

41

DOWNTOWN PLAN

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1. HOW TO READ THIS PLAN

POLICIES

- 1.1. The policies of this Plan apply to the area shown on Map 41-1 subject to the following:
 - 1.1.1. Any land that is subject to the Central Waterfront Secondary Plan on Map 41-1 is not subject to this Plan as long as the land remains part of the Central Waterfront Secondary Plan, with the exception of the following:
 - a) policies 6.1 and 6.2 apply to lands within the Financial District on Map 41-2; and
 - b) identified transit and planned transit on Map 41-4 applies for all purposes of this Plan.
- 1.2. The policies of this Plan must be read together. For any individual policy to be properly understood, the Plan must be read as a whole.
- 1.3. Text within the shaded boxes forms the policies of this Plan. Text without shading provides the context for the policies only and are not policies.
- 1.4. Definitions specific to this Plan are set out in the Interpretation section.
- 1.5. The Official Plan policies, Secondary Plans, Site and Area Specific Policies and Heritage Conservation Districts that fall within the boundary of the Downtown Plan must be read together with this Plan.
- 1.6. In the case of conflict, any policy contained within a Secondary Plan or a Site and Area Specific Policy located completely or partially within the Downtown Plan boundaries will take precedence over the policies and maps of the Downtown Plan.
- 1.7. The provisions of the Official Plan, which set out the policies applicable to Neighbourhoods, and development criteria within Neighbourhoods, will continue to apply to Neighbourhoods in the Downtown unless such policies are in conflict with an applicable Secondary Plan, or Site and Area Specific Policy.
- 1.8. The policies in this Plan that address the provision of community benefits are to be read with in the context of the *Planning Act* that permits the City to obtain community benefit charges and/or in-kind contributions, and such policies are to be interpreted and applied in a manner that conforms with the *Planning Act* and any associated legislation.
- 1.9. This Plan does not apply to applications for official plan amendment, zoning by-law amendment, draft plan of subdivision or condominium approval, site plan approval, consent or minor variance which were complete prior to the approval of this Plan and which are not withdrawn. In-force site-specific official plan and/or zoning by-law amendments shall be deemed to conform with this Plan.

2. VISION

In 2041, *Downtown* Toronto is the thriving heart of a connected and prosperous city region. It is a place where Torontonians of all ages, incomes and abilities can live, work, learn and play. It is home to strong and diverse communities where residents enjoy local amenities and have easy access to the city beyond.

In *Downtown* Toronto opportunities abound, reflecting Toronto's status as a global hub of finance, commerce, innovation and creativity. Home to world-renowned cultural, health and educational institutions, its employment base is strong, helping to make *Downtown* an economic driver for the city, region, province and country.

A range of *Downtown* housing options attract individuals and families of diverse economic circumstances. Residents enjoy access to a varied and extensive network of parks and public spaces that bring people together and serve as their outdoor living rooms.

Downtown's public spaces are vibrant places that accommodate a range of activities all year round. Each neighbourhood has a park district at its core that provides a focal point for community life. The waterfront has been stitched back into the fabric of *Downtown*, with beautiful parks that line the water's edge and improved access to the Toronto Islands. *Downtown* is encircled by a chain of parks and natural areas with a continuous pedestrian and cycling route that encourages active lifestyles. The transformation of under-utilized spaces, such as the space over the rail corridor, provides new parkland to serve the whole of the city.

New buildings have been shaped and scaled to fit within their setting, conserve heritage, improve liveability of the public spaces surrounding them and provide the amenities needed by residents and workers.

Community facilities such as schools, recreation centres, libraries and child care centres enrich the lives of residents of all ages. Programs and facilities support vulnerable people, and new approaches to the provision of shelters and affordable housing help to provide housing stability for all Torontonians.

Most *Downtown* residents don't rely on private automobiles to get around. Many people travel by foot or by bike, making the most of *Downtown's* great streets, generous sidewalk space and a comprehensive network of bike lanes. A reliable surface transit network and an expanded subway system provide residents, workers and visitors with additional safe and sustainable transportation choices.

New buildings have near-zero greenhouse gas emissions. Demand on electricity infrastructure is significantly reduced through the use of expanded deep lake water cooling and other low-carbon thermal energy networks. *Downtown* is a healthier place and better able to respond to the stresses of a changing climate and unpredictable weather. Reliable and cost-effective networks of water, wastewater and stormwater infrastructure serve *Downtown*.

Downtown Toronto's cultural scene reflects the diversity of the world's most multicultural city. It is a vibrant, 24-hour place with a rich live music scene and nightlife. Varied streetscapes feature iconic architecture, layered on centuries of development, and an abundance of shops, restaurants and cafés that promote public life.

Festivals abound and public art features prominently in the *public realm*. Cultural and built form heritage is respected. Toronto's identity as the traditional territory of the Huron-Wendat Confederacy, the Haudenasaunee Confederacy, the Mississaugas of the New Credit First Nation and the Métis people, and home to many diverse Indigenous peoples is reflected and celebrated in *Downtown's* public spaces and increasingly in its built environment.

In 2041, *Downtown* is a place of pride for all Torontonians, Ontarians and Canadians.



Nathan Phillips Square and Toronto City Hall during the 2015 Pan American Games

3. GOALS

The following section sets out goals which are encouraged within the *Downtown*.

Complete Communities

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

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

POLICIES

- 3.1. The provision of *community service facilities*, parkland, *green infrastructure* and *physical infrastructure* is encouraged to support *complete communities* and the health of residents, workers and visitors.
- 3.2. Walkable access to a complete range of amenities, services and infrastructure is encouraged to support *complete communities*, as provided for by this Plan.
- 3.3. New buildings will fit within their existing and planned context, conserve heritage attributes, expand and improve the *public realm*, as a community benefit, create a comfortable microclimate, provide compatibility between differing scales of development and include indoor and outdoor amenities for both residents and workers, as provided for by this Plan.
- 3.4. Public spaces are encouraged to be diverse, accessible, flexible, dynamic and safe, supporting year round public life and setting the stage for daily social interaction and community building, as provided for by this Plan.
- 3.5. *Downtown* will be inclusive and affordable, with a range of housing that meets the requirements of a diverse population with varied needs, including accessible and supportive services for vulnerable populations, as provided for by this Plan.

Connectivity

Downtown's regional and global accessibility is fundamental to its economic success. Two subway lines, the streetcar network and other surface transit, GO Rail and Union Station allow a significant number of workers and visitors to move into and out of *Downtown* every day. The rail link to Toronto Pearson International Airport and the pedestrian tunnel to Billy Bishop Toronto City Airport make inter-city air connections fast and convenient. Planned rapid transit investments in the Relief Line and GO Rail will support growth *Downtown* and in nearby shoulder areas such as Liberty Village and the Unilever Precinct.

The transportation system within and into *Downtown* must form a well-connected and integrated network that provides a range of safe and sustainable travel choices to improve mobility and accessibility, and reduce dependence on the private automobile. These choices must be supported by prioritizing finite road space for walking, cycling and surface transit, while accommodating goods movement, the needs of emergency vehicles and other essential vehicular access.

The development of a connected and expanded network of parks and high-quality public spaces that encourage public life are essential for quality of life as *Downtown* grows. An improved and expanded *public realm* to accompany a growing *Downtown* population, an expanding workforce and an increasing number of visitors is encouraged.

POLICIES

- 3.6. The development of *Downtown* will integrate land use planning with planning and investment infrastructure and *community service facilities*, including integrated service delivery through community hubs, by all levels of government. This Plan recognizes rapid transit as a first priority for major transportation investments. To optimize provincial investment in rapid transit, this Plan seeks to align rapid transit with growth by directing growth to existing and planned major transit station areas.
- 3.7. *Downtown* will continue to be Canada's corporate capital and the region's largest and most accessible employment and institutional centre. Union Station and an expanded subway system will strive to provide unparalleled access to skilled labour and linkages to Billy Bishop Toronto City Airport and Toronto Pearson International Airport will contribute to national and international connectivity.
- 3.8. *Downtown* will strive to have more space within the street network allocated to sustainable modes of transportation, prioritizing high-quality, accessible and safe networks for pedestrians, cycling and surface transit.
- 3.9. A connected *public realm* with an expanded system of parks and open spaces linked together by a fine-grain network of streets, sidewalks, laneways, mid-block connections and pathways will provide the foundation for health, liveability and public life as *Downtown* grows.

Prosperity

Toronto's *Downtown* connects Canada to the global economy. Its financial, business services and creative industries, while integrated with global city networks, are economic sectors that rely on spatial clustering and the opportunities for face-to-face contact that *Downtown* affords. The cluster of hospitals, medical research facilities, universities and innovation centres similarly thrives in this concentrated and highly connected environment. To ensure a prosperous economic future for Toronto, promoting both residential and job growth must continue to be a priority.

Downtown attracts tourists from around the world and visitors from within the region who explore the city and take part in a variety of cultural, culinary, entertainment and sport experiences. Affordable *cultural spaces Downtown* must be maintained and enhanced to keep these sectors centrally clustered and give them access to space to grow. A vibrant *Downtown* attracts talent and will continue to help position Toronto as a leading and globally competitive creative capital.

POLICIES

- 3.10. *Downtown* will project a competitive image of Toronto to the world as an attractive place to live, work, learn, play, invest and visit.
- 3.11. *Downtown* will continue to be an economic driver for the city, region and province, with the protection and promotion of non-residential uses in the *Financial District*, the *Health Sciences District*, the King-Spadina and King-Parliament Secondary Plan Areas and the Bloor-Bay Office Corridor to allow for long-term employment growth.
- 3.12. Toronto will be positioned as a global leader in arts and culture. *Downtown* will support a thriving cultural scene by supporting the retention and expansion of spaces for *culture sector* employment and will foster art, live music and the film industry.

Resilience

Climate change will have a significant impact on Toronto. The increasing frequency of intense storm events raises the risk of flooding and power outages. Residents in taller buildings are more vulnerable due to their reliance on the power grid for water supply, elevators, security, heating, cooling and ventilation. Growth and intensification provide opportunities to improve resilience and sustainability for residents and businesses.

Electricity demand must be reduced, emissions minimized and new strategies adopted to design and build a resilient *Downtown* that can withstand extreme weather and power outages. This will require integrated energy solutions for new and existing buildings, such as expansion of Toronto's deep lake water cooling system, combined heat and power, and on-site renewable energy sources. Water and wastewater infrastructure must become more efficient, and strategies for energy and water conservation and water demand management more effective.

POLICIES

- 3.13. *Green infrastructure in Downtown* will be encouraged to improve air quality, absorb stormwater, minimize the urban heat island, expand biodiversity and improve human health.
- 3.14. *Downtown* will be more resilient to changing weather patterns, by encouraging improved back-up power systems in tall residential buildings to mitigate against extreme weather events and area-wide power outages.
- 3.15. *Downtown* will contribute to the achievement of the City's energy and emissions targets by encouraging *near-zero emissions* development that minimizes electricity demand and, where possible, by connecting development to the deep lake water cooling system and other low-carbon thermal energy networks.
- 3.16. The quality of water along the shoreline will be improved through reductions of direct and indirect wastewater and stormwater discharges to Lake Ontario.

Low-Carbon Thermal Energy Networks

A thermal energy network or district energy system distributes energy for heating or cooling multiple buildings at the block or neighbourhood scale. It consists of a heating and cooling centre and a network of pipes connecting buildings. A low-carbon thermal network can use natural gas efficiently to begin with, but it also provides the platform for integration of large-scale renewable energy sources over time. Examples include solar thermal, sewer heat, biogas, lake water, biomass and ground-source heat. Low-carbon thermal networks connected to energy-efficient buildings are the key ingredients for *near-zero emissions* development.

Responsibility

The pattern of growth *Downtown* is predominantly infill on increasingly smaller sites. Small sites afford far fewer on-site opportunities to address the full range of infrastructure and require comprehensive planning by the City and its partners to ensure *complete communities*.

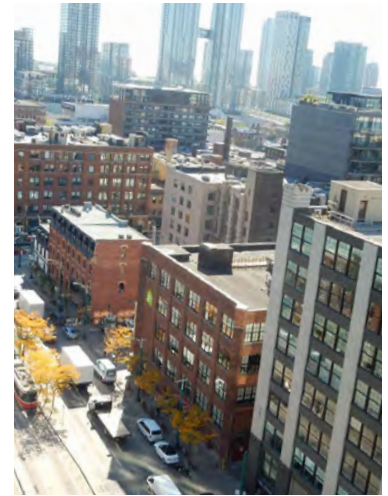
POLICIES

- 3.17. Strong partnerships and communication between the City, agencies, the development industry and community-based organizations will provide the basis for implementation of this Plan with a collective understanding of and responsibility for building a liveable *Downtown* made up of *complete communities*.
- 3.18. Given the predominance of small development sites *Downtown*, coordination and collaboration between such property owners will aid in achieving *complete communities* and liveability.

4. DIRECTING GROWTH

The Growth Plan for the Greater Golden Horseshoe (the Growth Plan) identifies the *Downtown Toronto Urban Growth Centre* as a focal area for investment in region-wide public services and infrastructure. As a regional transportation hub, it serves as a high-density major employment centre and is intended to accommodate a significant share of both population and employment growth. Aligning with the Growth Plan, this Plan identifies the land use designations *Downtown* that are targeted for growth.

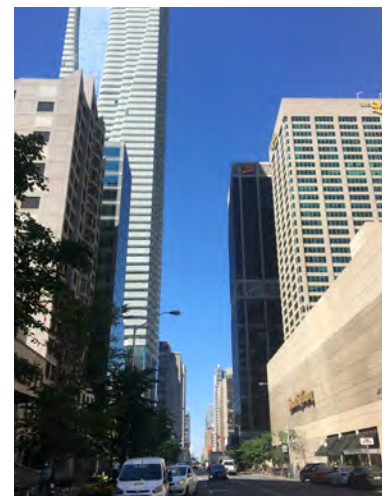
The Official Plan directs growth to certain areas of the city. *Downtown* is expected to absorb growth; however, not all areas of *Downtown* are intended to experience the same amount or intensity of growth. The character and diversity of *Downtown* neighbourhoods will continue to be valued as the city grows. Within certain areas, less intensification is anticipated, while in others, a low- or mid-rise scale of development that responds to local character may be appropriate. In areas of higher intensity, the City must achieve certainty around growth patterns to enable it to plan, fund and build or secure the corresponding necessary infrastructure.



View south along Spadina Avenue from Adelaide Street West

POLICIES

- 4.1. Growth is encouraged within the *Downtown*, in particular on lands designated *Mixed Use Areas 1*, *Mixed Use Areas 2*, *Mixed Use Areas 3*, *Regeneration Areas* and *Institutional Areas*. The highest density of development within the *Downtown* shall be directed to *Mixed Use Areas* in close proximity to existing or planned transit stations. Other areas of *Downtown* will have more modest levels of growth, in keeping with the applicable policies.
- 4.2. Not all areas will experience the same amount of intensification. Development intensity will be determined by the policies of the Official Plan, this Plan and other applicable Secondary Plans and Site and Area Specific Policies.



View towards the Yonge Street and Bloor Street intersection, from the east

5. LINKING GROWTH AND INFRASTRUCTURE TO ACHIEVE COMPLETE COMMUNITIES

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

POLICIES

- 5.1. Development will support and contribute to the achievement of *complete communities* by providing for growth and through the provision of development charges under the *Development Charges Act, 1997* and/or as a community benefit under Section 37 of the *Planning Act*, as may be applicable.
- 5.2. To support the City, other levels of government and other public agencies in the delivery of *community service facilities*, *parkland*, *green infrastructure* and *physical infrastructure* in providing for *complete communities*, a Complete Community Assessment will be required as part of significant and large scale development applications within *Mixed Use Areas 1*, *Mixed Use Areas 2*, *Mixed Use Areas 3* and *Regeneration Areas*.
- 5.3. Development in *Mixed Use Areas 1*, *Mixed Use Areas 2*, *Mixed Use Areas 3* and *Regeneration Areas* containing only institutional uses that are owned or operated by an institution, with related ancillary uses, will be exempt from the Complete Community Assessment requirement under policy 5.2.
- 5.4. The Complete Community Assessment study area may include the site and block in which the development is located, as well as all of the surrounding blocks. A larger area of assessment may be required where the development intensity is greater than the planned context.



Market Lane Public School on The Esplanade

Complete Community Assessment

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

6. LAND USE AND ECONOMY

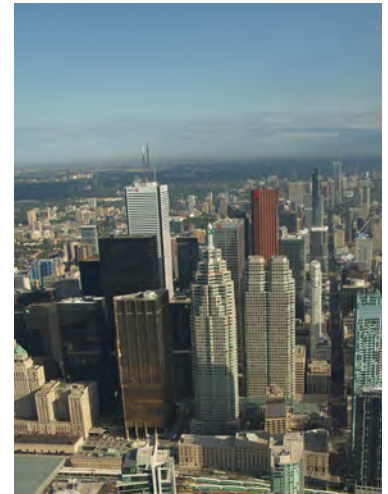
The land use policies of this Plan promote a balanced approach to growth, recognizing the importance of *Downtown* as an economic driver for the city, the region and the province. These policies define the appropriate built-form scale and mix of uses to reflect the character of diverse neighbourhoods, districts and precincts while promoting the vitality of *complete communities* and a prosperous economy.

Financial District

The *Financial District* is Canada's premier business office centre, clustered within walking distance of Union Station. It includes the headquarters for Canada's financial and business services sectors and contains the largest and densest cluster of office workers in Canada. The *Financial District* is characterized by predominantly large prestige commercial office buildings occupied by large tenants.

Union Station is the transportation centre for the region and the end-point for the majority of GO Rail's commuter traffic. The subway system and the city's busiest surface transit routes also serve the *Financial District*. The accessibility benefits of the transit stations are extended to major office buildings through connections to the PATH network. The high degree of transit accessibility to the Greater Golden Horseshoe has been one of the most important drivers of employment growth in the core of the city.

The *Financial District* will continue to accommodate future job growth and protect the economic competitiveness of the city, region and province. Future development generally within walking distance of Union Station will generally be prioritized for non-residential development.



Aerial view of the Financial District from the south (credit: PUBLIC WORK)

POLICIES

- 6.1. Opportunities to increase non-residential uses within the *Financial District* will be protected to support the future prosperity of the entire city, the region and the province. The *Financial District* is shown on Map 41-2.
- 6.2. Development within the *Financial District* will:
 - 6.2.1. be encouraged to provide a net gain of gross floor area for office uses; and
 - 6.2.2. ensure no net loss of office and overall non-residential gross floor area.
- 6.3. Should the requirements in policy 6.2.2 not be fulfilled on a site proposed for development or redevelopment, these requirements can instead be fulfilled on another site within the *Downtown*.
- 6.4. Development in the *Financial District* will contribute to a diverse, cohesive and animated *public realm* designed to improve the pedestrian experience by:



Grade-related space in front of Scotia Plaza on Adelaide Street West in the Financial District

- 6.4.1. including uses that animate the space at grade; and
- 6.4.2. improving and expanding the existing pedestrian and open space network, where reasonable, as a community benefit.

The Metro Toronto Convention Centre and adjacent lands are one of the largest landholdings *Downtown*. Located in close proximity to Union Station and within the *Financial District*, the Metro Toronto Convention Centre plays a fundamental city-wide economic role. Based on the site's size and location, it has the potential to support both an expansion of convention facilities and non-residential space, while achieving the key city-building objectives as established in the Official Plan.

POLICIES

- 6.5. Lands east of Blue Jays Way, south of Front Street, west of Simcoe Street and north of the Union Station rail corridor are designated a Special Study Area. A study will be undertaken by the City to review uses appropriate for these lands given their characteristics and ability to achieve key city-building objectives, including a significant gain in gross floor area for office uses.

Bloor-Bay Office Corridor

The Bloor-Bay Office Corridor is an important employment location outside the *Financial District*. This corridor is highly accessible given its proximity to two subway lines and surface transit routes and is critical to *Downtown's* diverse office market.



Bay Street, looking north towards Bloor Street West, within the Bloor-Bay Office Corridor

POLICIES

- 6.6. The Bloor-Bay Office Corridor is shown on Map 41-2.
- 6.7. Development within the Bloor-Bay Office Corridor will:
 - 6.7.1. be encouraged to provide a net gain of gross floor area for office uses; and
 - 6.7.2. ensure no net loss of office and non-residential gross floor area.
- 6.8. Should the requirements in policy 6.7.2 not be fulfilled on a site proposed for development or redevelopment, these requirements can instead be fulfilled on another site within the *Downtown*.



Bloor Street East, east of Church Street, within the Bloor-Bay Office Corridor

King-Spadina and King-Parliament Secondary Plan Areas

The proximity of the King-Spadina and King-Parliament neighbourhoods to the *Financial District*, together with these neighbourhoods' character and their adaptable stock of brick-and-beam and 19th-century commercial buildings, have made them locations for creative industries and the *culture sector* in the city. These neighbourhoods play an important economic role by contributing to the diversity of office and *cultural spaces*. Ensuring a balance between non-residential and residential uses and strengthening the creative industries and *culture sector* clusters in these two areas are priorities.

POLICIES

6.9. Development in the King-Spadina and King-Parliament Secondary Plan Areas will:

6.9.1. be encouraged to provide the replacement of all existing non-residential gross floor area, including the potential replacement of *cultural spaces* as a community benefit, either on the same site or on another site within the applicable Secondary Plan Area.

6.10. Development in the King-Spadina and King-Parliament Secondary Plan Areas will be encouraged and/or be permitted to include uses that complement and enhance the *culture sector* and support opportunities to grow the *culture sector* economy.

Institutional Uses

Institutions play an important role by providing highly specialized functions and services as well as employment. The major health, post-secondary education and government institutional campuses within *Downtown* are among the largest employers in the city and attract thousands of workers, patients, students and visitors every day. Demand for institutional services is expected to expand and evolve. *Downtown's* institutional uses are clustered in a manner that builds upon a successful synergy among sectors. To increase service levels, additional space will be required to accommodate future growth of these institutions.

POLICIES

6.11. To safeguard the future of institutional uses and ensure the protection of *Institutional Areas*, the redesignation of lands within *Institutional Areas*, or the introduction of a use that is not otherwise allowed in the *Institutional Areas* designation, will generally be discouraged.

6.12. Lands owned or operated by an institution within or adjacent to health, educational and/or government campus will be prioritized for institutional uses to support the growth of health, educational and/or government institutional campuses.



