybe an aquarium tunnel or a bridge that doubles as public art).
- Create a pedestrian/cycle bridge to the islands or improve the ferry terminal.
- Improve the cycling experience in Downtown. At the top of the list was improving cycling safety with separated and protected bike lanes and providing more bike parking.

Park District Anchors

Participants marked up a map of the Park District Anchors with the following suggested additions.

North

- Would love to see the Greenline happen, but many lots are under leases to private owners. Also, consider pedestrian/cyclist safety at Spadina Avenue crossing. Maybe the area requires an overpass. Don't shadow the Greenline.
- Invite people south of Dupont Street north towards Casa Loma. Could there be some pedestrian improvements? Maybe clean up bridge under railway tracks.
- Make Davenport Road greener.
- Buy properties at Ramsden Park and Avenue Road.
- City should purchase Canadian Tire at Yonge Street and Davenport Road and connect park space.
- Wider sidewalks on Avenue Road, especially east side (north of Dupont Street).
- 1244 Bay Street: City-owned land; opportunity to expand Yorkville Park.

- Create midblock connections on Hazelton Lane.
- Acquire gas station at Yonge Street and Davenport Road.

East

- The area of Glen Road where there is a walking access point on to Rosedale Valley Road could be improved for pedestrians.
- Bayview Avenue and Rosedale Valley feel like freeways — could they be improved for pedestrians?
- Prioritize Gerrard Street as a lead into the Cabbagetown area.
- Better co-ordinate pedestrian connections between Moss Park and Allan Gardens.

West

- Activate laneways on King Street West (Spadina Avenue to Strachan Avenue).
- Clean up Healey-William Park.
- College from Spadina Avenue to Shaw Street is a very long stretch without any greenery. Add some greenery.

South/Central

- Need more parks in the area between College Street, University Avenue, Queen Street, and Spadina Avenue.
- Need to acquire new parklands in the Queen-King-Spadina-Bathurst area. Currently there is a 5 to 10 minute walk for most day-to-day uses.
- Portland Street should become a pedestrian street.
- Add a new park in the Spadina-Simcoe-Queen-King area.
- Use the bus terminal on Edward Street as an opportunity for parkland dedication.
- Connect Grange Road down via John Street to the back of the SkyDome.
- Yonge Street Pedestrian pilot was awesome — do an outdoor pedestrian mall like in Munich.
- Like the Bentway.
- Realign of University Avenue; there should be more accessible tree and green space along it.

Waterfront

- Create better links from the city to the water, especially at Yonge Street, Bay Street, York Street, Simcoe Street, and Spadina Avenue. Green these connections too.
- Build a pier so you can access water around the Redpath Sugar Factory.
- Address the Bay/York Street gap in the connection with the South of Front.
- East Bayfront is overdeveloped. There should be a pier along the waterfront here. Maybe a cantilevered pier like in Rotterdam. There should be a promenade on the water.
- Look to Victoria (“Symphony Splash”) or Sudbury’s “Bell Park” for good waterfront public spaces.
- Ontario Place Park should have continuous public access.

- Connection to islands: “I’ve only been to the islands once: pay barrier.” Ferry is a mental barrier: bridge or tunnel would be easier. Increase island access: “ferry trip is not sacred.”
- Islands need more parks or places for children; pedestrian bike connection between island and port lands — maybe a tunnel. Improve small boat access – launching, rental.

Great Streets

General

- Connect streets to Core Circle.
- Connect Great Streets with Discovery Walks.
- Clearways on sidewalks are important.
- Beautify! Great streets.
- Reflect uniqueness.
- We need to prioritize different modes on different streets.
- Well-placed setbacks, open spaces, all places for people.
- Ensure clearway widths are adequate.
- Allow streets to be flexible for patios.
- Wind prevention.
- Be explicit about what makes them great.
- Be equitable geographically.
- Increase Open Streets initiatives.
- Better street furniture and landscape and benches.
- Over use of salt — create awareness of salt impact.
- Look at other cities for precedents to deal with ice.
- Improvement maintenance on streets/sidewalks — litter, cigarette butts.
- Clarity and consistency of cycling network.
- Consistency in wayfinding design for cycling and pedestrians.
- Use wayfinding to identify the great streets.
- Limit and slow down cars: create transit-only streets and prioritize the movement of streetcars; ban or limit cars from certain streets such as King Street; improve and enforce regulations related to speed, parking, driving and cycling.
- The BIAs would like to see more commercial parking on the P1 levels of all underground parking garages.

Area-specific

- Trees on Spadina Avenue between Bloor Street and College Street should be left to grow tall. There should be better lighting small retail in between Harbord Street and College Street.
- Bring more restaurants, coffee shops, and more vendors to University Avenue. Increase sidewalk widths and continue the street south. Redistribute the median.
- Consider adding Dundas Street as a Great Street. It’s a special street (AGO, Dundas Square).

- Yonge Street should have setbacks north of Bloor Street. Create some room to “breathe.” Encourage small-scale retail on Yonge Street. Yonge Street doesn’t have to be only for pedestrians.
- Allow public to use patio space of Jack Astor’s on Bloor Street when business is closed.
- Even out the sidewalk space on Yonge Street but also on streets in general to make them pedestrian-friendly. Shut down Yonge Street for pedestrians sometimes.
- Invest in the street, sidewalks, and trees on Sherbourne Street south of Parliament Street. Improve walking on Sherbourne Street.
- Parliament Street has “Roncesvalles envy” for streetcar street design. Parliament Street should be a corridor for movement and place making with a wider sidewalk.
- Avenue Road north of Queen’s Park is a very dangerous, gruesome connection. North of Bloor Street, despite lane removal for construction, traffic flows ok. The City should reclaim the roadway for sidewalk on Avenue Road.
- Take bikes lanes and streetcar to the Don River from Queens Quay.
- Jarvis Street south of College Street is a “Civic Area” (to Dundas Street). Jarvis Street should not feel like a highway. There should be a buffer for sidewalks and more building setbacks.

Other Potential Great Streets

- Can Lakeshore become a great street?
- What about Augusta Street?
- Ossington Avenue could be a great street.
- Davenport Road between Avenue Road and Bay Street. Take the opportunity to green sidewalks.
- Ontario Street and the surrounding neighbourhood need a walking route.
- Front Street at Union Station is a historic street.
- Consider adding Church Street.

Appendix 4. Building for Liveability

Building for Liveability Survey Results

Policy Directions to Improve Liveability Downtown

- There was a range of opinions offered on effective policies for improving liveability Downtown – many of the options had similar response rankings.
- ‘Cultural heritage and conservation’ was most commonly ranked first.
- ‘Amenity space in office buildings’ was most commonly ranked last.

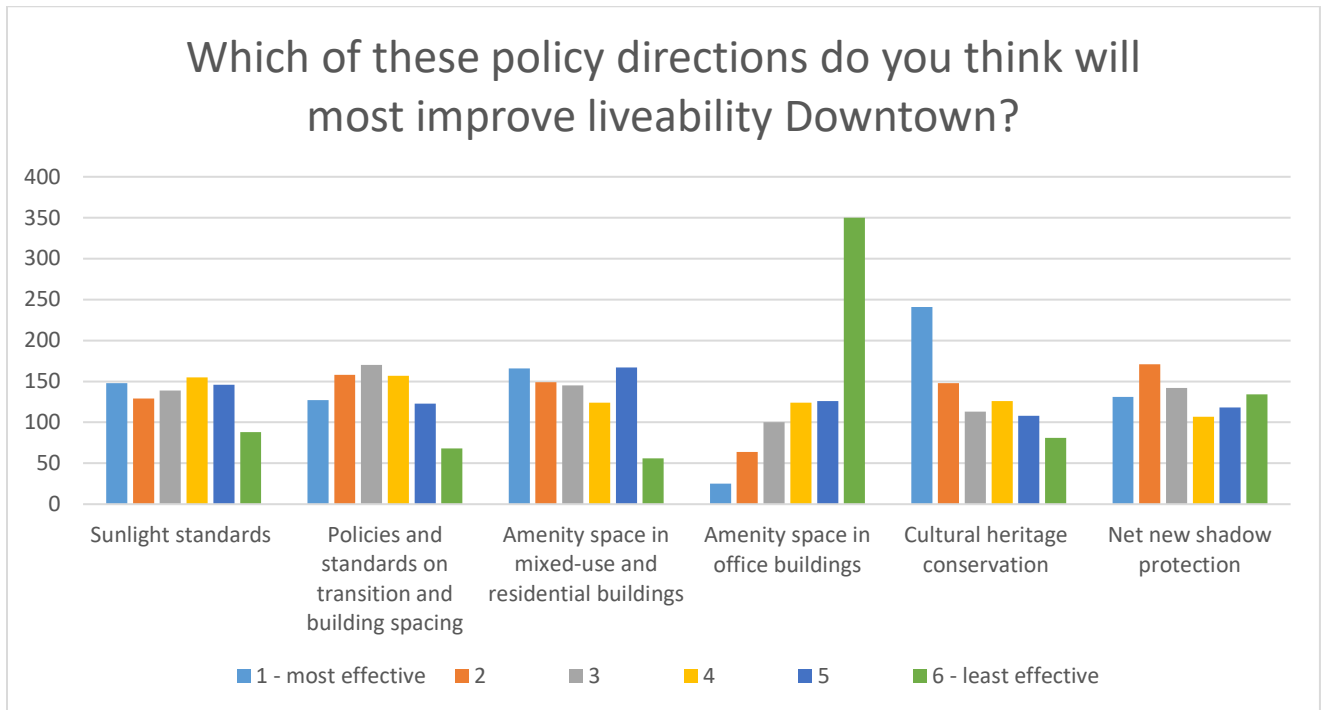


Figure 14. Policy Directions to Improve Liveability Downtown

Building for Liveability Policy Directions Feedback (D)

#	Policy	# of Dots Received	Comments
D1	Proposals for buildings will be evaluated with respect to the appropriateness of their built form, height and density, as well as their relationships to other existing and planned buildings and open space, including the cumulative effect on sun and shadow, sky-views, comfort, and quality of the public realm.	21	<ul style="list-style-type: none"> • Encourage diversity of construction materials, colours, and textures. • Not everything has to be glass/ steel/ concrete or grey. • Get all the parked cars out of view. • Fewer “cookie cutter”, “glass/emerald tower” buildings! • Shadow is shade and shade is sometimes good. • I support D1 with the addition of "enhancement of streetscapes and heritage buildings".
D2	Proposed buildings must retain and enhance the livability of their surroundings and ensure the livability of the spaces contained within them.	23	<ul style="list-style-type: none"> • If a new tall residential building is proposed, they should also propose appropriate vendors who would bring private retail (grocery, nursery, vet, etc.) that the vertical community would need on the lower floors (mixed use). • Groceries, daycare, and schools -- all contribute to livability. • Multi-story retail. • What is the definition of the term livability?
D3	Determination of the appropriate built form will include consideration of the existing and planned infrastructure necessary to support the development.	15	
D4	New buildings and structures in the vicinity of hospital heliports will be sited and massed to protect the continued use of flight paths to hospital heliports.	9	<ul style="list-style-type: none"> • Consideration for heliports should be a part of zoning by-laws, not TOcore.

