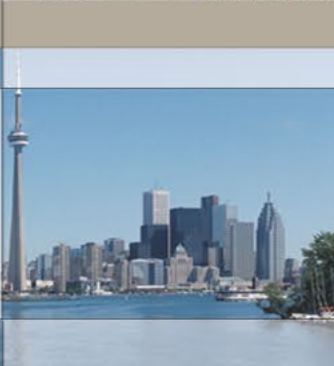


# TORONTO

# OFFICIAL PLAN



 **TORONTO**

## **NOTICE TO READERS OF THIS PLAN**

This version of the Official Plan for the City of Toronto must be read in conjunction with the Order of the Ontario Municipal Board (OMB) arising out of its June 2006 prehearing conference and subsequent Orders which establish those portions of the Official Plan that are legally in effect or remain subject to further adjudication at the Ontario Land Tribunal (OLT), previously the Local Planning Appeal Tribunal (LPAT), and before that, the OMB. The text of the Official Plan will indicate within which policies of a general nature remain under appeal only. Regard must be had to the actual OMB, LPAT and OLT Orders for the complete listing of site-specific or other policies approved with certain reservations. For legal purposes, reference should be made to the original certified documents which are on file with the City Clerk including the Official Plan as approved by the Ontario Municipal Board on July 6, 2006 and subsequent Official Plan Amendments.

## MARCH 2022 OFFICE CONSOLIDATION

This copy of the Toronto Official Plan is a consolidation which has been prepared to provide users with a current copy of the Official Plan policies, maps and schedules in effect in the City of Toronto. This Official Plan copy incorporates all citywide Official Plan Amendments approved and in effect up to and including March 8, 2022.

For accurate reference, please consult the original Official Plan, the Minister's certificate page, and the Ontario Municipal Board (OMB)/Local Planning Appeal Tribunal (LPAT)/Ontario Land Tribunal (OLT) Orders, as logged in the office of the City Clerk of the City of Toronto.



**TORONTO**

# OFFICIAL PLAN

GREGG LINTERN, MCIP, RPP

Chief Planner and Executive Director,  
City Planning Division

Adopted by City Council November 2002

Approved, in part, with modifications by the  
Ontario Municipal Board/Local Planning  
Appeal Tribunal/Ontario Municipal Board

© Consolidated March 2022, City of Toronto



# TABLE OF CONTENTS

## OFFICIAL PLAN VOLUME ONE

### CHAPTER ONE – MAKING CHOICES

<b>1. Making Choices</b>	<b>1-1</b>
1.1 Toronto Official Plan – Introduction .....	1-1
1.2 Principles For A Successful Toronto .....	1-3
1.3 Implementing The Plan .....	1-6
1.4 Organization of The Plan .....	1-7
1.5 How to Read The Plan .....	1-7

### CHAPTER TWO – SHAPING THE CITY

<b>2. Shaping the City</b>	<b>2-1</b>
2.1 Building A More Liveable Urban Region .....	2-1
2.2 Structuring Growth in the City: Integrating Land Use and Transportation .....	2-3
2.2.1 Downtown: The Heart of Toronto.....	2-10
2.2.2 Centres: Vital Mixed Communities .....	2-16
2.2.3 Avenues: Reurbanizing Arterial Corridors .....	2-20
2.2.4 Employment Areas: Supporting Business and Employment Growth .....	2-23
2.3 Stable But Not Static: Enhancing Our Neighbourhoods and Green Spaces.....	2-30
2.3.1 Healthy Neighbourhoods.....	2-30
2.3.2 Toronto's Green Space System and Waterfront .....	2-34
2.4 Bringing the City Together: A Progressive Agenda of Transportation Change.....	2-37

### CHAPTER THREE – BUILDING A SUCCESSFUL CITY

<b>3. Building a Successful City</b>	<b>3-1</b>
3.1 The Built Environment.....	3-1
3.1.1 The Public Realm.....	3-2
3.1.2 Public Realm – Higher-Order Transit .....	3-8
3.1.3 Built Form.....	3-10

# TABLE OF CONTENTS

3.1.4 Built Form – Building Types .....	3-13
3.1.5 Public Art .....	3-16
3.1.6 Heritage Conservation .....	3-17
3.2 The Human Environment .....	3-27
3.2.1 Housing .....	3-27
3.2.2 Community Services and Facilities .....	3-36
3.2.3 Parks and Open Spaces .....	3-38
3.3 Building New Neighbourhoods .....	3-41
3.4 The Natural Environment .....	3-42
3.5 Toronto's Economic Health .....	3-50
3.5.1 Creating A Strong and Diverse Civic Economy .....	3-50
3.5.2 Creating A Cultural Capital .....	3-54
3.5.3 The Future of Retailing .....	3-55

## CHAPTER FOUR – LAND USE DESIGNATIONS

<b>4. Land Use Designations</b> .....	<b>4-1</b>
4.1 Neighbourhoods .....	4-2
4.2 Apartment Neighbourhoods .....	4-7
4.3 Parks and Open Space Areas .....	4-11
4.4 Utility Corridors .....	4-12
4.5 Mixed Use Areas .....	4-13
4.6 Employment Areas .....	4-15
4.7 Regeneration Areas .....	4-18
4.8 Institutional Areas .....	4-20

## CHAPTER FIVE – IMPLEMENTATION: MAKING THINGS HAPPEN

<b>5. Implementation: Making Things Happen</b> .....	<b>5-1</b>
5.1 Managing Growth and Change: The Planning Toolbox .....	5-1
5.1.1 Height and/or Density Incentives .....	5-1
5.1.2 Holding By-laws .....	5-4
5.1.3 Site Plan Control .....	5-5
5.1.4 Property Standards By-law .....	5-7



# TABLE OF CONTENTS

5.1.5 Temporary Use By-laws .....	5-7
5.1.6 Acquisition of Lands to Implement the Official Plan.....	5-8
5.1.7 Development Charges .....	5-8
5.1.8 Inclusionary Zoning .....	5-8
5.2 Planning and Acting Locally .....	5-11
5.2.1 Secondary Plans: Policies for Local Growth Opportunities .....	5-11
5.2.2 Community Improvement Plans.....	5-13
5.2.3 Development Permits: A Specialized Development Approval Process.....	5-14
5.3 Moving Together Beyond The Plan.....	5-15
5.3.1 The Official Plan Guides City Actions .....	5-15
5.3.2 Implementation Plans and Strategies for City-Building.....	5-16
5.3.3 Strategic Reinvestment .....	5-17
5.3.4 Leadership and Advocacy .....	5-18
5.3.5 Great City Campaigns .....	5-19
5.4 Monitoring and Assessment.....	5-20
5.5 The Planning Process.....	5-21
5.6 Interpretation.....	5-23

## SCHEDULES – 1, 2, 3 & 4

Schedule 1: Existing Minor Streets with Right-of-Way Widths Greater than 20 Metres.....	S1-1
Schedule 2: The Designation of Planned but Unbuilt Roads .....	S2-1
Schedule 3: Application Requirements .....	S3-1
Schedule 4: Description of Views .....	S4-1
A. Prominent and Heritage Buildings, Structures & Landscapes.....	S4-1
B. Skylines.....	S4-5
C. Important Natural Features .....	S4-6

# TABLE OF CONTENTS

## **The Official Plan is contained in three separate volumes:**

Volume 1: Chapters One through Five, Schedules 1, 2, 3 and 4, Maps 1 to 23, and Map 37

Volume 2: Chapter Six – Secondary Plans and Map 35

Volume 3: Chapter Seven – Site and Area Specific Policies, Maps 24 to 34, and Map 36

## **OFFICIAL PLAN – LIST OF MAPS**

Map 1 Regional Connections

Map 2 Urban Structure

Map 3 Right-of-Way Widths Associated with Existing Major Streets

Map 4 Higher Order Transit Corridors

Map 5 Surface Transit Priority Network

Map 6 Downtown Toronto Urban Growth Centre

Map 6A Downtown Plan and Central Waterfront Secondary Plan Boundaries

Map 7A & 7B Identified Views from the Public Realm

Map 7C Publicly Owned School Lands

Map 8A, 8B & 8C City Parkland

Map 9 Natural Heritage

Map 10 Special Policy Areas Key Map

Map 11 Special Policy Areas - Area Specific Maps

Map 12A Environmentally Significant Areas

Map 12B Provincially Significant Wetlands and Areas of Natural and Scientific Interest

Maps 13-23 Land Use Maps

Maps 24-34 Site and Area Specific Policy Maps

Map 35 Secondary Plan Key Map

Map 36 Site and Area Specific Policy 305 Key Map

Map 37 Inclusionary Zoning Market Areas



## OFFICIAL PLAN – LIST OF SECONDARY PLANS

1. Agincourt
2. Highland Creek Community
3. Morningside Heights Community
4. Port Union Village Community
5. Scarborough Centre
6. Yonge-St. Clair
7. Downsview Area
8. North York Centre
9. Sheppard East Subway Corridor
10. York University
11. Motel Strip
12. Etobicoke Centre
13. Fort York Neighbourhood
14. Garrison Common North
15. King-Parliament
16. King-Spadina
17. Railway Lands East
18. Railway Lands Central
19. Railway Lands West
20. University of Toronto
21. Yonge-Eglinton
22. Central Finch Area
23. Sheppard West/Dublin
24. Central Don Mills
25. Swansea
26. Emery Village
27. Davenport Village
28. Regent Park
29. Sheppard Avenue Commercial Area
30. Warden Woods
31. Central Waterfront
32. Lawrence-Allen
33. Mimico-by-the-Lake
34. Queen-River
35. Mimico-Judson
36. Dufferin Street
37. Sheppard Lansing Area
38. ConsumersNext
39. Rail Deck Park
40. Don Mills Crossing
41. Downtown
42. Unilever Precinct
43. Sherway Area
44. Keele Finch
45. Golden Mile



**TORONTO**

# OFFICIAL PLAN

## CHAPTER ONE – **MAKING CHOICES**

## 1. MAKING CHOICES

### 1.1 TORONTO OFFICIAL PLAN – INTRODUCTION

Toronto is a great city! It has evolved into a special place that people care about deeply. It is a wonderful city in which to live, offering a diversity and richness of urban life that nurtures creativity, entrepreneurial spirit and a concern for each other and for future generations. Together, these characteristics have shaped a city that attracts people from every corner of the world.

What kind of city will Toronto be in the 21st century?

This is an important question affecting us all. Toronto faces a complex and challenging future and the decisions we make today will shape the kind of city we will live in tomorrow.

This Official Plan is about making the right choices and shaping Toronto's collective future. The Plan is about getting the fundamentals right. It is about having a clear vision for the City - grounded in durable principles that assure a successful future.

Successful cities are key to a healthy future. They are the cities that will attract investment with their high quality of life. As Canada's largest city and Ontario's capital, Toronto's future prospects are of national and provincial significance.

Building a successful Toronto means that we have to make sustainable choices about how we grow. We have to see connections and understand the consequences of our choices. We have to integrate environmental, social and economic perspectives in our decision making. We have to meet the needs of today without compromising the ability of future generations to meet their needs.

There is no such thing as an isolated or purely local decision. Each of us make choices every day about where to live, work, play, shop and how to travel. They seem like small choices, but together and over time the consequences of these choices can affect everyone's quality of life. That's why planning matters.

Toronto will grow. Our choice is not whether we grow, but how well we grow. Making Toronto better should always come before making Toronto bigger, but we will get bigger.

This Plan sets its sights on building a consensus around change by painting a picture of the City's future. Building a future for Toronto does not mean changing everything. The Plan's land use designations covering about 75 per cent of the City's geographic area will strengthen the existing character of our neighbourhoods, ravines, valleys and our open space system. These areas are not expected to accommodate much growth, but they will mature and evolve. Most of the new growth



## Council's Strategic Plan and the Official Plan

The vision and goal statements in *Council's Strategic Plan* are the broadest expression of the type of city we envision for the future. The *Strategic Plan* embraces sustainability as a central concept. Sustainability is based on social equity and inclusion, environmental protection, good governance and city-building. The concept of sustainability helps us to broaden our vision by considering economic, environmental and social implications together, rather than using a single perspective. It encourages decision making that is long range, democratic, participatory and respectful of all stakeholders.

Sustainability means focusing on long term horizons (such as 30 years ahead) instead of the next fiscal year, or the next term of Council.

Sustainability is not a new concept and in the context of city-building is recognized in the *Planning Act*, which requires that Official Plans contain “goals, objectives and policies established primarily to manage and direct physical change and the effects on the social, economic and natural environment”. This Plan looks ahead 30 years through a sustainability lens and provides a framework for managing physical change that is needed for a successful City.

## Climate Change, Clean Air and Sustainable Energy Action Plan

Climate change is one of the biggest challenges facing our planet. Toronto is committed to addressing this challenge through leadership and providing a sustainable future for all Torontonians. The City's Climate Change Action Plan (2007) outlines the City's response to climate change and poor air quality. Actions on climate change include reducing harmful emissions and building a clean, resilient City.

Our weather is changing. The City expects hotter, drier summers, more heat waves; warmer and milder winters; and fewer, but much more intense, summer rainfall events. These changes will impact how we design City buildings, infrastructure and the public realm to be resilient to changing weather and how we manage our forests and natural resources.

over the next 30 years will occur in the land use designations covering the remaining 25 per cent of the City's geographic area. These are the areas of real opportunity where change can contribute to a better future and where we can realize the greatest social, environmental and economic benefits.

This Official Plan rests on strong foundations that can weather the test of time. It builds on the vision of those who have helped us travel from our early roots as a settlement on the shores of Lake Ontario to a vibrant and modern city. It is grounded in principles of:

- diversity and opportunity;
- beauty;
- connectivity; and
- leadership and stewardship.

The vision of the Plan is about creating an attractive and safe city that evokes pride, passion and a sense of belonging - a city where people of all ages and abilities can enjoy a good quality of life. A city with:

- vibrant neighbourhoods that are part of complete communities;
- affordable housing choices that meet the needs of everyone throughout their life;
- attractive, tree-lined streets with shops and housing that are made for walking;
- a comprehensive and high quality affordable transit system that lets people move around the City quickly and conveniently;
- a strong and competitive economy with a vital downtown that creates and sustains well-paid, stable, safe and fulfilling employment opportunities for all Torontonians;
- a healthy natural environment including clean air, soil, energy and water;
- infrastructure and socio-economic systems that are resilient to disruptions and climate change;
- a connected system of natural features and ecological functions that support biodiversity and contribute to civic life;
- green spaces of all sizes and public squares that bring people together;
- a wealth of recreational opportunities that promote health and wellness;
- a ravine system that offers wilderness, respite, recreation, beauty and a link to our past;
- a spectacular waterfront that is healthy, diverse, public and beautiful;
- cultural facilities that celebrate the best of city living; and
- beautiful architecture and excellent urban design that astonish and inspire.

## 1.2 PRINCIPLES FOR A SUCCESSFUL TORONTO

This Plan is about the basics of successful city-building. Holistic and integrated thinking is a fundamental requirement for planning a modern city like Toronto. Integrated thinking means seeing, understanding and accounting for all the connections as we go about our decision making. Sometimes it means thinking differently about solutions. Always it means searching for outcomes that demonstrate integration, balance and interdependence and that earn social, environmental and economic rewards.

A successful city is one with a competitive advantage over others locally, nationally and internationally. It has a quality of life that will attract and retain people who have capital, skills, knowledge, ingenuity and creativity. A successful city with an enviable quality of life is diverse, equitable and inclusive; it astonishes with its human-made and natural beauty; it thrives on making connections and it inspires great leadership and stewardship. Toronto has these attributes now. We will have to consolidate and build on these strengths as we grow. Success will come by seizing new opportunities based on these principles.

### A City of Diversity and Opportunity

Toronto is an interesting and cohesive city that offers a dynamic mixture of opportunities for everyone to live, work, learn and play. As in nature, diversity is key to our social, cultural and economic life. Diversity is our strength because it means vibrancy, opportunity, inclusiveness and adaptability - it is a fundamental building block for success. To be successful, our future must also be diverse, inclusive and equitable. Our future is one where:

- housing choices are available for all people in their communities at all stages of their lives;
- ecological diversity is conserved and nurtured for future generations;
- multiculturalism is celebrated and cultural diversity supported;
- a variety of jobs is available to people with a range of education and abilities that creates and sustains well-paid, stable, safe and fulfilling employment opportunities for all Torontonians;
- people have equitable access to a range of leisure and recreational opportunities;
- people with special needs are supported to live in their communities;
- public transit is universally accessible and buses and streetcars are an attractive choice for travel;
- diverse employment areas can adapt to changing economic trends







and are poised to capture new business opportunities;

- well-being is measured by how well we provide for our children and the most disadvantaged among us;
- no person pays more than they can afford for shelter;
- educational opportunities are available for people of all means and abilities;
- children and youth find their surroundings safe, stimulating and inviting;
- the elderly can live comfortably and securely;
- people enjoy freedom of conscience and religion and opportunities for such enjoyment are supported;
- adequate amounts of safe, nutritious, culturally acceptable food are available to all; and
- communities are supported by equitable access to opportunities, resources and services.

### A City of Beauty

All successful cities astonish with their human-made and natural beauty. People choose to live and businesses choose to invest in beautiful cities. People also want to live in cities that understand their past and push their creative limits. Toronto's future must be one where:

- nature is within easy reach throughout the City;
- the City's waterfront is a vital, healthy and beautiful asset;
- the arts and culture are actively promoted;
- public art graces streets and open spaces;
- heritage buildings and features are conserved, archaeological resources are protected and lost heritage is commemorated;
- the City's natural features are protected, enhanced and restored;
- quality and excellence are hallmarks in the design of public spaces and buildings;
- sidewalks are animated and attractive people places;
- significant public views and focal points are preserved; and
- the City is well maintained, with clean and beautiful green spaces, including community and rooftop gardens.

### A City of Connections

A connected city recognizes that all aspects of our daily lives are linked and that we have to understand relationships and interdependencies to ensure future success. The choices we make about where we live, how we travel, where we work, shop and play all impact on and are affected

by the choices of others. Everything is connected to everything in some way. Toronto's future is one where connections are understood and where:

- we meet the needs of today without compromising the ability of future generations to meet their needs;
- people understand the environmental, social and economic consequences of their individual choices;
- the City's natural features and watercourses are protected and regenerated, forming a vital and integral part of the urban landscape;
- a connected green space system links our parks and open spaces;
- there is a fast, convenient and high-quality transit system linking areas of housing and employment and also providing access to goods and services, health care, education and recreation;
- mixed use is seen as the best way to "move less";
- City services are delivered efficiently through a growth-supportive infrastructure system; and
- we each think globally and act locally.

### **A City of Leaders and Stewards**

A city of leaders and stewards is fundamental to success. Leadership and stewardship in the successful city are not confined to elected officials, but include everyone, from the volunteer in a grassroots community organization to the CEOs of our largest corporation.

Implementation of this Plan needs the participation of all segments and sectors of the City. The City of Toronto cannot do it alone. We need leaders in the public and private sectors with the courage to take risks, develop proactive solutions and then follow through. Great leadership makes it safe to do the right thing – make the hard choices and reap the quality of life rewards. Toronto's future as a city of leaders and stewards is one where:

- individuals and communities actively participate in decisions affecting them;
- communities share responsibility, for their children and youth;
- innovative implementation solutions are embraced;
- everyone takes responsibility for the natural environment;
- the volunteer sector is thriving;
- people are inspired to become involved in affecting positive change;
- all levels of government recognize their mutual dependence and work together;
- people are engaged and invested in city living and civic life;
- the private sector marshals its resources to help implement public objectives;



- we are all advocates for a sustainable city-region; and
- the City's capital spending priorities support the growth strategies of this Plan.

## 1.3 IMPLEMENTING THE PLAN

This Plan is about the big picture. It spells out a clear direction for Toronto. It is the road map to our future, providing the basis for building a city-wide consensus around change. It is about vision and while the details of the Plan's implementation may vary from time to time, the vision and the core principles upon which it is based will remain constant.

### Toronto's Food Charter

In May 2000 Council adopted a Food Charter with the objective of making Toronto a food secure City where a variety of healthy foods would be available to Torontonians at a reasonable cost and our food production capacity would be safeguarded. Access to food is carried into the Official Plan through references to reducing loss of foodlands to urban sprawl and the creation of community gardens.

Toronto is a big, complex and fully urbanized city. Its future is about re-urbanization and its continuing evolution will involve a myriad of situations and decisions. This Plan provides a general guide but it cannot encompass or even imagine every circumstance. Further implementation plans and strategies dealing with important components of the City are needed to bring the Plan to life. These include: a municipal housing strategy, a transportation strategy, community service and facilities strategies, parkland and watercourse acquisition strategies, to name a few. Some areas of the City identified for growth will also need more detailed guidance than this Plan provides, in which case Secondary Plans, area studies and urban design parameters will be needed.

### Social Development Strategy

Approved by Council in 2001, the *Social Development Strategy* outlines the City's social priorities and gives direction to its role in providing service and supporting communities. To improve and enhance the quality of life of people living and working in Toronto, the *Social Development Strategy* contains important directions for strengthening communities.

There are also important implementation linkages to be made outside of the Official Plan. Other City plans and strategies complement the Plan and will help to implement its city-building goals. Council's Strategic Plan is the broadest expression of the type of city envisioned by Council in the future, serving as a framework document to guide other major initiatives throughout the City. Other plans and strategies, such as the *Social Development Strategy*, the *Economic Development Strategy*, the *Environmental Plan*, the *Culture Plan*, the *Wet Weather Flow Management Master Plan*, the *Water Efficiency Plan*, a *Public Art Master Plan*, the *Archaeological Master Plan*, the *Food and Hunger Action Plan*, the *Cycling Master Plan*, a *Pedestrian Master Plan* and a *Tourism Strategy*, are a means to implement the vision in *Council's Strategic Plan*, but they are also vital to implementing this Official Plan. What is key is that all these plans and strategies inform and support one another and the vision for city-building set out in this Official Plan.

## 1.4 ORGANIZATION OF THE PLAN

The Plan is organized into seven chapters.

**Chapter One** articulates a vision for our future and outlines the principles for a successful city upon which the Plan is based.

**Chapter Two** sets out the urban structure of the City, develops the strategy for directing growth within the structure and sets out policies for the management of change, through the integration of land use and transportation.

**Chapter Three** contains policies to guide decision making based on the Plan's goals for the human, built, economic and natural environments.

**Chapter Four** contains the land use designations which apply across the City, which together with the land use maps implement the strategy for managing change set out in Chapters Two and Three.

**Chapter Five** sets out a general approach to implementing the Plan, including the policies to guide local planning in the City.

**Chapter Six** contains the Secondary Plans.

**Chapter Seven** contains site and area specific policies.

## 1.5 HOW TO READ THE PLAN

This is not a conventional Official Plan with individual, stand-alone chapters devoted to specific topics. In successful city-building, "everything is connected to everything" and so it is with the Plan. While the Plan is organized into various chapters, it is a comprehensive and cohesive whole.

The Plan consists of the policies, maps and schedules as indicated in Chapter Five under Interpretation of the Plan. The Plan also consists of non-policy textual commentary (unshaded text and sidebars) to make the Plan more accessible and to make the context and intent of the policies more readily understandable. The non-policy textual commentary is not to be afforded any independent status in interpreting the Plan and is to take on meaning only as an explanation of the policies, maps and schedules. The Plan is an integrated document. For any individual part to be properly understood, the Plan must be read as a whole.



**TORONTO**

# OFFICIAL PLAN

## CHAPTER TWO – **SHAPING THE CITY**

## 2. SHAPING THE CITY

Toronto's future is one of growth, of rebuilding, of reurbanizing and of regenerating the City within an existing urban structure that is not easy to change.

Population growth is needed to support economic growth and social development within the City and to contribute to a better future for the Greater Toronto Area (GTA). A healthier Toronto will grow from a successful strategy to attract more residents and more jobs to the City.

The principles that follow for steering growth and change to some parts of the City, while protecting our neighbourhoods and green spaces from development pressures, are the first layer of a sound planning process for shaping the City's future. The integrated land use and transportation policies presented in this Chapter are key to achieving this objective.

Chapters Three and Four present additional policy directions that will guide our decision making. Together, these planning and development policies aim to: nurture our residential neighbourhoods, parks, ravines and natural areas; improve air, soil and water quality while growing our economy; and encourage redevelopment of the highest quality.

The success of this growth management strategy will be determined not only by the amount and location of population and employment growth, but also by the degree to which we have advanced Council's sustainability principles in shaping growth.

### 2.1 BUILDING A MORE LIVEABLE URBAN REGION

Toronto cannot plan in isolation or expect to stand alone in dealing with the effects of urban growth. Our view of the quality of urban life tends to be based on the local conditions in our own neighbourhoods. These conditions are in turn affected by events happening in the larger region. The quality of the air, water, services and region-wide transport systems all affect the quality of life in our neighbourhood, where we work and where we play. The way in which growth and change are managed in Toronto must mesh with that of our neighbours because we are integrally linked in many ways:

- The competitive position of Toronto as a business location reflects the diversity and strength of the broader regional economy. In turn, the competitiveness of the GTA economy is shaped by the unique functions found within the City. For example, linkages connect research and innovation activities within Toronto to production and distribution functions throughout the GTA.
- Traffic does not stop at our borders. The region's prosperity depends on an excellent integrated regional transportation system, featuring direct, transfer-free, inter-regional transit service,

"... (the urban vision) must strike a balance between the requirements of the community, the economy and the environment. Compatibility between land use and transportation is central to that balance. Therefore, while transportation is a major part of an urban area vision, the urban vision is much broader."

*A New Vision For Urban Transportation (1993) Transportation Association of Canada*

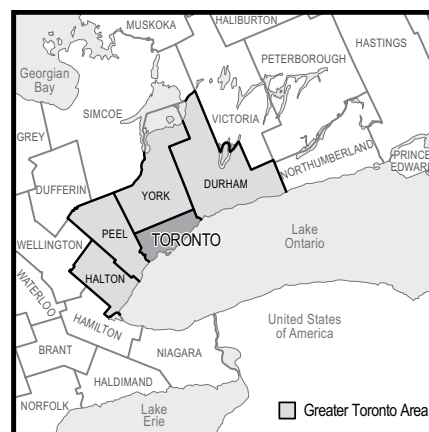


Figure 1. Regional Context

### Toronto's Growth Prospects

The Greater Toronto Area (shown on Figure 1) is forecast to grow by 2.7 million residents and 1.8 million jobs by the year 2031. The forecast allocates to Toronto 20 per cent of the increase in population (537,000 additional residents) and 30 per cent of the employment growth (544,000 additional jobs). Over the past 30 years Toronto grew from 2 million to 2.5 million capturing 23 per cent of the GTA's population growth since 1971 while accommodating an estimated 35 per cent of GTA-wide employment growth. This Plan takes the current GTA forecast as a minimum expectation, especially in terms of population growth. The policy framework found here prepares the City to realize this growth, or even more, depending on the success of this Plan in creating dynamic transit oriented mixed use centres and corridors.

## Greenbelt

The Greenbelt protects agricultural and environmentally sensitive land within and around the Greater Toronto Area from urban development. It protects over 1.8 million acres (7300 km<sup>2</sup>) of land including the Niagara Escarpment, the Oak Ridges Moraine and the Protected Countryside. River valleys that run through existing and approved urban areas and link the Greenbelt to Lake Ontario and other inland lakes provide ecological and hydrological functions that are important to the long-term health of the Greenbelt.



Provide housing choice across the region

## Reurbanization – Better Growth Management

A co-ordinated approach to the redevelopment of land within the existing urban fabric to accommodate regional growth is known as reurbanization. By improving and making better use of existing urban infrastructure and services before introducing new ones on the urban fringe, reurbanization helps to reduce our demands on nature and improve the liveability of the urban region by:

- reducing the pace at which the countryside is urbanized;
- preserving high quality agricultural lands to protect Toronto's food security;
- reducing our reliance on the private automobile;
- reducing greenhouse gas emissions; and
- reducing our consumption of non-renewable resources.

By shaping the urban fabric of the GTA into a system of mixed use centres and corridors linked by good transit service we will build better communities, strengthen economic conditions and improve air and water quality.

road and rail networks that move goods efficiently and excellent access to key locations in the regional economy, such as Pearson International Airport.

- Toronto is part of the larger biophysical region that is bordered to the north, west and east by the Greenbelt, which includes the Niagara Escarpment, the Oak Ridges Moraine and the Protected Countryside, and to the south by Lake Ontario. The major watersheds found in this larger region connect Toronto to many other communities and to natural ecosystems beyond our boundaries. Trunk water and wastewater lines also connect municipalities throughout the GTA.
- When planning for housing in Toronto, we must look to the needs of the whole region. We have to offer a broader choice of housing type, tenure and affordability, both within Toronto and beyond.
- With concentrations of new immigrants, post-secondary students and seniors, Toronto has a unique social profile within the GTA, in part due to the concentration of rental, particularly subsidized rental apartments and human services. We have to work with other municipalities to co-ordinate the delivery of human services across the GTA.
- Because Toronto has evolved as the focal point for specialized services for the whole region, in fields as diverse as education, health, culture, entertainment, tourism and retailing, the City will continue to play an important role in the life of all GTA residents.

## Policies

1. Toronto will work with neighbouring municipalities, the Province of Ontario and Metrolinx to address mutual challenges and to implement the Provincial framework for dealing with growth across the GTA which:
  - a) focuses urban growth into a pattern of compact centres, mobility hubs, and corridors connected by an accessible regional transportation system, featuring fast, frequent, direct, inter-regional transit service with integrated services and fares;
  - b) makes better use of existing urban infrastructure and services;
  - c) results in better water quality through water conservation and wastewater and stormwater management based on watershed principles;
  - d) reduces auto dependency and improves air quality;
  - e) increases the efficiency and safety of the road and rail freight networks in the movement of goods and services;
  - f) encourages GTA municipalities to provide a full range of housing types in terms of form, tenure and affordability, and particularly encourages the construction of rental housing in all communities;
  - g) increases the supply of housing in mixed use environments to create greater opportunities for people to live and work locally;
  - h) recognizes Pearson International Airport as a major hub in the regional economy and improves access for passenger travel



and air cargo for all GTA residents and businesses, including convenient transit access to *Downtown Toronto*;

- i) recognizes the importance of Union Station as the major hub in the regional transit system;
  - j) improves the competitive position of the Toronto regional economy internationally and creates and sustains well-paid, stable, safe and fulfilling employment opportunities for all individuals; and
  - k) protects, enhances and restores the region's system of green spaces and natural heritage features and functions and the natural corridors that connect these features, recognizes the role of river valleys that connect the Greenbelt to Lake Ontario and protects the region's prime agricultural land.
2. Toronto will consult with adjacent municipalities when making decisions regarding matters of mutual interest such as shared transportation corridors and cross-boundary service provision.
  3. Toronto is forecast to accommodate 3.19 million residents and 1.66 million jobs by the year 2031.

## 2.2 STRUCTURING GROWTH IN THE CITY: INTEGRATING LAND USE AND TRANSPORTATION

In keeping with the vision for a more liveable Greater Toronto Area, future growth within Toronto will be steered to areas which are well served by transit, the existing road network and which have a number of properties with redevelopment potential. Generally, the growth areas are locations where good transit capacity can be provided along frequent bus and streetcar routes and at higher-order transit stations. Areas that can best accommodate this growth are shown on Map 2: Downtown, including the Central Waterfront, the Centres, the Avenues and the Employment Areas. A vibrant mix of residential and employment growth is seen for the Downtown and the Centres. The mixed use Avenues will emphasize residential growth, while the Employment Areas will focus on job intensification.

On the other hand, the approach to managing change in Toronto's neighbourhoods and green space system, emphasizes maintenance and enhancement of assets.

Access is the ability for everyone, regardless of their status in society, to use or receive resources, goods and services in an equitable manner and fully participate in all aspects of society. Ensuring access requires the removal of barriers associated with literacy, language, culture, geography, education, socio-economic status as well as mental and physical ability. Providing an accessible transportation system contributes to the success of a healthy and socially inclusive community and economy.



Union Station is a key transportation hub

### The Three Lenses – A New Approach to Planning

The process of managing growth and change will be different in different parts of the City because some areas will have a greater or lesser capacity to accommodate growth. The scale of change will vary depending on the existing conditions of land use, infrastructure needs and opportunities for realizing reurbanization goals.

We can view Toronto's future through one of three different "lenses".

- Almost three-quarters of the City's land area is taken up by our residential neighbourhoods, watercourses, ravines and parks. These areas can expect to see little physical change.
- There are parts of the City which are ripe for major growth such as the *Centres*, the Port Lands and large vacant sites. Their unique situations require local plans.
- Other parts of the City present opportunities for a more gradual process of incremental change, such as the City's main shopping streets and certain institutional lands.



*Higher-order transit* is transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. *Higher-order transit* can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way. Source: Growth Plan (2019).

*Space-efficient transportation modes* are ones which move a comparatively large number of people or quantity of goods relative to the space they require. Examples of *space-efficient transportation modes* for passengers include walking, cycling and transit. Examples of *space-efficient transportation modes* for goods include full truck loads.

### State of Good Repair

The City of Toronto has a large, complex and diverse range of infrastructure assets on which it relies to deliver essential services to the community. It is important that these assets continue to meet acceptable levels of performance and support the delivery of services in a sustainable manner. The City's asset management planning aligns with the Official Plan and its key principles are: holistic, systematic, sustainable, integrated, risk-based and continual improvement and innovation.

Vision Zero is the application of the safe systems approach to road safety. This approach recognizes that the human body is vulnerable to injury and that humans make mistakes. In July 2016, City Council approved the Vision Zero Road Safety Plan (RSP), an action plan focused on reducing traffic-related fatalities and serious injuries on Toronto's streets. In July 2019, Council approved Vision Zero 2.0 - Road Safety Plan Update, recommending a set of more extensive, more proactive and more targeted initiatives, informed by data and aimed at eliminating serious injury and fatalities on Toronto's roads. The RSP follows a widely accepted, holistic approach to improving road safety which includes 5 E's:

- Engineering
- Enforcement
- Education
- Engagement
- Evaluation

The growth areas are knitted together by the City's transportation system, the viability of which is crucial to supporting the growing travel needs of residents, workers, students and visitors over the next 30 years. The transportation system consists of connected and integrated networks, elements of which include:

- subway, LRT, streetcar and bus networks, supplemented with door-to-door accessible transit services;
- the GO Transit rail and bus networks;
- expressways and major streets;
- collector and local streets;
- railway corridors;
- the cycling network;
- a system of sidewalks, pathways and trails; and
- supporting infrastructure such as railway yards, transit maintenance and storage facilities, public bike share facilities and automobile parking facilities.

The Plan protects the integrity of the City's transportation system and provides for its planned expansion through the designation of public rights-of-way and transit corridors as described in the maps and schedules and the policy on laneways. Furthermore, the Plan indicates areas for change, such as sections of streets that are prime candidates for bus and streetcar priority measures (shown on Map 5), and means by which street space could be rebalanced.

### Increasing Access to Opportunities

The integration of transportation and land use planning is critical to achieving the overall aim of increasing access to opportunities throughout the City. Transportation accessibility – a measure of the ease of reaching activity locations – has two components: mobility (transportation) and proximity (land use). Increasing mobility by providing modal choice, and/or increasing the speed, timeliness or directness of travel allows more trips to be made within a given time, whereas increasing proximity through greater mixing of uses and/or higher densities achieves the same effect by shortening trip lengths. The policies of this Plan reflect the importance of mutually supportive transportation and land use policies that combine the mechanisms of mobility and proximity to maximize access to opportunities.

Consistent with the Metrolinx Regional Transportation Plan, this Plan supports a system of Mobility Hubs at key intersections in the regional higher-order transit network that provides travelers with enhanced mobility choices and creates focal points for higher density development. Detailed master plans for Mobility Hubs will be developed in relation to the timing of higher-order transit improvements and will respect the Metrolinx "Mobility Hub Guidelines" and conform to the policies of this Plan.



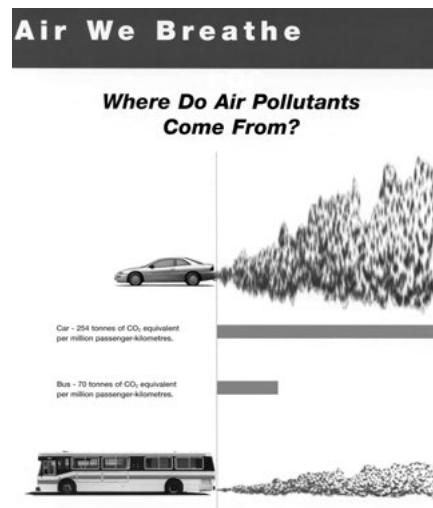
### Policies

1. This Plan will create a better urban environment, a competitive local economy and a more socially cohesive and equitable city through the integration and coordination of transportation planning and land use planning by:
  - a) attracting more people and jobs to targeted growth areas in the City that are supported by good and affordable transit services and other infrastructure;
  - b) developing and expanding components of the City's transit and other transportation infrastructure to support the growth objectives of this Plan; and
  - c) increasing access to opportunities throughout the City by taking advantage of the combined travel benefits afforded by improved mobility and increased proximity.
2. Growth will be directed to the *Centres, Avenues, Employment Areas* and the *Downtown* as shown on Map 2 in order to:
  - a) use municipal land, infrastructure and services efficiently;
  - b) concentrate jobs and people in areas well served by surface transit and higher-order transit stations;
  - c) create assessment growth and contribute to the City's fiscal health;
  - d) promote mixed use development to increase opportunities for living close to work and to encourage walking and cycling for local trips;
  - e) offer opportunities for people of all means to be affordably housed;
  - f) facilitate social interaction, public safety and cultural and economic activity;
  - g) improve air quality, energy efficiency and reduce greenhouse gas emissions;
  - h) improve surface and groundwater quality and restore the hydrological function and habitat of streams, rivers and wetlands; and
  - i) protect neighbourhoods, green spaces and natural heritage features and functions from the effects of nearby development.
3. New development on lands adjacent to existing or planned transportation corridors and facilities is required to be compatible with, and supportive of, the long-term purposes of the corridors and facilities and be designed to avoid, mitigate or minimize negative impacts on and from the transportation corridors and facilities.

### Maintaining and Developing a Sustainable Transportation System

Improvements to key elements of the transportation system will also be needed to support the City's growth, such as renovating transit stations to increase and upgrade their passenger handling capacity and reconfiguring streets to move more people and goods within the existing space. A number of other changes related to alterations and

The Metrolinx Regional Transportation Plan designates a system of Mobility Hubs across the Greater Toronto and Hamilton Area that distinguishes between "anchor hubs" and "gateway hubs". Anchor hubs have a strategic importance due to their relationship with urban growth centres and/or their role as major international gateways. The more numerous gateway hubs are located at the interchange between two or more current or planned regional rapid transit lines as identified in "The Big Move". The Mobility Hub system is designed to reinforce the land use/transportation policies of the Province's Growth Plan for the Greater Golden Horseshoe, particularly in terms of focusing development growth around major transit station areas.



Cars emit 254 tonnes of CO<sub>2</sub> equivalents per million passenger-kilometres. Buses emit 70 tonnes of CO<sub>2</sub> equivalent per million passenger-kilometres.

additions to the street network and new and improved connections to local and regional transit services are detailed in Secondary Plans such as the North York Centre and the Scarborough Centre plans. The broad objective is to provide a wide range of sustainable transportation options for goods and people of all ages, abilities and means that are safe, seamlessly connected, convenient, affordable and economically competitive to all parts of the city. Within this context, the transportation infrastructure policies of the Plan are designed to address three prime areas of concern:

- the need to maintain the existing transportation system in a state of good repair;
- the need to make better use of the transportation infrastructure we already have, particularly by allocating the limited space within rights-of-way using a complete streets approach to prioritize sustainable and space-efficient transportation modes; and
- the need to protect for the incremental expansion of a comprehensive, long-term transit network, incorporating both higher-order and bus and streetcar services, phased to respond to anticipated growth in demand.

The network of public rights-of-way which accommodates the City's streets and laneways is a vital component of the public realm, serving to connect people and places and to support existing and future development and economic growth. These rights-of-way provide space for a variety of users, including pedestrians, cyclists, transit riders, motorists, goods movement and emergency services as well as providing the location of many different uses, including civic events, boulevard cafes, transit shelters and street furniture, street trees, snow and stormwater management, parking and utilities. There is a need to protect and develop the City's network of streets and laneways and to ensure that the associated rights-of-way are not closed to public use.



Traffic congestion is a regional problem

The City will provide better and increased transit service in support of the overall objective of achieving a sustainable pattern of growth and development. Transit networks function best when the connections between services and to the active transportation network are convenient, safe and seamless. To this end, Toronto continues to develop a fully integrated system of transit services that combines the higher-order transit network with the network of bus and streetcar routes in a manner that delivers better transit service to all areas of the City, and connects with other transit services in the broader region. Improving connections between local and inter-regional services is key to developing a fully integrated transit system across the City.

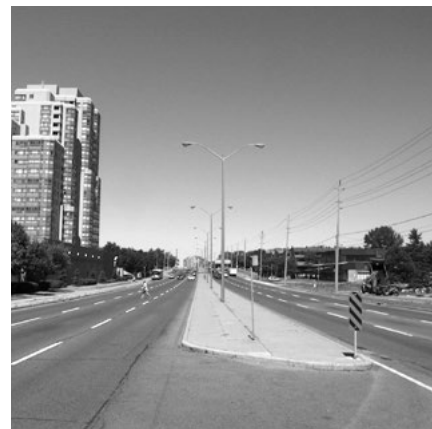
New higher-order transit facilities represent major capital investments that have long-lasting effects on the pattern of access to opportunities. Higher-order transit investments will maintain and enhance the existing transit network and be planned to serve people, strengthen places, and support prosperity.

Bus and streetcar routes provide transit services across most parts of the City as complements to, and extensions of, the higher-order transit network. The majority of transit trips in the city involve a ride on a bus or streetcar. Recognizing their importance, the network of bus and streetcar routes will be enhanced to improve service reliability and travel times by reducing interference from other road traffic through the implementation of transit priority measures, and by improving operational efficiency and rider convenience by such means as providing more frequent service.

Toronto's transit network is important to the success of the broader region, as recognized in the Metrolinx Regional Transportation Plan (RTP). The RTP supports the development of a Frequent Rapid Transit Network which incorporates many existing and planned services within Toronto.

## Policies

4. The City's transportation system will be maintained and developed to support the growth management objectives of this Plan by:
  - a) developing the key elements of the transportation system in a mutually supportive manner which prioritizes walking, cycling and transit over other passenger transportation modes;
  - b) giving first priority for investment in transportation to maintaining the existing system in a state of good repair to provide continued safe, reliable and attractive movement and to make more efficient use of the City's existing infrastructure;
  - c) considering the diverse travel needs of people of all ages, abilities and means in the planning and development of the transportation system;
  - d) maintaining and, where appropriate, enhancing inter-regional transportation connections to adjacent municipalities;
  - e) improving connections between key elements of the transportation system to enhance the convenience of multi-modal trips; and
  - f) incorporating design features in transportation infrastructure, where feasible, that facilitate their modification or conversion to other uses in response to changes in environmental conditions, technology, development and travel behaviour.
5. The City's network of streets and laneways will be maintained and developed to support the growth management objectives of this Plan by:
  - a) protecting and developing the network of rights-of-way shown on Map 3 and Schedules 1 and 2 by:
    - i. acquiring over time the additional property needed to achieve the designated width. The conveyance of land for widening may be required for nominal consideration from abutting property owners as a condition of subdivision, severance, minor variance, condominium or site plan approvals;
    - ii. extending and altering the widths of pavement, sidewalk and



Some arterial streets have plenty of room for streetcars

other facilities as necessary within the designated rights-of-way; and

- iii. giving high priority to preventative and restorative maintenance and rehabilitation of the road (pavement, sidewalk, and other facilities) network;
  - b) acquiring lands beyond the right-of-way widths shown on Map 3 and Schedule 1 to accommodate necessary features such as embankments, grade separations, additional pavement or sidewalk widths at intersections, transit and cycling facilities, transit priority measures or to provide for necessary improvements in safety, accessibility or visibility in certain locations. The conveyance of land for such widening may be required for nominal consideration from abutting property owners as a condition of subdivision, severance, minor variance, condominium or site plan approvals;
  - c) acquiring over time lands to ensure that public lanes serving residential lands or parks and open space will be at least 5 metres wide and public lanes serving commercial, mixed commercial-residential, institutional or industrial lands on at least one side will be at least 6 metres wide. The conveyance of land to widen the lane to the standard width may be required for a nominal consideration from abutting property owners as a condition of subdivision, severance, minor variance, condominium or site plan approvals;
  - d) continued safe and comfortable service;
  - e) supporting the implementation of measures for the long-term protection of 400-series highways and those major roads that play a vital role in the City's freight distribution system;
  - f) ensuring that streets are not closed to public use and stay within the public realm where they provide present and future access for vehicles, pedestrians and bicycles, space for utilities and services, building address, view corridors and sight lines;
  - g) ensuring that laneways are not closed to public use and stay within the public realm where they provide present and future access and servicing to adjacent development(s); and
  - h) ensuring that new streets will be provided in consideration of surrounding land uses and will contribute to the development of a connected network which provides direct and clearly understood travel routes for all transportation modes and users throughout the City and acts as a fundamental organizing element of the City's physical structure.
6. The City will work with its partners to develop and implement a comprehensive transit network plan to achieve the advantages of a resilient, fully integrated, comprehensive transportation system and deliver safe, accessible, seamlessly connected, convenient, frequent, reliable, fast, affordable and comfortable transit service to all parts of the city. The comprehensive transit network will comprise higher-order transit routes serving the principal corridors of demand integrated with a grid-network of high-quality bus and streetcar routes and be supported by seamless connections to the active transportation network.



Move more people by giving streetcars and buses priority on City roads

7. The City will work with its partners to improve and expand the higher-order transit network by:
  - a) protecting the corridors identified on Map 4 for possible future higher-order transit services in exclusive or semi-exclusive rights-of-way, with the exact locations and precise widths of these corridors, including station locations, being determined through a comprehensive planning process and the Environmental Assessment process;
  - b) undertaking comprehensive planning processes for new higher-order transit services in the corridors identified on Map 4 to support their successful implementation and inform the establishment of project priorities considering value-for-money and broader city-building objectives of this Plan, including that transit should be built to serve people, strengthen places and support prosperity;
  - c) implementing higher-order transit services in the corridors identified on Map 4 according to the established priorities as funding becomes available and the Environmental Assessment and business case analysis processes are completed;
  - d) implementing road-rail and rail-rail grade separations as funding becomes available and the Environmental Assessment process is completed;
  - e) improving existing connections between transit services, particularly between local and regional higher-order transit services, to ensure that connections are direct, seamless and user-friendly to improve connectivity for transit users; and
  - f) supporting the increased use of existing rail corridors within the City for enhanced local and inter-regional transit service.
8. The City will work with its partners to maintain and enhance bus and streetcar services to deliver safe, accessible, seamlessly connected, convenient, frequent, reliable, fast, affordable and comfortable transit service to all parts of the city through such measures as:
  - a) reducing delays and traffic interference on transit routes across the city, including those shown on Map 5, through the introduction of transit priority guidelines and transit priority measures such as:
    - i. Transit signal priority or other signal timing changes;
    - ii. High-occupancy vehicles lanes;
    - iii. Partially or fully exclusive transit lanes;
    - iv. Restrictions for non-transit vehicles;
    - v. Consolidating, restricting or limiting driveways;
    - vi. Limiting or removing on-street parking during part or all of the day; and
    - vii. Transit queue-jump lanes where appropriate;
  - b) improving the passenger comfort and operational efficiency of transit stops by such measures as:
    - i. Optimizing stop spacing and placement;
    - ii. Reducing the need for on-vehicle payment;
    - iii. Providing step-free entry to transit vehicles;

- iv. Providing sufficient weather-protected and well-lit waiting space for anticipated passenger volumes; and
- v. Providing sufficient stopping area for anticipated transit vehicle volumes;
- c) recognizing the potential for bus and streetcar services to build demand for future higher-order transit services along certain corridors and to support the growth objectives of this Plan.

## Service Foundations For Growth



Manage sewage and stormwater before they enter streams and the lake

Water, wastewater and stormwater management services are important foundations for growth in a healthy city, as well as for maintaining the quality of life in areas that will not see much growth. Additional infrastructure is needed to provide clean, safe drinking water to everyone, and to manage and treat sewage and stormwater before it enters watercourses and the Lake. This may mean bigger pipes, stormwater facilities and treatment plants in some areas. It is also important to use less water in our homes and businesses, to manage rainwater where it falls and to use our streams and rivers more effectively to minimize flooding in built up areas. Implementing green street designs and initiatives will also help manage stormwater and create healthier environments.

### Policies

9. The City's water, wastewater and stormwater management infrastructure will be maintained and developed to support the city-building objectives of this Plan by:
  - a) providing adequate facilities to support new development and maintaining the infrastructure in a state of good repair;
  - b) supporting, encouraging and implementing measures and activities which reduce water consumption, groundwater discharge to municipal sewers, wastewater and stormwater flows and improve water quality, in accordance with best management practices developed by the City for this purpose; and
  - c) acquiring land or easements, where appropriate and where funds allow, to:
    - i. keep ravines and watercourses in a natural state; or
    - ii. implement other stormwater management, and sanitary and water distribution improvements.

## 2.2.1 DOWNTOWN: THE HEART OF TORONTO

Toronto has only one downtown. It plays a vital role as the city's economic and cultural hub and is critical to the health and prosperity of the entire region that surrounds it.



*Downtown*, with its recognizable skyline, is Toronto's image to the world and to itself: cosmopolitan, civil, urbane, diverse and liveable. It is the oldest, most dense and most complex part of the urban landscape, with a rich variety of building forms and activities.

*Downtown* is the place where our city's history was born and where much of our future will be shaped. It is an area that has been inhabited by Indigenous peoples for nearly 15,000 years. Built and cultural heritage can be seen in *Downtown*'s significant buildings, districts, landmarks, landscapes and archaeological sites. The conservation and promotion of cultural heritage resources – of First Nations and Métis communities and of settlers – should guide future planning and investment decisions *Downtown*.

Toronto's *Downtown* includes a portion of the *Central Waterfront*, which offers unique opportunities for substantial employment and residential growth and for upgrades and expansion to the public realm and community facilities as waterfront revitalization proceeds. Both *Downtown* and the *Central Waterfront* are guided by their own Secondary Plans.

The Province's Growth Plan for the Greater Golden Horseshoe (2019) identified a *Downtown Toronto Urban Growth Centre* and establishes a minimum density target for this area.

"Toronto is fortunate in having a large and relatively mixed population resident in its core area and a diversity of old and new neighbourhoods and old and new populations..."

Perhaps the single best method of ensuring continued employment growth and renewal in the core is to ensure that the area is healthy and attractive as a social space, as a place for both living and working."

*The Future of Downtown Toronto, June 2000*

## Economic Powerhouse

*Downtown* Toronto is the most accessible business location in the Greater Golden Horseshoe and the largest employment centre in the regional economy. Thousands of students, shoppers and visitors also spend time in *Downtown* Toronto every day. The economic strength of *Downtown* arises not only from the largest concentration of office towers in the nation but also from the myriad of other activities located here:

- government offices centred around the Provincial Legislature, City Hall and the courts;
- arts and cultural venues;
- entertainment activities and sporting events;
- festivals and special events in public spaces, streets and along the waterfront;
- destination and speciality retail;
- restaurants and food markets featuring Toronto's diverse cuisines;
- nightclubs, bars and live music venues;
- film and TV production and a flourishing film scene;
- major tourist attractions and convention facilities;
- concentration of print and broadcast media;
- post-secondary educational institutions; and





Typically, building heights and densities are greatest in the *Financial District*, tapering through the commercial and institutional districts to encompass low scale neighbourhoods and shopping streets that are also an important part of the *Downtown* environment.

