

ATTACHMENT 2: INCORPORATED DRAFT POLICY REVISIONS WITH THE IN-FORCE OFFICIAL PLAN

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 growth, liveability, social equity and overall quality of life.

Beautiful, comfortable, safe, functional and accessible streets, parks, open spaces and public buildings are a key shared asset. These public spaces draw people together, creating strong social bonds at the neighbourhood, city and regional level. They convey our public image to the world and unite us as a city, contribute to our cultural heritage and define our urban form and character. They set the stage for our festivals, parades and civic life as well as for daily ~~casual contact~~ social interaction. Quality Ppublic spaces creates communitiesenhance people's sense of community and belonging.

For every scale of city building, this Plan is intended to ensure the development of a high quality public realm and complete communities inclusive of an appropriate supply of parks and open spaces. A well-connected, walkable, attractive and vibrant, safe and accessible public realm will be ensured through site design and urban design standards.

~~This Plan recognizes how important good design is in creating a great city. Great cities are judged by the look and quality of their squares, parks, streets and public spaces and the buildings which frame and define them. People flock to the world's great cities not just to enjoy the culture, but to wander the streets, to explore their parks and plazas, to enjoy the street life, to shop and to people watch. The same characteristics and qualities that make these cities great places to visit also make them great places to live. What do these places share in common? All are very urban, high density, mixed use, mixed income, transit and pedestrian oriented vibrant places.~~

~~Great cities not only have great buildings—but the buildings work together to create great streets, plazas, parks and public places. Great cities inspire and astonish. Whether it's a bustling shopping street lined by vibrant shop windows and sidewalk cafes, an intimate, residential, tree-lined street, or a public plaza in the central business district—everywhere you look there is evidence that the place has been designed. The buildings, both public and private, work together to create the “walls” for the city's great outdoor “rooms”.~~

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Policies

1. The public realm is comprised of all public and private spaces to which the public has access. It comprises a network that includes, but is not limited to, streets, sidewalks and pedestrian connections, parks and open spaces, the public portions of civic buildings and other publicly owned and publicly accessible lands.
2. The City, together with its partners, will seek opportunities to expand and enhance the public realm in order to support existing and future populations to provide a high quality of life for people of all ages and abilities.
3. The public realm will be designed to:
 - 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) support quality of life for people of all ages and abilities;
 - e) provide an enjoyable, attractive and vibrant, safe and accessible setting for civic life and daily social interaction;
 - f) define the identity and physical character of the City;
 - g) provide opportunities for passive and active recreation;
 - h) be functional and fit within a larger network; and
 - i) integrate green infrastructure and low impact development to increase the City's resilience.
4. Quality ~~architectural, landscape and urban~~ design and construction will be promoted by:
 - a) committing the funds necessary to create and maintain a high quality public ~~realm buildings, structures, streetscapes and parks that reflect the broad objectives of this Plan;~~

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- b) using design competitions and advisory design review panels to seek design excellence and promote public interest in design quality for public works;
- c) using advisory design review panels to seek design excellence and promote public interest in the design quality of new development;

~~d) ensuring new development enhances the quality of the public realm; and~~

d) encouraging the use of skilled professionals in the design and construction process; and

e) encouraging creativity and design excellence through programs such as the Urban Design Awards.

~~Creativity and excellence in architecture, landscape and urban design will be encouraged in private developments through programs such as the Urban Design Awards.~~

5. 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 other street elements, such as utilities and services, trees and landscaping, green infrastructure, snow and stormwater management, wayfinding, boulevard cafes, marketing and vending, and street furniture; and
 - iii) ensuring the safety of vulnerable groups such as women, children, seniors and people with disabilities by implementing the Toronto Safer City Guidelines, or an updated version thereof;
 - 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;
 - c) reflecting differences in local context and character;

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- 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.
6. 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.
7. New streets will be designed to:
- a) provide connections with adjacent neighbourhoods;
 - b) promote a connected grid of streets that offers safe and convenient travel options;
 - 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) improve the visibility, access and prominence of unique natural and human-made features; and
 - i) provide access for emergency vehicles.
8. New streets will be designed to provide frontage, visibility, access and prominence to parks and open spaces including natural features, cemeteries, school yards and campus lands to improve their safe use.
9. New streets will be public streets and will serve as the primary organizing element and access for new developments. New streets should be public streets. Private streets, where they are appropriate, should be designed to integrate into the public realm and meet the design objectives for new streets.

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SIDEBAR: Public streets are vital to the City's ability to preserve access and connectivity to residents for 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 in an efficient, safe and secure manner. Public streets can be managed, maintained and upgraded to respond to growth and development.

10. Laneways provide an important function as off-street access for vehicles and servicing. As part of the public realm, laneways should be public and opportunities for laneway enhancements should be identified as part of the development approval process. Where feasible and appropriate, laneways should be designed with consideration for safe, accessible and comfortable pedestrian and cyclist movement.
11. Shared driveways, where deemed to be appropriate, will serve a limited function as service access to loading and parking facilities, and should be publicly accessible and designed to integrate into the public realm.
12. Interior shopping malls, underground concourses, plaza walkways, laneways and ~~private~~ mid-block connections will be designed to complement and extend, but not replace, the role of the public street as the main place for pedestrian activity. They should be accessible, comfortable, safe and integrated into the local pattern of pedestrian movement with direct, universal physical and visual access from the public sidewalk and clear path-finding within. ~~Additional infrastructure needed for the building of new communities will be laid out and organized to reinforce the importance of public streets and open space as the structural framework that supports high quality city living.~~
13. Sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for pedestrians by:
 - a) providing well designed and co-ordinated tree planting, ~~and~~ landscaping, amenity spaces, setbacks, green infrastructure, pedestrian-scale lighting, ~~and~~ quality street furnishings and decorative paving as part of street improvements; ~~and~~

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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

b)c) providing unobstructed, direct and continuous paths of travel in all seasons with an appropriate width to serve existing and anticipated pedestrian flow.

