



CHALLENGES

The Parks and Public Realm Strategy addresses **challenges** associated with a growing Downtown, including:

- An ongoing need to improve, expand and connect parks and the public realm
- Expensive sites
- Small sites limit functionality of new parks
- Rethinking the use and design of streets to support active transportation and public life



The Core Circle will connect Downtown's system of parks and open spaces.

GOALS

3.3

New buildings will fit within their existing and planned context, improve the public realm, create a comfortable microclimate, transition between differing scales of development and provide indoor and outdoor amenities for both residents and workers.

3.4

Public spaces will be diverse, accessible, flexible, dynamic and safe, supporting year-round public life and setting the stage for daily social interaction and community building.

3.8

A connected public realm with an expanded system of parks and open spaces linked together by a fine-grain network of streets, laneways, mid-block connections and pathways will provide the foundation for health, liveability and public life as Downtown grows.

7.1

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

7.2

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



PARKS & PUBLIC REALM PLAN FRAMEWORK



7 PROPOSED POLICIES

7.15

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

Scale 1: Regional Projects

The Core Circle
12 Great Streets

University Avenue
King Street
Jarvis Street Cultural Corridor
Parliament Street
College-Carleton-Gerrard Street
Bloor Street
Bayview Avenue
Spadina Avenue
Yonge Street Cultural Corridor
Queen Street
Front Street
Queens Quay

Scale 2: District Projects

The Stitch
Around the Bay
Park Districts

The Civic District
The Queen's Park District
The Garden District
St. Jamestown
Cabbagetown-Riverdale
John Street Cultural Corridor
Ryerson University
Bay Cloverhill Loop
'The Pits' (Christie-Bickford)
Ramsden Park-Yorkville
The Annex
Kensington Market-Alexandra Park
The Garrison Parks-Fort York
Bathurst Quay-Coronation Park-Ontario Place
West Rail District
Old Town-St. Lawrence-Distillery

Scale 3: Local Projects

Parkettes
Laneways
Schoolyards
Churchyards
Cemeteries
POPS
Institutions
Approved Parks
Capital Projects
Soft Sites



7 PROPOSED POLICIES

7.16

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

7.17

The Core Circle will be connected with a continuous path and provide users with an immersive natural experience.

7.19

Indigenous culture and history will be celebrated in the Core Circle, implemented through placemaking and other initiatives led by Indigenous communities in partnership with the City and other stakeholders.

7.24

The Portal Parks are Corktown Common, Riverdale Park, Ramsden Park, Jack Layton Ferry Terminal and the St. James Town open spaces.