- health sciences and related treatment and research facilities, many linked to the University of Toronto and Ryerson University.

The concentration, intensity and interaction among all these activities, the access to national and global markets, connections to decision makers in business and government, the ability to easily walk around interesting and safe streets, all give rise to a synergy that fosters innovation, creativity and an atmosphere of success.

While we anticipate and want *Downtown* to accommodate growth, this growth will not be spread uniformly across the whole of *Downtown*. In fact, there are many communities *Downtown* that will not experience much physical change at all. While the population mix within these communities will change over time, their physical character will remain largely unchanged.

Other parts of *Downtown* will see the development of vertical mixed-use communities in predominantly mid-rise and tall buildings. Mixed use is a key ingredient to the successful functioning of *Downtown* that creates “accessibility through proximity”. Every home built within the *Downtown* area offsets the need for in-bound commuting each day.

The *Financial District*, the *Health Sciences District*, the institutional complexes of government and higher learning, and the creative industries and cultural sector economies centred on King-Spadina and King-Parliament are the prime areas of job growth.

Toronto's *Financial District* is Canada's premier centre of commerce. This is where commercial activity is most intense with a concentration of large architecturally significant landmark buildings. Jobs are concentrated in large office buildings tightly clustered within walking distance of Union Station and several subway stations, the majority of them connected to one another through the climate-controlled PATH network.



“The City of Toronto, and particularly its Downtown, is the knowledge centre of the entire region. Through its universities and hospitals, Downtown Toronto has a core concentration of research infrastructure that coupled with its cultural, entertainment, housing and social services infrastructure, are fundamental to the new economy.”

*The Future of Downtown Toronto, June 2000*

Many of the jobs located *Downtown* are in government, education or health services, and most of these are located in *Institutional Areas* north of the *Financial District*. In addition to being the seat of government for the City and the Province, *Downtown* is home to large teaching hospitals and other health services that have a regional draw. Equally important are campuses of higher learning, including the University of Toronto, Ryerson University, George Brown College and OCAD University.

There is also an important cluster of arts and culture activities *Downtown*. From museums, galleries, theatres and performance halls of national significance to small theatre, music and dance companies and individual artists, Toronto's *Downtown* helps to shape Canadian culture. The City needs to support the important economic contribution that is forged here through arts and culture.

Many *Downtown* activities are interdependent. These activities are linked through *Downtown*'s public realm: the streets, sidewalks and

pedestrian connections, parks, squares, open spaces, natural areas and other publicly accessible spaces. This is where people experience public life most directly. The key to successfully shaping *Downtown's* future is to improve connections within the public realm and create places that foster public life.

Well-designed connections between the core of the city and the *Central Waterfront* are important to the vitality of *Downtown* as a great place to live, work and visit and as an attractive and competitive business location. The renewed *Central Waterfront* will create new opportunities for business development and contribute in an important way to the image of *Downtown* and the entire city.

### Policies

1. The *Downtown Toronto Urban Growth Centre* will be planned to optimize the public investment in higher order transit within the *Centre* and thus should exceed the minimum combined gross density target of 400 residents and jobs per hectare set out in the Growth Plan for the Greater Golden Horseshoe, 2019. Map 6 shows the boundaries of the *Downtown Toronto Urban Growth Centre*, the *Financial District* and the *Health Sciences District*. Map 6A shows the *Downtown Plan* and the *Central Waterfront Secondary Plan* boundaries.
2. *Downtown* will continue to be shaped as the largest economic node in the city and the region by accommodating development that:
  - a) builds on the strength of *Downtown* as the premier employment, institutional, retail, arts and culture, and entertainment centre in the Greater Golden Horseshoe;
  - b) advances economic competitiveness and helps to attract provincially, nationally and internationally significant investment and employment uses;
  - c) provides a full range of housing opportunities for *Downtown* workers and reduces the demand for in-bound commuting;
  - d) focuses on the *Financial District* as the prime location for the development of prestige commercial office buildings;
  - e) focuses on the *Health Sciences District* as the prime location for the expansion of healthcare facilities and related research, education and commercial functions;
  - f) supports expansion of institutions including post-secondary education, governmental and health; and
  - g) fosters growth of creative industries and the culture sector centred on the King-Spadina and King-Parliament Secondary Plan Areas.
3. Investment in *Downtown* on the part of the City, other levels of government and public/private partnerships will be sought to:
  - a) maintain, improve and expand the public realm, including linkages between *Downtown* streets, parks, publicly accessible spaces, ravines and the water's edge;
  - b) expand active transportation and transit infrastructure;
  - c) promote an environment of creativity and innovation for arts and culture;



*Downtown* housing means less commuting

- d) support and enhance Priority Retail Streets and specialty retail and entertainment districts found *Downtown* as important regional and tourist destinations;
- e) maintain high-quality and resilient business infrastructure *Downtown* including a stable and secure hydro-electric grid, communications networks, district heating and cooling distribution systems, and water, wastewater and stormwater management infrastructure; and
- f) create and advance research and business development alliances among the health, education, biotechnology and biomedical sectors *Downtown*.

## Living Downtown

*Downtown* is seen as an attractive place to live. New housing *Downtown* makes an important contribution to the economic health of the City. There is a great degree of social and economic diversity among the *Downtown* population, accompanied by a diversity of housing types, tenures and affordability. Different communities have different needs in terms of community services and support. *Downtown* is an inclusive place for vulnerable people and, as growth continues, there is a need to address the threat of displacement and increase supportive services and affordable housing. Planning for *Downtown* community services and facilities cannot follow a broad city-wide template.

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

*Downtown* is where our history is richest, but it is also where we continue to rebuild to accommodate a growing economy and a changing society. Given that this is one place in Toronto where “change is constant”, we must ensure that our built heritage is respected, nurtured and celebrated.

Toronto is grappling with the impacts of climate change and extreme weather events, including disproportionate burdens on the city's most vulnerable residents. As growth continues, there are opportunities to re-shape *Downtown* in ways that will slow the worst impacts of climate change, build resilience to shocks and stresses, improve business productivity, create employment, safeguard the vulnerable, and contribute to better public health. *Downtown's* growth can help transform Toronto into a resilient, low-carbon city.

### Policies

4. The quality of the *Downtown* will be improved by:
  - a) developing programs and activities to maintain and upgrade public amenities and infrastructure;
  - b) recognizing the high maintenance needs of streets, open spaces and City services in this heavy demand area;
  - c) enhancing existing parks and acquiring new parkland;
  - d) preserving and strengthening the range and quality of the social, health, community services and local institutions located *Downtown*;
  - e) supporting the development of complete communities;
  - f) developing buildings that are shaped, scaled and designed to enhance liveability;
  - g) providing a diverse range and mix of housing options, including affordable housing, to accommodate the needs of all household sizes and avoid the displacement of vulnerably housed and at-risk groups; and
  - h) developing a resilient and low-carbon *Downtown*.
5. The architectural and cultural heritage of *Downtown* will be preserved by designating buildings, districts and open spaces with heritage significance and by working with owners to restore and maintain historic buildings.
6. Design guidelines specific to districts of historic or distinct character will be developed and applied to ensure new development respects the context of such districts in terms of the development's fit with existing streets, setbacks, heights and relationship to landmark buildings.
7. A campaign to improve *Downtown* over time and to achieve a healthy and competitive future will be pursued by setting priorities for local improvements.



Art and culture are key ingredients for a successful *Downtown*.

### Downtown Accessibility and Mobility

Economic success and accessibility go hand-in-hand. *Downtown's* high level of accessibility is a result of the large concentration of jobs and housing (proximity) combined with the convergence of many transportation routes (mobility). *Downtown* is the largest centre of economic activity in the nation. As the focus of both the regional (GO Transit) and local (TTC) transit systems, it is easily reached by public transit by the nation's largest labour market. Planned investments in higher order transit to expand the subway and regional rail systems are needed to enhance the existing transit network and support projected growth. The Union-Pearson Express linking *Downtown* with Pearson International Airport and the pedestrian tunnel to Billy Bishop Toronto City Airport also boost Toronto's competitiveness by improving national, trans-border and international connectivity.

The large increase in *Downtown* activity and development over the past several decades has not been accompanied by any significant increase in road capacity. Instead, the growth in trips has been successfully

handled by improvements to transit services and by an increase in *Downtown* housing that has put more people within walking and cycling distance of their place of work and other activities. Lower parking requirements in *Downtown*, including maximum parking limits for new office development, have helped reinforce this pattern of trip growth. Policies promoting sustainable travel choices, reducing dependence on private automobiles and encouraging mixed use development in *Downtown* are key components of this Plan.

*Downtown* streets, sidewalks and the connecting system of public spaces are not just links between activities but are also spaces to be enjoyed in their own right. The quality of the design, construction and maintenance of the public realm is vital to the image of *Downtown* and to creating an attractive district in which to walk and linger. The appeal of *Downtown* to pedestrians is an essential part of making the area more attractive and competitive.

The PATH system of climate-controlled walkways offers an alternative for moving between the major office towers, City Hall and the Eaton Centre. It plays an important role in moving commuters from Union Station and other rapid transit stations to their workplace and is an attractive feature in the marketing of *Downtown* office space and in promoting tourism and the convention business.



People who live and work *Downtown* can cycle to work.

### Policies

8. Priority will be given to improving walking, cycling and transit (TTC and GO) access to and within *Downtown* while the expansion of automobile commuting and all-day parking will be discouraged.
9. Union Station functions as the major regional transportation hub and will expand its passenger and train handling capacity and incorporate features associated with electrification of the regional rail system.
10. Priority will be given to surface transit vehicles on key *Downtown* streets, particularly those with streetcars.
11. A program of street improvements will be implemented to enhance the pedestrian environment and expand the cycling network with measures undertaken to make walking and cycling *Downtown* safe, convenient and comfortable.
12. Development will be encouraged to connect to and expand the PATH network and other climate-controlled walkways without compromising the role of the street as the main place for pedestrian activity.

## 2.2.2 CENTRES: VITAL MIXED COMMUNITIES

Four key locations on the rapid transit system, shown as Centres on Map 2, play an important role in how we manage growth. The *Scarborough*, *North York*, *Etcobicoke* and *Yonge-Eglinton Centres* are



places with excellent transit accessibility where jobs, housing and services will be concentrated in dynamic mixed use settings with different levels of activity and intensity. These *Centres* are focal points for surface transit routes drawing people from across the City and from outlying suburbs to either jobs within the *Centres* or to a rapid transit connection.

Substantial past investment in transit and other infrastructure in these *Centres* has made it possible to accommodate economic growth. Good transit accessibility also makes the *Centres* attractive locations for developing a range of housing opportunities where people can live close to their work or easily get to their jobs by transit.

The potential of the *Centres* to support various levels of both commercial office job growth and residential growth outside of the *Downtown* is important. This Plan encourages creating concentrations of workers and residents at these locations, resulting in significant centres of economic activity accessible by transit.

Building a high quality public realm featuring public squares and parks, community gardens, public art, and a comfortable environment for pedestrians and cyclists, is essential to attract businesses, workers, residents and shoppers. Each *Centre* is different in terms of its local character, its demographics, its potential to grow and its scale. A Secondary Plan for each *Centre* will tailor an intense mix of urban activities to the individual circumstances of each location. These Secondary Plans will outline a growth strategy, show how transportation and other local amenities can be improved, specify variations in the mix of land uses and intensity of activities within each of the *Centres* and knit each *Centre* into the surrounding fabric of the City.

*Etcobicoke Centre* is focused on two subway stations and as an inter-regional transit connection point can contribute to growth management objectives of the broader region. It takes in a range of urban conditions including commercial office buildings, high rise apartments, auto-oriented retailing and traditional main street shopping. It has significant development potential, particularly around its subway stations and the City's own Westwood Theatre lands. The delivery of municipal services to residents in the western part of the City could be improved by relocating municipal and other government functions there.

*North York Centre*, focused on three subway stations on its Yonge Street spine, is served by both the Yonge subway and the Sheppard subway and is also a terminus for regional transit from communities to the north. It is a major concentration of commercial office space where businesses benefit from excellent transit service to the *Downtown* core as well as from good highway access. It should continue to grow as an important commercial office location. It should also continue to be a vibrant residential and cultural centre. A dedicated transit corridor should be established on Yonge Street north of Finch Station to facilitate the development of Yonge Street as an Avenue and to improve

## Hallmarks of the Centres:



Opportunities



Gathering Places



Transit Connections



Mixing Uses

transit service for residents of York Region.

*Scarborough Centre* sits at the eastern end of the Scarborough RT line served by two stations, inter-regional transit and is the focal point of TTC surface routes in the eastern part of Toronto. Improving the Centre's connectivity will be crucial to its success, particularly improving its regional gateway function, replacing the Scarborough RT with an extension of line 2 and extending the Sheppard subway east providing a high-speed connection between the *Scarborough* and *North York Centres*. The residential community has grown substantially in recent years and will continue to grow in the near term. This *Centre* is a focal point for the communities in the eastern part of the City, with a regional mall and municipal and federal government services drawing residents and workers alike. Proximity to a large *Employment Area* presents unique options for employment growth offering a mix of offices, housing, retailing and services. The *Centre's* woodlots and watercourses also offer the opportunity to weave nature into the urban fabric.

*Yonge-Eglinton Centre* is situated in Midtown Toronto with a more central location in Toronto's transit network than the other *Centres*. The *Centre* is at the crossroads of the Yonge subway line and the Eglinton Crosstown light rapid transit line, both of which bisect the City. At this strategic location, the *Centre* serves as a major residential area, employment centre and an important institutional, retail and entertainment destination, highly accessible for a large segment of Toronto. *Yonge-Eglinton Centre* incorporates a variety of streetscapes and neighbourhoods in a compact form. The diverse mix of uses, range of housing options and conveniently accessible transportation options, community facilities, parks and open spaces are enjoyed by a growing residential population and contribute to a complete and liveable community.

*Yonge-Eglinton Centre* will continue to prosper as a dynamic live-work district. The *Centre* will be marked by tall buildings and an intense concentration of office, retail, institutional and residential uses at the Yonge-Eglinton intersection. The scale and intensity of development will transition down in all directions. New mixed-use development on Yonge Street, Eglinton Avenue and Mount Pleasant Road will contribute to the public realm on these busy streets and broaden the area's offering of stores, services and community facilities. The Mount Pleasant Transit Station will serve as a secondary focal point in the *Centre's* east end. Residential development in the *Apartment Neighbourhoods* north and south of Eglinton Avenue will complement the area's green, landscaped character and the variety of building types and contribute to the area's diverse housing options. The *Centre's* intensity will be balanced with a generously landscaped, enhanced public realm and new parks and open spaces. Improvements to the active transportation and transit networks will expand safe and convenient travel options inside and into this well-connected *Centre*.



## Policies

1. A priority for managing growth in the City is the establishment of vibrant transit-supportive mixed use *Centres*, shown on Map 2.
2. Each *Centre* will have a Secondary Plan that will:
  - a) achieve a minimum combined gross density target of 400 jobs and residents per hectare for each *Centre* which delineates the boundaries of the urban growth centres for the purposes of the Growth Plan;
  - b) set out local goals and a development framework consistent with this Plan;
  - c) establish policies for managing change and creating vibrant transit-based mixed use *Centres* tailored to the individual circumstances of each location, taking into account the *Centre's* relationship to *Downtown* and the rest of the City;
  - d) create a positive climate for economic growth and commercial office development;
  - e) support residential development with the aim of creating a quality living environment for a large resident population, including encouraging a full range of housing opportunities in terms of type, tenure, unit size and affordability;
  - f) assess the adequacy of parks and open space within the *Centre* and develop a strategy for acquiring new and enhancing existing parkland through appropriate measures, including parkland dedication policies;
  - g) assess the adequacy of existing community services, facilities and local institutions and establish a strategy for the timely provision of service and facility enhancements and new facilities to meet the needs of the growing population;
  - h) support the use of existing public investment in transit and other municipal assets, and create strong pedestrian and cycling linkages to transit stations;
  - i) identify future public investment in transit facilities, streets and other infrastructure, parks, community facilities and local amenities to support population and employment growth;
  - j) set out the location, mix and intensity of land uses within the *Centre*;
  - k) establish a high quality public realm featuring public squares, parks and public art;
  - l) support the potential for growth within the *Centre* and protect adjacent *Neighbourhoods* from encroachment of larger scale development by:
    - i. establishing firm boundaries for the development area;
    - ii. ensuring an appropriate transition in scale and intensity of activity from within the *Centre* to surrounding *Neighbourhoods*; and
    - iii. connecting the *Centre* with the surrounding City fabric through parks, trails, bikeways, roads and transit routes;
  - m) be accompanied by zoning to implement the Secondary Plan that will incorporate transit-supportive development guidelines and in particular, within convenient walking distance of an existing or planned rapid transit station, establish:

### Community Energy Planning

Community Energy Planning (CEP) is an area-based approach to energy planning that models energy needs for existing and future development. The CEP will identify opportunities to conserve energy and reduce demand and emissions, including the energy component in water, solid waste and transportation choices.

- i. minimum development densities as well as maximum development densities;
- ii. maximum and minimum parking standards;
- iii. restrictions on auto-oriented retailing and services; and
- iv. establish appropriate holding zones in those *Centres* where it has been demonstrated that full development build-out is dependent on the construction and extension of major roads, transit or other services;
- n) assess opportunities for:
  - i. energy conservation, including peak demand reduction;
  - ii. resilience to power disruptions; and
  - iii. small local energy solutions that incorporate renewables, district energy, combined heat and power or energy storage through preparation of a Community Energy Plan; and
- o) assess opportunities for green infrastructure including tree planting, stormwater management systems and green roofs.

The grid of Toronto's early concession roads is one of the most important legacies of the original settlement of Toronto. These roads were Toronto's first real plan, and continue to define Toronto's main arteries of movement, drawing together disparate parts of the City and linking us with the larger region. They have provided the City with the ability to put in place a comprehensive network of bus and streetcar lines which will be key to meeting the goal of reducing our reliance on the automobile. The opportunities for reurbanization through the *Avenues* are greatest in the post-war city: areas that were urbanized for the first time during the 1950s, 1960s and 1970s. Achieving appropriate, high quality development on the *Avenues* that significantly increases the range of housing choices in the City is one of the key challenges of this Official Plan.



From car lots to housing: reurbanizing the *Avenues*

### 2.2.3 AVENUES: REURBANIZING ARTERIAL CORRIDORS

The *Avenues* are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents. Such reurbanization is subject to the policies contained in this Plan, including in particular the neighbourhood protection policies.

Not all lands that fall within *Avenues* are designated for growth. These *Avenues* have been identified at a broad scale to help assess urban design, transit and service delivery issues. However, where a portion of an *Avenues* is designated as a neighbourhood, the neighbourhood protection policies of Chapter 4 will prevail to ensure that any new development respects and reinforces the general physical character of established neighbourhoods.

Each *Avenue* is different in terms of lot sizes and configuration, street width, existing uses, neighbouring uses, transit service and streetscape potential. There is no "one size fits all" program for reurbanizing the *Avenues*. A framework for change will be tailored to the situation of each *Avenue* through a local *Avenue Study* that will involve local residents, businesses and other stakeholders for each *Avenue*, or sections of longer *Avenues*. Each *Avenue Study* will contain a vision and an implementation plan to show:

- how the streetscape and pedestrian environment can be improved;
- where public open space can be created and existing parks improved;
- where trees should be planted; and

## CHAPTER TWO

- how use of the road allowance can be optimized and transit service enhanced.

These changes to benefit new and established community residents may be gradually implemented as funding and opportunities present themselves and development proceeds.

The *Avenues* will be transformed incrementally. They will change building-by-building over a number of years. The framework for new development on each *Avenue* will be established by a new zoning by-law and design guidelines created in consultation with the local community. The zoning by-law will set out the mix of uses, heights, densities, setbacks and other zoning standards.

The growth and redevelopment of the *Avenues* should be supported by high quality transit services, including priority measures for buses and streetcars, combined with urban design and traffic engineering practices that promote a street that is safe, comfortable and attractive for pedestrians and cyclists.

Not all of the *Avenues* can be studied at once, and some, which function well and already have appropriate zoning in place, may not need further study at all. Some of the *Avenues* already serve as “main streets” that are focal points for the local community with attractive and bustling sidewalks. These traditional “main street” *Avenues* already have zoning in place to guide mixed use development in a way that fits with the neighbourhood, and will be a low priority for *Avenue* reurbanization studies. Ultimately, all *Avenues* should perform this “main street” role and become meeting places for local neighbours and the wider community. *Avenues* that are characterized by one or two storey commercial buildings, vacant and underutilized lands and large areas of surface parking will be the priorities for future *Avenue* Studies.



The *Avenues* are corridors of opportunity

### Policies

1. Reurbanizing the *Avenues* will be achieved through the preparation of *Avenue* Studies for strategic mixed use segments of the corridors shown on Map 2.
2. To facilitate and shape growth, each *Avenue* Study will engage local residents, businesses, the TTC, Toronto Parking Authority and other local stakeholders and will set out:
  - a) investments in community improvements by public agencies or public/private partnerships that are needed to support city living and make the area attractive for residents and businesses including:
    - i. streetscape improvements including green infrastructure;
    - ii. transportation improvements such as transit priority measures, improved connections to rapid transit stations, new streets, new or improved laneways, shared off-street parking facilities to meet the parking requirements of nearby developments, bikeways and walkways;



Retailing and housing – together on the *Avenues*

## Avenue Studies and Development Applications

*Avenue Studies* will involve extensive public and stakeholder consultation in order to determine the appropriate scale and intensity of development to be reflected in the zoning for the *Mixed Use Areas* along the *Avenues*. In the course of an *Avenue Study* there will be a comprehensive assessment of local conditions, including: the detailed pattern of land use and urban design; built densities; transit; roads; parking; public utilities; quality of streetscape; character and viability of commercial activities; adequacy of parks, open space and recreational facilities; natural features and conservation opportunities; local heritage resources; unique local natural or built features; and the physical character of adjacent *Neighbourhoods* and *Apartment Neighbourhoods*. Development can proceed where zoning is in place to permit it, but where zoning is not in place and/or the *Avenue Study* is not yet completed, development applications may be received and under the *Planning Act* will have to be considered. If this occurs, the process for considering an Application will be similar to the process for the *Avenue Study* since it will involve a rezoning. Any rezoning application involves community consultation and rights of appeal. Also, and significantly, the Plan calls for any application to be evaluated against the *Avenue* criteria, the detailed performance criteria on pages 4-10 to 4-11 that apply to lands in *Mixed Use Areas*, and the Urban Design policies on pages 3-5 to 3-7, among others. In order to respond to all these performance criteria, the process for evaluating the application will require that a broader area context be examined, and not just the specific application site. The result will be a process that mirrors that for the *Avenue Study*.



One piece at a time – transforming the *Avenues*

- iii. parks and open space, community and rooftop gardens and community services and facilities;
    - iv. upgraded water or sewer infrastructure; and
    - v. opportunities for energy conservation including peak demand reduction, improved resilience to power disruptions and high efficiency local generation and distribution; and
  - b) contextually appropriate as-of-right zoning and other regulations designed to achieve high quality development along the *Avenue* which establishes:
    - i. permitted uses and maximum density and height limits;
    - ii. appropriate massing, scale, siting and organization of buildings;
    - iii. appropriate scale transitions to adjacent areas;
    - iv. restrictions on parking at-grade and driveways in front of buildings; and
    - v. transit-supportive measures such as:
      - 1) minimum development densities;
      - 2) maximum and minimum parking standards; and
      - 3) restrictions on auto-oriented retailing and services.
3. Development may be permitted on the *Avenues* prior to an *Avenue Study* and will be considered on the basis of all of the policies of this Plan. Development on the *Avenues* prior to an *Avenue Study* will implement the policies of the Plan for the relevant designation area(s).
4. Development in *Mixed Use Areas* on *Avenues*, prior to an *Avenue Study* has the potential to set a precedent for the form and scale of reurbanization along the *Avenue*. In addition to the policies of the Plan for *Mixed Use Areas*, proponents of such proposals will also address the larger context and examine the implications for the segment of the *Avenue* in which the proposed development is located. This review will:
  - a) include an assessment of the impacts of the incremental development of the entire *Avenue* segment at a similar form, scale and intensity, appropriately allowing for distinguishing circumstances;
  - b) consider whether incremental development of the entire *Avenue* segment as identified in the above assessment would adversely impact any adjacent *Neighbourhoods* or *Apartment Neighbourhoods*;
  - c) consider whether the proposed development is supportable by available infrastructure; and
  - d) be considered together with any amendment to the Official Plan or Zoning By-law at the statutory public meeting for the proposed development.
5. Development requiring a rezoning will not be allowed to proceed prior to completion of an *Avenue Study* unless the review demonstrates to Council's satisfaction that subsequent development of the entire *Avenue* segment will have no adverse impacts within the context and parameters of the review.



6. In addition to satisfying all other policies of this Plan, including in particular the neighbourhood protection policies, development in *Mixed Use Areas* on an *Avenue* that precedes the completion of an *Avenue Study* will:
  - a) support and promote the use of transit;
  - b) contribute to the creation of a range of housing options in the community;
  - c) contribute to an attractive, safe and comfortable pedestrian environment that encourages walking and strengthens local retailing;
  - d) provide universal physical access to all publicly accessible spaces and buildings;
  - e) conserve heritage properties;
  - f) be served by adequate parks, community services, water and sewers, and transportation facilities;
  - g) be encouraged to incorporate environmentally sustainable building design and construction practices that:
    - i. reduce stormwater flows;
    - ii. reduce the use of water;
    - iii. reduce waste and promote recycling;
    - iv. use renewable energy systems and energy efficient technologies; and
    - v. create innovative green spaces such as green roofs and designs that reduce the urban heat island effect.
7. The land use designation policies in Chapter Four of this Plan apply to and prevail on lands broadly shown on Map 2 as *Avenues*. Where a portion of an *Avenue* as shown on Map 2 is designated *Neighbourhoods*, or *Parks and Open Space Areas* the policies of Chapter Four will prevail to ensure that any new development respects and reinforces the general physical character of established neighbourhoods, and that parks and open spaces are protected and enhanced.

## 2.2.4 EMPLOYMENT AREAS: SUPPORTING BUSINESS AND EMPLOYMENT GROWTH

Toronto's *Employment Areas*, to be used exclusively for business and economic activities, are an essential cornerstone of our diverse and thriving civic economy. Almost a third of Toronto's jobs and forty percent of export-oriented jobs with high-multiplier spinoffs are in *Employment Areas*. The City's *Employment Areas* are healthy with considerable investment in new buildings and improvements and overall low building vacancy rates. Important elements of our civic economy, such as manufacturing and warehousing and goods distribution are located almost entirely in *Employment Areas* and provide for a broad range of jobs and a diverse economic base that helps our City through difficult cycles in the economy.







The Black Creek Regional Transportation Management Association (BCRTMA) is a non-profit association of employers and other partners working to reduce congestion and air pollution in the Black Creek district (between Weston Road and Dufferin Street north of Highway 401). The mission of the BCRTMA is to work with the public and private sectors to improve mobility and to establish sustainable transportation options within this district.

Services offered by the BCRTMA include:

- proactive ride matching to help commuters find a shared ride;
- van pooling for commuters with limited transit options;
- a guaranteed ride home program to ensure that employees who take transit, bike, walk or use a carpool to get to work can get home in an emergency;
- consulting expertise on parking management, carpooling, transit and cycling improvements and trip reduction;
- education of employees and students on transportation issues through materials and special events; and
- advocacy for better transportation through-out the service area.

Our *Employment Areas* are finite and geographically bounded. Given relative land values, residential lands are rarely converted to employment uses and there is little opportunity to create new employment lands. It is the City's goal to conserve our *Employment Areas*, now and in the longer term, to expand existing businesses and incubate and welcome new businesses that will employ future generations of Torontonians. Given the diminishing supply of vacant land in *Employment Areas*, new development in *Employment Areas* needs to take place in a more intensive physical form.

Maintaining *Employment Areas* exclusively for business and economic activities provides a stable and productive operating environment for existing business that also attracts new firms. The introduction of sensitive land uses into *Employment Areas* can force industry to alter their operations, particularly when the environmental certificates that industries operate under are affected, or complaints are lodged about adverse effects from industrial operations. Even where new sensitive land uses are located outside of, but in close proximity to, *Employment Areas*, they should be designed and constructed to prevent the residents or users from being affected by noise, traffic, odours or other contaminants from nearby industry.

Toronto's *Employment Areas* are important in providing good quality services to our residents and workers. The industrial and commercial properties are vital to maintaining a healthy civic tax base that pays for those services. Most of our City and transportation yards that maintain our infrastructure are located in *Employment Areas* and have limited alternative locations.

Preserving *Employment Areas* contributes to a balance between employment and residential growth so that Torontonians have a greater opportunity to live and work in the City, rather than commuting distances to jobs outside of the City. As *Employment Areas* are spread across the City, work destinations and commuting direction are also spread out, resulting in less road congestion in any one direction. This provides workers who live in close proximity to *Employment Areas* with the opportunity for shorter commutes to work by either transit, cycling or walking.

Our *Employment Areas* are comprised of lands designated both as *Core Employment Areas* and *General Employment Areas*, which are both important "employment areas" as defined in the Provincial policy framework. The conversion of lands within *Employment Areas* is only permitted through a City-initiated Municipal Comprehensive Review, as defined in the Growth Plan for the Greater Golden Horseshoe, of the Official Plan. During a City-initiated Municipal Comprehensive Review of the Official Plan, the City will assess any requests to convert *Employment Areas* on the basis of criteria that implement the Provincial planning framework and the policies of the Official Plan for *Employment Areas*.

## Policies

1. *Employment Areas*, as shown on Map 2, are comprised of both *Core Employment Areas* and *General Employment Areas*, as shown on Maps 13 to 23 inclusive. *Employment Areas* are areas designated in this Plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities.
2. *Employment Areas* will be used exclusively for business and economic activities in order to:
  - a) retain sufficient availability of lands, for both current and future needs, for industrial functions such as manufacturing and warehousing;
  - b) protect and preserve *Employment Areas* for current and future business and economic activities;
  - c) provide for and contribute to a broad range of stable employment opportunities;
  - d) provide opportunities for new office buildings, particularly in business parks along the Don Valley corridor and/or within walking distance to higher order transit;
  - e) provide a stable and productive operating environment for existing and new businesses and economic activities by preventing the establishment of sensitive land uses in *Employment Areas*;
  - f) maintain and grow the City's business tax base;
  - g) promote and maintain food security for the City's residents;
  - h) maintain the market attractiveness of the *Employment Areas* for employment uses;
  - i) provide prominent, accessible and visible locations and a wide choice of appropriate sites for potential new businesses;
  - j) continue to contribute to Toronto's diverse economic base;
  - k) contribute to complete communities by providing employment opportunities that support a balance between jobs and housing to reduce the need for long-distance commuting and encourage travel by transit, walking and cycling; and
  - l) provide work opportunities for residents of nearby neighbourhoods.
3. A more intensive use of lands in *Employment Areas* for business and economic activities will be encouraged to make better use of a limited supply of lands available for these activities.
4. *Employment Areas* will be enhanced to ensure they are attractive and function well, through actions such as:
  - a) permitting a broad array of economic activities that encourages existing businesses to expand or diversify into new areas of economic activity and facilitates firms with functional linkages to locate in close proximity to one another;
  - b) investing in key infrastructure to support current and future needs, and facilitating investment through special tools, incentives including tax incentives, and other programs or partnerships, in order to:
    - i. promote the distinctive character or specialized function of

## Clusters of Business and Economic Activities

Clusters of business and economic activities may include individual businesses and/or isolated employment sites that contain or are permitted to contain multiple employment uses and activities.



### Sensitive Land Uses

For clarity and for the purpose of this Plan, the term sensitive land uses means: buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times have the potential to experience an adverse effect, due to nearby major facilities or due to emissions that may be generated by the land uses permitted by this Plan within an *Employment Area*. Sensitive land uses may be a part of the natural or built environment, principal uses or accessory/ancillary uses. Residential uses shall be considered sensitive land uses. Other examples may include, but are not limited to: daycare centres, and educational and health facilities. If the Plan permits a use in an *Employment Area*, the use is not a sensitive land use within that *Employment Area* for the purposes of this Plan, but may be a sensitive land use as defined in the Provincial Policy Statement and, if so, such land use may require noise, vibration, air quality, and/or odour studies as part of complete application.

- an area to attract businesses within a particular targeted cluster of economic activity;
- ii. facilitate the development of vacant lands and the adaptive reuse of vacant buildings for employment purposes;
- iii. facilitate the remediation of brownfield sites to enable redevelopment for employment uses;
- iv. address the absence of key physical infrastructure and amenities for workers, or poor accessibility;
- c) encouraging and supporting business associations that promote and provide a voice for businesses within *Employment Areas*;
- d) establishing a connected network of public streets for use by trucks, automobiles, transit, bicycles and pedestrians; and
- e) promoting a high quality public realm and creating comfortable streets, sidewalks, parks and open spaces for workers and landscaped streetscapes to promote pedestrian/transit use and attract new business ventures while supporting the efficient movement of goods.

### Compatibility/Mitigation

In order to address land use compatibility, a collaborative approach is encouraged among applicants of sensitive land uses, including residential uses, major facilities and the City. The City encourages applicants of sensitive land uses, including residential uses and major facilities to exchange relevant information, subject to appropriate measures to protect confidentiality, for the purpose of undertaking and completing all relevant required studies.

### Major Facilities

“Major facilities” means facilities which may require separation from sensitive land uses, including but not limited to airports, transportation infrastructure and corridors, rail facilities, marine facilities, sewage treatment facilities, waste management systems, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities.

### Influence Area

“Influence Area” means any lands and land uses within the potential zone of influence of a major facility, taking into consideration both current and reasonable potential future operations, within which there could be a potential for adverse effect. A zone of influence may extend beyond the boundaries of *Employment Areas*, but does not include lands and land uses within *Employment Areas*.

### Policies

5. Sensitive land uses, including residential uses, where permitted or proposed outside of and adjacent to or near to *Employment Areas* or within the influence area of major facilities, should be planned to ensure they are appropriately designed, buffered and/or separated as appropriate from *Employment Areas* and/or major facilities as necessary to:
  - a) prevent or mitigate adverse effects from noise, vibration, and emissions, including dust and odour;
  - b) minimize risk to public health and safety;
  - c) prevent or mitigate negative impacts and minimize the risk of complaints;
  - d) ensure compliance with environmental approvals, registrations, legislation, regulations and guidelines at the time of the approval being sought for the sensitive land uses, including residential uses; and,
  - e) permit *Employment Areas* to be developed for their intended purpose.
6. A complete application to introduce, develop or intensify sensitive land uses, including residential uses, in a location identified in Policy 5 shall include a Compatibility/Mitigation Study, which will

be addressed in the applicant's Planning Rationale.

7. The Compatibility/Mitigation Study will:
  - a) be peer reviewed by the City at the applicant's expense;
  - b) identify and evaluate options to achieve appropriate design, buffering and/or separation distances between the proposed sensitive land uses, including residential uses and nearby *Employment Areas* and/or major facilities to address the matters in Policy 5; and
  - c) identify facilities, including propane storage and distribution facilities, where a separation distance is required by law and/or regulation may include any portion of the applicant's property and describe the extent to which the application may affect facilities' compliance with such required separation distances.
8. The costs of studies and mitigation measures shall be borne by the applicant of the sensitive land uses, including residential uses, in a location identified in Policy 5. Also, the cost of collecting and producing relevant information for the studies shall be borne by those requesting the information, in the event that such relevant information is not readily available.
9. Upon receipt of the City's Notice of Complete Application for a sensitive land use, including a residential use, in a location identified in Policy 5, the applicant shall provide expanded notice of the proposal as follows:
  - a) notify all major facilities identified by the City on the basis that their influence areas may include any portion of the applicant's property; and
  - b) notify all facilities that store, distribute or handle propane whose separation distances required by law and/or regulation may include any portion of the applicant's property.
10. When considering applications to introduce, develop or intensify sensitive land uses, including residential uses, in a location identified in Policy 5, Council may consider:
  - a) the extent to which the applicant and the major facilities or other employment use have exchanged relevant information subject to appropriate measures to protect confidentiality;
  - b) any regulatory obligations of the major facility or other employment use; and
  - c) the reasonableness of implementing any recommended mitigation measures.
11. *Employment Areas* in the vicinity of existing major transportation infrastructure such as highway interchanges, ports, rail yards and airports are designated to provide for, and are to be preserved for, employment uses that may rely upon the major transportation infrastructure for the movement of goods.
12. Measures will be introduced and standards applied on roads within *Employment Areas* that give priority to the movement of trucks and transit vehicles.
13. Transit service and use to and from *Employment Areas* will be enhanced by:
  - a) investing in improved levels of service to *Employment*

*Areas*, particularly from nearby residential areas and mixed commercial-residential areas;

- b) encouraging new employment development to take place in a form and density that supports transit and discourages large areas of surface parking;
- c) creating safe and comfortable pedestrian conditions between places of work and transit stops; and
- d) encouraging travel demand management measures.

#### CONVERSION AND REMOVAL POLICIES FOR EMPLOYMENT AREAS

14. The redesignation of land from an *Employment Area* designation to any other designation, by way of an Official Plan Amendment, or the introduction of a use that is otherwise not permitted in an *Employment Area* is a conversion of land within an *Employment Area* and is also a removal of land from an *Employment Area*, and may only be permitted by way of a Municipal Comprehensive Review. The introduction of a use that may be permitted in a *General Employment Area* into a *Core Employment Area* or the redesignation of a *Core Employment Area* into a *General Employment Area* designation is also a conversion and may only be permitted by way of a Municipal Comprehensive Review.
15. The conversion of land within an *Employment Area* is only permitted through a City-initiated Municipal Comprehensive Review that comprehensively applies the policies and schedules of the Provincial Growth Plan.
16. Applications to convert lands within an *Employment Area* will only be considered at the time of a municipal review of employment policies and designations under Section 26 of the *Planning Act* and a concurrent Municipal Comprehensive Review under the Growth Plan for the Greater Golden Horseshoe. Applications to convert lands within an *Employment Area* received between such City-initiated Official Plan Reviews will be not be considered unless Council directs that a Municipal Comprehensive Review be initiated.
17. The City will assess requests to convert lands within *Employment Areas*, both cumulatively and individually, by considering whether or not:
  - a) there is a demonstrated need for the conversion(s) to:
    - i. meet the population forecasts allocated to the City in the Growth Plan for the Greater Golden Horseshoe; or
    - ii. mitigate existing and/or potential land use conflicts;
  - b) the lands are required over the long-term for employment purposes;
  - c) the City will meet the employment forecasts allocated to the City in the Growth Plan for the Greater Golden Horseshoe;
  - d) the conversion(s) will adversely affect the overall viability of an *Employment Area* and maintenance of a stable operating environment for business and economic activities with regard to the:
    - i. compatibility of any proposed land use with lands designated *Employment Areas* and major facilities, as demonstrated through the submission of a Compatibility/Mitigation Study



- in accordance with Policies 2.2.4.5, 2.2.4.7 and 2.2.4.8 and Schedule 3 for any proposed land use, with such policies read as applying to lands within *Employment Areas*;
  - ii. prevention or mitigation of adverse effects from noise, vibration, and emissions, including dust and odour;
  - iii. prevention or mitigation of negative impacts and minimization of the risk of complaints;
  - iv. ability to ensure compliance with environmental approvals, registrations, legislation, regulations and guidelines;
  - v. ability to provide appropriate buffering and/or separation of employment uses from sensitive land uses, including residential;
  - vi. ability to minimize risk to public health and safety;
  - vii. reduction or elimination of visibility of, and accessibility to, employment lands or uses;
  - viii. impact upon the capacity and functioning of the transportation network and the movement of goods for existing and future employment uses;
  - ix. removal of large and/or key locations for employment uses;
  - x. ability to provide opportunities for the clustering of similar or related employment uses; and
  - xi. provision of a variety of land parcel sizes within the *Employment Area* to accommodate a range of permitted employment uses;
  - e) the existing or planned sewage, water, energy and transportation infrastructure can accommodate the proposed conversion(s);
  - f) in the instance of conversions for residential purposes, sufficient parks, libraries, recreation centres and schools exist or are planned within walking distance for new residents;
  - g) employment lands are strategically preserved near important transportation infrastructure such as highways and highway interchanges, rail corridors, ports and airports to facilitate the movement of goods;
  - h) the proposal(s) to convert lands in an *Employment Area* will help to maintain a diverse economic base accommodating and attracting a variety of employment uses and a broad range of employment opportunities in Toronto; and
  - i) cross-jurisdictional issues have been considered.
18. When assessing proposal(s) to convert lands within *Employment Areas*, the City will:
- a) notify all major facilities whose influence area(s) includes any portion of the lands proposed to be converted; and
  - b) notify all facilities that store, distribute or handle propane whose required separation distances by law and/or regulation may include any portion of the lands proposed to be converted.

## 2.3 STABLE BUT NOT STATIC: ENHANCING OUR NEIGHBOURHOODS AND GREEN SPACES

Fully three-quarters of the City's land area is devoted to neighbourhoods, parks, ravines, watercourses and valleys. Unlike the *Downtown*, the *Centres*, *Avenues* and *Employment Areas*, these stable areas will see little physical change. The variety and quality of our residential communities and our green spaces are key factors that attract people from around the world to make Toronto their home and place of business.

### 2.3.1 HEALTHY NEIGHBOURHOODS

The diversity of Toronto's neighbourhoods, in terms of scale, amenities, local culture, retail services and demographic make-up, offers options within communities to match every stage of life. Our neighbourhoods are where we connect with people to develop a common sense of community. They are also an important asset in attracting new business to the City and new workers for growing businesses. Whether these neighbourhoods are low scale or predominantly apartments, the goals found here apply equally to all neighbourhoods and are to be considered in concert with the policies found in Chapter Four.



By focusing most new residential development in the *Downtown*, the *Centres*, along the *Avenues*, and in other strategic locations, we can preserve the shape and feel of our neighbourhoods. However, these neighbourhoods will not stay frozen in time. The neighbourhoods where we grew up and now raise our children help shape the adults and the society we become. Some physical change will occur over time as enhancements, additions and infill housing occurs on individual sites. A cornerstone policy is to ensure that new development in our neighbourhoods respects the existing physical character of the area, reinforcing the stability of the neighbourhood.

Established neighbourhoods will benefit from directing growth to the *Downtown*, the *Centres* and the *Avenues* by enjoying better transit service, greater housing choices, increased shopping opportunities, an improved pedestrian environment and other advantages that these growth areas provide. Accessibility to transit service varies considerably across the City, creating challenges to meeting the objective of reducing reliance on the private automobile. Transit accessibility for our neighbourhoods can be improved by investing in transit service along the *Avenues* as well as along the major streets that serve the neighbourhoods. At the boundary points between the neighbourhoods and the growth areas, development in the growth areas will have to demonstrate a transition in height, scale and

intensity as necessary to ensure that the stability and general amenity of the adjacent neighbourhood areas are not adversely affected.

We can work together in our neighbourhoods to create a healthier Toronto by reducing waste, better managing stormwater runoff, greening our communities, reducing harmful emissions and conserving energy and water. We must also work to ensure that our community services are improved to reflect the changing faces of our communities as Toronto evolves socially and demographically.

When we think of our neighbourhoods we think of more than our homes. Our trees, parks, schools, libraries, community centres, child care centres, places of worship and local stores are all important parts of our daily lives. Increasingly, people work in their neighbourhoods, both in home offices and in local stores and services.

All communities should benefit from and share the rewards and advantages of living in Toronto. Some neighbourhoods need to be strengthened to ensure a better quality of life for their residents. There may be gaps in community-based facilities and services.

Some buildings may need to be upgraded, the neighbourhood may be poorly integrated with its surroundings, or residents may face hardship, social vulnerability or difficulty in accessing essentials such as healthy foods. Strategies and specific measures may be needed to revitalize and improve these priority neighbourhoods to address such issues.

Each revitalization strategy may address factors such as improving community-based services, developing new parks, promoting walking and cycling by improving streets, sidewalks, bikeways and pathways or building community capacity to enhance the broader social infrastructure. Strategies to improve these priority neighbourhoods will vary with local conditions. Some may be led by the City while others may be community-led. To support these efforts the neighbourhood may be designated a Community Improvement Area. Gardens for growing food are encouraged in *Apartment Neighbourhoods*.

Toronto has over a thousand older apartment buildings, many of which are in need of physical renewal, greening and in some instances, social transformation. The City has established the Tower Renewal Program to encourage the retrofit of these older apartment buildings and improve the quality of life of their residents.

Most of Toronto's existing apartment buildings are located within built up *Apartment Neighbourhoods* where significant growth is not anticipated on a city-wide basis. Often, apartment building(s) together with ancillary outdoor recreation facilities, pedestrian walkways, parking lots, service areas and landscape space take up/occupy the entire site. In some areas these sites are located in proximity to each other and form clusters or larger apartment neighbourhoods. There may be sites within *Apartment Neighbourhoods* that contain space that is not well-utilized by the residents of existing apartment buildings.



In some instances these sites could be improved through the addition of infill development that will provide additional housing options, including new rental housing while maintaining and/or improving on-site amenities and conditions for both new and existing residents. In other instances, redevelopment of vacant or underutilized sites in *Apartment Neighbourhoods* that meets the Plan's policies can create new housing options in Toronto.

### Policies

1. *Neighbourhoods* are low rise and low density residential areas that are considered to be physically stable. Development in *Neighbourhoods* will be consistent with this objective and will respect and reinforce the existing physical character of buildings, streetscapes and open space patterns in these areas.
2. *Apartment Neighbourhoods* are residential areas with taller buildings and higher density than *Neighbourhoods* and are considered to be physically stable. Development in *Apartment Neighbourhoods* will be consistent with this objective and will respect the criteria contained in Section 4.2.2 and other relevant sections of this Plan. While *Apartment Neighbourhoods* are not areas of significant growth on a city-wide basis, there are sites containing one or more existing apartment building(s) where compatible infill development may take place. This compatible infill development may take place where there is sufficient space on a site to accommodate additional buildings or building additions while providing a good quality of life for both new and existing residents and improving site conditions by maintaining or substantially replacing and improving indoor and outdoor amenity space; improving landscaped open space; maintaining adequate sunlight and privacy for residential units; and adequately limiting shadowing on outdoor amenity space and landscaped open space. Such infill will be in accordance with the criteria in Section 4.2 and other policies of this Plan. *Apartment Neighbourhoods* contain valuable rental apartment buildings that often need physical and social renewal and transformation to achieve an improved living environment.
3. Developments in *Mixed Use Areas*, *Regeneration Areas* and *Apartment Neighbourhoods* that are adjacent or close to *Neighbourhoods* will:
  - a) be compatible with those *Neighbourhoods*;
  - b) provide a gradual transition of scale and density, as necessary to achieve the objectives of this Plan through the stepping down of buildings towards and setbacks from those *Neighbourhoods*;
  - c) maintain adequate light and privacy for residents in those *Neighbourhoods*;
  - d) orient and screen lighting and amenity areas so as to minimize impacts on adjacent land in those *Neighbourhoods*;
  - e) locate and screen service areas, any surface parking and access to underground and structured parking so as to minimize impacts on adjacent land in those *Neighbourhoods*, and enclose service and access areas where distancing and screening do



not sufficiently mitigate visual, noise and odour impacts upon adjacent land in those *Neighbourhoods*; and

- f) attenuate resulting traffic and parking impacts on adjacent neighbourhood streets so as not to significantly diminish the residential amenity of those *Neighbourhoods*.
4. Intensification of land adjacent to neighbourhoods will be carefully controlled so that neighbourhoods are protected from negative impact. Where significant intensification of land adjacent to a *Neighbourhood* or *Apartment Neighbourhood* is proposed, Council will determine, at the earliest point in the process, whether or not a Secondary Plan, area specific zoning by-law or area specific policy will be created in consultation with the local community following an *Avenue Study*, or area based study.
  5. The functioning of the local network of streets in *Neighbourhoods* and *Apartment Neighbourhoods* will be improved by:
    - a) maintaining roads and sidewalks in a state of good repair;
    - b) investing in the improvement of bus and streetcar services for neighbourhood residents;
    - c) minimizing through traffic on local streets;
    - d) discouraging parking on local streets for non-residential purposes; and
    - e) providing new streets that extend the local street network into larger sites, where the new streets would provide access and frontage for existing and future development, improve pedestrian and bicycle circulation and improve the prominence, visibility and safe access to parks, open spaces, transit, schools and pedestrian destinations.
  6. Environmental sustainability will be promoted in *Neighbourhoods* and *Apartment Neighbourhoods* by investing in naturalization and landscaping improvements, tree planting and preservation, sustainable technologies for stormwater management and energy efficiency and programs for reducing waste and conserving water and energy.
  7. Community and neighbourhood amenities will be enhanced where needed by:
    - a) improving and expanding existing parks, recreation facilities, libraries, local institutions, local bus and streetcar services and other community services;
    - b) creating new community facilities and local institutions, and adapting existing services to changes in the social, health and recreational needs of the neighbourhood; and
    - c) encouraging and developing partnerships to better utilize common indoor and outdoor amenity areas for the use of residents in apartment properties to supplement public facilities.
  8. In priority neighbourhoods, revitalization strategies will be prepared through resident and stakeholder partnerships to address such matters as:
    - a) improving local parks, transit, community services and facilities;
    - b) improving the public realm, streets and sidewalks;



Schools and community facilities are important parts of our neighbourhoods.



### Tower Renewal

Toronto is home to approximately 1,200 high-rise apartment buildings, largely constructed in the three decades following World War II, which house over 500,000 renters. Many were originally constructed as 'tower in the park' communities with ample open space and surface parking areas. By the early years of this century, many of these towers were in need of physical reinvestment and a number of their residents were experiencing economic and social challenges.

The City has established the Tower Renewal Program as an agent of change to drive the implementation of environmental, social, economic and cultural improvements to transform these tower sites and neighbourhoods. The City has created programs to support apartment building owners in implementing retrofits, programming and investments to improve the lives of tower residents. The Provincial and Federal governments are following suit in these efforts. The City has also enacted a special RAC zone applicable to almost 500 of these residential tower sites in order to permit new small-scale non-residential uses to serve area residents in these locations, such as food markets, small businesses and community facilities.

Tower Renewal works collaboratively within the City (e.g. City Planning, TCHC and Environment and Energy) and with external parties (e.g. United Way, Centre for Urban Growth & Renewal and Toronto Foundation) to achieve change in these tower neighbourhoods.

- c) identifying opportunities to improve the quality of the existing stock of housing or building a range of new housing;
  - d) identifying priorities for capital and operational funding needed to support the strategy; and
  - e) identifying potential partnerships and mechanisms for stimulating investment in the neighbourhood and supporting the revitalization strategy.
9. The owners of existing apartment buildings will be encouraged to renovate and retrofit older apartment buildings in order to:
    - a) achieve greater conservation of energy and reduce greenhouse gas emissions;
    - b) achieve greater conservation of water resources;
    - c) improve waste diversion practices;
    - d) improve safety and security;
    - e) improve building operations;
    - f) improve indoor and outdoor facilities for social, educational and recreational activities; and
    - g) improve pedestrian access to the buildings from public sidewalks and through the site as appropriate.
  10. Small-scale commercial, community and institutional uses are encouraged at grade in apartment buildings and on apartment building properties on major streets shown on Map 3 in *Neighbourhoods*, and in *Apartment Neighbourhoods*, to better serve area residents, particularly in areas where residents do not have convenient walking access to a wide range of goods, services and community facilities.
  11. Gardens for growing food are encouraged on portions of open space in sites within *Apartment Neighbourhoods*, particularly in areas where residents do not have convenient walking access to sources of fresh food.
  12. Mobile vendors of fresh food are encouraged within *Apartment Neighbourhoods* in areas where residents do not have convenient walking access to sources of fresh food.