King-Spadina warehouse buildings on Duncan Street, looking south



Non-residential buildings on King Street East in King-Parliament



Ryerson University on Dundas Street West

Health Sciences District

A significant number of hospitals, treatment, academic, education, research and related commercial functions are clustered within close walking distance of one another in an area centred on University Avenue. In addition to providing primary healthcare for the growing *Downtown* residential population, this important concentration of teaching hospitals and research facilities provides critical health services to the regional and provincial populations. These facilities are also the focus of leading edge research that will shape the future of healthcare while creating economic activity through the commercialization of new discoveries. Much of the space in commercial office buildings within this area is occupied by medical-related businesses and the institutions themselves.

To meet increased local demands resulting from residential growth and to provide specialized services, expansion of hospitals and related facilities is anticipated. Of all institutional uses, hospitals are in greatest need of geographic proximity in order to maximize synergy between facilities. To ensure there is a continuing capacity to meet future demands for local, regional and province-wide health services, hospitals and related facilities must be able to expand on-site or on adjacent parcels.

POLICIES

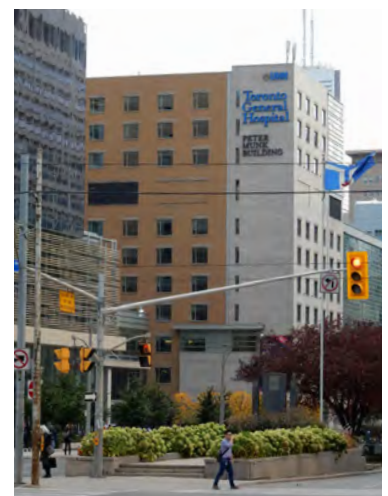
- 6.13. Opportunities to increase non-residential uses within the *Health Sciences District* will be protected to support institutional growth. The *Health Sciences District* is shown on Map 41-2.
- 6.14. Development within the *Health Sciences District* will replace existing institutional and non-residential gross floor area either on-site or off-site.
- 6.15. Many buildings within the *Health Sciences District* are physically connected, reflecting their interdependence. Appropriate physical connections that contribute to the District's ability to share resources, facilities and technology will be encouraged.
- 6.16. The *public realm* within the *Health Sciences District* may be expanded and improved as a community benefit to:
 - 6.16.1. provide pedestrian amenities for workers, patients and visitors; and
 - 6.16.2. create connections and linkages throughout the *Health Sciences District*.

Post-Secondary Institutions

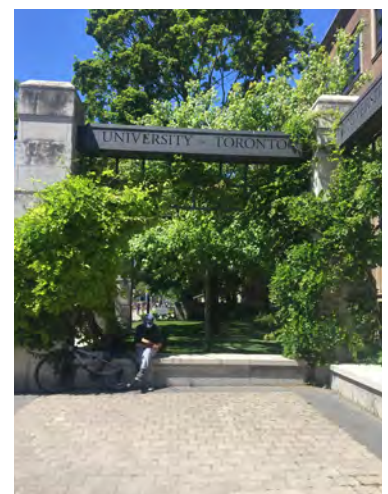
The universities and colleges *Downtown* have a regional, national and international role. The four major institutions – University of Toronto, Ryerson University, OCAD University and George Brown College – accommodate significant student and faculty populations and thousands of associated jobs. Universities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



The MaRS building on College Street in the Health Sciences District



Toronto General Hospital on University Avenue



Entrance to University of Toronto on College Street

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

POLICIES

- 6.17. To support expansion of post-secondary institutions, institutional uses within mixed-use developments, including appropriate residential uses, located in close proximity to post-secondary campuses will be encouraged.

Mixed Use Areas

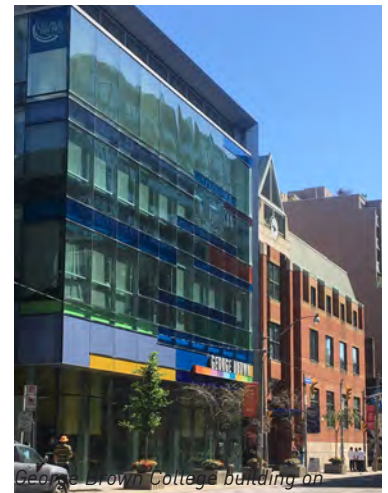
Mixed Use Areas achieve a multitude of planning objectives through the provision of residential uses, offices, retail, services, hotels, institutions, entertainment, recreation, cultural activities, and parks and open spaces.

Downtown's Mixed Use Areas will absorb most of the anticipated increase in office, retail and service employment as well as the majority of new housing over the coming decades. As the intensity of development on small, infill sites increases and buildings get taller, detailed land use policies for *Mixed Use Areas* will ensure that development occurs in a manner that fits with the existing and planned context. Areas and sites designated as *Mixed Use Areas* have varied characteristics and constraints, and thus, the specific scale and intensity of development will vary based on the local context.

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

POLICIES

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



George Brown College building on Adelaide Street East



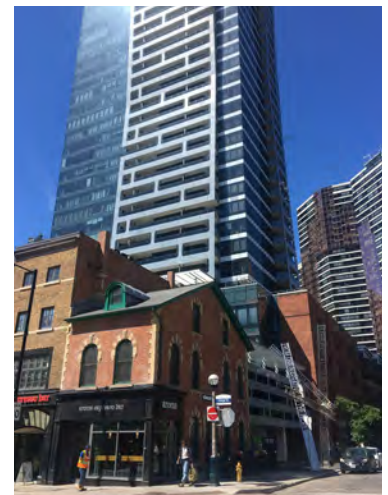
The Distillery District

will:

- 6.18.1. meet people's needs for daily living and working;
 - 6.18.2. enable live-work proximities such that people can walk and cycle to their destinations reducing the need for longer trips; and
 - 6.18.3. provide an urban form that will optimize infrastructure, particularly within 500-800 metres of existing or planned rapid transit stations.
- 6.19. *Mixed Use Areas* will contain development of varying scales and intensities, based on the existing and planned context.
- 6.20. Building heights, massing and scale of development will be compatible between each of the four *Mixed Use Areas*, with the most intense development located in *Mixed Use Areas 1* generally lessening through *Mixed Use Areas 2* and *Mixed Use Areas 3* to *Mixed Use Areas 4*.
- 6.21. In addition to *Mixed Use Areas 1*, building heights, massing and scale consistent with the *Mixed Use Areas 1* policies may be permitted within areas which are designated *Mixed Use Areas 2*, where such development is in proximity to an existing or planned rapid transit station, provided that the materials in support of an application therefore includes the consideration of the matters identified in Policy 6.37.
- 6.22. Not all sites can accommodate the maximum scale of development anticipated in each of the *Mixed Use Areas* while also supporting the liveability of the development and the neighbourhood, while other sites may be able to accommodate more than the anticipated scale. Development will be required to address specific site characteristics including lot width and depth, location on a block, on-site or adjacent heritage buildings, parks or open spaces, shadow impacts, and other sensitive adjacencies, potentially resulting in a lower-scale building.

Mixed Use Areas 1 – Growth

Mixed Use Areas 1 includes areas with the greatest heights and largest proportion of non-residential uses. The *Mixed Use Areas 1* designation is generally located along the Yonge Street and University Avenue corridors and within some master planned communities such as the Railway Lands. Intensification will occur in a diverse range of building typologies and scales, one of which is tall buildings, that contribute to and enhance liveability. Non-residential space requirements will sustain a mix of uses and support prosperity.



Yonge Street, north of Wellesley Street, within *Mixed Use Areas 1*

POLICIES

- 6.23. Development within *Mixed Use Areas 1* will include a diverse range of building typologies, including tall buildings, with height, scale and massing, dependent on the site characteristics and supportive of intensification suitable for a downtown growth area.
- 6.24. Development within *Mixed Use Areas 1* will generally be encouraged to provide a significant proportion of non-residential uses within new mixed-use developments.

Mixed Use Areas 2 – Intermediate

The existing character and planned context of *Mixed Use Areas 2* will generally form an intermediate, transitional scale between the taller buildings anticipated on some sites in *Mixed Use Areas 1* and the predominantly mid-rise character anticipated in *Mixed Use Areas 3*. Development in *Mixed Use Areas 2* may be of a scale and typology that is unique and responds to the existing and planned character of those areas. This intermediate or “in-between” scale of development will respond to unique built form contexts.

POLICIES

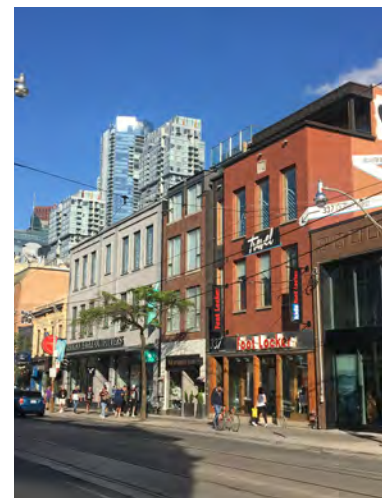
- 6.25. Development within *Mixed Use Areas 2* will include building typologies that respond to their site context including mid-rise and some tall buildings.
- 6.26. The scale and massing of buildings will be compatible with the existing and planned context of the neighbourhood, including the prevailing heights, massing, scale, density and building type.
- 6.27. Development in *Mixed Use Areas 2* will be encouraged to provide for a diverse range of uses, including retail, service, office, institutional and residential uses.

Mixed Use Areas 3 – Main Street

The areas contained within *Mixed Use Areas 3* will have a main street character and include a diversity of uses such as retail, services, restaurants and small shops at grade with residential and commercial uses above. These areas are generally along surface transit corridors, often contain a large number of heritage buildings and are mostly located adjacent to *Downtown's* low-rise neighbourhoods. *Mixed Use Areas 3* is often associated with the villages and neighbourhoods that make up and serve the local *Downtown* communities. The planned context will include buildings up to a mid-rise scale with good access to mid-day sunlight in the spring and fall to support a comfortable *public realm*.



King Street East and Sherbourne Street
within Mixed Use Areas 2



Queen Street West, west of John Street,
within Mixed Use Areas 3

To protect and enhance the diversity of uses in these areas, modest intensification is anticipated with most growth occurring in the form of sensitive additions or mid-rise development on sites that can accommodate this scale of development. The height of mid-rise buildings will generally not exceed the width of the right-of-way onto which the building fronts.

POLICIES

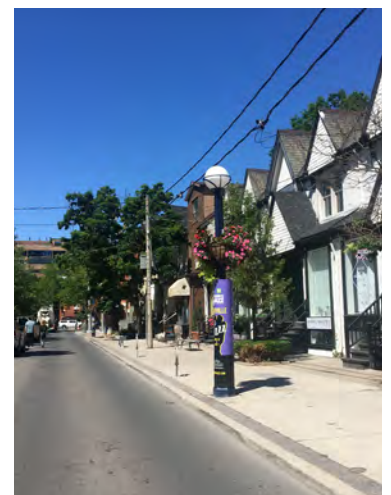
- 6.28. Development in *Mixed Use Areas 3* will generally be in the form of mid-rise buildings, with some low-rise and tall buildings permitted based on compatibility.
- 6.29. Development within *Mixed Use Areas 3* will be encouraged to include retail and service commercial uses at grade with residential, office and/or institutional uses above.
- 6.30. The assessment of mid-rise development proposals will be informed by the Mid-Rise Buildings policies of this Plan.
- 6.31. Development of a generally mid-rise scale along Spadina Avenue will be informed by the width of the right-of-way to determine maximum building heights, with tall buildings permitted if such development is compatible.

Mixed Use Areas 4 – Local

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

POLICIES

- 6.32. *Mixed Use Areas 4* contains a mix of uses with a prevailing character of house form and other types of low-rise buildings.
- 6.33. Development in *Mixed Use Areas 4* will:
 - 6.33.1. contain residential, small-scale office, institutional, service and retail uses that generally serve the needs of the local community; and
 - 6.33.2. be of a low-rise scale, generally four storeys or less in height, which will be compatible with the existing physical character of the neighbourhood as well as the planned context, including consideration of the prevailing heights, massing, scale, density and building type.



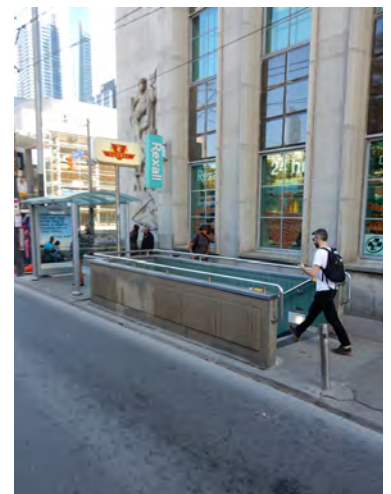
Scollard Street in the Village of Yorkville, within *Mixed Use Areas 4*

Development in Proximity to Existing and Planned Rapid Transit Stations

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

POLICIES

- 6.34. Development in proximity to existing and planned rapid transit stations, as shown on Map 41-4, will prioritize mixed-use development. These areas will be planned to accommodate higher density development to optimize the return on investment and increase the efficiency and viability of existing and planned transit service levels.
- 6.35. Lands within 500-800 metres of all existing or planned rapid transit stations within the *Downtown* will be planned to be transit-supportive and, where appropriate, to achieve multi-modal access to stations and connections to major trip generators. Development within such areas will be supported, where appropriate, by:
 - 6.35.1. planning for a diverse mix of uses of sufficient intensity to optimize support for existing and planned transit service levels;
 - 6.35.2. fostering collaboration between public and private sectors;
 - 6.35.3. providing alternative development standards; and
 - 6.35.4. prohibiting built-form that would adversely affect the optimization of transit infrastructure.
- 6.36. The highest density of development within the *Downtown* shall be directed to *Mixed Use Areas* in close proximity to existing or planned rapid transit stations. Where possible, development that is integrated into the transit station will be encouraged in order to optimize investments in transit infrastructure.
- 6.37. A study may be undertaken by the City that will result in a Site and Area Specific Policy for lands within 500-800 metres of a planned rapid transit station, for the purpose of implementing Policy 6.36. This policy will set out, among other matters, the following:



Entrance to Osgoode subway station, at the corner of Queen Street West and University Avenue, planned as a Relief Line station

- 6.37.1. appropriate land use mix;
- 6.37.2. priorities for connecting, expanding and improving the *public realm* to support walking and other active transportation modes;
- 6.37.3. contextually appropriate built form scale and type, demonstrating compatibility in scale with surrounding areas;
- 6.37.4. opportunities for integration between rapid transit stations and development; and
- 6.37.5. necessary infrastructure including, but not limited to: *community service facilities, green infrastructure, physical infrastructure, streets, parkland and public realm, environmental services, cultural, entertainment and tourism facilities, pedestrian systems, and other local or municipal services.*

- 6.38. Development may proceed in advance of a study referred to in Policy 6.37, provided that the supporting documentation in the application therefore includes consideration of the matters identified in Policy 6.37.

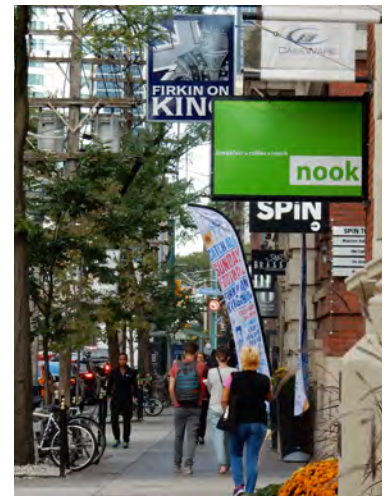
Retail

Downtown's network of commercial main streets is a defining feature of Toronto. The small shops, restaurants, cafés and bars found on the main streets serve the needs of local residents and workers. These shopping streets contribute to *Downtown's* vibrant and walkable neighbourhoods, provide employment opportunities, and play a fundamental role in animating streetscapes by facilitating linkages between the *public realm* and the built environment. By expanding the network of retail streets to emerging growth areas that lack a network of historic main streets, new retail areas can be created incrementally. Destination retail strips, such as Queen Street West and Bloor Street West in Yorkville, also draw visitors from around the city and region.

Well-designed and flexible retail spaces are able to evolve over time to meet the changing needs of tenants while better activating the *public realm*.

POLICIES

- 6.39. To maintain and enhance *Downtown's* retail vitality, serving local needs and destination shoppers, Priority Retail Streets are shown on Map 41-5.
- 6.40. Where development fronts onto one or more Priority Retail Street(s), the ground floor frontage will include only retail and service commercial space and limited small scale offices with exceptions for:
 - 6.40.1. lobbies;



Some of *Downtown's* Priority Retail Streets include portions of King Street West (top), Yonge Street (middle) and Church Street West (bottom)

- 6.40.2. publicly accessible institutional or community uses that animate the space at grade; and/or
- 6.40.3. parking entrances, servicing spaces and other service exits where no secondary street or laneway access exists.
- 6.41. The retail and service commercial space within any development on a Priority Retail Street will:
 - 6.41.1. provide generous floor-to-ceiling heights, while considering the scale of surrounding ground floor heights to allow flexible and useable retail space;
 - 6.41.2. provide appropriate setbacks at grade, in order to provide space for *public realm* and pedestrian enhancements as a community benefit, in accordance with the policies of Section 9 of this Plan; and
 - 6.41.3. be of high-quality design, with flexible spaces that allow for adaptability over time.
- 6.42. When the existing adjacent local context contains a fine-grain pattern of retail uses at grade, development that includes larger stores must locate and design these stores to be compatible with the prevailing character. This may be achieved by:
 - 6.42.1. locating larger stores on the second level or above or below-grade, with appropriately scaled and visible lobby areas;
 - 6.42.2. wrapping larger stores with smaller retail units around the perimeter of the building to maintain the existing rhythm of the street;
 - 6.42.3. designing the retail unit to include multiple entrances; and/or
 - 6.42.4. providing appropriate glazing on storefronts, based on local ground floor character, ensuring direct access to entrances from the public sidewalk and keeping views into and out of the retail space open and clear.
- 6.43. When a property has frontage on both a Priority Retail Street and a local street, residential uses may be considered at grade for the portions of the development that front onto the local street.

First Responders

First responders include firefighters, paramedics and police. The concentration of tall infill development within *Downtown* impacts the overall placement and distribution of first responder resources. Vertical growth also results in extended response times as first responders require additional time to ascend to the location of the incident in tall buildings. An ageing population also places additional demands on these services.

Continued growth will necessitate additional first responder resources, including additional fire and paramedic station locations, to provide appropriate levels of service.

POLICIES

- 6.44. To support the City's provision of first responder facilities and appropriate passable space within the right-of-way for fire, paramedic and police services will be considered in *Mixed Use Areas 1, Mixed Use Areas 2 and Mixed Use Areas 3, Institutional Areas and Regeneration Areas*, where appropriate.



Fire station on Richmond Street West

7. PARKS AND PUBLIC REALM

Toronto's streets, parks and publicly accessible open spaces are among the city's greatest assets and are essential to the quality of life that Torontonians enjoy. *Downtown's* proximity to Lake Ontario and the shoreline, the Toronto Islands, the Don River Valley and Rosedale Valley offers a unique experience to residents and visitors within the urban core. These natural features are the setting for *Downtown* Toronto. They create a link to Indigenous histories and are valued by contemporary Indigenous peoples.

Downtown's parks, squares and streets are some of the most iconic, beloved and heavily used destinations in the city. These public spaces set the stage for daily social interaction and act as the canvas on which public life occurs. The social bonds created in these spaces are fundamental to the city's identity and quality of life.

Downtown's variety of parks and *public realm* provides unique experiences and offers a range of necessary functions. Easy and equitable access to quality public spaces for recreation, passive use, active transportation and nature, promotes mental and physical health and contributes to social cohesion. *Downtown* is becoming a more dense urban environment, and improved and expanded public spaces must address the needs of an increasing intensity of residents, workers, students and visitors.



Landscaping, pathways, seating and lighting in the Toronto Music Garden

POLICIES

- 7.1. Parks have an intrinsic role in shaping the urban landscape, creating a healthy, connected city, and contributing to placemaking, liveability and resilience. Parks are an essential element of *complete communities*. New, expanded and improved parkland located within and serving *Downtown*, will be acquired and provided to:
 - 7.1.1. provide a diversity of parks distributed throughout *Downtown* that meets the needs of residents, workers and visitors while also contributing to Toronto's broader system of parks and open spaces;
 - 7.1.2. provide an inter-connected network of parks, open spaces, trails and other recreational facilities;
 - 7.1.3. provide neighbourhood hubs and civic spaces that allow for social interaction, healthy lifestyles and a range of activities;
 - 7.1.4. contribute to beautifying areas and enhancing the environment to support a diverse ecosystem and biodiversity; and
 - 7.1.5. support growth and *complete communities*.
- 7.2. Expansions and improvements to the *public realm* will be accessible, inclusive and welcoming to all people who live, work, learn and visit *Downtown*.

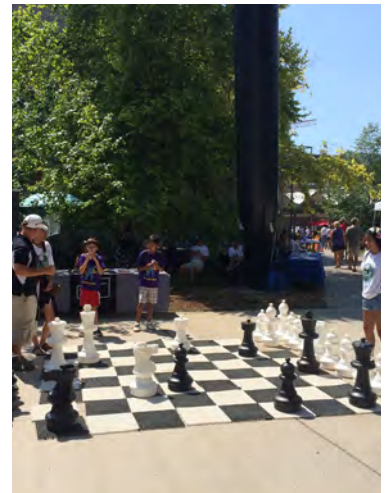
Role of Parks

Parks are essential to making Toronto an attractive place to live, work, learn and visit. Toronto's parks offer a broad range of outdoor leisure and recreation opportunities, transportation routes, and places for residents to interact with nature, and with one another. Parks also provide important economic benefits: they attract tourists and businesses, and help to build a healthy workforce. Parks assist in retaining and utilizing stormwater and support a healthy tree canopy that creates shade, produces oxygen and supports urban wildlife. Parks are necessary elements for healthy individuals, communities, and natural habitats.

Objectives for the Planning, Design and Development of Parks and the Public Realm

POLICIES

- 7.3. The planning, design and development of parks and the *public realm* will be encouraged to support the following objectives, where appropriate:
- 7.3.1. create functional, interesting and engaging spaces that are connected, safe, comfortable, multi-functional and accommodate people of all ages and abilities year-round;
 - 7.3.2. reinforce historic places, including those places of Indigenous presence previously unrecognized;
 - 7.3.3. celebrate Indigenous histories and recognize cultural and natural heritage through placemaking, naming, wayfinding, monuments, interpretive features, public art, partnerships and programming;
 - 7.3.4. support Indigenous cultural and ceremonial practices through the provision of programmable spaces;
 - 7.3.5. encourage public life through site-specific placemaking and pedestrian amenities that foster social interaction, including but not limited to seating, landscaping, active uses at grade, way-finding, public art and programming;
 - 7.3.6. provide a variety of active and passive functions;
 - 7.3.7. create a seamless relationship between streets, parks and other elements of the *public realm*;
 - 7.3.8. provide new and improved pedestrian and cycling connections to and through parks and the *public realm* in and adjacent to *Downtown* through streetscape improvements, bridges, trails and bikeways;
 - 7.3.9. identify streets where pedestrian and landscape improvements, including the consideration of shared streets, would enhance the connection between *public realm* elements;
 - 7.3.10. design and build with durable materials that support the intensity of use by residents, workers and visitors;
 - 7.3.11. provide amenities such as public washrooms and drinking water stations, where reasonable;
 - 7.3.12. accommodate community and special events, as appropriate; and
 - 7.3.13. support a community-based planning and design process, including the use of pilot projects to demonstrate and assess local benefits, impacts and use patterns of proposed improvements to parks and the *public realm*.