#	Policy	# of Dots Received	Comments
D5	Require a context analysis for new development within Mixed Use Areas and Regeneration Areas that demonstrates how it responds to existing land use and development patterns within the surrounding area, and maintains and enhances livability within the context area.	12	<ul style="list-style-type: none"> Define “context analysis” and “regeneration areas”.
D6	Determine appropriate proportional relationships between the scale of new buildings and adjacent streets, parks and open spaces.	21	
D7	Determine an appropriate scale of buildings, including the base building and overall building mass, to provide enclosure at a scale that fits with its neighbours and is proportional to the scale of the street or space it is adjacent to.	13	
D8	Encourage appropriate ground floor uses and design, including façade articulation that supports the use of the adjacent streets, parks and open spaces, and fits with its neighbours.	22	<ul style="list-style-type: none"> Relief spaces. Carrot Common-style notches along the setbacks on retail street/adjacent to anchor retail. In the newly developing area near the lakefront where the condos are coming up, there is a significant lack of activates on street level – hope that policy D8 will make a change in that.
D9	Identify specific areas that will be protected from net new shadow, including, but not limited to, streets, sidewalks, parks, open spaces, school building and grounds, child care centres, playgrounds, institutional open spaces and POPS.	11	

#	Policy	# of Dots Received	Comments
D10	Develop sunlight standards for vertical communities, including but not limited to sun access on outdoor amenity spaces and daylighting of individual units.	14	
D11	Identify appropriate transition and building spacing policies and standards between areas of varying scale and intensity, as well as to streets, parks and open spaces.	12	<ul style="list-style-type: none"> • Protect Downtown condos & parks from noise. • Provide a variety of setbacks to avoid a uniform “wall”. • Sometimes an “in-out” street wall is nice – not having the buildings lined up. • Agree strongly. • The BCCA was a Party at an OMB hearing for OPA 183 where these precise qualities were part of our mediation. In fact, you have gone even farther than we did. Good for you!
D12	Recognize the iconic nature of the Downtown skyline through the application of policies that address shadow protection, height and transition, flight paths, views protected in the Official Plan, and land use.	14	<ul style="list-style-type: none"> • Do not allow “art”. • Leave 401 Richmond untouchable.
D13	Require tall building proposals to demonstrate how the proposed building addresses the hierarchy of built form scale reflected in the areas targeted for growth.	13	
D14	Encourage the provision of high quality and well-designed indoor and outdoor amenity space in mixed-use and residential buildings recognizing the wide variety of occupants of these buildings, including but not limited to, seniors, families, children, and pets.	21	<ul style="list-style-type: none"> • Encourage shared amenities between businesses. • I support D14 and D16 with the addition of the words "publicly accessible" before "indoor and outdoor amenity space".

#	Policy	# of Dots Received	Comments
D15	Protect private and shared outdoor amenity space to ensure sunlight access.	13	
D16	Encourage the provision of high-quality indoor and outdoor amenity space in non-residential buildings.	21	<ul style="list-style-type: none"> • Find ways to incorporate public amenities not just private. • Encourage “mom and pop” stores and encourage the revival of community.

Detailed Feedback and Advice

Built Form & Development

Safety and Accessibility

Participants suggested the following elements to increase safety and accessibility:

- Tactile strips;
- Round spaces;
- Accessible design for everyone; and
- High contrast signs.

Construction Site Guidelines

- Ensure that the construction hoarding is not opaque or up to the waist level for safety reasons. Ensure that there safe alternatives to walking through an enclosed area in front of a construction site.
- Improve conditions for building so that there is less impact on pedestrians, bikers, drivers, etc. There should be a fine for the challenges they cause – the longer they take, the more the fine! Developers don’t own this city and they need to give back for wreaking havoc on the sidewalks/roads.
- Development and construction work needs to ensure better accessibility for people of all mobility levels – especially in wheelchairs, scooters, walkers, with canes and people with visual challenges.
- Consider “just-in-time” delivery loading spaces on site (enclosed for off-peak).
- Do not leave all issues to a site plan.

Sidewalks

- Do not allow for asphalt patching – demand higher standards from utility companies and private development.
- Taller buildings should require wider sidewalks, especially near subways.
- Provide greater ground floor setbacks for buildings, build green sidewalks (i.e. require space for healthy street tree growth).

Building Height

- Control building heights. Tall buildings can create an unpleasant urban environment. Some commented that tall buildings are not pleasant to both be around in and live in.
- Restricting heights and avoiding site redevelopment can be a positive economic driver. Queen West has seen more landowners and businesses investing in their sites, without fear that that investment could be wasted with redevelopment.

Design

- Encourage the use of high quality materials. Limit the use of glass in particular.
- Design with part of the building cantilevered over an increased ground floor/second floor setback to provide much wider sidewalks without losing lots of density.
- Ensure there are guidelines so that these spaces are not only built but are also used, as often they are empty. Need to work to create strong community connections.

Density

- Encourage more mid-rise development as a way to increase density.
- To address some of the pressures of growth, increase housing supply and improve liveability.
- Ensure better transition between buildings and setbacks from the sidewalk.
- Developers should not have sway over planning
- Development is happening while the City plans!

Heritage

- Many respondents emphasized the importance of preserving heritage buildings Downtown and specifically the facade of old buildings.

Sunlight

General

- There is no mention of protecting neighbourhoods from shadows – this is important as incremental changes can have big consequences.
- There should be a balance between shaded areas and sunlight areas.
- Schoolyards need to be designated as parks, with the accordant sunlight protection. That sunlight should be protected.
- At least one side of a new building should get sunlight to the indoor areas.
- Streets are almost all that is left of public space and should be protected from shadows (linear parks should be considered).
- If you limit density to avoid shadows you make housing even less affordable by worsening the shortage, so be sparing in protecting sunlight access.
- Major intersections should have sun access. The sunlight on mixed-use street corridors should not be blocked at all.
- Low-rise residents often have one side of sun, other side shaded.
- Protect buildings and park space against shadowing.

- Sunlight is not that important and shouldn't be a priority for the City.
- Limit wind tunnels in certain areas of the Downtown.
- Places to Protect from Shadowing – most common answers:
 - Parks: Grange Park, Alan Gardens, Trinity Bellwoods, Corktown Common, St James Park, Berczy;
 - Streets: Queen, King, College and Carlton, Bloor, Queens Quay, Church, Dundas, the Esplanade;
 - Neighbourhoods: Liberty Village, Distillery, Kensington, Waterfront/Harbourfront, Yorkville, Financial District, Cabbagetown;
 - Squares/other areas: David Pecaut Square. Nathan Phillips Square, Dundas Square, St James & St. Michael Cathedrals, St. Lawrence Market, University of Toronto, Osgoode Hall; and
 - School playgrounds.

Area-specific

- Proposed 519 community centre would adversely impact sunlight on Moss Park.
- Maintaining sunlight in Yorkville is key to maintaining retail and walking appeal and café culture of the area.
- Waterfront must be protected. Queens Quay needs to be protected from any additional shadow encroachment.
- Esplanade should be protected (parks, sunlight and view of the skyline make the area attractive).
- Shade in the PM, east of Avenue Street, shade in the AM west of Yonge Street.
- OMB has failed, there is no sunlight for the Church Street Public School at Wellesley Street.

Amenity Spaces

General Indoor

- More quiet spaces are needed.
- Indoor amenity spaces encourage “gated community” attitude. Take money and space and ‘communitize’ it.
- It's important to provide flexible areas to accommodate all groups - adults, kids, seniors, all ages.
- Small rooms are more flexible and have more uses.
- Agree with policies in general, but there is a danger of them resulting in a homogenous product.
- Ensure programming to bring local kids in, not just residents.
- Indoor services do not need to be 24/7, spaces should have good acoustics, flexible seating and designed for mobility.
- Provide more spaces for tables, sitting, talking, quiet space, mini kitchens.
- Provide more spaces for seniors.
- Community spaces should have visual and physical connection to the outdoors.
- Provide more flexible spaces for gatherings.
- Provide more children's play spaces.

- Provide more public washrooms in buildings that are well maintained and available to the public (it will keep streets cleaner).

General Outdoor

- Outdoor spaces should encourage public access.
- Participants indicated that they would like to see more of:
 - Programmed outdoor play spaces;
 - Flexible outdoor gathering areas;
 - Spaces dedicated for dogs;
 - Outdoor spaces that can be used for community gardens and landscaping; and
 - Rooftop podiums with play spaces.
- Create “outdoor gyms” all along the lakefront -- from the Beaches (the only place at the moment where year-round, free access pull-up bars are available) all the way to Parkdale, plus in other parks and parkettes all over town. It is in line with the policy goals to enhance “community stewardship of parks and public spaces” and “provide parks with active recreation uses.” It would also fit the mandate to design “multi-seasonal, multifunctional, flexible spaces” and to “provide a variety of amenities in parks.” [Source: Johan Kauppi design’s outdoor gym references the highest mountain of Sweden.](#)

Diverse Users

- Seniors want inclusion and to enjoy many of the same spaces.
- Would like to see improvements to the amenity spaces of aging apartments.
- Need family play areas with fresh air, an indoor & outdoor space – could be on podium or within a few floors. Should be mandatory if there is no park within 5-10 minutes.
- Require insulation of shared amenity spaces to lower noise as resident diversity increases – babies, parties, offices next to each other.
- Spaces for children are important.
- Spaces designated for dogs to relieve themselves as part of residential buildings, not on public space.
- Exercise rooms, play areas, multiple amenity areas.
- Create dynamic spaces for children and pets, as housing is becoming more vertical we need more spaces for these uses.
- Dog relief areas, both indoor and outdoor.
- Party rooms should be multi-use areas, not just for gatherings (e.g. party room with a library, internet café area to encourage use of the space).
- Prioritize family and children’s spaces in order to ensure long-term growth within the community.
- Provide business centres for entrepreneurs.
- Open spaces should be used by all ages.
- Prioritize spaces for indoor children’s activities and flexible spaces to gather and create community.

Connected Spaces

- Visual connections are important for safety and sense of openness.
- Elevators and stairways are the 'roads' of buildings, there should be enough of them, should be appropriately sized and accessible as per AODA.
- Full size gyms and basketball courts in all new condos (would also be good for daycares).
- Seasonality is important – we need spaces that are fun all year round, from summer to winter.
- Make sure outdoor amenity spaces are visually and physically accessible from the sidewalk.
- Open spaces should be located near active areas in the building.