### 2.3.2 TORONTO'S GREEN SPACE SYSTEM AND WATERFRONT

Toronto is connected by a wonderful system of green space - from beaches and bluffs, through deep ravines, to parks and cemeteries. This system is vital to both our quality of life and to the health of natural ecosystems both within and beyond our current boundaries. The *Green Space System* is comprised of those lands with a *Parks and Open Space Areas* designation which are large, have significant natural heritage or recreational value and which are connected. They should be protected, improved and added to whenever feasible.

Toronto's waterfront, ravines, watercourses, parks and other open spaces connect to form an extensive web of green space across the

City. The waterfront, which extends from Marie Curtis Park in the west to Rouge Beach Park in the east, is a major feature of the *Green Space System*. It includes parks, beaches, wetlands, bluffs, neighbourhoods and cultural and entertainment destinations. Over time, lands on the water's edge should become a network of publicly accessible open spaces, offering a range of leisure activities connected by a continuous waterfront trail. Creating a clean and green waterfront that is safe and healthy will contribute to a better environment for the City as a whole.

The *Green Space System* provides many benefits for the City. These lands:

- form the core of the City's natural ecosystems providing habitat for flora and fauna and including most of our significant natural heritage features and functions;
- help sustain our natural environment by cleaning the air, recharging groundwater, cleaning our watercourses and limiting damage that might arise from flooding and soil erosion;
- include natural and hydrological connections that link Lake Ontario to the larger biophysical region and its ecological systems;
- provide a variety of landscapes for reflection, contemplation and appreciation of nature;
- improve human health by offering opportunities for passive and active recreation, community gardens and environmental education; and
- offer unique tourism and entertainment destinations attracting visitors from across the region and elsewhere.

Through land use designations, planning policies, public undertakings and private development, the goal of strengthening these roles will be supported and advanced. The Toronto and Region Conservation Authority plays an important role in the protection, enhancement and management of these lands.



Trees, water, open spaces...where would we be without them?

### Policies

1. Actions will be taken to improve, preserve and enhance the *Green Space System* by:
  - a) improving public access and enjoyment of lands under public ownership;
  - b) maintaining and increasing public access to privately owned lands, where appropriate;
  - c) restoring, creating and protecting a variety of landscapes; and
  - d) establishing co-operative partnerships in the stewardship of lands and water.
2. Public agencies and Torontonians will be encouraged to support the protection, enhancement and restoration of links within and between elements of the *Green Space System*.
3. The *Green Space System* will be expanded by:
  - a) acquiring linkages between existing parks and open spaces, where feasible; and



### Rouge Valley Area

The Rouge Valley area is an important part of Toronto's *Green Space System*. It forms part of a continuous ecological corridor that runs through the City and connects the natural systems of Lake Ontario to the Oak Ridges Moraine. Lands within the Rouge Valley are designated as Greenbelt Protected Countryside and are subject to the policies of the Greenbelt Plan (2005). In recognition of the significance of the Rouge Valley, the federal government has established a national park which extends from Lake Ontario to the Oak Ridges Moraine, including lands within the Rouge Valley area of Toronto. The Rouge National Urban Park Management Plan sets out a long-term vision for and guides the management and operation of lands within the park.

- b) acquiring lands, or easements over lands, associated with private development which can be connected to the *System* for the extension of recreational trails or which have important natural heritage value.
- 4. The sale or disposal of publicly owned lands in the *Green Space System* will be discouraged. No City owned land in the *Green Space System* will be sold or disposed of. However, City owned land in the *Green Space System* may be exchanged for other nearby land of equivalent or larger area and comparable or superior green space utility.
- 5. Within the *Green Space System*, development will not result in the loss of public space.
- 6. Increased public enjoyment and use of lands along the water's edge will be promoted by ensuring that future development and actions on the part of both the public and private sectors, including the Toronto Port Authority, the Toronto Waterfront Revitalization Corporation and the Toronto and Region Conservation Authority, will help to achieve the following objectives:
  - a) minimize physical and visual barriers between the City and Lake Ontario;
  - b) increase and improve public access to lands along the water's edge and between parts of the waterfront;
  - c) improve water quality and the quality of beaches;
  - d) improve the public realm with more parks, public squares and natural settings that please the eye and lift the spirit and support a sense of belonging to the community;
  - e) increase the availability, choice and awareness of recreational opportunities and public activities throughout the year;
  - f) protect, improve and where possible extend the Martin Goodman/Waterfront Trail as a continuous waterfront route for cyclists, pedestrians and people with disabilities; and
  - g) maintain and enhance the natural heritage value of lands near or along the water's edge by protecting existing habitat and, where appropriate, restoring and enhancing habitat.
- 7. Private development and public works on lands along the water's edge or in its vicinity will:
  - a) improve public spaces in the waterfront; and
  - b) maintain and increase opportunities for public views of the water, and support a sense of belonging to the community.
- 8. The physical and visual continuity of the waterfront corridor will be maintained and enhanced.
- 9. The sale or disposal of publicly owned lands on the water's edge will be discouraged.
- 10. The year-round recreational use of unique regional resources such as Toronto Island Park and Rouge National Urban Park will be encouraged.
- 11. The important ecological and hydrological functions and park and trail connections that *Greenbelt River Valley Connections* provide will be recognized through public information, awareness and stewardship

programs and partnerships with public and private landowners, First Nations, institutions and organizations.

## 2.4 BRINGING THE CITY TOGETHER: A PROGRESSIVE AGENDA OF TRANSPORTATION CHANGE

This Plan integrates transportation and land use planning at both the local and regional scales. Within the city, the Plan addresses the differing transportation demands between areas targeted for growth and those other parts of the city where little physical change is foreseen.

The transportation policies, maps and schedules of the Plan make provision for the protection and development of the City's road, rapid transit and inter-regional rail networks. The Plan provides complementary policies to make more efficient use of this infrastructure and to increase opportunities for walking, cycling, and transit use and support the goal of reducing car dependency throughout the city.

Cycling is gaining popularity in the city as a travel mode with more people cycling for more of their trips or parts of their trips. The vision for the cycling network supports further growth of cycling and consists of dedicated priority cycling and multi-use corridors (which accommodate cycling and other modes of active transportation), overlain with a minor grid of dedicated or designated secondary corridors, which ensure that every part of the city is within no more than one kilometre of a designated cycling facility. Additional initiatives will be needed in some areas to overcome less inviting cycling environments and substantially increase cycling use. Particular attention will be given to enhancing cycling connections between the cycling network and nearby neighbourhood amenities including transit stations, and expanding the public bike share system, to facilitate the use of the bicycle for short trips and multi-modal trips.

In a mature city like Toronto, the emphasis has to be on using the available road space more efficiently to move people instead of vehicles and on looking at how the demand for vehicle travel can be reduced in the first place. Reducing car dependency means being creative and flexible about how we manage urban growth. We have to plan in "next generation" terms to make walking, cycling, and transit increasingly attractive alternatives to using the car and to move towards a more sustainable transportation system.

### Policies

1. Given the health benefits of physical activity, active forms of transportation will be encouraged by integrating and giving full consideration to pedestrian and cycling infrastructure in the design of all streets, neighbourhoods, major destinations, transit facilities and mobility hubs throughout the City.

### Moving Ahead: A Campaign for Next Generation Transportation

Our overall aim is to provide the widest range of sustainable and zero-emissions transportation options that are accessible, seamlessly connected, safe, convenient, affordable and economically competitive by pursuing the following principles:

- promoting land use development and urban form that lead to fewer and shorter trips;
- improving access to public transit for Torontonians of all ages, abilities and means that is competitive with the cost and convenience of using a car for most personal travel;
- promoting low-carbon modes of transportation;
- developing an advanced and comprehensive system of policies and practices for moving goods that boosts the economic competitiveness of the City and the Region;
- instituting planning, traffic engineering and street design practices that encourage walking and cycling;
- leveraging advances in technology to develop an integrated multi-modal transportation system that is efficient and sustainable;
- incorporating strong safeguards for the protection of the natural environment; and
- instituting equitable pricing and financing of transportation services.

*Toronto at the Crossroads: Shaping Our Future, June 2000*

The Toronto Walking Strategy (2009) aims to build a physical and cultural environment that supports and encourages walking, including vibrant streets, parks, public squares and neighbourhoods where people will choose to walk more often. By envisioning a city where high-quality walking environments are seamlessly integrated with public transit, cycling and other sustainable modes of travel, the Strategy sets out a plan that will produce tangible environmental, health and social benefits for residents and visitors to Toronto.



## Travel Demand Management (TDM)

TDM measures are aimed at encouraging people to take fewer and shorter vehicle trips to reduce congestion, energy consumption and pollution. In the past, transportation planning has often focused on supply-side solutions by identifying where additional transportation capacity is needed to satisfy forecast travel demands. TDM, in contrast, puts the emphasis on changing travel behaviour to modify and reduce our demand for vehicular travel in cities. TDM is most effective when supported by complementary actions in the key areas of land use planning and public transit improvements. Typical TDM measures include:

- carpool/vanpool ride sharing, with emergency ride home;
- high-occupancy vehicle (HOV) lanes in existing rights-of-way for bus, taxis and cars with three or more occupants;
- bicycle and pedestrian programs;
- promotion of public bike share programs that integrate with public transit;
- promotion of public transit, including employer transit fare incentives;
- parking supply and management strategies;
- use of “smart card” technology and other advances in the pricing and marketing of transportation services;
- establishment of Transportation Management Associations (TMA’s) in employment areas;
- promotion of car sharing;
- programs to promote flexible working hours and telecommuting; and
- application of incident management system and Intelligent Transportation Systems (ITS) innovations.



Transportation is one of the largest contributors to greenhouse gas emissions in Toronto. Reducing these will be critical to achieving the City’s climate goals. TransformTO has set the transportation goals of 100 per cent of vehicles in Toronto using low-carbon energy and 75 per cent of trips under 5 km being made by walking or cycling by 2050.

2. New developments may be required to conduct a Transportation Impact Study (TIS) in accordance with the City’s TIS Guidelines. The TIS will identify the demands and impacts of new development, and identify transportation improvements, a Travel Demand Management (TDM) strategy and/or other mitigating measures to accommodate travel generated by the development, and where relevant:
  - a) weigh traffic needs against the broader objectives of this Plan;
  - b) make provision for future transportation improvements identified in this Plan; and
  - c) integrate development into the surrounding public access system of roads, walkways, bikeways and transit facilities.
3. The City will show leadership within the region in the implementation of TDM measures to reduce auto dependence and rush-hour congestion in the road and transit networks by:
  - a) requiring a TDM strategy as part of a TIS for all applications for major commercial, employment or institutional developments to which the City’s TIS Guidelines apply;
  - b) actively pursuing measures which will:
    - i. increase the proportion of trips made by walking, cycling, and transit;
    - ii. increase the average automobile occupancy rate;
    - iii. reduce the demand for vehicular travel; and
    - iv. shift travel times from peak to off-peak periods;
  - c) supporting workplace and region-wide TDM efforts as well as TDM programs supported by school boards;
  - d) supporting the local implementation of TDM measures through the creation and operation of local Transportation Management Associations (TMAs) across the City;
  - e) promoting alternative work arrangements, such as compressed work weeks, flexible work hours and telecommuting; and
  - f) recognizing the transportation implications of diverse travel patterns, such as those of caregivers, shift workers and other vulnerable groups.
4. In targeted growth areas, planning for new development will be undertaken in the context of reducing auto dependency and the transportation demands and impacts of such new development assessed in terms of the broader social and environmental objectives of the Plan’s reurbanization strategy.
5. The City will work with its partners to ensure that underground higher-order transit stations are integrated into multi-storey developments wherever it is feasible, ensuring that all points of entry:
  - a) are clearly marked, visible and accessible from the street; and
  - b) maintain hours of use to match transit operations.
6. Development in proximity to existing higher-order transit stations will be required to provide direct and convenient access to the station. Such connections will be encouraged to be weather protected.
7. An adequate supply of off-street parking for bicycles and automobiles will be provided and maintained to meet the short-



term parking demands of commercial, institutional and tourist activities while ensuring a minimal level of all-day automobile parking for commuters that reflects the availability of alternative travel modes.

8. For sites in areas well serviced by transit, such as locations around higher-order transit stations and along major transit routes, consideration will be given to the establishment of:
  - a) minimum density requirements as well as maximum density limits;
  - b) minimum and maximum parking requirements;
  - c) redevelopment of surface commuter parking lots on City owned land;
  - d) limiting surface parking as a non-ancillary use; and
  - e) rates for parking on-street and in City-owned parking facilities (excluding those associated with park-and-ride facilities at higher-order transit stations) structured to discourage long-term commuter parking and to achieve a higher turnover by short-term users.
9. Better use will be made of off-street parking by:
  - a) encouraging the shared use of parking and developing parking standards for mixed use developments which reflect the potential for shared parking among uses that have different peaking characteristics; and
  - b) expanding and upgrading laneways to improve access to the parking spaces along the laneways.
10. In support of the TDM and environmental policies of this Plan, the City may:
  - a) support the conversion of required parking spaces to designated publicly accessible car-share spaces;
  - b) encourage new developments to include publicly accessible bike share facilities;
  - c) encourage parking providers to designate preferred parking spaces for the exclusive use of carpool and low-emissions vehicles;
  - d) require new developments to include charging facilities for electric vehicles;
  - e) encourage parking providers to install charging stations for electric vehicles; and
  - f) provide on-street parking spaces for car sharing vehicles in selected locations.
11. Implement curbside management strategies to improve traffic circulation and conditions for commercial vehicles including such measures as designated pick-up/drop-off areas for goods and service vehicles, accessible loading zones, courier delivery zones, temporary film trailer parking and motor coach parking zones.
12. Encourage the implementation of off-peak delivery programs.
13. The City will work with other orders of government, other municipalities, representatives from across the goods movement industry and the public to develop a comprehensive multi-modal strategy for the safe, efficient and environmentally sustainable

## Goods Movement

The efficient and safe movement of goods is vital to the economic health and competitiveness of Toronto and the larger region. The key elements of the goods movement system in the City are the major road and rail freight networks and the pattern of collection and distribution points they serve. The challenge is to develop and maximize the efficient use of this system by such means as:

- joint distribution centres and consolidated delivery services;
- rationalization of road/rail freight movements;
- selectively increasing road capacity for trucks, including priority truck lanes;
- increasing off-street loading, servicing and courier facilities;
- lower emission freight vehicles and increased local production and distribution;
- designated truck routes; and
- encouraging the freight industry to explore new technologies and practices.

## Bicycle Policy Framework

In 2001, Council adopted the “Toronto Bike Plan - Shifting Gears”, a strategy to guide the development of policies, programs and infrastructure to create a bicycle-friendly environment that encourages the greater use of bicycles for everyday transportation and enjoyment across the city. The Bike Plan remains the foundation upon which more recent cycling initiatives have evolved.

The implementation of cycling infrastructure is guided by the Cycling Network Plan (2016; updated 2019) which identifies priorities for cycling routes in order to:

- connect the gaps in the Cycling Network;
- grow the Cycling Network into new parts of the city, and
- renew the existing Cycling Network routes to improve their quality.

The Cycling Network Plan combines elements of the earlier Bike Plan’s cycling network proposal, the more recent “Toronto Bikeway Trails Implementation Plan” (2012), Secondary Plans and Transportation Master Plans to create an integrated network of on-street and off-street routes.

To further support cycling, the City is undertaking measures to increase the availability of bicycle parking facilities in terms of its amount, quality and convenience and expanding the Bike Share Toronto system.



movement of goods within the Greater Toronto and Hamilton Area (GTHA). This strategy will include:

- a) the documentation and sharing of best practices and participation in a freight data collection program for the GTHA;
  - b) promotion of environmentally sustainable modes and technologies;
  - c) identification of innovative approaches for urban freight movements;
  - d) the establishment of a study of potential measures to encourage long distance freight trips not serving Toronto to bypass the City by using alternative corridors such as Highway 407 and those provided by the rail network;
  - e) identification of infrastructure needs;
  - f) guidelines for the preparation of local Freight Audits to assist in making informed decisions to enable the safe and efficient movement of freight;
  - g) policies for the improved management and more effective use of: 400-series highways; major roads that play a vital role in the City’s freight distribution system; rail corridors; and freight terminals; and
  - h) freight supportive integrated land use-transportation policies.
14. Guidelines, programs and infrastructure will be developed and implemented to create a safe, comfortable and bicycle-friendly environment that encourages people of all ages, abilities and means to bicycle for everyday transportation, recreation and commercial activity and supports the growth objectives of this Plan, including:
- a) expanding the Cycling Network to bring every part of the city within one kilometre of a designated cycling facility by:
    - i. developing formal bicycle routes in street rights-of-way through such means as marked bike lanes, contra-flow bike lanes, physically separated bike lanes, and multi-use trails within the boulevard, designed with a degree of separation appropriate to the street’s speed, volume and network context;
    - ii. developing the off-street system of multi-use trails;
    - iii. developing a network of neighbourhood greenways and implementing a wayfinding strategy to guide people along quiet, local streets between higher-order infrastructure; and
    - iv. filling gaps in the Cycling Network to extend continuous routes, increase connectivity and to provide more direct routes, including the acquisition of land for cycling infrastructure, such as bike lanes and trails, as opportunities arise through the development approval process.
  - b) enhancing the convenience and attractiveness of the Cycling Network by:
    - i. connecting to workplaces and neighbourhood amenities, such as schools, colleges and universities, retail shopping areas, community centres and parks and open space;

- ii. connecting to cycling networks in adjacent municipalities to help create a regional cycling network;
- iii. connecting to the Province-wide Cycling Network identified by the Ministry of Transportation;
- iv. connecting to transit stations and stops to facilitate multi-modal trips;
- v. expanding public bike share facilities and programs in those areas where there is a high demand for short trips, including at higher-order transit stations and transit stops;
- vi. identifying priority bicycle corridors where the use of road space can be reallocated using a Complete Streets approach; and
- vii. reducing the barrier effects of major physical and topographical features, such as highways, rail corridors, ravines, valleys and waterways;
- c) making cycling a safer travel mode by such means as:
  - i. designing and maintaining high-quality cycling infrastructure to be safe and comfortable based on the context of the route, which may include measures such as physical separation and enhanced lighting;
  - ii. installing safe crossing measures for on- and off-street cycling routes, including, where appropriate, the introduction of signalized intersections; and
  - iii. developing road safety education and awareness programs for all road users; and
- d) providing convenient high-quality short-term and long-term bicycle parking facilities at key locations throughout the City by:
  - i. establishing requirements for short-term and long-term bicycle parking spaces in new developments, including higher-order transit stations;
  - ii. encouraging retrofitting of existing buildings and facilities, particularly workplaces, schools and higher-order transit stations, to incorporate additional long-term and short-term bicycle parking spaces;
  - iii. retrofitting City workplaces and facilities to provide secure bicycle parking;
  - iv. encouraging provided bike parking to be secure and weather protected; and
  - v. providing community bicycle parking hubs in areas of high bicycle parking demand.
- 15. An urban environment and infrastructure will be created that encourages and supports pedestrian movement throughout the City, for people of all ages, abilities and means by:
  - a) ensuring safe, accessible, direct, comfortable, attractive and convenient pedestrian conditions, including walking routes to workplaces, schools, recreation areas, transit and other important community destinations;
  - b) maximizing connections within the street network, as well as to other public or private pedestrian walkways, such as those found within parks, open spaces, between buildings, or above and below grade;

Active and Sustainable School Travel (ASST) programs aim to increase the proportion of youth walking, biking, wheeling, and taking transit. It focuses on creating safer environments for school-aged travellers of all abilities, and fostering healthier and more sustainable transportation habits from an early age. Creating environments that support ASST requires actions, including:

- developing programs, resources, and policies to promote active transportation and provide road safety education to all road users;
- implementing safety enhancements and traffic calming measures to support walking and cycling;
- establishing safer active school travel as a goal of City planning and infrastructure projects, and implementing improvements through these opportunities; and
- pursuing joint outcomes through the Toronto ASST Hub Committee, and between various City departments and external organizations, including school boards, police, and non-governmental organizations.

- c) prioritizing the inclusion of sidewalks, dedicated crossings where warranted and adequate sidewalk width in the design of all streets;
  - d) reducing barriers by providing grade-separated crossings of controlled access highways and rail lines where warranted;
  - e) focusing on improvements to connections and conditions in areas of high need, including areas with: physical barriers; difficult topography or substantial changes in grade; areas travelled frequently by vulnerable users, including people with disabilities, youth and seniors; and around mobility hubs, transit stations or other locations with significant pedestrian volume or activity; and
  - f) developing policies, plans and guidelines to implement pedestrian priorities and Complete Streets.
16. The City will work with the Province to improve safety and connectivity for pedestrians and cyclists travelling along, across or in the vicinity of 400-series highway infrastructure.
  17. The transportation system will be developed to be accessible and inclusive of the needs of people of all ages, abilities and means by:
    - a) ensuring that new transit facilities and vehicles are accessible;
    - b) modifying existing transit stations and facilities to become accessible;
    - c) supplementing the conventional transit system with specialized services;
    - d) introducing measures to ensure equitable access to vehicles-for-hire;
    - e) requiring adequate crossing time for pedestrians at signalized crossings
    - f) requiring pedestrian crossings to be single-stage where appropriate for the street context;
    - g) requiring a minimum number of on- and off-street accessible parking spaces; and
    - h) taking accessibility into account from the planning and design stages onwards.
  18. Inter-modal and inter-line connections will be promoted so that each mode and each carrier – whether for passengers or goods – is conveniently integrated with the rest of the urban transportation system.
  19. New and emerging mobility-related technologies, practices and designs will be assessed to determine their impacts on urban travel conditions, the environment, public health and safety, the economy and the policies of this Official Plan. Regulations will be put in place, as necessary, to achieve the objectives of this Plan.
  20. New technologies, practices and designs that improve urban travel conditions for the movement of people, goods and services and help mitigate the environmental impacts of transportation will be pursued and implemented where appropriate. Such technologies, practices and designs include, but are not limited to:
    - a) enhanced transportation network data management, collection, analysis and monitoring;

- b) incident and event response;
  - c) construction coordination;
  - d) curbside management;
  - e) traveler information systems; and
  - f) centralized adaptive signals.
21. Large commercial and office buildings and hotels will make provision for vehicles-for-hire on private property.
  22. Development will be encouraged to make off-street provisions for pick-ups and drop-offs, loading and parking activity.
  23. New transportation terminals will require facilities for inter-modal connections including those for:
    - a) vehicles-for-hire;
    - b) buses; and
    - c) other public transit modes.
  24. Existing transportation terminals will be retrofitted for inter-modal connections when redevelopment occurs.





**TORONTO**

# OFFICIAL PLAN

## CHAPTER THREE – **BUILDING A SUCCESSFUL CITY**



### 3. BUILDING A SUCCESSFUL CITY

Building a successful city means making choices that improve our quality of life. As our City grows and matures, we can create a more beautiful environment, healthy and vibrant communities and greater prosperity. All our communities will be planned to support Toronto's diverse households with safe and appropriate housing, services, environments and streets where we can raise and care for children and others we care for, earn a living and transition from one phase in life to another. We must meet the needs of today without compromising the ability of future generations to meet their needs.

The policies in this Chapter will guide our growth by integrating social, economic and environmental perspectives in our decision making to create an attractive Toronto with a strong economy and complete communities. The policies will help bring to life our vision of a successful city by focusing on the built environment, the human environment, the natural environment, economic health and new neighbourhoods. All applications for development will be evaluated against the policies and criteria in this Chapter to ensure that we make the best possible development choices.

City-building involves balancing social, economic and environmental needs and priorities. As a result, change may sometimes emphasize or recognize one of these elements rather than the others. Such changes should be considered only after the trade-offs between clear social, economic and environmental impacts and benefits have been identified, acknowledged, analyzed and publicly debated.

This Chapter complements the policies in Chapters Two and Four by providing direction to matters that can improve our everyday lives: high quality buildings that inspire us and make us feel proud, parks and open spaces we can enjoy, liveable neighbourhoods, clean air and water and a strong economy.

#### 3.1 THE BUILT ENVIRONMENT

In order to remain economically competitive in today's global economy, a city must be more than functional. It has to work well, but it also must be beautiful, vibrant, safe and inclusive. Great cities do not happen by accident – they are designed and orchestrated so that individual private and public developments work together to create cohesive blocks, neighbourhoods and districts. Good urban design is not just an aesthetic overlay, but an essential ingredient of city-building. Good urban design is good business and good social policy.

Civic pride is infectious. The City and the private sector should work together as partners in creating a great city and achieving Toronto's architectural and urban design potential. The City can play its part by organizing, designing, maintaining and improving the streets, parks and public buildings. The private sector can do its part by building the



Public investment in quality design: The National Trade Centre at Exhibition Place



Results of a public art competition at Spadina Road and Dupont Avenue

### Public Accessibility

A key city-building principle is that public buildings, parks and open spaces should be open and accessible to all members of the public, including people with disabilities. New development and ongoing maintenance and improvements of our public buildings and parks and open spaces should recognize this goal. As with all general principles, there are important exceptions:

- Some public buildings and open spaces perform functions that are incompatible with wide-open public access for example, water treatment plants and waste transfer stations.
- In some of our natural heritage areas, public access will damage natural features and functions.
- In other areas severe topographical features such as ravines and bluffs are largely inaccessible today and in the absence of benign, non-intrusive technology, making them accessible would be impractical.

Providing universal accessibility is one of many public expenditure priorities facing the City. Balancing the benefits and costs in individual cases will have to be carefully evaluated to ensure that our scarce dollars are wisely spent.

structures and landscapes that define and support these public places. This Plan demands that both the public and private sectors commit to high quality architecture, landscape architecture and urban design, environmentally sustainable design, consistent with energy efficiency standards.

## 3.1.1 THE PUBLIC REALM

The public realm is the fundamental organizing element of the city and its neighbourhoods and plays an important role in supporting population and employment growth, health, liveability, social equity and overall quality of life. It is a key shared asset that draws people together and creates strong social bonds at the neighbourhood, city and regional level. The public realm and the buildings that frame it convey our public image to the world and unite us as a city. They contribute to Toronto's cultural heritage and are fundamental to defining our urban form and character. They set the stage for our festivals, parades and civic life as well as for daily social interaction. Quality design of our public spaces enhance people's sense of community identity.

Each element of the public realm has its own roles and responsibilities. When designed together, these elements form a well-connected, walkable, attractive, safe, functional and accessible network which supports communities at a range of scales and characters. Development will enhance and extend, where appropriate, a high quality public realm and support the creation of complete communities inclusive of public streets, parks and open spaces for every scale of city building. The public realm policies provide guidance on the roles and key relationships between elements of the public realm as well as direction on the expansion, enhancement and maintenance of the public realm through development review and capital projects.

### Policies

1. The public realm is comprised of all public and private spaces to which the public has access. It is a network that includes, but is not limited to, streets and lanes, parks and open spaces, and the parts of private and public buildings that the public is invited into.
2. The public realm will:
  - a) provide the organizing framework and setting for development;
  - b) foster complete, well-connected walkable communities and employment areas that meet the daily needs of people and support a mix of activities;
  - c) support active transportation and public transit use;
  - d) provide a comfortable, attractive and vibrant, safe and accessible setting for civic life and daily social interaction;
  - e) contribute to the identity and physical character of the City and its neighbourhoods;

- f) provide opportunities for passive and active recreation;
  - g) be functional and fit within a larger network; and
  - h) contribute to the City's climate resilience.
- 3. The City, together with its partners, will seek opportunities to expand and enhance the public realm in order to:
  - a) support existing and future populations;
  - b) contribute to a high quality of life for people of all ages and abilities; and
  - c) anticipate growth and changing needs.
- 4. Consultation, partnerships and collaboration with Indigenous communities will be encouraged in the planning, design and development of new, expanded or improved streets, parks and open spaces. This may include the celebration and recognition of Indigenous culture and history, along with cultural and natural heritage, through place-making, naming, wayfinding, monuments, interpretive features, public art, partnerships and programming.
- 5. Quality design and construction will be promoted by:
  - a) committing the funds necessary to create and maintain a high quality public realm;
  - b) using design competitions and advisory design review panels to encourage design excellence and promote public interest in design quality for public works;
  - c) using advisory design review panels to encourage design excellence and promote public interest in the design quality of new development;
  - d) encouraging the use of skilled professionals in the design and construction process; and
  - e) encouraging creativity and design excellence through programs such as urban design awards.
- 6. City streets are significant public open spaces which connect people and places and support the development of sustainable, economically vibrant and complete communities. New and existing City streets will incorporate a Complete Streets approach and be designed to perform their diverse roles by:
  - a) balancing the needs and priorities of the various users and uses within the right-of-way, including provision for:
    - i. the safe and efficient movement of pedestrians of all ages and abilities, cyclists, transit vehicles and users, goods and services vehicles, emergency vehicles, and motorists across the network;
    - ii. space for trees, landscaping and green infrastructure;
    - iii. space for other street elements, such as utilities and services, snow and stormwater management, wayfinding, boulevard cafes, marketing and vending, and street furniture; and
    - iv. ensuring the safety of users of all ages and abilities;
  - b) improving the quality and convenience of active transportation options within all communities by giving full consideration to the needs of pedestrians, cyclists and public transit users;

### Complete Streets

The "Complete Streets" approach recognizes that there is no single way in which to make a street "complete". It depends on numerous factors whose relative importance varies according to the character and context of each particular street. While it may not be viable or appropriate to accommodate every type of user or use on every street, the overall objective is to create a well-functioning street network that is planned and designed to provide safe access and efficient operation for all street activities and functions. Guidelines for applying the "Complete Streets" approach will be developed to assist in resolving and balancing the competing demands placed upon the use of street rights-of-way and applied when streets are constructed, reconstructed or otherwise improved.

The Development Infrastructure Policy and Standards provide direction for the design of public local streets and includes criteria for when private streets may be considered appropriate, as well as supporting design standards.



Streetscape design guidelines to promote the consistent and beautiful landscaping for City of Toronto streets will be used for municipal works and improvements accompanying development.

### Green Infrastructure

Green infrastructure means natural and human-made elements that provide ecological and hydrological functions and processes. Green infrastructure may include components such as natural heritage features and systems, parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces, and green roofs.

## Public Streets

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



BEFORE



AFTER

The two different worlds of the York Street pedestrian passageway

- c) reflecting differences in local context and character;
  - d) providing building access and address, as well as amenities such as view corridors, sky view and sunlight; and
  - e) serving as community destinations and public gathering places.
7. Toronto's concession road grid is a major organizing element to be maintained, improved and recognized in public design initiatives. To improve mobility and recreational opportunities where these streets are interrupted by topographical features or utility corridors, pedestrian and bicycle routes should be established across these features.
8. New streets will be designed to:
  - a) promote a connected grid-like network of streets that offers safe and convenient travel options;
  - b) provide connections with adjacent neighbourhoods;
  - c) extend sight lines and view corridors;
  - d) divide larger sites into smaller development blocks;
  - e) provide access and addresses for new development;
  - f) allow the public to freely enter without obstruction;
  - g) implement the Complete Streets approach to develop a street network that balances the needs and priorities of the various users and uses within the right-of-way;
  - h) provide and improve the frontage, visibility, access and prominence of natural and human-made features including parks, cemeteries, school yards and campus lands; and
  - i) provide access for emergency vehicles.
9. New streets will be public streets unless otherwise deemed appropriate by the City. Private streets, where they are deemed to be appropriate, will be designed to connect to and integrate into the broader public street network and meet the design objectives for new public streets.
10. Lanes provide an important function as off-street access for vehicles, parking and servicing. As part of the public realm, lanes will be public and opportunities for lane enhancements should be identified as part of the development approval process. Where appropriate, lanes should be designed with consideration for safe, accessible and comfortable pedestrian and cyclist movement.
11. Private shared driveways, where deemed to be appropriate by the City, will be publicly accessible, designed as part of the broader public street and lane network, and meet the design objectives for public lanes.
12. Interior concourses, plazas, pedestrian mews, and mid-block connections, whether private or publicly owned, will be designed to complement and extend, but not replace, the role of public streets, parks and open spaces as the main place for civic life and pedestrian activity. They should be designed for users of all ages and abilities and be comfortable, safe and integrated into the local network of pedestrian movement with direct access from the public sidewalk and clear way-finding within.



13. Sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for users of all ages and abilities by:
  - a) providing well designed and co-ordinated tree planting, landscaping, amenity spaces, setbacks, green infrastructure, pedestrian-scale lighting, street furnishings and decorative paving as part of street improvements;
  - b) locating and designing utilities within streets, within buildings or underground, in a manner that will minimize negative impacts on the natural, pedestrian and visual environment and enable the planting and growth of trees to maturity; and
  - c) providing unobstructed, direct and continuous paths of travel in all seasons with an appropriate width to serve existing and anticipated pedestrian volumes.
14. Design measures which promote pedestrian safety and security will be applied to streetscapes, lanes, parks, other public and private open spaces, and all new and renovated buildings.
15. New and existing city blocks and development lots within them will be designed to:
  - a) expand and enhance the public realm network;
  - b) have an appropriate size and configuration for the proposed land use, scale of development and intended form of buildings and open space;
  - c) enhance the walking and cycling networks by minimizing block lengths where appropriate, providing new and enhanced pedestrian and cycling connections, and integrating development with the local pedestrian and cycling networks;
  - d) promote street-oriented development with buildings fronting onto and having access and address from street and park edges;
  - e) provide adequate room within the development lot or block for parking and servicing needs, including the provision and extension of public lanes for service and delivery access where technically feasible and appropriate;
  - f) identify opportunities and provide for the integration of green infrastructure; and
  - g) allow for incremental, phased development.
16. The preservation, long-term growth and increase in the amount of healthy trees will be a priority for all development. Development proposals will demonstrate how the protection, provision and maintenance of trees and their growing spaces above and below ground will be achieved.
17. Access and enjoyment of the natural features of the City, such as the Lake Ontario shoreline, the Lake Iroquois escarpment, woodlots, ravines and valley lands, will be enhanced and protected by:
  - a) improving physical and visual access from adjacent public streets, parks and open spaces and by designing these into a comprehensive public realm network;



### Toronto's Pedestrian Charter

The *Toronto Pedestrian Charter* was adopted by Council in May 2002. It reflects the principle that a city's walkability is one of the most important measures of the quality of its public realm, and of its health and vitality. It outlines:

- the urban design principles that ensure that walking is safe, comfortable, convenient and direct for people of all ages and abilities;
- actions the City can take to create an urban environment in all parts of the City that encourages and supports walking as a form of travel, exercise and recreation; and,
- the social, environmental and economic benefits of creating a pedestrian-friendly urban environment.

The objectives of the *Toronto Pedestrian Charter* are consistent with the goals of the Official Plan to create a more vibrant, beautiful, prosperous and liveable City.

Safety design guidelines will be applied in the review of all development proposals. Environmental design for safety principles will be promoted through public education and support for community safety audits.

- b) ensuring that adjacent development, including new streets, parks and open spaces, building location, height, massing and organization, will preserve and enhance access, views and vistas between these natural features and the public realm;
  - c) providing for public access along, into and through these natural open spaces, where appropriate; and
  - d) minimizing shadows on natural features to preserve their utility and ecological health.
18. New parks and open spaces will be located and designed to:
- a) connect and extend, wherever possible, to existing parks, natural areas, and other open spaces such as school yards;
  - b) consider opportunities for future expansion of the park or open space onto adjacent sites with development potential;
  - c) provide a comfortable setting with wind and sunlight conditions that promote use and enjoyment of the space for community events and by users of all ages and abilities;
  - d) provide appropriate spaces for a variety of active and passive recreation, as well as productive recreation such as community gardening; and
  - e) emphasize and improve unique aspects of the community's identity and character, including natural and human-made heritage.
19. Parks and publicly accessible open spaces such as POPS and schoolyards should be made prominent, visible, functional and accessible by:
- a) locating parks and publicly accessible open spaces on appropriate public street frontages to establish direct visual and physical access; and
  - b) promoting buildings that face parks and open spaces and have active uses along the frontages.
20. Privately Owned Publicly-Accessible Spaces (POPS) are spaces that contribute to the public realm but remain privately owned and maintained. POPS do not replace the need for new public parks and open spaces. POPS provided through development will:
- a) generally be publicly accessible and may include temporary commercial uses which animate the POPS;
  - b) be designed and programed for users of a variety of ages and abilities to serve the local population;
  - c) be sited in highly visible locations;
  - d) be sited and designed to be seamlessly integrated and connected into the broader public realm;
  - e) include new trees, seating, public art, landscaping and integration of stormwater capture where appropriate;
  - f) include the City's POPS signage identifying the space as being publicly accessible; and
  - g) be informed by the City's Urban Design Guidelines for Privately Owned Publicly-Accessible Spaces.
21. A public square is a special open space type primarily defined at its edges by streets and/or civic buildings. Its unique urban form with high visibility and access allows it to be a social and civic

gathering space that provides opportunities for social interaction, entertainment, cultural events and flexible programming that enhance the daily lives of residents and workers. Public squares are a desirable form of open space because of their spaciousness, prominence and easy access. Public squares should be designed to:

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

Maps 7a and 7b identify a selection of important views across the City, however this selection of views is not exhaustive. These maps are living documents which may be added to or modified from time-to-time, through an Official Plan Amendment.

important natural or cultural feature. Open space associated with public buildings will be designed to enhance the setting for the building and support a variety of public functions associated with its program.

27. Access to publicly accessible spaces and buildings will be ensured by:
- a) creating and maintaining a connected network of streets, parks and open spaces with unobstructed pedestrian clearways and curb cuts at corners on all City streets;
  - b) requiring that plans for all new and altered buildings, transit facilities and public works meet City and Provincial accessibility standards; and
  - c) retrofitting over time all existing City owned buildings that are open to the public and open spaces to make them accessible to users of all ages and abilities, and encouraging the owners of private buildings and spaces to do likewise through public education and retrofit programs.

### 3.1.2 PUBLIC REALM – HIGHER-ORDER TRANSIT

Higher-order transit contributes to the public life of the communities it serves, and helps promote a connected, inclusive and resilient city. The public facing elements, including station sites and related facilities and infrastructure, should be designed not only for efficient movement and to encourage transit use, but to integrate into the local community in a manner that provides a high-quality pedestrian experience, supports the envisioned context, facilitates the creation of complete communities and contributes to placemaking. In addition to the other Public Realm and Built Form policies of this Plan, transit infrastructure will be designed to achieve the following:

#### Policies

1. Transit station sites, facilities and related infrastructure will provide high-quality architecture, landscape architecture and urban design.
2. Transit station sites, facilities and related infrastructure will be located, designed and constructed to integrate into, enhance and extend the public realm, create civic destinations and facilitate the creation of complete communities by:
  - a) locating in visible and accessible locations that seamlessly connect to public streets;
  - b) balancing the movement efficiency of pedestrians, cyclists and transit users in a manner appropriate to the context;

- c) providing safe, attractive and accessible routes and places of public entry, travel and use through the use of design elements such as, but not limited to:
    - i. setbacks and other open spaces to accommodate transit user and pedestrian volumes and provide pedestrian amenity;
    - ii. tree planting, landscaping, pedestrian-scale lighting, street furnishings, decorative paving and other sustainable features or green infrastructure; and
    - iii. protection from the elements in waiting areas and entrances;
  - d) introducing public art installations in and around stations, where appropriate;
  - e) maximizing glazing on street, park and open space facing facades for accessibility, orientation and safety; and
  - f) providing new or upgraded streets and safe pedestrian and cycling connections to promote access to the stations, where appropriate and feasible.
3. Publicly accessible elements of transit infrastructure, including, but not limited to pedestrian setbacks, forecourts, plazas, paths, vertical circulation, entrances, corridors, concourses and platforms, will be located, organized and designed to function effectively, fit into the existing and planned context, and provide a high-quality transit user experience by:
- a) developing a simple and consistent approach to the design of transit station sites and infrastructure to enhance wayfinding;
  - b) providing distinct, direct, safe and convenient connections for transit users;
  - c) supporting convenient vertical and horizontal transit connections;
  - d) using durable, high-quality materials for public-facing infrastructure;
  - e) addressing accessibility through user-focused design; and
  - f) ensuring integration and connectivity with the surface transit, cycling and pedestrian networks.
4. The ancillary elements of transit infrastructure, including, but not limited to traction power substations, maintenance and storage facilities, emergency exit buildings, vents, transformers, walls and other functional elements, will be located, organized and designed to be contextually responsive to their surroundings and support and limit their impact on the public realm and adjacent properties by:
- a) providing appropriate setbacks, landscaping, massing, design and screening;
  - b) being integrated into other facilities, where feasible; and
  - c) minimizing retaining walls and ensuring that any exposed retaining walls attain a high standard of design.



### 3.1.3 BUILT FORM



Access to public spaces and buildings for everyone

Our quality of life and personal enjoyment of the public realm depend in part on the buildings that define and support the edges of our streets, parks and open spaces. The scale and massing of buildings define the edges of, and give shape to, the public realm. The ground floor uses, entrances, doors, windows, materiality and quality of these building edges help to determine the visual quality, activity, comfortable environment and perception of safety in those public spaces. Individual building façades that are visible from, and form the edges of streets, parks or open spaces are read together as the walls that define and support the public realm. They should be conceived not only in terms of individual building sites and programs, but also in terms of how sites, buildings and their interface with the public realm fit within the existing and/or planned context of the neighbourhood and the city. Each new development should be designed to make a contribution to the overall quality of urban design in the city.

Most of Toronto is already built with at least one generation of buildings. Future development will be built on infill and redevelopment sites and will need to fit in, respecting and improving the character of the surrounding area. Over the next several decades the majority of growth will take place in areas of the city where intensification is planned – in the Downtown, the Centres, and along the Avenues. On large sites, and in other areas where the existing physical context is no longer appropriate, new planning contexts will be created to ensure that each new development expands the public realm and that buildings in these areas work together and add up to more than the sum of their parts. This is an extraordinary opportunity to build the next generation of development that will fit into, reinforce and strengthen the many diverse contexts and character areas in Toronto, enhancing liveability and quality of life for existing and new residents, workers and visitors.

The built form policies provide principles on key relationships of the location and organization of development, its massing and appropriate amenity within the existing and planned context to inform the built form and ensure each new building will promote and achieve the overall objectives of this Plan.

## Policies

### SITE ORGANIZATION & LOCATION

1. Development will be located and organized to fit with its existing and planned context. It will frame and support adjacent streets, lanes, parks and open spaces to promote civic life and the use of the public realm, and to improve the safety, pedestrian comfort, interest and experience, and casual views to these spaces from the development by:
  - a) generally locating buildings parallel to the street or along

the edge of a park or open space with consistent front yard setbacks;

- b) providing additional setbacks or open spaces at the following locations, where appropriate:
    - i. street intersections;
    - ii. prominent destinations;
    - iii. parks and open spaces;
    - iv. transit stops;
    - v. natural areas;
    - vi. sites that end a street corridor; and
    - vii. areas with high pedestrian volumes;
  - c) locating main building entrances on the prominent building facades so that they front onto a public street, park or open spaces, are clearly visible and directly accessible from a public street;
  - d) providing ground floor uses, clear windows and entrances that allow views from and, where possible access to, adjacent streets, parks and open spaces;
  - e) preserving existing mature trees wherever possible and incorporating them into the development site; and
  - f) providing comfortable wind conditions and air circulation at the street and adjacent open spaces to preserve the utility and intended use of the public realm, including sitting and standing.
2. Development will provide accessible open space, where appropriate. On blocks that have access to direct sunlight and daylight, development will prioritize the provision of accessible open space in those locations.
  3. Development will protect privacy within adjacent buildings by providing setbacks and separation distances from neighbouring properties and adjacent building walls containing windows.
  4. Development will locate and organize vehicle parking, vehicular access and ramps, loading, servicing, storage areas, and utilities to minimize their impact and improve the safety and attractiveness of the public realm, the site and surrounding by:
    - a) using shared service areas where possible within development blocks, including public lanes, shared private driveways, and service courts;
    - b) consolidating and minimizing the width of driveways and curb cuts across the public sidewalk;
    - c) integrating services and utility functions within buildings, where appropriate;
    - d) providing underground parking, where appropriate;
    - e) limiting new, and removing existing, surface parking and vehicular access between the front face of a building and the public street or sidewalk; and
    - f) limiting above-ground parking structures, integrating them within buildings, and providing active uses and attractive building facades along adjacent streets, parks and open spaces.

### Existing and Planned Contexts

The existing context of any given area refers to what is there now. The planned context refers to what is intended in the future. In stable areas, such as *Neighbourhoods* and *Apartment Neighbourhoods*, the planned context typically reinforces the existing context. In growth areas, such as *Centres* and *Avenues*, the planned context generally anticipates change.

Height and density aspects of the planned context of new development will be assessed on the basis of the Plan's policies, including Secondary Plans and site and area specific policies. Where there are no height and density limits in the Plan, height and density limits of area zoning that implements the Plan will be a benchmark for assessment of those aspects of the planned context. Where there are no height and density limits in the Plan and no area zoning implementing the Plan, height and density aspects of the planned context will be determined on the basis of an area review such as that undertaken to implement Subsection 2.2.3.2 b) of the Plan. In this case, in determining an application, Council will have due regard for the existing and planned contexts. In instances of apparent inconsistency between existing and planned contexts when interpreting the built form policies as they relate to height and density, the planned context will prevail.



### Street Proportion

Street proportion is the ratio of the height of buildings along the edges of the street and the distance between buildings across the street. Street proportion is a fundamental determinant in the character of the street and provides a measure of certain qualities of the street and the buildings that front onto it, including its access to direct sunlight and daylight. Street proportion ranges from wide streets with low buildings, which receive a lot of direct sunlight and daylight throughout the seasons, to canyon-like streets with tall buildings and little access to direct sunlight or daylight.

Street proportion is contextual and varies across the City. It is not expected to change in areas where growth is not planned. Good street proportion will be used to guide the massing of development in growth areas. It will be determined by considering the existing conditions and determining the appropriate setbacks, scale and massing of buildings to provide a street proportion that will provide good sunlight and daylight conditions, considering the planned intensity of development and expectations for the character and quality of the street in the future.

Good street proportion will be implemented through a number of measures including setbacks, building heights, pedestrian perception zones, streetwall heights, base building heights and step-backs.

### BUILDING SHAPE, SCALE & MASSING

5. Development will be located and massed to fit within the existing and planned context, define and frame the edges of the public realm with good street proportion, fit with the character, and ensure access to direct sunlight and daylight on the public realm by:
  - a) providing streetwall heights and setbacks that fit harmoniously with the existing and/or planned context; and
  - b) stepping back building mass and reducing building footprints above the streetwall height.
6. Development will be required to provide good transition in scale between areas of different building heights and/or intensity of use in consideration of both the existing and planned contexts of neighbouring properties and the public realm.
7. Transition in scale will be provided within the development site(s) and measured from shared and adjacent property line(s).
8. Where development includes, or is adjacent to, a park or open space, the building(s) should be designed to provide good transition in scale to the parks or open spaces to provide access to direct sunlight and daylight.

### IMPROVING THE PUBLIC REALM THROUGH BUILDING DESIGN

9. The design of new building facades visible from the public realm will consider the scale, proportion, materiality and rhythm of the façade to:
  - a) ensure fit with adjacent building facades;
  - b) contribute to a pedestrian scale by providing a high quality of design on building floors adjacent to and visible from the public realm;
  - c) break up long facades in a manner that respects and reinforces the existing and planned context; and
  - d) ensure grade relationships that provide direct access and views into and from the public realm.
10. Development will promote civic life and provide amenity for pedestrians in the public realm to make areas adjacent to streets, parks and open spaces attractive, interesting, comfortable and functional by providing:
  - a) improvements to adjacent boulevards and sidewalks including sustainable design elements, which prioritize street trees and may include one or more of the following: shrubs, hedges, plantings or other ground cover, permeable paving materials, bio-retention swales, street furniture including seating in various forms, curb ramps, waste and recycling containers, energy efficient lighting and bicycle parking facilities;
  - b) co-ordinated landscape improvements in setbacks to enhance local character, fit with public streetscapes, and provide attractive, safe transitions between the private and public realms;
  - c) weather protection such as canopies and awnings;
  - d) landscaped open space within the development site;

- e) landscaped edges of surface parking lots along streets, parks and open spaces to define the edge and visually screen the parking lots from the public realm;
- f) safe, direct pedestrian routes and tree plantings throughout the site and within surface parking lots, where possible; and
- g) public art, where the developer agrees to provide this.

### PRIVATE & SHARED AMENITY SPACES

11. New indoor and outdoor shared amenity spaces provided as part of multi-unit residential developments should be high quality, well designed, and consider the needs of residents of all ages and abilities over time and throughout the year.
12. Non-residential development is encouraged to provide high-quality and well designed indoor and outdoor amenity space.
13. Outdoor amenity spaces should:
  - a) be located at or above grade;
  - b) have access to daylight;
  - c) have access to direct sunlight, where possible;
  - d) provide comfortable wind, shadow and noise conditions;
  - e) be located away from and physically separated from loading and servicing areas;
  - f) have generous and well-designed landscaped areas to offer privacy and an attractive interface with the public realm;
  - g) accommodate existing and mature tree growth; and
  - h) promote use in all seasons.

## 3.1.4 BUILT FORM – BUILDING TYPES

Toronto is a complex city built over many decades with a diversity of uses, block, lot and building type patterns. These patterns vary street by street, block by block and neighbourhood by neighbourhood.

Three scales of building types – Townhouse and Low-Rise Apartments, Mid-Rise, and Tall – for residential, office and mixed-use intensification have emerged in the recent period of development. These building types are defined by their scale and physical characteristics including site and building organization, relationship to the public street, and building massing and height. The built form relationships and design of these building types is informed by citywide urban design guidelines that help to ensure the proper form and fit with the existing and planned context.

The building types listed in this section are not exhaustive but can help inform innovations in building design. Other building types, including institutional buildings, shopping centres and some employment buildings, as well as public infrastructure, generally have unique built form relationships and should be informed by the General Built Form policies in Section 3.1.3.

### Transition in Scale

Transition in scale is the geometric relationship between areas of low-scale development, parks or open spaces and taller, more intense development. It provides a measure of the impacts, including shadows and privacy, of larger-scale development on low-scale neighbourhoods and the public realm. It can be achieved using a variety of measures – individually or in different combinations – including angular planes, stepping height limits, location and orientation of buildings, the use of setbacks and step-backs of building mass, and separation distances. Good transition in scale is contextual and will be determined by considering the planned level of growth in relation to adjacent sites and the public realm. It should balance growth with the impacts of intensification in a way that is both repeatable and predictable in its impacts.

### Exterior Design - Character, Scale and Appearance

The façade is the exterior parts of a building visible to the public, and its exterior design contributes to a more beautiful and engaging Toronto. The exterior design of a façade is the form, scale, proportion, pattern and materials of building elements including its doors, roofs, windows and decorative elements, such as cornices and belt-course. The harmonious relationship of a new façade to its context can be achieved with contemporary expression provided that the existing context, proportions, forms, sizes and scale are fully respected and appropriate materials are used. A new façade need not be a simple replication of adjacent building facades.