Programming in the public realm at OCAD University

Supporting a Diversity of Uses

The parks system must respond to a wide range of needs from active and passive users. Lifelong active living, fitness and sport need to be encouraged along with passive recreation and quiet enjoyment. Parks also need to accommodate spaces for natural areas and wildlife habitat, tree canopy, community events, urban agriculture and cultural expression.

Public Life

Public life is when community life and social interaction happen in the *public realm*. Understanding who uses the *public realm* and how people behave in and use public spaces – whether they move through the space or stay – can inform improvements to parks and other public spaces that encourage people to linger and interact.

Shared Streets

Shared streets are most often found in areas with a high level of pedestrian activity. Shared streets blend and blur the spaces and zones of the street and are sometimes designed without curbs. Different modes share the space, but pedestrians typically have the highest priority.

- 7.4. Development adjacent to a park will:
- 7.4.1. incorporate a sufficient setback to allow the building and any of its exterior features and amenities to be provided and maintained on the development site;
 - 7.4.2. provide an appropriate interface between public and private lands;
 - 7.4.3. achieve *Ontario Building Code* setbacks related to fire separation on the development site
 - 7.4.4. generally be oriented to provide public access and views to the park;
 - 7.4.5. be designed to have an attractive façade with animated uses at grade where appropriate, or screening;
 - 7.4.6. provide for casual overlook, increasing the passive surveillance and safety of the park; and
 - 7.4.7. avoid locating loading and servicing areas adjacent to the park, where reasonable, or will be appropriately screened.

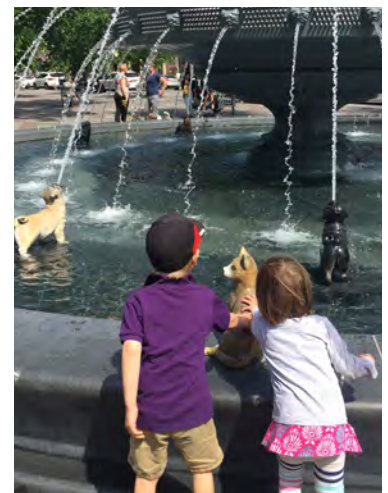
The Downtown Parks and Public Realm Plan

The Downtown Parks and Public Realm Plan sets out a vision for parks, open spaces and streets, proposing a framework to re-imagine, transform and grow public space. The Downtown Parks and Public Realm Plan will inform the development of an expanded, improved, connected and accessible network of high-quality parks and *public realm* for people and promote healthier, diverse natural systems to support a growing *Downtown*. It will create stronger connections to the natural landscapes that surround *Downtown*, unlocking the potential to expand and improve access to the parks and open space network. It will address visual and physical connections and improve active transportation within and beyond the *Downtown*.

The Downtown Parks and Public Realm Plan identifies initiatives that will inform investment, acquisition and resource allocation in the City's capital plan and the development review process.

POLICIES

- 7.5. The Downtown Parks and Public Realm Plan is a guideline which shall inform decisions of the City to improve the quality, quantity and connectivity of parks and the *public realm*, and will guide development review, parkland dedication and/or acquisition priorities and the allocation of capital funding in accordance with and subject to the applicable legislative framework for the provision of community benefits and/or the conveyance of land for park or other public recreational purposes.
- 7.6. The objective of the parks and *public realm* initiatives shown on Map 41-6 through Map 41-11 inclusive, is to ensure that people living, working and visiting *Downtown* have access to a full range of parks and active and passive recreational opportunities, connected by a high-quality *public realm* network, in accordance with this Plan and the applicable legislative framework.



Children playing in Berczy Park

Core Circle

The topographic and natural features of Toronto – including the Lake Ontario shoreline, Toronto Islands, Lake Iroquois escarpment, Don River Valley and Rosedale Valley Ravines, and the Garrison Creek watershed – form the natural setting within which *Downtown* is situated. The Core Circle builds on Toronto's identity as a “city within a park” and provides opportunities to acknowledge and reinforce its history and natural setting. These natural and topographical features provide a link to the millennia-old Indigenous cultures of this region. They preserve aspects of the character of the pre-colonial landscape that are considered sacred to Indigenous peoples. Integrating Indigenous placemaking into the Core Circle is an opportunity to advance reconciliation.

Connecting these natural features creates a continuous, legible and connected circular *public realm* network around *Downtown*. Improving access to this network for pedestrians and cyclists makes better use of these invaluable assets. Enhancing the natural character in and along the edges of the Core Circle will be encouraged, with access and use balanced with the need to sustain the long-term health of natural systems.



Aerial view of the Don River Valley and Rosedale Valley Ravines, looking south from the Evergreen Brickworks (credit: PUBLIC WORK)

POLICIES

- 7.7. The Core Circle is a circuit of public spaces that connects existing natural features around *Downtown*, including the Rosedale Valley, Don River Valley, the ravine system, Toronto Islands, the Garrison Creek watershed and the historic Lake Iroquois shoreline. By improving access to and connections along the circuit over time, the Core Circle will form a legible *public realm* network. The Core Circle is shown on Map 41-6.
- 7.8. The Core Circle will be connected with a continuous pedestrian and cycle route and provide users with an immersive natural experience.
- 7.9. The ecological functions and natural features of the Rosedale Valley and Don River Valley Ravines will be recognized and protected.
- 7.10. Parks and open spaces in the Core Circle will be designed to serve local neighbourhood residents, workers, and the city as a whole, and will become an integral part of the Core Circle.
- 7.11. Development adjacent to parks, open spaces and natural areas within the Core Circle will improve physical and visual access to the Core Circle using elements such as stairs, ramps, bridges, signage, viewpoints, interpretation elements and other means, as appropriate.
- 7.12. Indigenous cultures and histories 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.
- 7.13. Access and enjoyment of natural features, such as the Lake Ontario shoreline, the Lake Iroquois escarpment, woodlots, ravines and valley lands, will be enhanced and protected by adequately limiting shadows as necessary to preserve their utility and ecological health.



Aerial view of the Toronto Islands, looking southwest (credit: PUBLIC WORK)

Portal Parks

Portal Parks are situated on the edge of the Core Circle and provide gateways from *Downtown* to the ravine system and the islands to allow people to enjoy these significant parks and open spaces. Improvements and expansions will be made to Portal Parks to promote local use, create better visual and physical connections with adjacent natural features and foster an understanding of the city's relationship to its natural setting.

POLICIES

- 7.14. The Portal Parks are located on the edge of the Core Circle and offer opportunities to provide physical and visual access into adjacent natural features. The Portal Parks include Corktown Common, Riverdale Park, Ramsden Park, Jack Layton Ferry Terminal and the St. James Town open spaces.
- 7.15. Physical and visual access to the Core Circle through the Portal Parks may be achieved through stairs, ramps, signage, viewpoints, interpretation elements, public art, bridges and other appropriate means.
- 7.16. Portal Parks will be designed and expanded with an orientation towards both the Core Circle and adjacent neighbourhoods and will be clearly connected to the Great Streets and Park District streets.

Great Streets

All streets *Downtown* are important and are expected to be beautiful, comfortable, safe and accessible. *Downtown's* Great Streets have city-wide and civic importance with a diverse character that conveys Toronto's public image to the world and sets the stage for festivals, parades and civic life. These streets hold cultural and historical significance and provide connections to the Core Circle. They are destinations in themselves, lined with landmark buildings, historic fabric and important public spaces. *Downtown's* Great Streets play an important role in supporting economic activity and fostering public life.

POLICIES

- 7.17. The network of 12 Great Streets will be prioritized for *public realm* improvements. These streets connect to the Core Circle and are defined by their location, scale and historic role in the city, existing civic significance and their potential contribution to the *public realm* network. The Great Streets are shown on Map 41-7.
- 7.18. *Public realm* improvements on the Great Streets shown on Map 41-7 will:



Aerial view of the Rosedale Valley and Don River Valley Ravines (credit: PUBLIC WORK)



Views of the lake from the boardwalk west of the Jack Layton Ferry Terminal

- 7.18.1. enhance their civic role and setting for public life;
- 7.18.2. promote economic vitality; and
- 7.18.3. improve mobility and the role of these streets as connectors between neighbourhoods, parks, the Core Circle and the waterfront.
- 7.19. *Public realm* improvements on the Great Streets will:
 - 7.19.1. create a unified streetscape while reinforcing the identity, distinct characteristics and heritage value and attributes of each segment of each street;
 - 7.19.2. improve the scale of pedestrian clearways, transit stops and space for public gathering;
 - 7.19.3. implement and maintain a high standard of design and materials;
 - 7.19.4. prioritize tree planting and investment in infrastructure to support the growth of a healthy tree canopy, wherever reasonable;
 - 7.19.5. be informed by complete streets principles; and
 - 7.19.6. include *green infrastructure* where reasonable.
- 7.20. Intersections where two Great Streets meet are significant public spaces and will be designed to respect the character of both Great Streets and to address the additional requirements necessary to support high pedestrian volumes and public life.
- 7.21. The locations where Great Streets meet the waterfront and the Core Circle are significant public spaces and will be designed to improve visual and physical connections and to address the additional requirements necessary to support public life.



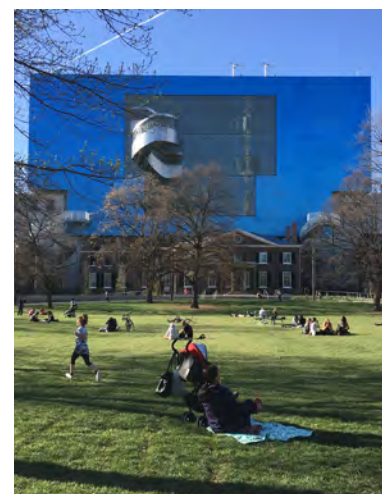
View south along University Avenue from Queen Street West (credit: PUBLIC WORK)

Park Districts

A Park District is a cohesive local network of streets, laneways, parks and other open spaces centered on one or more community parks or open spaces that serve surrounding neighbourhoods. Each Park District will have a unique identity with a focus on supporting community life.

POLICIES

- 7.22. A Park District is a grouping of neighbourhood parks, streets and other open spaces including laneways, school yards, church yards and ravines, which will be designed to form a cohesive *public realm* network providing access to a wide range of experiences and programs that support community and civic life. The Park Districts are shown on Map 41-8.



Grange Park, looking north towards the Art Gallery of Ontario, in the Grange-John Street-Roundhouse Park 'Park District'

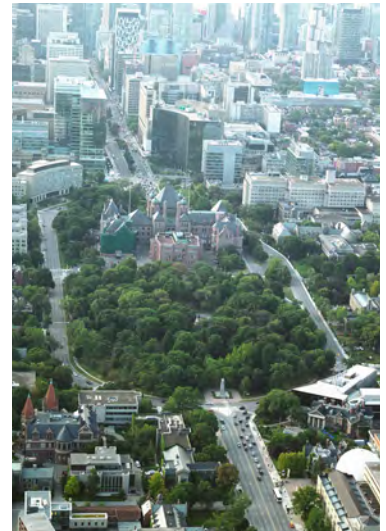
- 7.23. The parks, open spaces and streets that form the Park Districts will be:
- 7.23.1. designed to create a legible and distinct identity, or reinforce an existing identity where there is cultural heritage value;
 - 7.23.2. designed to form a cohesive and connected network;
 - 7.23.3. improved and expanded to support growing communities; and
 - 7.23.4. animated through community programming, public art and other means to create vitality and vibrancy in these spaces.
- 7.24. Park Districts will be integrated with cycling and pedestrian networks.

The Queen's Park and Civic Precincts

The Queen's Park and Civic Precincts are two separate but distinct assemblies of parks, public spaces and streets, centred on important civic buildings. These precincts have provincial and city-wide importance, drawing tourists and supporting public gatherings for events such as cultural celebrations and assemblies. These two precincts form part of Toronto's unique identity.

POLICIES

- 7.25. The Queen's Park and Civic Precincts comprise a collection of civic buildings and parks, public spaces and streets of provincial and city-wide importance. The Queen's Park and Civic Precincts are shown on Map 41-9.
- 7.26. The parks and *public realm* within the Queen's Park and the Civic Precincts serve important civic functions and will be:
- 7.26.1. designed to create a clear identity and integrate, respect and highlight cultural heritage value and heritage attributes;
 - 7.26.2. designed to form a cohesive network;
 - 7.26.3. designed with a strong focus on the pedestrian realm; and
 - 7.26.4. expanded and improved through development and capital investment to increase their public prominence, identity and function.
- 7.27. The Queen's Park and Civic Precincts will incorporate placemaking that acknowledges Indigenous cultures and histories.



Aerial view north along University Avenue towards Queen's Park (credit: PUBLIC WORK)



Campbell House at the northwest corner of Queen Street West and University Avenue, with the Canada Life Building to the north

The Shoreline Stitch

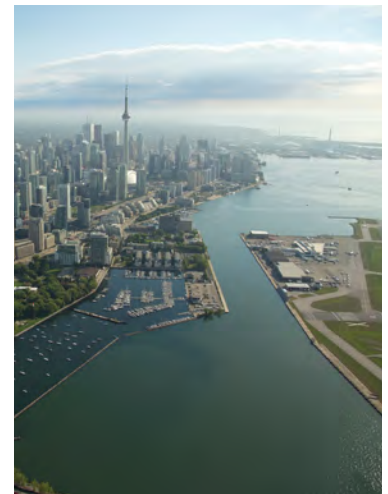
Downtown is separated from Lake Ontario by rail lines, the Gardiner Expressway and Lake Shore Boulevard. The Shoreline Stitch will improve north-south connections across these transportation corridors, weaving the waterfront back into the fabric of *Downtown*. It will also improve east-west linkages between Fort York and the Don River Valley. This will be achieved through a set of initiatives, some ambitious and long-term such as decking the rail corridor for parkland purposes and others that are more modest but highly impactful, such as improving pedestrian crossings at streets across Lake Shore Boulevard. Stitching communities and their parks, streets and open spaces together across major transportation corridors increases accessibility to waterfront parks, improves connections to community assets and creates new civic spaces and destinations.

POLICIES

- 7.28. The Shoreline Stitch generally comprises the area encompassing the Union Station rail corridor, Gardiner Expressway and ramps, and Lake Shore Boulevard from Ontario Place to Corktown Common. The Shoreline Stitch is a series of *public realm* improvements intended to limit the barrier effect of the existing transportation infrastructure and to stitch communities and their parks and *public realm* together, thereby increasing accessibility to waterfront parks, improving connections to community assets and creating new civic places. The Shoreline Stitch is shown on Map 41-10.
- 7.29. The Shoreline Stitch will:
- 7.29.1. increase and improve physical and visual north-south connections for pedestrians and cyclists across the Union Station rail corridor and under the Gardiner Expressway;
 - 7.29.2. increase and improve east-west connections for pedestrians and cyclists along the Union Station rail corridor and Gardiner Expressway/Lake Shore Boulevard corridors;
 - 7.29.3. improve safety, comfort and accessibility for pedestrians crossing and walking along and across Lake Shore Boulevard;
 - 7.29.4. include development of a significant park space over the rail corridor west of Union Station to serve local neighbourhoods, workers, visitors and the city as a whole; and
 - 7.29.5. include the development of a connected *public realm* under and around the Gardiner Expressway to serve local neighbourhoods, workers, visitors and the city as a whole.



View east along the Union Station rail corridor towards Spadina Avenue



Aerial view of the Inner Harbour from the southwest (credit: PUBLIC WORK)



Kayakers in the Inner Harbour

The Blue Park

Toronto Bay and the islands that shelter it to create the city's Inner Harbour are fundamental to the identity and image of Toronto. Building on the central waterfront revitalization, the Blue Park recognizes the Inner Harbour as a significant civic space encircled by a shoreline with a connected and diverse network of parks, streets and open spaces. The intent of the Blue Park is to improve access to the water's edge and around the Inner Harbour for pedestrians and cyclists and to promote water-based recreation on Toronto Bay, while supporting the continuation of commercial shipping and the expansion of water-based transportation.

POLICIES

- 7.30. Improved public access to the water's edge will provide a pedestrian and cycling route around the Inner Harbour and open up opportunities for water-based recreation. The Blue Park is shown on Map 41-11.
- 7.31. The ecological functions and natural features of the Toronto Islands will be recognized and protected, in a resilient manner that considers the impacts of climate change.
- 7.32. Access to the Toronto Islands will be improved to support their role as a city-wide park resource. This will be achieved through exploration of improved pedestrian and cycling connections, and improvements to ferry service and facilities.

Local Places

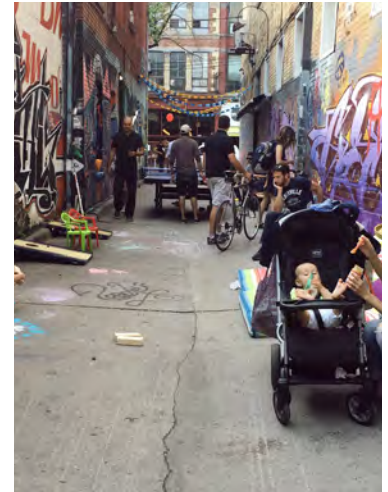
There are many smaller, under-utilized and sometimes overlooked spaces embedded within the fabric of *Downtown* neighbourhoods that offer opportunities to improve the *public realm* and supplement the parks and open space system. These spaces include church yards, school yards, cemeteries, hydro corridors and institutional open spaces. There is untapped potential in these Local Places that can be harnessed to contribute to a vibrant and connected *public realm*.

POLICIES

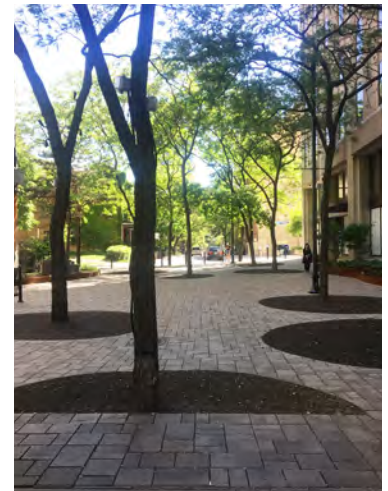
- 7.33. Institutions, public agencies and other orders of government will be encouraged to integrate their open spaces into the *public realm* through improved design, access and connections to the broader *public realm* network.

Urban Forest

Trees contribute to quality of life and human health through improved air and water quality, the provision of shade, and visual access to nature. They are part of the identity and character of *Downtown's* streets, parks and open spaces. The urban forest provides natural habitats and supports



Graffiti Alley, 'Love Your Laneway' event, by the Laneway Project (credit: PUBLIC WORK)

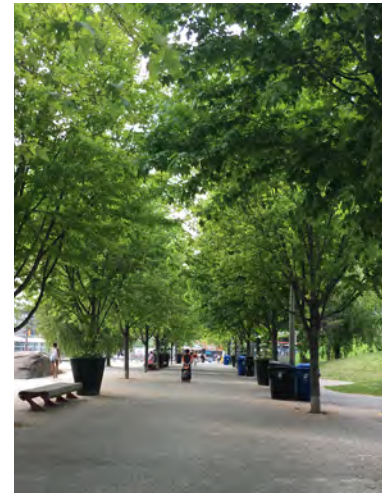


McGill-Granby parkette

critical ecological functions. Trees in the urban environment are subject to challenging conditions including constrained soil volumes, compaction of soil, underground services and reduced sunlight access from building shadows. Street trees also compete for space within the right-of-way. It is critical to strategically plant street trees where they offer the most positive contribution to the character and identity of the *public realm* and have the greatest chance of thriving and increasing the tree canopy. Opportunities for shade in warmer months will be provided by increasing *Downtown's* tree canopy with native and large shade trees along streets and in parks and open spaces.

POLICIES

- 7.34. The provision of trees to increase the urban forest and enhance the identity, character and comfort of streets, parks and open spaces is required as part of any development either on- or off-site through site plan approval in accordance with the *City of Toronto Act, 2006*.
- 7.35. Parks, streets, open spaces and Privately Owned Publicly-Accessible Spaces (POPS) will be designed to accommodate *green infrastructure* that will support the long-term growth of trees, providing the opportunity to expand the urban forest.
- 7.36. Development will maintain existing protected trees where possible and their above- and below-grade growing space, and be encouraged to incorporate these trees into building and landscape designs, wherever feasible on-site.
- 7.37. The planting of street trees and adequate *green infrastructure* to support tree growth and the development of a healthy tree canopy will be encouraged in road reconstruction and the design of new streets, as approved by the City.
- 7.38. Strategic tree planting opportunities will be encouraged on publicly owned lands in partnership with other levels of government, institutions, agencies, boards and commissions to enhance and grow the urban forest.



Tree canopy along the water's edge promenade, east of Sugar Beach



Splash pad at Corktown Common

Parkland Provision

Downtown has one of the lowest rates of parkland per person in the city and more parkland is required to meet current and future demand. "Land first" will be the priority *Downtown* to maximize opportunities for new parkland through the development process. Where an on-site parkland dedication is not deemed suitable by the City, off-site dedication will be pursued as a way to secure new parkland that is large enough to provide a full range of park functions and experiences. This provides the flexibility to enlarge existing parks and provide new larger parks in optimal locations.