Flexible Spaces

- Consider encouraging better use of lobbies for gatherings, chats, and as informal eating spaces.
- Design having all users in mind – make it useable and friendly to everyone.
- Encourage rooftops that can be used by all, for: gardens, exercise space, kids. They should not be privately owned.
- Create open office/study spaces available for residents.
- We need more urban agriculture and allotment gardens in the city!
- There should be enough public spaces in building for everyone.
- BIAs would like to see more mixed season spaces and may be willing to help with funding and programming.
- Make sure that the design and purpose of flexible amenity spaces is well-thought out in terms of size and design of space, so that it can adapt to changing needs over time.
- Have community services (i.e. Library) in residential buildings as amenities.
- Rooftop gardens on retail spaces like Eaton Centre to enjoy outdoors when taking a break.

Appendix 5. Downtown Mobility

Downtown Mobility Survey Results

Most Effective Policy Directions for Improving Mobility and Accessibility Downtown

- Develop a ‘pedestrian priority network’ was most commonly ranked first.
- ‘Improve pedestrian safety and accessibility’ and ‘provide additional priority cycling routes’ were also commonly ranked as highly effective.
- Expand and Improve the PATH was the most commonly ranked the least effective.
- More bicycle parking Downtown and ‘expand and improve Bike Share program’ were also commonly ranked less effective.

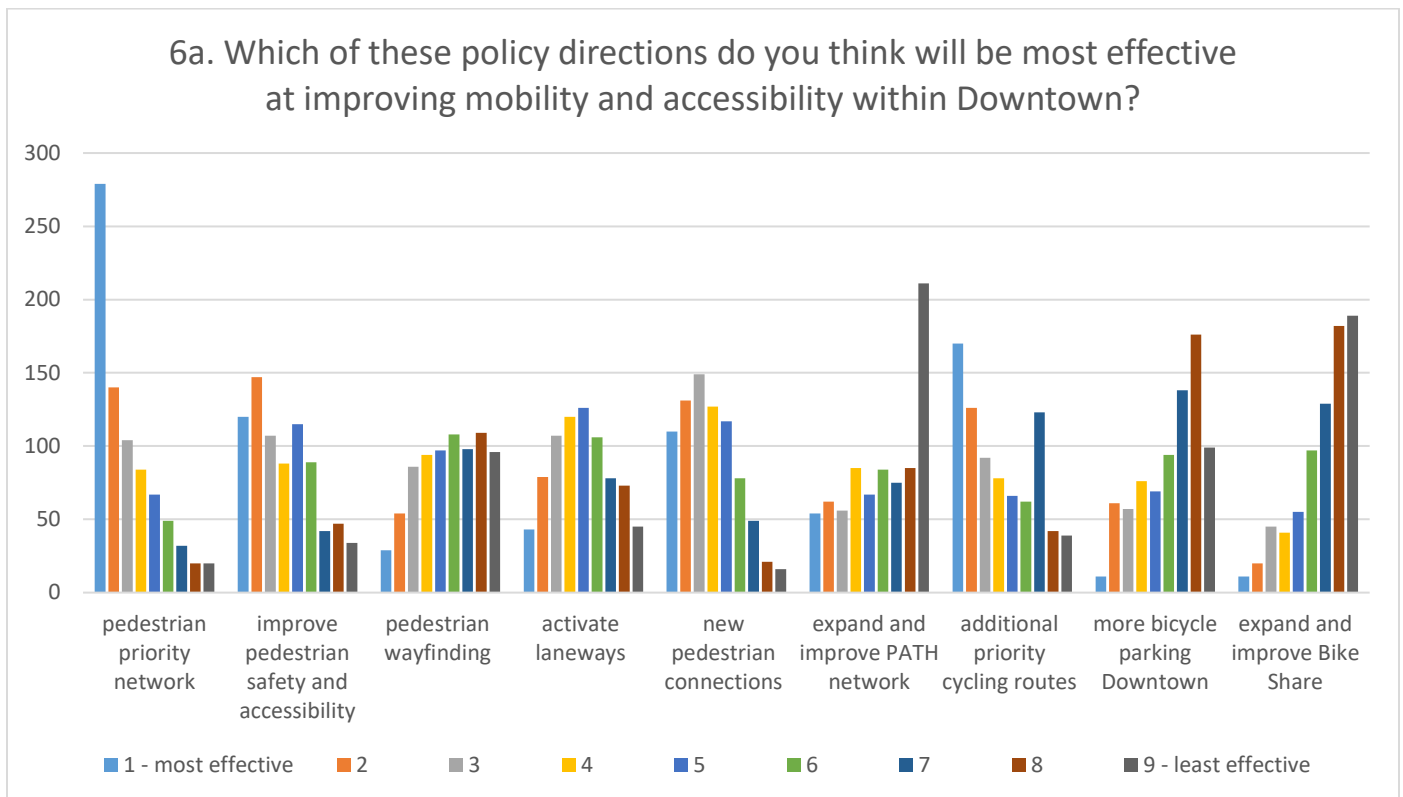


Figure 15. Most Effective Policy Directions for Improving Mobility and Accessibility

Priorities in Designing Downtown Streets

- Transit and walking were most commonly ranked as the highest priorities, while cycling was commonly rated second or third.
- Parking was most commonly ranked last, while driving and loading were most commonly rated in 8th or 9th priority.
- Patios, street trees/landscaping, public art and seating were commonly ranked as middle priorities between 4 and 7, after transit, walking and cycling.

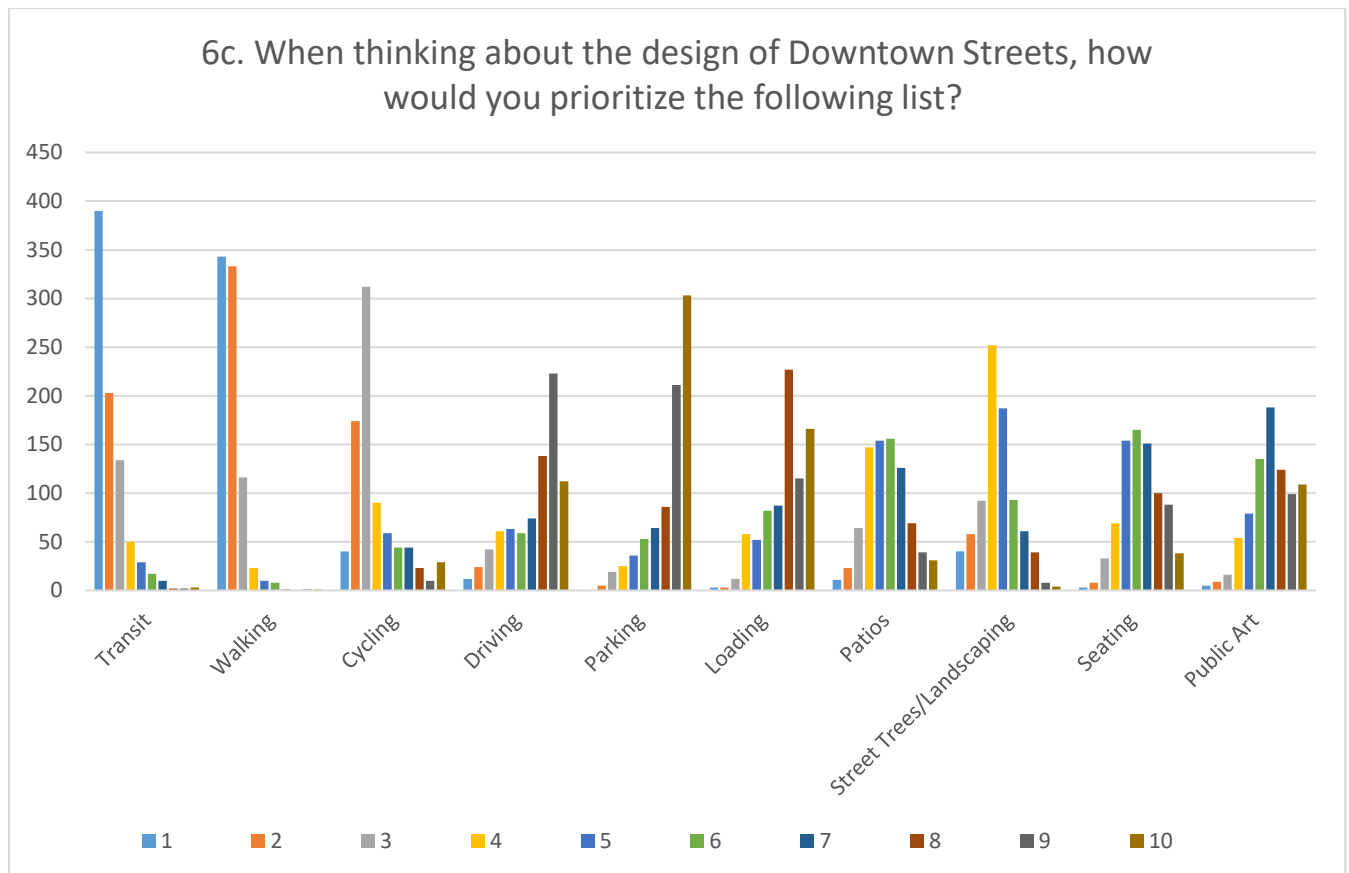


Figure 16. Priorities in Designing Downtown Streets

Streets to Prioritize Streetcars

- 80% of responses chose King Street and 68% chose Queen Street as the most important to prioritize streetcars on.
- Less than 20% of respondents chose Queens Quay and Bathurst Street as important to prioritize streetcars on.