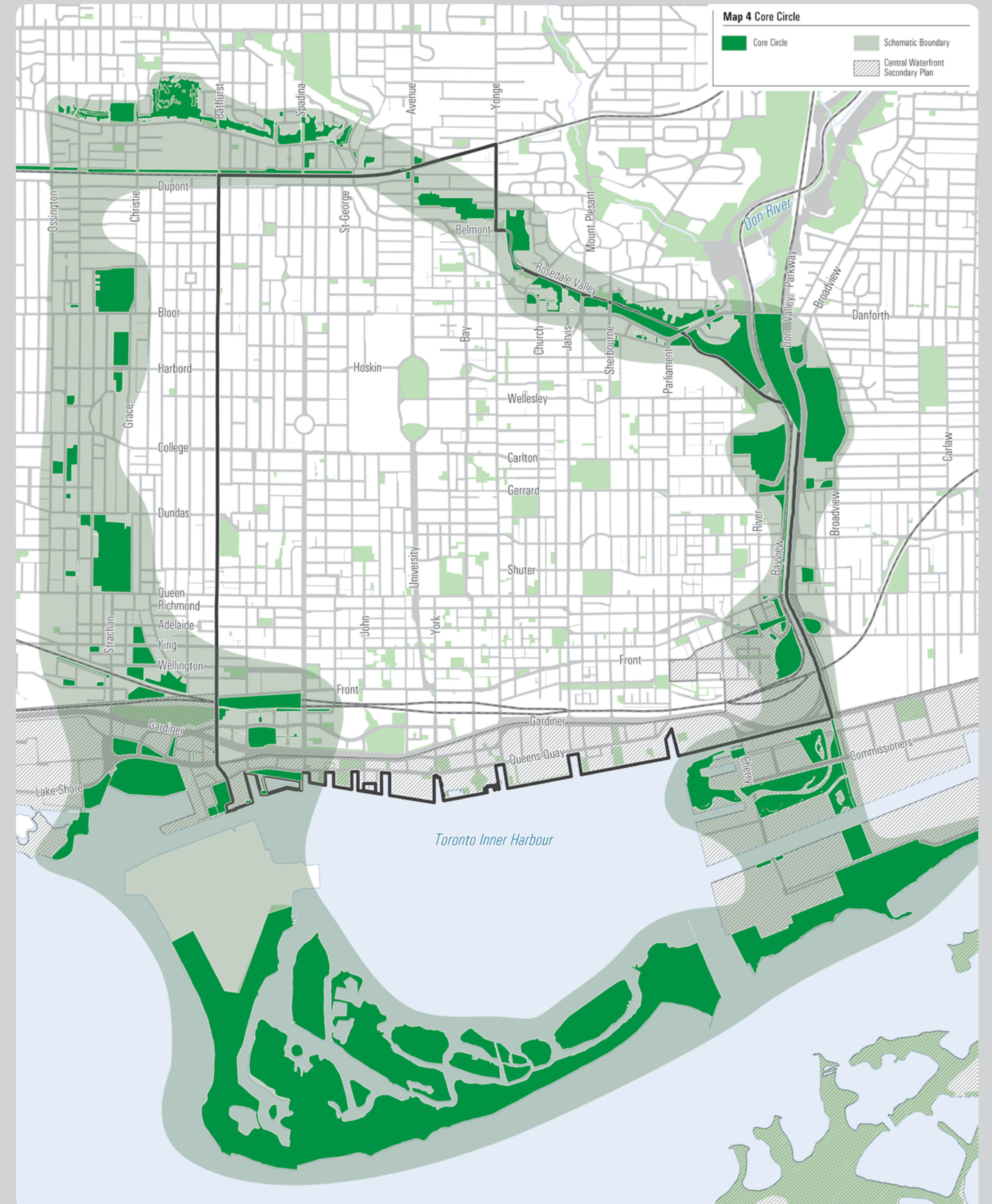
7.25

Physical and visual access to the Core Circle in the Portal Parks may be achieved through stairs, ramps, signage, viewpoints, interpretation elements, bridges and other appropriate means.

7.26

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

HAVE YOUR SAY





7

PROPOSED POLICIES

7.28

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

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

7.29

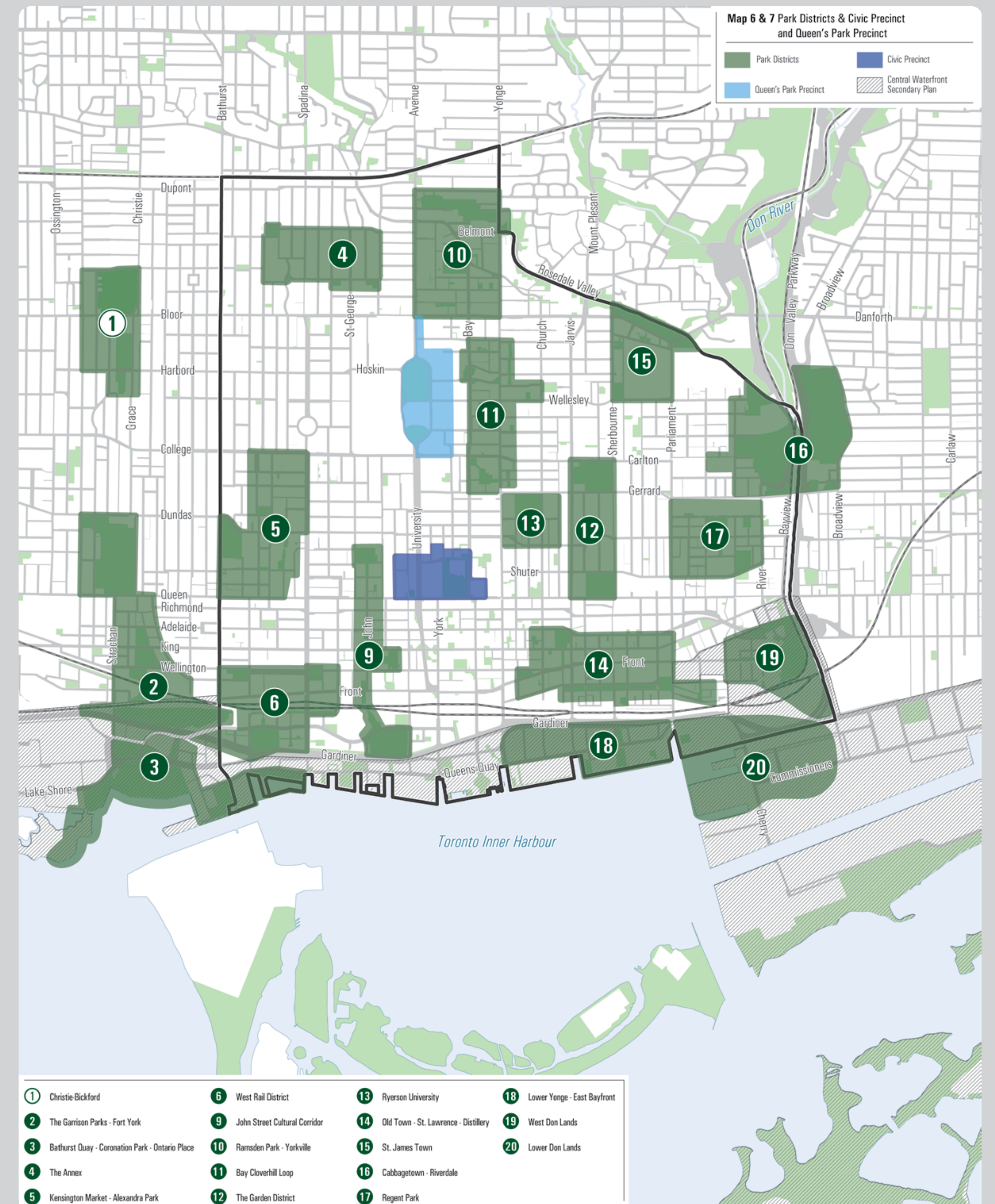
Park Districts will be connected to cycling and pedestrian networks.