POLICIES

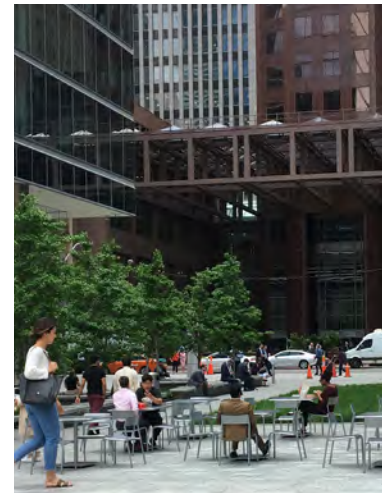
- 7.39. To satisfy the need for parks, the City will:
- 7.39.1. secure land for new parks in all areas of *Downtown*;
 - 7.39.2. pursue opportunities arising from development to secure land for new parkland, improve and expand existing parks and improve *public realm* connections between existing and planned parks and open spaces, including the initiatives identified in policies 7.5. through 7.33. inclusive in accordance with the applicable legislative framework; and
 - 7.39.3. establish partnerships with public agencies, boards and commissions, and property owners to secure public access to open spaces to supplement the parks and *public realm* network.
- 7.40. Any parkland conveyed to the City must:
- 7.40.1. improve the quantity, quality, form and distribution of parks;
 - 7.40.2. be free of encumbrances unless approved by Council;
 - 7.40.3. be highly visible with prominent street frontage;
 - 7.40.4. result in parks that are programmable and have a functional size, shape, configuration and topography;
 - 7.40.5. result in parks with good sunlight access; and
 - 7.40.6. contribute to a fine-grain pedestrian network that offers multiple mobility choices through mid-block connections linking various elements of the *public realm*.
- 7.41. 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.
- 7.42. The City will prioritize parkland acquisition in areas where there is growth pressure on the parks system.
- 7.43. Parkland conveyance from more than one development, assembled to create a larger park, will be encouraged as a community benefit.

Privately Owned Publicly-Accessible Spaces (POPS)

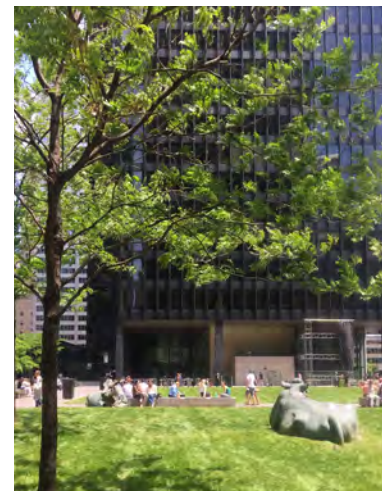
Privately Owned Publicly-Accessible Spaces (POPS) are spaces that the public is invited to use, but remain privately owned and maintained. They are an important part of the city's *public realm* network that supplement, but do not replace the need for parkland. POPS may take the form of mid-block connections, courtyards, forecourts, gardens or other types of open spaces. POPS can play an important role in supplementing and connecting the city's *public realm* network, particularly in a dense urban fabric. For POPS to be effective, it is important that they are planned and designed within a broad context that identifies their relationship and contribution to the existing and planned parks and open space network. POPS are not left-over spaces on a site. They will be located and designed to be accessible and visible while serving the local population as part of a larger network.

POLICIES

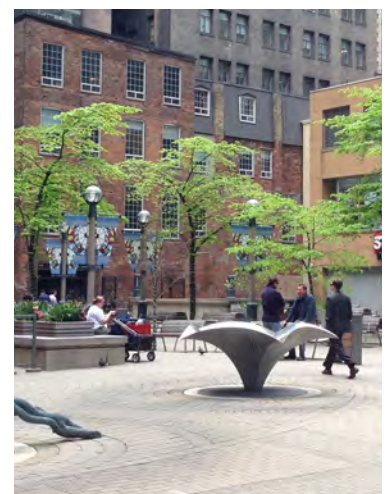
- 7.44. The provision of POPS as a community benefit provide an opportunity to expand the *public realm* by creating open spaces and connecting existing or planned streets, parks and open spaces. POPS provided through development will:
- 7.44.1. generally be publicly accessible and may include temporary commercial uses which animate the POPS;
 - 7.44.2. be designed for a variety of ages and abilities;
 - 7.44.3. be sited in highly visible locations and designed to serve the local population;
 - 7.44.4. be sited and designed to be seamlessly integrated and connected into the broader *public realm*;
 - 7.44.5. include new trees, seating, public art, landscaping and integration of stormwater capture where appropriate;
 - 7.44.6. include the City's POPS signage, identifying the space as being publicly accessible; and
 - 7.44.7. be informed by the City's Urban Design Guidelines for Privately Owned Publicly-Accessible Spaces.



Bay-Adelaide Centre POPS



TD Centre POPS



POPS at the southeast corner of Yonge Street and Adelaide Street East

Partnerships

Successful implementation of the Downtown Parks and Public Realm Plan will require collaboration with communities, stakeholder groups, non-profit agencies, public agencies, boards and commissions, business improvement areas, the private sector and property owners. An emphasis on collaboration with Indigenous communities will be essential to the achievement of planned outcomes of this Plan. These partnerships will work to improve and expand the parks and public space network, provide communities with a sense of stewardship of local public spaces, and assist the City in responding to local programming needs.

POLICIES

- 7.45. Contributions, improvements, maintenance and enhancements to parks and open spaces will be encouraged through partnerships, conservancies, sponsorships and philanthropic donors.
- 7.46. Community stewardship of parks and open spaces will be encouraged.
- 7.47. Partnerships and collaboration with Indigenous communities will be encouraged in the planning, design and development of parks and the *public realm*.
- 7.48. The City and local school boards, working in partnership, will ensure the provision of recreational and landscaped open space on existing, reconfigured or redeveloped School Properties and pursue their greater utilization for community access through the development of shared-use open spaces and recreation facilities.

8. MOBILITY

The *Downtown* transportation system consists of networks for pedestrians, cyclists, transit users and drivers. The system benefits from these overlapping, well-connected and integrated networks that collectively provide a range of safe and sustainable travel choices to ensure mobility and accessibility for all people, contributing to social equity and the creation of *complete communities*. These mobility networks support economic growth and job creation by facilitating the movement of people and goods.

While growth *Downtown* will continue, the amount of space within the existing rights-of-way is finite. The limited space within rights-of-way will be allocated, through application of design guidelines for Complete Streets developed by the City, to support compact and sustainable travel choices, reduce dependence on private automobiles and help achieve the overall transportation objectives of this Plan. Continued growth will require the provision of new, and improvements to existing, transportation infrastructure. The needs of first responders will also be integrated into street design.

POLICIES

- 8.1. The transportation system will consist of well-connected and integrated networks providing a variety of safe and sustainable travel choices to improve mobility and accessibility for all people and provide for the movement of goods and services and emergency vehicles.
- 8.2. Pedestrians, cyclists and public transit will be prioritized relative to private automobiles, informed by the application of design guidelines for Complete Streets as adopted by Council.

A Walkable Downtown

The pedestrian network consists of sidewalks, pathways, laneways, trails, mid-block connections, pedestrian crossings, the PATH, and other climate-controlled walkways. *Downtown* has a dense, walkable grid of streets and relatively low vehicle speeds.

Most people will be pedestrians for a portion of their daily travel. As growth continues, new, expanded and upgraded accessible pedestrian infrastructure will be required to address pressures on the *public realm*. A key objective is to prioritize the pedestrian experience to maintain and enhance the walkability of *Downtown*. This will ensure connectivity and circulation between destinations such as major office buildings and institutions, schools, existing and planned transit routes and stations, parks and open space networks, sport, entertainment and tourist attractions, the Waterfront and the ravine system. Further enhancements to the pedestrian network to improve comfort, convenience and safety – including wider sidewalks with adequate pedestrian clearways and streetscape enhancements – will ensure that walking is the first choice of travel mode for trips throughout the *Downtown*.

What is the right-of-way?

The street right-of-way is generally the publicly-owned space between the property lines on either side of a public street.



Pedestrians along Wellington Street West

POLICIES

- 8.3. All streets will be safe, comfortable, functional and accessible in all seasons for pedestrians of all ages and abilities.
- 8.4. Pedestrian and *public realm* improvements will, depending on the context:
 - 8.4.1. improve pedestrian safety, comfort and accessibility, especially for the most vulnerable;
 - 8.4.2. improve pedestrian movement, connectivity and circulation by providing more generous pedestrian clearways and new or improved pedestrian linkages such as mid-block connections, walkways, paths and access points;
 - 8.4.3. create seamless and integrated pedestrian connections to transit stops, the PATH, and other climate-controlled walkways;
 - 8.4.4. improve pedestrian wayfinding;
 - 8.4.5. create vibrant public spaces that encourage public life; and
 - 8.4.6. reinforce historic public spaces, including those that acknowledge Indigenous cultures and histories.
- 8.5. Pedestrian and *public realm* improvements will be achieved over time through the provision of community benefits as part of development, area and corridor planning studies, capital investment and maintenance projects, and other programs and initiatives by:
 - 8.5.1. enhancing and increasing space adjacent and in proximity to development sites;
 - 8.5.2. re-allocating space within the public street right-of-way as informed by design guidelines for Complete Streets as developed and applied by the City;
 - 8.5.3. aligning capital infrastructure investment in areas of future growth; and
 - 8.5.4. providing required building setbacks, where reasonable.
- 8.6. The City will establish a Pedestrian Priority Network for *Downtown* through a comprehensive assessment of streets using a Complete Streets approach and identify pedestrian and *public realm* improvements.

The PATH and Other Climate-Controlled Walkways

A defining feature of *Downtown* is its networks of climate-controlled and primarily underground pedestrian walkways and interior open spaces connecting many buildings and destinations to subway, rail and bus stations. The PATH network extends across *Downtown* from south of Union Station to



Intersection of Richmond Street West and Spadina Avenue



King Street East, at River Street



Augusta Avenue in Kensington Market

north of Dundas Street, and from west of University Avenue to just east of Yonge Street. Other similar networks are developing in proximity to subway stations in other locations around *Downtown*. These networks pass through a wide range of privately and publicly owned buildings and properties. They form an important part of the pedestrian network, providing shelter in inclement weather, connectivity between buildings and retail shopping space. Direct connections between climate-controlled walkways, office buildings and rapid transit stations promote transit use and will be encouraged as *Downtown* grows.

POLICIES

- 8.7. Development will be encouraged to connect to, expand and improve the PATH network and other climate-controlled walkways without compromising the role of the street as the primary place for pedestrian activity.
- 8.8. New connections to the PATH network and other climate-controlled walkways will be encouraged to:
 - 8.8.1. extend the network of accessible, climate-controlled pedestrian routes and interior open spaces;
 - 8.8.2. provide safe, pleasant, convenient and comfortable walkways;
 - 8.8.3. create and connect to a variety of public places;
 - 8.8.4. provide direct, legible, publicly accessible and identifiable entrances from streets;
 - 8.8.5. incorporate consistent signage to improve orientation and wayfinding;
 - 8.8.6. improve the provision of and location of public amenities; and
 - 8.8.7. be informed by design guidelines as developed and adopted by Council.
- 8.9. New connections to the PATH network and other climate-controlled walkways will be encouraged to be below grade.
- 8.10. The City will work with property owners to encourage access to Union Station and the subway stations directly connected to the PATH network and other climate-controlled walkways is enhanced by development on and around these transit stations, which serve as the anchors and the primary focal points for pedestrian traffic.



Pedestrians using the PATH in First Canadian Place



Connections to the PATH via Allan Lambert Galleria

Laneways

Laneways may offer an opportunity to augment the street-oriented pedestrian network by providing additional walking routes. Consultation and careful design will be needed to ensure that laneway improvements increase the utility, safety and function of the space without impacting the primary and essential use of laneways for access and servicing, especially given competition for finite right-of-way space on streets.

POLICIES

- 8.11. Laneways that can accommodate pedestrian use, without compromising their primary role for vehicular access and servicing, will be designed as safe and accessible walking routes by:
- 8.11.1. discouraging cut-through motor vehicle traffic and designing for slower vehicle speeds;
 - 8.11.2. implementing design features to improve the attractiveness of the laneway;
 - 8.11.3. implementing safety measures for pedestrians including lighting for personal security;
 - 8.11.4. ensuring that development includes amenities and design features that support laneways with active ground-floor uses, clear glazing and entrances where appropriate; and
 - 8.11.5. encourage the expansion and improvement of the existing network of laneways wherever appropriate.

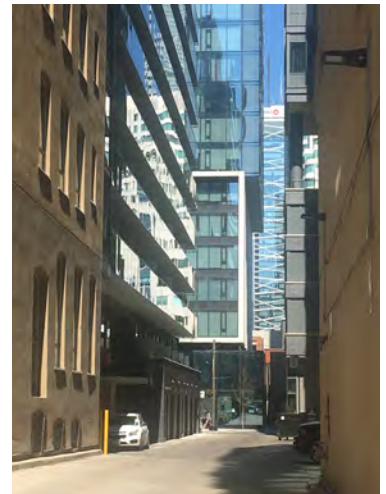
A Long-Term Cycling Network

The City's cycling network consists of a mix of marked bike lanes, contra-flow bike lanes, physically separated bike lanes, multi-use trails within the boulevard, and off-street multi-use trails. To encourage growth of this sustainable mode, the network will be expanded and enhanced to improve the safety, comfort and convenience of cycling, including integration with transit. This will include adding significant new on-street post-and-ring bicycle parking facilities, more end-of-trip bicycle infrastructure, and improved bicycle parking in developments or other public facilities, such as Toronto Parking Authority parking facilities.

Bike Share Toronto provides convenient opportunities for short-term and impromptu bicycle trips by residents and visitors, increasing access to and from transit stations. Additional bike share locations will be added and existing locations will be enlarged to provide greater connectivity and capacity.

POLICIES

- 8.12. Map 41-12 identifies priority cycling routes to achieve a well-connected cycling network that is safe, convenient and comfortable for cyclists.
- 8.13. Development, where reasonable as a community benefit, and street reconstruction will incorporate opportunities to provide additional links to the cycling network and additional bike parking spaces where appropriate.



Laneway serving multiple buildings within a block



Waterfront Trail along Queens Quay



Cycling lanes along Sherbourne Street

- 8.14. Additional bike parking and end-of-trip bicycle amenities will be encouraged at important destinations including: rapid transit stations, civic buildings, parks and open spaces, sport and entertainment venues, and major employment destinations.
- 8.15. Priority will be placed on providing additional bike share stations in areas of future growth.

Surface Transit

The surface transit network consists of a mix of streetcar and bus services, operating largely in mixed traffic, as well as the infrastructure dedicated to their operation. Streetcar services are some of the busiest surface transit routes operated by the Toronto Transit Commission. Growth will lead to further demand on these already heavily subscribed routes. This is particularly true east of Yonge Street where no north-south, high-capacity streetcar routes currently exist. To continue attracting new riders to transit and to discourage private automobile use, the transit network will be enhanced through the addition of new services, and increased capacity and reliability of existing services. Streetcars and buses will remain important parts of the *Downtown's* surface transit network. Priority for surface transit will be encouraged, while supporting accessibility and mobility for people of all ages and abilities, and balancing the needs of private and commercial vehicles, and other modes of transportation.

POLICIES

- 8.16. Existing transit services will be improved and new transit services established to support growth, improve network connectivity, increase mobility options and encourage transit use.
- 8.17. Priority for surface transit will be encouraged and implemented on routes where appropriate.
- 8.18. Priority for surface transit will be implemented in a variety of ways, as appropriate, including:
 - 8.18.1. replacing general purpose travel lanes with reserved or dedicated lanes for surface transit, where appropriate;
 - 8.18.2. implementing transit signal priority at intersections along surface transit routes, where appropriate; and/or
 - 8.18.3. implementing turning prohibitions, on-street parking restrictions, and other traffic and curbside management strategies, where appropriate.
- 8.19. The use of transit to access destinations along the waterfront, including Billy Bishop Toronto City Airport and the Jack Layton Ferry Terminal, will be encouraged by enhancing the *public realm* between these destinations and nearby transit stops.



Pedestrians queuing to board the King streetcar



Streetcars at King Street West and Spadina Avenue

Rapid Transit

The rapid transit network consists of subway and GO Rail services as well as the infrastructure required for their operation. Growth has placed significant pressure on the existing subway system with many stations experiencing crowding during peak periods. This has prompted planning for the Relief Line subway which will provide additional transit capacity into *Downtown* and ease crowding at Bloor-Yonge station. The *Ontario Building Code* and the *Accessibility for Ontarians with Disabilities Act* require retrofits to stations and other elements of the subway infrastructure. Opportunities to coordinate with nearby development to integrate rapid transit stations and improve accessibility will be pursued as *Downtown* grows.

POLICIES

- 8.20. Connections between surface transit and new rapid transit stations will be designed to be direct, seamless and user-friendly to improve connectivity for transit users.
- 8.21. Development in proximity to existing rapid transit stations will be encouraged to provide access to the station.
- 8.22. Where reasonable, new subway access locations will be integrated into buildings, ensuring that all points of access:
 - 8.22.1. are clearly marked, visible and accessible from the street;
 - 8.22.2. have regard for any affected heritage attributes; and
 - 8.22.3. maintain hours of access to match transit operations.



Entrance to Museum Station on Queen's Park Crescent

Rail

The rail network consists of inter-regional passenger and freight services as well as the infrastructure required for their operation. Union Station and its rail corridors play a significant role in facilitating passenger trips into and out of *Downtown*. The rail corridor north of Dupont Street currently serves as the Canadian Pacific Railway's mainline. These rail corridors must be protected and enhanced to ensure that they continue to function.

POLICIES

- 8.23. Development adjacent to the rail corridors will respect their current and future operation, including approaches, access, easements and emergency access during and after development construction.
- 8.24. Development will apply setbacks and mitigation measures from existing and planned rail corridors to ensure the protection of public health and safety.



The Union Pearson Express train

Parking and Curbside Management

The automobile network is supported by public and private off-street parking and servicing facilities. To support improvements to the *public realm*, at-grade space must be prioritized for uses other than private automobile parking while considering the need to provide accessibility and mobility for people of all ages and abilities. Toronto Parking Authority public parking facilities, operating as community transportation hubs, could include other transportation infrastructure such as space for car-sharing, shared retail deliveries/couriers, taxi stands, bicycle parking and sharing stations, electric car charging infrastructure, space for film industry vehicles, or other facilities.

As car ownership rates and on-street parking supply decrease, a shared supply of cars and bikes that can be used by building residents, workers and visitors can reduce private automobile dependence and provide an important community benefit. Short-term parking spaces for rental and car-share vehicles for loading and unloading will be required for residents in vertical communities who are less likely to own cars.

POLICIES

- 8.25. Surface and above-grade parking will generally be discouraged by:
 - 8.25.1. minimizing the establishment and expansion of lots and structures;
 - 8.25.2. prohibiting additional commercial boulevard parking;
 - 8.25.3. encouraging the redevelopment of existing lots; and
 - 8.25.4. providing new or replacement parking spaces below grade, except in the case of re-use or conversions of existing buildings, where appropriate.
- 8.26. Toronto Parking Authority public facilities will:
 - 8.26.1. be integrated below-grade where possible, within new and existing developments;
 - 8.26.2. incorporate design features that facilitate conversion to other transportation uses should parking demand decrease; and
 - 8.26.3. encourage a variety of multi-modal transportation infrastructure including car-share facilities, electric-vehicle-charging spaces, bike-share facilities and bicycle parking.
- 8.27. Development will generally be required to limit and/or consolidate vehicle access points and will be encouraged to provide facilities for passenger pick-up/drop-off, loading and parking in off-street locations and/or within building footprints, in order to free up on-street curbside and *public realm* space and improve safety of pedestrians and cyclists.



Delivery vehicles using the curb lane on Yonge Street (top) and Yorkville Avenue (bottom)



Toronto Parking Authority signage

- 8.28. The use of smaller vehicles and non-motorized modes for deliveries, couriers and goods movement will be encouraged.
- 8.29. Pick-ups and drop-offs, loading and parking activity shall be encouraged off-street wherever reasonable and practical to free up curbside space, while recognizing the need to provide accessibility and mobility for people of all ages and abilities.
- 8.30. Development will be encouraged to provide shared community parking spaces. Spaces will be dedicated for short-term use for residents and visitors.
- 8.31. All permitted on-street parking of film vehicles will ensure that the pedestrian and cycling infrastructure is accommodated.

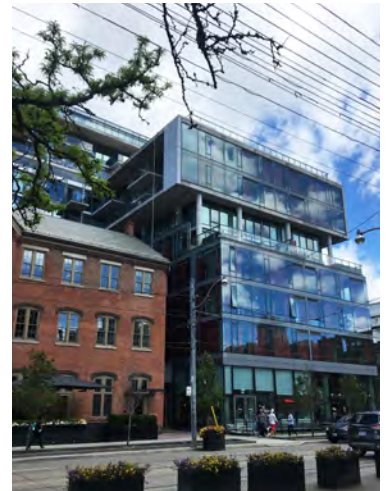
9. BUILT FORM

A growing *Downtown* will be defined by its mix of old and new buildings, of different scales and types, that reflect its history and potential. *Downtown* will be a place where new buildings are shaped, scaled and designed to maintain and enhance liveability, while providing opportunities for growth in a manner that is contextually appropriate. New buildings will fit with the existing and planned context, define, support and contribute to a high-quality *public realm*, and provide equally high-quality spaces within the buildings themselves.

Liveability of the built environment cannot be defined by a single element, but is created by the amalgam of many elements. In the context of built form, liveability is defined as a positive physical outcome of the built environment, supported by the principles of comfort, vibrancy, diversity, safety and beauty. With the overall goal of liveability, built form policies of this plan will respond to these principles:

- **Comfort:** Buildings will be designed to create spaces that ensure comfortable microclimatic conditions in the spaces around and within development by protecting access to sunlight, creating sunny streets and spaces, reducing and mitigating wind, providing privacy, offering openness between buildings and creating human-scaled streetscapes.
- **Vibrancy:** The *public realm* will be interesting and attractive, and will contribute to a *Downtown* that is pleasant, walkable and provides opportunities for a variety of experiences. This will be achieved in large part by ensuring that buildings, in particular the base and lower floors of buildings, define, support and contribute to an expanded, enhanced and animated *public realm* designed to improve the pedestrian experience.
- **Diversity:** *Downtown* includes many built form types and scales that express the character of its different neighbourhoods. This diversity will be sustained through the design of buildings that have a variety of types, scales and forms that respect and reinforce their existing and planned contexts.
- **Safety:** The quality and character of the *public realm* is directly influenced by adjacent buildings. Buildings will contribute to spaces for people that are clearly legible and safe, promoting casual overlook and use.
- **Beauty:** The Official Plan identifies “beauty” as one of the four principles of a successful Toronto. Public and private development should exhibit the highest standards of design excellence and beauty through building design, articulation and materiality, contribution to views and skyline, improvements to the *public realm* and heritage conservation.

Growth will continue to be accommodated in a variety of building types and scales while maintaining and enhancing liveability and contextual fit. Mid-rise and tall buildings will be the prevailing form of growth *Downtown*. These buildings must be recognized as vertical communities that are part of a larger existing and planned context. To ensure the creation of *complete*



Selection of Toronto Urban Design Award recipients: Fashion House at 560 King Street West (top), Mirage at Underpass Park (middle) and Queen Richmond Centre West (bottom)

communities, development will contribute the necessary amenities and infrastructure to serve residents and employees, as well as the broader community.