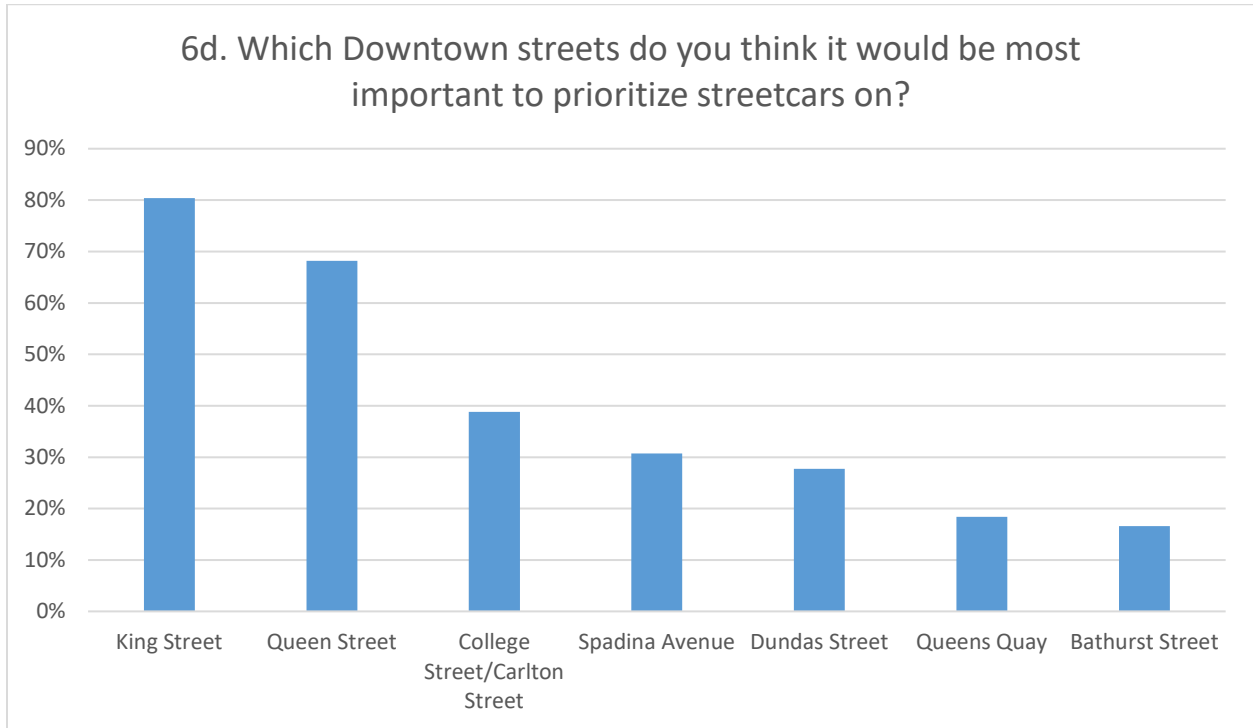


Figure 17. Streets to Prioritize Streetcars

Preferred Ways to Prioritize Streetcars

- Some respondents suggested restricting cars from certain streets by providing transit-only streets or dedicated transit lanes to help prioritize streetcars.
- Some suggested implementing signaling priority for streetcars, limiting left and right turns for cars and longer walk times for pedestrians.
- Others suggested limiting street parking for cars and providing more frequent and reliable streetcar service.
- A few suggested using buses instead of streetcars where appropriate as they can be faster and manoeuver better in traffic.
- Respondents also took the opportunity to speak to other Downtown mobility approaches that might indirectly prioritize streetcars. Policy and tax or fee approaches were suggested such as road tolls, congestion fees and HOV lanes.
- A great many also spoke to building or improving subways. Development of the 'Downtown Relief Line' was highlighted by a number of respondents.
- Other issues raised, include safety & accessibility and active transportation.

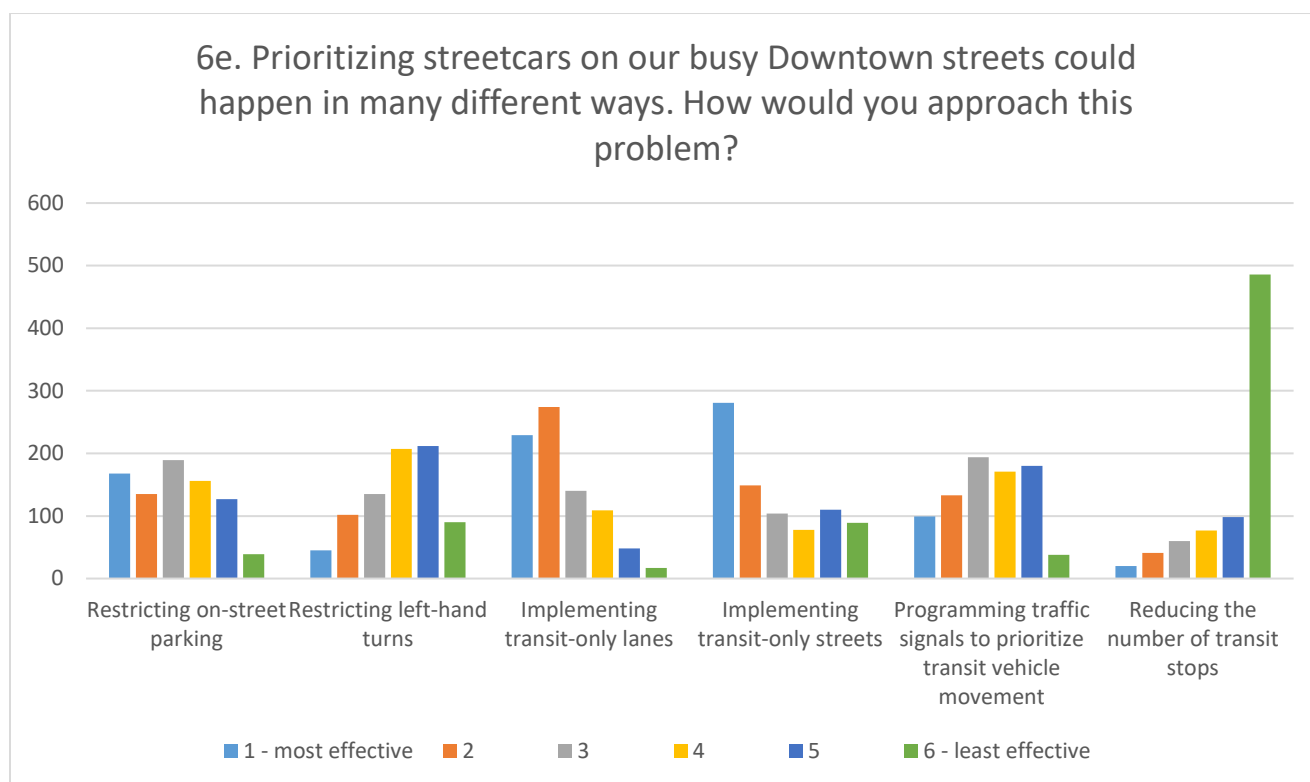


Figure 18. Preferred Ways to Prioritize Streetcars

Downtown Mobility Policy Directions Feedback (G)

#	Policy	# of Dots Received	Comments
G1	Design, allocate, and better utilize the finite amount of public street rights-of-way Downtown to move people more efficiently, to create vibrant public spaces, and to support the economic prosperity of Downtown and the surrounding region.	7	<ul style="list-style-type: none"> Based on new modes of transport like individually powered hovercraft that will be here in 10 years as already in pilot, how will you accommodate? Put in benches and greenery everywhere where sidewalk width permits. Safety should always be a primary concern, and policy G1 should be revised to reflect this.
G2	Create a Downtown Pedestrian Priority Network to identify and prioritize pedestrian and public realm improvements for specific streets and areas in coordination with the City's Walking Strategy.	11	<ul style="list-style-type: none"> Sometimes this network must surmount infrastructural divides.
G3	Continue to improve pedestrian safety and accessibility at intersections in the Downtown in coordination with the City's Road Safety Plan.	10	<ul style="list-style-type: none"> Slower speed limits with enforcement, more protected crossings. Start planning for driverless cars now: where will they stop? Do they have priority routes? If we already have issues with taxis stopping at bike lanes, imagine once that everyone is hopping on and off driverless cars. And that will happen before 2041.
G4	Improve pedestrian wayfinding between important destinations in the Downtown in coordination with the City's Wayfinding 360 initiative.	6	

#	Policy	# of Dots Received	Comments
G5	Activate laneways as additional walking routes and as parts of the public space network Downtown.	17	<ul style="list-style-type: none"> • Long-term plan to turn laneways into green spaces. • Especially important to clean them up in light of laneway housing initiatives.
G6	Provide new pedestrian connections to overcome significant physical barriers in the Downtown.	9	<ul style="list-style-type: none"> • Especially the Don Trail, which is so hard to access entrances to Cherry Beach and the Waterfront Trail in the east. Also, could be cleaner.
G7	Expand and improve connections with the underground PATH network.	15	<ul style="list-style-type: none"> • Improve wayfinding in the PATH and especially Union Station. • Expand PATH network from Metro Toronto Convention Centre to Ripley's Aquarium, Rogers Centre, City Place, Canoe Landing Park to Rail Deck Park. 18,000 people live at City Place – it is important to promote walkability in winter and all seasons. • Just be careful deactivating streetscapes through activating the PATH. • To the point above we have this thing called winter and that kills street life faster than anything.
G8	Target investment in pedestrian infrastructure in areas of future growth.	8	
G9	Improve walkability in local neighbourhoods.	15	<ul style="list-style-type: none"> • You clear sidewalks in the 'burbs'. Why not in Downtown neighbourhoods? • Clean snow and slush at curb cuts to increase walkability in winter.

#	Policy	# of Dots Received	Comments
G10	Identify and map additional priority cycling routes Downtown that build on the city's 10-year Cycling Network Plan to achieve a highly connected Downtown cycling network that is safe, convenient and comfortable for cyclists.	7	<ul style="list-style-type: none"> • Biking routes on streetcar routes also. • Add Bathurst Street as well for better cycling routes
G11	Encourage more bicycle parking Downtown, informed by the City's Bicycle Parking Strategy.	13	<ul style="list-style-type: none"> • Only use the solid bike rights that can't be taken apart and get more creative with bike parking design – why not?
G12	Expand and improve the Bike Share program Downtown to align with population and employment growth.	7	
G13	Better define 'priority' for key Downtown streetcar routes.	3	<ul style="list-style-type: none"> • Huh? • E.g. traffic signals, dedicated streetcar lanes, etc. • Dedicated streetcar tracks please (College St.). • Have streets where streetcars have top priority – lights change as car needs it – no private cars (they use other streets).
G14	Transform King Street into a true transit-priority street as informed by the results of a pilot project.	13	<ul style="list-style-type: none"> • Work on the idea of having traffic free streets. • Pick bike lanes not on King St. and Queen St. • King and Queen one-way each.
G15	Develop a plan to improve north-south and east-west transit services to support future growth and improve mobility options, including along the Waterfront.	11	

#	Policy	# of Dots Received	Comments
G16	Align areas of planned office growth with existing and planned rapid transit infrastructure – Relief Line and Smart Track – that connect the Financial District to emerging office nodes in shoulder areas of the Downtown, such as Liberty Village and East Harbour.	4	
G17	Create seamless and user friendly connections between surface transit and new rapid transit projects in Downtown including the Relief Line, SmartTrack and Regional Express Rail.	13	
G18	Protect for Council-approved alignments and station location sites for the Relief Line, Smart Track/Regional Express Rail and Waterfront Light Rail transit routes. Leverage integrated development opportunities when possible.	6	<ul style="list-style-type: none"> • Include regional transportation diagrams in materials to illustrate relationships and mutual benefits to Downtown and wider GTA.