The exterior design of a façade at grade, closest to the pedestrian environment, is an important design consideration to help new development support the public realm and fit with the existing and/or planned context. In particular, the nature, scale and placement of doors as well as the placement, type and treatment of windows on the façade, taking into account the character and functions of interior uses, play an important role in supporting a safe, accessible and vibrant public realm.

These aspects of the exterior design of a building are a fundamental part of the City's review under Site Plan Control.

### Policies

1. A mix of building types is encouraged on sites that can accommodate more than one building. Where a development includes more than one building, the site will be designed to ensure appropriate site organization and building locations that:
  - a) provide parcels of appropriate size and shape for the mix of building types;
  - b) define and support existing and proposed streets, lanes, parks and open spaces at appropriate scales;
  - c) ensure appropriate spacing of buildings; and
  - d) ensure appropriate transition in scale between buildings of different scales and types and other lower-scaled uses.

## TOWNHOUSE & LOW-RISE APARTMENT BUILDINGS

Townhouse and low-rise apartment buildings provide desirable, grade-related housing in a form that is more intensive than single and semi-detached houses. They assist in providing a mix of housing options, defining and supporting streets, parks and open spaces, at a lower scale – generally no taller than four storeys in height – and can be designed to be compatible with and provide transition to existing streetscapes of lower-scaled areas.

These low-rise types may be designed as infill buildings on small sites or included as part of large sites to increase the range of building types.

### Policies

2. Townhouse and low-rise apartment buildings are generally no taller than four storeys in height.
3. Townhouse and low-rise apartment buildings will be designed to:
  - a) provide unit and building entrances that have direct access to and are visible from public streets, pedestrian mews and walkways;
  - b) integrate with existing grades at the property line; and
  - c) allow for daylight and privacy on occupied ground floor units by providing appropriate facing distances, building heights, angular planes and step-backs.

## MID-RISE BUILDINGS

Mid-rise buildings are a transit-supportive form of development that provides a level of intensification at a scale between low-rise and tall building forms. Mid-rise building heights are contextual and are informed by the width of the right-of-way onto which they front. In Toronto, where streets vary in width from 16.5 metres to over 40 metres, midrise buildings may vary in height between four and 11



storeys for residential uses, or fewer for office uses, dependent on the adjacent right-of-way width.

Mid-rise buildings help establish and reinforce an urban environment through a development form that is repeatable, moderate in scale, has good, predictable street proportion, allows for access to midday sunlight in the spring and autumn, has open views to the sky from the street, and that can support high-quality, accessible open spaces in the block. Mid-rise buildings provide good transition in scale that has predictable impacts on adjacent low-scale uses.

### Policies

4. Mid-rise buildings will be designed to:
  - a) have heights generally no greater than the width of the right-of-way that it fronts onto;
  - b) maintain street proportion and open views of the sky from the public realm by stepping back building massing generally at a height equivalent to 80% of the adjacent right-of-way width; and
  - c) allow for daylight and privacy on occupied ground floor units by providing appropriate facing distances, building heights, angular planes and step-backs.
5. Mid-rise buildings on corner sites with different right-of-way widths will have building heights along each street edge that relate to their corresponding right-of-way width.
6. Mid-rise buildings on deep sites should be designed to provide and frame accessible and well-proportioned open spaces that have access to sunlight and daylight.

### TALL BUILDINGS

Tall buildings are the most intensive form of growth that come with both opportunities and challenges. When the quality of architecture and site design is emphasized, tall buildings can become important city landmarks, help to make the city's structure visible, and contribute positively to the skyline. By concentrating development on a small part of the site, they can also provide high quality publicly accessible open spaces and areas for community services and amenity.

Tall buildings play a role in achieving residential and office growth ambitions in parts of the Downtown and Central Waterfront and the Centres, as well as other areas across the city. However, not every site is appropriate for a tall building. Tall buildings should only be considered where they can fit into the existing or planned context, and where the site's size, configuration and context allows for the appropriate design criteria to be met.

### Design Charrette

One of the best ways to work through all of the issues associated with a tall building development proposal is to conduct a comprehensive design charrette. A charrette is a multi-day design workshop held on or near the development site during which all of the project stakeholders are assembled to work through a number of design issues. Typically, the developer is responsible for assembling a team consisting of urban designers, architects, landscape architects, urban transportation experts, residents, local business leaders and City staff. The charrette permits a number of design alternatives to be explored very quickly and to receive instant feedback. The charrette culminates in a final presentation during which the alternatives are presented and discussed, and the consensus plan is selected.

### Policies

7. Tall buildings are generally greater in height than the width of the adjacent right-of-way.
8. Tall buildings should typically be designed to consist of three parts – a base, a tower and a top – carefully integrated into a single whole.
9. The base portion of tall buildings should:
  - a) respect and reinforce good street proportion and pedestrian scale; and
  - b) be lined with active, grade-related uses.
10. The tower portion of a tall building should be designed to:
  - a) reduce the physical and visual impacts of the tower onto the public realm;
  - b) limit shadow impacts on the public realm and surrounding properties;
  - c) maximize access to sunlight and open views of the sky from the public realm;
  - d) limit and mitigate pedestrian level wind impacts; and
  - e) provide access to daylight and protect privacy in interior spaces within the tower.
11. Policies 3.1.4.10 a) through 3.1.4.10 e) should be achieved by:
  - a) stepping back the tower from the base building;
  - b) generally aligning the tower with, and parallel to, the street;
  - c) limiting and shaping the size of tower floorplates above base buildings;
  - d) providing appropriate separation distances from side and rear lot lines as well as other towers; and
  - e) locating and shaping balconies to limit shadow impacts.
12. The top portion of a tall building should be designed to:
  - a) integrate roof top mechanical systems into the building design;
  - b) contribute to the surrounding skyline identity and character; and
  - c) avoid up-lighting and excessive lighting.

### 3.1.5 PUBLIC ART

Public art installations, both publicly and privately owned, make walking through the City's streets, open spaces and parks a delight for residents, workers and visitors alike. Public art has broad appeal and can contribute to the identity and character of a place by telling a story about the site's history. It creates a landmark and celebrates the cultural diversity and creativity of our communities. A partnership between the public and private sectors is to be nurtured to transform Toronto into a large public art gallery with installations throughout the City.

### Policies

1. The creation of public art that reflects our cultural diversity and history will be promoted by:
  - a) adopting a Public Art Master Plan;
  - b) promoting the Toronto Public Art Reserve Fund and actively soliciting gifts of cash, and gifts in-kind to the City to implement the Public Art Master Plan;
  - c) encouraging public art initiatives on properties under the jurisdiction of the City, its agencies, boards and commissions;
  - d) dedicating one per cent of the capital budget of all major municipal buildings and structures to public art; and
  - e) encouraging the inclusion of public art in all significant private sector developments across the City.



Public art is a work of art created to beautify a specific space to which the public has access. The public art installation may range from a stand-alone installation to an integrated architectural treatment or landscape design.

As part of the new *Culture Plan*, the City will be adopting a *Public Art Master Plan* that will identify important sites and opportunities for public art installations. To make this dream a reality, the City needs assistance. Toronto needs to promote its Public Art Reserve Fund, contributions to which can be eligible for tax deductions as a gift to a municipality. Public art installations are also community benefits to be considered as part of the Section 37 incentives policies in Chapter Five of this Plan.

### 3.1.6 HERITAGE CONSERVATION

Toronto's cultural heritage can be seen in the significant buildings, properties, districts, landscapes and archaeological sites found throughout the city. Their protection, wise use and management demonstrate the City's goal to integrate the significant achievements of our people, their history, our landmarks, and our neighbourhoods into a shared sense of place and belonging for its inhabitants.

The City's significant heritage properties tell stories about the forces and events that have shaped Toronto. They reveal the City's historical geography; a lakefront terrain carved by rivers and valleys that 11,000 years ago first allowed our First Nations to hunt and fish, and later farm. The Plan policies call for an engagement protocol with First Nations and the Métis for heritage properties and archaeological sites that may be of interest to them, as well as ensuring that information is provided to First Nations and Métis where archaeological resources are found to be First Nations or Métis in origin.

Our cultural heritage includes both the tangible and intangible values and attributes of the distinct towns, villages and cities that have come together to create the Toronto we know today. They enable us to reflect upon the diversity of our communities and neighbourhoods, and our distinct role as a provincial capital. The scale, number and significance of our cultural heritage resources is described in an on-going process of identification, evaluation and preservation that includes a Heritage Register and a comprehensive mapping of the City's archaeologically sensitive areas and sites. The identification of heritage properties that tell our City's stories is an on-going process.

Our heritage properties represent a collective past and their protection, use and adaptive reuse also enrich our daily experience of the City; from commuting through Union Station and dining at the Distillery District, to hiking the Humber River and Rouge Valleys, which were important trade routes and the sites of large and vibrant

First Nations settlements. We celebrate communally in squares in front of the Scarborough and North York Civic Centres and City Hall. Consciously or unconsciously, our heritage resources are part of our daily experience of our City.

Cultural Heritage is an important component of sustainable development and place making. The preservation of our cultural heritage is essential to the character of this urban and liveable city that can contribute to other social cultural, economic and environmental goals of the City. As a result, heritage conservation is integrated within the policies in many other sections of this Official Plan. The heritage policies of this Plan not only promote the preservation of important heritage buildings and structures but also the public views of them for the enjoyment of Torontonians. Schedule 4 describes the significance of each of the views of important heritage properties shown on Maps 7A and 7B.

The conservation of natural heritage is also an important element of heritage conservation in Toronto. The Official Plan provides for the conservation of Toronto's urban forest, ravines and river valleys in policies protecting the Natural Heritage System contained in Section 3.4 and Map 9 of the Plan. The conservation of important heritage resources includes those policies protecting Toronto's Natural Heritage Areas.

As Toronto continues to grow and intensify this growth must recognize and be balanced with the ongoing conservation of our significant heritage properties, views, natural heritage system, and landscapes. In this context, the regulatory tools available to the City will be used to conserve the significant cultural heritage values and attributes of our heritage properties. Conservation of cultural heritage resources not only enriches our lives, it is an important shared responsibility and a prominent civic legacy that we must leave for future generations.

### Policies

1. The Heritage Register will be maintained by the City Clerk, or his or her designate and will include all properties and Heritage Conservation Districts of cultural heritage value or interest that are designated under Parts IV and V of the *Ontario Heritage Act*, and will include all non-designated properties that have been identified through consultation with the City's heritage committee and approved by Council for their inclusion. The Heritage Register will be publicly accessible.
2. Properties and Heritage Conservation Districts of potential cultural heritage value or interest will be identified and evaluated to determine their cultural heritage value or interest consistent with provincial regulations, where applicable, and will include the consideration of cultural heritage values including design or physical value, historical or associative value and contextual value. The evaluation of cultural heritage value of a Heritage Conservation District may also consider social or community value and natural

Criteria for evaluating the potential Cultural Heritage Value of proposed Heritage Conservation Districts are included in Heritage Conservation Districts in Toronto: Procedures, Policies and Terms of Reference.

or scientific value. The contributions of Toronto's diverse cultures will be considered in determining the cultural heritage value of properties on the Heritage Register.

3. Heritage properties of cultural heritage value or interest properties, including Heritage Conservation Districts and archaeological sites that are publicly known will be protected by being designated under the *Ontario Heritage Act* and/or included on the Heritage Register.
4. Properties on the Heritage Register will be conserved and maintained consistent with the *Standards and Guidelines for the Conservation of Historic Places in Canada*, as revised from time to time and as adopted by Council.
5. Proposed *alterations*, development, and/or public works on or adjacent to, a property on the Heritage Register will ensure that the *integrity* of the heritage property's cultural heritage value and attributes will be retained, prior to work commencing on the property and to the satisfaction of the City. Where a Heritage Impact Assessment is required in Schedule 3 of the Official Plan, it will describe and assess the potential impacts and mitigation strategies for the proposed alteration, development or public work.
6. The adaptive re-use of properties on the Heritage Register is encouraged for new uses permitted in the applicable Official Plan land use designation, consistent with the *Standards and Guidelines for the Conservation of Historic Places in Canada*.
7. Prior to undertaking an approved *alteration* to a property on the Heritage Register, the property will be recorded and documented by the owner, to the satisfaction of the City.
8. When a City-owned property on the Heritage Register is no longer required for its current use, the City will demonstrate excellence in the *conservation*, maintenance and compatible adaptive reuse of the property.
9. When a City-owned property on the Heritage Register is sold, leased or transferred to another owner, it will be designated under the *Ontario Heritage Act*. A Heritage Easement Agreement will be secured and monitored, and public access maintained to its heritage attributes, where feasible. This policy may not apply to City-owned properties in Heritage Conservation Districts that are not considered to be individually *significant*.
10. A heritage management plan will be adopted by Council. The heritage management plan will be a comprehensive and evolving strategy for the identification, conservation and management of all properties on the Heritage Register, unidentified and potential heritage properties.
11. A protocol will be developed to co-ordinate and direct actions of the City and its agents in the event that a property on the Heritage Register is threatened by an emergency such as a fire, flood, willful damage or other unanticipated events. This protocol will address the *conservation* of the heritage property once the primary life and safety objectives of evacuating and ensuring public safety have been completed.



Commemoration and interpretation programs that recognize various cultural or ethnic groups can add to the overall understanding of the City's lost sites, including co-operation with First Nations in programs commemorating and interpreting sites of importance. This may include, among others, programs such as the emerging moccasin identifier program.

12. Designated heritage properties will be protected against deterioration by neglect through the enforcement of heritage property standards by-laws.
13. In collaboration with First Nations, Métis and the Provincial Government, the City will develop a protocol for matters related to identifying, evaluating and protecting properties and *cultural heritage landscapes* on the Heritage Register, archaeological sites and artifacts where they may be of interest to First Nations or Métis.
14. Potential and existing properties of cultural heritage value or interest, including *cultural heritage landscapes* and Heritage Conservation Districts, will be identified and included in area planning studies and plans with recommendations for further study, evaluation and *conservation*.

#### RAISING HERITAGE AWARENESS

15. The development of neighbourhood heritage initiatives will be encouraged to promote an understanding of local history and how our neighbourhoods and open spaces have evolved.
16. Properties on the Heritage Register and publicly known archaeological sites and artifacts will be promoted through educational programs, museums, local celebrations and other programming opportunities.
17. Commemoration of lost historical sites will be encouraged whenever a new private development or public work is undertaken in the vicinity of historic sites, such as those where major historical events occurred, important buildings or landscape features have disappeared or where important cultural activities have taken place. Interpretation of existing properties on the Heritage Register will also be encouraged.

#### INCENTIVES

18. Incentives for the *conservation* and maintenance of designated heritage properties will be created and made available to heritage property owners.
19. *Conservation* and maintenance of designated heritage properties funded in whole or in part through incentives such as grants, tax rebates or other mechanisms will achieve excellence in conservation, consistent with Council adopted standards and guidelines.
20. Publicly funded institutions such as universities, schools and hospitals will be required to enter into a Heritage Easement Agreement as a condition of accepting heritage conservation or maintenance incentives.
21. Additional gross floor area may be permitted in excess of what is permitted in the Zoning By-law for lands designated *Mixed Use Areas, Regeneration Areas, Employment Areas, Institutional Areas or Apartment Neighbourhoods* for a heritage building or structure on a designated heritage property that is part of a new development, provided that:
  - a) the application includes the *conservation* of a heritage building or structure on a property designated under the *Ontario Heritage Act*;

- b) additional gross floor area specifically provided through this policy will not exceed that of the heritage building or structure being retained;
- c) the additional floor area will not detract from the heritage property and will not conflict with any other Official Plan policies;
- d) excellence in the *conservation* of the values, attributes, character and three-dimensional *integrity* of the heritage property including the buildings or structures thereon is achieved and additional density will not be granted for the incorporation of facades or isolated building elements into new development;
- e) where the property is within a Heritage Conservation District, the proposed development conforms to the Heritage Conservation District plan and/or any guidelines for that district; and
- f) the *conserved* heritage building or structure is protected in a Heritage Easement Agreement and the agreement and necessary by-laws are enacted prior to approval of the site plan for the entire development.

### HERITAGE IMPACT ASSESSMENTS

- 22. Heritage Impact Assessment will address all applicable heritage conservation policies of the Official Plan and the assessment will demonstrate *conservation* options and mitigation measures consistent with those policies. A Heritage Impact Assessment shall be considered when determining how a heritage property is to be *conserved*.
- 23. Heritage Impact Assessment will evaluate the impact of a proposed *alteration* to a property on the Heritage Register, and/or to properties *adjacent* to a property on the Heritage Register, to the satisfaction of the City.
- 24. Heritage Impact Assessment will be required for the proposed *demolition* of a property on the Heritage Register. Where *demolition* of a property adjacent to a property on the Heritage Register is proposed, the City may require a study on the implications of the *demolition* on the structural integrity of the property on the Heritage Register.
- 25. In addition to a Heritage Impact Assessment, the City may request a Heritage Property Conservation Plan to address in detail the *conservation* treatments for the subject heritage property. The City may also request a Heritage Interpretation Plan to promote a heritage property or area, to the public.

### DEVELOPMENT ON PROPERTIES ON THE HERITAGE REGISTER

- 26. New construction on, or *adjacent* to, a property on the Heritage Register will be designed to *conserve* the cultural heritage values, attributes and character of that property and to mitigate visual and physical impact on it.
- 27. Where it is supported by the cultural heritage values and attributes of a property on the Heritage Register, the *conservation* of whole or substantial portions of buildings, structures and landscapes on those properties is desirable and encouraged. The retention of facades alone is discouraged.

Heritage Impact Assessments enable the City to obtain information about the potential impacts a development or *alteration* may have on a property on the Heritage Register. A Heritage Impact Assessment shall consider and have regard for the property's cultural heritage values and attributes as identified by Council and will provide a basis for establishing how impacts may be mitigated or avoided, whether the impacts are acceptable, and how the cultural heritage values and attributes will be *conserved*.

### Heritage Property Conservation Plan

A Heritage Property Conservation Plan is a detailed technical description of how the conservation strategy contained in an approved Heritage Impact Assessment will be implemented. It may also be requested to assist in the review of complex restoration projects. The conservation plan is expected to build on the information provided in the HIA. It generally contains, but is not limited to, the following:

- a) a description of the approved conservation strategy as contained in a referenced HIA, including treatments and principles to be applied to the cultural heritage resources being conserved;
- b) identification of any proposed changes to previously approved strategies;
- c) detailed scope of work including an updated condition assessment, all necessary technical and engineering studies or reports, architectural and restoration plans and drawings, and a full written description of proposed interventions accompanied by a detailed cost estimate;
- d) a strategy for the monitoring and protection of the heritage property, and adjacent heritage properties, during construction;
- e) schedule for conservation work, inspection, maintenance, and phases;
- f) sign guidelines and plans, lighting plans and detailed landscape plans, as required by the City; and
- g) recommendations for short or long term maintenance and the qualifications for anyone responsible for conservation work.

28. The owner of a designated heritage property will be encouraged to enter into a Heritage Easement Agreement where the City considers additional protection beyond designation desirable due to the location, proposed *alteration*, and/or the nature of that property.
29. Heritage buildings and/or structures located on properties on the Heritage Register should be *conserved* on their original location. However, where it is supported by the cultural heritage values and attributes of a property on the Heritage Register a heritage building may be relocated within its property or development site where:
  - a) the heritage building or structure is not attached to or adjoining another building or structure;
  - b) the location, orientation, situation or view of the heritage building is not identified in the Official Plan or as a cultural heritage value or attribute of the property, and/or the proposed relocation will not negatively affect the cultural heritage values or attributes of the property;
  - c) the portion of the heritage building or structure that contains the identified cultural heritage values and attributes is being *conserved* in its entirety and will not be demolished, disassembled and/or reconstructed;
  - d) the relocation on site does not conflict with any applicable Heritage Conservation District plans;
  - e) a Heritage Property Conservation Plan is submitted that demonstrates that the *removal* and relocation of the building or structure within its existing property will not pose any physical risk to the heritage building and/or structure, its cultural heritage values and attributes, to the satisfaction of the City; and
  - f) these and any other related conditions are secured in a Heritage Easement Agreement prior to *removal* and relocation on site.

#### HERITAGE CONSERVATION DISTRICTS

30. Potential Heritage Conservation Districts will be identified and evaluated to determine their significance and cultural heritage values, in a Heritage Conservation District study. Heritage Conservation Districts that have been evaluated to be *significant* for their cultural heritage value will be designated and *conserved*.
31. Heritage Conservation District studies and plans will, among other things:
  - a) be conducted in accordance with Council adopted guidelines and terms of reference;
  - b) include protocols for amendment and periodic review; and
  - c) include provisions addressing the relationship between the Heritage Conservation District Plan and the Official Plan and provincial policy within the context of the Heritage Conservation District Plan's directions for *conserving* the cultural heritage values and character of the Heritage Conservation District, its attributes, and the properties within it, including but not limited to identifying any required changes to the Official Plan and zoning by-law.

Council has adopted *Heritage Conservation Districts in Toronto: Procedures, Policies and Terms of Reference* for the study and planning of all Heritage Conservation Districts in the City.

32. Impacts of site *alterations*, developments, municipal improvements, and/or public works within or *adjacent* to Heritage Conservation Districts will be assessed to ensure that the *integrity* of the districts' heritage values, attributes, and character are *conserved*. This assessment will be achieved through a Heritage Impact Assessment, consistent with Schedule 3 of the Official Plan, to the satisfaction of the City.
33. Heritage Conservation Districts should be managed and *conserved* by approving only those *alterations*, additions, new *development*, *demolitions*, removals and public works in accordance with respective Heritage Conservation District plans.

### ARCHAEOLOGICAL RESOURCES

34. The Archaeological Management Plan will be implemented and maintained to manage archaeological resources and areas of archaeological potential.
35. Development and site *alteration* will be permitted on lands containing archaeological resources or areas of archaeological potential only where the archaeological resources have been assessed, documented and *conserved*. Any *alterations* to known archaeological sites will only be performed by licensed archaeologists.
36. Preservation in situ is the preferred *conservation* strategy for an archaeological site. Where mitigative measures and/or alternative development approaches would not feasibly allow for in situ *conservation*, archaeological resources may be subject to excavation whereby the information and artifact assemblages are safeguarded in an alternative location, to the City's satisfaction.
37. Where an archaeological site or resource is found to have cultural heritage value, and is being *conserved*, in situ *conservation* should be secured in a heritage easement agreement.
38. Upon receiving information that lands proposed for development may include archaeological resources or constitute an area of archaeological potential, the owner of such land will undertake studies by a licensed archaeologist to:
  - a) assess the property in compliance with Provincial Standards and Guidelines for Consulting Archaeologists, and to the satisfaction of the City;
  - b) assess the impact of the proposed development on any archaeological resources;
  - c) identify methods to mitigate any negative impact that the proposed development may have on any archaeological resources, including methods of protection on-site or interpretation and curating; and
  - d) provide to the City a Provincial concurrence letter recognizing the completion of the Archaeological Assessment where one is issued by the Province.
39. Where archaeological resources are encountered or documented, as part of a development application or public work, and found to be First Nations or Métis in origin:

Mitigation of identified physical and visual impacts may be achieved by the implementation of recommendations set out in a Heritage Property Conservation Plan or Heritage Impact Assessment and can include considerations such as scale, massing, materials, height, building orientation and location relative to the heritage property.

The City will establish a citywide guideline for identifying and evaluating potential *cultural heritage landscapes* prior to including individual *cultural heritage landscapes* on the Heritage Register or designating them under the *Ontario Heritage Act*. Such a guideline will be adopted by Council and will include direction for the clear delineation of the boundaries of cultural heritage landscapes at the time of their listing or designation, as appropriate.

Views of prominent heritage properties are important. Those views can support the prominence and surroundings of heritage properties, and raise awareness of them. The view of a heritage property may also support or relate to the cultural heritage values and attributes of a property on the Heritage Register, where this is documented in a designation bylaw or view study.

- a) the City will provide a copy of the Stage 1 and 2 Archaeological Assessment report(s) to those First Nations or Métis with the closest cultural affiliation as identified by the City to those resources, and in whose traditional territories the archaeological resources were found prior to the development proceeding;
- b) engagement by the proponent and their licensed archaeologist with the First Nation or Métis with the closest cultural affiliation as identified by the City and in whose traditional territory the *significant* archaeological resources are situated, should occur to obtain input on appropriate *conservation* or interpretation approaches; and
- c) publicly owned lands with *significant* archaeological resources of First Nations or Métis origin may be deemed not suitable for development.

- 40. Archaeological discoveries, and their cultural narratives, should be interpreted for the public through innovative architectural and/or landscape architectural design, public art installations, or other public realm projects associated with the site.
- 41. The City will provide a repository to take possession of all archaeological artifacts and records of archaeological assessment activities undertaken in the City, for the purpose of maintenance, research and exhibition.
- 42. The City may require an Archaeological Assessment for marine archaeological remains and artifacts, to be conducted by a licensed marine archaeologist, when a development is proposed in the water or along the waterfront and/or shoreline.

#### CULTURAL HERITAGE LANDSCAPES

- 43. Potential *cultural heritage landscapes* will be identified and evaluated to determine their significance and cultural heritage values. *Significant cultural heritage landscapes* will be included on the Heritage Register and/or designated under either Part IV or Part V of the *Ontario Heritage Act*.

#### VIEWS OF HERITAGE PROPERTIES

The policies for the protection of views to heritage properties of this section should also be read with specific regard for the view policies in Section 3.1.1 of this Plan, where applicable.

- 44. The view to a property on the Heritage Register as described in Schedule 4 will be conserved unobstructed where the view is included on Map 7a or 7b.
- 45. The Queens Park Legislative Assembly, Old City Hall and City Hall are public ceremonial sites of exceptional importance and prominence. Protection of views from the public realm to these three properties, identified on Maps 7a and 7b, will include the prevention of any further intrusions visible above and behind the building silhouette, as well as protecting the view to the buildings from any further obstruction. The identified views from the public realm, to and beyond these properties, will be *conserved*.
- 46. A Heritage Impact Assessment may be required where a development application may have an impact on a view described on



Schedule 4, Section A as a heritage building, structure or landscape identified on Map 7a or 7b, to the satisfaction of the City. Views identified on Maps 7a and 7b may also need to be assessed for their potential cultural heritage value.

### HERITAGE PLACES OF WORSHIP

47. Religious heritage properties constitute a substantial portion of the City's cultural and architectural heritage. Those religious heritage properties that remain in active use for worship purposes will be subject to the policies of this Section of the Plan which, in the event of any conflict, will take precedence over the other policies of this Plan.
48. Religious properties may be listed on the Heritage Register and designated under Parts IV and V of the *Ontario Heritage Act*. The designating by-law will be consistent with the policies of this Official Plan.
49. The liturgical elements of any religious heritage property in active use for worship will be excluded from the heritage conservation provisions of this Plan. For the purposes of this section, "liturgical element" means a building element, ornament or decoration that is a symbol or material thing traditionally considered by a religious organization to be part of the rites of public worship.
50. Faith groups will advise the City as to the identified liturgical elements to be identified in the designating by-law.
51. So long as the place of worship remains in active use for religious purposes interior alterations related to the rites of worship including removal, alteration or installation of structures, fixtures and/or liturgical elements will not be subject to the heritage policies of this Plan.
52. If a heritage review is required for the interior alterations not related to the rites of worship it will be undertaken by the City and faith groups with the mutual goal of conserving the property's cultural heritage values and respecting and protecting the faith group's rites of worship.
53. The City will, in consultation with faith groups, establish a protocol to implement these policies.

The Ontario Heritage Toolkit: Heritage Places of Worship is a useful reference document for making decisions about how to approach the protection and alteration of places of worship included on the Heritage Register. The City, in consultation with faith groups, will establish a protocol for the protection of places of worship with cultural heritage value.

### Heritage Conservation Definitions

For the purposes of Section 3.1.6 the following definitions will apply:

**Adjacent:** means those lands adjoining a property on the Heritage Register or lands that are directly across from and near to a property on the Heritage Register and separated by land used as a private or public road, highway, street, lane, trail, right-of-way, walkway, green space, park and/or easement, or an intersection of any of these; whose location has the potential to have an impact on a property on the heritage register; or as otherwise defined in a Heritage Conservation District Plan adopted by by-law.

**Alteration:** is any change to a property on the Heritage Register in any manner including its restoration, renovation, repair or disturbance, or a change, *demolition* or *removal* of an *adjacent* property that may result in any change to a property on the Heritage Register.

**Conserved:** means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained under the *Ontario Heritage Act*. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment and/or Heritage Impact Assessment. Mitigative measures and/or alternative development approaches can be included in these plans and assessments. Conservation and conserve have corresponding meanings.

**Cultural Heritage Landscape:** a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Aboriginal community. The area may involve features such as structures, spaces, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Examples may include, but are not limited to, heritage conservation districts designated under the *Ontario Heritage Act*, villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, viewsheds, natural areas and industrial complexes of heritage significance, and areas recognized by federal or international designation authorities (e.g. a National Historic Site or District designation, or a UNESCO World Heritage Site).

**Demolition:** is the complete destruction of a heritage structure and property from its site, including the disassembly of structures and properties on the Heritage Register for the purpose of reassembly at a later date.

**Integrity:** as it relates to a heritage property or an archaeological site/resource, is a measure of its wholeness and intactness of the cultural heritage values and attributes. Examining the conditions of integrity requires assessing the extent to which the property includes all elements necessary to express its cultural heritage value; is of adequate size to ensure the complete representation of the features and processes that convey the property's significance; and the extent to which it suffers from adverse affects of development and/or neglect. Integrity should be assessed within a Heritage Impact Assessment.

**Removal:** is the complete and permanent dislocation of a heritage resource from its site, including relocation of structures to another property.

**Significant:** in regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people.

## 3.2 THE HUMAN ENVIRONMENT

Strong communities are the foundation of a healthy city. It is necessary for the economic health of our cities to have communities where Torontonians are engaged, children are valued, diversity is celebrated and residents have equitable access to housing, support services and recreational opportunities. Vibrant and healthy communities are a defining element of the human ecology of a city, where each of us is connected to and affected by, the welfare of our neighbours.

Over time, the Plan's land use strategy will influence the pattern of development that affects access to open space, jobs, housing opportunities, food, public transit and services. Other development policies addressing housing, community services and facilities, parks and open space, and the arts are needed in support of that strategy and to ensure that our future is one of social interaction, integration and well-being.

### 3.2.1 HOUSING

Adequate and affordable housing is a basic requirement for everyone. Where we live and our housing security contribute to our well-being and connect us to our community. Current and future residents must be able to access and maintain adequate, affordable and appropriate housing. The City's quality of life, economic competitiveness, social cohesion, as well as its balance and diversity depend on it.

Specific policies are needed when a particular kind of housing, whether it be type, tenure or level of affordability, is not sufficiently supplied by the market to meet demand or maintain diversity in the housing stock. Housing gains are needed through new supply and, where new supply is inadequate, existing housing must be maintained.

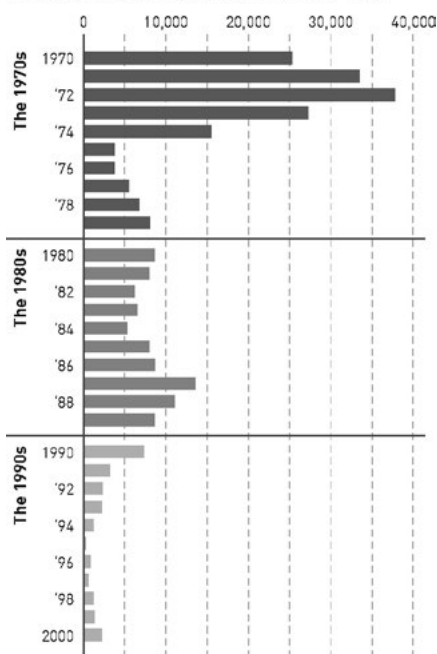
The current production of ownership housing, especially condominium apartments, is in abundant supply. What is needed is a healthier balance among high rise ownership housing and other forms of housing, including purpose-built rental housing, affordable rental housing and affordable low-rise ownership housing for larger households with children and multi-family households. Policies, incentives and assistance are needed in order to respond to the City's unmet housing needs, especially mid-range and affordable rental housing. More than half of Toronto households rent, yet little new affordable rental housing is being built.

We need to address four areas:

- **Stimulating production of new private sector rental housing supply**  
All levels of government need to do all they can to create a business environment in which private rental housing, especially at affordable and mid-range rents, is an attractive investment. This includes federal and provincial tax reform as well as the provision

A Municipal Housing Statement will be prepared regularly and will outline recent housing activity and trends, identify housing needs, as one basis for an action plan to meet those needs.

Ontario Private Rental Starts, 1970-2000



A healthy supply of rental housing is critical to attracting residents and business

of municipal incentives.

- **Preserving what we have**

As long as there is insufficient new supply to meet the demand for rental housing, our existing stock of affordable rental housing is an asset that must be preserved. In this sense, rental housing is not unlike our heritage buildings - we need to do all we can to prevent the loss or deterioration of units.

- **Making efficient and effective use of the City's own housing resources to achieve a range of housing objectives**

The private sector cannot meet the housing needs of our most vulnerable populations or those in need of rent-geared-to-income housing. Our social housing stock is aging and making better use of these resources will present both challenges and opportunities in the coming decades.

- **Working in partnership to take advantage of emerging opportunities**

Addressing many of the City's housing challenges will require working in partnership with the other levels of government as well as the private and non-profit sectors. We must be positioned to take advantage of key opportunities, especially senior government housing supply programs, to encourage new affordable and social housing production.

## Policies

1. A full range of housing, in terms of form, tenure and affordability, across the City and within neighbourhoods, will be provided and maintained to meet the current and future needs of residents. A full range of housing includes: ownership and rental housing, affordable and mid-range rental and ownership housing, social housing, shared and/or congregate-living housing arrangements, supportive housing, emergency and transitional housing for homeless people and at-risk groups, housing that meets the needs of people with physical disabilities and housing that makes more efficient use of the existing housing stock.
2. The existing stock of housing will be maintained, improved and replenished. The City will encourage the renovation and retrofitting of older residential apartment buildings. New housing supply will be encouraged through intensification and infill that is consistent with this Plan.
3. Investment in new rental housing, particularly affordable rental housing, will be encouraged by a co-ordinated effort from all levels of government through implementation of a range of strategies, including effective taxation, regulatory, administrative policies and incentives.
4. Where appropriate, assistance will be provided to encourage the production of affordable housing either by the City itself or in combination with senior government programs and initiatives, or by senior governments alone. Municipal assistance may include:
  - a) in the case of affordable rental housing and in order to achieve a



- range of affordability, measures such as: loans and grants, land at or below market rates, fees and property tax exemptions, rent supplement and other appropriate assistance; and
- b) in the case of affordable ownership housing provided on a long term basis by non-profit groups, especially affordable low rise family housing, measures such as: land at or below market rate, fees exemption and other appropriate forms of assistance with priority given to non-profit and non-profit co-operative housing providers.
5. Significant new development on sites containing six or more rental units, where existing rental units will be kept in the new development:
    - a) will secure as rental housing, the existing rental housing units which have affordable rents and mid-range rents; and
    - b) should secure needed improvements and renovations to the existing rental housing to extend the life of the building(s) that are to remain and to improve amenities, without pass-through costs to tenants. These improvements and renovations should be a City priority under Section 5.1.1 of this Plan where no alternative programs are in place to offer financial assistance for this work.
  6. New development that would have the effect of removing all or a part of a private building or related group of buildings, and would result in the loss of six or more rental housing units will not be approved unless:
    - a) all of the rental housing units have rents that exceed mid-range rents at the time of application, or
    - b) in cases where planning approvals other than site plan are sought, the following are secured:
      - i. at least the same number, size and type of rental housing units are replaced and maintained with rents similar to those in effect at the time the redevelopment application is made;
      - ii. for a period of at least 10 years, rents for replacement units will be the rent at first occupancy increased annually by not more than the Provincial Rent Increase Guideline or a similar guideline as Council may approve from time to time; and
      - iii. an acceptable tenant relocation and assistance plan addressing the right to return to occupy one of the replacement units at similar rents, the provision of alternative accommodation at similar rents, and other assistance to lessen hardship, or
    - c) in Council's opinion, the supply and availability of rental housing in the City has returned to a healthy state and is able to meet the housing requirements of current and future residents. This decision will be based on a number of factors, including whether:
      - i. rental housing in the City is showing positive, sustained improvement as demonstrated by significant net gains in the supply of rental housing including significant levels of production of rental housing, and continued projected net gains in the supply of rental housing;

Since adopting the *Final Report of the Mayor's Homelessness Action Task Force* in 1999, the City has taken action to encourage the production of new rental housing, including more affordable rental housing. These actions have included a "housing first" policy for surplus municipal lands, the establishment of a Capital Revolving Fund for Affordable Housing and a Let's Build Program, a new multi-residential property tax rate, and exemptions of fees and charges for new affordable non-profit rental housing and a Municipal Housing Facility By-law. Council also enacted a by-law permitting second suites in single and semi-detached houses across the City.

In addition to the City's actions, there needs to be a significant shift in the policy and the tax environment to ensure a well performing housing market that provides an adequate level of new supply, healthy vacancy rates and stable rents. The market cannot fully respond under the current circumstances. Recognizing that a co-ordinated approach is needed involving all levels of government, as well as the private and nonprofit sectors, Council endorsed a *Rental Action Plan* in July 2001.

This *Rental Action Plan*, developed in consultation with rental builders and investors, identified a range of measures to encourage both private and non-profit rental production. The Action Plan calls on the Federal Government to address a range of taxation and mortgage insurance issues. The focus of provincial actions are taxation, regulatory matters, and the need for outreach and education. The Action Plan also identifies steps for the City of Toronto, such as allowing for more housing, including rental housing.



- ii. the overall rental apartment vacancy rate for the City of Toronto, as reported by the Canada Mortgage and Housing Corporation, has been at or above 3.0 per cent for the preceding four consecutive annual surveys;
  - iii. the proposal may negatively affect the supply or availability of rental housing or rental housing sub-sectors including affordable units, units suitable for families, or housing for vulnerable populations such as seniors, persons with special needs, or students, either in the City, or in a geographic sub-area or a neighbourhood of the City; and
  - iv. all provisions of other applicable legislation and policies have been satisfied.
- 7. Redevelopment of social housing properties, including those which propose a mix of housing including varying levels of rental assistance, varying housing types and forms and/or the inclusion of affordable ownership housing options, that would have the effect of removing a social housing building or related group of buildings containing one or more social housing units, will secure:
  - a) full replacement of the social housing units;
  - b) replacement social housing units at rents similar to those at the time of the application, including the provision of a similar number of units with rents geared to household income; and
  - c) an acceptable tenant relocation and assistance plan addressing provision of alternative accommodation for tenants at similar rents, including rent-geared-to-income subsidies, right-of-first-refusal to occupy one of the replacement social housing units and other assistance to mitigate hardship.
- 8. The conversion to condominium, or the severance or subdivision, of any building or related group of buildings, containing six or more rental housing units will not be approved unless:
  - a) all of the rental housing units have rents that exceed mid-range rents at the time of application; or
  - b) in Council's opinion, the supply and availability of rental housing in the City has returned to a healthy state and is able to meet the housing requirements of current and future residents. This decision will be based on a number of factors, including whether:
    - i. rental housing in the City is showing positive, sustained improvement as demonstrated by significant net gains in the supply of rental housing including significant levels of production of rental housing, and continued projected net gains in the supply of rental housing;
    - ii. the overall rental apartment vacancy rate for the City of Toronto, as reported by the Canada Mortgage and Housing Corporation, has been at or above 3.0 per cent for the preceding four consecutive annual surveys;
    - iii. the proposal may negatively affect the supply or availability of rental housing or rental housing sub-sectors including affordable units, units suitable for families, or housing for vulnerable populations such as seniors, persons with special needs, or students, either in the City, or in a geographic sub-area or a neighbourhood of the City; and

- iv. all provisions of other applicable legislation and policies have been satisfied.
- 9. Large residential developments provide an opportunity to achieve a mix of housing in terms of types and affordability. On large sites, generally greater than 5 hectares in size:
  - a) a minimum of 30 per cent of the new housing units will be in forms other than single-detached and semi-detached houses, such as row housing, triplexes and multi-unit residential buildings; and
  - b) in accordance with and subject to Section 5.1.1 of this Plan where an increase in height and/or density is sought, the first priority community benefit will be the provision of 20 per cent of the additional residential units as affordable housing. This affordable housing contribution may take the form of affordable housing constructed on-site or the conveyance of land in the development to the City for the purpose of affordable housing, or, at the discretion of the City:
    - i. with the agreement of the developer, affordable housing units constructed near the development site or elsewhere in the City;
    - ii. the conveyance of land to the City for the purpose of affordable housing near the proposed development site; or
    - iii. cash in lieu for the purpose of constructing affordable housing in or near the proposed development site.
- 10. Second units will be encouraged in order to increase the supply and availability of rental housing across the city and within neighbourhoods. Second units may be provided within a primary dwelling in a detached or semi-detached house or townhouse. Second units may also be provided within a building that is ancillary to a detached or semi-detached house or townhouse where it can be demonstrated that it will respect and reinforce the existing physical character of the neighbourhood.
- 11. New development in areas where dwelling rooms, such as those in rooming houses, are permitted 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 six or more dwelling rooms will not be approved unless:
  - a) all of the dwelling rooms have rents that exceed dwelling room tier 2 mid-range rents at the time of application, or
  - b) in cases where planning approvals other than site plan are sought, the following are secured:
    - i. at least the same amount of residential gross floor area is replaced and maintained as dwelling rooms or rental bachelor units;
    - ii. any available replacement housing not occupied by returning tenants will be offered to eligible households, as approved by Council;
    - iii. for a period of at least 15 years, the rents for replacement dwelling rooms and replacement rental bachelor units will be similar to the dwelling room rents in effect at the time the development application is made, or at Dwelling room tier 1 or tier 2 affordable rent or dwelling room tier 1 or tier 2 mid-



Infill townhouses keep families in the City

Second units are self-contained residential units subordinate to a primary dwelling, in which both kitchen and bathroom facilities are provided. Second units may also be referred to as a secondary suite, basement apartment, accessory apartment, coach house or laneway suite. Second units within ancillary buildings will have regard for matters such as: ensuring compatible height, massing and scale; maintaining adequate privacy, sunlight and sky views; and providing direct and safe access to meet fire and emergency service requirements.

- range rent as applicable based on the dwelling room rents in effect at the time the development application is made if there is no returning tenant, with the rent at first occupancy increased annually by not more than the Provincial Rent Increase Guideline or a similar guideline as Council may approve from time to time; and
- iv. an acceptable tenant relocation and assistance plan addressing the right to return to occupy the replacement housing at similar rents, the provision of alternative accommodation at similar rents, and other assistance to lessen hardship.
- c) Notwithstanding policies b.i and b.iii, the City will seek opportunities to secure the provision of additional replacement rental dwelling rooms or replacement rental units to achieve at least the same number of existing dwelling rooms lost and to secure rents for replacement housing for a period of at least 49 years; or
- d) in Council's opinion, the supply and availability of low-end of market rental housing in the City has returned to a healthy state and is able to meet the housing requirements of current and future residents. This decision will be based on a number of factors, including whether:
- i. low-end of market rental housing in the City is showing positive, sustained improvement as demonstrated by significant net gains in the supply of low-end of market rental housing including significant levels of production of low-end of market rental housing, and continued projected net gains in the supply of low-end of market rental housing;
  - ii. the overall rental apartment vacancy rate for the City of Toronto, as reported by the Canada Mortgage and Housing Corporation, has been at or above 3.0 per cent for the preceding four consecutive annual surveys;
  - iii. the proposal may negatively affect the supply or availability of dwelling rooms or rental housing sub-sectors including affordable units, units suitable for families, or housing for vulnerable populations such as seniors, persons with special needs, or students, either in the City, or in a geographic sub-area or a neighbourhood of the City; and
  - iv. all provisions of other applicable legislation and policies have been satisfied.
12. 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 one or more rental units or dwelling rooms will not be approved unless an acceptable tenant relocation and assistance plan is provided to lessen hardship for existing tenants.
13. New development containing residential units and subject to an inclusionary zoning by-law, outlined in Section 5.1.8 of this Plan, will not be approved unless:
- a) for development that is located in IZ Market Area 1 identified on Map 37:
    - i. if a condominium development is proposed, a minimum of 10 percent of the total new residential gross floor area shall be

- secured as affordable ownership housing or a minimum of 7 percent of the total new residential gross floor area shall be secured as affordable rental housing; or
  - ii. if a purpose-built rental development is proposed, there is no minimum requirement for affordable rental housing;
  - b) for development that is located in IZ Market Area 2 identified on Map 37:
    - i. if a condominium development is proposed, a minimum of 8 percent of the total new residential gross floor area shall be secured as affordable ownership housing or a minimum of 6 percent of the total new residential gross floor area shall be secured as affordable rental housing; or
    - ii. if a purpose-built rental development is proposed, there is no minimum requirement for affordable rental housing;
  - c) for development that is located in IZ Market Area 3 identified on Map 37:
    - i. if a condominium development is proposed, a minimum of 7 percent of the total new residential gross floor area shall be secured as affordable ownership housing or a minimum of 5 percent of the total new residential gross floor area shall be secured as affordable rental housing; or
    - ii. if a purpose-built rental development is proposed, there is no minimum requirement for affordable rental housing;
  - d) the affordable housing shall be secured at affordable rents or affordable ownership prices for a period of at least 99 years from the date of first residential occupancy of the unit; and
  - e) the unit mix of the affordable housing reflects the market component of the development, as appropriate, to achieve a balanced mix of unit types and sizes and support the creation of affordable housing suitable for families.
14. The requirements for affordable housing outlined in Policy 3.2.1.13 will not be applied by the City until the later of September 18, 2022 or approval of a Protected Major Transit Station Area by the Minister pursuant to the *Planning Act*.
  15. The affordable rental housing required in Policy 3.2.1.13 a) i. will increase by 1.5 percent, b) i. will increase by 1 percent, and c) i. will increase by 0.5 percent per year beginning January 1, 2025 and until January 1, 2030. Affordable ownership housing requirements will be set at one point four times the affordable rental housing requirements.
  16. Beginning January 1, 2026, the minimum affordable rental housing required in Policy 3.2.1.13 a) ii. and b) ii. will be set at 5 percent for development located in IZ Market Area 1 and 3 percent for development located in IZ Market Area 2.

IZ market areas are determined based on the following indicators: resale prices and escalation, new condominium prices and escalation, new rental prices, residential development activity and financial impact viability. These areas will be reviewed at least every 5 years as part of the update to the Inclusionary Zoning Assessment Report.

## Housing Definitions

**Rental housing** is a building or related group of buildings containing one or more rented residential units, including vacant units that have been used for rented residential purposes, and units that are being or have last been used for rented residential purposes in equity co-operative or co-ownership housing, but does not include condominium-registered or life-lease units.

**Rental property** means the land upon which rental housing is located.

A **related group of buildings** are buildings that are under the same ownership and on the same parcel of land as defined in section 46 of the Planning Act, as may be amended from time to time or form part of the same development application.

**Affordable rental housing** and **affordable rents** means housing where the total monthly shelter cost (gross monthly rent including utilities – heat, hydro and hot water – but excluding parking and cable television charges) is at or below one times the average City of Toronto rent, by unit type (number of bedrooms), as reported annually by the Canada Mortgage and Housing Corporation.

**Affordable ownership housing** is housing which is priced at or below an amount where the total monthly shelter cost (mortgage principal and interest – based on a 25-year amortization, 10 per cent down payment and the chartered bank administered mortgage rate for a conventional 5-year mortgage as reported by the Bank of Canada at the time of application – plus property taxes calculated on a monthly basis) equals the average City of Toronto rent, by unit type, as reported annually by the Canada Mortgage and Housing Corporation. Affordable ownership price includes GST and any other mandatory costs associated with purchasing the unit.

**Mid-range rents** are the total monthly shelter costs which exceed affordable rents but fall below one and one-half times the average City of Toronto rent, by unit type, as reported annually by Canada Mortgage and Housing Corporation.

**Social housing** refers to rental housing units which are owned by a non-profit housing corporation, including housing provided by non-profit housing co-operatives to their members, and which are produced or funded under government programs providing comprehensive funding or financing arrangements, whether or not in partnership with municipal government.



**Dwelling room** means a room used as living accommodation that is available for rent and that is not self-contained. A dwelling room may contain private sanitary facilities or cooking facilities, but not both. A dwelling room, for the purposes of this policy, excludes living accommodation exempted from the application of the *Residential Tenancies Act*, or successor legislation.

**Dwelling room tier 1 affordable rents** means rent that is 60 percent or lower of the average City of Toronto rent for a bachelor unit, as reported annually by the Canada Mortgage and Housing Corporation.

**Dwelling room tier 2 affordable rents** means rent that is between 61 percent and 80 percent of the average City of Toronto rent for a bachelor unit, as reported annually by the Canada Mortgage and Housing Corporation.

**Dwelling room tier 1 mid-range rents** means rent that is between 81 percent and 100 percent of the average City of Toronto rent for a bachelor unit, as reported annually by the Canada Mortgage and Housing Corporation.

**Dwelling room tier 2 mid-range rents** means rent that is between 101 percent and 120 percent of the average City of Toronto rent for a bachelor unit, as reported annually by the Canada Mortgage and Housing Corporation.

## Inclusionary Zoning Definitions

For the purposes of Section 3.2.1.13, 3.2.1.14, 3.2.1.15 and 3.2.1.16, the following definitions will apply:

**Affordable rental housing** and **affordable rents** means housing where the total monthly shelter cost (gross monthly rent, inclusive of utilities for heat, hydro, hot water and water) is at or below the lesser of one times the average City of Toronto rent, by dwelling unit type, as reported annually by the Canada Mortgage and Housing Corporation, or 30 percent of the before-tax monthly income of renter households in the City of Toronto as follows:

- a) studio units: one-person households at or below the 50th percentile income;
- b) one-bedroom units: one-person households at or below the 60th percentile income;
- c) two-bedroom units: two-person households at or below the 60th percentile income; and
- d) three-bedroom units: three-person households at or below the 60th percentile income.

**Affordable ownership housing** and **affordable ownership prices** means housing where the purchase price (which for new units is inclusive of Harmonized Sales Tax payable by the purchaser) is at or below an amount where the total monthly shelter cost (mortgage principal and interest – based on a 25-year amortization, 10 per cent down payment and the mortgage rate for a conventional 5-year mortgage as reported by the Bank of Canada in January of the applicable year, and a mortgage insurance premium – plus property taxes calculated on a monthly basis based on the purchase price, and standard condominium fees) is affordable, based on paying no more than 30 percent of before-tax monthly income, to all households in the City of Toronto as follows:

- a) studio units: households at or below the 30th percentile income;
- b) one-bedroom units: households at or below the 40th percentile income;
- c) two-bedroom units: households at or below the 50th percentile income; and
- d) three-bedroom units: households at or below the 60th percentile income.

### 3.2.2 COMMUNITY SERVICES AND FACILITIES

Addressing the quality of life and health and well-being of Toronto's communities requires effective and co-ordinated planning, the involvement of all human services sectors and investment in a comprehensive social infrastructure. Social infrastructure includes the whole system of government and community resources, programs, facilities and social networks that contribute to people's health, safety, mobility and wellbeing. Strategic investment in social infrastructure encourages greater levels of equity, equality, access, participation and social cohesion across the City and within communities.

Locally-delivered community services also form part of the essential support to people living and working in Toronto and are the building blocks of our neighbourhoods. These community services are as important to the City's future as "hard" services like sewer, water, roads and transit.