Many factors will shape and influence the type and scale of development, including the site's unique characteristics, existing and planned context, land use designations, area character, shadow impacts, fit and transition in scale to different land uses and scales of development, hospital helicopter flight paths, important view corridors, heritage buildings and Heritage Conservation Districts.

The built form policies of this Plan will be applied on an area-wide basis to address potential negative impacts associated with intensification including shadowing, and reduced access to sky-views, light and privacy. These policies will ensure that development fits within the existing and planned context, provides appropriate transitions to adjacent and surrounding buildings and spaces, respects the scale and proportion of adjacent streets and contributes positively to its surroundings.

POLICIES

- 9.1. Development will be encouraged to:
 - 9.1.1. enhance the liveability of the building's surroundings;
 - 9.1.2. contribute to liveability by reasonably limiting uncomfortable wind conditions and providing access to sunlight, natural light, openness and sky-view; expanding and improving the *public realm*; maintaining adequate privacy; providing high-quality amenity spaces; and conserving heritage;
 - 9.1.3. demonstrate design excellence of the building and surrounding *public realm*;
 - 9.1.4. demonstrate a high standard of heritage conservation; and
 - 9.1.5. include high-quality, durable materials and sustainable and resilient building practices.

Improving the Public Realm

Development will enhance the quality of the *public realm*, define its edges and support its use, improve the attractiveness of adjacent streets, parks and open spaces, support the expansion and health of the urban tree canopy and fit with and improve the character of the surrounding area. An improved and expanded *public realm* will be encouraged through all development, particularly in areas with high pedestrian volumes.

In much of *Downtown*, sidewalks are narrow and often crowded with minimal space for pedestrian amenities. An expanded *public realm* is necessary to provide comfort and safety for all users. Some of the greatest opportunities to expand the *public realm* are along the street frontage. Setting buildings back at grade to expand the boulevard increases the space between

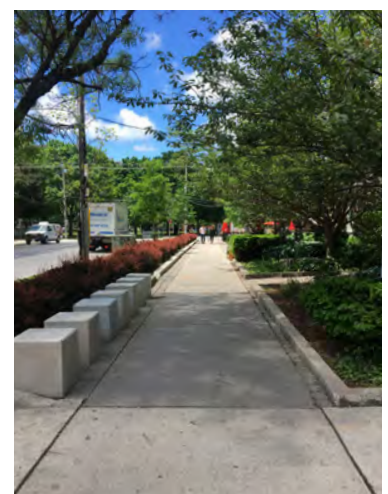
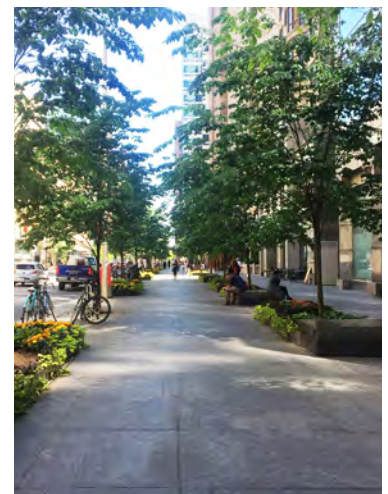


Public realm in the West Don Lands

buildings, improves access to sunlight and sky-view and provides transition from public to private space. It also allows for improvements such as increased space for pedestrians; the ability to plant street trees and other landscaping; landscaped, furnished and well-lit gathering spaces; and the opportunity to provide pedestrian weather protection. Where conditions allow, spaces for seating, sidewalk cafés, marketing areas and other gathering places will also be provided. These spaces improve pedestrian amenity and encourage gathering and public life.

POLICIES

- 9.2. The City may request, as a community benefit, provisions for an improved and expanded *public realm*, including but not limited to: widened sidewalks and walkways; parks and open spaces; POPS; street trees and other landscaping; street furniture; public art; landscaped open spaces; patios; retail displays; access to transit and transit shelters; cycling amenities and pedestrian weather protection.
- 9.3. Zoning By-laws may provide for building set-backs from street lines that do not reduce the density or unreasonably reduce the utility otherwise of the site, where necessary for the achievement of a contextually appropriate streetscape.
- 9.4. Development in *Mixed Use Areas 1, Mixed Use Areas 2, Mixed Use Areas 3, Regeneration Areas, Institutional Areas* and *Apartment Neighbourhoods* will be encouraged to include setbacks that will:
 - 9.4.1. allow for optimal landscaping conditions and provide adequate space for tree infrastructure and adhere to the City's tree planting standards; and
 - 9.4.2. be designed to allow for access to utilities or other below-grade services, as a community benefit.
- 9.5. The City may request, as a community benefit, the conveyance of an easement over a development site within 6 metres from the closest public street curb (or another distance if provided for in Policy 9.6 or 9.7) as measured on the day this Plan comes into force.
- 9.6. Such an easement over a lesser amount of a development site than the 6-metre curb to building face distance may be appropriate where:
 - 9.6.1. a strong, legible, historic character of street-oriented buildings exists;
 - 9.6.2. a property on the Heritage Register exists on-site;
 - 9.6.3. the prevailing pattern consists of buildings with lesser setbacks; or
 - 9.6.4. where otherwise acceptable.



Ground floor setbacks along York Street (top), Bloor Street East (middle) and Wellington Street West (bottom)

9.7. Such an easement over more than 6 metres from curb to building face may be appropriate for development in *Mixed Use Areas 1, Mixed Use Areas 2, Mixed Use Areas 3, Regeneration Areas, Institutional Areas* and *Apartment Neighbourhoods* where:

- 9.7.1. high pedestrian volumes exist or are expected;
- 9.7.2. the population generated by the development requires additional space for pedestrian circulation and access;
- 9.7.3. a defining character of the street includes a deeper setback;
- 9.7.4. development is located on a corner site; and/or
- 9.7.5. there is a need to improve access to or space for public transit and transit users.

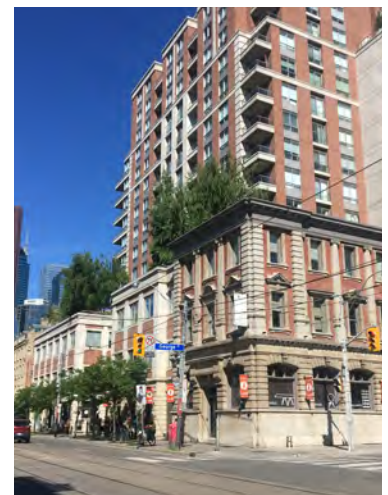
The lower floors of buildings shape, define and support the *public realm*, and are the main interface between the public and private realms, where pedestrians experience the building. Careful consideration will be given to this relationship through building siting, massing and design.

POLICIES

- 9.8. Base buildings will generally be designed to achieve the following design objectives:
- 9.8.1. relate to the scale and proportion of adjacent streets, parks and open spaces;
 - 9.8.2. fit compatibly within the existing and planned context of neighbouring streetwall heights;
 - 9.8.3. relate to the height, scale and built form character of the existing context of both streets when located on a corner lot;
 - 9.8.4. animate and promote the use of adjacent streets, parks and open spaces by such means as providing active uses at grade or multiple entrances on long building faces;
 - 9.8.5. incorporate appropriate glazing;
 - 9.8.6. encourage tree planting, where appropriate; and
 - 9.8.7. include high-quality materials and design elements that fit with neighbouring buildings and contribute to a pedestrian scale.
- 9.9. Development will generally provide a transition from the base building to relate to adjacent properties with a lower-scale planned context, as may be required to achieve the objectives of this Plan.
- 9.10. Development on sites that include or are adjacent to properties on the Heritage Register will include base buildings that are compatible with the streetwall height, articulation, proportion, materiality and alignment thereof.



Base buildings along Regent Park Boulevard



Base buildings along King Street East, at George Street

Physical Determinants of Intensity and Scale

Downtown's built form is diverse in height, scale, massing, age and type and varies street by street, block by block and neighbourhood by neighbourhood. This diversity is one of the defining features of *Downtown's* built environment. In *Mixed Use Areas 1*, *Mixed Use Areas 2*, *Mixed Use Areas 3*, *Institutional Areas* and *Regeneration Areas*, where growth is anticipated and directed, development has been primarily in the form of mid-rise and tall buildings. These vertical communities make a positive contribution to the built environment and the *public realm* when they are appropriately sited, massed, designed and programmed to suit their unique site characteristics.

POLICIES

- 9.11. Although existing and approved buildings form part of the existing and planned context, the siting, massing, height and design of a building on one site will not necessarily be a precedent for development on an adjacent or nearby site.
- 9.12. Tall buildings will not be permitted on sites within *Neighbourhoods*.
- 9.13. Tall building floorplates should be designed to adequately limit shadow impacts of the tower on the *public realm* and neighbouring properties and maintain adequate sky view from the *public realm*.
- 9.14. Development will be located and massed to define and frame the edges of the *public realm* with good street proportion, providing for comfortable sun and wind conditions on the *public realm* and neighbouring properties by stepping back building mass and/or limiting building floorplates above the streetwall height to allow daylight and sunlight to penetrate to the street and lower building levels.
- 9.15. In a tall building, a storey which contains residential units, but does not form part of a base building, will generally have a maximum floorplate size of 750 square metres above the base building. Increases to the 750 square metre floorplate size may be appropriate where the impacts of the larger floorplate, including but not necessarily limited to shadow, sky-view and wind, are addressed.
- 9.16. Buildings or parts of buildings, for predominantly employment uses, including but not limited to institutional uses, typically have programmatic requirements which require significantly larger floorplates. Where such are encouraged by this Plan these requirements are to be acknowledged.

Creating a Comfortable Microclimate

Thermal comfort in the *public realm* and other outdoor spaces where people gather is crucial to promoting the liveability and utility of these spaces. Access to sunlight supports pedestrian activity and other active transportation modes, encourages civic life in the *public realm* and extends the seasonal period of comfortable conditions, particularly in the spring and fall. Sunlight not only contributes to people's health and well-being but also



Downtown has a diversity of built form types and scales, including neighbourhoods (top), main streets (middle) and master planned communities

helps trees and other vegetation flourish. Preserving sunlight in the *public realm* is an important element of liveability, particularly *Downtown* where there is a high volume and intensity of people using streets, parks and open spaces.

The siting, massing, height and design of a building dictates how shadows are cast on its surroundings, including on other buildings. In parts of *Downtown* where there are numerous tall buildings, many in close proximity to one another, there is a cumulative impact on sunlight from these buildings. This impact must be understood and considered in the review of all development.

The reduction and mitigation of uncomfortable wind conditions also contributes to enhancing the safety, comfort and utility of the *public realm*. Similar to the cumulative impacts from buildings on shadows, the wind impacts from numerous developments will be considered and mitigated where necessary.



Sunny areas of St. James Park



Sunny sidewalks along the north side of Queen Street West

POLICIES

- 9.17. Development will seek to adequately limit shadows on sidewalks, parks, open spaces, natural areas, and institutional open spaces as necessary to preserve their utility.
- 9.18. Development will adequately limit *net-new shadow* as measured from March 21st to September 21st from 10:18 a.m. – 4:18 p.m. on parks and open spaces indicated on Map 41-13.
- 9.19. Development will adequately limit *net-new shadow* on all school yards as necessary to maintain their utility.
- 9.20. Buildings will be sited, massed and designed to mitigate and reasonably limit wind impacts on the *public realm*, including streets and sidewalks, parks and open spaces and POPS, having regard for the use of such areas.
- 9.21. Development will address microclimatic conditions for people on adjacent streets and sidewalks, parks and open spaces by adequately limiting shadow and uncomfortable wind conditions, as necessary to preserve their utility. This may be achieved with measures such as:
 - 9.21.1. reducing the floorplates of tall building elements above the base building;
 - 9.21.2. reducing the overall height and scale of buildings;
 - 9.21.3. re-orienting, reducing the size of and/or setting back tall building elements on the site; and
 - 9.21.4. increasing the space between tall building elements.

Sunlight in the Public Realm

In the Toronto climate, access to sunlight is especially important in the shoulder seasons of spring and fall when radiation from the sun can compensate for cooler air temperatures and promote the use of sidewalks, parks, open spaces, school yards and POPS. The City's development review process therefore evaluates shadow testing on the spring and fall equinoxes. Ideally, parks and the *public realm* will have optimum climatic conditions for human comfort and utility and sustainable, mature tree growth. Providing access to sun and minimizing wind can help achieve this.

Transition

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

Downtown includes many built form scales and types, with singles, semis, townhouses, walk-up and mid-rise apartments, mixed-use mid-rise buildings and tall buildings. In some areas there is a consistent pattern and scale, determined by historic lot patterns and building types, while in other areas, there is a mix of building types and scales, even within a single block. Each of these areas has its own distinct character, which will be respected by ensuring that the massing of development responds to surrounding areas, including adjacent and nearby buildings and areas. Many tall buildings have been constructed *Downtown* over the last several decades, and with the increasing numbers of tall buildings, there is a greater need to ensure that these buildings are compatible with each other and to other scales and forms of development.

POLICIES

- 9.22. Development may be required to provide built form transition where necessary to create a more liveable environment in the *public realm*, while defining and distinguishing areas of different character, intensity and planned contexts.
- 9.23. Transition in scale can be achieved by geometric relationships and design methods in different combinations including angular planes, stepping height limits, location and orientation of the building, the use of setbacks and step-backs of building mass, separation distances, as well as other means to achieve compatibility.
- 9.24. Development may be required to incorporate transition in scale to achieve built form compatibility when it is:
 - 9.24.1. a greater intensity and scale than the adjacent and surrounding planned context, with consideration for front, rear and side adjacencies;
 - 9.24.2. adjacent and nearby to lands that have a planned context that does not generally anticipate tall buildings, including but not limited to *Neighbourhoods*, *Mixed Use Areas 3* and *Mixed Use Areas 4*;

- 9.24.3. adjacent to a property designated under Part IV of the *Ontario Heritage Act* or a Heritage Conservation District; and/or
- 9.24.4. adjacent to existing or planned parks and open spaces.
- 9.25. Built form adjacencies, such as the following, may require a review to determine if any transition to the planned context is required to achieve compatibility:
 - 9.25.1. Tall to low-rise: through the application of a separation distance, stepping down of heights and an angular plane, and informed by the City's Tall Building Design Guidelines;
 - 9.25.2. Tall to mid-rise: through the application of a separation distance and noticeable stepping down of height; and
 - 9.25.3. Tall to tall: through the application of a separation distance, orientation of the tower portions of the building, and, as appropriate, through stepping down of heights.
- 9.26. Transition may be required between development and adjacent streets, parks or open spaces to provide access to sunlight and sky-views as well as establish a human scale. Where such transition is necessary, development may achieve transition in ways such as:
 - 9.26.1. Tall buildings to streets, parks and open spaces through appropriate setbacks and step-backs; and
 - 9.26.2. Mid-rise buildings to streets, parks and open spaces through setbacks, step-backs and angular planes, and informed by the Avenues and Mid-Rise Buildings Study.
- 9.27. Where transition is desirable to achieve compatibility, it will generally be provided within the development site.



Transition towards the street can be achieved through step-backs along the street-facing facade



Side step-backs create a transition down in height to lower scale buildings

Mid-Rise Buildings

A mid-rise scale of development provides intensification *Downtown* by contributing to liveable and vibrant main streets while achieving compatibility with adjacent neighbourhoods. The scale of mid-rise buildings provides a unique connection to surrounding neighbourhoods through a development form that is moderate in scale, built form transition that is sensitive to adjacent buildings and to the street, and allows for good sky-views and access to mid-day sunlight in the spring and fall.

POLICIES

- 9.28. Mid-rise development will be informed by the following design objectives:
 - 9.28.1. have heights that reasonably define and enclose the right-of-way that it fronts onto;
 - 9.28.2. provide for adequate access to sunlight and sky-view from the *public realm*;



Setbacks and lower scaled built form create a transition from tall buildings towards low-rise neighbourhoods

- 9.28.3. provide a compatible relationship to adjacent *Neighbourhoods* and *Parks and Open Space Areas*;
- 9.28.4. be informed by the Performance Standards contained within the *Avenues and Mid-Rise Building Study* for all other aspects of development not described in this Plan.

Skyline

The *Downtown* skyline is part of the city's identity and is a well-known image that represents Toronto around the world. The skyline is composed of individual background buildings as well as some landmark buildings, which can easily be identified because of their distinguishing features. Tall buildings are visible from greater distances and from a multitude of vantage points and as such, should be designed with their contribution to the overall skyline in mind. A well-composed skyline is one in which not every tall building is designed as a landmark building. Tall building proposals will consider how the proposal fits within and complements the overall Downtown skyline.

Helicopter Flight Paths

Some of Toronto's hospitals have specialties that draw patients from across Ontario. In emergency situations, patients are flown into *Downtown* heliports at the Hospital for Sick Children and St. Michael's Hospital. The flight paths to these hospital heliports will be protected.

POLICIES

- 9.29. New buildings and structures will be sited and massed to protect the flight paths to hospital heliports.

Amenity Space

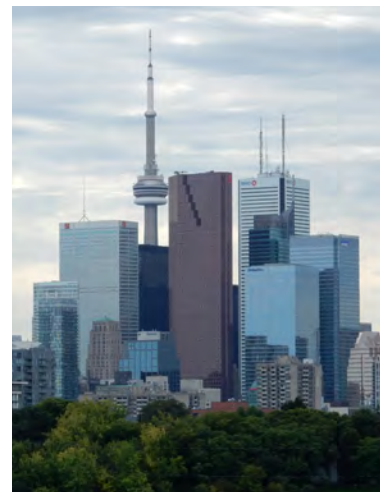
Outdoor amenity spaces in mid-rise and tall buildings provide the equivalent of the front and back yards that are abundant in Toronto's low-rise residential areas. These spaces support the liveability of *Downtown's* vertical communities and ensure that the needs of residents and workers are addressed. Indoor amenity spaces must provide facilities suitable for a diversity of residents, including seniors and families with children and/or pets, providing extended living spaces for gathering and community building. Also, as the space per worker ratio decreases, new non-residential development will provide workers with on-site amenities.

POLICIES

- 9.30. Amenity space will be encouraged to be:
 - 9.30.1. located at or above grade;
 - 9.30.2. located in visible and accessible locations for the building's inhabitants;

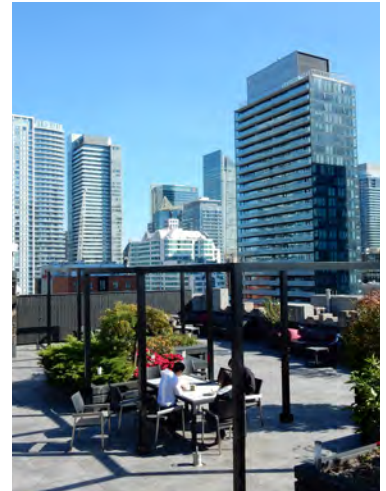


Mid-rise building on King Street East, east of Sumach Street



Downtown skyline viewed from the Inner Harbour (top) and Riverdale Park East (bottom)

- 9.30.3. designed and built with high-quality and durable materials; and
- 9.30.4. designed to provide elements and programming that respond to a variety of users of all ages and abilities, including but not limited to seniors and children, including providing option(s) which are viable in all seasons.
- 9.31. Development will ensure that outdoor amenity spaces will be sited and designed to address the following:
 - 9.31.1. provide for appropriate sky-views and sunlight in the space;
 - 9.31.2. generally ensure wind conditions that are suitable for comfortably sitting and standing; and
 - 9.31.3. include trees and other landscaping.
- 9.32. Indoor amenity space will be provided in appropriately scaled rooms, one of which will be encouraged to be directly adjacent and connected to the outdoor amenity space.
- 9.33. A portion of indoor amenity spaces should generally have access to daylight by being located in suitable locations within the building and by including glazing, where appropriate.
- 9.34. Development that includes residential units will be encouraged to include pet amenity areas that include facilities for the disposal of pet waste.



Non-residential rooftop amenity space

10. COMMUNITY SERVICES AND FACILITIES

Community service facilities provide a foundation for a diverse range of programs and services that support communities, contribute to quality of life and act as neighbourhood focal points where people gather, work, learn, socialize and access services. Community services and facilities are essential to fostering *complete communities*. Playing a distinct and separate role from private amenity spaces that are required as part of development, these facilities provide non-profit programs and services for local residents and community groups, while also serving residents and workers from across the city and the broader city region.

The Downtown Community Services and Facilities Strategy identifies community space and facility needs, and sets out priorities to support future growth by geography and by sector – recreation, child care, libraries, public schools and human services – and will be used to guide development review and inform the City’s future service and facility planning and capital budgeting.

Given the mature urban context of *Downtown*, the integration or co-location of facilities within or as part of a development will be necessary. Establishing joint responsibility between the City, boards, development industry and community agencies is essential to addressing *community service facilities* requirements necessary to support future growth and achieve *complete communities*.

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

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

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

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



The 519 Church Street Community Centre

POLICIES

- 10.1. The provision of *community service facilities* by the City and agencies will be informed by the Downtown Community Services and Facilities Strategy.
- 10.2. Development will be encouraged to contribute to the delivery of *community service facilities*, as appropriate as a community benefit, through:

Service and Facility Plans

Service and Facility Plans are important tools that guide the planning and management of community services and facilities for Torontonians. With input from stakeholders, these plans lay out actions that advance the priorities of various City divisions and the public agencies, boards and commissions that provide the community services and facilities that contribute to quality of life in the city.

- 10.2.1. new, expanded or retrofitted space for one or more *community service facilities* on-site;
- 10.2.2. new, expanded or retrofitted *community service facilities* off-site within an *appropriate distance*; and/or
- 10.2.3. a contribution towards specific *community service facilities* that meets identified needs.
- 10.3. New *community service facilities* and expansions or retrofits of existing *community service facilities* will be designed to meet the requirements of the City, public agencies, boards and commissions and will, where appropriate:
 - 10.3.1. be located in highly visible locations with strong pedestrian, cycling and transit connections for convenient access;
 - 10.3.2. consider co-location within mixed-use buildings; and
 - 10.3.3. provide for flexible, accessible, multi-purpose spaces that can be programmed in different ways and be adapted over time to meet the varied needs of different user groups.
- 10.4. Where *community service facilities* are replaced in new development, the total gross floor area of the replacement *community service facilities* will be excluded from the total gross floor area permitted on the site, provided the following matters are provided by the owner and secured to the City's satisfaction:
 - 10.4.1. locate, design, construct, finish and furnish the *community service facilities* at no cost to the City; and
 - 10.4.2. provision of the space for a period of no less than 10 years at a rent similar to that in effect at the time of application, with annual increases in line with the rate of inflation.
- 10.5. Partnerships between landowners and public agencies, boards and commissions to support the improvement, provision and expansion of *community service facilities* will be encouraged.
- 10.6. To address their respective requirements and to promote cost-effectiveness and coordination, community services and facilities providers will be encouraged to:
 - 10.6.1. support the creation of community hubs;
 - 10.6.2. explore satellite and alternative delivery models;
 - 10.6.3. co-locate facilities and share resources; and
 - 10.6.4. integrate and coordinate programs.