#	Policy	# of Dots Received	Comments
G18	(Cont'd)	6	<ul style="list-style-type: none"> • I do not support G18 as written. I would like to see the deletion of "Council approved". In the 1990s when I was Planning Commissioner of Ottawa Carleton two parcels of land came up for sale on the edge of Downtown. They were needed for the portal to the Downtown for an underground rail based transit system. At the time the official plan said nothing about converting the bus based rapid transit system to rail. At that time the idea of rail based transit was "a line on a planner's map". After consultations with the powers that be, Regional Chair, Chair of planning committee and the Executive committee (in camera) staff got the green. • Right to negotiate. The sale was concluded and yes the land sat there for 20 years, but now it is indeed the portal for the underground rail system and the land not needed is to be the site of the new HQ of the Ottawa public library system. So do not ever restrict future Councils from what they might want to do by words in your Official Plan.
G19	Examine the creation of context appropriate land use policies for new rapid transit station areas in Downtown.	2	

#	Policy	# of Dots Received	Comments
G20	Maintain and strengthen the primary transportation function of Union Station. Provide for each of the necessary transportation functions in a safe, efficient and coherent manner in accordance with the Union Station Master Plan	2	<ul style="list-style-type: none"> Better integration of GO and TTC. U-Pass for post-secondary students.
G21	Explore opportunities to enhance connections between Union Station and the Waterfront including Billy Bishop Airport and the Toronto Islands.	5	<ul style="list-style-type: none"> Integrate strategies from the Curbside Management Study into the Downtown Secondary Plan.
G22	Integrate strategies from the Curbside Management Study into the Downtown Secondary Plan.	3	
G23	Encourage the use of smaller vehicles and other types of modes for deliveries, couriers, and goods movement within the Downtown.	9	<ul style="list-style-type: none"> Plan for a network of pedestrianized streets. Allow deliveries during “off hours” to get delivery trucks out of traffic during busy times and remove back-up beepers.
G24	Encourage establishing additional Toronto Parking Authority public parking facilities within new and existing developments in the Downtown.	3	
G25	Explore adapting Toronto Parking Authority parking facilities into ‘multi-modal community transportation hubs’.	3	<ul style="list-style-type: none"> Explore adopting TPA properties to underground parking with parks or affordable housing. We need these key sites to do double or triple duty.

Detailed Feedback and Advice

Mobility

General

- Ensure that the Downtown is moving efficiently and safely on all modes of transportation, so that people spend less time on the road and more time with their families.
- Improve traffic phased pedestrian/bike/car/transit signals. Automatic light detectors never detect cyclists at intersections.
- Ensure better traffic planning to avoid congestion due to construction and public events, such as festivals, marathons, etc.
- Consider implementing congestion fees in Downtown.

Prioritizing Streetcars

- Design streetcar stops to increase passenger safety and reduce conflicts with vehicles: larger/longer pedestrian islands for transit stops at busy streetcar nodes.
- More and clear signage of streetcar lanes (i.e. no passing when doors open) for safety pavement art or markings at streetcar stops, elevating the right lane at the stop to door level or elevated platforms such as near Bay and College.

Delineating Users

- Separation of pedestrians and cyclists is important.
- Dedicated lanes are important.
- Design to avoid conflicts with pick-up / drop-off conflicts.
- Parking should be done like it's been done on Bloor.
- Use barriers on a different level of sidewalk to separate cyclists and pedestrians.
- Some drivers like separated bike lanes — it's easier to demarcate users.
- Improve safety for cyclists through separated and protected bike lanes with better connections; add north-south bike connections. Provide more and safer bike parking.

Maintenance of Roads

- Potholes on Barton Avenue, Bernard Avenue, Brunswick Avenue should be fixed. There should be a higher service standard for cycling streets.
- Sharrows are good for wayfinding on quiet streets — they should be prioritized for streets with potholes.

Traffic Calming

- Look at limited traffic zones, like in Italy (ZTL: zona traffico limitato), which would only close traffic to specific areas of Downtown based on how busy it is. E.g. limit traffic to shopping areas during Saturday daytime hours, nightlife areas for weekend evenings.

Signage, Communication, Education

- Entranceways to parking lots/garages should be more visible. Richmond, for example, especially where there are condos.
- Find ways to encourage cyclists to obey road rules to improve safety of pedestrians.
- Use clear signage for both cars and bikes.
- Provide stronger messaging about expectations for cyclists.
- Update driver education to include the “Dutch reach”.
- Improve laneways to be used as pedestrian and cyclist routes through better lighting and signage.
- Improve signage and wayfinding in the PATH.

Walkability

Safety and Accessibility

- Improve accessibility by carefully planning for Wheel-Trans and other wheelchair accessible transportation and taxi drop-off zones, enforcing AODA requirements, providing incentives for universal design, paying careful attention to minimizing hazards and uneven changes in floor levels.
- Improve and prioritize the pedestrian experience. Adjust traffic light timing and reduce vehicle speed limits to prioritize safety. Favour active transportation over private automobiles. Widen sidewalks to make more space for pedestrians; create pedestrian only areas and streets.
- Follow Accessibility for Ontarians with Disabilities Act (AODA) guidelines to make sidewalks safer, more accessible and to improve the overall pedestrian experience. This includes wider sidewalks, ramps, signage, seating and limitations to sandwich boards/A-frame signs on sidewalks.
- Provide better wayfinding signage and focus on wayfinding in Downtown’s PATH.

Sidewalks and Pedestrian Clearways

- Consideration should be given to sidewalk design when new developments come into an existing streetscape.
- A Pedestrian Clearway should be designated with context-sensitive width for at least an entire block.
- The Pedestrian Clearway should accommodate all existing and forecasted sidewalk uses (e.g. strollers, dog walkers, pedestrians with mobility aids).
- Marketing and Frontage Zone uses should be relocated to the Tree and Furnishing Zone if they impede on the Pedestrian Clearway.
- Bike parking should be provided in off-sidewalk locations.
- College Street Pedestrian Clearway project is a good example of these principles.
- College Street at Robert (City Market) is a bad example because:
 - Bike parking intrudes on pedestrian clearway;
 - Retail display creates bottleneck; and
 - Planters are too big.

- The opportunity to re-envision this space as a “piazza” or “living room” for the condo residents in the area, with more open space and opportunities to linger in the area, is not utilized.

Other

- Where do drivers park? Are there places for carpooling?
- There should be more one-way streets.
- Build more subways, including the Downtown Relief Line.
- Close University of Toronto to vehicular traffic and turn into green space (allow for emergency access and deliveries).

Appendix 6. Community Facilities & Diversity of Housing

Community Services and Facilities Survey Results

Access to Community Services and Facilities

- About two-thirds of respondents (66%) indicated that they access community services and facilities in the Downtown. Just over 1/3 (34%) indicated that they do not.
- Of the two-thirds of respondents (66%) who access community services and facilities Downtown, over half indicated that they are satisfied with the facilities.

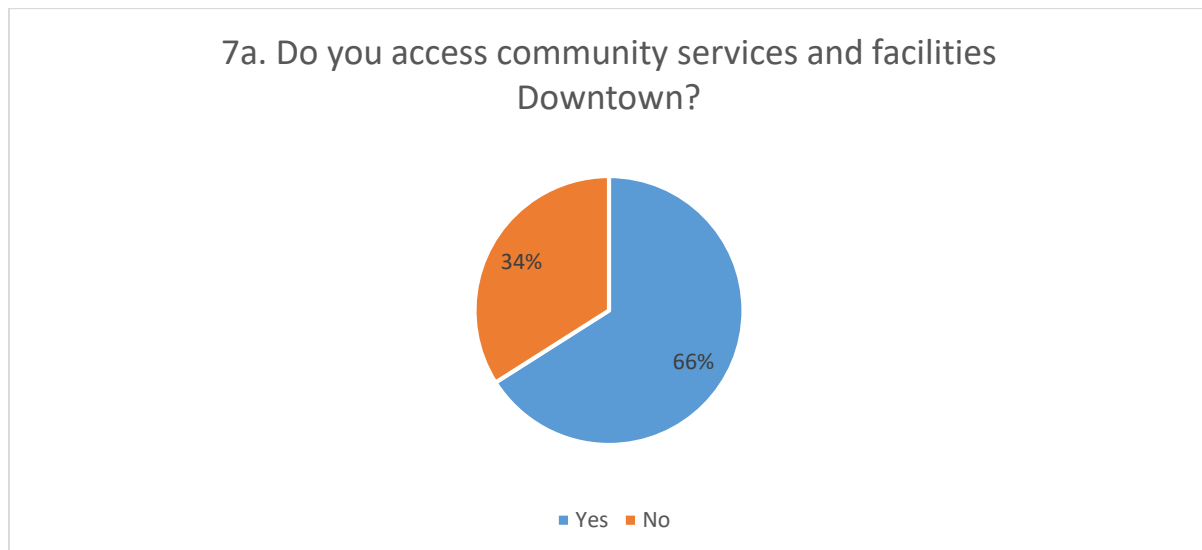


Figure 19. Access to Community Services and Facilities Downtown

Community Services Policy Directions Feedback (H)

#	Policy	# of Dots Received	Comments
H1	Ensure no net loss of existing CS&F through development.	4	<ul style="list-style-type: none"> • Depend on the current need, not a straight trade-off. • The tax money, Section 37 and other development charges should be spent in the immediate area only.
H2	Prepare a CS&F Strategy for Downtown, approved by City Council that is reviewed and updated every five years and sets out the priority services and facilities required to support projected growth.	8	<ul style="list-style-type: none"> • Society is changing rapidly due to technology. CS&F must stay relevant.
H3	Require the provision of CS&F as new development occurs through reinvestment in existing assets and/or the establishment of new facilities.	4	<ul style="list-style-type: none"> • Need to make sure that CS&F is in older neighbourhoods as well as new. • Everybody talks about services infrastructure when the millionaire house owner is paying \$90 more this year, where is the money stream? • This will certainly slow down the development process as the developers will have to at least double/ triple their investment in the city facilities/services. • It will be a bonanza for the appeals to the OMB.
H4	Utilize holding provisions where appropriate to ensure the timely provision of CS&F as growth occurs.	3	<ul style="list-style-type: none"> • Sounds good but unsure.

#	Policy	# of Dots Received	Comments
H5	Identify sites and/or locations for CS&F that can support future growth for each of the sectors, including: recreation, child care, libraries, human services and schools.	13	<ul style="list-style-type: none"> • Integrate seniors' services and affordable housing into new developments. • Please provide CS&F as part of public spaces in new condos. For example, proper full size gymnasiums can also be great for daycare and family use to encourage real activity. • Regarding schools overwhelmed by new developments – create a special fund with provincial and municipal governments to help TDSB keep or buy the land and infrastructure needed for schools.
H6	Identify “opportunity” sites for the co-location of facilities to serve as community hubs that would support local and/or citywide community needs.	10	<ul style="list-style-type: none"> • Think about Mainstream Disability when identifying opportunity sites. • Great idea – there are often unused amenity areas. May need to be at ground level for safety.
H7	Collaborate with sectors and landowners to co-locate facilities, share resources, and integrate programs and services where possible.	10	<ul style="list-style-type: none"> • Mandate this as part of the development agreements. • Enforce Section 37 more aggressively to support facilities like in Vancouver. • Developers have a responsibility to do this. • Due to high-rise developments, schools are getting overpopulated. We need stronger tools to have developers providing some sources to increase schools infrastructure. • How does the city provide for the ongoing maintenance of such facilities/services within a condo development? • The unit owners within the building will not agree to any added fees to their personal costs if those costs serve to benefit residents outside the building. This creates an insurance and security issue for any building.