For the City and local agencies to deliver services and meet community needs, they require ready access to community service facilities such as community and recreation centres, arenas, community health clinics, community gardens and publicly funded schools and libraries, located across the City and within neighbourhoods.

An existing network of community facilities provides a strong foundation upon which to build. Preserving and improving access to facilities in established neighbourhoods and providing for a full range of community services and facilities in areas experiencing major or incremental physical growth, is a responsibility to be shared by the



Community services contribute to our quality of life



City, public agencies and the development community. Making the best use of what we have, promoting shared use and shared responsibility and preparing for growth and change are hallmarks of a strong future.

The City's ability to grow wisely depends on responding in a timely way to the demand for new or additional services and facilities generated as the population grows. To ensure this kind of timely response, a standard component of local community planning must be a strategy setting out the facilities required to expand the capacity of local service providers.

### Policies

1. Adequate and equitable access to community services and local institutions will be encouraged by:
  - a) providing and preserving local community service facilities and local institutions across the City dedicated to this purpose;
  - b) improving and expanding local community service facilities and local institutions in established neighbourhoods that are under or poorly served; and
  - c) ensuring that an appropriate range of community services and facilities and local institutions are provided in areas of major or incremental physical growth.
2. Keeping surplus schools for community service purposes will be pursued where the need for such facilities has been identified as a priority. Where this is not feasible, alternate uses of closed schools must be compatible with the surrounding neighbourhood and should provide City residents with continued access to school playgrounds and playing fields.
3. Shared use of multi-service facilities will be encouraged. Shared use of municipal and/or school facilities, places of worship and lands for community service purposes will be particularly encouraged. The addition of other uses on school sites, including other community service facilities, residential units or office space, is permitted provided all uses can be adequately accommodated.
4. Council recognizes that schools are an integral community resource that serve not only as learning institutions but also as socio-cultural centres and a source of valuable community open space. The City will encourage and promote the shared use of schools, parks and public open space. The City will consider acquiring publicly owned school sites, shown on Map 7, for parks and open space purposes should they no longer be needed as learning institutions.
5. Strategies for providing new social infrastructure or improving existing community service facilities will be developed for areas that are inadequately serviced or experiencing major growth or change and will be informed through the preparation of a community services strategy, which will include:
  - a) a demographic profile of area residents;
  - b) an inventory of existing services within the area, or readily accessible to area residents;



The Waterfront School, The City School, St. Stephen's Waterfront Child Care Centre and Waterfront Neighbourhood Centre all share the same building

### Toronto Children's Charter

The *Toronto Children's Charter* adopted by Council summarizes the rights and freedoms to which all Toronto children are entitled, and the City's responsibility to ensure that its most vulnerable residents have access to a fair share of society's resources.

Based on the entitlements in the *Charter*, a Report Card is issued each year assessing the overall wellbeing of the city's children. A companion Annual Action Plan is submitted to Council during the budget process to assist the City in meeting its responsibilities to children. The Official Plan plays a role in advancing the *Charter's* principles, particularly related to availability and access to services, adequate housing and other basic needs that must be fulfilled to achieve a healthy and good quality of life.

### Community Services Strategies

Community services strategies, developed in consultation with local residents, service providers and other stakeholders will be initiated in instances where large scale development or major changes in land use are being contemplated. They may also be initiated in response to significant demographic or social change within an identified area. The needs of children and youth require special attention in the development of all community services strategies.

- c) identification of existing capacity and service gaps in local facilities;
  - d) identification of local priorities;
  - e) recommended range of services and co-location opportunities; and
  - f) identification of funding strategies including, but not limited to, funds secured through the development approval process, the City's capital and operating budgets and public/private partnerships.
6. Community services strategies and implementation mechanisms will be required for residential or mixed use sites generally larger than 5 hectares and all new neighbourhoods, in order to inform the range of facilities needed to support development.
  7. The inclusion of community services facilities will be encouraged in all significant private sector development across the City through development incentives and public initiatives.

## 3.2.3 PARKS AND OPEN SPACES

Our exceptional system of green spaces helps make Toronto a healthy and liveable City. The City's *Green Space System*, made up of parks and open spaces, the natural heritage system and a variety of privately managed but publicly accessible spaces, is an integral part of our quality of life and social well-being. It provides opportunities for recreation, relaxation and experiencing nature in peace and quiet and contributes to Toronto's competitive advantage as a place to invest.

Our parks, open spaces and natural areas are a diverse and complex system. From local and district parks to the large City parks that punctuate the City's waterfront and river valleys; from parks offering passive respite to those that bustle with active recreation and cultural opportunities; from schoolyards to cemeteries to urban plazas; from trails to mid-block connections; and community gardens; each piece of the system adds value to the whole.

As Toronto grows and changes, the parks and open space system will need to expand. But our green infrastructure is no different than our roads and sewers. Maintenance and reinvestment in what we have is as important to city-building and our quality of life as adding new land to the inventory. Whether expanding the system, or improving and maintaining it, the challenge is to do so in a way that considers not only the diversity and complexity of the parks and open space system, but also considers the diverse and complex needs of people and neighbourhoods across the City and the physical and financial constraints on our ability to expand.



### Policies

1. Toronto's system of parks and open spaces will continue to be a necessary element of city-building as the City grows and changes. Maintaining, enhancing and expanding the system requires the following actions:
  - a) adding new parks and amenities, particularly in growth areas and maintaining, improving and expanding existing parks;
  - b) designing high quality parks and their amenities to promote user comfort, safety, accessibility and year-round use and to enhance the experience of "place", providing experiential and educational opportunities to interact with the natural world;
  - c) protecting access to existing publicly accessible open spaces, as well as expanding the system of open spaces and developing open space linkages; and
  - d) promoting and using private open space and recreation facilities, including areas suitable for community or allotment gardening, to supplement the City's parks, facilities and amenities.
2. Parkland acquisition strategies, including decisions about whether to accept parkland or cash as a condition of development, will take into account a range of factors:
  - a) amount of existing parkland as illustrated on Maps 8(A) and (B);
  - b) parkland characteristics and quality;
  - c) providing safe, stimulating and engaging play spaces for children;
  - d) existing natural features of the site;
  - e) existing amenities and facilities;
  - f) population change, demographic and social characteristics;
  - g) anticipated development;
  - h) amount of publicly accessible open space;
  - i) opportunities to link parks and open spaces;
  - j) urban form; and
  - k) land availability and cost.

The City's park planning areas are shown on Map 8(C). The information on Map 8(B) for these park planning areas will be used to require, wherever possible, that new parkland be provided when development occurs in areas of low parkland provision.

3. The effects of development from adjacent properties, including additional shadows, noise, traffic and wind on parks and open spaces will be minimized as necessary to preserve their utility.
4. All development will be subject to the dedication of 5 per cent of lands for parks purposes for residential development and 2 per cent for all other uses unless the alternative parkland dedication rate applies.
5. An alternative parkland dedication rate of 0.4 hectares per 300 units will be applied to proposals for residential development and for the residential portion of mixed use development as follows:
  - a) the development proposal is in a priority area where Council has identified a need for parkland and enacted an Alternative Parkland Dedication By-law;

### Types of Parks

In January 2002, Council endorsed the Parkland Acquisition Strategic Directions Report to guide the acquisition of new parkland by the City. That report organized the City's parkland system into two primary categories as follows: *Local Parkland*, which is primarily intended to serve communities within a reasonable walking distance; and *City-wide Parkland*, which is intended to serve residents from across the City. These broad categories of parkland can be further divided into four park types as follows:

#### Local Parkland

**Parkettes:** Generally smaller parks with seating and other passive recreation amenities.

**Local Parks:** Parks that offer a range of neighbourhood-oriented passive and active recreational opportunities.

#### City-wide Parkland

**District Parks:** Generally larger, complex parks that draw population from beyond the local community and contain general and specialized passive and recreational opportunities.

**City Parks:** Parks that provide unique or specialized passive and active recreation amenities, which draw users from across the City.



- b) for sites less than 1 hectare in size, the parkland dedication will not exceed 10 per cent of the development site, net of any conveyances for public road purposes;
  - c) for sites 1 hectare to 5 hectares in size, the parkland dedication will not exceed 15 per cent of the development site, net of any conveyances for public road purposes;
  - d) for sites greater than 5 hectares in size, the parkland dedication will not exceed 20 per cent of the development site, net of any conveyances for public road purposes;
  - e) in no case will the parkland dedication, cash-in-lieu, or combination thereof, be less than 5 per cent of the development site or the value of the development site, net of any conveyances for public road purposes;
  - f) where the size, shape or location of the proposed parkland is deemed by Council to be unsuitable for parks or public recreation purposes, Council may require cash-in-lieu. The value of cash-in-lieu will not exceed:
    - i. 10 per cent of the value of the development site, net of any conveyances for public road purposes, for sites less than 1 hectare in size;
    - ii. 15 per cent of the value of the development site, net of any conveyances for public road purposes, for sites 1 hectare to 5 hectares in size; and
    - iii. 20 per cent of the value of the development site, net of any conveyances for public road purposes, for sites over 5 hectares in size;
  - g) to maximize opportunities to obtain parkland, the dedication of land is preferred to a dedication of cash-in-lieu, especially on sites 1 hectare or greater in size;
  - h) any payment of cash-in-lieu of land to be conveyed through the alternative rate provision in excess of 5 per cent of the site area will be used to acquire parkland that is accessible to the area in which the development is located or to improve parks in the vicinity of the development; and
  - i) this alternative parkland dedication will not be applied by the City until January 1, 2008. For any complete building permit application that complies with applicable zoning, received prior to January 1, 2008, the City will apply the alternative parkland dedication of the predecessor municipal Official Plan. A complete building permit application is considered to be an application submitted to the Chief Building Official for an above grade building permit which substantially complies with all technical requirements of the *Building Code Act* and includes the payment of all applicable fees. Any Alternative Parkland Dedication By-law enacted by the City prior to January 1, 2008 will conform to these transition policies.
6. The specific combination of land and/or cash-in-lieu of land will be determined by the City as part of the consideration of each specific proposal. In areas of low parkland provision, being the lowest two quintiles shown on Map 8(B), priority will be given to the creation or improvement of parkland that, wherever possible, is located in

or accessible to the park planning area in which the development providing the required parkland contribution is located.

7. Where on-site parkland dedication is not feasible, an off-site parkland dedication that is accessible to the area where the development site is located may be substituted for an on-site dedication, provided that:
  - a) the off-site dedication is a good physical substitute for any on-site dedication;
  - b) the value of the off-site dedication is equal to the value of the on-site dedication that would otherwise be required; and
  - c) both the City and the applicant agree to the substitution.
8. The location and configuration of land to be conveyed should:
  - a) be free of encumbrances unless approved by Council;
  - b) be sufficiently visible and accessible from adjacent public streets to promote the safe use of the park;
  - c) be of a usable shape, topography and size that reflects its intended use;
  - d) be consolidated or linked with an existing or proposed park or green space or natural heritage system where possible; and
  - e) meet applicable Provincial soil regulations and/or guidelines for residential/parkland uses.
9. Any previously authorized agreements for use of the alternative parkland dedication rate legally in effect at the time of adoption of the Plan are deemed to comply with this Plan.



Gibson Square is part of a development in North York Centre

### 3.3 BUILDING NEW NEIGHBOURHOODS

Once a decision has been made to develop an area as a new neighbourhood, a comprehensive planning framework is required. New neighbourhoods will usually need new infrastructure, streets, parks and local services to support new development and connect it with the surrounding fabric of the City. They must also function as communities, not just housing. The general approach to planning new neighbourhoods follows, but more detailed guidance will be found in other parts of the Plan.

#### Policies

1. New neighbourhoods will have a comprehensive planning framework reflecting the Plan's city-wide goals as well as the local context. The framework should include:
  - a) the pattern of streets, development blocks, open spaces and other infrastructure, including adequate space for planting of trees;
  - b) the mix and location of land uses;
  - c) a strategy to provide parkland and to protect, enhance or restore natural heritage;



A new community on the old Maclean Hunter site fits with the existing neighbourhood

### The Natural Heritage System and Inventory

Toronto's natural heritage system is an evolving mosaic that integrates the following features and functions:

- significant landforms and physical features, including drumlins and the Lake Iroquois shorecliff;
- watercourses and hydrological features and functions;
- the riparian zone which encompasses the aquatic habitat adjacent to the watercourse that is essential to a healthy stream;
- valley slopes and floodplains;
- terrestrial natural habitat types, including forest, wetland, successional, meadow, and beaches and bluffs;
- significant aquatic features and functions;
- vegetation communities and species of concern; and
- significant biological features that are directly addressed by Provincial policy, such as Areas of Natural and Scientific Interest.

The natural heritage system is illustrated on Map 9, which is not a statutory map. When development is proposed on or near lands shown as part of the natural heritage system, the proposed development's impact on the system is to be evaluated and an impact study may be required. As part of the evaluation, the natural heritage features on or near the property in question and their location will be more precisely defined.

- d) a strategy to provide community services and local institutions;
  - e) a strategy to provide affordable housing;
  - f) a strategy for energy conservation, peak demand reduction, resilience to power disruptions and small local integrated energy solutions that incorporate renewables, district energy, combined heat and power or energy storage;
  - g) a strategy for stormwater management and water conservation; and
  - h) a strategy for waste management.
2. New neighbourhoods will be viable as communities. They should have:
    - a) a community focal point within easy walking distance of the neighbourhood's residents and workers;
    - b) a fine grain of interconnected streets and pedestrian routes that define development blocks;
    - c) a mix of uses and a range of building types;
    - d) high quality parks, community recreation centres, open space and public buildings; and
    - e) services and facilities that meet the needs of residents, workers and visitors.
  3. New neighbourhoods will be carefully integrated into the surrounding fabric of the City. They will have:
    - a) good access to transit and good connections to the surrounding streets and open spaces;
    - b) uses and building scales that are compatible with surrounding development;
    - c) community services and parks that fit within the wider system; and
    - d) a housing mix that contributes to the full range of housing.

## 3.4 THE NATURAL ENVIRONMENT

Strong communities and a competitive economy need a healthy natural environment. Clean air, soil and water and abundant trees, parks and open spaces, underlie our health and well-being and attract people to work and invest in the City. Building the City while protecting and enhancing the natural environment is the aim of good stewardship. The natural environment is complex. It does not recognize boundaries and there are limits to the stresses resulting from human activity that it can absorb. To be good stewards of the natural environment we must acknowledge that it has no boundaries and we must respect its limits.

By promoting growth in locations and in forms that support the use of transit, we will reduce energy consumption and air pollution caused by auto use. Through better sustainable design and construction practices we can save energy and reduce the impacts of stormwater run-off. Environmental considerations must also be part of our everyday

decision making because interaction with the environment is constant. The impacts of growth on the natural environment must be anticipated and assessed if we are to have a healthy environment.

The impacts of a changing climate need to be fully considered in new development and redevelopment activities, in our stewardship of the natural environment and in infrastructure planning and watercourse management. Future weather studies undertaken by the City indicate an expected increase in the magnitude and frequency of heat waves and intense precipitation events. The weather changes associated with climate change must inform new ways of planning and design to promote a healthy natural environment and safe, resilient communities.

Human settlement has dramatically changed the landscape of Toronto. Our remaining natural heritage features and functions require special attention. They are an evolving mosaic of natural habitats that supports the variety of nature in the City and provide important ecosystem functions. The City's significant natural heritage features and functions are shown as the natural heritage system on Map 9. The natural heritage system is important to the City, both within and beyond our boundaries, and needs to be protected for the long term. It is made up of areas where protecting, restoring and enhancing the natural features and functions should have high priority in our city-building decisions. We must be careful to assess the impacts of new development in areas near the natural heritage system. The size of this adjacent impact zone will vary across the City, depending on the local characteristics of the natural heritage system and adjacent areas. The natural heritage system shown on Map 9 is an evolving natural system that may grow beyond these boundaries. There are other areas with natural heritage value that are not shown on the map. As well, there may be other such areas in the future that will have to be identified and protected.

The urban forest is essential to the City's character. More than three million trees dominate our ravines, line our boulevards and beautify our parks. They provide shade and habitat, help clean the air, contribute to the green links between our streets, neighbourhoods, employment areas and parks, and support ecosystem diversity. City-building and development pressures, however, can create a difficult environment in which to sustain the urban forest canopy. We must not only protect the existing urban forest, but also enhance it, especially by planting native trees and trees that increase canopy coverage and diversity, or other non-invasive species where urban conditions may limit the survival of native species.

Protecting Toronto's natural environment and urban forest should not be compromised by growth, insensitivity to the needs of the environment, or neglect. To this end, proposals for new development may need to be accompanied by a study assessing their impact on the natural environment. We must also be ready to seize opportunities to restore, enhance and extend the natural heritage system through new developments or partnerships with other agencies and institutions.

### The Natural Heritage System and Inventory (continued)

The City of Toronto and the Toronto and Region Conservation Authority have developed an Inventory, as part of a Natural Heritage Study, which identifies and contains data on the various components of the natural heritage system and provides strategic direction for improving the natural ecosystem and increasing biodiversity. This inventory information, and any other relevant information provided through impact studies, will be made public, subject to statutory constraints, and used to evaluate development proposals and identify priority locations where the system should be protected, restored and enhanced.

The City has undertaken a program of further study and fieldwork to confirm and identify areas within the natural heritage system that are particularly sensitive and require additional protection to preserve their environmentally significant qualities. These areas are shown on Map 12A. Most provincially significant wetlands and areas of natural and scientific interest that have been identified by the Province are shown on Map 12B. Where development is proposed adjacent to these areas, their boundaries will be more precisely determined and any negative impacts will be identified through an impact study as referred to in Policy 12.

Further study and fieldwork will continue to update and refine the natural heritage system inventory and assist in identifying strategic directions for improving natural ecosystems, promoting biodiversity and increasing resiliency.



Effects of stormwater runoff on Lake Ontario

This Plan looks at the natural environment as a series of “layers”. The natural heritage system shown on Map 9 is one layer and hazard lands regulated by the Toronto Region and Conservation Authority are another. In turn, the policies for the *Green Space System* and the *Parks and Open Space Areas* designation provide a clearer guide to the limits on development contemplated for some key elements of the natural environment.

### Watercourse and Infrastructure Management

Watercourses have significant erosive forces which can cause damage to valley lands and subsurface infrastructure. Rebuilding portions of water courses, using natural channel systems principles, increases their stability and protects public safety and infrastructure. Valley lands may also contain important City infrastructure such as gravity based waste water collection systems, which require maintenance and expansion to protect public health and serve population growth.

All of these works are carried out in accordance with provincial, federal and TRCA requirements and are designed to restore and enhance, where feasible, the natural features and functions of the ravines and valley lands.

### Biodiversity

Biodiversity refers to the rich variety of life forms and the critical roles they play within varied ecosystems. Ecological health is related to healthy biodiversity. The greater the biodiversity of a defined geographic area, the greater the ecological health and resiliency of that area. Policies protecting and enhancing the natural heritage system are a key pillar of biodiversity conservation within Toronto. The biodiversity found in small green spaces, street trees, green roofs, community gardens, hydro corridors, cemeteries, and backyards also play an important role in our urban ecosystem. The City of Toronto's Biodiversity Series provides detailed information on the flora and fauna found in the City, fostering awareness and stewardship of local biodiversity.

### Policies

1. To support strong communities, a competitive economy and a high quality of life, public and private city-building activities and changes to the built environment, including public works, will be environmentally friendly, based on:
  - a) protecting and improving the health of the natural ecosystem, by:
    - i. minimizing air, soil and water pollution;
    - ii. recognizing rainwater and snowmelt as a resource to improve the health of Toronto's watercourses and the near shore zones of Lake Ontario;
    - iii. managing the quantity and improving the quality of stormwater and groundwater infiltration and flows;
    - iv. cleaning-up contaminated soils, sediment, groundwater, watercourses and buildings;
    - v. mitigating the unacceptable effects of noise and light; and
    - vi. minimizing the release and proliferation of invasive species and mitigating their impacts;
  - b) sustaining, restoring and enhancing the health and integrity of the natural ecosystem, supporting biodiversity in the City and targeting ecological improvements, paying particular attention to:
    - i. locations of habitat for native flora and fauna, both terrestrial and aquatic;
    - ii. water and sediment quality;
    - iii. ground and surface water contributions to natural features;
    - iv. landforms, ravines, watercourses, wetlands and the shoreline and associated biophysical processes;
    - v. natural linkages between the natural heritage system and other green spaces;
    - vi. seasonal movements of migration species;
    - vii. opportunities for additional habitat provided by the built environment; and
    - viii. the potential impacts of a changing climate on biodiversity and ecosystem health;
  - c) addressing environmental stresses caused by the consumption of natural resources, by reducing:
    - i. the amount of solid waste requiring disposal in landfill and by promoting programs for reducing, reusing, recycling and composting;
    - ii. consumption of water and generation of wastewater;
    - iii. energy consumption and greenhouse gas emissions; and
    - iv. reliance on carbon-based fuels for energy;



- d) preserving and enhancing the urban forest by:
    - i. providing suitable growing environments for trees;
    - ii. increasing tree canopy coverage and diversity, especially of long-lived native and large shade trees; and
    - iii. regulating the injury and destruction of trees;
  - e) reducing the risks to life, health, safety, property, and ecosystem health that are associated with flooding, unstable slopes, erosion and contaminated lands and considering the potential impacts of climate change that may increase the risk associated with natural hazards;
  - f) reducing the adverse effects of stormwater and snow melt based on a hierarchy of watershed-based wet weather flow practices which recognize that wet weather flow is most effectively managed where it falls, supplemented by conveyance, then end-of-pipe solutions;
  - g) protecting, improving or restoring the quality and quantity of water and drinking water sources; and
  - h) promoting green infrastructure to complement infrastructure.
2. New development will include stormwater management in accordance with best management practices. This should include source control and on-site facilities to manage stormwater where rain and snow fall, and to ensure it does not produce a net increase in stormwater flows or degrade stormwater quality. On-site facilities are not always feasible, in which case alternative management solutions will be considered.
  3. A study will be required, when appropriate, to assess a proposed development's impact on the natural environment and propose measures to reduce negative impacts on and where possible improve, the natural environment.
  4. Abandoned wells will be properly decommissioned, and subsurface construction activities near sensitive surface and groundwater features will minimize impacts on groundwater flows.
  5. **[Decision by O.L.T. not yet determined:** Development is prohibited within the floodplain, except for buildings and structures in *Special Policy Areas* shown on Maps 10 and 11, which must be protected from flooding to at least the 350-year flood level.]
  6. Areas within the floodplain may only be used for activities that:
    - a) retain existing topography;
    - b) protect, restore or improve existing natural features and functions;
    - c) do not result in unacceptable risks to life or property; and
    - d) minimize the need to mitigate and remediate floods, erosion and damage to the natural ecosystem.
  7. Utilities or services may be located within, or cross the floodplain, including:
    - a) transportation and above-ground utilities, which may be permitted only to cross the floodplain if there is no reasonable alternative; and
    - b) underground utilities, flood or erosion control, stormwater management, and conservation.

### Climate Change Emergency

Climate change is the biggest challenge facing our planet. In October 2019, Council voted unanimously to declare a climate emergency and accelerate efforts to mitigate and adapt to climate change. Council also endorsed a net zero greenhouse gas emissions target that is in line with keeping global average temperature rise below 1.5 degrees Celsius and set the goal for Toronto of becoming net zero before 2050. The declaration reinforces the City's climate action outlined in Transform TO: Climate Action for a Healthy, Equitable and Prosperous Toronto, Toronto's climate action strategy to reduce local greenhouse gas emissions. The Toronto Green Standard plays an important role in reducing greenhouse gas emissions for new development by requiring and incenting sustainable performance measures through the development review process, including a Council approved 'stepped path' to require near zero emissions for new construction by 2030.

### Identifying Hazard Lands

Hazard Lands are areas which because of their susceptibility to flooding or unstable slopes or soils, will be hazardous to life and property if developed. To implement the provincial policy direction of prohibiting development in hazard lands, the floodplain, the top-of-bank and the toe-of-slope have to be identified in different situations and locations across the City. The TRCA reviews technical reports related to flooding or geotechnical slope stability.

The floodplain is the area adjoining a watercourse which has been or may be subject to flooding hazards. In many cases, the side slope of the valley helps to contain floodwaters.

The top-of-bank is the break at the top and the toe-of-slope is the break at the bottom of the side slope of a valley, bluff, or landform that distinguishes them from the surrounding landscape. Where the slope is unstable, the location of the stable top-of-bank will be estimated to allow for future erosion, using a variety of methods, including field investigations and geotechnical studies.

## Buffers

Buffers are strips of land that are contiguous to natural features and help to protect its natural features and functions from the negative impacts of adjacent development. Buffers may extend beyond lands required to set back development from natural hazards. Lands set aside for buffers are generally kept in a vegetated state and can include existing vegetated areas and areas that can be vegetated. Buffer widths vary depending on the sensitivity and functions of the natural feature and the proposed development. Buffer widths may be greater than set-backs required from hazard lands. Where development is proposed adjacent to natural features, buffer widths should be established through an impact study. Guidelines will be established to assist in identifying buffer widths.



Floodplain adjacent to the Humber River

## Regulating Hazards

The City has limited discretion in the regulation and management of areas subject to natural hazards. Provincial policy generally directs development to areas outside of hazard lands, especially areas subject to flooding, erosion and dynamic beach hazards. The policy further imposes strict requirements for development that may be permitted in a floodplain.

8. Development will be set back from the following locations by at least 10 metres, or more if warranted by the severity of existing or potential natural hazards:
  - a) the top-of-bank of valleys, ravines and bluffs;
  - b) toe-of-slope of valleys, ravines and bluffs;
  - c) other locations where slope instability, erosion, flooding, or other physical conditions present a significant risk to life or property; and
  - d) other locations near the shoreline which may be hazardous if developed because of flooding, erosion or dynamic beach processes.

Minor additions to existing development, replacement structures and ancillary structures are exempt from this policy.
9. Alteration of the existing slope of a valley, ravine or bluff or shoreline for the purpose of accommodating development will not be permitted.
10. Land below the top-of-bank, or other hazard lands, may not be used to calculate permissible density in the zoning by-law or used to satisfy parkland dedication requirements.
11. Development is generally not permitted in the natural heritage system illustrated on Map 9. Where the underlying land use designation provides for development in or near the natural heritage system, development will:
  - a) recognize natural heritage values and potential impacts on the natural ecosystem as much as is reasonable in the context of other objectives for the area; and
  - b) minimize adverse impacts and when possible, restore and enhance the natural heritage system.
12. Consents to sever land or approval of plans of subdivision will not be permitted for any parcel of land that is entirely within or part of the natural heritage system unless:
  - a) the land is being conveyed to the Toronto and Region Conservation Authority or other public agencies;
  - b) [Decision by O.L.T. not yet determined:** the land is within an approved *Special Policy Area*]; or
  - c) an assessment of the impacts to the natural heritage system has been satisfactorily completed.
13. All proposed development in or near the natural heritage system will be evaluated to assess the development's impacts on the natural heritage system and identify measures to mitigate negative impact on and/or improve the natural heritage system, taking into account the consequences for:
  - a) terrestrial natural habitat features and functions including wetlands and wildlife habitat;
  - b) known watercourses and hydrologic functions and features;
  - c) significant physical features and land forms;
  - d) riparian zones;
  - e) buffer areas and functions;
  - f) vegetation communities and species of concern; and

- g) aquatic features and functions including the shoreline of Lake Ontario.

To assist this evaluation, an impact study may be required in accordance with guidelines established for this purpose.

14. Areas of land or water within the natural heritage system with any of the following characteristics are particularly sensitive and require additional protection to preserve their environmentally significant qualities:
  - a) habitats for vulnerable, rare, threatened or endangered plant and/or animal species and communities that are vulnerable, threatened or endangered within the City or the Greater Toronto Area; or
  - b) rare, high quality or unusual landforms created by geomorphological processes within the City or the Greater Toronto Area; or
  - c) habitats or communities of flora and fauna that are of a large size or have an unusually high diversity of otherwise commonly encountered biological communities and associated plants and animals; or
  - d) areas where an ecological function contributes appreciably to the healthy maintenance of a natural ecosystem beyond its boundaries, such as serving as a wildlife migratory stopover or concentration point, or serving as a water storage or recharge area.

Development or site alteration, with the exception of trails, where appropriate, and conservation, flood and erosion control projects, is not permitted on lands within the natural heritage system that exhibit any of these characteristics. Activities will be limited to those that are compatible with the preservation of the natural features and ecological functions attributed to the areas. New or expanding infrastructure should be avoided unless there is no reasonable alternative, adverse impacts are minimized and natural features and ecological functions are restored or enhanced where feasible. An impact study, as referred to in Policy 12, will be required for any proposed undertaking in those areas not already the subject of an Environmental Assessment under the *Environmental Assessment Act*.

Known areas exhibiting these environmentally significant characteristics are shown on Map 12A. Where these areas extend onto lands above the top of bank which have underlying zoning permissions, the lands may be used to calculate permissible density in the zoning bylaw. An impact study, as referred to in policy 12, will be required for any proposed development adjacent to these areas. Any proposed development will avoid these areas, minimize negative impacts and, when possible, restore and enhance the ecological functions attributed to these areas.

15. Provincially significant natural heritage features will be protected by:
  - a) prohibiting development or site alteration in provincially significant wetlands;
  - b) prohibiting development or site alteration in significant portions of the habitat of threatened or endangered species and fish

### Regulating Hazards (continued)

Development is permitted in *Special Policy Areas* which are parts of the community that have historically existed in the floodplain, where stringent control of development would result in significant social and economic hardships to the community and where official plan policies have been approved by both the Ministers of Natural Resources and Forestry and Municipal Affairs and Housing. Large areas of the Portlands and south of Eastern Avenue, Hoggs Hollow near Yonge and York Mills, Rockcliffe Park near Weston and Black Creek and Jane-Wilson are *Special Policy Areas*.

Comprehensive approaches to development, redevelopment or infrastructure projects, such as the lower Don flood protection project, that assist in reducing flood hazard will be encouraged.

The most important documents for managing hazards in Toronto are the Provincial Policy Statement (2014), the Ministry of Natural Resources and Forestry's Technical Guide to River and Stream Systems: Flooding Hazard Limit, and the Toronto and Region Conservation Authority's Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation (Ontario Regulation 166/06), which it administers in accordance with its Living City Policies.

### Managing Wet Weather Flow

Wet weather flow (stormwater and snowmelt) has degraded Toronto's environment as the City has developed, particularly because it pollutes rivers and the lake and also because it causes flooding and erodes the streams and valleys.

A *Wet Weather Flow Management Master Plan* with associated policies and guidelines was developed to improve the way that wet weather flow is handled. This Master Plan provides a broad context from which to review all municipal undertakings and development activities affecting wet weather flow. Its key principles are:

- that rainwater and snowmelt is a valuable resource;
- that wet weather flow should be managed on a watershed basis; and
- that wet weather flow is most effectively managed where it falls, before it enters the sewers, watercourses or the Lake.

### The TRCA: The City's Partner in Managing the Natural Environment

The Toronto and Region Conservation Authority plays an important role in managing Toronto's natural environment. The Authority:

- safeguards, manages and restores watercourses, lakes, woodlands, wetlands and natural habitat;
- protects life and property from flooding and erosion through watershed planning, monitoring and maintenance efforts and its regulation under the *Conservation Authorities Act*; and
- provides educational and recreational opportunities for the public.

The Authority's "Living City" vision focuses on three objectives: healthy watercourses and shorelines; regional biodiversity; and sustainable communities.

The TRCA was a partner in the City's *Natural Heritage Study* which provided the basis for identifying the natural heritage system for the Plan, as well as advancing TRCA's Living City vision. The Plan sets the stage for the City and TRCA to continue its partnership to create a healthy and sustainable integration of natural ecosystems and human communities in the City and the region beyond.

### Toronto Green Roof By-law

Green roofs help reduce the urban heat island effect and associated energy use, manage stormwater runoff, reduce pollutants entering our waterways, improve air quality and beautify our city. Green roofs also provide an opportunity to create habitat and enhance biodiversity in the urban fabric of the City.

The Green Roof By-law has been in effect since January 31, 2010. It requires the construction of green roofs on most types of new large building development. All green roofs in Toronto, including those required under the By-law, are required to meet minimum standards which are defined in the Toronto Green Roof Construction Standard.

habitat, except in accordance with provincial and federal requirements;

- c) only permitting development or site alteration in the following locations if it has been demonstrated, through a study, that there will be no negative impacts on the natural features or the ecological functions for which the area is identified:
  - i. lands adjacent to provincially significant wetlands, or significant portions of the habitat of threatened or endangered species;
  - ii. lands adjacent to fish habitat; and
  - iii. in or on lands adjacent to provincially significant areas of natural and scientific interest, woodlands, valleylands and wildlife habitat; and
- d) avoiding new or expanding infrastructure unless there is no reasonable alternative, negative impacts are minimized and natural features and ecological functions are restored or enhanced where feasible.

Provincially significant wetlands and areas of natural and scientific interest identified by the Province are shown on Map 12B. Where development is proposed adjacent to these areas, their boundaries will be more precisely determined. The Province may identify additional areas to which these policies apply.

16. Protecting, restoring and enhancing the natural heritage system will recognize the joint role of, and opportunities for, partnerships among public and private landowners, institutions and organizations.
17. Lakefilling projects in Lake Ontario will be supported only where:
  - a) the land created will be used for natural habitat, public recreation or essential public works;
  - b) the project has been the subject of an Environmental Assessment which ensures that water quality and quantity and terrestrial and aquatic habitat will be protected or enhanced; and
  - c) the project does not create new or aggravate existing natural hazards.
18. Minor lakefilling activities will be supported only for the purposes of:
  - a) stabilizing slope and shoreline to protect existing development and not to facilitate new development, or intensification or alteration of existing development;
  - b) creating or enhancing aquatic habitat;
  - c) naturalizing the shoreline;
  - d) improving water quality; or
  - e) where appropriate, providing public access to the water's edge.
19. Innovative energy producing options, sustainable design and construction practices and green industry will be supported and encouraged in new development and building renovation through:
  - a) the use of innovative green spaces such as green roofs and designs that reduce the urban heat island effect and enhance urban ecology;

- b) innovative methods of stormwater management including stormwater attenuation and re-use and use of green infrastructure;
  - c) advanced water conservation and efficiency methods;
  - d) advanced energy conservation and efficiency technologies and processes that contribute towards an energy neutral built environment including:
    - i. establishing and extending district heating and cooling facilities and connections;
    - ii. renewable energy systems including wind and solar power
    - iii. small local integrated energy solutions such as combined heat and power and energy storage;
    - iv. active and passive design measures that conserve energy and reduce peak demand; and
    - v. back-up power systems to improve resiliency to power interruptions; and
  - e) designs that facilitate waste reduction, recycling and other innovative management technologies and practices.
20. Development, redevelopment and infrastructure that will assist in achieving green house gas emissions reductions, consistent with international, national and municipal targets will be encouraged.
  21. Major facilities such as airports, transportation/rail infrastructure, corridors and yards, waste management facilities and industries and sensitive land uses such as residences and educational and health facilities will be appropriately designed, buffered and/or separated from each other to prevent adverse effects from noise, vibration, odour and other contaminants, and to promote safety. To assist in identifying impacts and mitigative measures, the proponent may be required to prepare studies in accordance with guidelines established for this purpose. The proponent will be responsible for implementing any required mitigative measures.
  22. Redevelopment of large industrial sites, including brownfield sites, should receive special attention to achieve high standards of pollution abatement, green roof technology and/or alternative energy production, such as co-generation, hydrogen energy or renewable energy.
  23. Prior to development occurring on known or potentially contaminated sites, or on sites on or within 500 metres (or within a previously determined area of influence) of a known or suspected former waste disposal site, potential adverse impacts will be identified and assessed through a study, and any measures needed to remediate or mitigate the contamination will be identified and implemented.

### Bird-Friendly

Toronto is on a major migratory flyway and during the annual spring and fall migration the City experiences a significant influx of migrating birds. Most migrating bird species are unable to adapt to urban conditions and become confused by a combination of the lights and glass of buildings. They are attracted by the lights while flying at night, land and then fly into the glass of buildings which reflect trees and sky in the daytime. Bird 'collisions' or 'strikes' have become a serious issue in Toronto and to address this, the City prepared the *Bird Friendly Development Guidelines* and requires bird-friendly design in all new development subject to site plan approval.

### Light Pollution

Light pollution in the form of glare, light trespass, over lighting and sky glow can reduce visibility for pedestrians and vehicles and have a negative impact on the health of humans, birds and the natural environment. Light pollution has also drastically limited our view of the stars in the night sky. Properly designed lighting is efficient and effective, providing light exactly where it needs to be for safety and security and results in energy savings and reduced greenhouse gas emissions. Controlling light spillage can also result in darker environments for sleeping, less light at night that may attract migratory birds and less disturbance for fauna in natural areas. Effective lighting improves the quality of urban life for everyone.



### 3.5 TORONTO'S ECONOMIC HEALTH

Toronto's diverse economy has been our strength over many years. It has helped us to weather economic downturns and has been the source of opportunities for the incubation of new enterprises. This strong economic base has provided a wealth of opportunity for the City's growing labour force and has been a factor in attracting new residents from elsewhere in Canada and from around the world. Increasing global connectivity of key firms and clusters, along with new economic opportunities and connections brought to Toronto by immigrants from around the world, mean that Toronto's economy is "plugged into" the rest of the world in ways hardly imaginable 30 years ago.

*Council's Strategic Plan and the Economic Development Strategy both guide projects to meet the goals of supporting our diverse economic base, creating employment opportunities for Torontonians across the City, bringing new wealth to Toronto through the export of products and services and of improving the City's fiscal position by growing the commercial and industrial assessment base. These goals are also fundamental to the city-building objectives of the Official Plan.*

Council has adopted an *Economic Development Strategy* designed to build on our strengths and address weaknesses in our economic outlook. The actions that arise from this Strategy will be revised over time as conditions in markets and in the work force change. What role does the Official Plan play in sustaining and improving Toronto's economic health?

As a plan to guide the long term physical growth of the City, the Official Plan will help create economic opportunity in the way that it directs growth, guides land use activity and the construction of new buildings. It can also improve our economic health by supporting improvements to the foundations of economic competitiveness.

By designating areas suitable for population and job growth, this Plan creates opportunities for development to accommodate diverse business ventures *Downtown*, in the *Centres*, along the *Avenues* and in the *Employment Areas*. By moving away from specialized single-use districts and emphasizing the mixing of urban activities, this Plan sets out flexible and adaptive policies to meet the changing economic conditions of the future and create a vibrant City.

#### 3.5.1 CREATING A STRONG AND DIVERSE CIVIC ECONOMY

Toronto's economy is thriving, but continued efforts are required to attract new business and jobs, maintain the diversity of our economic base and maintain a healthy municipal tax base. Policies of the Plan to achieve this include:

- **[Decision by O.L.T. not yet determined:** Promotion of transit-oriented office growth in the *Downtown* and *Central Waterfront*, the *Centres*, and within walking distance of rapid transit stations;]
- Retention of *Employment Areas* exclusively as stable places of business and economic activities;
- Providing locations for the retail commercial and institutional sectors to meet the needs of our City and Region's growing population; and

- **[Decision by O.L.T. not yet determined:** Promoting the cultural sector as an important element of our economy.

Almost half of the City's current jobs, and a majority of its future jobs, are in offices. The Greater Toronto Area could be adding millions of square metres of office space over the coming decades, and, given existing road congestion, it is essential to promote office growth on rapid transit lines throughout the City and Region. The Official Plan directs office growth, and in particular the development of large freestanding office buildings, to the *Downtown* and *Central Waterfront*, the *Centres*, and within 500 metres of rapid transit stations. At the same time, existing office space in these transit-rich areas needs to be sustained, not demolished to make way for new residential buildings. Where a residential development is proposed on sites with over 1000 square metres of employment space in these areas served by rapid transit where residential uses are already permitted, the development must also result in an increase of employment space.]

Toronto's *Employment Areas* have great potential for additional employment growth through the incubation of new business, the nurturing of small business to become large business, attracting new and expanding employment clusters, and intensifying the form of development in our employment lands. To grow employment and investment the Plan promotes, and the City currently provides, both tax incentives and priority processing for new and expanding office buildings and industries. These incentives augment the supports for economic growth in Toronto already provided by: a well-educated and skilled labour force, access to financial capital, a strong research and development sector, advanced communications networks, a dynamic business climate, and an enviable quality of life in safe, inclusive neighbourhoods.

"A cluster is a set of inter-linked private sector industries and public sector institutions, whose final production reaches markets outside of the region. ...An expanding export base - or competitive clusters - is the key to the economic prosperity of the City. In an increasingly open economy, the increasing consumption of certain types of imports is not only inevitable, but is a key aspect of rising living standards. This can only be sustained by rising exports."

*Toronto Competes, Feb. 2000*

### Policies

1. Toronto's economy will be nurtured and expanded to provide for the future employment needs of Torontonians and the fiscal health of the City by:
  - a) maintaining a strong and diverse economic base;
  - b) contributing to a broad range of stable full-time employment opportunities for all Torontonians;
  - c) maintaining a healthy tax base for the City;
  - d) promoting export-oriented employment;
  - e) attracting new and expanding employment clusters that are important to Toronto's competitive advantage;
  - f) offering globally competitive locations for national and international business and offering a wide choice of sites for new business;
  - g) promoting international investment in Toronto;
  - h) providing incubation space for new start-up firms to establish themselves and grow;
  - i) supporting employment and economic development that meets

- the objectives of Toronto's Workforce Development Strategy, including people-based planning and the Vision Statement on Access, Equity and Diversity and promoting infrastructure and support programs to ensure that all Torontonians, particularly equity-seeking groups, such as racialized youth, persons with disabilities, single mothers and new comers, especially refugees, have equitable access to employment opportunities; and
- j) recognizing the full diversity of employment activities that are increasingly taking place in non-traditional employment areas, such as homes and public spaces, and strengthening the necessary regulatory frameworks and policies to support this employment.
2. A multi-faceted approach to economic development in Toronto will be pursued that:
    - a) stimulates transit-oriented office growth in the *Downtown and the Central Waterfront*, the *Centres* and within walking distance of existing and approved and funded subway, light rapid transit and GO stations in other *Mixed Use Areas*, *Regeneration Areas* and *Employment Areas*;
    - b) protects *Employment Areas* as stable places of business;
    - c) provides appropriate locations and opportunities for new retail and service establishments;
    - d) encourages the expansion of health and educational institutions, and improving transit access to them; and
    - e) promotes the Cultural Sector as an important element of our civic economy.
  3. A balanced growth of jobs and housing across the City will be pursued to:
    - a) maintain a complete community;
    - b) reduce the need for long distance commuting and lessen regional road congestion; and
    - c) increase the proportion of travel by transit, walking and cycling.
  4. Programs and incentives will be established to grow employment and investment consistent with the policies of this Official Plan, particularly targeting key economic clusters and the development of offices and industries. These programs will include both fiscal incentives and the priority processing of development applications.
  5. Investment on the part of public agencies or through partnership agreements will ensure that key infrastructure will be maintained, improved and extended to support current and future employment needs in the following areas:
    - a) roads and public transit;
    - b) water and sewer lines;
    - c) reliable supply of energy sources including electricity, natural gas, district energy centres and cooling systems;
    - d) telecommunications networks; and
    - e) access to Pearson International and Billy Bishop Airports.
  6. **[Decision by O.L.T. not yet determined:** New office development will be promoted in *Mixed Use Areas* and *Regeneration Areas* in the *Downtown and Central Waterfront* and *Centres*, and all other *Mixed*

*Use Areas, Regeneration Areas and Employment Areas* within 500 metres of an existing or approved and funded subway, light rapid transit or GO station. Secondary Plans and Site and Area Specific Policies may establish policies providing for minimum standards for commercial development within 500 metres of an existing or approved and funded subway, light rapid transit or GO station.】

7. **[Decision by O.L.T. not yet determined:** Major freestanding office buildings with 10,000 square metres or more of gross floor area, or the capacity for 500 jobs or more, should be located in *Mixed Use Areas, Regeneration Areas and Employment Areas* within the *Downtown and Central Waterfront* and the *Centres*, and/or within 500 metres of an existing or an approved and funded subway, light rapid transit or GO station.】
8. In planning for new subways, light rapid transit and GO routes, the location of established and potential new office concentrations will be considered.
9. **[Decision by O.L.T. not yet determined:** New development that includes residential units on a property with at least 1,000 square metres of existing non-residential gross floor area used for offices is required to increase the non-residential gross floor area used for office purposes where the property is located in a *Mixed Use Area* or *Regeneration Area* within:
  - a) the *Downtown and Central Waterfront*;
  - b) a *Centre*; or
  - c) 500 metres of an existing or an approved and funded subway, light rapid transit or GO train station.

Where site conditions and context do not permit an increase in non-residential office gross floor area on the same site, the required replacement of office floor space may be constructed on a second site, prior to or concurrent with the residential development. The second site will be within a *Mixed Use Area* or *Regeneration Area* in the *Downtown and Central Waterfront*; within a *Mixed Use Area* or *Employment Area* in the same *Centre*; or within 500 metres of the same existing or approved and funded subway, light rapid transit or GO train station.】

10. Universities, colleges and hospitals will be supported in their efforts to better serve residents and businesses throughout the region by:
  - a) creating and advancing research and development alliances;
  - b) creating new enterprises in partnership with the business community on campuses;
  - c) linking to the growth of biomedical and biotechnology enterprises;
  - d) developing the skills of Toronto's labour force as organizational and technological innovations shape economic prospects;
  - e) retaining current institutional lands for future expansion to serve a growing and ageing population within the Greater Toronto Area;
  - f) promoting the design of campuses with a high quality of public realm organized to promote visual and physical links with

- adjacent areas of the City;
- g) connecting major institutions to the network of bicycle routes; and
  - h) establishing new universities, colleges and hospitals in locations with access to rapid transit and improving transit services to existing universities, colleges and hospitals not currently served by rapid transit.

### 3.5.2 CREATING A CULTURAL CAPITAL

A great city offers and promotes a vibrant cultural life. It recognizes the contribution the arts make to the quality of life of its residents. For Toronto to become one of the great cities of the 21st century, we will need to nurture leading-edge imagination and build on the strength of our rich diversity of cultural expression. A flourishing cultural life is a magnet attracting new residents to the City and convincing existing residents to stay.

Arts and cultural activities, including expressions of popular culture, crafts and multiculturalism associated with everyday activities, enrich the day-to-day quality of life of Toronto's residents and workers and play an important role in the look and feel of the City, our collective identity and the image we project beyond Toronto's borders. Our cultural industries are also an important sector of our local economy. Strategic municipal support for our cultural capital will contribute to a healthy City economy, promote cultural tourism and help us to be competitive in attracting and keeping businesses, particularly in the relatively mobile knowledge-based industries.

There is a critical role for the City to play in keeping existing and creating new performance venues, studios, rehearsal and administrative spaces, galleries and museums. We can also continue to welcome film production and location filming throughout Toronto. Community arts endeavours in the hundreds of libraries and community, cultural and recreation centres should also be supported in order to provide opportunities for people of all ages and cultural backgrounds to experience arts and cultural activities and explore their creativity. Some of our surplus municipal properties could be dedicated to arts and cultural centres while we encourage other levels of government to do likewise.

#### Policies

1. A full range of arts and cultural activities, from community-based endeavours to nationally prominent institutions, will be promoted and supported in Toronto to express the cultural diversity of our communities.
2. The arts and cultural community will have access to City owned facilities and properties, including surplus properties, for non-profit



community arts performance venues, arts education and training programs, studio, rehearsal, storage and administrative space.

3. The inclusion of new, not-for-profit arts and cultural facilities in development will be promoted through development incentives and public initiatives.
4. The arts and cultural community will be encouraged to participate in local design and beautification efforts.
5. Concentrations of cultural activities will be promoted to create arts districts and corridors that can collectively draw visitors and revitalize communities.
6. Cultural industries and employment are significantly clustered within the *King Spadina Secondary Plan* area, *King Parliament Secondary Plan* area and the Liberty Village Area of the *Garrison Common North Secondary Plan*. Non-residential floor space associated with cultural industries in these areas will be preserved or expanded for cultural industry uses.

The City's *Culture Plan* will position Toronto as a "Creative City", a leading international culture capital. The Official Plan policies support these efforts.

### Cultural Industries

Cultural industries have their origin in individual creativity, skill and talent and have a potential for wealth and job creation through the generation and advancement of intellectual property, including: design, broadcasting, film video and photography, music and the visual and performing arts, publishing, software, computer games and electronic publishing.

## 3.5.3 THE FUTURE OF RETAILING

The pattern of retail activity in Toronto has evolved over time and includes a full spectrum of convenience stores in neighbourhoods, traditional "main street" shopping streets, small plazas, large shopping malls, big box stores and specialty retail districts like Yorkville that are also tourist destinations. The retail sector has seen some dramatic shifts in the past 30 years and there is every reason to believe that the next three decades will see more change. The Plan therefore provides the flexibility for owners and operators of retail properties to adapt to changing circumstances. The population of Toronto is going to grow and the retail sector will continue to evolve to serve that growth. The Plan provides for the continued evolution of the retail sector to serve the growing population in different forms and settings. However, as the population of Toronto grows and our land base remains the same, it is essential to make the best use of available land with retail provided within multi-storey buildings with less emphasis on surface parking.

Regardless of scale or location, it is important for retail development to provide a high quality public realm and private setting with improved public amenities, and to develop in a form that fits with the existing and planned context of the immediate and surrounding areas.

As retail grows in some areas, it may close in others. The impact of the loss of retail commercial space as a result of redevelopment could, in some instances, negatively affect local residents. They may face longer trips, the loss of walkable shopping options, or the loss of an informal meeting place. In other cases the lost retail space may hardly be missed. Its closure may follow underperformance of the space as a result of changes in shopping patterns or demographics in its local market.



Traditional main street shopping



Shopping malls continue to expand and update to keep pace with consumer demands

Development applications and local area studies should address the potential impact of the loss of retail space that serves the daily needs of the local community and consider possible mitigation, including providing replacement retail space as part of the new development. This assessment should consider whether residents will have good access to convenience shopping for essential needs such as food and pharmaceuticals. The replacement of retail space needs to be part of the overall evaluation. At the same time any new retail space should be commercially viable if it is to be included in the new development, and in some circumstances it may make sense to provide the replacement space in addition to the amount of space for other uses that would be needed to make the development viable.

Many plazas, malls and arterial roads which previously had permissions for only commercial uses are designated as *Mixed Use Areas* to permit residential uses as an alternative to, or to support, existing retail space and to implement the reurbanization goals of this Plan. Major shopping centres can continue to expand for retail purposes or develop as areas of mixed use.

### Policies

1. A strong and diverse retail sector will be promoted by:
  - a) permitting a broad range of shopping opportunities for local residents and employees in a variety of settings;
  - b) supporting specialty retailing opportunities that attract tourists to, and residents of, the Greater Toronto Area;
  - c) encouraging and supporting effective business associations in retailing areas;
  - d) supporting retail opportunities in a form that promotes pedestrian and transit use; and
  - e) encouraging stores selling fresh food in areas currently lacking pedestrian access to fresh food.
2. To support the public realm and built form objectives of this Plan, development applications and local area studies that include retail uses are encouraged to provide:
  - a) retail development of a type, density and form that is compatible with the existing and planned context of the area;
  - b) retailing in more intensive formats; and
  - c) connections to the PATH system in the *Downtown* and other grade separated public walkways associated with subways which complement and extend the system of public streets.
3. Street related retail at the base of larger developments with a fine grain of entrances and/or articulation of storefronts should be provided in *Centres*, on streets adjacent to higher order transit, on *Avenues*, and on important pedestrian streets to promote pedestrian use. Where existing retail buildings have been set back with parking between the building and the public street or sidewalk, new street-related retail infill development is encouraged to be constructed adjacent to the public sidewalk to promote pedestrian and transit use.