14. Design measures which promote pedestrian safety and security will be applied to streetscapes, laneways, parks, other public and private open spaces, and all new and renovated buildings.

15. Development of New and existing city blocks and development lots within them will be designed to:

a) expand and enhance the public realm network;

a)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 walkability by minimizing block lengths where appropriate, maximizing pedestrian connections, and integrating public realm elements;

b)d) promote street-oriented development with buildings fronting onto 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 laneways for service and delivery access where technically feasible and appropriate;

f) identify opportunities and provide for the integration of green infrastructure; and

e)g) allow for incremental, phased development.

16. A mature tree canopy enhances the identity, character and comfort of streets, parks and open spaces, and contributes to the urban forest. The long-term growth and increase in the amount of healthy trees will be a priority for all new development. Development proposals will demonstrate how the provision, maintenance and protection of trees and their growing spaces above and below ground will be achieved.

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17. Access and enjoyment of ~~T~~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 ~~connected to the surrounding city~~ by:
- a) improving prominence, physical and visual access from adjacent public streets, parks and spaces and ~~by~~ designing these into a comprehensive open space~~public realm~~ network;
 - b) ensuring that adjacent development, particularly building location and organization will preserve and enhance views and vistas to and from these natural features;
 - c) providing for public access along, into and through these natural open spaces, where appropriate; and
 - d) minimizing shadows to preserve their utility and ecological health.

~~The enjoyment of the valleys and ravines will be protected by ensuring that adjacent development, particularly building height and massing, will preserve harmonious views and vistas from the valley.~~

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) provide a comfortable setting and wind and sunlight conditions to promote use and enjoyment for community events as well as individuals ~~use~~;
 - c) provide appropriate spaces and layout for a variety of recreational needs, including forms of active and passive recreation, as well as productive recreation such as community gardening; and
 - d) emphasize and improve unique aspects of the community's natural and human-made heritage.
19. ~~New p~~Parks and ~~other~~ publicly accessible open spaces such as POPS and schoolyards should front onto a street for good visibility, access and safety~~be made visible, prominent and accessible by~~:

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- a) locating parks and publicly accessible open spaces on appropriate public street frontages to establish direct visual and physical access;
 - b) providing appropriate building and site design to present a public front to the parks and open spaces, and promoting active uses on the frontages; and
 - a)c) increasing access and safety through passive surveillance.
20. Privately owned publicly accessible open spaces (POPS) are spaces which the public are invited to use, but which remain privately owned and maintained. POPS provide opportunities for expanding the public realm by creating new open space and connecting existing streets, parks and open spaces. POPS do not replace the need for new public parks and open spaces. The provision of POPS as part of a development will not be in lieu of parkland dedication. Development is encouraged to provide POPS that:
- a) are publicly accessible;
 - b) are designed for users of all ages and abilities;
 - c) are sited in highly visible locations and designed to serve the local population;
 - d) are sited and designed to be seamlessly integrated and connected into the broader public realm;
 - e) include new trees, seating and landscaping where possible;
 - f) prioritize child-specific elements, where appropriate;
 - g) include the City's POPS signage identifying the space as being publicly-accessible; and
 - a)h) be informed by the City's Urban Design Guidelines for Privately Owned Publicly-Accessible Space.
21. A public square is a social and civic gathering space, often adjacent to a civic or public building, 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:

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- a) be integrated with the broader public realm at a scale appropriate for the surrounding context;
 - b) have significant street frontage with a defining boundary 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, including streets, with public views of important natural or human-made features should be preserved and, where possible, improved by:
- a) maintaining views and vistas as new development occurs;
 - b) creating new scenic routes or views when an opportunity arises; and
 - c) increasing pedestrian and cycling amenities along the route.
23. Public works and private development will maintain views from the public realm to the skylines of the *Downtown and the Central Waterfront*, *North York 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*, the *North York Centre* and the *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,

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structures, landscapes and natural features may be added to Maps 7a and 7b and Schedule 4 through amendment to the Official Plan.

26. Public buildings will be located, ~~and~~ 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 face an important natural/cultural feature. Open space associated with public buildings will be designed to enhance the quality setting for the building and support a variety of public functions associated with its program.

27. Universal physical access to publicly accessible spaces and buildings will be ensured by:
 - a) creating and maintaining a connected network of streets, parks and open spaces that are universally accessible, including sidewalks with unobstructed ~~pathways~~ pedestrian clearways and curb cuts at corners on all City streets;
 - b) requiring that plans for all new and altered buildings ~~and additions~~, transit facilities and public works meet the City's accessibility guidelines; and
 - c) retrofitting over time all existing City owned buildings that are open to the public and open spaces to make them universally accessible and encouraging the owners of private buildings and spaces to do likewise through public education and retrofit programs.

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Schedule 3 – Application Requirements

REQUIREMENTS	OP	OZ	SB	Plan of condominium	Consent to sever	SA
Arborist Tree Preservation Report - <u>for properties with existing trees and/or trees within 6 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.</u>		X	X	X	X	X
Soil Volume Plan – <u>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.</u>		X	X		X	X
Tree Protection Plan - <u>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.</u>		X	X		X	X
Block Context Plan – <u>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.</u>	X	X	X		X	X