#	Policy	# of Dots Received	Comments
H8	Identify opportunities to partner with local school boards and other institutions to provide recreation facilities.	15	<ul style="list-style-type: none"> • Use school yards as public/ community park spaces. • Designate schoolyards as parks. Collaborate. • The City and TDSB and TCDSB and private schools need to coordinate staffing for school gyms. • Hopefully more city run community space.
H9	Support partnerships with public agencies, boards and commissions, and private property owners to supplement the supply of city-owned recreation facilities by securing public access to other privately owned recreation facilities.	11	<ul style="list-style-type: none"> • Allow public access to Ogden Public School on weekends.

Detailed Feedback and Advice

Libraries

General

- Great efforts now to serve the community. Keep up the good work!
- Given the age of digital books, repurpose library space to provide more community services.
- Explore opportunities to add more space specific to assisting businesses to spark entrepreneurship. Libraries are amazing for their data base resources for small businesses and entrepreneurs.
- There were a great number of positive comments about libraries; respondents used words such as ‘fantastic’, ‘well-staffed’, ‘accessible’, ‘clean’, ‘well-run’, ‘not crowded’, ‘beautiful’. There were positive comments about the range of programming that libraries offered such as newcomer programs, meeting space or computer and printing services. Others referenced satisfaction with a particular library – for example, the collection at the Toronto Reference Library and the design appeal of the Fort York and Lillian H. Smith libraries.
- There is a lack of services in the West Annex.
- There should be more consideration given in these plans to aging residents, demographics will shift in the coming years. Programming for older adults should be considered. Programs should not be senior-specific so as to allow for social integration among ages.

- Consideration for community facilities in existing areas as well as new growth ones, retrofits if needed.
- North Toronto community centres are a good example to follow.
- Libraries should be community centres.
- Expand funding for more community use.

Service Improvements

- Include audio readers in Home Library Service.
- Libraries are open during business hours, which means it is not largely accessible year-round to most of the people during their free time – in the evening, on the weekends.

Digital Library

- There is a gap in availability of books. There are many more offered in Florida.
- When ordering tickets online there should be an option to call in.

Areas of Priority

Participants identified the following areas of priority:

- King-Parliament area;
- An area between Yonge Street and Park Road and Crescent Road; and
- Spadina Road Library:
 - Spadina Road Library is too small to deliver community services.
 - Diversify library use and increase range of community interactions at Spadina Road Library.
 - Consider partnering Spadina Road Library with the Indigenous Centre next door.
 - Extend hours of operation for this branch.

Areas of Gaps/Concerns

Participants identified the following areas of concerns:

- Along Yonge street between College and Grosvenor;
- Lillian H. Smith Library;
- Spadina Road Library;
- City Hall Library;
- Area between Don Valley Parkway and Parliament Street, Queen Street and King Street;
- Area around King-Spadina;
- Area between Adelaide Street and Richmond Street along Yonge Street;
- Area between Peter Street and John Street along King Street;
- Waterfront West -- along York Street; and
- Waterfront Central -- south of The Esplanade.

Schools

General

- Improve coordination between TDSB and City, especially in regard to the use of facilities.
- Force growth to shoulders where schools and parks are.
- Redirect growth to stable neighbourhoods with schools to balance growth.
- Make small community space in back yard of the school buildings.
- Bring back Grade 13. Half of the kids are not ready for post-secondary institution.
- Improve quality of schools in Downtown.

Schools in Condos

- Integrate schools into podiums of high-rise buildings.
- Create schools and classrooms in high-rise buildings.

Co-locating Schools and Community Centres

- Use schools as recreation centres in the evening on weekends.
- Schools should be used for community use tenants.
- Community Hubs are fine but important to remember that schools' number one priority is kids. Consider using schools for after-school and art programs.

Areas of Priority

Participants identified the following areas of priority:

- Waterfront West – consider schools in high-rise buildings.
- Move growth away from King Street and stressed transit.

Gap Areas

Participants identified the following gaps in services:

- Yorkville – need more community facilities. Use Jesse's for community use.
- Kensington area -- need Jr. High grades 7, 8, and 9. Current class sizes of 31 are well over provincial standards. Kensington could be a Jr. High school for King Edward and Palmerstone Jr. Schools.
- Central Tech track should be fully public after school hours and not booked privately to the exclusion of others.
- Create an employment hub and provide recreation facilities in the Portlands.
- Provide more community centres and recreation centres in the Annex.

Child Care

General

- There were a few respondents that indicated their use of childcare facilities. However, there were few reasons given to be “positive”. Some expressed that there is limited supply in the Downtown.
- Many respondents commented on the lack of supply of affordable and licensed childcare in the Downtown. There were comments that the standard childcare centre hours work only for those who work a typical 9-5 day. Some expressed need for after-school programs for older children (12+).
- For childcare centres respondents noted that centres are needed throughout the Downtown, as well as specifically in: Regent Park, the Annex, University of Toronto, Chinatown and King/Spadina.

Area-specific

- There are no community facilities in Yorkville North. It is especially important because there are many families living in the condos in that area.
- Consider using heritage buildings along Bay Street for day care or seniors drop-in centres.
- There is a lack of childcare in Cabbagetown.
- Queen and Strachan area lacks everything but the childcare.

Other:

- Allow kids to use daycare playground afterhours.

Community and Recreation Centres

General

- Many respondents spoke highly of pools and exercise facilities. There were a number of positive comments about the Regent Park facility.
- For Community Centres respondents noted the areas of need being Liberty Village, Moss Park, St. Jamestown, Cabbagetown, Church-Wellesley, Yonge & Bloor & Yonge & Bay; King Spadina; Queen’s Quay; Kensington; St. Lawrence, City Place and Bathurst and Dupont, Bathurst & Avenue Rd and Bathurst and Bloor, the latter linked to the Honest Ed’s development.
- Concentrating all community services and facilities in one area should be avoided as that has local impacts on a community. Sometimes clients do not have an understanding of the local context and conflicts are created.
- In vertical communities, “public” space is usually only available to residents. Make trendy public community centres with community programming in new developments.
- Plan for programs for new immigrants in recreation centres.
- There is a need for increased access for local community.
- Accessibility to recreation centres is a challenge -- we need to increase accessibility.
- Podium floors of high-rise buildings should be used for community centres.

- Consider looking at places of worship for partnerships.
- There is currently a lack indoor ice rinks Downtown. Many need to go all over city on transit for hockey.

Areas of Priority

Participants identified the following areas of priority:

- Spadina Avenue and Bloor Street intersection needs more community facilities;
- Scadding Court needs senior services; and
- King Street and Spadina Avenue needs a community centre.

Area-specific

- St. Andrews Church can be a community centre with new child care, ESL programs, and weight rooms.
- Metro Hall can have community spaces.
- Consider a partnership with the University of Toronto Facilities – pool, gym, and squash courts – to increase community access.
- Summerhill liquor store has big land. Consider it for a community centre.
- Annex needs a Community Centre with a focus on senior recreation. It takes 45 minutes from Annex to get up to North Toronto. Community Centre + closest Community Centre for Senior Recreation programs.
- Yorkville needs more day time programs for seniors.
- There is a partnership opportunity with the Badminton and Racket Club at Yonge and St. Clair.
- Consider creating a community centre on the parking lot of Ramsden Park.
- Consider a community centre at Brown School at Avenue and St. Clair.

Human Services

General

- There is a need for more mental healthcare.
- If social services are not improved, people will be forced to self-serve. Robbery and disorder will increase.
- Consider services that increase connections among the people in the neighbourhood.
- There is an opportunity to collaborate with churches to provide human services.

Areas of Priorities

Participants identified the following areas of priorities:

- Regent Park;
- Financial District; and
- Central Waterfront.

Area-specific

- Need to integrate young and old in Chinatown.
- There is a need for services for visibly homeless people in the Financial District.
- There is not enough services for a growing population in the Bay Corridor and Yorkville.
- Yorkville lacks services for the elderly and focuses too much on young people. The old are becoming invisible.
- Regent Park requires more mental health services. We have CAMH on the west but what about the east?
- Waterfront Central needs housing, shelters, food banks and services for homeless people.

Co-Location of Facilities

- Many suggested that schools and community recreation centres, daycares and general community meeting space were good candidates to co-locate.
- Others suggested including programming space for employment or mental health services in co-located facilities.
- Some suggested co-locating services and spaces using a multi-generational lens such as putting seniors together with daycare space.
- Respondents suggested a 'community hub' in Long Branch.
- Some respondents suggested that community facilities, such as pools, meeting spaces or fitness centres could be co-located at the base of private buildings, however caution about doing this was expressed as well.
- There were a few suggestions to build centres on Green P parking lots, and convert the Moss Park Armory and Old City Hall buildings for co-located community facility use.
- A number of respondents issued support to opening up school facilities for community use after school hours – gymnasiums, meeting spaces and pools were noted.
- Suggestions on where co-located facilities might be based include: Annex, Corktown, West Donlands, Harbourfront and Queens Quay, Kensington, City Hall, City Place, Entertainment District, Financial District, Jarvis St, Church-Wellesley, Regent Park, Yorkville, Alexandra Park.
- A handful of respondents were not in support of co-located facilities, or did not have an opinion. Some reasons cited included not understanding how successful co-location might work and a desire to keep things simple, for example, 'a library should be a library'. Others felt that this could lead to capacity issues.
- Encourage initiatives like ground Floor Jumbles at Fort York Boulevard.
- Co-location of any services with schools will require coordination with the Province.

Other

- Will Section 37 be used to secure the provisions for investing in services and establishing new facilities?
- In neighbourhoods where lots of facilities and services already exist, will there be increased development rights?
- City of Toronto Budgetary Process is in Deficit Budgeting Mode. The Policies should address taxation and budgetary issues in a meaningful and Fiscally Responsible way. Services, Facilities, Parks (maintenance), and Recreation are the budget issues that continue to be cut in budgets.
- The City Council seems to fail to recognize that this is deficit budgeting.
- It is putting into the future the creation of all/many of these most important quality of life elements for living in a city.
- Equally important is the maintenance of all of these 4 points—services, facilities, parks, and recreation.
- These maintenance needs are not being sufficiently funded.
- Without making an impact on the budgetary process of the City of Toronto, the financing of these important quality of life issues falls to the community and/or the private sector, and/or the benevolence of the developer. Is this realistic for the largest city in Canada?
- If good and well maintained services and facilities were in place, the community would not squawk and scream about the facilities and services. They might even agree with paying their taxes because they might feel they are getting good value for their tax dollars.