Downtown Toronto's retail concentration is the most important and largest in the entire GTA. Indeed, at seven per cent of regional sales, the level of retail activity in the Downtown is extraordinarily high by North American standards - Toronto's Downtown places third behind New York (Manhattan) at eleven per cent and downtown Chicago at nine per cent.

*The Future of Downtown Toronto, June 2000*

4. Retail development on large sites should be designed to promote street related retail, promote pedestrian and transit use and limit traffic impacts on existing neighbourhoods and employment uses by:
  - a) dividing the large site with public streets, private streets, lanes and/or shared driveways, where appropriate, to create appropriately scaled development blocks;
  - b) providing safe and comfortable pedestrian connections between the retail stores, the parking areas and the public sidewalks at the edge of the site;
  - c) providing safe and comfortable pedestrian connections between retail developments on adjacent sites;
  - d) locating and designing development to frame and support the public realm; and
  - e) facilitating the continuation of existing retail and service uses, such as through phasing of the redevelopment, where appropriate.
5. In order to provide local opportunities for small businesses and maintain the safety, comfort and amenity of shopping areas, zoning regulations for ground floor commercial retail uses in new buildings in new neighbourhoods or in *Mixed Use Areas* along pedestrian shopping strips where most storefronts are located at or near the streetline, may provide for a maximum store or commercial unit size and minimum first-storey height based on the following considerations:
  - a) the prevailing sizes of existing stores and commercial units in the area;
  - b) other indicators of opportunities for small business, such as vacancies in existing stores and commercial units;
  - c) the provision of a range of store and commercial unit sizes to meet the range of local needs including day-to-day convenience shopping and other household goods and services;
  - d) the potential for the building design, particularly the street façade, to address the safety, comfort and amenity of the shopping area, including potential impact of large vacant stores; and
  - e) the prevailing policies of any applicable Heritage Conservation District Plans.
6. Applications that propose to redevelop retail uses that serve the daily needs of the local community in *Mixed Use Areas*, *Apartment Neighbourhoods* or *Neighbourhoods* will demonstrate, as part of a planning rationale, the amount and location of replacement retail space required to serve the daily needs of the local community, including access to fresh food and convenience needs.

### The Local Community

When assessing the potential impacts of the loss of commercial space on the local community, a key consideration is that residents should have good access to shopping to meet their convenience needs. At the same time, it must also be recognized that the market areas of convenience retail uses vary across the City depending on the local transportation framework. Consequently, the local community being assessed will be larger in areas where lower densities still require extensive auto use to shop for convenience needs. In the post-war suburbs this may include the area within about two kilometres of the space being lost (based on the observation that most residents within the City live within two kilometres of a supermarket larger than 20,000 square feet).

On the other hand, in areas where walking is a viable or necessary means to shop for convenience needs, the local community will be smaller. Walking to shop may be more viable in high density areas or those with pedestrian shopping streets. In areas with higher proportions of seniors or low income residents, walking to shop may be necessary.



**TORONTO**

# OFFICIAL PLAN

## CHAPTER FOUR – **LAND USE DESIGNATIONS**

### 4. LAND USE DESIGNATIONS

Land use designations are among the Official Plan's key implementation tools for achieving the growth strategy set out in Chapter Two – to direct major growth to some parts of the City and away from others. Each land use designation establishes the general uses that are provided for in each designation. Together, they describe where housing can be built, where stores, offices and industry can locate and where a mix of uses is desired. The land uses provided for in each designation are generalized, leaving it to the Zoning By-law to prescribe the precise numerical figures and land use permissions that will reflect the tremendous variety of communities across the City. The development criteria set out in this chapter for the various land use designations are critical considerations that apply when development proposals are evaluated, but they do not constitute the only considerations. All of the policies of the Plan apply when evaluating development proposals.

A new comprehensive Zoning By-law will be the key regulatory instrument that implements the Official Plan policies and provides regulations and standards that shape the City's built form and land use. The Zoning By-law will create a framework of regulatory certainty, consistency and clarity. The Zoning By-law regulations will be carefully balanced to identify the commonalities and recognize the differences of the City's various neighbourhoods.

#### Designations that Reinforce Existing Physical Character

Four land use designations shown on the Plan's land use maps, *Neighbourhoods*, *Apartment Neighbourhoods*, *Parks and Open Space Areas* and *Utility Corridors*, will help to protect and reinforce the existing physical character of these areas.

Toronto's hundreds of low scale residential neighbourhoods, with their distinctive character, together with local institutions, retail and services that serve their populations, are prized by residents. These *Neighbourhoods*, as well as the *Apartment Neighbourhoods*, composed largely of apartment buildings and differentiated because of the scale of buildings, share the objectives for contextual stability, better amenities and environmental sustainability.

Our extensive network of parks, valleys, watercourses and natural areas across the City, captured by the *Parks and Open Space Areas* designation, are to be protected and improved to provide respite, recreation, ecological and hydrological functions and beauty for a growing City.

Finally, the *Utility Corridors* designation is placed on the hydro and rail corridors to preserve the central nervous system of the City – distributing heat, light, power, people and goods throughout the City.

#### Designations for Growth

Four land use designations distribute most of the increased jobs and population anticipated by the Plan's growth strategy: *Mixed Use Areas*, *Employment Areas*, *Regeneration Areas* and *Institutional Areas*.





Many of the properties within *Downtown*, the *Centres* and along the *Avenues* are designated *Mixed Use Areas*, encouraging a broad range of commercial, residential, institutional and open space uses. Flexibility is provided for future redevelopment in these areas to accommodate increases in population and jobs along transit lines.



Toronto's industrial districts and suburban office parks are designated *Employment Areas*, reflecting the broad objective of retaining our *Employment Areas* as places of business and developing and intensifying job growth within these areas, especially those areas that can be reached by transit. Another location for future job growth for a maturing City and region are *Institutional Areas*, where our hospitals, university and college campuses, and key government centres can reinforce the new economy linkages needed to sustain Toronto's economic future.

The *Regeneration Areas* designation is applied to areas with significant vacant lands and/or buildings and in need of revitalization as a means of fostering growth and physical change. *Regeneration Areas* policies will attract investment, fill the buildings and bring new life to the streets.

## 4.1 NEIGHBOURHOODS

Toronto's hundreds of *Neighbourhoods* contain a full range of residential uses within lower scale buildings, as well as parks, schools, local institutions and small-scale stores and shops serving the needs of area residents. Lower scale residential buildings in Toronto's *Neighbourhoods* consist of detached houses, semi-detached houses, duplexes, triplexes and various forms of townhouses as well as interspersed walk-up apartments with or without elevators that are four storeys or less.

Over the past half-century, scattered high-rise apartment buildings were constructed in the midst of otherwise low scale residential neighbourhoods. The existing higher scale apartments are recognized but no new ones are permitted in areas designated as *Neighbourhood*.

More recently, as the economy has changed, thousands of Torontonians have begun working from their homes, creating valuable economic activity, enhancing safety by providing "eyes on the street", and reducing trips to work. These home occupations are provided for in *Neighbourhoods* across the City.

Historical development patterns have also added to the variety of local educational uses in *Neighbourhoods*. Policies regarding the suitable integration of schools within the context of *Neighbourhoods* are an important consideration for ensuring quality of life.

### Policies

1. *Neighbourhoods* are considered physically stable areas made up of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes and townhouses, as well as interspersed walk-up apartments that are no higher than four storeys. Parks, low scale local institutions, home occupations, cultural and recreational facilities and small-scale retail, service and office uses are also provided for in *Neighbourhoods*.

Low scale local institutions play an important role in the rhythm of daily life in *Neighbourhoods* and include such uses as: schools, places of worship, community centres, libraries, day nurseries and private home daycare, seniors and nursing homes and long-term care facilities, public transit facilities, utility and telecommunications installations, and public services and facilities provided by the local, provincial and federal governments.

2. Schools will provide open space for outdoor student activities and landscaping and will be designed and operated to limit noise, privacy and traffic impacts on neighbouring residents.
3. Small-scale retail, service and office uses are permitted on properties in *Neighbourhoods* that legally contained such uses prior to the approval date of this Official Plan. New small-scale retail, service and office uses that are incidental to and support *Neighbourhoods* and that are compatible with the area and do not adversely impact adjacent residences may be permitted through an amendment to the Zoning By-law, where required, on major streets shown on Map 3, with the exception of portions of streets which have reversed lot frontages. To maintain the residential amenity of *Neighbourhoods*, new small-scale retail, service and office uses will:
  - a) serve the needs of area residents and potentially reduce local automobile trips;
  - b) have minimal noise, parking or other adverse impacts upon adjacent or nearby residents; and
  - c) have a physical form that is compatible with and integrated into the *Neighbourhood*.
4. Apartment buildings legally constructed prior to the approval date of this Official Plan are permitted in *Neighbourhoods*.



### Development Criteria in Neighbourhoods

The stability of our *Neighbourhoods*' physical character is one of the keys to Toronto's success.

While communities experience constant social and demographic change, the general physical character of Toronto's residential *Neighbourhoods* endures. Physical changes to our established *Neighbourhoods* must be sensitive, gradual and "fit" the existing physical character. A key objective of this Plan is that new development respect and reinforce the general physical patterns in a *Neighbourhood*.



Scattered throughout many *Neighbourhoods* are properties that differ from the prevailing patterns of lot size, configuration and orientation. Typically, these lots are sites of former non-residential uses such as an industry, institution, retail stores, a utility corridor, or are lots that were passed over in the first wave of urbanization. In converting these sites to residential uses, there is a genuine opportunity to add to the quality of *Neighbourhood* life by filling in the “gaps” and extending streets and paths. Due to the site configuration and orientation, it is often not possible or desirable to provide the same site standards and pattern of development in these infill projects as in the surrounding *Neighbourhood*. Special infill criteria are provided for dealing with the integration of new development for these sites, and for intensification on existing apartment sites in *Neighbourhoods*.



5. Development in established *Neighbourhoods* will respect and reinforce the existing physical character of each geographic neighbourhood, including in particular:
  - a) patterns of streets, blocks and lanes, parks and public building sites;
  - b) prevailing size and configuration of lots;
  - c) prevailing heights, massing, scale, density and dwelling type of nearby residential properties;
  - d) prevailing building type(s);
  - e) prevailing location, design and elevations relative to the grade of driveways and garages;
  - f) prevailing setbacks of buildings from the street or streets;
  - g) prevailing patterns of rear and side yard setbacks and landscaped open space;
  - h) continuation of special landscape or built-form features that contribute to the unique physical character of the geographic neighbourhood; and
  - i) conservation of heritage buildings, structures and landscapes.

The geographic neighbourhood for the purposes of this policy will be delineated by considering the context within the *Neighbourhood* in proximity to a proposed development, including: zoning; prevailing dwelling type and scale; lot size and configuration; street pattern; pedestrian connectivity; and natural and human-made dividing features. Lots fronting onto a major street shown on Map 3 and designated *Neighbourhoods* are to be distinguished from lots in the interior of the block adjacent to that street in accordance with Policy 6 in order to recognize the potential for a more intense form of development along major streets to the extent permitted by this Plan.

The physical character of the geographic neighbourhood includes both the physical characteristics of the entire geographic area in proximity to the proposed development (the broader context) and the physical characteristics of the properties that face the same street as the proposed development in the same block and the block opposite the proposed development (the immediate context). Proposed development within a *Neighbourhood* will



be materially consistent with the prevailing physical character of properties in both the broader and immediate contexts. In instances of significant difference between these two contexts, the immediate context will be considered to be of greater relevance. The determination of material consistency for the purposes of this policy will be limited to consideration of the physical characteristics listed in this policy.

In determining whether a proposed development in a *Neighbourhood* is materially consistent with the physical character of nearby properties, only the physical character of properties within the geographic neighbourhood in which the proposed development is to be located will be considered. Any impacts (such as overview, shadowing, traffic generation, etc.) of adjacent, more intensive development in another land use designation, but not merely its presence or physical characteristics, may also be considered when assessing the appropriateness of the proposed development.

Lots fronting onto a major street, and flanking lots to the depth of the fronting lots, are often situated in geographic neighbourhoods distinguishable from those located in the interior of the *Neighbourhood* due to characteristics such as:

- different lot configurations;
- better access to public transit;
- adjacency to developments with varying heights, massing and scale; or
- direct exposure to greater volumes of traffic on adjacent and nearby streets.

In those neighbourhoods, such factors may be taken into account in the consideration of a more intense form of development on such lots to the extent permitted by this Plan.

The prevailing building type and physical character of a geographic neighbourhood will be determined by the most frequently occurring form of development in that neighbourhood. Some *Neighbourhoods* will have more than one prevailing building type or physical character. The prevailing building type or physical character in one geographic neighbourhood will not be considered when determining the prevailing building type or physical character in another geographic neighbourhood.

While prevailing will mean most frequently occurring for purposes of this policy, this Plan recognizes that some geographic neighbourhoods contain a mix of physical characters. In such cases, the direction to respect and reinforce the prevailing physical character will not preclude development whose physical characteristics are not the most frequently occurring but do exist in substantial numbers within the geographic neighbourhood, provided that the physical characteristics of the proposed development are materially consistent with the physical character of the geographic neighbourhood and already have a significant presence on properties located in the immediate context or abutting the same street in the immediately adjacent block(s) within the geographic neighbourhood.

### Prevailing Building Types and Lot Patterns

Many zoning by-laws currently permit only single detached houses. The type of dwellings permitted varies among geographic neighbourhoods and these detailed residential use lists are contained in the established zoning by-laws, which will remain in place and establish the benchmark for what is to be permitted in the future. If, for example, an existing zoning by-law permits only single detached houses in a particular geographic neighbourhood and the prevailing building type in that neighbourhood is single detached dwellings, then the Plan's policies are to be interpreted to allow only single detached dwellings in order to respect and reinforce the established physical character of the neighbourhood, except where the infill development policies of Section 4.1.9 would be applicable. While most *Neighbourhoods* will have one prevailing building type, some may have more. For example, multiples may prevail at the edge, along major streets, while singles prevail in the interior, along local roads.

Policies 4.1.9 and 4.1.10 are not to be interpreted so as to encourage, facilitate or justify the assembly of lots within a geographic neighbourhood that adhere to the prevailing lot pattern in that neighbourhood for the purpose of intensification.



Development of a less intensive building type than that which already exists in the immediate context will be permitted in all geographic neighbourhoods.

No changes will be made through rezoning, minor variance, consent or other public action that are out of keeping with the overall physical character of the entire *Neighbourhood*.

Except for apartment buildings and larger townhouse developments with common underground garages, driveways to below-grade garages that are integral to residences will be discouraged.

6. Where a more intense form of development than the prevailing building type has been approved on a major street in a *Neighbourhood*, it will not be considered when reviewing prevailing building type(s) in the assessment of development proposals in the interior of the *Neighbourhood*.
7. Proposals for intensification of land on major streets in *Neighbourhoods* are not encouraged by the policies of this Plan. Where a more intense form of residential development than that permitted by existing zoning on a major street in a *Neighbourhood* is proposed, the application will be reviewed in accordance with Policy 5, having regard to both the form of development along the street and its relationship to adjacent development in the *Neighbourhood*.
8. Zoning by-laws will contain numerical site standards for matters such as building type and height, density, lot sizes, lot depths, lot frontages, parking, building setbacks from lot lines, landscaped open space and any other performance standards to ensure that new development will be compatible with the physical character of established residential *Neighbourhoods*.
9. In established *Neighbourhoods*, infill development on properties that vary from the local pattern in terms of lot size, configuration and/or orientation will:
  - a) have heights, massing and scale that are respectful of those permitted by zoning for nearby residential properties, while taking into account the existing form of development on the infill property;
  - b) have setbacks from adjacent residential properties and public streets that are proportionate to those permitted by zoning for adjacent residential properties, while taking into account the existing form of development on the infill property;
  - c) provide adequate privacy, sunlight and sky views for occupants of new and existing buildings by ensuring adequate distance and separation between building walls and using landscaping, planting and fencing to enhance privacy where needed;
  - d) front onto existing or newly created public streets wherever possible, with no gates limiting public access;
  - e) provide safe, accessible pedestrian walkways from public streets; and
  - f) locate, screen and wherever possible enclose service areas and garbage storage and parking, including access to any underground parking, so as to minimize the impact on existing and new streets and on residences.



10. Residential infill development applications on properties that vary from the local pattern in terms of lot size, configuration and/or orientation as a result of the assembly of lots that previously had adhered to the local pattern will be evaluated applying Policy 5. In all other situations where residential infill development can replicate the existing prevailing lot pattern, Policy 5 and/or Policy 9 will be applied to evaluate development applications. The applicable policy will be determined based on the evaluation of the development application and having regard for potential impacts on other properties within the *Neighbourhood*.
11. Where development is proposed on a site with an existing apartment building in *Neighbourhoods*, the new development must be grade-related and must also meet the criteria regarding infill development in *Apartment Neighbourhoods*.

## 4.2 APARTMENT NEIGHBOURHOODS

Rental apartment and condominium buildings already contain almost half of the dwelling units in Toronto at the millennium. Many of these buildings are clustered in areas already developed as apartment neighbourhoods. In these established *Apartment Neighbourhoods*, improving amenities, accommodating sensitive infill, where it can improve the quality of life and promoting environmental sustainability are key considerations. Residents in *Apartment Neighbourhoods* should have a high quality urban environment, safety, quality services and residential amenities.

*Apartment Neighbourhoods* are distinguished from low-rise *Neighbourhoods* because a greater scale of buildings is permitted and different scale-related criteria are needed to guide development. While built up *Apartment Neighbourhoods* are stable areas of the City where significant growth is not anticipated on a city-wide basis, opportunities exist for additional townhouses or apartments on underutilized sites, including new rental housing. This Plan sets out criteria to evaluate these situations.

On smaller sites infill opportunities in *Apartment Neighbourhoods* can be as simple as a building addition or a new building on an underutilized part of the lot, such as a surface parking lot. On larger sites, infill opportunities may require planning for new and extended public realm including new streets or shared driveways, and may require preserving significant existing landscape and recreation features as part of integrating older apartments with new development in a manner that improves the quality of life for all.

Development in *Apartment Neighbourhoods* may also include redevelopment of underutilized or vacant sites. This Plan sets out criteria to evaluate these situations.



## Policies

1. *Apartment Neighbourhoods* are made up of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents. All land uses provided for in the *Neighbourhoods* designation are also permitted in *Apartment Neighbourhoods*.

## DEVELOPMENT CRITERIA IN APARTMENT NEIGHBOURHOODS

2. Development in *Apartment Neighbourhoods* will contribute to the quality of life by:
  - a) locating and massing new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing setbacks from, and/or a stepping down of heights towards, lower-scale *Neighbourhoods*;
  - b) locating and massing new buildings so as to adequately limit shadow impacts on properties in adjacent lower-scale *Neighbourhoods*, particularly during the spring and fall equinoxes;
  - c) locating and massing new buildings to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
  - d) including sufficient off-street motor vehicle and bicycle parking for residents and visitors;
  - e) locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences;
  - f) providing indoor and outdoor recreation space for building residents in every significant multi-unit residential development;
  - g) providing ground floor uses that enhance the safety, amenity and animation of adjacent streets and open spaces; and
  - h) providing buildings that conform to the principles of universal design, and wherever possible contain units that are accessible or adaptable for persons with physical disabilities.
3. Although significant growth is not intended within developed *Apartment Neighbourhoods* on a city-wide basis, compatible infill development may be permitted on a site within a developed *Apartment Neighbourhood* with one or more existing apartment buildings which improves the existing site conditions by means such as:
  - a) meeting the development criteria set out in Section 4.2.2;
  - b) being compatible with the scale, including height and massing, of the existing apartment building(s) on and adjacent to the site;
  - c) providing separation distances between buildings on and adjacent to the site so as to achieve adequate sunlight and privacy;
  - d) maintaining or replacing and improving indoor and outdoor residential amenities on the site, including, where achievable, equipping and managing indoor and outdoor amenity space to encourage use by residents;
  - e) improving upon the quality of landscaped open space and

outdoor amenity space for new and existing residents, including the preservation or replacement of significant landscape features and walkways and creating such features where they did not previously exist;

- f) providing adequate on-site structured shared vehicular parking for both new and existing development;
- g) consolidating and where achievable, relocating parking and servicing areas where they are not visible from streets, parks and landscaped open spaces;
- h) placing parking ramps within the building where achievable;
- i) providing all residents, including existing residents with access to the community benefits where additional height and/or density is permitted and community benefits are provided pursuant to Section 5.1.1 of this Plan;
- j) providing privacy and areas of landscaped open space, and maintaining adequate sunlight to units, outdoor amenity spaces and open spaces, for both new and existing residents;
- k) organizing development on the site to frame streets, parks and open spaces at good proportion, providing adequate skyviews from the public realm, and creating safe and comfortable open spaces;
- l) promoting grade-related dwellings at the edge of public streets, parks and landscaped open spaces where achievable, that front onto and provide pedestrian entrances from those public spaces, and provide a generous pedestrian realm adjacent to public streets;
- m) promoting, on the lower floors of midrise and tall apartment buildings, grade-related units with front gardens, stoops and porches that take direct access from public sidewalks, accessible open spaces and park edges;
- n) improving pedestrian access to the buildings from public sidewalks and through the site;
- o) minimizing curb cuts;
- p) improving waste storage and waste diversion facilities including enclosure of outdoor waste storage areas and enclosed waste storage facilities within a building where achievable;
- q) providing needed improvements, renovations and retrofits to the existing rental housing to extend the life of the existing building(s) that are to remain; and
- r) encouraging improved energy and water efficiency in existing buildings through renovations, retrofits and changes to management practices.

Any application for infill development on a site containing one or more existing apartment building(s) will be considered in the context of these evaluative criteria, and other relevant policies of this Plan. A discussion of how the development addresses these criteria should be included in any Planning Rationale Report accompanying the application.

4. Infill development may be permitted on a site within a developed *Apartment Neighbourhood* that creates a horizontal addition to an existing apartment building provided:

- a) the development meets the criteria set out in Section 4.2.2 and is considered in the context of the evaluative criteria in Section 4.2.3;
- b) the horizontal addition, which should be low-rise or mid-rise in form, will:
  - i. frame and support existing and new streets and parks and open spaces;
  - ii. promote grade-related dwellings with direct access from adjacent streets or mid-block pedestrian connections;
  - iii. adequately limit shadows on the site, the adjacent public realm and nearby properties;
  - iv. improve pedestrian access to the existing residential building;
  - v. provide improved landscaped open space and amenity space for new and existing residents;
  - vi. mitigate wind effects and improve the safety and attractiveness of the public realm, the property and surrounding properties; and
  - vii. provide setbacks from adjacent streets, parks or other public lands that reflect the existing context and are, at a minimum, sufficient in order to maintain privacy, provide space for pedestrian amenities and landscaping, and promote grade-related dwellings at the edge of streets and parks.

While a horizontal addition should be low-rise or mid-rise in form, an addition in the form of a tall building may also be considered and will also meet the criteria set out in a) and b) above.

- 5. Infill development may be permitted on a site within a developed *Apartment Neighbourhood* that creates an addition on top of an existing apartment building provided the vertical addition:
  - a) meets those criteria set out in Section 4.2.2 that can be addressed by the development of a vertical addition only, and will be considered in the context of the evaluative criteria in Section 4.2.3;
  - b) is sufficiently stepped back from the edges of the existing building roof where required in order to minimize the visual bulk of the additional building mass from the street, adjacent parks, open spaces and mid-block pedestrian connections, minimize the loss of skyview and mitigate additional wind effects at ground level;
  - c) does not have projecting balconies that contribute to an undesirable visual bulk, reduce skyview and/or increase wind effects at ground level; and
  - d) creates minimal additional shadows on the public realm and nearby properties.
- 6. On larger sites which have the opportunity for more than one new building, a framework of additional public streets, shared driveways, new parkland and shared open space may be required to create infill development that meets the objectives of this Plan.

### 4.3 PARKS AND OPEN SPACE AREAS

Toronto's many parks and open spaces offer residents, workers and visitors a range of experiences – everything from the extensive urban wilderness of the Rouge National Urban Park to the urbanity and intimacy of the community parks that are scattered throughout the city's neighbourhoods. The *Parks and Open Space Areas* in our city are the places where we can take a break from the bustle of city life, participate in a sporting activity, or play an informal game of frisbee with friends on a Sunday afternoon. They contain many of the City's natural habitat areas, recreation trails, stormwater management facilities and include some privately owned lands which adjoin a ravine or the waterfront.



#### Policies

1. *Parks and Open Space Areas* are the parks and open spaces, valleys, watercourses and ravines, portions of the waterfront, golf courses and cemeteries that comprise a *Green Space System* in Toronto. They comprise the areas shown on Maps 13-23 shown as *Natural Areas*, *Parks* and *Other Open Space Areas*.
2. Development is generally prohibited within *Parks and Open Space Areas* except for recreational and cultural facilities, conservation projects, cemetery facilities, public transit and essential public works and utilities where supported by appropriate assessment. Hydro uses will have primacy of use on those lands identified as hydro corridors on Maps 13-23.
3. The areas shown as *Natural Areas* on Maps 13-23 will be maintained primarily in a natural state, while allowing for:
  - a) compatible recreational, cultural and educational uses and facilities that minimize adverse impacts on natural features and functions; and
  - b) conservation projects, public transit, public works and utilities for which no reasonable alternatives are available, that are designed to have only minimal adverse impacts on natural features and functions, and that restore and enhance existing vegetation and other natural heritage features.
4. The areas shown as *Parks* on Maps 13-23 will be used primarily to provide public parks and recreational opportunities.
5. The areas shown as *Other Open Space Areas* on Maps 13-23 will be used primarily for golf courses, cemeteries, and open spaces associated with utilities and other specialized uses and facilities.



#### Development Criteria in Parks and Open Space Areas

6. Any development provided for in *Parks and Open Space Areas* will:
  - a) protect, enhance or restore trees, vegetation and other natural heritage features and maintain or improve connectivity between natural heritage features;
  - b) preserve or improve public visibility and access, except where access will damage sensitive natural heritage features or areas, or unreasonably restrict private property rights;





- c) maintain, and where possible create linkages between parks and open spaces to create continuous recreational corridors;
  - d) maintain or expand the size and improve the usability of publicly owned *Parks and Open Space Areas* for public parks, recreational and cultural purposes;
  - e) respect the physical form, design, character and function of *Parks and Open Space Areas*; and
  - f) provide comfortable and safe pedestrian conditions.
7. *Parks and Open Space Areas* that are privately owned are not necessarily open to the general public nor intended to be purchased by the City. If an application is made to develop such lands and the City or a public agency does not wish to purchase them to extend the public open space system, the application will be considered on the basis of its consistency with the policies of this Plan.
  8. The sale or disposal of publicly owned lands in *Parks and Open Space Areas* is discouraged and no City owned lands in *Parks and Open Space Areas* will be sold or disposed of. However, City owned land in *Parks and Open Space Areas* may be exchanged for other nearby land of equivalent or larger area and comparable or superior green space utility.

## 4.4 UTILITY CORRIDORS



*Utility Corridors* play a vital role in the City as corridors for the transmission of energy, communication and the movement of people and goods. *Utility Corridors* mainly consist of rail and hydro rights-of-way. These linear corridors are a defining element of the landscape fabric of the City and many of these corridors also serve important local functions as parkland, sport fields, pedestrian and cycling trails and transit facilities. These corridors should be protected for future public transit routes and linear parks and trails.

From time to time, active hydro and rail corridors may be decommissioned and the lands declared surplus. Although often narrow, there are many opportunities for reuse of hydro and rail corridors. When corridors are declared surplus every effort should be made to secure *Utility Corridors* for a variety of public uses.



### Policies

1. *Utility Corridors* are hydro and rail corridors primarily used for the movement and transmission of energy, information, people and goods.
2. Hydro corridors are used primarily for the transmission of energy. They may also be used for secondary purposes such as parks, pedestrian and bicycle trails, agriculture, parking lots, open storage, essential public services, stormwater management ponds, public transit facilities and garden centres with temporary

buildings. Secondary uses in hydro corridors will:

- a) be compatible with the primary use of the corridor and the existing and proposed use of adjacent lands in terms of environmental hazard, visual impacts, grading and site drainage;
  - b) protect for potential road and public transit corridors, where appropriate; and
  - c) protect for an open space corridor link to develop or extend pedestrian or bicycle trails, where appropriate.
3. Linear rail corridors are used primarily for the movement of people and goods. In the event they are no longer required for rail use, they will be protected for future use as public transportation routes, bicycle and pedestrian trails and telecommunications and electrical corridors, where appropriate.
  4. Where *Utility Corridors* are declared surplus, they may be acquired or leased by the City or other public agencies for public services and amenities, such as public transportation routes, bicycle and pedestrian trails, community and allotment gardens, linear parks and open space or shared parking facilities.
  5. Where appropriate, development or redevelopment on lands nearby or adjacent to *Utility Corridors* will:
    - a) protect for access to any potential bicycle and pedestrian trail or park and open space, and provide access where such a recreation facility exists; and
    - b) screen and secure the property edge through such measures as setbacks, fencing, site grading, berms, landscaping, building treatment and construction techniques.
  6. Protection, enhancement or restoration of the natural heritage system within *Utility Corridors* will be pursued wherever possible, as shown on Map 9.

## 4.5 MIXED USE AREAS

*Mixed Use Areas* achieve a multitude of planning objectives by combining a broad array of residential uses, offices, retail and services, institutions, entertainment, recreation and cultural activities, and parks and open spaces. Torontonians will be able to live, work, and shop in the same area, or even the same building, giving people an opportunity to depend less on their cars, and create districts along transit routes that are animated, attractive and safe at all hours of the day and night.

*Mixed Use Areas* will absorb most of the anticipated increase in retail, office and service employment in Toronto in the coming decades, as well as much of the new housing. The proportion of commercial and residential uses will vary widely among *Mixed Use Areas*. For example, office and retail uses will continue to be paramount in the *Financial District*, but much of the new development along the *Avenues* will have a residential emphasis.



Not all *Mixed Use Areas* will experience the same scale or intensity of development. The highest buildings and greatest intensity will typically occur *Downtown*, particularly in the *Financial District*. The *Centres* will develop at differing scales and densities, set out in their respective Secondary Plans and zoning by-laws, reflecting the context of their surroundings and transportation infrastructure. Development along the *Avenues* will generally be at a much lower scale than in the *Downtown* and most often at a lower scale than in the *Centres*.

### Policies

1. *Mixed Use Areas* are made up of a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities.

### DEVELOPMENT CRITERIA IN MIXED USE AREAS

2. In *Mixed Use Areas* development will:
  - a) create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
  - b) provide for new jobs and homes for Toronto's growing population on underutilized lands in the *Downtown and Central Waterfront*, *Centres*, *Avenues* and other lands designated *Mixed Use Areas*, creating and sustaining well-paid, stable, safe and fulfilling employment opportunities for all Torontonians;
  - c) locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale *Neighbourhoods*;
  - d) locate and mass new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes;
  - e) locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
  - f) provide an attractive, comfortable and safe pedestrian environment;
  - g) have access to schools, parks, community centres, libraries and childcare;
  - h) take advantage of nearby transit services;
  - i) provide good site access and circulation and an adequate supply of parking for residents and visitors;
  - j) locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences;
  - k) provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development;
  - l) provide opportunities for energy conservation, peak demand reduction, resilience to power disruptions and small local integrated energy solutions that incorporate renewables, district

## CHAPTER FOUR

- energy, combined heat and power or energy storage; and
  - m) provide opportunities for green infrastructure including tree planting, stormwater management systems and green roofs.
3. Large scale, stand-alone retail stores and/or “power centres” are not permitted in *Mixed Use Areas* within the *Central Waterfront*, and *Downtown*, and are permitted only through a zoning by-law amendment in other *Mixed Use Areas*. Where permitted new large scale, stand-alone retail stores and/or “power centres” will ensure that:
    - a) sufficient transportation capacity is available to accommodate the additional traffic generated by the development, resulting in an acceptable volume of traffic on adjacent and nearby streets; and
    - b) the function and amenity of the area for businesses and residents and the economic health of nearby shopping districts are not adversely affected.
  4. Existing large scale, stand-alone retail stores and/or “power centres” legally established prior to the approval date of this Official Plan in *Mixed Use Areas* are permitted.

### 4.6 EMPLOYMENT AREAS

*Employment Areas* are places of business and economic activities vital to Toronto's economy and future economic prospects. Both *Core Employment Areas* and *General Employment Areas* are important and comprise the City's “*Employment Areas*” as defined under the Provincial Planning framework.

The majority of *Employment Areas* are designated as *Core Employment Areas* where uses identified in Policies 4.6.1 and 4.6.2 are permitted. *Core Employment Areas* are, for the most part, geographically located within the interior of *Employment Areas*. Uses that would attract the general public into the interior of employment lands and possibly disrupt industrial operations are not generally permitted in *Core Employment Areas*. Industrial trade schools are traditionally permitted in *Employment Areas* and are provided for in *Core Employment Areas*. Media facilities include uses such as, but are not limited to, production studios and establishments that manufacture printed and/or digital communications.

*General Employment Areas* are generally located on the periphery of *Employment Areas* on major roads where retail, service and restaurant uses can serve workers in the *Employment Area* and would also benefit from visibility and transit access to draw the broader public. Retail uses on the periphery of *Employment Areas* frequently serve as a buffer between industries in the interior of *Employment Areas* and nearby residential areas. In addition to all of the uses permitted in a *Core Employment Area*, the uses identified in Policy 4.6.3 are also permitted in *General Employment Areas*. Automobile dealerships are permitted as a retail and service use in a *General Employment Area*.



All types of retail are provided for in a *General Employment Areas*. However, because major retail developments have the potential for greater impacts, they may be permitted only through an amendment to this Plan and the enactment of a site specific zoning by-law by way of a City-initiated Municipal Comprehensive Review.

## Policies

### CORE EMPLOYMENT AREAS

1. *Core Employment Areas* are places for business and economic activities. Uses permitted in *Core Employment Areas* are all types of manufacturing, processing, warehousing, wholesaling, distribution, storage, transportation facilities, vehicle repair and services, offices, research and development facilities, utilities, waste management systems, industrial trade schools, media, information and technology facilities, and vertical agriculture.
2. The following additional uses are permitted provided they are ancillary to and intended to serve the *Core Employment Area* in which they are located: parks, small-scale restaurants, catering facilities, and small-scale service uses such as courier services, banks and copy shops. Small scale retail uses that are ancillary to and on the same lot as the principal use are also permitted. The Zoning By-law will establish development standards for all these uses.

### GENERAL EMPLOYMENT AREAS

3. *General Employment Areas* are places for business and economic activities generally located on the peripheries of *Employment Areas*. In addition to all uses permitted in Policies 4.6.1 and 4.6.2, permitted uses in a *General Employment Area* also include restaurants and all types of retail and service uses.
4. Fitness centres are permitted in *General Employment Areas*. Ice arenas legally established before March 26, 2018 in *General Employment Areas* are permitted.
5. New retail developments that result in the establishment of a major retail site with 6,000 square metres or more of retail gross floor area on a lot may only be permitted as the primary use in *General Employment Areas* through an amendment to this Plan and enactment of a site specific zoning by-law by way of a City-initiated Municipal Comprehensive Review if:
  - a) the property is outside of the Downtown and Central Waterfront;
  - b) the property is on a lot that fronts onto a major street as shown on Map 3; and
  - c) the following matters are addressed:
    - i. the transportation demands and impacts generated by the development, particularly upon nearby residential neighbourhoods and the *Employment Area*, are reviewed and necessary improvements and mitigation measures can be completed;
    - ii. it is demonstrated that the existing and planned function



of the *Employment Area* and any nearby *Employment Area*, including the movement of goods and employees, is not adversely affected;

- iii. it is demonstrated that the economic health and planned function of nearby retail shopping districts are not adversely affected;
  - iv. new public and private streets, as deemed to be appropriate by the City, are provided to complement the area street network and provide improved pedestrian access and amenity;
  - v. retail buildings are clearly visible and directly accessible from the sidewalks of the public and private streets; and
  - vi. parking is integrated within and/or located behind or at the side of the new building.
6. New retail developments that include one or more stores totaling 6,000 square metres or more of new retail gross floor area may only be permitted as the primary use in *General Employment Areas* through an amendment to this Plan and enactment of a site specific zoning by-law by way of a City-initiated Municipal Comprehensive Review where:
- a) all of the criteria in Policy 4.6.5 are met;
  - b) buildings that front onto a major street as shown on Map 3 are a minimum of two storeys in height; and
  - c) the majority of vehicle parking associated with the new retail is located below grade and/or in a parking structure with limited visibility from the street.

### POLICIES FOR ALL EMPLOYMENT AREAS

7. Development will contribute to the creation of competitive, attractive, highly functional *Employment Areas* by:
- a) supporting, preserving and protecting major facilities, employment uses and the integrity of *Employment Areas*;
  - b) encouraging the establishment of key clusters of economic activity with significant value-added employment and assessment;
  - c) providing a high quality public realm with a connected, easily understood, comfortable and safe network of streets, parks and accessible open spaces;
  - d) integrating the development into the public street network and systems of roads, sidewalks, walkways, bikeways and transit facilities, and establishing new segments where appropriate;
  - e) mitigating the potential negative impacts from traffic generated by development within *Employment Areas* and adjacent areas;
  - f) providing adequate parking and loading on-site;
  - g) sharing driveways and parking areas wherever possible;
  - h) avoiding parking between the public sidewalk and retail uses;
  - i) mitigating the potential adverse effects of noise, vibration, air quality and/or odour on major facilities and/or other businesses as determined by noise, vibration, air quality and/or odour studies;

### Sensitive Land Uses

For clarity and for the purpose of this Plan, the term sensitive land uses means: buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times have the potential to experience an adverse effect, due to nearby major facilities or due to emissions that may be generated by the land uses permitted by this Plan within an *Employment Area*. Sensitive land uses may be a part of the natural or built environment, principal uses or accessory/ancillary uses. Residential uses shall be considered sensitive land uses. Other examples may include, but are not limited to: daycare centres, and educational and health facilities. If the Plan permits a use in an *Employment Area*, the use is not a sensitive land use within that *Employment Area* for the purposes of this Plan, but may be a sensitive land use as defined in the Provincial Policy Statement and, if so, such land use may require noise, vibration, air quality, and/or odour studies as part of complete application.

- j) providing landscaping on the front and any flanking yard adjacent to any public street, park and open space to create an attractive streetscape, and screening parking, loading and service areas;
  - k) providing a buffer and/or mitigating adverse effects, where appropriate, to *Neighbourhoods*, *Apartment Neighbourhoods* and *Mixed Use Areas*; and,
  - l) ensuring that where zoning by-law(s) are to permit open storage and/or outdoor processing of goods and materials as accessory/ancillary uses, the open storage and/or processing is:
    - i. limited in extent;
    - ii. generally located on an area of the property where potential adverse effects on sensitive land uses, including residential uses, are mitigated;
    - iii. well screened by fencing and landscaping where viewed from adjacent streets, highways, parks and neighbouring land uses; and
    - iv. in terms of noise, vibration and emissions, not adversely affecting sensitive land uses, including residential uses, outside of *Employment Areas* where permitted or existing within the influence area of the proposed open storage and/or outdoor processing use.
8. Implementing Zoning By-law(s) will create a gradation of zones that distinguish between employment uses on the basis of their potential operations and impacts to ensure a compatibility of uses within *Employment Areas*.



## 4.7 REGENERATION AREAS

*Regeneration Areas* open up unique areas of the City to a wide array of uses to help attract investment, re-use buildings, encourage new construction and bring life to the streets. These areas are key to the Plan's growth strategy, reintegrating areas of the City that are no longer in productive urban use due to shifts in the local or global economies. In *Regeneration Areas*, commercial, residential, live/work, institutional and light industrial uses can be mixed within the same block or even the same building.

Not all *Regeneration Areas* will have the same mix of uses or development policies. Each will differ in terms of its existing built context, character of adjacent areas and market opportunities for revitalization. *Regeneration Areas* will need "tailor-made" strategies and frameworks for development, provided through a Secondary Plan. In some cases, there will be a need for extensive infrastructure improvements as in the case of the *Central Waterfront*. In other smaller *Regeneration Areas*, the road system may be in place and the emphasis will be on re-use of existing buildings and compatible infill. But, in every case *Regeneration Areas* represent a tremendous opportunity to unlock potential and help direct growth within the City.

### Policies

1. *Regeneration Areas* will provide for a broad mix of commercial, residential, light industrial, parks and open space, institutional, live/work and utility uses in an urban form to:
  - a) revitalize areas of the City that are largely vacant or underused;
  - b) create new jobs and homes that use existing roads, transit, sewers, social services and other infrastructure and create and sustain well-paid, stable, safe and fulfilling employment opportunities for all Torontonians;
  - c) restore, re-use and retain existing buildings that are economically adaptable for re-use, particularly heritage buildings and structures, through the use of incentives;
  - d) achieve streetscape improvements and the extension of the open space network; and
  - e) promote the environmental clean-up and re-use of contaminated lands.

### DEVELOPMENT CRITERIA IN REGENERATION AREAS

2. For each *Regeneration Area* a framework for new development will be set out in a Secondary Plan. Development should not proceed prior to approval of a Secondary Plan. The Secondary Plan will guide the revitalization of the area through matters such as:
  - a) urban design guidelines related to the unique character of each *Regeneration Area*;
  - b) a strategy to plan for improvements to existing parks and the acquisition of new parks and open spaces;
  - c) a green infrastructure strategy including tree planting, stormwater management systems and green roofs;
  - d) a community improvement strategy to identify and implement needed improvements to streets, sidewalks, boulevards, parks and open spaces;
  - e) a community services strategy to monitor the need for new community services and facilities and local institutions as new residents are introduced and to ensure they are provided when needed;
  - f) a heritage strategy identifying important heritage resources, conserving them and ensuring new buildings are compatible with adjacent heritage resources;
  - g) environmental policies to identify and ensure that any necessary cleanup of lands and buildings is achieved, that potential conflicts between industrial and residential, other sensitive land uses or live/work uses are mitigated, and that policies for the staging or phasing of development are considered, where necessary;
  - h) transportation policies that encourage transit, walking and cycling in preference to private automobile use and ensure the movement of people and goods as the number of businesses, employees and residents increase; and
  - i) a Community Energy Plan to address:
    - i. energy conservation, including peak demand reduction;

- ii. resilience to power disruptions; and
  - iii. small local integrated energy solutions that incorporate renewables, district energy, combined heat and power or energy storage.
3. Large scale, stand-alone retail stores and “power centres” are not permitted in *Regeneration Areas*.
  4. Existing large scale, stand-alone retail stores and “power centres” legally established prior to the approval date of this Official Plan in *Regeneration Areas* are permitted uses.

## 4.8 INSTITUTIONAL AREAS



We rely upon quality public institutions at every stage of our lives. Our schools, universities, health care facilities and public cultural facilities are major contributors to a high quality of life in our City. Local community institutions such as schools, libraries, day nurseries, nursing homes, homes for the aged, places of worship and recreation centres are woven into communities throughout the City and permitted in most designations. However, the major health, post-secondary education and governmental institutional campuses are designated as *Institutional Areas* with applicable policies.

Toronto is home to:

- hospital campuses that include some of the most advanced teaching and research hospitals in the world;
- major university and community college campuses; and
- two of the largest government employers in Canada – the Province of Ontario and the City of Toronto.



These major institutions are among the largest employers in the City and attract thousands of employees, patients, students and visitors every day. A thriving, adequately funded network of major institutions must be supported in Toronto. As the population of the GTA grows, there will be a growing demand for expansion of our hospital and post-secondary education networks. To provide for future institutional expansion, major institutions are encouraged to consider leasing rather than selling lands that are surplus to their current needs and to consider alternative public uses for those lands.

These major institutions are also home to a core concentration of research, cultural and educational institutions that are fundamental to emerging economic sectors. The clustering and interaction of our universities, hospitals and associated research facilities plays a critical role in innovation and the creation of new products and services. Major institutions need the flexibility to partner with private sector concerns to create joint research facilities, or to house private research and development facilities.

Some of Toronto's hospitals have specialties that draw patients from across Ontario. In emergency situations, patients are flown into heliports at hospitals. It is vital to protect the flight paths to these hospital heliports.

### Policies

1. *Institutional Areas* are made up of major educational, health and governmental uses with their ancillary uses, cultural, parks and recreational, religious, commercial and institutional residence facilities, including the full range of housing associated with a health institution, as well as utility uses. Our major health and educational institutions are important employers and service providers and will continue to grow to serve the needs of an increasing city and regional population.
2. Strong linkages between major institutions and the private sector for joint research, innovation and the creation of new products and services will be encouraged by:
  - a) permitting firms engaged in a joint venture with a major institution, research and development facilities and professional offices affiliated with, or in combination with major institutions, to locate in *Institutional Areas*; and
  - b) promoting the creation of "science parks" or campuses within or in the vicinity of *Institutional Areas*, outside of established *Neighbourhoods*.
3. Institutional facilities that serve a broader regional population should, wherever possible, locate close to an existing rapid transit line. Where an existing university, college or hospital campus, or major cultural institution is not directly served by rapid transit, the provision of excellent surface transit to these institutions will be pursued.
4. New buildings and structures in the vicinity of hospital heliports will be sited and massed to protect the continued use of flight paths to hospital heliports.



### Campus Plans for Universities and Colleges and Hospitals

Toronto's universities, colleges and hospitals need flexibility to develop their lands quickly according to a strategic plan when a donor or government provides the money to build. Campus development plans provide these institutions with the opportunity to identify sites for future expansion and lands surplus to campus needs. They also offer a chance to build a consensus on the form and scale of new development.

Hospitals must be allowed to grow to serve us but these expansions must be planned to minimize increases in traffic and parking on nearby neighbourhood streets and the loss of affordable housing, especially when expansions are proposed beyond the boundaries of *Institutional Areas*. In such cases, early consultation between the hospital, the City





and area residents needs to occur. Campus plans may form the basis for a Secondary Plan.

### Policies

5. Universities, colleges and hospitals will be encouraged to create campus plans in consultation with nearby communities that will:
  - a) identify heritage buildings and landscapes, accessible open spaces, natural areas and important views to be conserved and integrated;
  - b) be compatible with adjacent communities;
  - c) create visual and physical connections that integrate campuses with adjacent districts of the City;
  - d) identify the network of pedestrian routes to be maintained, extended and improved;
  - e) examine existing transportation modes and create policies and programs that emphasize the use of public transit, walking and cycling over automobile travel;
  - f) minimize traffic infiltration on adjacent neighbourhood streets;
  - g) provide bicycle parking for employees, students and visitors and sufficient off-street automobile parking;
  - h) identify development sites to accommodate planned growth and set out building envelopes for each site;
  - i) identify lands surplus to foreseeable campus needs that can be leased for other purposes;
  - j) provide opportunities for energy conservation, peak demand reduction; resilience to power disruptions; and small local integrated energy solutions that incorporate renewables, district energy, combined heat and power or energy storage; and
  - k) identify opportunities for green infrastructure including tree planting, stormwater management systems and green roofs.
6. When lands in *Institutional Areas* or the sites of major government, health care or educational institutions are declared to be surplus, the owner is encouraged to investigate the possible use of the site for an alternative suitable public institutional purpose, affordable housing or public open space, before applying to redesignate the lands for other purposes. Institutional owners of well-located parcels of surplus lands are encouraged to lease rather than sell such properties wherever possible.



**TORONTO**

# OFFICIAL PLAN

## CHAPTER FIVE – **IMPLEMENTATION: MAKING THINGS HAPPEN**

## 5. IMPLEMENTATION: MAKING THINGS HAPPEN

Plans are only as good as their implementation. This Chapter outlines a variety of tools that the City can bring to bear to make things happen, including both the traditional tools that govern plans of subdivision, zoning by-laws, minor variances, consents and demolition control and also policies that provide guidance as to the forms of municipal influence needed to fulfil this Plan's objectives. Also presented is a framework for ongoing monitoring processes that will ensure that the Plan is effective over the long term.

### 5.1 MANAGING GROWTH AND CHANGE: THE PLANNING TOOLBOX

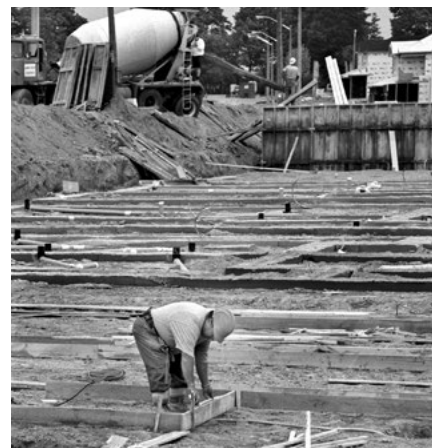
The *Planning Act* provides traditional tools that govern plans of subdivision, zoning by-laws, minor variances, consents and demolition controls. These are the basis for the day-to-day development approval process.

The *Planning Act* provides tools to help municipalities create new parks, open space and community infrastructure for the additional residents and workers that growth brings. Used thoughtfully and consistently, these mechanisms help ensure balanced growth that makes Toronto a good place to live, work and play. These tools include: alternative parkland dedication standards, height and density incentives in return for key community benefits and facilities to accompany development, holding provisions to ensure that community infrastructure is in place prior to development and site plan control to ensure that trees and landscaping are provided and that development is well designed, functional and integrated into the urban fabric.

This section of the Plan contains the required authorization and policies for these value-added tools, except for the parkland and alternative parkland dedication standards which are found with the parks acquisition policies in Chapter Three.

#### 5.1.1 HEIGHT AND/OR DENSITY INCENTIVES

Section 37 of the *Planning Act* provides one means by which the City can achieve responsible, balanced growth. The City can pass a zoning by-law to grant a height and/or density increase for a particular project that is greater than the zoning by-law would otherwise permit in return for community benefits such as: additional parkland, non-profit arts, cultural, community or child care facilities, public art, conservation



The Official Plan provides a wide range of mechanisms for achieving its city-building vision

of heritage buildings, transit improvements and purpose built rental housing. Agreements securing community benefits will promote the city-building objectives of the Official Plan and provide for the needs of the new residents, workers and local communities.

Any application for extra height and density will be evaluated on the basis of all of the policies of the Official Plan, including the development criteria for the respective designation area, the strategic Official Plan objectives in Chapter Two and the built, human and natural environment policies in Chapter Three.

This Official Plan recognizes that planning issues related to a proposed development go beyond consideration of matters necessary to support that particular development. They include consideration of appropriate amenities and services in the local community within which the development is to be located. In other words, the planning issues may go beyond appropriate built form, use, compatibility, direct impact, site planning, adequate servicing and the proper functioning of the development to include the adequacy of, for example, the green space system, community services and facilities, the bikeway network, arts and cultural facilities, the public transit system and other aspects of the public realm. These amenities and services are important in maintaining the quality of life in the City while accommodating intensification and thus may have a reasonable planning relationship to the new development.