Community Space Tenancy Policy

This policy details a process for leasing City-owned space at below-market rent to non-profit organizations that deliver community and cultural services to residents, foster partnerships, and further the City's strategic objectives.

Community Hubs

A community hub is a central access point for a range of needed health, education, and social services, along with cultural, recreational and green space to nourish community life. Each community hub will be physically and organizationally unique to reflect local conditions and local community needs. There is a wide range of models for community hubs. Hubs can provide co-located services that are managed and delivered separately to a diversity of residents, or hub services may be strategically coordinated and administratively integrated to address specific needs, populations, or sectors. Hubs can be multi-service centres, offering a breadth of programming for a wide range of residents in the community. Alternatively, hubs may be sector-specific. Hubs may also focus their programs and services on a particular population.

10.7. The Downtown Community Services and Facilities Strategy will be reviewed on a regular basis, taking into consideration the relevant service and facility plans of City divisions and public agencies, boards and commissions, to:

- 10.7.1. update the inventory of existing and planned services and facilities;
- 10.7.2. determine the need for new *community service facilities* based on existing and estimated population and employment growth; and
- 10.7.3. prioritize *community service facilities* required to support projected growth and changing needs.



*Fort York Library at the corner of
Bathurst Street and Fort York Boulevard*

11. HOUSING

The City's quality of life and prosperity are intrinsically connected to the provision of housing that meets the requirements of a diverse population with varying housing needs. *Downtown's* neighbourhoods offer housing options including units in grade-related, mid-rise and tall buildings with a variety of ownership and tenancy models. *Downtown* is home to vertical communities, and new multi-unit residential buildings need to accommodate a wide range of households including those with children, youth and seniors.

New affordable housing that meets the needs of vulnerable populations, as well as lower to middle income households for whom rising housing costs are a growing concern, will be required. While many households rent in existing rental and condominium buildings, other residents rely on the stock of social and supportive housing, single-room-occupancy homes, student residences and transitional housing. This stock provides a much needed diversity of housing types for vulnerable residents that are not typically found to the same extent in other areas of the city.

Providing housing to a wide range of residents that is affordable, secure, of an appropriate size, and located to meet the needs of people throughout their life cycle is essential to the creation of *complete communities*.

POLICIES

- 11.1. To achieve a balanced mix of unit types and sizes, and support the creation of housing suitable for families, development containing more than 80 new residential units will include:
 - 11.1.1. a minimum of 15 per cent of the total number of units as 2-bedroom units;
 - 11.1.2. a minimum of 10 per cent of the total number of units as 3-bedroom units;
 - 11.1.3. an additional 15 per cent of the total number of units will be a combination of 2-bedroom and 3-bedroom units, or units that can be converted to 2 and 3 bedroom units through the use of accessible or adaptable design measures.
- 11.2. The City may reduce the requirements for policy 11.1 where development is providing:
 - 11.2.1. social housing or other publicly funded housing; or
 - 11.2.2. specialized housing such as residences owned and operated by a post-secondary institution or a health care institution or other entities to house students, patients, employees or people with special needs.
- 11.3. Residential units will include where appropriate: storage space; operable windows; bedrooms that contain closets; and the provision of balconies or terraces shall be encouraged.



Residential buildings on Sackville Street (top) and Regent Park Boulevard (bottom), in Regent Park

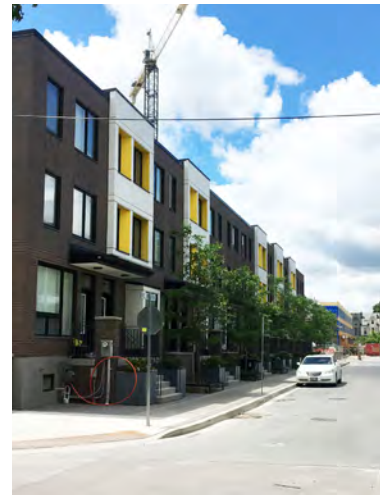
Dwelling Rooms

A dwelling room means a room available for rent in a rooming house that is used as separate living accommodation and is not self-contained. A dwelling room may contain private sanitary facilities or cooking facilities, but not both.

- 11.4. Where new development would have the effect of removing all or part of a private building or related group of buildings, and would result in the loss of ten or more dwelling rooms, excluding dwelling rooms operated by a post-secondary institution or similar residences, the City may request an acceptable tenant relocation and assistance plan to lessen hardship.
- 11.5. New development that would have the effect of removing all or part of a private building or related group of buildings, and would result in the loss of ten or more dwelling rooms, may also be requested as a community benefit in accordance with and subject to the applicable legislation to:
- 11.5.1. replace and maintain at least the same amount of residential gross floor area as rental housing; and
 - 11.5.2. for a period of at least 10 years, the rents for replacement housing will be similar to those in effect at the time the development application is made.



Housing co-operative on Richmond Street East



Townhomes in Alexandra Park

12. CULTURE

The *culture sector* includes creative artistic activity and the goods and services produced by it, along with the preservation of heritage. Globally, it is one of the fastest growing economic sectors and is entrepreneurial and inclusive in nature. The sector includes a wide range of enterprises in live performance and music, visual and applied arts, heritage and libraries, written and published works, film and television, screen-based media, sound recording, fashion and design. *Downtown* has the highest concentration of *cultural spaces* and cultural industry jobs in the city, and the highest total number of cultural facilities owned privately or by other orders of government.

Retention and Expansion of Cultural Spaces and Cultural Industry

Spaces for the creation, production, presentation, dissemination, exhibition and preservation of art, culture, heritage and design products are essential to the vitality of the *culture sector*. Fostering a concentration of cultural activity *Downtown* and expanding the sector will be encouraged given the significant benefits these activities bring in building communities, supporting Toronto's global brand and attracting and retaining talent. The clustering and co-location of Indigenous cultural organizations will be encouraged.

POLICIES

- 12.1. Development will be encouraged to retain and expand spaces for *culture sector* employment and businesses.
- 12.2. Clustering of *cultural spaces*, including Indigenous cultural organizations, will be supported and encouraged.
- 12.3. The co-location and/or creation of community hubs for cultural and community spaces, including Indigenous organizations, will be encouraged as part of development where appropriate in *Mixed Use Areas 1, Mixed Use Areas 2, Mixed Use Areas 3, Mixed Use Areas 4* and *Regeneration Areas*.
- 12.4. Adaptive re-use of properties on the Heritage Register as *cultural spaces* will be encouraged.

King-Spadina and King-Parliament Cultural Precincts

The King-Spadina and King-Parliament areas are home to a mix of culture, creative, entertainment, employment and residential uses. It is the concentration of creative industries, cultural employment and *cultural spaces* in adaptable and flexible brick-and-beam buildings that contributes to the energy, identity and appeal of these areas.



401 Richmond Street West is an arts and culture hub in King-Spadina



The Daniels Spectrum in Regent Park

POLICIES

- 12.5. The King-Spadina and King-Parliament Cultural Precincts are shown on Map 41-14.
- 12.6. Within the King-Spadina and King-Parliament Cultural Precincts, the following will be encouraged:
 - 12.6.1. the clustering of creative industries and *culture sector* economic activities, jobs and *cultural spaces*;
 - 12.6.2. building attributes that support the spatial requirements of creative industries and the *culture sector* and allow for flexible use of the spaces; and
 - 12.6.3. the participation of the arts and design community in local *public realm* improvements.

Cultural Corridors

Cultural Corridors are historically and culturally significant streets that anchor important arts, entertainment and new media cultural resources *Downtown*. The corridors contain a variety of cultural and heritage destinations in a variety of scales, that welcome residents and tourists to gather and interact.

POLICIES

- 12.7. The Cultural Corridors are shown on Map 41-14.
- 12.8. Development on a Cultural Corridor will be encouraged to provide non-residential gross floor area for *cultural spaces* that support and strengthen the *culture sector* and creative artistic activity within that Corridor.
- 12.9. The *public realm* within each Corridor will be designed to create a coherent visual identity including public art and interpretive resources.

Live Music

Live music venues nurture emerging artists and provide direct employment to those working in the industry such as artists, managers, agents, ticketing companies, audio-production firms and venue staff. Live music creates spillover economic benefits in tourism, hospitality, retail, fashion, communications, public relations, publishing and media sectors. A defining feature of Toronto's music landscape is its clustering in and around *Downtown*. Live music venues are part of the night-time economy of the city, drawing local residents and visitors into the core of the city. Nathan Phillips Square, Yonge Dundas Square, David Pecaut Square and other outdoor public spaces host live music and other cultural events that draw the local community together and bring residents from across the city and visitors *Downtown*.



John Street, south of King Street West, during the Toronto International Film Festival



The Rivoli on Queen Street West

Live music venues comprise some of the city's most significant cultural heritage landmarks. As the city intensifies, there is a concern that live music venues, especially those that are directly related to the city's cultural history, will be displaced due to rising land values and competition from other sectors for space. The retention of live music venues must be pursued as *Downtown* grows.

POLICIES

- 12.10. The retention of live music venues will be encouraged in *Mixed Use Areas 1, Mixed Use Areas 2, Mixed Use Areas 3, Mixed Use Areas 4* and *Regeneration Areas*.
- 12.11. To ensure that live music venues can continue to function without noise-related impact on new residential development:
 - 12.11.1. new live music venues located within *Mixed Use Areas 1, Mixed Use Areas 2, Mixed Use Areas 3, Mixed Use Areas 4* and *Regeneration Areas* will be designed and constructed to minimize noise from the premises and provide acoustic attenuation measures that would protect residential uses; and
 - 12.11.2. new mixed-use developments located within *Mixed Use Areas 1, Mixed Use Areas 2, Mixed Use Areas 3, Mixed Use Areas 4* and *Regeneration Areas* will be designed and constructed to include acoustic attenuation measures on-site, or within the building design, to mitigate noise levels from adjacent indoor live music venues and from outdoor live music venues.
- 12.12. Development containing residential units that are located within 120 metres of a live music venue will be required to include an advisory provision within the Site Plan Agreement and/or Condominium Declaration that notifies purchasers, lessees and tenants of possible noise that may arise from its proximity to a live music venue.

Music City

Toronto is a Music City. A Music City, as defined by Music Canada, is an urban area with a vibrant music economy. A Music City is home to a broad range of professionals who support artist entrepreneurs in their career development. It contains spaces for education, rehearsal, recording and performance, and fosters a live scene with an engaged and passionate audience that provides artists with a fertile ground for developing their craft.

Filming

Toronto is Canada's film and television hub, globally recognized as a centre of excellence for location film production. It is one of North America's top centres of the screen industry. Filming in the public right-of-way is fundamental to the success of Toronto's film industry. The City of Toronto encourages film production across the city but the majority of on-site filming in Toronto takes place in a tight grid between Queen Street, Jarvis Street, Front Street and Bathurst Street. Access to the streets and sidewalks within this grid is vital to the film industry.

POLICIES

- 12.13. The Downtown Film Precinct is shown on Map 41-15.
- 12.14. Development and *public realm* improvements within the Downtown Film Precinct will be encouraged to include:
 - 12.14.1. infrastructure to support the film industry through the design and redesign of spaces;
 - 12.14.2. built-in infrastructure such as outlets and conduits to reduce the need for generators; and
 - 12.14.3. areas for temporary film trailer parking, pick-up/drop-off areas, accessible loading zones and motor coach parking zones.



Filming in King-Spadina

13. ENERGY AND RESILIENCE

The climate is changing and Toronto must adapt. The City expects hotter, drier summers with more heat waves, warmer and milder winters, and fewer, but much more intense, spring, summer and fall rainfall events. These new weather patterns will affect how buildings, landscapes, infrastructure and the *public realm* are designed to be resilient. To help mitigate climate change, Toronto has set a target to reduce greenhouse gas (GHG) emissions by 80 per cent from 1990 levels by 2050. Meeting these targets requires new approaches for achieving energy efficient buildings, designing energy distribution systems and harnessing renewable energy sources. Planning for a liveable, competitive *Downtown* requires minimization of emissions, reduction of electricity demand and building a resilient core that can withstand extreme weather and area-wide power outages.

While these challenges are city-wide, *Downtown* is particularly vulnerable due to its built form and density, age of infrastructure, rapid growth and constrained electricity supply.

Resilience

Ensuring a resilient *Downtown* requires laying a foundation to withstand future shocks and stresses such as extreme weather events. Overland flooding can be an issue when a large amount of rain falls within a short time period. *Green infrastructure* such as trees, herbaceous planting, green roofs, permeable paving, and bioswales assist with the absorption and detention of some rainfall and reduce the heat island effect. Severe weather events coupled with power outages can impact residents living in tall buildings who rely on electricity for water supply, heating, cooling, security, ventilation and elevator use. Back-up power can reduce vulnerability by providing essential services until power is restored.

Resilience is also about protecting the health of the natural systems and ensuring a biodiversity of habitats for the many species of plants and animals that inhabit the *Downtown*.



Toronto City Hall green roof



Water filtration feature at Sherbourne Commons

POLICIES

- 13.1. Development and streetscape improvements will integrate stormwater capture, trees and other plantings, where appropriate, informed by design guidelines adopted by Council.
- 13.2. To improve resilience to area-wide power outages, residential development will be encouraged to provide back-up power.
- 13.3. Development will be encouraged to incorporate biodiversity where appropriate by considering the following alongside the scale and nature of development:
 - 13.3.1. creating habitats;
 - 13.3.2. planting varieties of species that are pollinator-friendly; and
 - 13.3.3. designing green roofs to be more biodiverse.

Towards a Low-Carbon Downtown

Toronto has set a GHG emission reduction target of 80 per cent by 2050. Achieving this target requires innovative approaches to local energy supply while minimizing emissions and reducing electricity demand. Capturing waste energy from existing municipal infrastructure sources, such as sewers, water supply, and power stations for transit, is a creative way to increase energy capacity without increasing GHG emissions.

Co-location of energy systems with local municipal infrastructure provides an opportunity to capture low-carbon thermal energy sources such as sewer and ground-source heat, as well as heat recovery from transit power stations. Distributing these and other low-carbon renewable energy sources through thermal energy networks – district energy systems – is an efficient and cost-effective means to achieve a reduction in large-scale GHG emissions. Thermal energy networks also provide the option to switch to new fuel sources over time to replace natural gas.

Downtown electricity capacity is limited and growth will increase pressure on the transmission and distribution infrastructure. There are limited opportunities for new supply, such as bringing a new transmission line into the core, and existing infrastructure cannot be easily upgraded. Connection to an expanded deep lake water cooling system and other new low-carbon thermal energy networks, as well as on-site electricity production, can help reduce electricity demand and ensure sufficient capacity.

Much of the development *Downtown* involves demolishing an existing building to construct a new one. This can result in the loss of embodied energy – energy that was consumed to build the existing building. Building retrofits, heritage conservation and the salvaging or reusing of materials can reduce the loss of embodied energy and assist the City to achieve its GHG reduction targets.



132 Berkeley Street is a certified Toronto Green Standard Tier 2 building

POLICIES

13.4. Development will be encouraged to:

- 13.4.1. incorporate recovery of low-carbon energy from infrastructure sources such as sewers and transit power stations to reduce emissions;
- 13.4.2. develop or incorporate a connection to an existing or planned thermal energy network;
- 13.4.3. integrate on-site electricity production to reduce electricity demand; and
- 13.4.4. target *near-zero emissions*.

Water

Downtown is serviced by a complex system of underground infrastructure. Over time, the capacity of infrastructure is being consumed by both residential and non-residential growth and through inflow and infiltration of stormwater into the sewer systems. It is essential to closely relate growth with the ability to improve the existing water infrastructure to provide additional capacity.

POLICIES

- 13.5. The City will ensure water, wastewater and stormwater management infrastructure will be maintained and developed by keeping infrastructure in a state of good repair and providing required new infrastructure concurrent with growth.
- 13.6. In some circumstances, new development will offer an opportunity to assist in reducing negative impacts of *inflow and infiltration* on the capacity of the sanitary and combined sewer systems.

Water Infrastructure

Watermains distribute water to, and sewers collect wastewater from, buildings. The wastewater collection system consists of storm sewers that discharge stormwater to the lake, sanitary sewers that convey wastewater to treatment plants, and combined sewers that discharge both stormwater and wastewater to treatment plants, or during more severe weather events discharge to the lake by Combined Sewer Overflow structures.

Inflow and Infiltration

Sanitary sewers are designed primarily to collect wastewater generated by the population, with a small amount of additional capacity allocated for the inflow of stormwater or infiltration of groundwater into the sewer. As a sewer ages, it becomes more leaky, allowing *inflow and infiltration* into the pipe, consuming capacity that could otherwise be used to support growth. Construction of buildings with multiple below-grade levels that reach into the groundwater table may increase the flows into the sewer and uses up pipe capacity.

Sewer Improvements

Inflow and infiltration into a sewer can be reduced in a number of ways, such as controlling the amount of groundwater into a sewer, eliminating any connections between different types of sewers, replacing old leaky sewers, disconnecting downspouts from sewers, etc. When these opportunities are limited, sewer upsizing, and/or other additional methods can then be considered to provide the necessary capacity to accommodate growth.

14. MAKING IT HAPPEN

Infrastructure Strategies, Plans and Guidelines

Infrastructure strategies, plans and guidelines will ensure the effective implementation of the Downtown Plan. Read in conjunction with this Plan, these strategies, plans and guidelines will provide guidance and precision for implementation that supports this Plan's objectives, and responds to *community service facilities, green infrastructure, physical infrastructure* and parkland needs arising from growth.

POLICIES

- 14.1. Implementation plans, strategies and guidelines will be adopted to advance the vision, goals and policies of the Downtown Plan. These implementation plans, strategies and guidelines, while they express Council policy, are not part of the Plan unless the Plan has been specifically amended to include them, in whole or in part, and do not have the status of policies in the Downtown Plan.
- 14.2. The implementation of the infrastructure strategies and plans will be monitored and reported to Council every five years to ensure that the infrastructure requirements and priorities contained within them reflect the changing conditions within *Downtown* over time.
- 14.3. Development of lands within *Downtown* will be reviewed to ensure the adequacy of *community service facilities, green infrastructure, physical infrastructure* and parkland. Staging or phasing of development will be provided for, where necessary and appropriate to coordinate with City action.
- 14.4. The City will provide *community service facilities, green infrastructure, physical infrastructure* and parkland in a timely way to service growth.

Infrastructure Strategies and Plans

The following Infrastructure Strategies will help implement the Plan's vision, goals and policies over time:

- Downtown Community Services and Facilities Strategy
- Downtown Mobility Strategy
- Downtown Parks and Public Realm Plan
- Downtown Water Strategy
- Downtown Energy Strategy

City-Owned Land

POLICIES

- 14.5. City-owned lands *Downtown* may be retained to address the Plan's priorities and other public priorities, including: parkland, pedestrian and cycling facilities, affordable housing, *community service facilities*, and locations for first responder stations.

Parkland

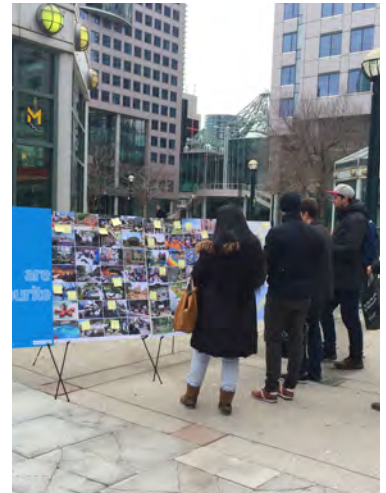
POLICIES

- 14.6. New parkland and lands to expand existing parks will be secured using a variety of tools, including but not limited to:
- 14.6.1. land purchases;
 - 14.6.2. parkland dedication under the *Planning Act*, as applicable;
 - 14.6.3. land exchanges;
 - 14.6.4. partnerships and/or leases; and
 - 14.6.5. conservancies, sponsorships and philanthropic donations.

Public Space Public Life Studies

POLICIES

- 14.7. Public space public life studies will be conducted by the City periodically to serve as a baseline against which public investments in the *public realm* can be assessed and opportunities for future investment can be identified.
- 14.8. Partnerships with non-profit organizations and community groups will be encouraged when conducting public space public life studies.



"Favourite Places" activity in David Pecaut Square as part of the public space public life study

15. INTERPRETATION

The following policies provide definitions of terms specific to this Plan.

POLICIES

- 15.1. **Complete communities** generally:
- 15.1.1. feature a diverse mix of land uses, including residential and employment uses, and convenient access to local retail and services;
 - 15.1.2. provide a diverse range and mix of housing options, including affordable housing, to accommodate people at all stages of life and to accommodate the needs of all household sizes and incomes;
 - 15.1.3. provide convenient access to:
 - a) a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
 - b) *physical infrastructure*;
 - c) *community service facilities*; and
 - d) an appropriate supply of parkland, open spaces and trails;
 - 15.1.4. ensure the built form enhances liveability, is contextually appropriate and provides an attractive and vibrant *public realm*, including public open spaces;
 - 15.1.5. mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions and contribute towards the achievement of low-carbon communities; and
 - 15.1.6. integrate *green infrastructure*.
- 15.2. The **culture sector** comprises the goods and services produced through creative and artistic activity and the associated occupations and industries related to heritage and libraries, live performance, visual and applied arts, written and published works, audio-visual and interactive media, and sound recording.
- 15.3. **Cultural spaces** are the physical spaces that present and support arts activities, creative industries, cultural expression and cultural heritage. *Cultural spaces* may include professional creative artistic activities such as the creation and presentation of: craft, dance, design, fashion, film, Indigenous arts, literature, media arts, and music, theatre and visual arts. *Cultural spaces* are non-residential spaces and include, but are not limited to: art galleries, artist studios, arts facilities, arts storage facilities, broadcast centres, community cultural hubs, concert halls, creative co-location spaces, cultural facilities, dance studios, design studios, film studios, live music venues, movie theatres, museums, performing arts studios and rehearsal spaces, photographer studios, public libraries and publishing facilities.