7.31

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

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

HAVE YOUR SAY





7

PROPOSED POLICIES

7.22

A network of 12 Great Streets having cultural, historical and civic importance will be prioritized for public realm improvements. These streets connect to the Core Circle and are defined by their existing significance and their potential contribution to the public realm network. The Great Streets are shown on Map 5.

7.23

Public realm improvements on the Great Streets will:

- 7.23.1. reinforce the identity and distinct characteristics of each segment of each street including specific heritage value;
- 7.23.2. be required to implement the highest standard of design and the highest quality of materials; and
- 7.23.3. be informed by the Toronto Complete Streets Guidelines.



Conceptual rendering of University Avenue, looking north. This image represents a vision for a potential future transformation of the public realm. Moving from a vision to implementation will require further technical analysis, development of options and feedback from the community and stakeholders, prior to a final design.

HAVE YOUR SAY





7

PROPOSED POLICIES

7.33

The Stitch will:

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

7.35

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

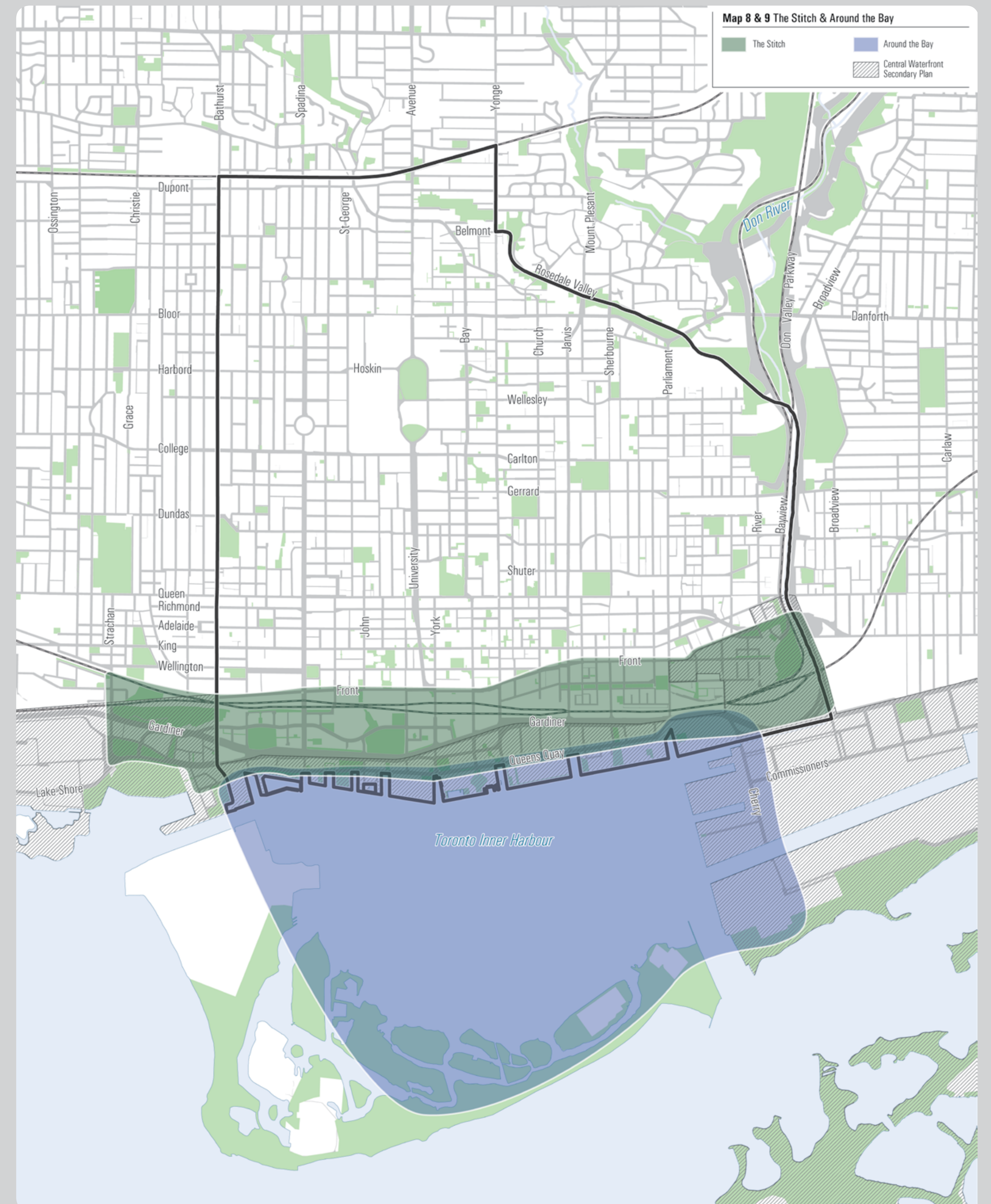
7.36

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

7.37

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

MAP



The Stitch will increase and improve connections along the rail corridor and the Gardiner Expressway/Lake Shore Boulevard corridor.



7 PROPOSED POLICIES

HAVE YOUR SAY

7.3

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

- 7.3.1. providing land for new parks in all areas of Downtown;
- 7.3.2. pursuing opportunities that arise from development to secure land for new parks, improve and expand existing parks and improve public realm connections between existing and planned parks and open spaces;
- 7.3.3. maximizing the perimeter street frontage of parks to increase prominence, accessibility and visibility;
- 7.3.4. creating a fine-grained pedestrian network that offers multiple mobility choices through mid-block connections linking various elements of the public realm;
- 7.3.5. preserving schoolyards; and
- 7.3.6. establishing partnerships with public agencies, boards and commissions and private property owners to secure public access to open spaces to supplement the public realm network.

7.6

Development is required to prioritize dedication of land to the City to meet parkland dedication requirements. As part of any development, parkland provision will be required in the following priority:

- 7.6.1. on-site;