## Policies

1. Zoning by-laws, pursuant to Section 37 of the *Planning Act*, may be enacted to permit more height and/or density for a use than is otherwise permitted by the Zoning By-law for that use in return for the provision of community benefits in the form of capital facilities to be set out in the Zoning By-law together with the related increase in height and/or density, subject to the following:
  - a) the capital facilities must bear a reasonable planning relationship to the increase in the height and/or density of a proposed development including, at a minimum, having an appropriate geographic relationship to the development and addressing planning issues associated with the development;
  - b) the development must constitute good planning, be consistent with the objectives and policies of this Plan, and comply with the built form policies and all applicable neighbourhood protection policies; and
  - c) the use of Section 37 must be contingent upon adequate infrastructure to support the development.
2. Subject to the provisions of Policy 3, an owner may elect either to develop at such increased height and/or density as may be permitted by the Official Plan in return for providing specified capital facilities in accordance with Policy 1 or else to develop in accordance with the height and density permitted by the Zoning By-law in the absence of any such increase(s). Where the owner elects to provide the capital facilities, they will be secured in one or more agreements that are registered on title to the lands.
3. Except as contemplated in Policy 5, if the applicable zoning has not been updated to implement this Plan or where a change of use is proposed, then the City will consider whether additional height and/or density beyond that permitted by the Zoning By-law for the use is warranted without recourse to Section 37 of the *Planning Act*. However, in all cases, where a Secondary Plan or area specific policy contains an explicitly stated base value from which increased height and/or density may be permitted in return for certain capital facilities, then that base value will be used instead of the density permitted by the Zoning By-law.

4. Except as contemplated in Policy 5, Section 37 may be used for development, excepting non-profit developments, with more than 10,000 square metres of gross floor area where the zoning by-law amendment increases the permitted density by at least 1,500 square metres and/or significantly increases the permitted height. Where the Zoning By-law measures residential density in units per hectare, the units are to be converted to gross floor area at the rate of 100 square metres per unit in order to determine whether these thresholds are exceeded.
5. Despite Policies 3 and 4, Section 37 may be used, irrespective of the size of the project or the increase in height and/or density:
  - a) to conserve heritage resources or rental housing in accordance with the provisions of this Official Plan;
  - b) to replace rental housing in accordance with the provisions of this Official Plan;
  - c) where Secondary Plan or area specific policies in this Plan contain Section 37 provisions that prevail;
  - d) as a mechanism to secure capital facilities required to support development; or
  - e) as may otherwise be agreed upon, subject to the policies contained in this Section.
6. Section 37 community benefits are capital facilities and/or cash contributions toward specific capital facilities, above and beyond those that would otherwise be provided under the provisions of the *Planning Act* or the *Development Charges Act* or other statute, including:
  - a) the conservation of heritage resources that are designated and/or listed on the *City of Toronto Inventory of Heritage Properties*;
  - b) fully furnished and equipped non-profit child care facilities, including start-up funding;
  - c) public art;
  - d) other non-profit arts, cultural, community or institutional facilities;
  - e) parkland, and/or park improvements;
  - f) public access to ravines and valleys;
  - g) streetscape improvements on the public boulevard not abutting the site;
  - h) rental housing to replace demolished rental housing, or preservation of existing rental housing;
  - i) purpose built rental housing with mid-range or affordable rents, land for affordable housing, affordable ownership housing, or, at the discretion of the owner, cash-in-lieu of affordable rental or ownership units or land;
  - j) rented residential condominium unit or units, provided the units:
    - i. are contributed by a share capital corporation;
    - ii. are owned and operated, in accordance with City guidelines, by a not-for-profit housing corporation satisfactory to the City;



- iii. comprise permanent rented residential units with permanent affordable rents;
  - iv. are not replacing demolished rental housing under policies 3.2.1.6 or 3.2.1.7 of this Plan;
  - v. are not otherwise required to be provided by a Secondary Plan, or any other policy of this Plan, including policy 3.2.1.9 of this Plan; and
  - vi. are subject to one or more agreements with the City securing i.-v. to the satisfaction of the City.
  - k) local improvements to transit facilities including rapid and surface transit and pedestrian connections to transit facilities;
  - l) land for other municipal purposes; and
  - m) other local improvements identified through Community Improvement Plans, Secondary Plans, *Avenue Studies*, environmental strategies, sustainable energy strategies, such as deep lake water cooling, the capital budget, community service and facility strategies, or other implementation plans or studies.
7. Section 37 community benefits will be selected on the basis of local community needs, intensification issues in the area, the nature of the development application, and the strategic objectives and policies of this Plan. Priority will be given to the provision of on-site or local community benefits.
  8. Where a Secondary Plan or area specific policy identifies additional capital facilities that bear a reasonable planning relationship to greater height and/or density over an area defined in the Secondary Plan or area specific policy, any Section 37 increase in height and/or density anywhere in that defined area, and the community benefits (specified capital facilities or cash contributions toward the specified capital facilities) in return therefore, will be tied to the identified capital facilities in the manner prescribed by that Secondary Plan or area specific policy. In such circumstances, where appropriate, the prescription will be quantitatively formulated.
  9. All zoning by-law provisions enacted pursuant to Section 37 and agreements in effect at the time that this policy comes into force are authorized by this Plan and deemed to comply with this Plan.

### 5.1.2 HOLDING BY-LAWS

There are instances where the intended use and zoning is known for lands but development should not take place until specific facilities are in place or conditions are met. The lands may need soil remediation, floodproofing, the construction of a road, a key community facility or a transportation study before development can begin. Under the *Planning Act*, Council can pass a “holding” zoning by-law that places an “H” symbol over the zoning and spells out the conditions that must be met

before the “H” symbol is removed and the lands can be developed. These “holding” zoning by-laws go through the same full public process as other zoning by-laws, but once the conditions for removal of the “H” symbol are met and the owner applies to lift the “H” symbol, there is no requirement for public meetings or opportunity to appeal to the Local Planning Appeal Tribunal except by the owner.

### Policies

1. A holding provision may be placed on lands where the ultimate desired use of the lands is specified but development cannot take place until conditions set out in the Plan or by-law are satisfied.
2. Conditions to be met prior to the removal of the holding provision may include:
  - a) transportation or servicing improvements;
  - b) parks and open space, recreational, and community services and facilities;
  - c) environmental protection, remediation or mitigation measures;
  - d) measures to protect a natural heritage area or environmentally sensitive natural features;
  - e) professional or technical studies to assess potential development impacts;
  - f) phasing of development;
  - g) entering into agreements, including subdivision agreements or agreements pursuant to Section 41 of the *Planning Act*, to secure any of the matters required to satisfy the conditions for removal of the holding provision; and
  - h) measures to protect heritage buildings, properties with archaeological potential and archaeological sites.
3. Holding provision by-laws legally in effect at the time of adoption of the Plan are deemed to comply with this Plan.

### 5.1.3 SITE PLAN CONTROL

Site Plan Control is an important means of implementing the policies of this Plan including encouraging well-designed, functional, sustainable and universally accessible development in Toronto. Site Plan Control is not only about the review of individual buildings, structures, exterior open spaces within a site and interior walkways, stairs, elevators and escalators to which the public has access, but about the relationship of the organization, massing and exterior design of buildings, structures and exterior open spaces on a site with its surroundings to ensure a “good fit” between new development and the existing and/or planned context, good pedestrian amenity and a positive transition from private to public space.

The City will review plans that show the location, design and massing of buildings, structures and exterior open spaces, public access areas, the layout of parking and service areas, site landscaping and

### Site Plan and Accessible Design

For many people, the City’s built environment provides opportunities and experiences free of limitations. For Torontonians with disabilities, however, this environment can impose obstacles that limit their ability to move about freely and safely. As part of its commitment to make Toronto a “barrier free” community, Council adopted a comprehensive set of *Accessibility Design Guidelines*, which guide the design, planning and construction of accessible facilities and the preparation of accessibility audits.

The *Planning Act* stipulates that applicants seeking site plan approval provide to the satisfaction of and at no expense to the City, “facilities designed to have regard for accessibility for persons with disabilities”. Examples of accessibility facilities the City may request include:

- accessible pedestrian route(s) or path(s) wide enough to accommodate wheelchairs, or other mobility devices;
- accessible entrances clearly marked with the International Symbol of Accessibility; and
- continuous handrails on both sides of ramps or exterior stairs.

These and other accessibility facilities can be incorporated into the design and site layout of new development and public works. Site Plan Control will be used to secure accessibility facilities.

other aspects of the project on a site and the relationship to adjacent properties and the public realm. The City will also consider the exterior design including exterior architectural details and materials, which influence a project's character, scale and appearance. The City will also take the sustainable design elements of buildings, structures and a site into consideration, and may request that facilities be designed to accommodate accessibility for persons with disabilities.

Through approval of a Site Plan Control application, the City is also able to implement the sustainable design of streetscape improvements within the adjacent public boulevard.

For areas and types of development where Site Plan Control is applied, Council or delegated staff may approve the plans and drawings and the owner may be required to enter into an agreement to secure the construction of the project as shown in the plans.

### Site Plan and Sustainable Exterior Design

Site Plan Control is one of the planning tools the City can use to secure sustainable exterior design features in new development.

Sustainable design is the process and principles applied during the development review process that seek to achieve energy and resource efficient, durable, barrier free and high quality buildings, site layouts, landscaping and off-site boulevard improvements. How sustainable design is achieved will continue to evolve during the life of this Plan.

The Toronto Green Standard sets performance targets for new construction to improve air and water quality, reduce greenhouse gas emissions and enhance the natural environment. Some of these targets can be directly achieved by incorporating sustainable design features into the plans and drawings submitted as part of the site plan approval process.

### Policies

1. The entire City of Toronto is a Site Plan Control Area. The area comprising the entire City of Toronto is designated as an area wherein Council may require submission of the drawings mentioned in Section 114(5) & (9) of the *City of Toronto Act, 2006* and Section 41(16) of the *Planning Act* for a residential building containing less than 25 dwelling units. The Site Plan Control By-law will define classes of development that will be subject to Site Plan Control.
2. Site Plan Control will be used to implement the policies of this Plan and to achieve attractive, well-designed, functional, safe, environmentally sustainable and universally accessible development that fits with its existing and/or planned context.
3. To help achieve environmentally sustainable development, the City may use subsection 114(5)(2)(iv) and (v) of the *City of Toronto Act, 2006* to secure the following sustainable design features in development that address exterior building and site matters in Tier 1 of the Toronto Green Standard:
  - a) weather-protected on-site bicycle areas and pedestrian-friendly infrastructure to encourage cycling and walking as clean-air alternatives;
  - b) high-albedo surface materials, open grid paving, shade trees, green and cool roofs to reduce ambient surface temperature to minimize the urban heat island effect;
  - c) building orientation to take advantage of passive solar heating, shading for cooling and natural light; and energy efficient exterior cladding and window treatments, which may be required to meet the Standard, to improve energy efficiency and reduce greenhouse gas emissions;
  - d) rainwater harvesting facilities, bio-retention swales, permeable paving and water efficient plant material to manage stormwater and reduce demand for potable water;
  - e) trees to enhance the urban forest and use of native species to protect, restore and enhance the natural heritage system;

- f) bird friendly glass treatment to ensure that risk for migratory bird collisions is minimized;
  - g) energy efficient, shielded exterior lighting to reduce night time glare and light trespass; and
  - h) dedicated areas for collection and storage of recycling and organic waste to reduce solid waste.
4. Property owners may be required to provide for a nominal sum road widenings to the extent of the planned right-of-way as shown or as described in the Plan.

### 5.1.4 PROPERTY STANDARDS BY-LAW

By-laws to establish and enforce standards for the maintenance and occupancy of property may be passed, so long as there are provisions authorizing its use in the Official Plan. A property standards by-law is used to ensure buildings, structures and land are kept in a structurally sound and safe condition and in good repair.

#### Policies

1. All properties in the City should be kept in a state of good repair and safe for occupancy and use. The safety and maintenance of all properties in the City will be protected through the enactment of property standards by-laws under the *Building Code Act*.

### 5.1.5 TEMPORARY USE BY-LAWS

At times it is in the public interest to permit lands to be used for a particular use on a temporary basis, even though the use may not comply with the Official Plan or zoning by-law. The temporary use could be used as a trial for a new or unfamiliar type of use, or allow vacant lands to be used temporarily for facilities such as a golf driving range or local farmers market. The *Planning Act* authorizes a municipality to pass a temporary use by-law, which defines the area and duration of the use.

#### Policies

1. Temporary use by-laws may be enacted to permit the temporary use of lands, buildings or structures for a purpose that is prohibited by the Zoning By-law and/or this Plan. Temporary use by-laws may allow a use on a trial basis or the temporary use of a building or property.
2. The temporary use will:
  - a) maintain the long term viability of the lands for the uses permitted in the Official Plan and Zoning By-law;
  - b) be compatible with adjacent land uses, or be made compatible

- through site mitigation;
- c) not have an adverse impact on traffic, transportation or parking facilities in the area; and
- d) be suitable for the site in terms of site layout, building design, accessibility, provision of landscaping, screening and buffering and available services.

### 5.1.6 ACQUISITION OF LANDS TO IMPLEMENT THE OFFICIAL PLAN

Under the *Planning Act* if an Official Plan includes a provision relating to the acquisition of land, Council may acquire or hold land for the purpose of developing any feature of the Official Plan, and dispose of the land when no longer required.

#### Policies

1. Lands may be held and acquired by the City for the purpose of developing any feature of the Official Plan and any land so acquired or held may be sold, leased or otherwise disposed of when no longer required.

### 5.1.7 DEVELOPMENT CHARGES

A Development Charges By-law, authorized under the *Development Charges Act* is another means for the City to achieve fiscally responsible growth. The *Act* permits the collection of development charges on new development in order to meet growth related capital infrastructure requirements. This ensures that new development pays for itself and that additional capital costs do not fall on existing residents in the form of higher property taxation and user fees. The use of development charges as a capital financing tool is an integral part of addressing some of the City's capital pressures.

#### Policies

1. Development charges should be used to mitigate the City's capital pressures and to assist in providing the infrastructure required by future development in the City.
2. Development charges should be fair and equitable to all stakeholders.

### 5.1.8 INCLUSIONARY ZONING

Inclusionary zoning is a tool that allows the City to require affordable housing units to be provided in new developments. Policies for



inclusionary zoning are required to ensure the provision of affordable housing keeps pace with the growth of new market housing, supporting neighbourhoods across the City to provide housing options for a full range of incomes and households.

### Policies

1. Inclusionary zoning will be used to increase the supply of affordable housing for low to moderate income households, continue to support a diverse range of housing supply and support the development of more inclusive and equitable communities. To ensure the affordable units secured through inclusionary zoning remain affordable during the affordability period, owners will be required to enter into agreements registered on title which will include requirements for ongoing administration, reporting, and monitoring of the affordable units. In accordance with the *Planning Act*, Council will adopt a procedure for administration and monitoring outlined in implementation guidelines that will address elements including: administration during the affordability period of affordable rental units and affordable ownership units (including access plan requirements, household eligibility, income eligibility, marketing, screening and selection process, rent increases, resale process and price increases) and regular reporting requirements.
2. Zoning by-laws for inclusionary zoning, pursuant to the *Planning Act* and in accordance with the policies of this Plan, may be enacted to require affordable housing to be included in development or redevelopment located within an IZ Market Area as shown on Map 37 and an approved Protected Major Transit Station Area.
3. Despite Policy 2, Zoning by-laws for Inclusionary Zoning will not apply to:
  - a) development or redevelopment containing less than 100 new residential units and less than 8,000 square metres of new residential gross floor area; or
  - b) the portions of a development or redevelopment containing residential care homes, retirement homes, nursing homes or student residences.
4. At the discretion of the City, some or all of the affordable housing requirement may be provided on an alternate site subject to the following:
  - a) the offsite affordable housing units provide for an improved housing outcome;
  - b) the offsite affordable housing units shall be ready and available for occupancy on a timely basis commensurate with completion of the residential units in the proposed development or redevelopment; and
  - c) the offsite affordable housing units shall be located in proximity to the proposed development or redevelopment. The requirements for proximity will be met if the offsite development is located within the same market area category identified on Map 37.
5. Any replacement affordable or mid-range rental units or dwelling

rooms required under Policy 3.2.1.6 or Policy 3.2.1.11 of this Plan shall not contribute to the affordable housing requirements required in Policy 3.2.1.13 of this Plan.

6. Financial incentives will not be provided by the City to meet the requirements set out in Policy 3.2.1.13 of this Plan. Incentives may be considered where a development or redevelopment proposes to exceed the requirements set out in Policy 3.2.1.13 of this Plan.
7. If the provisions of Policy 3.2.1.13 apply to a development or redevelopment, the development or redevelopment will not be subject to the requirements of Policy 3.2.1.9.
8. If a purpose-built rental development is proposed and an application for approval of a Description in accordance with the *Condominium Act* is made at a later date, the application will not be approved unless the requirements of Policy 3.2.1.13 of the Plan are met.
9. For development or redevelopment subject to an Inclusionary Zoning By-law, one or more agreements that are registered on title to the lands shall be entered into with the City securing:
  - a) the requirements of Policy 3.2.1.13 of this Plan and this Section;
  - b) requirements for timely delivery of the affordable units, and if applicable, any phasing of such affordable units, in the development or redevelopment;
  - c) requirements for adjustments to the required amount of affordable housing to meet Policy 3.2.1.13 a), b) or c), should a proposed purpose-built rental development convert to condominium or a proposed condominium change to purpose-built rental, or should proposed affordable rental housing be secured as affordable ownership housing;
  - d) requirements for ensuring affordable units are provided to eligible households;
  - e) requirements for ongoing administration, reporting and monitoring of the affordable housing units over the 99 year affordability period;
  - f) an approach for determining the maximum resale price of an affordable ownership unit within the 99 year affordability period based on Consumer Price Index increases plus applicable administration fees;
  - g) that the City would receive no more than 20 percent of the net proceeds of the sale of an affordable ownership unit sold during the 99 year affordability period, equivalent to no more than 2 percent of the sale price, for administration fees, with net proceeds determined based on the difference between the purchase price and the resale price of the affordable ownership unit; and
  - h) where an affordable ownership unit is sold at market price the City would receive 50 percent of the net proceeds of the sale, to be reinvested in affordable housing, with net proceeds determined based on the difference between the purchase price and the resale price of the affordable ownership unit, less any legal, administration or real estate commission fees.

### 5.2 PLANNING AND ACTING LOCALLY

Successful implementation of this Plan depends to a large degree on whether its policies can guide local development and action in a variety of contexts over the next 30 years. This Section contains policies to ensure that planning is sensitive to local conditions in specific neighbourhoods, communities or districts of the City, while at the same time advancing the Plan's core principles and building on its broad objectives. They refer to:

- Secondary Planning Areas – localized policies setting the stage for growth in an area;
- Community Improvement Project Areas – promoting public and private investment in areas of need; and
- Development Permit Areas – streamlining approvals and customizing local planning rules.

These approaches are “tool boxes”, offering a variety of mechanisms suited to different local challenges. To optimize adaptability and effectiveness in local situations, these approaches can be used individually, in combination with each other, or in conjunction with a range of other planning tools. They are also critical for implementing the City structure directions throughout this Plan and particularly in Chapter Two (e.g. *Centres, Avenues*).

#### 5.2.1 SECONDARY PLANS: POLICIES FOR LOCAL GROWTH OPPORTUNITIES

Secondary Plans establish local development policies to guide growth and change in a defined area of the City. The Plans will not be prepared for stable areas of the City, where major physical change is not expected or desired. Secondary Plans guide the creation of new neighbourhoods and employment areas while ensuring adequate public infrastructure and environmental protection. Secondary Plan policies adapt and implement the objectives, policies, land use designations and overall planning approach of the Official Plan to fit local contexts and are adopted as amendments to the Official Plan.

This Plan contains a number of Secondary Plans approved as part of the Official Plans of the former municipalities. A number of these historic Secondary Plans have been kept in whole or part because they reflect unique historic conditions and/or because they continue to provide a relevant policy framework for future community growth. These Secondary Plans are found in Chapter Six of this Plan. For those Secondary Plans that do not have implementing zoning by-laws, by-laws will be prepared as expeditiously as possible in order for these Plans to be realized.



Secondary Plans set the stage for physical growth and improvement.

## Policies

1. Secondary Plans will set the stage for reurbanization of a defined area to stimulate and guide development in keeping with the Plan's objectives.
2. Secondary Plans will generally be prepared, in consultation with the community, for areas demonstrating one or more of the following characteristics:
  - a) large areas of vacant or underutilized land which would benefit from comprehensive planning to enable suitable development or redevelopment;
  - b) areas targeted for major public or private investment;
  - c) areas where development is occurring, or proposed, at a scale, intensity or character which necessitates reconsideration or reconfiguration of local streets, block plans, public works, open space or other public services or facilities; and
  - d) other growth areas identified in provisions of this Plan, such as *Centres*, selected *Avenues* identified by Committees of Council and *Regeneration Areas*.

Where Council has determined that a Secondary Plan is necessary in an area prior to receiving a development application in that area, no amendment to the Zoning By-law permitting large scale development in the area will be made without prior or concurrent adoption of a Secondary Plan, provided that the Secondary Plan is adopted within a reasonable period of time.

3. Secondary Plans will promote a desired type and form of physical development resulting in highly functional and attractive communities and plan for an appropriate transition in scale and activity between neighbouring districts.
4. City-building objectives for Secondary Planning areas will identify or indicate the following:
  - a) overall capacity for development in the area, including anticipated population;
  - b) opportunities or constraints posed by unique environmental, economic, heritage, cultural and other features or characteristics;
  - c) affordable housing objectives;
  - d) land use policies for development, redevelopment, intensification and/or infilling;
  - e) urban design objectives, guidelines and parameters;
  - f) necessary infrastructure investment with respect to any aspect of: transportation services, environmental services including green infrastructure, community and social facilities, cultural, entertainment and tourism facilities, pedestrian systems, parks and recreation services, or other local or municipal services;
  - g) opportunities for energy conservation, peak demand reduction, resilience to power disruptions, and small local integrated energy solutions that incorporate renewables, district energy, combined heat and power or energy storage, through development of a Community Energy Plan; and
  - h) where a Secondary Planning area is adjacent to an established neighbourhood or neighbourhoods, new development must

respect and reinforce the existing physical character and promote the stability of the established neighbourhoods.

5. An implementing zoning by-law and/or development permit by-law will be prepared concurrently for new Secondary Plans unless Council determines that development is to proceed by site specific zoning.

## 5.2.2 COMMUNITY IMPROVEMENT PLANS

The Community Improvement provisions of the *Planning Act* give municipalities a range of tools to actively stimulate reinvestment and revitalization. In designated Community Improvement Project Areas, a Community Improvement Plan is prepared providing the City with various powers, some of which would be otherwise unavailable, to address deficiencies or facilitate improvement. This includes incentives to stimulate or leverage other private and/or public investment where they advance the community interest and the objectives of this Plan.



Community Improvement Plans stimulate reinvestment and revitalization

### Policies

1. Community Improvement Project Areas will be designated by by-law, and Community Improvement Plans will be prepared to promote the maintenance, rehabilitation, revitalization and/or conservation of selected lands, buildings and communities facing challenges of transition, deficiency or deterioration or for any other environmental, social or community economic development reason.
2. Community Improvement Project Areas will be identified for areas exhibiting one or more of the following:
  - a) physical decline in local building stock;
  - b) conflicts between incompatible land uses or activities;
  - c) deficient or deteriorated public infrastructure and/or amenity, including parks, open spaces, community facilities and streetscapes;
  - d) barriers to the improvement or redevelopment of vacant or underutilized land or buildings such as contaminated soil, fragmented ownership, or financial disincentive to private investment; or
  - e) declining social, environmental and/or economic conditions.
3. Community Improvement Plans will be prepared to provide direction regarding one or more of the following:
  - a) strategic and co-ordinated public investment to repair or upgrade municipal infrastructure, community services and/or public amenity;
  - b) allocation of public funds, in the form of grants, loans or other finance instruments, for the physical rehabilitation or improvement of private land and/or buildings including

### Financial Incentive Tools Available in Community Improvement Project Areas:

- loans/grants for façade improvements;
- loans, grants and tax assistance for the cleanup of contaminated sites;
- exemption from development charges;
- waiving development application fees;
- waiving building/demolition permit fees;
- refunding parkland dedication fees;
- assistance for upper-storey conversion to rental housing; and
- funding for certain studies.



- rehabilitation of contaminated properties;
- c) municipal acquisition of lands or buildings and any subsequent clearance, rehabilitation, redevelopment or resale of these properties;
- d) municipal investment to complement projects of a Business Improvement Area or Employment District Association; and
- e) other municipal actions, programs or investments for the purpose of stimulating production of affordable housing, strengthening neighbourhood stability, facilitating local physical or economic growth, improving social or environmental conditions, or promoting cultural development.

### 5.2.3 DEVELOPMENT PERMITS: A SPECIALIZED DEVELOPMENT APPROVAL PROCESS

A development permit system is a proactive planning mechanism that could be applied in a wide variety of conditions around the City, to facilitate development and effectively achieve city-building objectives. In designated development permit areas, application for a development permit is made to Council or a delegated authority. The development application is evaluated in terms of applicable Official Plan policies and the approved Development Permit By-law. Development permits replace zoning by-laws and site plan control where a development permit system applies.

A main advantage of a development permit system is a streamlined development approval process that would consolidate the current zoning, site plan control and minor variance processes into one approval system. But it is much more than just a streamlined approval process. The system offers a flexible alternative to zoning by allowing certain pre-defined discretionary uses and a range of variation in development standards (e.g. building heights), as long as certain conditions can be satisfied. Traditional zoning provisions cannot provide for this range of variation in standards nor do they allow for setting conditions for discretionary land uses. In such scenarios, a minor variance or rezoning application would be required along with separate site plan approval.

#### Policies

1. Policies will be adopted as part of this Plan with respect to the passing of by-laws to implement a Development Permit system.

## 5.3 MOVING TOGETHER BEYOND THE PLAN

This Plan is the first Official Plan for the new City of Toronto. It is an important initial step on a journey to make a better Toronto. The Plan's policies set the stage for responsible growth and a sustainable future, but getting there depends upon thousands of decisions and actions by the City, the private sector and community partners. Some of the Plan's objectives will be achieved through changes to the Zoning By-law that will help implement the land use and growth strategies. Some will be achieved through direct municipal actions, such as capital expenditures, operating and service delivery decisions and policy decisions made by Council. Other objectives cannot be met without the concerted and combined efforts of a variety of partners, including the private sector, community groups, nongovernmental organizations and other levels of government. The mutually supportive linkages among these implementation activities are what will bring this Plan to life.

### 5.3.1 THE OFFICIAL PLAN GUIDES CITY ACTIONS

As a statutory document for guiding growth and change in the City, the Plan gives direction to Council's day-to-day decision making. The Plan provides geographic and urban structure policies to inform budget processes, corporate strategic planning and public investments and programs. If Toronto is to move closer to the future envisioned by the Plan, in addition to giving direction to capital expenditures for big infrastructure projects, the Plan must inform other related decisions of Council. The *Planning Act* requires that all by-laws enacted and public works undertaken by the City conform to its Official Plan. Whether a policy decision with a minimal price tag or a major capital expenditure, decisions should be evaluated against the goals and objectives of this Plan. All City departments, agencies, boards and commissions have a role to play in realizing the reurbanization and quality of life objectives of the Plan.

#### Policies

1. Municipal by-laws, including zoning by-laws, public works and public undertakings will conform to this Plan.
2. The decisions and actions of Council and City staff, including public investment in services, service delivery and infrastructure, will be guided by this Plan.
3. Amendments to this Official Plan that are not consistent with its general intent will be discouraged. Council will be satisfied that any development permitted under an amendment to this Plan is compatible with its physical context and will not affect nearby *Neighbourhoods* or *Apartment Neighbourhoods* in a manner contrary to the neighbourhood protection policies of this Plan. When

## Existing and Proposed Implementation Plans/Strategies

Implementation plans, strategies and guidelines that will help implement the Plan's objectives over time will include:

- a transportation plan to set priorities for new transit investment;
- regular Municipal Housing Statements to identify Toronto's housing needs and find ways to meet them;
- urban design guidelines to provide a more detailed framework for built form and public improvements in growth areas;
- a Wet Weather Flow Management Master Plan to prevent flooding and erosion, to improve the water quality of our lake and rivers and to restore groundwater recharge/discharge and aquatic habitats;
- a watercourse acquisition strategy to improve storm water management;
- a water efficiency plan to better conserve our water resources;
- an energy strategy to reduce energy consumption and promote sustainable energy sources;
- a Public Art Master Plan to identify important sites and opportunities for public art installations;
- a parks acquisition strategy to create parkland where it is needed most;
- green design guidelines to promote high standards of environmental performance in the construction and maintenance of buildings;
- guidelines for environmental impact studies to ensure the impact of development on the natural heritage system are fully understood and accounted for in decision making;
- an air quality strategy to improve air quality and promote public health and well being;
- a solid waste management plan to increase waste diversion;
- a pedestrian master plan to create a safe, comfortable and attractive pedestrian environment throughout the City;
- a bicycle master plan that identifies improvements to the bicycle path and lane system across the City;
- a food and hunger action plan to promote food security for Torontonians; and
- cultural and recreational facility strategies to identify service gaps and opportunities to provide cultural and recreational facilities.

considering a site specific amendment to this Plan, at the earliest point in the process the planning review will examine whether the application should be considered within the immediate planning context or whether a broader review and possible area specific policy or general policy change are appropriate.

4. In considering development proposals under this Plan, the City will ensure that the intensity and scale of proposed development can be accommodated by the various components of the City's infrastructure, as improved from time to time.

## 5.3.2 IMPLEMENTATION PLANS AND STRATEGIES FOR CITY-BUILDING

The Official Plan provides a long term vision based on principles that are durable, but detailed action-oriented plans, programs and strategies will be needed to implement the Plan and to adapt to changing circumstances and challenges over the life of the Plan. For many initiatives requiring significant resource investment and/or involving multiple stakeholders, an implementation strategy is also critical to success, helping to set priorities over time and promoting an orchestrated implementation response among corporate and community partners. *Council's Strategic Plan*, the *Economic Development Strategy*, *Social Development Strategy*, *Environmental Plan* and a *Fiscal Sustainability Plan* are all examples of broad plans and strategies that are needed and that must be updated regularly to help guide municipal investment and decision making. Other implementation plans, strategies and guidelines are needed to support the Plan's objectives over time and provide more detailed implementation guidance.

Implementation plans and strategies are not amendments to the Plan, but they are needed for its effective implementation and must be consistent with it. They help to ground the Plan's policies and vision and bring balance to decision making to ensure priorities are addressed over the life of the Plan. They provide on the one hand, more detailed guidance and precision about implementation that cannot be captured in the Plan itself and on the other, the ability to respond to changing circumstances and priorities over time.

### Policies

1. Implementation plans, strategies and guidelines will be adopted to advance the vision, objectives and policies of this 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 this Plan adopted under the *Planning Act*.

### 5.3.3 STRATEGIC REINVESTMENT

As Toronto grows and evolves over the life of this Plan, there will be a constant need for investment in infrastructure and services to maintain and improve our quality of life. The demands for investment are great and choosing priorities will always be a challenge. The Plan can help guide these difficult decisions, but it cannot predict from year to year what the best investment will be. Some priorities will emerge from the implementation plans and strategies discussed above, as well as specific area studies such as Secondary Plans, the *Avenue Studies*, and Community Improvement Plans.

In a world of limited resources, an important investment priority must be to take care of what we have – to maintain our streets, water and sewer infrastructure and watercourses, parks and urban forest, cultural and recreation facilities, transit and City owned buildings and housing in a “state of good repair.” Existing unmet needs and servicing gaps must also be addressed. There is also opportunity for strategic public investment to help unlock the tremendous city-building potential represented by various former industrial and brownfield sites.

We must also be prepared to invest in growth. Growth-related investment can provide a significant return on investment in the long term. This investment can take the form of direct capital dollars or it can take the form of leveraging city owned assets – buildings and land – to achieve the objectives of the Plan. Large parcels of City owned land beside transit stations, some in key *Centres*, for example, are strategic investment opportunities. Using these assets strategically means seeing them as long term investment opportunities, not merely in terms of their current value.

We also have to find ways to invest without direct cost to the municipal taxpayer. Tools such as tax increment financing for example have been used successfully in many North American cities to renew declining areas and expand the municipal tax base in the long run, without immediate reliance on municipal capital expenditure. This Plan anticipates and supports the development of innovative funding mechanisms as needs are identified. Where additional legislative authority is required for such new tools, new powers will be sought.

#### Policies

1. Ensuring the health and safety of the public and maintaining City infrastructure and assets in a state of good repair are municipal investment priorities.
2. The need for new municipal investment to replace, enhance or build new infrastructure to implement this Plan will be identified through a variety of implementation plans and strategies. These include Secondary Plans and *Avenue Studies*, community service and facility strategies, Community Improvement Plans and other similar city-building initiatives, based on population and employment growth and existing unmet needs. The identified

### Senior Government Commitment to City-Building

In order that Toronto remain an economically competitive city, with vital neighbourhoods, a healthy environment, and an enviable quality of life, the City advocates greater involvement and investment by senior levels of government in Toronto's infrastructure, programs and overall wellbeing. This support is particularly critical in relation to city-building matters such as transportation infrastructure, green energy strategies, heritage preservation, affordable housing, redevelopment of brownfield lands, water/wastewater infrastructure and community/cultural facilities.



What is the best way to move 40 people?

infrastructure improvements will be provided in a timely manner to service population and employment growth and existing unmet needs. New development will continue to be reviewed to ensure the adequacy of social and physical infrastructure. Where appropriate, staging or phasing of new development will be provided for where infrastructure improvements are required to service anticipated growth.

3. New funding mechanisms will be pursued to provide monies for investment in facilities, services and amenities.
4. City resources, especially lands and buildings, will be used to their best strategic advantage to advance the city-building objectives of this Plan and associated implementation plans and campaigns, and to leverage other public and private investment.

## 5.3.4 LEADERSHIP AND ADVOCACY

The City influences the way Toronto grows through its vision, investments, services, programs and planning decisions. The City must be a leader, demonstrating conviction and determination if Toronto is to flourish. Such leadership will take different forms, including advocacy to advance Toronto's interest on the regional, provincial, national and international stage.

The City must also lead by example, promoting continuous improvement and excellence in every aspect of city living. Toronto has to work with other cities and levels of government to establish new legislative powers and sources of sustainable funding that are needed to create a future with an enviable quality of life. The role of Toronto as Ontario's capital city and as a major net contributor to the regional, provincial and national economy needs to be recognized and fostered through a greater level of ongoing commitment and investment by senior levels of government.

### Policies

1. To achieve the goals and objectives of this Plan, the City will:
  - a) lead by example and pursue excellence and leading edge practices in all fields of municipal endeavour;
  - b) advocate for new legislative powers and sustainable revenue sources commensurate with the expectations placed on Toronto to deliver services and programs and an excellent urban quality of life;
  - c) exert influence through policy levers and partnerships; and
  - d) seek partnerships with other levels of government, the business sector, labour and non-governmental and community organizations.



### 5.3.5 GREAT CITY CAMPAIGNS

Municipal governments cannot build great cities on their own. The City can lead by example, but ultimately leadership needs to be shared with business leaders, other public institutions, non-governmental organizations, community groups, residents and community volunteers to unleash ideas, energies and resources in common ventures. A city is successful when all sectors care enough to give their time, effort and money to build cultural centres, restore natural heritage features, find competitive alternatives to the private automobile or plant trees in their neighbourhood. A city with engaged and informed residents and business sector will attract greater levels of involvement and investment from other levels of government.

The campaigns for a Great City are intended to complement the other implementation tools and strategies of this Plan. The campaign approach can attract new resources and tap energies that bring lasting benefits to Toronto, both in the form of tangible improvements and engaged resident and business communities. Under this general umbrella campaign, leadership is needed to improve key areas of our quality of life such as:

- creating beautiful public spaces;
- providing transportation options that reduce auto dependency;
- building housing to meet the needs of all residents;
- greening the City; and
- supporting a dynamic downtown that is the business and cultural centre of Canada.

A campaign is defined by partnerships and alliances that rally support for reinvestment in the City's economic, social, cultural and environmental resources. Individual campaigns would typically be more focussed on a specific aspect of these broader objectives in order to be manageable. The City's role in campaign activity will vary, but the key role will be to identify needs and help bring people together to create self-directed, arms-length campaign teams, provide support and guidance for them and assist in project planning and implementation where assistance is needed.

#### Policies

1. Campaigns and campaign projects will promote creative community partnerships, public engagement and community based leadership and where appropriate, link with existing City initiatives, to maintain a vital, attractive, inclusive and economically competitive Toronto.
2. Campaigns and campaign projects will engage community groups, business and industry, non-governmental organizations, our universities and colleges, the arts and cultural communities, Council and representatives of other levels of Government to achieve progress over time in the priority areas:

#### Successful Community-Led Campaign Precedents in Toronto

The *Task Force to Bring Back the Don* is a group working with the support of the City of Toronto to achieve a clean, green and accessible Don River watershed. Working in cooperation with government and non-government organizations, the Task Force has been successful in planning projects, attracting financial and volunteer support and implementing award-winning restoration projects. Since 1989, thousands of trees, shrubs and wildflowers have been planted, clean-up days held, ponds restored and education programs launched.

Recognizing the connection between a flourishing urban forest and a healthy city, Toronto's *Tree Advocacy Program* was launched in 2000 to supplement existing tree planting efforts. While the City of Toronto allocates funding for the program, the generous contributions of volunteer effort and money by individuals, community organizations and corporations are the main reason for its success. Every year tens of thousands of trees and shrubs are planted at sites across the City.



The City of Toronto working with citizens on environmental regeneration projects



The Toronto Music Garden: A model for future campaign partnerships



Tree Advocacy Program: Community participation is the root of its success

- a) creating beautiful places that improve public spaces and streetscapes;
- b) providing transportation options that reduce auto dependency;
- c) building housing that meets the needs of all Torontonians;
- d) greening Toronto through naturalization, planting trees and acquiring and protecting natural areas; and
- e) supporting a dynamic downtown.

Other priority improvement areas for campaigns may be identified by the City from time to time to advance this Plan's city-building vision and reflect changing community concerns and priorities.

## 5.4 MONITORING AND ASSESSMENT

The Plan is a high level policy document intended to guide decision making over the long term. Even so, course correction will still be needed over the life of the Plan and policy changes may be warranted from time to time. New implementation initiatives will be needed and priorities will require adjustment in response to the varied and changing conditions in the City. Monitoring facilitates our ability to respond to these changes and can improve the quality of our decision making. Responsiveness, adaptability and continuous improvement will be enhanced through a commitment to tracking key indicators of social, economic, environmental and fiscal conditions, and by understanding the real changes to our quality of life and their underlying causes. It is vital to monitor and track how far we have come and to see how we can do even better.

Progress and success can be gleaned from periodic assessments of the Plan's key elements and city-building agenda. These periodic assessments will look at the success of the growth management strategies of the Plan, the quality of the living and working environments we have created and Toronto's evolving relationship with the broader urban region. These assessments may reveal new emerging priority areas that should be addressed through Secondary Plans, Community Improvement Plans, strategic reinvestment initiatives or changes to the Plan itself. As required by the *Planning Act*, every five years Council will determine whether there is a need to review the Official Plan.

### Policies

1. Appropriate targets and indicators will be established to serve as a basis for assessing progress toward achieving the objectives of this Plan. Progress will be assessed periodically and will be informed by analyses of:
  - a) the social, economic, environmental and fiscal trends affecting the City, the region, the province and the country;
  - b) population, employment and housing trends;
  - c) changing travel patterns;

- d) changes in the legislative environment; and
  - e) social and physical infrastructure improvements required and provided to serve growth in population and employment.
2. The need to review and revise this Plan will be considered every five years to ensure the continued relevance of the Plan's policies and objectives in light of changing social, economic, environmental, legislative and fiscal circumstances. This assessment will examine achievements in the Plan's growth management strategy, the quality of the living and working environments created, the impact of growth in population and employment upon the services and quality of life enjoyed by residents and workers and Toronto's evolving relationship with the broader urban region, among other matters. The need for new implementation initiatives will also be considered at least every five years, or sooner as circumstances warrant.

## 5.5 THE PLANNING PROCESS

The *Planning Act* encourages public involvement in the planning process and enables Council to require an applicant to provide, at the time a planning application is made, information Council determines is needed to make an informed decision. Regulations under the *Planning Act* prescribe minimum complete application requirements. The *Act* also enables a municipality to identify additional requirements, beyond the prescribed minimum, by having complete application policies in the Official Plan. Council may refuse to accept or further consider a planning application until all such materials have been received.

Applicants are required to attend a pre-application consultation meeting with City staff prior to formal submission of a planning application. Applicants are also encouraged, but not required, to consult with the Ward Councillor and local community prior to formal submission of a planning application.

Following receipt of a complete planning application, Council will determine whether the City is satisfied with pre-application community consultation, in particular any pre-application community meeting(s) held in accordance with City standards, and whether one or more subsequent community meetings will be required under the provisions of Policy 5.5.1(c)(ii).

In accordance with the *City of Toronto Act*, Council may delegate by by-law its duty to notify applicants as to the completeness of planning applications.

The application materials and related documents will be made available to the public in accordance with the requirements of the *Planning Act* and the provisions of this Plan.

## Policies

### 1. Public Involvement

A fair, open and accessible public process for amending, implementing and reviewing this Plan will be achieved by:

- a) encouraging participation by all segments of the population, recognizing the ethno-racial diversity of the community and with special consideration to the needs of individuals of all ages and abilities;
- b) promoting community awareness of planning issues and decisions, through use of clear, understandable language and employing innovative processes to inform the public, including the use of traditional and electronic media; and
- c) providing adequate and various opportunities for those affected by planning decisions to be informed and contribute to planning processes, including:
  - i. encouraging pre-application community consultation;
  - ii. holding at least one community meeting in the affected area, in addition to the minimum statutory meeting requirements of the *Planning Act*, for proposed Official Plan and/or Zoning By-law amendments prior to approval;
  - iii. ensuring that information and materials submitted to the City as part of an application during the course of its processing are made available to the public; and
  - iv. ensuring that draft Official Plan amendments are made available to the public for review at least twenty days prior to statutory public meetings, and endeavouring to make draft Zoning By-law amendments available to the public for review at least ten days prior to statutory public meetings, and if the draft amendments are substantively modified, further endeavouring to make the modified amendments publicly available at least five days prior to consideration by Council.

Information and materials to be made available to the public for review will be provided upon request in electronic and/or paper copy form at a fee not to exceed the City's actual cost in providing such information or material.

Schedule 3 outlines the City requirements for complete applications. When seeking development approvals from the City, applicants should also refer to "Building Toronto Together – A Development Guide" which outlines the City's development review processes. In addition to the requirements of the *City of Toronto Act*, *Planning Act* and/or Regulations, the City may require additional information to properly evaluate an application. Complete application requirements may be discussed during pre-application consultation.

### 2. Mandatory Pre-Application Consultation and Complete Applications

A pre-application consultation meeting with City staff shall be required prior to the submission of an application for Official Plan Amendment, Zoning By-law Amendment, Plan of Subdivision, and/or Site Plan Control Approval, in accordance with the pre-application consultation by-law pursuant to the *Planning Act* and the *City of Toronto Act*. Applications to amend the Official Plan, to amend the Zoning By-law and applications for Plan of Subdivision, Plan of Condominium or Consent to Sever will comply with the statutory complete application submission requirements of the *Planning Act* and the requirements identified in Schedule 3.

In addition, applications for Site Plan Control Approval should satisfy the submission requirements identified in Schedule 3.

## 5.6 INTERPRETATION

The following policies provide guidance for the understanding and interpretation of the text, maps, schedules, figures and images of this Plan.

### Policies

1. The Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.
  - 1.1 The Plan is more than a set of individual policies. Policies in the Plan should not be read in isolation or to the exclusion of other relevant policies in the Plan. When more than one policy is relevant, all appropriate policies are to be considered in each situation. The goal of this Plan is to appropriately balance and reconcile a range of diverse objectives affecting land use planning in the City.
2. Maps 2, 3, 4, 5, 6, 7A, 7B, 8(C), Maps 13-23 inclusive and Map 37 are part of the Official Plan. Maps contained in Chapters Six and Seven are part of this Plan with the exception of Maps 24 to 35 inclusive. All other mapping is provided for information and is not part of this Plan.
3. The shaded text within Chapters One to Five contains the policies of the Official Plan. Unshaded text and sidebars within Chapters One to Five are provided to give context and background and assist in understanding the intent of policies but are not policy. Changes to the unshaded text and sidebars will only be made as part of and subject to a review of the Official Plan mandated under the *Planning Act* resulting in an Official Plan Amendment, or as part of and subject to amendments to related Official Plan policies. All the text in Chapters Six and Seven contain policies of the Official Plan.
4. Illustrations and photos are included for the purpose of illustration only and are not part of the Official Plan.
5. Boundaries of land use designations on Maps 13-23 inclusive are general except where delimited by a defined Secondary Plan or area specific policy, or where they coincide with fixed distinguishable features such as roads, public laneways, utility corridors, railroads, watercourses or other clearly defined physical features.

In all other instances, the boundaries of land use designations will be determined by a review of:

- a) existing zoning by-laws;
- b) prevailing lot depths;
- c) orientation of lot frontages;
- d) lot patterns; and
- e) land use patterns.

Where the intent of the Plan is maintained, minor adjustments to boundaries will not require amendment to this Plan. In those situations where Council determines that greater certainty is



desirable, area specific mapping will be adopted through an amendment to this Plan.

6. The policies of this Plan apply to the areas subject to Secondary Plans contained in Chapter Six, except in the case of a conflict, the Secondary Plan policy will prevail.
7. The policies of this Plan will apply to areas subject to site/area specific policies contained in Chapters Six and Seven except where in the case of a conflict, the site/area specific policy will prevail.
8. The implementation of this Plan will take place over time and the use of words such as “will” or “must” should not be construed as Council’s commitment to proceed with all of these undertakings immediately. These will typically occur in a phased manner, subject to budgeting and program availability.
9. The indication of any proposed roads, parks, municipal services or infrastructure in policy text or on Plan maps or schedules, including Secondary Plan maps or schedules, will not be interpreted as a commitment by the City to provide such services within a specific time frame unless otherwise stated elsewhere in the Plan. Minor adjustments to the location of these features do not require an amendment to the Plan provided they meet the intent of the Plan.
10. The indication of any proposed roads, parks, services or infrastructure in policy text or on Plan maps or schedules, including Secondary Plan maps or schedules, will not be interpreted as necessarily being specifically or solely the responsibility of the City to provide, finance or otherwise implement.
11. Provided that the purpose, effect, intent, meaning and substance are in no way affected, the following technical revisions to this Plan are permitted without Official Plan amendments:
  - a) changing the numbering, cross-referencing and arrangement of the text, tables, schedules and maps;
  - b) altering punctuation or language for consistency;
  - c) correcting grammatical, dimensional and boundary, mathematical or typographical errors; and
  - d) adding technical information to maps or schedules.
12. All planning decisions and city-building activities will recognize the requirements of the federal and provincial governments and their agencies, including but not limited to:
  - a) federal and provincial legislation;
  - b) statements of policy direction on matters of provincial interest; and
  - c) applicable standards and guidelines.
13. When an application for rezoning or minor variance is received in a *Neighbourhood*, *Apartment Neighbourhood*, or *Mixed Use Area* adjacent to a *Neighbourhood* or an *Apartment Neighbourhood* for which an *Avenue Study* or a zoning review has been completed, and where no numeric height or density limit is specified in this Plan:
  - a) a determination will be made as to whether or not such height and/or density limits as are contained in the applicable Zoning By-law implement the Plan, irrespective of whether enactment of the By-law pre-dates approval of the Plan; and

- b) where they implement the Plan, such limits will be considered to be an important element and point of reference in the assessment of the application. Any increase beyond these limits will require appropriate planning justification consistent with the policies of the Plan.
- 14. All Schedules and Appendices to the Official Plan, including those found in Secondary Plans, will be maintained, updated and published so as to remain as current as practicable.
- 15. Use of the word "will" is prescriptive, to be interpreted as equivalent to "shall" unless the context clearly indicates otherwise.