Housing Policy Directions Feedback (F)

#	Policy	# of Dots Received	Comments
F1	Require new residential development to provide a mix of unit sizes, including a minimum proportion of 2- and 3-bedroom units, which meet design criteria to ensure liveability for families.	17	<ul style="list-style-type: none"> • 3 beds needed for families and caregivers. • Need size minimums. • Land Zoning: Opportunities to build more ground oriented housing within neighbourhoods to give new homeowners options beyond just condos. • Affordability concern: consideration of 1+1 with sufficient large den to encourage smaller family (2 to 3).
F2	Advance policy options to ensure that affordable housing is included in all major new residential developments and that it provides long term, secure tenancy and affordability.	15	<ul style="list-style-type: none"> • Inclusionary zoning is long overdue. • There should be both short-term and long-term rentals. • Safety, building resistance, rental convertibility. • Affordable Housing shouldn't be on a list with public art, it's too important! • Promote owning not renting. • Nothing wrong with renting. • I strongly support F2. In addition, I advocate for "Cash in lieu" of housing. Yes, developers should provide for affordable housing in their developments. But sometimes that does not make sense. Just as we have cash-in-lieu of parkland dedication I advocate for "cash-in-lieu of affordable housing". This would allow the city to accumulate cash from developments where the imposition of affordable units do not `make sense`, the Bridle Path for example, and to build such units in locations that make more sense. I recognize that this would need amendments to the Planning or City of Toronto Acts. But it would be good to see you advocate for such initiatives.

#	Policy	# of Dots Received	Comments
F3	Prioritize affordable housing as a community benefit when Section 37 is being secured for new development.	13	<ul style="list-style-type: none"> • ARH from S.37 benefits needs to be purpose-built and permanent.
F4	Advance policy directions to provide for housing diversity and equity in the Downtown housing stock.	10	<ul style="list-style-type: none"> • Age-friendly housing & public realm (wheelchair and walker accessible). • Need to make room for a range of seniors housing and long-term care. • Address Student/ Grads/ seniors/ accessibility (Care for Seniors etc.). • U of T and Ryerson - house their grads on a sliding scale.
F5	Seek opportunities to maintain and provide housing for vulnerable populations including relocation strategies, when necessary, due to redevelopment.	15	<ul style="list-style-type: none"> • Developers integrate alternate housing into projects. Elderly need more housing, including long-term care.

Detailed Feedback and Advice

Diversity of Housing Types

- Require developers to build more family-sized units in condo buildings that can accommodate multi-generational families.
- Encourage the construction of co-op buildings and maintain existing co-op housing Downtown.
- Allow laneway housing throughout low to mid-density residential areas Downtown.
- City should encourage the development of mid-rise buildings, duplexes, 3-4 storey walk-up apartments and alleyway houses.

Density

- Additional density should be allowed on residential streets (and not just along major avenues and corridors).
- Allow for more modest intensification or 'gentle density' in the Downtown.

Affordability

- Increase overall supply of housing to address supply and affordability issues.
- Inclusionary zoning was a common policy approach suggested. Many felt that the City should require developers to provide a percentage of affordable housing.
- Develop regulations for foreign buyers and Airbnb owners to deter empty condos and address affordability issues
- Do not identify affordable at 100% of market rate or even 80%.
- Mandates around minimum sizing for 2- and 3-bedroom units will exacerbate affordability of housing in general.
- Increased application of development fees and charges will impact affordability of housing overall.
- Limiting residential development would exacerbate housing affordability and supply issues.
- Affordable housing and student housing is already difficult to find in the Downtown area.
- Residential development should be 'controlled', but not necessarily limited or prohibited in these areas.

Partnerships

- Affordable housing requires partnerships with many players -- Federal government, Provincial government, City, developers, other public enterprises and companies, social services, non-profit sector. The City cannot do it alone, but also cannot make plans without buy-in from higher levels of government
- There is an opportunity for the Province/Federal Government to guarantee mortgages to provide more affordable geared-to-income housing.

Appendix 7. Celebrating Culture

Culture Survey Results

Preferred Cultural Activities for Mapping

Most respondents identified presentation spaces, live music venues and performing arts venues as the cultural activities that should be mapped through this process.

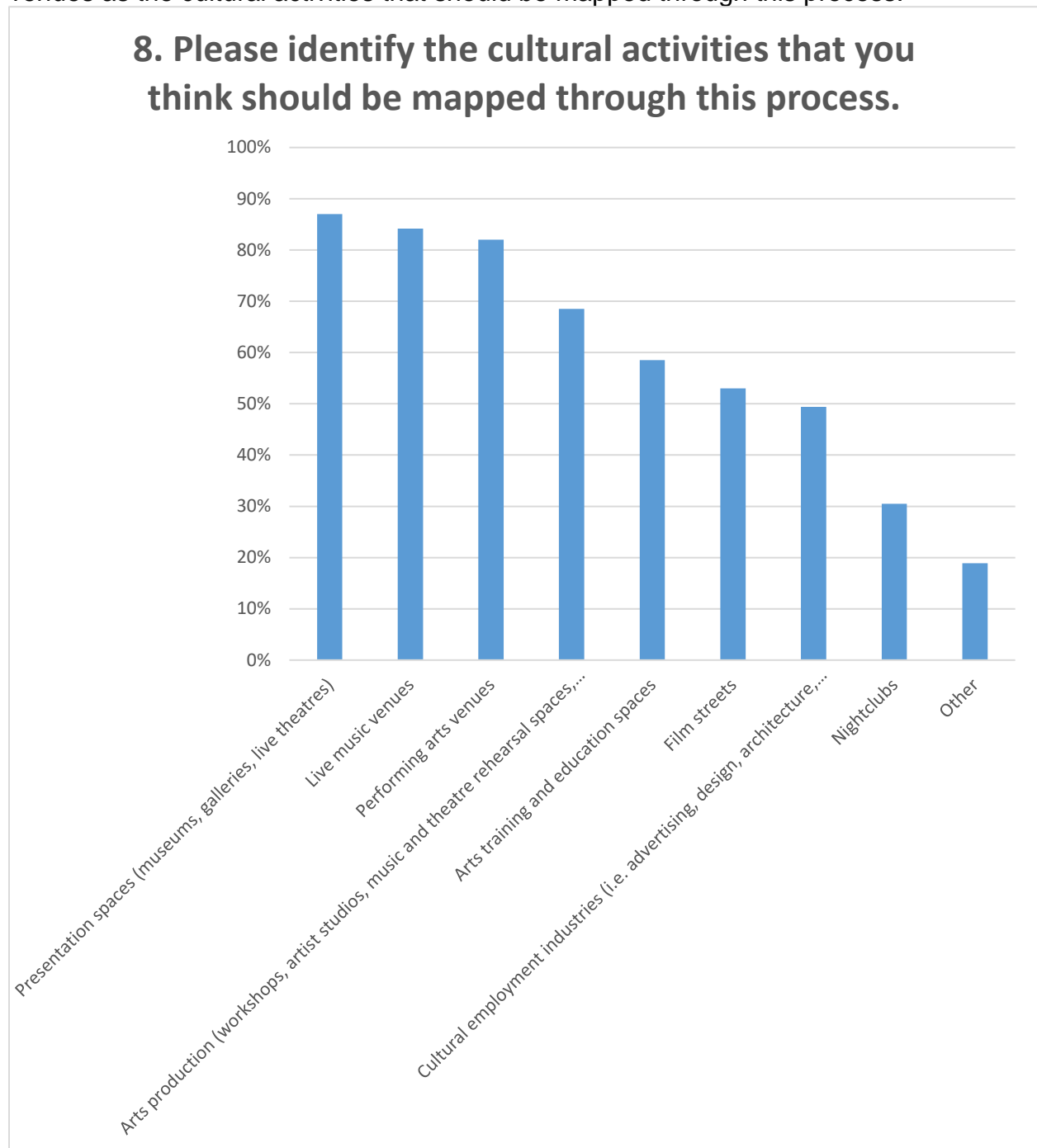


Figure 20. Preferred Cultural Activities for Mapping

Culture Policy Directions Feedback (I)

#	Policy	# of Dots Received	Comments
11	Encourage the retention and expansion of spaces for culture sector jobs and businesses Downtown.	15	<ul style="list-style-type: none"> • People Downtown deserve a good night sleep. • Use unused industrial spaces to create cultured space (e.g. Hearn Generating Station); e.g. 401 Richmond. • Don't talk it out of existence if you believe in COT Strategies – Creative CapGains. • New Daniels waterfront complex shouldn't cannibalize other culture hubs but expand an overall capacity. • Look to international examples of imagining Downtown and pushing for culture. • Seems slim to have only 6/128 policies about culture. • Protect cultural uses in heritage buildings. • Expand definition of culture to be more flexible and allocate space/considerations beyond culture as economic impact.
12	Encourage the retention of existing live music venues Downtown.	14	<ul style="list-style-type: none"> • Need small scale venues as well. • Does TOcore consider it a responsibility to find a way to be fully attuned to the cultural industries and prevent the clash between these industries and the inconveniences that consistently erupt when cultural and residential areas are side by side? TOcore should consider how this potential dissention can be minimized and/or eliminated through spacing of these 2 conflicting growth factors in our city. • Balance with the residential needs, nightlife, safety, vibrancy and lights. Be responsible and respectful.

#	Policy	# of Dots Received	Comments
12	(Cont'd)	14	<ul style="list-style-type: none"> • Buildings should be built with higher level of soundproofing. • Downtown is crowded with residential, nightlife and cultural uses. • Need mixed-use that protects cultural venues and nightlife. • Concerns about Downtown being dead at night. • Start saying no to some development to save Downtown's culture. • Keep buildings like 401 Richmond and Garment and Building from developer's lobby, for correlating "fair" taxes in order to keep the "art community" intact Downtown. • Pre music scene is one of the reasons I like being in Toronto, protect it! • Music City: subsidized rehearsal spaces for musicians (a "music" 401 Richmond). • Look to best practices in Berlin Night Mayor. • Policies to encourage the creation of moral all-aged music venues. • Extend last call from 2am to 4am. • Protect nightlife. • Policy to stop residents moving Downtown from complaining about noise.
13	Recognize and accommodate the film sector's creative needs Downtown.	7	<ul style="list-style-type: none"> • I support filming Downtown. • Need to coordinate film permits and construction sites and road closures in Yorkville due to impact on residents – EMS and Fire trucks could not get through. • Does the City have policies governing the use of public space for cultural purposes such as the film industry? The Proposed Downtown Plan should address it.

#	Policy	# of Dots Received	Comments
14	Develop a new map that identifies Cultural Areas within Downtown.	9	<ul style="list-style-type: none"> • Yorkville, Kensington, Queen... Why do we go there? How can we protect that feel? Needs special requirement in the plan for those special areas. • Honour the different and diverse cultures that mark DT vibrant and unique. • What about indigenous heritage in Cultural Areas? • New Indigenous business district on Dundas Street, Bathurst to DVP. • Culture to represent the diversity and backgrounds/ethnicity. • Potential for East Side North-South spine on Parliament Street (see map). • New indigenous museum – tourist and shared culture – To honour and recognize traditional land – about time! • Yorkville, Annex, Kensington, Queen Street West, King Street West, and Dundas Street need to be identified as cultural areas. • Good thing – Tourism Toronto should be connected.
15	Develop criteria to identify current and future parks and public squares Downtown that are suitable for live music and/or music festivals, and analyze the physical infrastructure needs required to support these uses.	14	<ul style="list-style-type: none"> • Potential of Canoe Landing Park and POPS in City Place for Film, Cultural and music animation in public space. • Music festivals are good for economy and people. • Move Busker Fest back Downtown to St. Lawrence. • Match the parking to the event. • Drinking alcohol in parks should be allowed – have drinking areas. • Permits should enforce noise by-laws through city owned equipment rentals and staff.