- 15.4. Infrastructure includes the following:
- 15.4.1. **Community service facilities** – buildings and public spaces that accommodate a range of non-profit programs and services provided or subsidized by the City or other public agencies to support people in meeting their social needs and enhance their well-being, health and quality of life. *Community service facilities* include recreation, community centres, libraries, child care and spaces for the provision of public health services, human services, cultural services and employment services;
 - 15.4.2. **Green infrastructure** – natural and human-made elements that provide ecological and hydrological functions and processes. *Green infrastructure* includes natural heritage features and systems, parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces, and green roofs;
 - 15.4.3. **Physical infrastructure** – facilities and networks that form the foundation for development. *Physical infrastructure* includes water, sewage and stormwater management systems; thermal energy networks; electrical and communications systems; waste management systems; streets, transit and other mobility corridors, including pedestrian and cycling facilities; and
 - 15.4.4. Parkland.
- 15.5. A **near-zero emissions** building is one where all measures have been taken to significantly decrease energy loads, apply passive-design principles, improve efficiency of mechanical systems and connect to low-carbon fuel energy sources. It is considered *near-zero emissions* because generation of the electricity used by the building may have resulted in some greenhouse gas emissions. For example, a building may draw on the Portlands Energy Centre, which burns natural gas to generate electricity for *Downtown*.
- 15.6. **Net-new shadow** means shadow cast by a proposed development in excess of the shadow already cast by existing buildings and structures, including those permitted by in-force Zoning By-laws.
- 15.7. The **public realm** includes all public and private spaces to which the public has access. It is a network that includes, but is not limited to, streets, sidewalks and pedestrian connections, parks, open spaces and natural areas, Privately Owned Publicly-Accessible Spaces (POPS), the public portions of civic buildings and other publicly owned and publicly accessible lands.

16. SECONDARY PLANS

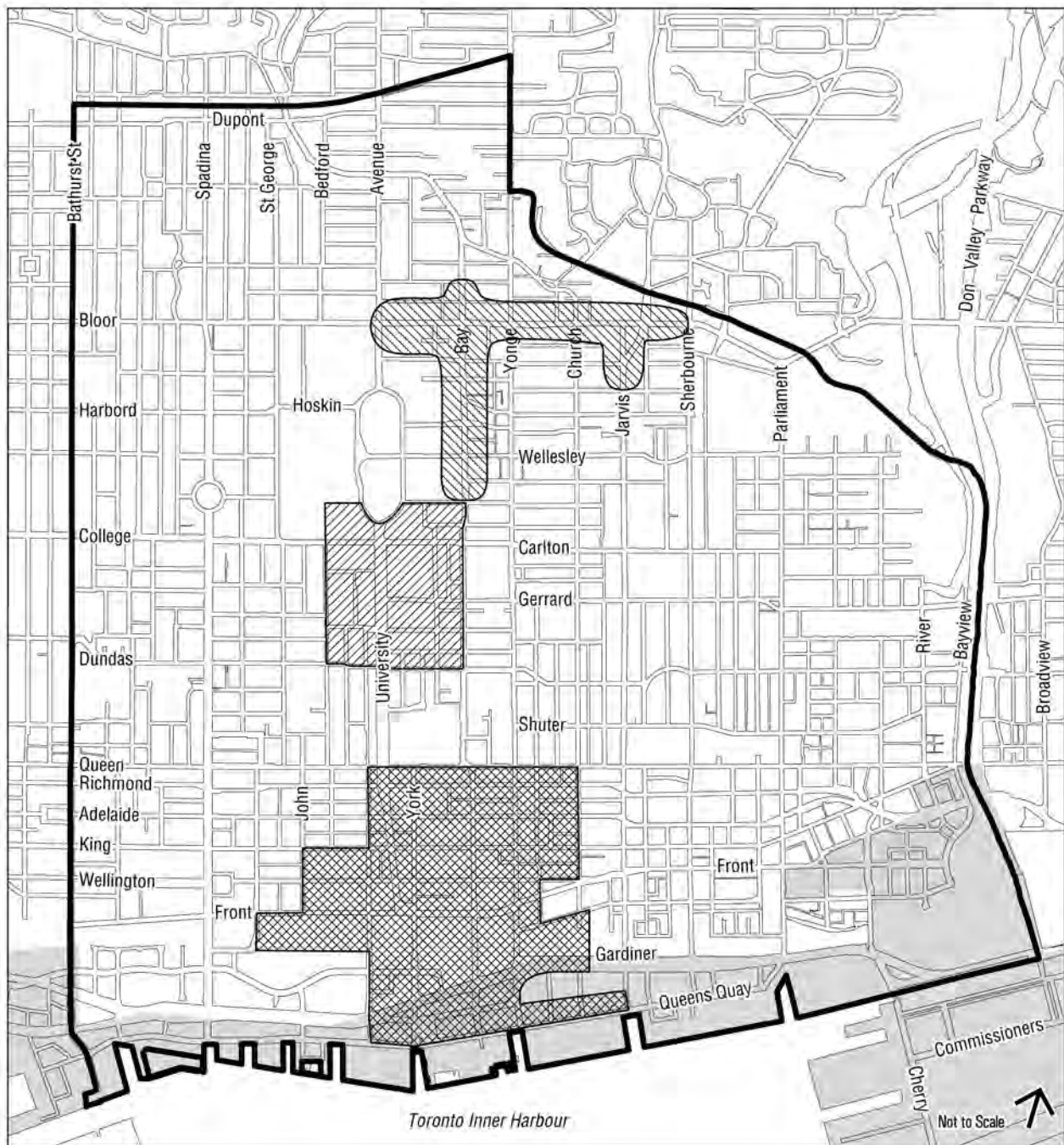
- King-Parliament
- King-Spadina
- Railway Lands East
- Railway Lands Central
- Railway Lands West
- University of Toronto
- Regent Park
- Queen-River
- Central Waterfront (partial)
- Fort York Neighbourhood (partial)






17. SITE AND AREA SPECIFIC POLICIES

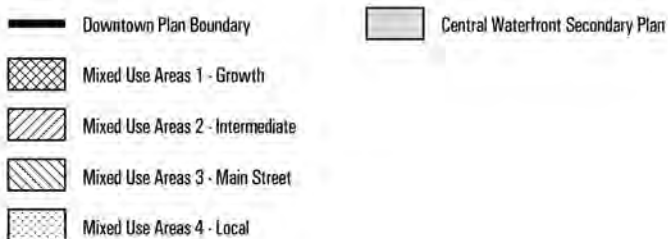
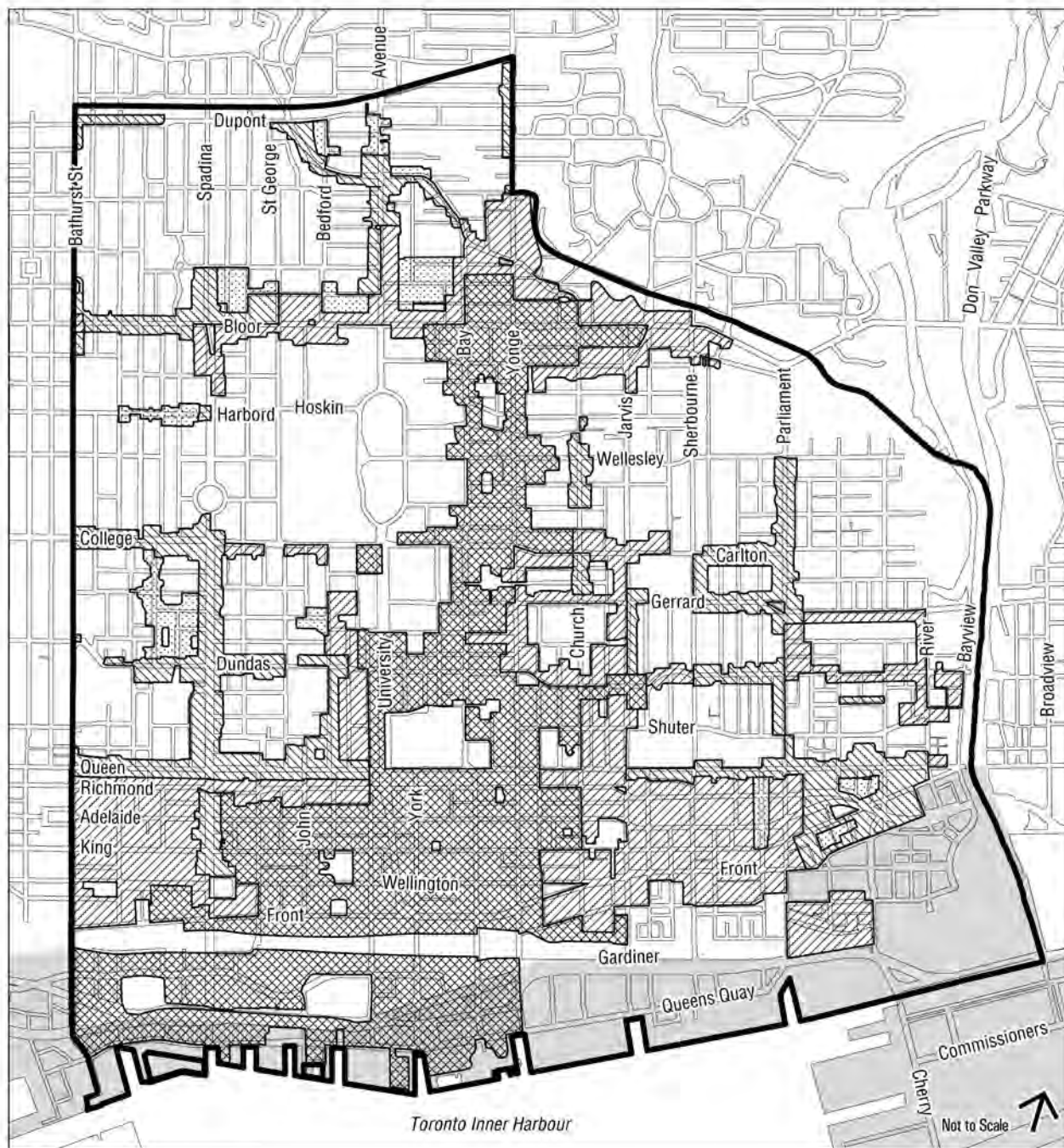
- South of Carlton Street and North of Gerrard Street East Between Yonge and Jarvis Streets
- 571 Jarvis Street
- 7 to 33 Belmont Street (inclusive) and 10, 20, 30 Roden Place
- 90 Harbour Street
- 99 Maitland Street
- 6 to 14 St. Joseph Street, 6 to 14 Irwin Avenue, 7 to 19 Irwin Avenue
- Southeast Corner of College Street and University Avenue
- 95 Wellington Street West and 70 York Street
- 354 and 404 Jarvis Street
- 21 Park Road
- 275 Bleeker Street and 200 Wellesley Street East
- Yonge Street Between Queen Street and North of Gerrard Street
- 169 Gerrard Street East
- 207 and 211 Queens Quay West
- 15 Larch Street and 76 Grange Avenue
- Harbourfront
- 225 Queens Quay West
- 318 Queens Quay West
- Bathurst Quay
- 4 Bathurst Street
- 585-659 Queens Quay West and 4,5 and 10 Bathurst Street
- 11 Stadium Road
- 5 Bathurst Street and 585-627 Queens Quay West
- 56 Queen Street East, 106 King Street East and 330 University Avenue
- Kensington Market
- Portions of the Area Bounded by Bloor Street West, Avenue Road, Davenport Road and Spadina Road
- West Side of Avenue Road Between Pears Avenue and Dupont Street and 2-26 and 1-51 Baldwin Street and 164-170 McCaul Street
- 283 and 285 Spadina Avenue, and 393-479, and 396-484 Dundas Street West

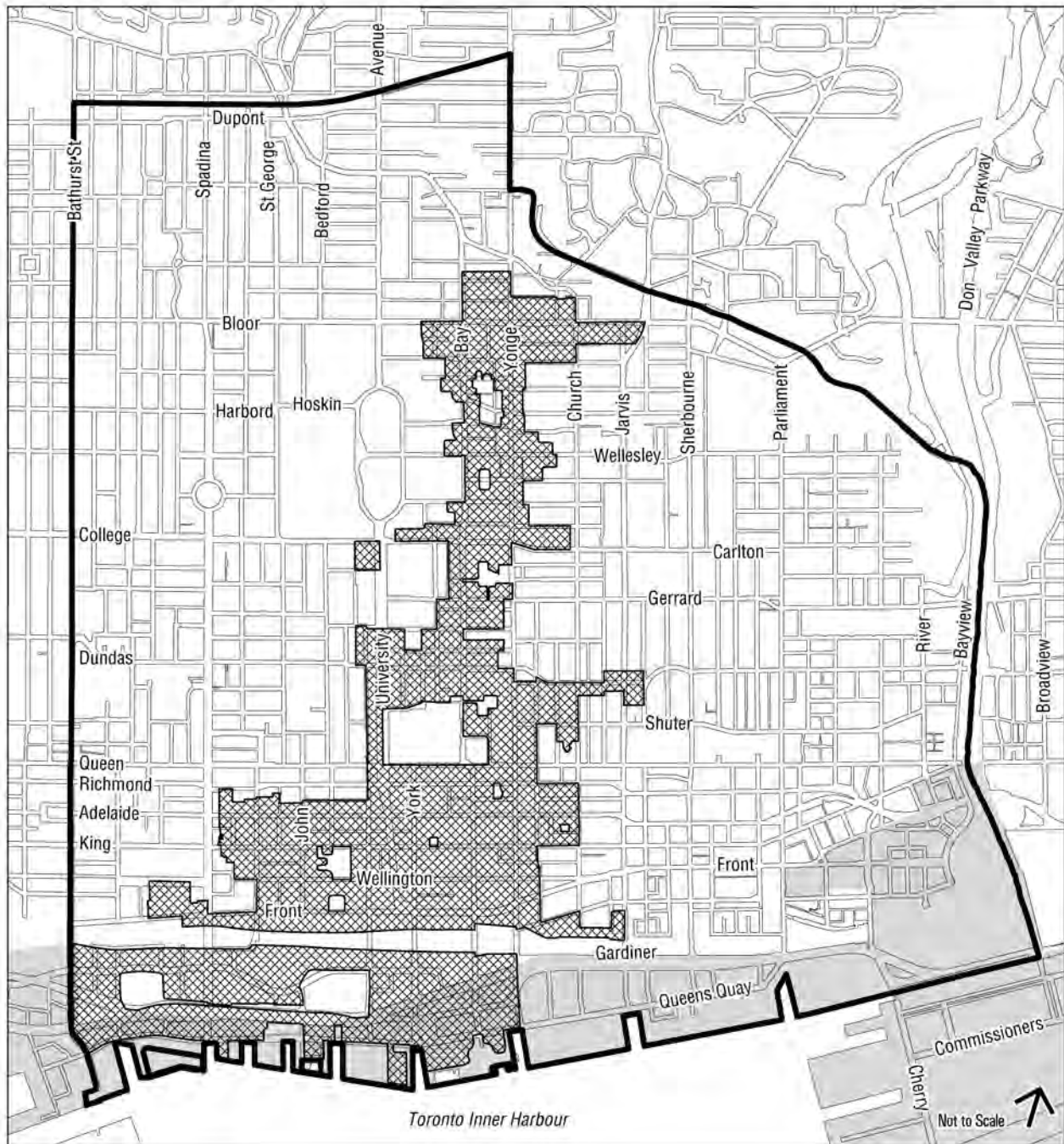
- 149-155 Dundas Street West, 255 McCaul Street, 18 Orde Street and 2-60 Murray Street
- Lands Bounded by College Street, Simcoe Street, Queen Street West and Spadina Avenue
- Lands Bounded by Avenue Road, Marlborough Avenue, Yonge Street and the Canadian Pacific Railway
- 835-931 Yonge Street
- Bloor Yorkville/North Midtown Area
- Dupont Street between Ossington Avenue and Kendal Avenue
- Lands bounded by Yonge, Front, Bay and Wellington Streets
- 317 Dundas Street West and 100 McCaul Street
- Lands Bounded by Yonge Street, Queen Street West, Bay Street and Adelaide Street West
- Lands North and South of Bloor Street Between Park Road and Avenue Road
- 1 Davenport Road
- 47-51 River Street
- Certain lands (South of Bremner, East of Rees; at 6 & 10 Trinity Square)
- 76 and 100 Davenport Road
- Bloor Street West, between Avenue Road and Bathurst Street
- North Downtown Yonge Site and Area Specific Policy, located generally between the south side of College/Carlton Streets, the south side of Charles Street, the west side of Bay Street and the east side of Church Street
- North of Queen Street West, East of Denison Avenue, South of Dundas Street West, & West of Cameron Street
- 10 York Street and 120-130 Harbour Street
- 120 to 130 Harbour Street and 10 York Street
- 21 Avenue Road
- 951 to 971 Bay Street and 36 Wellesley Street West
- 571 Jarvis Street and 119 Isabella Street
- Lands bounded by Yonge Street to the west, Isabella Street to the north, Gloucester Lane to the east and Gloucester Street to the South
- 592 Sherbourne Street and 15 Selby Street
- 95 Queens Quay East
- South of Wellington Street West, West of Spadina Avenue, North of Front Street West & East of Draper Street

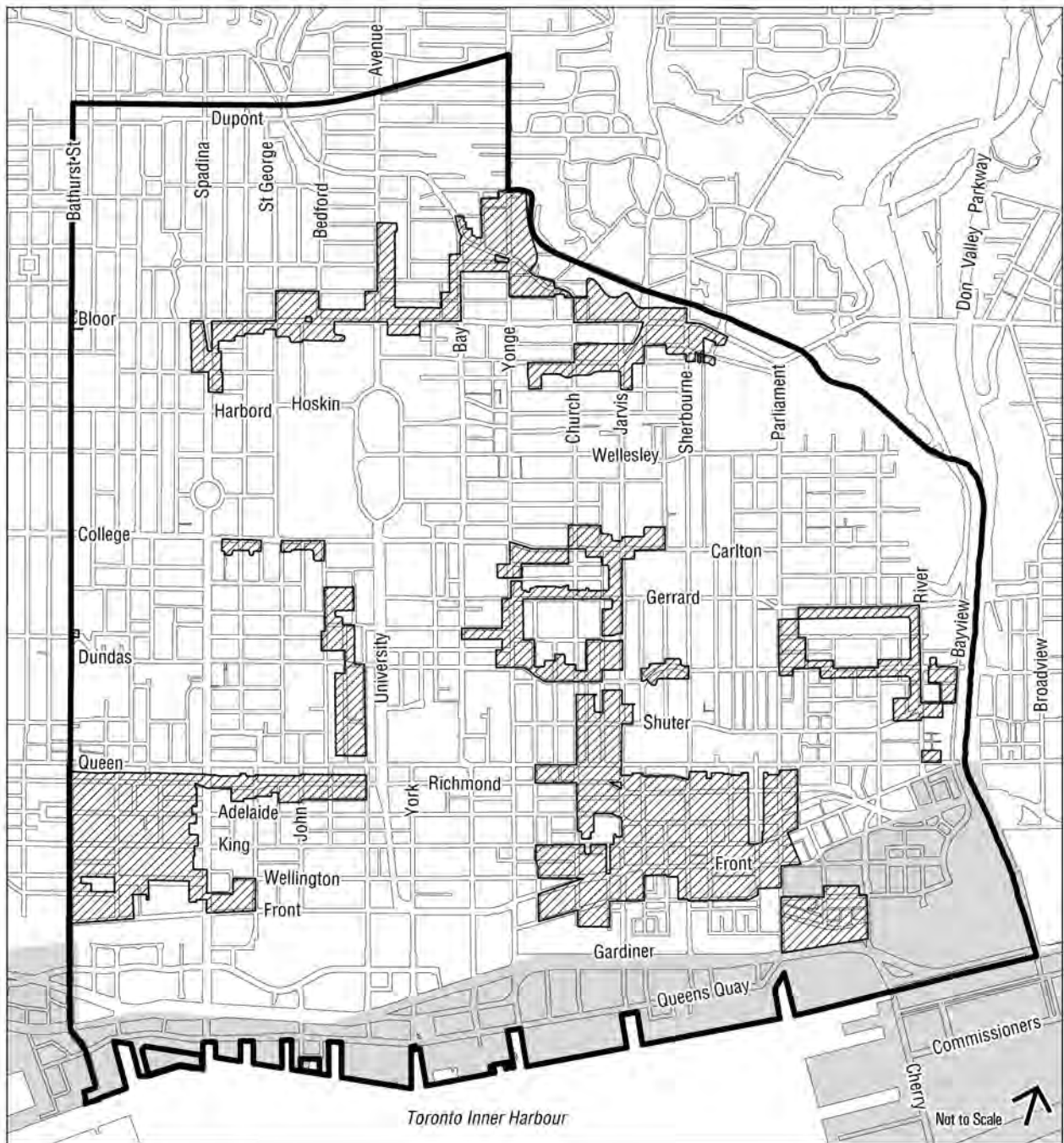




-  Downtown Plan Boundary
-  Central Waterfront Secondary Plan
-  Financial District
-  Health Sciences District
-  Bloor-Bay Office Corridor