**TORONTO**

# OFFICIAL PLAN

SCHEDULES –

**1, 2, 3 & 4**

# SCHEDULE 1: EXISTING MINOR STREETS WITH RIGHT-OF-WAY WIDTHS GREATER THAN 20 METRES

STREET NAME	FROM	TO	PLANNED RIGHT-OF-WAY-WIDTH
Adanac Dr	Bellamy Rd S	Mason Rd	27 metres
Alton Towers Crcl	All		27 metres
Anglesey Blvd	Islington Ave	Royal York Rd	30 metres
Arleta Ave	Grandravine Dr	Sheppard Ave W	27 metres
Armour Blvd	York Downs Dr	Bombay Ave	27 metres
Ashley Rd	Royal York Rd	The Kingsway	27 metres
Attwell Dr	Disco Rd	Dixon Rd	27 metres
Aukland Rd	Bloor St W	St. Albans	23 metres
Auto Mall Dr	Milner Ave	Conlins Rd	23 metres
Avondale Ave	Yonge St	South Downtown Service Rd	27 metres
Bamburgh Crcl	All		27 metres
Banbury Rd	Beaverhall Dr	Lawrence Ave E	27 metres
Bannatyne Dr	Woodsworth Rd	Stubs Dr	27 metres
Bannatyne Dr	Stubs Dr	Beaverhall Dr	30 metres
Bannatyne Dr	Beaverhall Dr	Leslie St	23 metres
Barber Greene Rd	Overland Dr	Don Mills Rd	27 metres
Barmac Dr	Steeles Ave W	Ormont Dr	27 metres
Beamish Dr	Bloor St W	Dundas St W	23 metres
Beare Rd	Steeles Ave E	Finch Ave E	27 metres
Beechgrove Dr	Lawrence Ave E	Copperfield Rd	27 metres
Beecroft Rd	Ellerslie Ave	Park Home Ave	30 metres
Beecroft Rd	Park Home Ave	200 m north of Elmhurst Ave	27 metres
Beecroft Rd	200 m north of Elmhurst Ave	Sheppard Ave W	36 metres
Beecroft Rd	Sheppard Ave W	Poyntz Ave	27 metres
Bellamy Rd S	Adanac Dr	Kingston Rd	27 metres
Benton Rd	Lawrence Ave W	Colville Rd	27 metres
Bergamot Ave	Rexdale Blvd	Islington Ave	27 metres
Berry Rd	Prince Edward Dr S	Stephen Dr	27 metres
Bethridge Rd	Highway 27	Kipling Ave	27 metres
Beverly Hills Dr	Wilson Ave	Jane St	27 metres
Birmingham St	Elder Ave	Kipling Ave	27 metres
Birmingham St	Kipling Ave	Dwight Ave	30 metres
Bishop Ave	Yonge St	Maxome Ave	23 metres
Blossomfield Dr	Flemington Rd	Lawrence Ave W	27 metres
Borough Dr	Triton Rd	Town Centre Crt	27 metres

# SCHEDULE 1

STREET NAME	FROM	TO	PLANNED RIGHT-OF-WAY-WIDTH
Bradstock Rd	Weston Rd	Rivalda Rd	27 metres
Brahms Ave	Rameau Dr	Finch Ave E	30 metres
Bremner Blvd	Lake Shore Blvd	York St	Varies
Bremner Blvd	York St	Lower Simcoe St	27 metres
Bremner Blvd	Lower Simcoe St	Spadina Ave	30 metres
Brenyon Way	Sewells Rd	Sheppard Ave E	27 metres
Brian Dr	Van Horne Ave	Sheppard Ave E	23 metres
Bridgeport Dr	Lawrence Ave E	Bridgend St	27 metres
Bridletowne Crcl	All		27 metres
Brimley Rd	St. Clair Ave E	Bluffers Park Rd	27 metres
Brimorton Dr	Brimley Rd	Orton Park Rd	27 metres
Bushby Dr	McCowan Rd	Bellamy Rd N	30 metres
Cactus Ave	Steeles Ave W	Peckham Ave	30 metres
Cactus Ave	Peckham Ave	Green Bush Rd	27 metres
Canarctic Dr	Keele St	Petrolia Rd	27 metres
Carnforth Rd	Teak Ave	Lawrence Ave E	27 metres
Carpenter Rd	Steeles Ave W	Fisherville Rd	23 metres
Carrier Dr	Westmore Dr	Albion Rd	27 metres
Centennial Park Blvd	Eglinton Ave W	Rathburn Rd	27 metres
Centennial Rd	Lawson Rd	Lawrence Ave E	27 metres
Ceramic Rd	Toro Rd	St. Regis Cres N	27 metres
Champagne Dr	Chesswood Dr	Finch Ave W	27 metres
Church Ave	Yonge St	Doris Ave	30 metres
Churchill Ave	Canterbury Pl	Yonge St	30 metres
Clansman Blvd	Leslie St	100 m east of Leslie St	30 metres
Clanton Park Rd	Lowesmoor Ave	Dorchester Dr	45+ metres
Clanton Park Rd	Dorchester Dr	Yeomans Rd	36 metres
Colville Rd	Sheffield St	Benton Rd	27 metres
Comstock Rd	Pharmacy Ave	Warden Ave	27 metres
Conlins Rd	Sheppard Ave E	Military Trl	27 metres
Consilium Pl	Corporate Dr	Progress Ave	30 metres
Consumers Rd	Sheppard Ave E	Yorkland Blvd	27 metres
Consumers Rd	Yorkland Blvd	Yorkland Blvd	27 metres
Cordova Ave	Dundas St W	Central Park Rdwy	27 metres
Coronation Dr	Manse Rd	Beechgrove Dr	27 metres
Cowdray Crt	All		27 metres
Credit Union Dr	Eglinton Ave E	Mobile Dr	27 metres
Cummer Ave	Bayview Ave	Pineway Blvd	23 metres
Cummer Ave	Pineway Blvd	Leslie St	27 metres



# SCHEDULE 1

STREET NAME	FROM	TO	PLANNED RIGHT-OF-WAY-WIDTH
Curlew Dr	Lawrence Ave E	Victoria Park Ave	27 metres
Disco Rd	Highway 427	Attwell Dr	27 metres
Dolomite Dr	Alness St	Dufferin St	27 metres
Don Lake Gt	Don Lake Gt	Bathurst St	33 metres
Doris Ave	Norton Ave	Hollywood Ave	36 metres
Doris Ave	Hollywood Ave	Sheppard Ave E	27 metres
Driftwood Ave	Jane St	Finch Ave W	23 metres
Driftwood Ave	Finch Ave W	Topcliff Ave	27 metres
Driftwood Ave	Topcliff Ave	Grandravine Dr	23 metres
Drummond St	Royal York Rd	Dwight Ave	23 metres
Dufferin St	Regent Rd	Wilson Ave	27 metres
Dufflaw Rd	Orfus Rd	Lawrence Ave W	27 metres
Dunbloor Rd	Dundas St W	Bloor St W	26 metres
Duncan Mill Rd	Lesmill Rd	250 m west of Don Mills Rd	27 metres
Duncan Mill Rd	250 m west of Don Mills Rd	Don Mills Rd	45+ metres
Durnford Rd	Sheppard Ave E	Rylander Blvd	27 metres
Dwight Ave	Drummond St	Lake Shore Blvd W	23 metres
East Ave	Lawrence Ave E	GO Station Parking (North Lot)	27 metres
East Mall Cres	The East Mall	Dundas St W	36 metres
Eddystone Ave	Oakdale Rd	Jane St	27 metres
Edenbridge Dr	Scarlett Rd	Royal York Rd	23 metres
Ellerslie Ave	Beecroft Rd	Yonge St	23 metres
Elmhurst Ave	Beecroft Rd	Yonge St	27 metres
Elmwood Ave	Doris Ave	Yonge St	30 metres
Empress Ave	Yonge St	Doris Ave	30 metres
Empress Ave	Doris Ave	Bayview Ave	23 metres
Eringate Dr	Highway 427	Renforth Dr	27 metres
Esterbrooke Ave	Shaughnessy Blvd	Don Mills Rd	27 metres
Esther Shiner Blvd	Provost Dr	Leslie St	Varies
Eva Rd	The West Mall	Highway 427	27 metres
Falstaff Ave	Jane St	Culford Rd	23 metres
Farnboro Rd	Highway 427	Attwell Dr	27 metres
Fasken Dr	Carlingview Dr	Highway 427	27 metres
Faywood Blvd	Sheppard Ave W	Wilson Ave	27 metres
Fenmar Dr	Weston Rd	Norelco Dr	27 metres
Fenn Ave	Medalist Rd	Gordon Rd	23 metres
Fenside Dr	Brookbanks Dr	Lynedock Cres	27 metres
Finch Ave Diversion	Sewells Rd	Reesor Rd	27 metres
Finch Ave E	Beare Rd	City Boundary	27 metres

# SCHEDULE 1

STREET NAME	FROM	TO	PLANNED RIGHT-OF-WAY-WIDTH
Flemington Rd	Blossomfield Dr	Varna Dr	27 metres
Flemington Rd	Ranee Dr	Varna Dr	27 metres
Flint Rd	All		27 metres
Fort York Blvd	Spadina Ave	Lake Shore Blvd	30 metres
Galloway Rd	Lawrence Ave E	Guildwood Pkwy	27 metres
Gary Dr	Yelland St	Pelmo Cres	27 metres
Garyray Dr	Irondale Dr	Rossdean Dr	27 metres
Gateway Blvd	Don Mills Rd	Grenoble Dr	30 metres
Gateway Blvd	Grenoble Dr	Grenoble Dr	27 metres
Gateway Blvd	Grenoble Dr	Don Mills Rd	30 metres
Gerry Fitzgerald Dr	Dufferin St	Steeles Ave W	23 metres
Gervais Dr	Steels Ave E		23 metres
Gervais Dr	Wynford Dr	North End	23 metres
Gibbs Rd	The East Mall	Highway 427	27 metres
Gordon Baker Rd	Victoria Park Ave	Pharmacy Ave	27 metres
Gordon Mackay Rd	Suntract Rd	Jane St	23 metres
Gordon Murison Ln	Steeles Ave E	its terminus 750 metres south	27 metres
Grand Ave	The Queensway	Portland St	30 metres
Grand Marshall Dr	Milner Ave	Sheppard Ave E	25 metres
Grandravine Dr	Jane St	Keele St	23 metres
Grangeway Ave	Progress Ave	Ellesmere Rd	30 metres
Green Belt Dr	Don Mills Rd	Nob Ln	27 metres
Greenbrae Crct	Markham Rd	Lawrence Ave E	27 metres
Greencedar Crct	Lawrence Ave E	Markham Rd	27 metres
Greencrest Crct	Greencedar Crct	Lawrence Ave E	27 metres
Greenfield Ave	Yonge St	Doris Ave	27 metres
Greenholm Crct	Markham Rd	Lawrence Ave E	27 metres
Gulliver Rd	Culford Rd	Keele St	27 metres
Harold Evans Dr	Gordon Baker Rd	McNicoll Ave	27 metres
Hendon Ave	Greenview Ave	Yonge St	27 metres
Hilda Ave	Steeles Ave W	Newtonbrook Blvd	23 metres
Holiday Dr	Permfield Path	The West Mall	27 metres
Horner Ave	Browns Line	Westhead Rd	27 metres
Hullmar Dr	Gosford Blvd	York Gate Blvd	27 metres
Humber College Blvd	Finch Ave W	Highway 27	30 metres
Humber College Blvd	Highway 27	Lynmont Rd	27 metres
Humber College Blvd	Lynmont Rd	John Garland Blvd	23 metres
Humberline Dr	Albion Rd	Woodlot Cres	27 metres
Humberline Dr	Woodlot Cres	Humber College Blvd	23 metres

# SCHEDULE 1

STREET NAME	FROM	TO	PLANNED RIGHT-OF-WAY-WIDTH
Humberwood Blvd	Humberline Dr	Rexdale Blvd	23 metres
Ingram Dr	Keele St	Sheffield St	27 metres
Invergordon Ave	Havenview Rd	Scunthorpe Rd	21 metres
Irondale Dr	Steeles Ave W	Grayray Dr	27 metres
Island Rd	Port Union Rd	Brownfield Gdns	27 metres
Jethro Rd	Kirby Rd	Wilson Ave	27 metres
John Garland Blvd	Finch Ave W	Kipling Ave	27 metres
Jonesville Cres	50 m west of Victoria Park Ave	Victoria Park Ave	30 metres
Judson St	Horner Ave	Royal York Rd	23 metres
Kennedy Rd	Danforth Rd	Highview Ave	27 metres
Kenneth Ave	Byng Ave	Sheppard Ave E	23 metres
Kincort St	Ingram Dr	Northwestern Ave	27 metres
Kodiak Cres	Whitehorse Rd	Sheppard Ave W	27 metres
La Rose Ave	Royal York Rd	Scarlett Rd	23 metres
Lawrence Ave E	The Bridle Path	Park Lane Crcl	23 metres
Lawrence Ave E	The Bridle Path	120 m east of The Bridle Path	23 metres
Lawrence Ave E	120 m east of The Bridle Path	Blaine Dr	27 metres
Lawson Rd	Highway 2A	Port Union Rd	27 metres
Legion Rd	All		27 metres
Leith Hill Rd	Shaughnessy Blvd	Don Mills Rd	23 metres
Lesmill Rd	Leslie St	York Mills Rd	23 metres
Livingston Rd	Westlake Rd	Guildwood Pkwy	27 metres
Livingston Rd	Guildwood Pkwy	South End	21 metres
Lord Seaton Rd	Yonge St	Upper Canada Dr	27 metres
Lower Simcoe St	Rail Corridor	Lake Shore Blvd	27 metres
Manse Rd	Kingston Rd	Copperfield Rd	27 metres
Maple Leaf Dr	Jane St	Liscombe Rd	Non-Uniform
Maple Leaf Dr	Liscombe Rd	Keele St	23 metres
Marine Parade Dr	Park Lawn Rd	Lake Shore Blvd W	Varies
Martin Ross Ave	Alness St	Dufferin St	23 metres
Mason Rd	Eglinton Ave E	Adanac Dr	27 metres
Maxome Ave	Steeles Ave E	Finch Ave E	23 metres
McCowan Rd	Eglinton Ave E	North End	27 metres
McNicol Ave	Leslie St	Gordon Baker Rd	27 metres
McRae Dr	Laird Dr	Bayview Ave	27 metres
Meadowvale Rd	Plug Hat Rd	Old Finch Rd	27 metres
Melrose Ave	Bathurst St	100 m west of Elm Rd	23 metres
Metropolitan Rd	Warden Ave	East End	27 metres
Military Trl	Old Kingston Rd	Highway 2A	27 metres

# SCHEDULE 1

STREET NAME	FROM	TO	PLANNED RIGHT-OF-WAY-WIDTH
Mill Rd	Rathburn Rd	Bloor St W	27 metres
Millwick Dr	Islington Ave	Milvan Dr	27 metres
Millwood Rd	Bayview Ave	Southvale Dr	24 metres
Milner Ave	Morningside Ave	Grand Marshall Dr	30 metres
Milner Ave	Grand Marshall Dr	Conlins Rd	23 metres
Milvan Dr	Toryork Dr	Finch Ave W	27 metres
Mobile Dr	Credit Union Dr	Bermondsey Rd	27 metres
Mondeo Dr	All		23 metres
Moore Ave	Bayview Ave	Mallory Cres	27 metres
Morningstar Extension	Highway 27	Humberwood Blvd	23 metres
Morrish Rd	Canmore Blvd	Old Kingston Rd	27 metres
Morrish Rd	Old Kingston Rd	Highway 2A	23 metres
Morrish Rd	Canmore Blvd	its northerly limit	23 metres
Murray Ross Pkwy	Sentinel Rd	Keele St	30 metres
Murray Ross Pkwy	Steeles Ave W	Shoreham Dr	30 metres
Neilson Rd	Morningside Ave	Finch Ave E	27 metres
New Toronto St	Kipling Ave	Dwight Ave	23 metres
Newton Dr	Yonge St	Bayview Ave	23 metres
Norseman St	Kipling Ave	Royal York Rd	23 metres
North York Blvd	Beecroft Rd	Yonge St	30 metres
Old Finch Ave	Morningview Trail	Meadowvale Rd	27 metres
Old Sheppard Ave	Brian Dr	Doubletree Rd	27 metres
Old Sheppard Ave	Doubletree Rd	Victoria Park Ave	23 metres
Orfus Rd	Caledonia Rd	Dufferin St	23 metres
Ormont Dr	Toryork Dr	CP Railway	27 metres
Ormont Dr	CP Railway	Fenmar Dr	45+ metres
Ormont Dr	Fenmar Dr	Signet Dr	27 metres
Park Home Ave	Beecroft Rd	Yonge St	27 metres
Park Lawn Rd	Berry Rd	The Queensway	27 metres
Parkway Forest Dr	Sheppard Ave E	150 m south of Sheppard Ave	27 metres
Passmore Ave	Kennedy Rd	Midland Ave	23 metres
Passmore Ave	Middlefield Rd	Oasis Blvd	27 metres
Paxman Rd	The West Mall	Norris Glen Rd	23 metres
Peckham Ave	Greenwin Village Rd	Cactus Ave	27 metres
Pelmo Cres	Gary Dr	Uphill Ave	23 metres
Petrolia Rd	Steeles Ave W	Canarctic Dr	27 metres
Pickering Townline Rd	Steeles Ave E	Finch Ave	27 metres
Plug Hat Rd	Meadowvale Rd	Beare Rd	27 metres
Port Union Rd	Lawrence Ave E	Bridgend St	30 metres

# SCHEDULE 1

STREET NAME	FROM	TO	PLANNED RIGHT-OF-WAY-WIDTH
Poyntz Ave	Beecroft Rd	Yonge St	30 metres
Prince Edward Dr S	Bloor St W	Berry Rd	23 metres
Prince Philip Blvd	Guildwood Pkwy	Sylvan Ave	21 metres
Princess Margaret Blvd	Islington Ave	Martin Grove Rd	27 metres
Provost Dr	Sheppard Ave E	South End	27 metres
Queens Plate Dr	Rexdale Blvd	Bethridge Rd	27 metres
Racine Rd	Martin Grove Rd	Kipling Ave	27 metres
Railside Rd	Lawrence Ave E	Lawrence Ave E	27 metres
Ranee Ave	Dufferin St	Bathurst St	23 metres
Rathburn Rd	Islington Ave	Kipling Ave	27 metres
Reesor Rd	Steeles Ave E	Old Finch Ave	27 metres
Renforth Dr	Rathburn Rd	Bloor St W	27 metres
Replin Rd	Flemington Rd	just north of Lawrence Ave W	27 metres
Ridley Blvd	Brooke Ave	50 m south of Brooke Ave	27 metres
Rivalda Rd	Bradstock Rd	Sheppard Ave W	27 metres
Royalcrest Rd	Martin Grove Rd	Highway 27	27 metres
Rustic Rd	Blue Springs Rd	Connie St	27 metres
Rylander Blvd	Tideswell Blvd	Kingston Rd	27 metres
Sandhurst Crcl	All		27 metres
Scunthorpe Rd	Sheppard Ave E	Milner Ave	27 metres
Sentinel Rd	Murray Ross Pkwy	Finch Ave W	33 metres
Sentinel Rd	Finch Ave W	Derrydown Rd	30 metres
Sentinel Rd	Derrydown Rd	Sheppard Ave W	27 metres
Settlers Rd	Sheppard Ave E	Lansing Sq	27 metres
Sewells Rd	Steeles Ave E	Old Finch Ave	27 metres
Shaughnessy Blvd	Delverton Pl	Sheppard Ave E	30 metres
Shaughnessy Blvd	Sheppard Ave E	Silkwood Cres	27 metres
Sheffield St	Colville Rd	Ingram Dr	27 metres
Sherway Gt	Evans Ave	Sherway Gardens Rd	23 metres
Shoreham Dr	Hullmar Dr	Jane St	27 metres
Shoreham Dr	Jane St	Murray Ross Pkwy	30 metres
Shorting Rd	Nugget Ave	Sheppard Ave E	21 metres
Silverdale Cres	York Mills Rd	Laurentide Dr	27 metres
Silverstone Dr	Finch Ave W	Stevenson Rd	27 metres
St. Albans Rd	Aukland Rd	Kipling Ave	23 metres
St. Regis Cres	Keele St	Tuscan Gt	27 metres
St. Regis Cres N	Ceramic Rd	St. Regis Cres	27 metres
Steepprock Dr	Chesswood Dr	Dufferin St	27 metres
Sufferance Rd	Kennedy Rd	East End	27 metres



# SCHEDULE 1

STREET NAME	FROM	TO	PLANNED RIGHT-OF-WAY-WIDTH
Supertest Rd	Alness St	Dufferin St	27 metres
Talbot Rd	Newtonbrook Blvd	Finch Ave W	23 metres
Tangiers Rd	Toro Rd	Four Winds Dr	27 metres
Tangiers Rd	Four Winds Dr	Keele St	30 metres
Tempo Ave	Harold Evans Dr	Victoria Park Ave	27 metres
The Donway E	Don Mills Rd	Don Mills Rd	27 metres
The Donway W	Don Mills Rd	Don Mills Rd	27 metres
The East Mall	Eglinton Ave W	West Deane Park Dr	27 metres
The Kingsway	Kipling Ave	Ashley Rd	30 metres
The Kingsway	Ashley Rd	Lambeth Rd	23 metres
The Kingsway	Lambeth Rd	Dundas St W	36 metres
The Kingsway	Dundas St W	Bloor St W	30 metres
The Pond Rd	Sentinel Rd	Petrolia Rd	27 metres
The West Mall	Wellesworth Dr	Rathburn Rd	27 metres
Thorncliffe Park Dr	Overlea Blvd	Beth Nealson Dr	27 metres
Toro Rd	Keele St	Ceramic Rd	27 metres
Torresdale Ave	Finch Ave W	North End	27 metres
Toryork Dr	Milvan Dr	100 m west of Weston Rd	27 metres
Toryork Dr	100 m west of Weston Rd	Weston Rd	36 metres
Town Centre Crt	Borough Dr	McCowan Rd	27 metres
Tuscan Gt	St. Regis Cres	Sheppard Ave W	27 metres
Twyn Rivers Dr	Sheppard Ave E	the east City boundary	27 metres
Underhill Dr	Brookbanks Dr	Lawrence Ave E	27 metres
Underpass Gt	Fenelon Dr	Roywood Dr	33 metres
Uphill Ave	Pelmo Cres	Woodward Ave	23 metres
Upper Canada Rd	Lord Seaton Dr	Aldershot Cres	30 metres
Usher Ave	Royal York Rd	The Kingsway	27 metres
Valentine Dr	Shamokin Dr	York Mills Rd	27 metres
Valhalla Inn Rd	The East Mall	Highway 427	27 metres
Valleybrook Dr	Duncan Mills Rd	Lesmill Rd	23 metres
Van Horne Ave	Leslie St	Victoria Park Ave	27 metres
Varna Dr	Ranee Ave	Lawrence Ave W	27 metres
Vice Regent Blvd	Queens Plate Dr	Highway 27	27 metres
West Mall Cres	The West Mall	Dundas St W	27 metres
Westhumber Blvd	Martin Grove Rd	Kipling Ave	23 metres
Westmore Dr	Albion Rd	Finch Ave W	23 metres
Widdicombe Hill Blvd	Kipling Ave	Eglinton Ave W	27 metres
William Carson Cres	Yonge St	North End	23 metres
William Kitchen Rd	Progress Ave	North End	23 metres

# SCHEDULE 1

STREET NAME	FROM	TO	PLANNED RIGHT-OF-WAY-WIDTH
Yeomans Rd	York Downs Dr	Clanton Park Rd	30 metres
Yonge Blvd	Wilson Ave	Brooke Ave	27 metres
York Downs Dr	Yeomans Rd	Armour Blvd	27 metres
York Gate Blvd	Jane St	Finch Ave W	27 metres
York Mills Access Ramp	York Mills Rd	West End	45+ metres
York Mills Rd	Park Woods Village Dr	Ness Dr	27 metres
York Mills Rd	Ness Dr	Victoria Park Ave	23 metres

## SCHEDULE 2: THE DESIGNATION OF PLANNED BUT UNBUILT ROADS

Note: Additional planned but unbuilt roads are designated in Secondary Plans or contained within approved development agreements.

STREET NAME	FROM	TO
New Link	Intersection of North Queen St and Manstor Rd	The West Mall (north of the CP rail corridor)
New Link	The Queensway (opposite first set of traffic signals east of The West Mall)	Future westerly North Queen St Extension
New Link +	The Queensway, west of The West Mall	The West Mall, south of The Queensway
New Link	Intersection of North Queen St and Manstor Rd	The West Mall
New Link	Intersection of Norris Glen Rd and Paxman Rd	Dundas St W (opposite Highway 427 southbound off-ramp at Dundas St W)
Aukland Rd	Bloor St West	Burnhamthorpe Rd
Legion Rd	Legion Rd terminus south of CN rail corridor (Lake Shore GO line)	F. G. Gardiner Expwy eastbound off-ramp at Park Lawn Rd
Queens Plate Drive (completion of ring road around intersection of Hwy 27 and Rexdale Blvd)	Queens Plate Dr (western leg) at Rexdale Blvd	Vice Regent Blvd
Morningside Ave	McNicholl Ave	Steeles Ave E
Bridgend St	Port Union Rd	Lawrence Ave
Bushby Dr	Grangeway Ave	Bellamy Rd N
Bellamy Rd N	Progress Ave	Milner Ave
Nugget Ave	McCowan Rd	Sheppard Ave
Silver Star Blvd	South of McNicoll Ave	Passmore Ave
Milliken Blvd	Milliken Blvd (northerly)	Steeles Ave (at Redlea Ave)
New Link	Upton Rd	Hymus Rd
New Link	Milner Ave	Neilson Rd overpass
New Link	Metropolitan Rd	Continental Pl
Allanford Rd	Sheppard Ave	Bonis Ave
Cowdray Crt	Cowdray Crt east end	Reidmount Ave Extension
Reidmount Ave Extension	Sheppard Ave E	Village Green Square
Lamont Ave Extension	Lamont Ave south end	Emblem Crt
Copperfield Rd	Manse Rd	Beechgrove Dr
Weybright Crt	Weybright Crt west end	Lamont Ave Extension
Chartway Blvd	Chartway Blvd (westerly)	Morningside Ave/Military Trail
New Link (North/South)	Military Trail (north of)	Ontario Hydro Corridor
New Link (East/West)	Morningside Ave (west of)	Ontario Hydro Corridor
Conn Smythe Dr	Beachell St	Eglinton Ave
New Link	Beachell St	Centre St
New Link	North-south road west of Beachell St	

## SCHEDULE 2

STREET NAME	FROM	TO
Asterfield Dr	Lawrence Ave	Kingston Rd
Nantucket Blvd	Nantucket Blvd north end	Ellesmere service road
Nantucket Blvd	Nantucket Blvd south end	Lawrence service road
Crouse Rd	Underwriters Rd	Crockford Blvd
Romac Dr	Romac Drive west end	Morrish Rd
Copeland St	Wicksteed Ave	Eglinton Ave
New Link	Commercial Rd	Thorncliffe Park Dr
New Link 3	Banigan Dr	Thorncliffe Park Dr
New Link	Banigan Dr	New Link 3
New Link 5	Thorncliffe Park Dr	Thorncliffe Park Dr
New Link 6	New Link 5	Overlea Blvd
New Link	New Link 6	Thorncliffe Park Dr
New Link	Canvarco Rd	Esander Dr
Redway Rd	Millwood Rd	Bayview Ave
Chesswood Dr Extension	Finch Ave W	Flint Rd
Settlers Rd Extension	Settlers Rd	South to Consumers Rd
S. Downtown Service Rd	Sheppard Ave E	Avondale Ave
Tangiers Rd Extension	Murray Ross Pkwy	Petrolia Rd
Transit Rd Ext Ramps	William R Allen Rd	Transit Rd Extension
Transit Rd Extension	Transit Rd	Sheppard Ave W
Service Rd West Loop	Drewry Ave	Hendon Ave
New Link	Sheppard Ave W	Allen Rd
Downsview East/West Collector	Transit Rd Extension	Sheppard Ave W
Downsview East/West Collector	Transit Rd Extension	Keele St
New Link	Union St	Keele St
New Link	Price St	Scrivener Sq
New Link	Crouse Rd	Bertrand Ave
New Link	Progress Ave	Novopharm Crt
New Link	The Queensway	Running south between The Queensway and the south limit of the property
New Link	Zorra St	St. Lawrence Ave
New Link	Dundas St W	Looped north and back to Dundas St W between Royal York Rd and Prince Edward Dr
New Link A <sup>[1]</sup>	Rexdale Boulevard	New Link D
New Link B <sup>[1]</sup>	New Link A	New Link C
New Link C <sup>[1]</sup>	New Link B	Rexdale Boulevard
New Link D <sup>[1]</sup>	New Link A	approximately 25 metres west of Link A
New Link A <sup>[2]</sup>	Kingston Road	East Haven Drive
New Link B <sup>[2]</sup>	Kingston Road	Pell Street Lane
New Link C <sup>[2]</sup>	Kingston Road	Leisure Lane

## SCHEDULE 2

STREET NAME	FROM	TO
New Link	Eva Road (centred on a point approximately 131 metres east of eastern limit of The West Mall right-of-way)	Civic Centre Court
New Link	The intersection of Eglinton Avenue East and and Cedar Drive running south, then southeast	Kingston Road
New Link	Markham Road	The southerly extension of Cedar Drive to the east
New Link	Opposite Duplex Crescent	Berwick Avenue, east of Duplex Avenue
Northwest Gate	Ian MacDonald Boulevard	Steeles Avenue West
Founders Road	Ian MacDonald Boulevard	Steeles Avenue West
Ian MacDonald Boulevard	Shoreham Drive	The Chimneystack Drive
The Chimneystack Road	Ian MacDonald Boulevard	Keele Street
New Link	Evelyn Wiggins Drive	The Pond Road
New Link	The Pond Road	The Chimneystack Road
New Link	The Chimneystack Road	Steeles Avenue West
Downsview Park Perimeter Road (Major Street)	Keele Street	Downsview East-West Collector
Downsview North-South Road East of Allen Road (Major Street)	Sheppard Avenue West	Wilson Heights Boulevard Ramps
Downsview North-South Road West of Allen Road (Major Street)	Sheppard Avenue West	Transit Road Extension
Downsview East-West Road (Minor Street)	Downsview North-South Road West of Allen Road	Downsview North-South Road East of Allen Road
Downsview East-West Road (Major Street)	Transit Road Extension	Downsview North-South Road East of Allen Road
Downsview East-West Road (Major Street)	Transit Road Extension	Downsview North-South Road East of Allen Road
Downsview East-West Road (Minor Street)	Downsview North-South Road East of Allen Road	Wilson Heights Boulevard
Downsview North-South Road (Major Street)	Downsview Park Perimeter Road	Downsview Secondary School
Downsview East-West Road (Minor Street)	Keele Street	Downsview North-South Road
Downsview East-West Road (Minor Street)	Keele Street	Sheppard Avenue
Downsview East-West Road (Minor Street)	Keele Street	Sheppard Avenue
Downsview North-South Road (Major Street)	Downsview East/West Collector	Downsview East-West Road
Downsview North-South Road (Minor Street)	Sheppard Avenue West	Carl Hall Road
New Link A	Southerly extension of East Mall Crescent from Dundas Street West	New Link C
New Link B	East Mall Crescent extension	New Links C and D
New Link C	Vickers Road	New Link B and D



## SCHEDULE 2

STREET NAME	FROM	TO
New Link D	Southerly extension of Paulart Drive from Dundas Street West	New Link C
New Link E	New Links C or D	Shorncliffe Road
New Link	Intersection of Lawrence Avenue West and Englemount Avenue	Ranee Avenue east of Allen Road
New Link	Intersection of Ranee Avenue and Varna Drive	Neptune Drive
New Link	Intersection of Lawrence Avenue West and Marlee Avenue	Ranee Avenue west of Allen Road
Musgrave Street <sup>[3]</sup>	Victoria Park Avenue	New Link C
New Link C <sup>[3]</sup>	Gerrard Street East	Terminating as a cul-de-sac north-east of the Musgrave Street extension
Mac Frost Way	Staines Road	Terminating as a cul-de-sac north-east of the Mac Frost Way intersection with Staines Road
New North Link	Kennedy Road	Road East of Redlea Avenue to Milliken GO Station
New South Link	Kennedy Road	East of Redlea Avenue to Milliken GO Station
Wynford Drive Extension	The intersection of Don Mills Road and Wynford Drive, running west, then southwest	Eglinton Avenue East
New Link A	Don Mills Road, running southwest, the south	Eglinton Avenue East
New Link C	Don Mills Road, running west	Wynford Drive Extension
New Link D	New Link A, running west	New Link F
New Link E	New Link A, running west	New Link F
New Link F	New Link D, running north	Wynford Drive Extension
New Link G	Eglinton Avenue East, running south from New Link A	Don Mills Road
New Link H	New Link G	Don Mills Road
New Link I	Don Mills Road	Ferrand Drive
New Link J	Don Mills Road	Gervais Drive
New Link K	Sonic Way	Rocheffort Drive
Liberty Local Road	Dufferin St	Strachan Ave
Dundas St W re-alignment	Dundas St W & Beamish Dr	Bloor St W & Dunbloor Rd
Bloor St W re-alignment	Dunbloor Rd	Kipling Ave
Street A	Lake Shore Blvd W	Marine Parade Dr
Street B	Lake Shore Blvd W	Marine Parade Dr
Street C	Brookers Lane	Street D
Street D	Lake Shore Blvd W	Marine Parade Dr
New Street	Toryork Dr	Finch Ave W
Ingrams Dr Extension	Sheffield St	Caledonia/Wingold/Ronald Ave
Agincourt New Link A <sup>[4]</sup>	Kennedy Rd	Agincourt New Link D
Agincourt New Link B <sup>[4]</sup>	Sheppard Ave	Agincourt New Link A

## SCHEDULE 2

STREET NAME	FROM	TO
Agincourt New Link C <sup>[4]</sup>	Sheppard Ave	Bonis Ave
Agincourt New Link D <sup>[4]</sup>	Bonis Ave	Agincourt New Link C
Agincourt New Link E <sup>[4]</sup>	Sheppard Ave	Agincourt New Link D
Agincourt New Link F <sup>[4]</sup>	Bonis Ave	Agincourt New Link A
Liberty New Street	Dufferin Street	Strachan Avenue

Table endnotes:

<sup>[1]</sup> Refer to Map 2 of 2 in Site & Area Specific Policy No. 296 for general location of the planned but unbuilt new roads.

<sup>[2]</sup> Refer to Site and Area Specific Policy No. 324 for the general location of the planned but unbuilt roads.

<sup>[3]</sup> Refer to Site and Area Specific Policy No. 485 for the general location of the planned but unbuilt new roads.

<sup>[4]</sup> Refer to Chapter 7, Site and Area Specific Policies, Site and Area Specific Policy No. 572, Structure Plan - Map 1, for the general location of the planned but unbuilt roads.

# APPLICATION REQUIREMENTS

## APPLICATION REQUIREMENTS

Requirements of the *City of Toronto Act, Planning Act* and/or Regulations

Official Plan

Zoning By-Law

Plan of Subdivision

Plan of Condominium

Consent to Sever

Site Plan Control Approval

•

•

•

•

•

## Additional Requirements of the Official Plan

In addition to the prescribed requirements of the Planning Act, the following non-prescribed information will also be required to evaluate a planning application, unless it is determined that certain studies, plans, drawings and reports are not applicable.

Provision of the additional information indicated under the Official Plan, Zoning By-law, Plan of Subdivision, Plan of Condominium and Consent to Sever headings is mandatory under the Planning Act and this Official Plan.

Provision of the additional information indicated under the Site Plan Control Approval heading is not mandatory but may be requested by the City in order to enable a site plan control application to be evaluated.

## ADDITIONAL REQUIREMENTS OF THE OFFICIAL PLAN

**Completed Application Form** – including Permission to Reproduce and Provision of Requisite Copies. Applicants are required to (a) grant the City permission to reproduce, in whole or in part, any document submitted as part of a complete application for internal use, inclusion in staff reports or distribution to the public for the purpose of application review, and (b) provide a reasonable number of copies of any such document, or parts thereof, in paper and/or electronic form, to the City for internal use and distribution to the public for the purpose of application review.

**Boundary Survey** – showing and quantifying the area(s) of all land parcel(s) relevant to the development proposal.

### Appropriate Plans and Drawings

**Planning Rationale** – containing a description of pre-application consultation, including any community outreach, public meeting(s) and interested persons contact list created by the applicant in accordance with City standards.

Official Plan

Zoning By-Law

Plan of Subdivision

Plan of Condominium

Consent to Sever

Site Plan Control Approval

•

•

•

•

•

•

•

•

•

•

•

•

•

•

•

•

•

•

# SCHEDULE 3

ADDITIONAL REQUIREMENTS OF THE OFFICIAL PLAN	Official Plan	Zoning By-Law	Plan of Subdivision	Plan of Condominium	Consent to Sever	Site Plan Control Approval
<b>Draft Amendments</b>	•	•				
<b>Accessibility Design Standards Checklist</b>			•	•		•
<b>Air Quality Study</b>		•	•			•
<b>Arborist Report</b> – for properties with existing trees and/or trees within six metres of all property lines. A technical report that identifies the location, species, size and condition of trees and describes maintenance strategies and protection measures to be implemented.		•	•	•	•	•
<b>Archaeological Assessment</b> – for properties in the City’s database of lands containing archaeological potential.	•	•	•		•	•
<b>Architectural Control Guidelines</b> – when warranted by the scale or nature of the proposed development.		•	•			•
<b>Avenue Segment Review</b> – when required by the provisions of Section 2.2.3.	•	•				
<b>Block Context Plan</b> – for all properties. Written and drawn plans that demonstrate how the proposed development will be designed and planned to fit in the existing and/or planned public realm and built form context.	•	•	•		•	•
<b>Building Mass Model</b> – physical or computer generated.	•	•				•
<b>Community Services/Facilities Study</b> – for large development proposals.	•	•	•			
<b>Compatibility/Mitigation Study</b> – a technical report that provides a written description of the land use compatibility of sensitive land uses, including residential uses, where permitted or proposed outside of and adjacent to or near to Employment Areas or within the influence area of major facilities.	•	•				•
<b>Contaminated Site Assessment</b> – if any portion of a property is to be conveyed to the City (e.g., parks, roads or lanes).	•	•	•		•	•
<b>Energy Strategy</b> - for large development proposals or for development proposals within a Community Energy Plan area.	•	•	•			
<b>Environmental Impact Study</b> – if the proposed development is likely to have impacts on aspects of the environment not adequately assessed in the Natural Heritage Impact Study.	•	•	•			•
<b>Geotechnical Study</b> – hydrological review to be included where warranted.		•	•		•	•
<b>Green Development Standards Checklist</b>		•	•	•		•
<b>Heritage Impact Assessment/Conservation Strategy</b> – for properties in the City’s Heritage Register, whether listed or designated, or adjacent properties where new development could have an impact on a heritage property.	•	•	•		•	•
<b>Housing Issues Report</b> – for applications that seek to demolish existing rental properties, intensify existing rental sites, convert existing rental housing to condominiums or that propose residential development in excess of five hectares.	•	•		•		
<b>Loading Study</b> – when proposal does not comply with City by-law standards.		•			•	•

## ADDITIONAL REQUIREMENTS OF THE OFFICIAL PLAN

	Official Plan	Zoning By-Law	Plan of Subdivision	Plan of Condominium	Consent to Sever	Site Plan Control Approval
<b>Natural Heritage Impact Study</b> – if the proposed development is likely to have impacts on the Natural Heritage System shown on Map 9.	•	•	•		•	•
<b>Noise Impact Study</b>		•	•		•	•
<b>Odour Study</b>		•	•			•
<b>Parking Study</b> – when proposal does not comply with City by-law standards.		•		•	•	•
<b>Pedestrian Level Wind Study</b> – for buildings over six storeys/20 metres in height.		•				•
<b>Servicing and Stormwater Management Report(s)</b>		•	•	•	•	•
<b>Soil Volume Plan</b> – for all properties. Plan and section drawings with information such as below grade slab elevations and building setbacks, demonstrating that adequate soil volume suitable to support plant growth is being provided on site, and is being accommodated in the building structure.		•	•		•	•
<b>Sun/Shadow Study</b> – for buildings over six storeys/20 metres in height.		•				
<b>Topographical Survey</b> – showing the area(s) of all land parcel(s) relevant to the development proposal.	•	•	•	•	•	•
<b>Traffic Operations Assessment</b> – when warranted by the scale or nature of the proposed development.		•	•			•
<b>Transportation Impact Study</b>	•	•	•			•
<b>Tree Protection Plan</b> – for properties with existing trees and/or trees within 6 metres of all property lines. A plan prepared in conjunction with an arborist report that identifies the location, species and size of trees, identifies the extent of injury, where applicable, and illustrates details of protection measures including the location of protective barriers.		•	•		•	•
<b>Urban Design Guidelines</b> – when warranted by the scale or nature of the proposed development.		•	•			•
<b>Vibration Study</b>		•	•		•	•



## SCHEDULE 4: DESCRIPTION OF VIEWS

This schedule describes the views identified on maps 7a and 7b of the Official Plan. Views described are subject to the policies set out in section 3.1.1. Described views marked with [H] are views of heritage properties and are specifically subject to the view protection policies of section 3.1.5 of the Official Plan.

### A. PROMINENT AND HERITAGE BUILDINGS, STRUCTURES & LANDSCAPES

#### A1. Queens Park Legislature [H]

This view has been described in a comprehensive study and is the subject of a site and area specific policy of the Official Plan. It is not described in this schedule.

#### A2. Old City Hall [H]

The view of Old City hall includes the main entrance, tower and cenotaph as viewed from the southwest and southeast corners at Temperance Street and includes the silhouette of the roofline and clock tower. This view will also be the subject of a comprehensive study.

#### A3. Toronto City Hall [H]

The view of City Hall includes the east and west towers, the council chamber and podium of City Hall and the silhouette of those features as viewed from the north side of Queen Street West along the edge of the eastern half of Nathan Phillips Square. This view will be the subject of a comprehensive study.

#### A4. Knox College Spire [H]

The view of the Knox College Spire, as it extends above the roofline of the third floor, can be viewed from the north along Spadina Avenue at the southeast corner of Bloor Street West and at Sussex Avenue.

#### A5. Knox College [H]

The view of Knox College, located in Spadina Circle north of College Street and between the north and southbound lanes of Spadina Avenue, where it wraps around the property, can be viewed clearly and in its entirety (including its spire) from College Street at the southwest and southeast corners of College at Spadina, as well as from the Spadina streetcar right of way, when traveling toward or from the property on the streetcar at College Street.

#### A6. Osgoode Hall [H]

The south facing façades of Osgoode Hall can be viewed in whole or part through and over the fence surrounding its property (the fence is also part of the view) from the following locations:

- i. The southeast and southwest corners of York Street at Richmond Street.
- ii. The southwest corner of University Avenue at Queen Street West.

#### A7. University College [H]

The view of University College includes the full view of the south facing façade and tower of the building as viewed from both the northwest and northeast corners of Kings College Road at College Street.

## SCHEDULE 4

### **A8. The Grange [H]**

The Grange south facing façade, and the path leading up to it through the park, can be viewed in its entirety from the southeast and southwest corners of John Street at Stephanie Street. View corridors concerning Grange House in Grange Park exempt park infrastructure including, but not limited to, playground structure, lighting strategies, seating areas, landscape features and housing which is used solely for the purpose of accommodating mechanical operational needs of the park.

### **A9. Yorkville Library & Yorkville Fire Station #312 Tower [H]**

The south facing façade of the Yorkville Library and tower of Fire Station #312 can be viewed from the southeast corner of Yonge Street at Yorkville Avenue. The tower of Fire Station #312 can also be viewed from all four corners of Yorkville Avenue at Bay Street.

### **A10. Flatiron Building [H]**

The main facades and tower of the Flatiron Building, facing east, can be viewed from the following locations:

- i. The northeast and southeast corners of Front Street East at Market Street.
- ii. The northeast corner of Front Street East at Jarvis Street.

### **A11. St. James Cathedral Spire [H]**

The spire of St. James Cathedral can be viewed from the following locations:

- iii. The southwest and northwest corners of King Street East at Church Street.
- iv. Between Church Street and Market Street (across from Farquhars Lane), on the north side of Front Street East, looking north through the pedestrian pathway and Sculpture Garden.

### **A12. Princes' Gates [H]**

The central portal and north and south wings of the Prince's Gates, facing east, can be viewed in their entirety from the northeast and southeast corners of Lakeshore Boulevard West at Fort York Boulevard

### **A13. St. Mary's Church [H]**

St. Mary's Church and its distinctive spire can be viewed in its entirety on axis with Adelaide Street West at Bathurst Street from the southeast and northeast corners of Adelaide Street West at Portland Street.

### **A14. Fort York [H]**

Views into Fort York under the Gardiner Expressway show some of its buildings, land forms and artifacts from the following locations:

- i. Fleet Street at Grand Magazine Street.
- ii. Fleet Street at Iannuzzi Street.
- iii. Coronation Park through June Callwood Park, Bastion Street and Gzowski Boulevard.

### **A15. Rogers Centre**

From King Street West at John St and at Blue Jays Way, a portion of the Rogers Centre stadium and domed roof including the integrated public art installation – "The Audience" by Michael Snow – can be viewed.

## **A16. CN Tower [H] and Rogers Centre Dome**

The CN Tower, together with the domed roof of the Rogers Centre, can be viewed clearly from the north shore of Toronto Island Park just beyond the northern terminus of the Avenue of the Islands.

## **A17. Casa Loma [H]**

The view of Casa Loma shows much of its south facing façade and, in particular, the towers on the property, most notably the Scottish Tower, from the east side of the intersection of Dupont Street and Spadina Road.

## **A18. Summerhill Station Clock Tower [H]**

The clock tower at the former Summerhill train station can be viewed from Yonge Street from the following locations:

- i. Alcorn Avenue from the west side of Yonge Street.
- ii. Walker Avenue from the west side of Yonge Street.
- iii. The southwest corner of Yonge Street at Marlborough Avenue.

## **A19. Upper Canada College Spire [H]**

The spire alone can be viewed clearly on approach to Upper Canada College from the intersection of Avenue Road at Balmoral Avenue.

## **A20. East York Civic Centre [H]**

The form massing and design of the East York Civic Centre and its surrounding campus can be viewed clearly from the following locations:

- i. The southeast corner of Coxwell Avenue at Mortimer Avenue.
- ii. The east side of Coxwell Avenue where it meets Memorial Park Avenue.
- iii. The northeast and southeast corners of Coxwell Avenue at Barker Avenue.

## **A21. RC Harris Water Treatment Plant [H]**

The sprawling RC Harris Water treatment plant can be viewed in its entirety from many vantage points in close proximity to the property, from Lake Ontario.

## **A22. University of Toronto Scarborough Campus**

The tops of campus buildings can be viewed rising above the natural ravine setting of Highland Creek from the south end of the Morningside Avenue Bridge.

## **A23. Scarborough Civic Centre [H]**

The Scarborough Civic Centre building form, massing and composition can be viewed in its entirety from the northeast steps of Albert Campbell Square.

## SCHEDULE 4

### **A24. North York Civic Centre [H]**

The North York Civic Centre can be viewed clearly from west side of Yonge Street, directly across Mel Lastman Square from the building. Some of the landscaping obscures the lower portions of the building, but its setting, massing and form can be clearly viewed from this vantage point.

### **A25. York Cemetery Cenotaph**

The Cenotaph terminates a view from the west side of Yonge Street which is framed by the buildings on both sides of North York Boulevard.

### **A26. York Boulevard, York University Commons**

The landscape within York Boulevard and the Commons, including the buildings which frame these spaces, can be viewed from the west edge of the intersection of York Boulevard with Keele Street.

### **A27. Etobicoke Civic Centre [H]**

The Civic Centre can be clearly viewed in its entirety from the west side of the West Mall, on axis with the main entrance of the building. The clock tower can also be viewed in part from this vantage point, and is also viewed from the intersection of Highway 427 south-bound off ramp at Burnhamthorpe Road.

### **A28. Beach Fire Station #227 Clock Tower [H]**

The view of the prominent clock tower above the ridge of the west portion of the fire station building can be viewed from all four corners of the intersection of Queen Street East at Woodbine Avenue.

### **A29. Old Mill Bridge [H]**

The bridge can be viewed in its entirety from Etienne Brule Park, from the pathway just north of the parking lot looking south, and from the end of the pathway next to the Old Mill Tennis Courts looking north-west.

### **A30. De La Salle College [H]**

- i. The south elevations of Oaklands house can be viewed from Avenue Road and from Oaklands Avenue through the stone gates and across the De La Salle College playing fields.
- ii. The north and west elevations of Oaklands house can be viewed from Avenue Road.
- iii. The west elevation of the 1949 school building can be viewed from Avenue Road.
- iv. The De La Salle College playing fields can be viewed from Avenue Road just north of the gatekeeper's house.

### **A31. The Hearn**

The view of the Hearn Generating Station and its landmark stack can be viewed in its entirety from the south side of the SmartTrack Station, when travelling along Broadview Avenue.

## B. SKYLINES

### B1. Downtown/Financial District Skyline

- v. Gardiner Expressway (eastbound) at Kipling Ave – Buildings, including the CN Tower, which compose the Downtown/Financial District skyline, can be viewed in the horizon from the eastbound lanes of the Gardiner Expressway just past the Kipling Avenue overpass.
- vi. Gardiner Expressway (eastbound) at Humber Bay Shores – Buildings, including the CN Tower, which compose the Downtown/Financial District skyline, can be viewed clearly from the eastbound lanes of the Gardiner Expressway at the bend just past Park Lawn. The view is across Jean Augustine Park and is framed by buildings in Humber Bay Shores.
- vii. Fort York – Buildings, including the CN Tower, which compose the Downtown/Financial District skyline, can be viewed clearly throughout the grounds of Fort York.
- viii. Toronto Islands (north shore) – Buildings, including the CN Tower, which compose the Downtown/Financial District skyline, can be viewed clearly from the north shore of Toronto Island Park.
- ix. Jennifer Kateryna Koval's'kyj Park – Buildings, including the CN Tower, which compose the Downtown/Financial District skyline, can be viewed clearly from the waterfront edge of Jennifer Kateryna Koval's'kyj Park located at the terminus of Polson Street.
- x. Broadview Ave at Bain Ave – Buildings, including the CN Tower, which compose the Downtown/Financial District skyline, can be viewed clearly from Broadview Avenue at Bain Avenue across Riverdale Park East.
- xi. Prince Edward Viaduct – Buildings, including the CN Tower, which compose the Downtown/Financial District skyline, can be viewed clearly from the south-east end of the Prince Edward Viaduct.
- xii. Don Valley Parkway (southbound) south of Leaside Bridge – Buildings, including the CN Tower, which compose the Downtown/Financial District skyline, can be viewed clearly from the southbound lanes of the Don Valley Parkway, at the bend just south of the Leaside Bridge.
- xiii. Sir Winston Churchill Park – Buildings, including the CN Tower, which compose the Downtown/Financial District skyline, can be viewed clearly from the footpath in Sir Winston Churchill Park rising above the natural ravine setting. The skyline is most visible in winter when the surrounding trees are without leaves.
- xiv. Top of Baldwin Steps (east of Casa Loma) – Buildings, including the CN Tower, which compose the Downtown/Financial District skyline, can be viewed clearly from the top of the Baldwin Steps located just east of Casa Loma.
- xv. Casa Loma (south terrace) – Buildings, including the CN Tower, which compose the Downtown/Financial District skyline, can be viewed clearly from the south terrace of Casa Loma.
- xvi. Parc Downsview Park (top of The Mound) – Buildings, including the CN Tower, which compose the Downtown/Financial District skyline, can be viewed clearly from the top of The Mound.
- xvii. De La Sage College – Buildings, including the CN Tower, which compose the Downtown/Financial District skyline, and Lake Ontario can be viewed clearly from De La Salle College at the top of the Lake Iroquois escarpment.
- xviii. Broadview Avenue SmartTrack Station & Lakeshore Blvd/Broadview Avenue – Buildings, including the CN Tower, which compose the Downtown/Financial District skyline, can be viewed clearly from the elevated platform and multi-use pathway of the SmartTrack Station, and at the intersection of Lake Shore Boulevard East and Broadview Avenue.

### B2. North York Centre Skyline

Buildings which compose the North York Centre skyline can be viewed clearly from Highway 401 in the eastbound lanes when travelling over the West Don River bridge.

## SCHEDULE 4

### **B3. Scarborough Centre Skyline**

Buildings which compose the Scarborough Centre skyline can be viewed clearly from Highway 401 in the westbound lanes when emerging from beneath the Neilson Road overpass.

## **C. IMPORTANT NATURAL FEATURES**

### **C1. Scarborough Bluffs**

The western portion of the Scarborough Bluffs can be viewed clearly from the waterfront edge of Scarborough Heights Park.

### **C2. Cathedral Bluffs**

The Cathedral Bluffs can be viewed clearly from the eastern side of Bluffer's Park trail.

### **C3. West Highland Creek Ravine**

The West Highland Creek and natural ravine setting can be viewed clearly from both sides of the Lawrence Avenue East Bridge (looking north-west and south-east).

### **C4. Rouge Marsh**

The Rouge Marsh and surrounding natural setting can be viewed clearly from the boardwalk lookout in Rouge Beach Park (looking north) located near the eastern terminus of Lawrence Avenue East.

### **C5. Rouge River and Rouge Park**

The Rouge River and natural setting of Rouge Park can be viewed clearly from north side of the Kingston Road Bridge, and is most visible at the east boundary of the City of Toronto.

### **C6. Rouge Park**

The natural setting of Rouge Park can be viewed from the north side of Sheppard Avenue East, and is most visible at Glen Eagles Vista.

### **C7. Humber River**

The Humber River and natural ravine setting can be viewed clearly from both sides of the Bloor Street West Bridge (looking north and south), the Old Mill Bridge (looking north-west and south) and the Dundas Street West Bridge (looking north-west and south-east).

### **C8. Humber Marshes**

The Humber Marshes and surrounding natural setting can be viewed clearly from the western edge of Riverside Drive just north of South Kingsway (looking north-west).



### **C9. Lake Ontario**

Lake Ontario can be viewed clearly beyond the termini of Norris Crescent, Miles Road, Lake Crescent, Royal York Road, Sand Beach Road, and Second, Third, Fourth, Fifth, Sixth, Seventh, Tenth, Eleventh, and Twelfth Streets. These “windows on the Lake” are framed by trees and landscaped setbacks.

### **C10. The Don Valley**

The Don Valley can be viewed from the west side of Broadview Avenue at Pottery Road.

### **C11. Lake Iroquois Escarpment**

The Lake Iroquois escarpment ridge can be viewed clearly from Avenue Road just north of the gatekeeper’s house and from Oaklands Avenue through the stone gates and across the De La Salle College playing fields.

### **C12. Renaturalized Don River Mouth**

The Renaturalized River Mouth of the Don River and its surrounding open spaces, including the Flood Protection Landform can be viewed clearly from the elevated platform and multi-use pathway of the SmartTrack Station.