#	Policy	# of Dots Received	Comments
16	Develop curbside management strategies for the film, music, and tourism industry to improve traffic circulation and conditions for vehicles including such measures as designated temporary film trailer parking, pick-up/drop-off areas, accessible loading zones, and motor coach parking zones.	6	<ul style="list-style-type: none"> • More public art, increase it from 1% to 2% in the Downtown core. • Public Art Masterplan. • Create a public art master plan for Downtown instead of current piecemeal. • Tourism attractions (hotel industry)? • Make it easy for the industry and the city (people). • Residents have nights too, even during film shoots.

Detailed Feedback and Advice (I)

General

- Parliament Street has a potential of a new cultural corridor.
- Provide more performance spaces. Consider after hours church spaces.
- Those who are investing or playing in the city should not be placed above those who are living and working in the same spaces.
- Ensure there are quite spaces as well as entertainment.

Gaps

- Queen Street between Bathurst Street and University Street as a new cultural corridor.
- Parliament Street as a new cultural corridor.
- Supporting smaller cultural venues:
 - Encourage venues for festivals and the like outside the normal venues like Rogers Centre, Air Canada Centre, Sony Centre, Exhibition, etc.
 - There should be more venues in the smaller neighbourhoods within Downtown for events of a smaller scale. Celebrate smaller venues as well.

Area-specific

- Parliament to Distillery District already having amenities in place. Consider making it a new cultural corridor.
- Secure more performance spaces through the access to churches after hours. Also look into spaces in the Distillery District, Yonge Centre, etc.
- Current art spaces:
 - Winchester St Dance Canadian Contemporary Dance Theatre;
 - Coleman-Lemieux;
 - Daniels Spectrum; and
 - Globe and Mail conference centre (King Street).
- The St. Lawrence BIA has a storytelling document that contains some Indigenous history that relates to that neighbourhood that may be a good resource
- Queen Street between Bathurst and University should be part of the cultural corridor.
- Create pedestrian pathways Along Yonge Street, Dundas Street and the Waterfront area.
- Create a new Indigenous business district along Dundas St. between Jarvis and Bayview.

Appendix 8. Towards a Resilient Downtown

Energy Survey Results

Most Effective Policy Directions for Improving Resiliency Downtown

- In general, participants shared a message to celebrate the green infrastructure in the city, spread awareness of what green infrastructure does for resiliency.
- A great many respondents suggested that the policy directions to improve resiliency change from ‘encourage’ to ‘require’, and the City should work with the province and the federal government to improve standards and requirements for new development to be greener, including the building code and requiring green roofs, better cladding, insulation, and permeable paving.
- A number of respondents pointed out that existing buildings should be encouraged to be retrofitted, and incentives and programs should be developed to encourage and demonstrate the return on investment of retrofits.
- A number of suggestions were given to improve resiliency such as: reducing parking standards, carbon tax, encourage the use of stairs by design in new buildings, local sourcing of materials where possible, requiring mature trees to be planted, require organics recycling in buildings, reduce salt use in winter time and more bike parking.

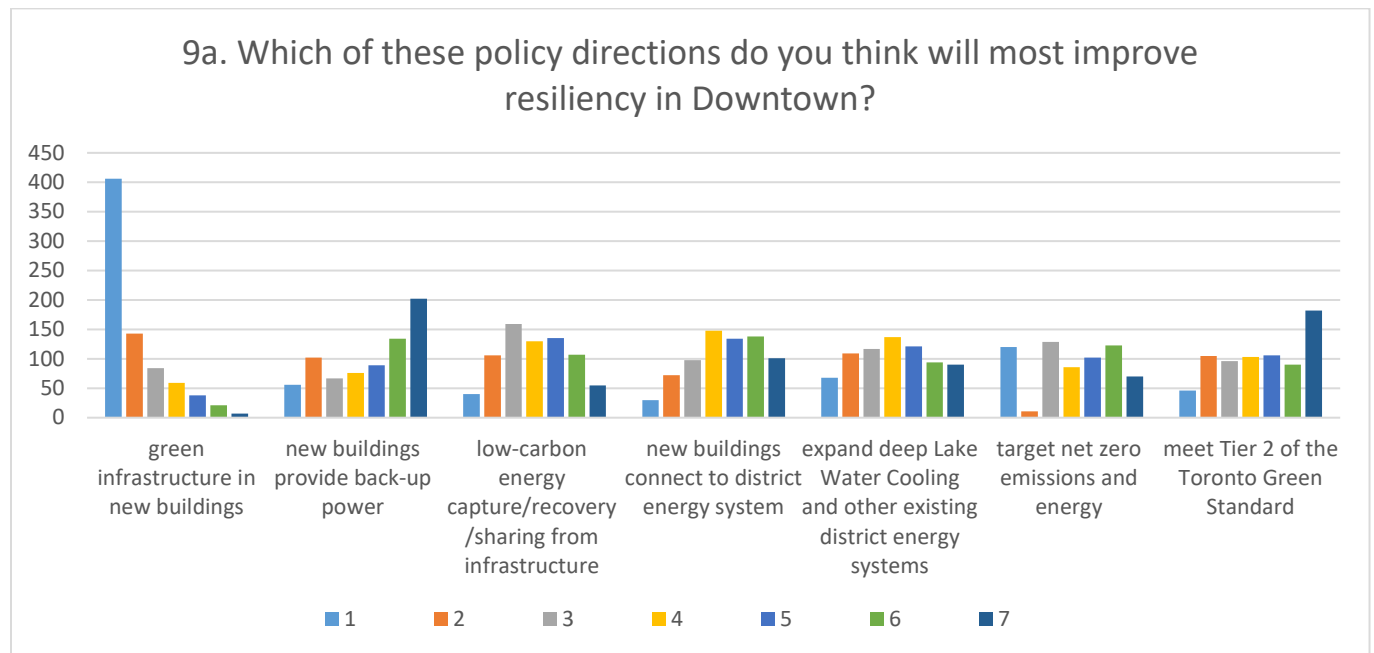


Figure 21. Most Effective Policy Directions for Improving Resiliency Downtown

Energy Policy Direction Feedback (J)

#	Policy	# of Dots Received	Comments
J1	Require the public realm to meet the Green Streets Technical Guidelines where appropriate and encourage new development to incorporate green infrastructure such as permeable paving, trees, bio-swales, and green roofs in order to absorb stormwater and reduce the urban heat island effect.	16	<ul style="list-style-type: none"> • What about green intersections? • Building opportunities for our often neglected and hostile intersections (Avenue Street and Bloor Street). • Extend to homeowners and make lawns more productive.
J2	Encourage new multi-unit residential buildings to provide additional back-up power in accordance with the 'Minimum Backup Power Guidelines for Multi-Unit Residential Buildings' in order to improve resilience to area wide power outages.	5	<ul style="list-style-type: none"> • Ensure electrical grid is able to support growth and provide services. Address power constrains by on-site energy generation 1 CMP, wind, and solar power renewables. • Some regulation on energy servicing like maintenance of solar PV Thermal networks. • Encourage new vertical communities to provide most or all of their base energy needs themselves through integration of renewable energy technologies (community micro grids). • I was affected by the outage last year which lasted over 24 hours – can policy J2 be extended to old buildings also? • Could another grant system like the Live Green Toronto Program of 2008 be considered? • The community has several insights into flaws and strengths of this system and agreement.

#	Policy	# of Dots Received	Comments
J2	(Cont'd)	5	<ul style="list-style-type: none"> • In the years of Mayor David Miller, the BCCA was given a small grant of \$25,000.00 for a Bioswale on Bay Street. Although this did not pay for the project, it was the instigation of the project in partnership with the City of Toronto. • The Bioswale is a continuous tree trench with surface grates to catch storm water run-off and channel it into an underground drainage system, which sustains the street trees water supply. This eliminates the need for irrigation of street trees. • After a period of about 5 to 10 years, when the tree roots are well established, the storm water distribution pipe system will gradually deteriorate. • The terms of the Bioswale required a written letter from each of the 4 adjacent residential condos in which the Boards agreed to maintain the Bioswale in front of their building.
J3	Encourage new development to enhance biodiversity through planting varieties of species and creating habitats at grade and on rooftops.	17	<ul style="list-style-type: none"> • Change “encourage” to “require”. • The BCCA committee did research into drought, salt, dog, climate resistant plants and trees. • The BCCA can share some insight into which plants are the winners for our community’s micro-climate.
J4	Identify opportunities for low-carbon energy capture/recovery/ sharing from infrastructure sources such as sewers and power stations for transit.	11	<ul style="list-style-type: none"> • Energy storage? Share to pay for electricity taken away by the other jurisdiction. • Not particularly clear on how ‘sewers and power stations’ work with this policy proposal.

#	Policy	# of Dots Received	Comments
J5	Encourage new buildings to be designed for connection to an existing or planned district energy system in accordance with 'Design Guideline for District Energy-Ready Buildings'.	12	<ul style="list-style-type: none"> Renewable energy technologies (diversity of options).
J6	Expand Deep Lake Water Cooling and other existing district energy systems to help reduce electricity demand.	11	<ul style="list-style-type: none"> Some reservations. Is there any concern that the cold waters of Lake Ontario could be elevated by even 2 or 3 degrees and thus affect the fresh water plants and animals that live in Lake Ontario. I would like to see City of Toronto incentives for better individual responsibility for reducing electricity consumption within the home using simple actions such as turning off lights and air conditioners, etc.
J7	Encourage new large developments to target net zero emissions and energy use.	11	<ul style="list-style-type: none"> Besides the 25 year plan, you need to consider what'll happen in 50, 100 years when the high rise deteriorates, leading height maintenance costs and infeasibility of destruction/restriction. Net positive and regenerative building/ neighbourhoods.
J8	Encourage all new development to meet Tier 2 of the Toronto Green Standard.	9	<ul style="list-style-type: none"> Address existing buildings energy efficiency issue for a full spectrum between high-rises to single homes. Facilitate going way beyond Tier 2, including net positive and regenerative buildings to cut energy use at its source.

Detailed Feedback and Advice

- Require condos to have resilient/back-up power, water, heat, and elevators so they can function as shelters during emergencies and relieve pressure on city agencies.
- Increase incentives to encourage developers meeting Tier 2 of the Toronto Green Standard?
- Consider green roofs for new developments.
- Require utility companies to bury the overhead wires.
- Require utility companies to put district stations underground, not in the parks.
- Consider controlling the physical assets of utility companies located in parks (electrical boxes, wiring, etc.).
- Stop putting utility pipes etc. on sidewalks.
- Differentiate between global resiliency and environmental resiliency only.
- Blue sky! Require an electric windmill on every condo's rooftop.