- 7.6.2. off-site;
- 7.6.3. cash-in-lieu.

7.7

Parkland dedication that is immediately adjacent to an existing park or within a location that adds to the system of parks and open spaces and implements the Downtown Parks and Public Realm Plan will be prioritized.

7.8

Parkland dedication will achieve parks that are programmable and have a functional size and shape.

7.11

Parkland dedication from more than one development, assembled to create one larger park, will be encouraged.

7.12

Where a new park is created by assembling the parkland dedication requirements from more than one development, the total amount of parkland dedication may be reduced at the City's discretion, as an incentive to create a larger park. The remaining parkland dedication obligation may be required as cash-in-lieu.



FROM VISION TO REALITY



VISION

- Ideas
- Opportunities
- Constraints

FEASIBILITY

- Technical review
- Financial review
- Options

DUE DILIGENCE

- Pilot projects
- Concept refinements
- Preferred option

DESIGN & IMPLEMENTATION

- Procurement
- Construction and phasing
- Ongoing maintenance
- Monitoring

PLAN ➔ DESIGN ➔ BUILD

CONSULTATION

The Downtown Parks and Public Realm Plan (PPR Plan) provides a framework that will guide future change and investment in the public realm and parks for our growing Downtown. The PPR Plan is organized into three scales: regional, district and local. Each scale includes concepts that provide an example of the type of change or opportunity that could be explored further. Moving from the vision and concepts illustrated in the PPR Plan to the reality of implementation will happen through a number of steps. Each step will provide additional technical review and analysis, develop additional options for consideration, and will solicit further input and feedback from the community and stakeholders. The PPR Plan also promotes coordination among corporate and community partners for implementation.

VISION ➔ FEASIBILITY

Feasibility studies are needed to understand the design, technical and financial requirements of each concept, and to develop options that address those requirements.

FEASIBILITY ➔ DUE DILIGENCE

As a concept moves into the design phase, a due diligence exercise such as a pilot project to test an option may be needed in order to collect data, refine the concept and develop a preferred option. Where appropriate an Environmental Assessment process may be initiated.

DUE DILIGENCE ➔ IMPLEMENTATION

Finally, moving into the building phase, the preferred option is selected and the details of procurement and construction are considered. Once implemented, ongoing maintenance and monitoring will be needed to ensure the project continues to meet the needs of a growing Downtown.