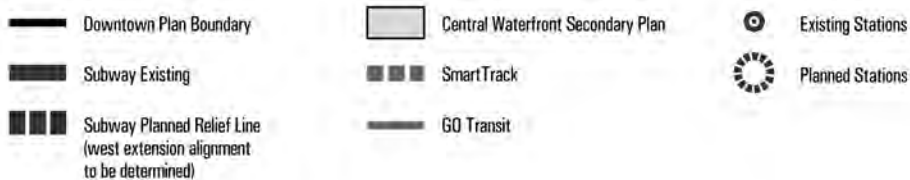
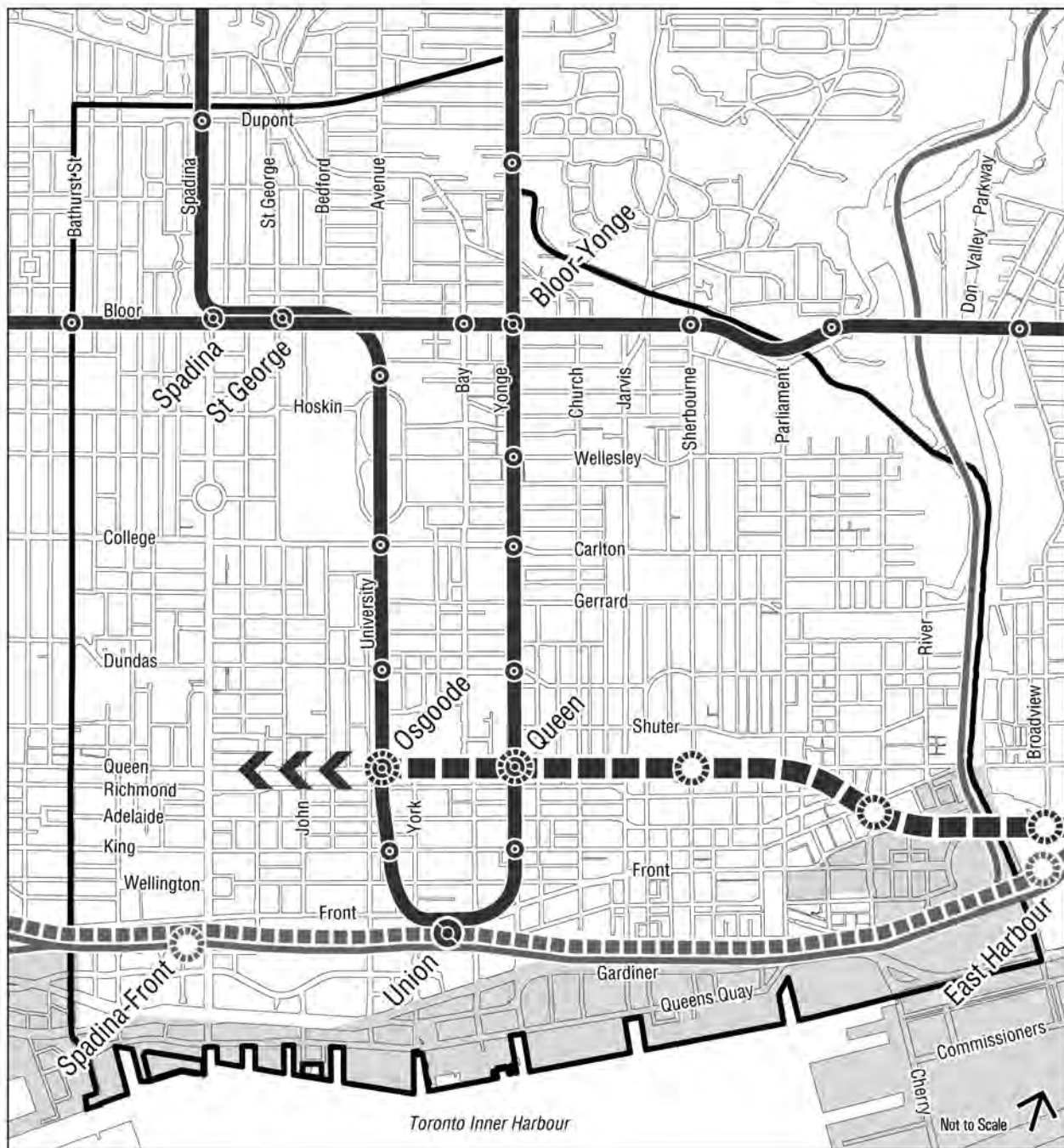




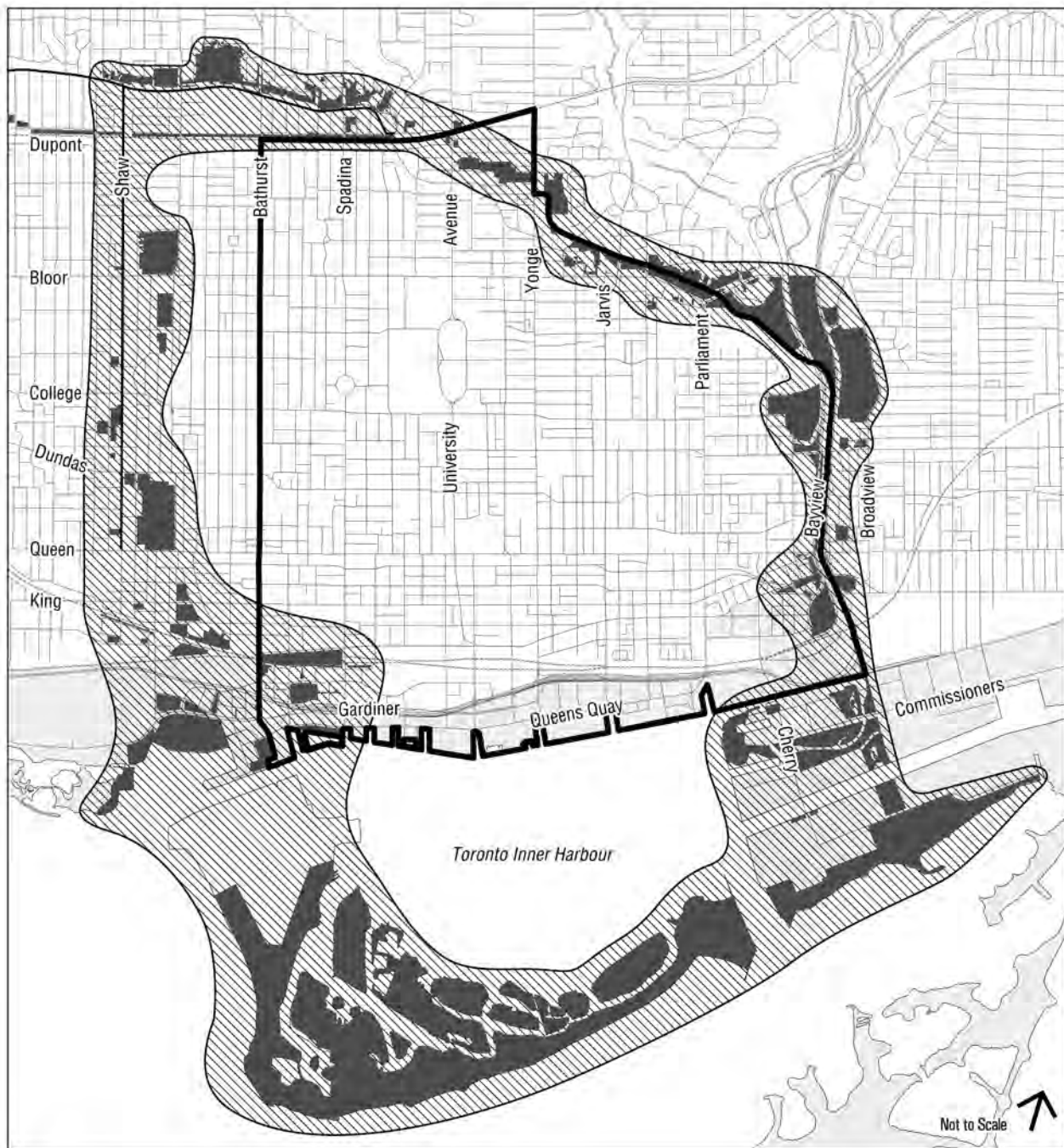












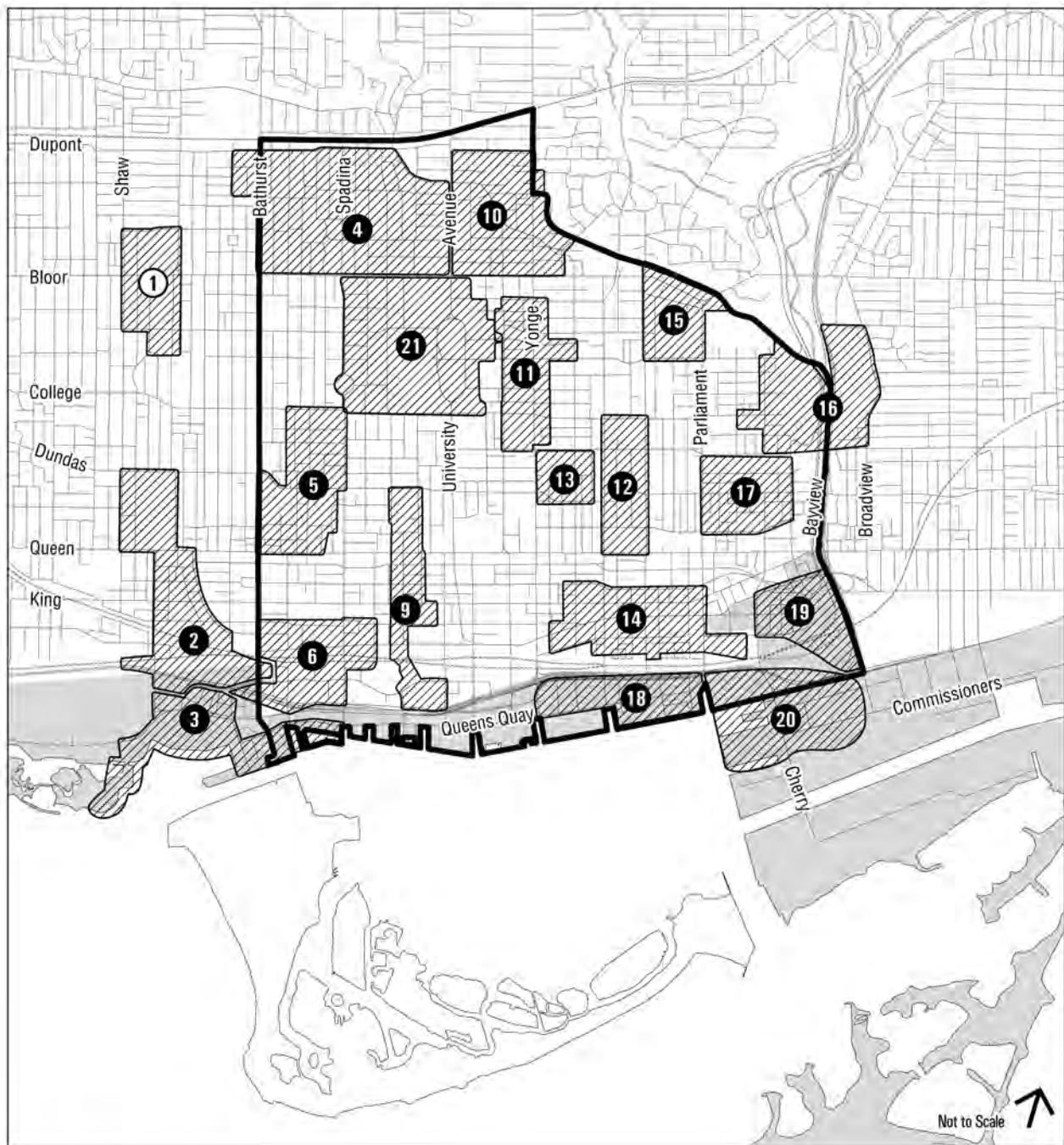




-  Downtown Plan Boundary
-  Central Waterfront Secondary Plan
-  Core Circle (Parks & Public Realm)
-  Core Circle (Schematic Boundary)

Note: Depiction of areas outside of the Downtown Plan boundary are for illustrative purposes only.





Park Districts

Central Waterfront Secondary Plan

1 Christie-Bickford

2 The Garrison Parks - Fort York

3 Bathurst Quay - Coronation Park - Ontario Place

4 The Annex

5 Kensington Market - Alexandra Park

6 West Rail District

9 Grange - John Street -
Roundhouse Park

10 Ramsden Park - Yorkville

11 Bay Cloverhill Loop

12 The Garden District

13 Ryerson University

14 Old Town - St. Lawrence - Distillery

15 St. James Town

16 Cabbagetown - Riverdale

17 Regent Park

18 Lower Yonge - East Bayfront

19 West Don Lands

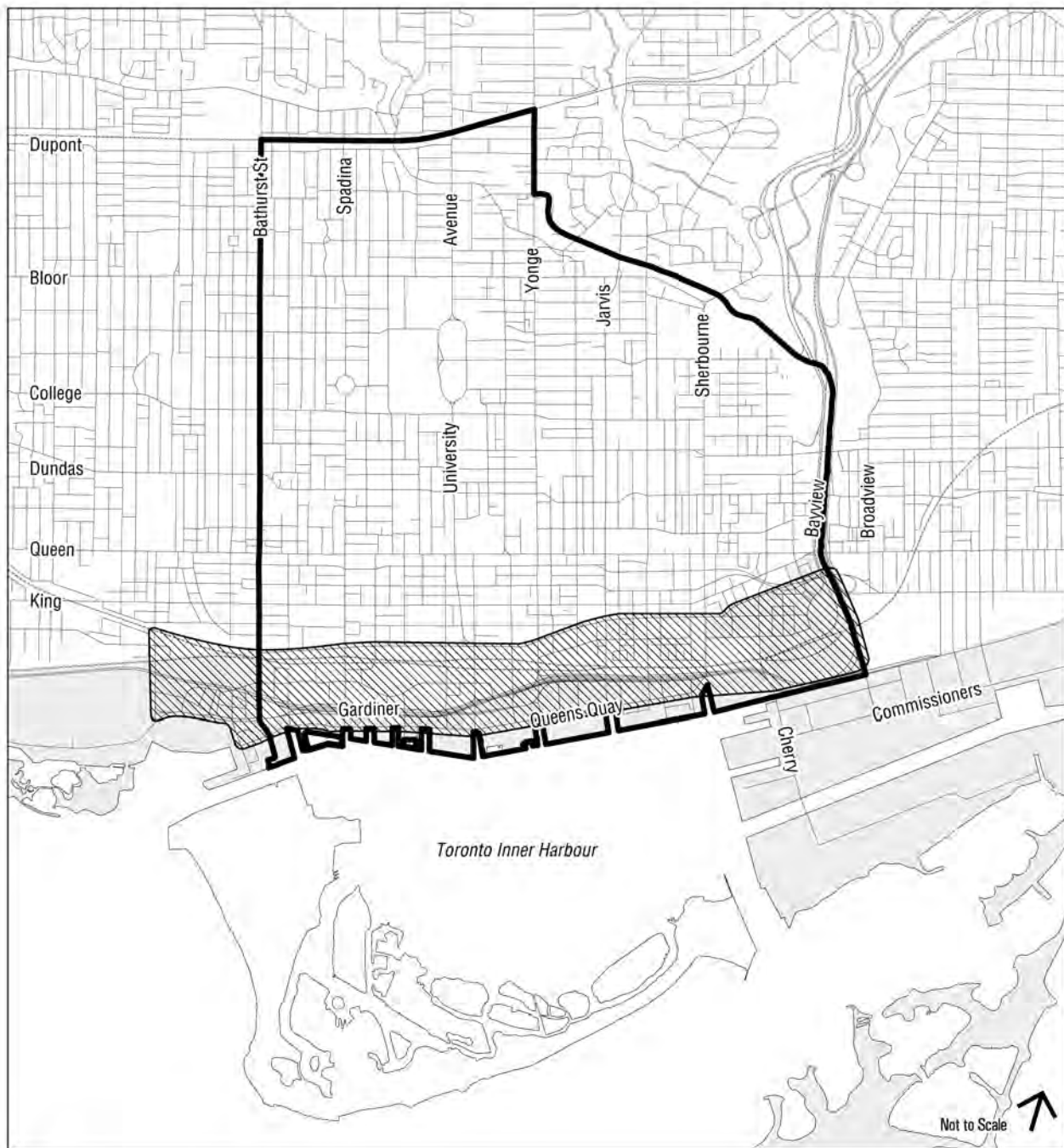
20 Lower Don Lands

21 University of Toronto

Note: Depiction of areas outside of the Downtown Plan boundary are for illustrative purposes only.

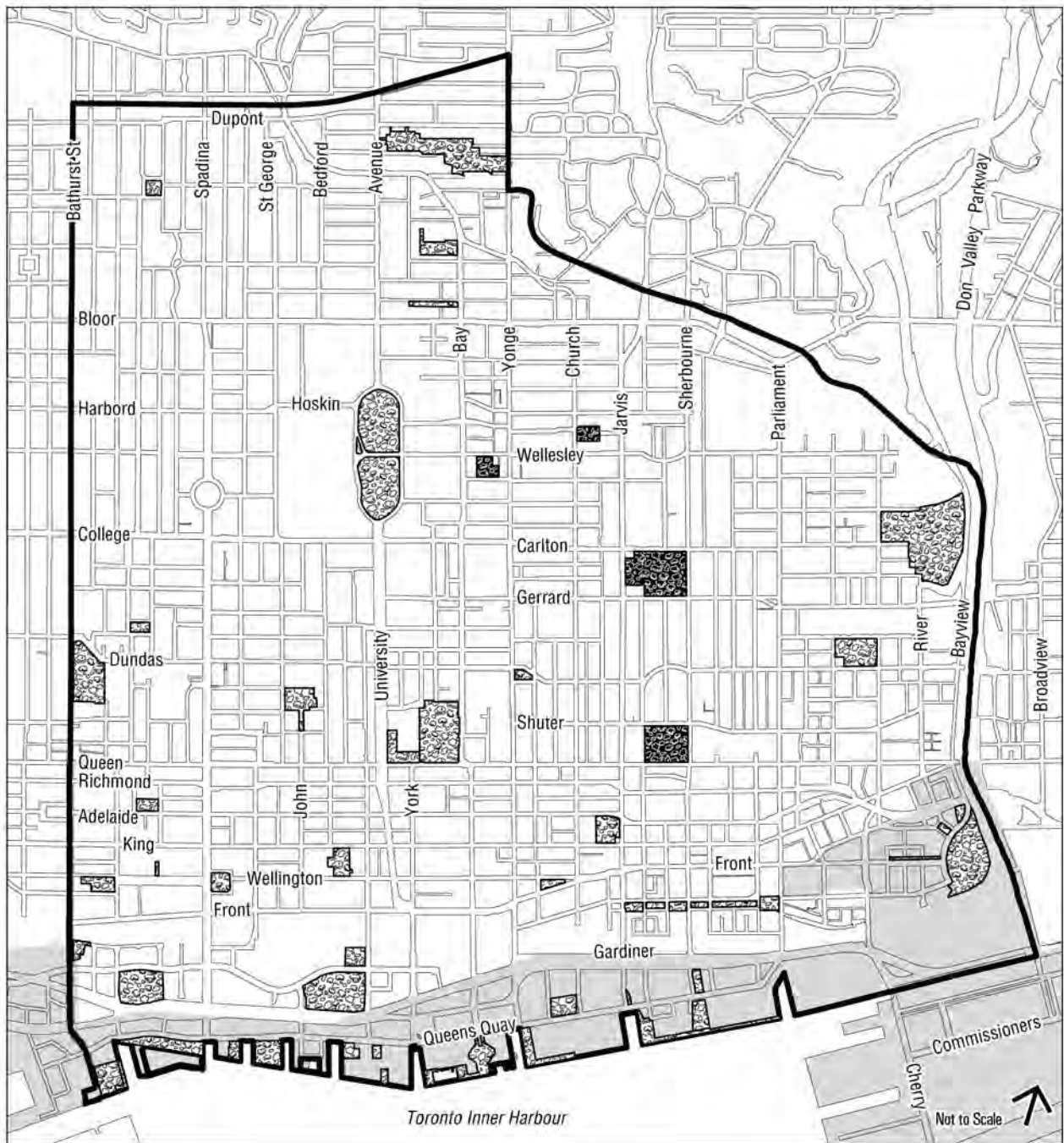
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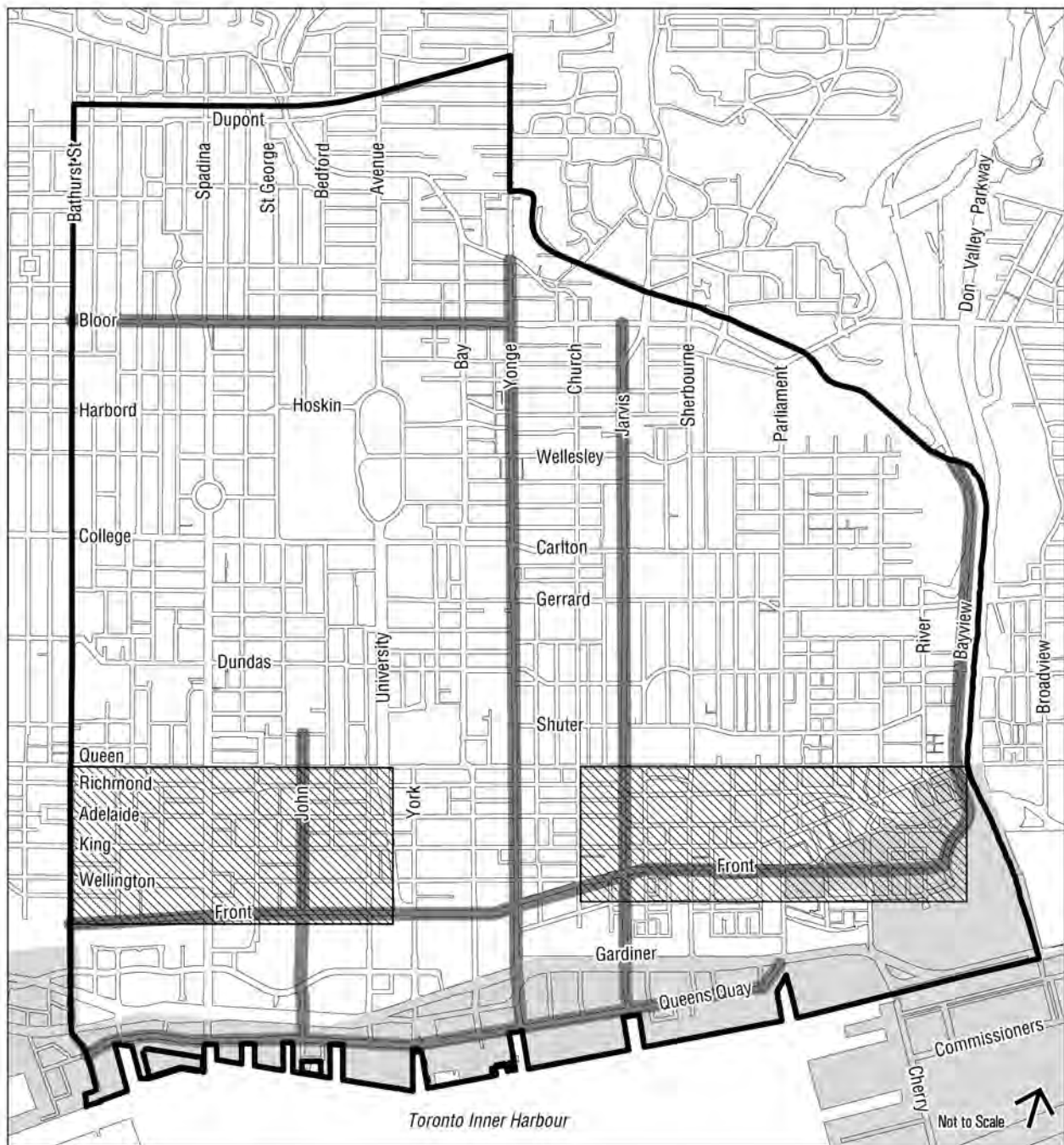








-  Downtown Plan Boundary
-  Central Waterfront Secondary Plan
-  Sun Protected Parks and Open Spaces
-  Sun Protected Parks and Open Spaces (as included in existing SASPs)



-  Downtown Plan Boundary
-  Cultural Precincts
-  Cultural Corridors
-  Central Waterfront Secondary Plan

