

# Attachment 2

## City of Toronto Official Plan Five-Year Review Urban Design Policy Review – Phase 1 Consultation Summary Report



Prepared by Lura Consulting and Perkins+Will for:  
The City of Toronto

December 2014



City of Toronto Official Plan Five-Year Review  
Urban Design Policy Review – Phase 1 Consultation Summary Report

This summary report was prepared by Lura Consulting. Lura is providing third-party consultation management services, in partnership with Perkins+Will, for Phase I of the Urban Design Policy Consultations undertaken as part of the City of Toronto’s Five-Year Official Plan Review. This summary report captures the feedback from the consultation program implemented between October and December 2014. If you have any questions or comments regarding the summary, please contact:

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## Executive Summary

The City of Toronto is conducting a Five-Year Official Plan Review as required by Section 26 of the Planning Act. As a staged review, City Planning staff are reviewing the following policy areas: Transportation, Environment, Neighbourhoods, Apartment Neighbourhoods, Housing and Urban Design. Urban design is the process by which we create beautiful, vibrant, safe and inclusive places where people want to live, work, play and learn. "Urban Design Matters" was the branding approach applied for the Phase 1 consultation on urban design.

The City of Toronto retained Lura Consulting and Perkins+Will in the Fall of 2014, to provide independent consultation and facilitation services for Phase I of the Urban Design Policy Review as part of the Official Plan Review. This report provides an overview of the consultation process and summarizes the feedback obtained during the consultations. The consultation program consisted of roundtable meetings with 11 stakeholder groups, four Public Open Houses (one in each Community Planning district), one public forum, 11 pop-up events and an online survey. Through all of these events, over 2,300 Torontonians participated in Phase I of the Urban Design Policy Consultations.

Between October and December 2014, the consultation process sought to engage Torontonians and interested stakeholders in a discussion on Official Plan policies and concepts related to urban design. The City's Planning and Growth Management Committee endorsed eleven policy directions to form the basis of the consultation program. The policy directions were categorized into four themes: (1) Seeing the bigger picture; (2) Prioritizing the public realm; (3) Guiding built form; and (4) Enhancing parks and open spaces.

Another goal of the Phase I consultation on urban design was to increase knowledge and understanding of urban design in the general public. A more informed public is a more engaged public, as the more people understand about Urban Design and city building, the better equipped people are to participate in the planning process and the better the outcomes will be. The major capacity building component of the Phase I consultation was the Urban Design Forum, which was attended by approximately 300 people, and engaged Torontonians in a discussion about why Urban Design matters.

A wide range of communication and engagement tools – including a project website, media releases, newsletters, e-updates, social media, discussion guides, an online questionnaire and community asset mapping – were used to encourage broad participation and obtain feedback on the proposed policy directions.

The consultation program was designed to achieve participation from a diverse set of audiences and interests (including land development, urban design, architecture, landscape architecture, and business associations, as well as community groups and residents), and to ensure that those who chose to participate are able to see their feedback accurately documented for consideration by City staff in the development of the draft urban design policies.

Highlights of the feedback collected during the consultation process are summarized below and organized according to the four categories and eleven policy directions:



## **A. Seeing the Bigger Picture**

- i. Providing the purpose and intent of urban design guidelines
- ii. Recognizing that large and deep lots need additional planning
- iii. Refining the Avenue policies and Map 2 Urban Structure overlay
- iv. Promoting a walkable city

The intent of the first policy direction (i.e., to clarify the purpose, while at the same time, strengthening the role of the City’s urban design guidelines) was well received and supported by the majority of stakeholders and the public. There was consensus among stakeholders that the Official Plan urban design policies need to be both defensible at the Ontario Municipal Board (i.e., have “teeth”) and flexible (i.e., allow for architectural creativity). Stakeholders also agreed that prescriptive policies should be the foundation of the urban design policy framework to prioritize and regulate elements that are essential to achieve quality urban design (e.g., the pattern of blocks, streets and open spaces) and protect the quality of life of current and future Torontonians. However, some level of flexibility is required to permit the natural evolution of the City as it grows, accommodate nuances that arise during the development of complex projects and to encourage design creativity.

Whether the policies are prescriptive or not, consultation participants also noted the need to ensure they are applied consistently and in coordination with other City policies. There was also support to elevate some measurable standards contained within various city-wide urban design guidelines into Official Plan policies in order to strengthen their weight and importance. Stakeholders and participants were also generally supportive of the need for a comprehensive master planning approach to guide development on larger sites.

Regarding the Avenue policies, feedback supported further study of the City's Avenues to identify and categorize the Avenues according to their appropriate scale and type of intensification and built form. Feedback also identified the need for studies to assess the capacity of existing infrastructure to keep pace with intensification on the Avenues.

Participants spoke at length on the importance of walkability as a design consideration; a long list of the elements that provide visual interest and contribute to a comfortable pedestrian environment was compiled based on feedback received and documented.

## **B. Prioritizing the Public Realm**

- v. Clarifying the role of the public realm
- vi. Clarifying the need for new public streets as part of developments

The public realm is comprised of the City’s shared assets, including streets, parks, open spaces and public buildings. The public realm was understood and accepted by both stakeholders and participants as the organizing element of the City’s environment. Feedback obtained through the consultation activities revealed a range of favourite places and spaces, including a range of buildings, streets, neighbourhoods, public squares and parks, highlighting the diversity of special places in Toronto and the importance of the public realm. Consultation participants agree that the design of where buildings meet the public realm should be prioritized through policy to achieve greater connections.

Comments also indicated that while quality urban design can be observed in new public initiatives, particularly on the waterfront, (e.g., East Bayfront, West Don Lands, Sherbourne Common, Corktown Common), participants generally felt this could be improved upon in privately-led projects (with some

exceptions), older neighbourhoods and areas outside the downtown, particularly in pedestrian areas and the transition areas between new and existing developments.

There was significant interest in how urban design policies and guidelines can be used to improve existing public streets. Feedback suggested modifying existing public streets, and identifying laneways across the city that can play a role in increasing the amount of open space available to pedestrians, particularly in areas experiencing intensification. A discussion with the Waterfront Design Review Panel emphasized the importance of the City's ravine systems and the concession grid as unique and defining structures that are unique to Toronto.

### **C. Guiding Built Form**

- vii. Development criteria for low-rise developments and mid-rise buildings
- viii. Encouraging thoughtfully designed tall buildings

Participants referenced a range of building as positive precedents – from low, and mid-rise to tall buildings when asked about their favourite buildings at public open houses and pop-up events, highlighting the importance of a diverse built form and scale in the City. Feedback also revealed a consensus about the need to clarify and define important development criteria for low-rise and mid-rise building typologies (e.g., including a range of building heights, shadow impacts, skyview, angular planes, etc.).

Recurring feedback indicated that the relationship between the base of a building and how it meets the sidewalk with active ground floor uses, setbacks, step-backs, building materials, architectural features, landscaping, etc., is important regardless of building height. This demonstrates the significance of the public realm and how buildings interface with the surrounding public realm. Recurring comments also identified the importance of transition in scale around tall buildings and mid-rise buildings, particularly near established low-rise neighbourhoods, given that changes in building height impact actual and perceived pedestrian comfort and safety.

Several stakeholders identified the need to accommodate increased residential populations with sufficient social services (e.g., schools, community centres, parks and open spaces etc.) and infrastructure (e.g., public transit, sewer capacity, etc.). Feedback also noted that the character of Toronto's diverse residential neighbourhoods and arterial roads should be respected and maintained. As such, urban design policies and guidelines should be flexible enough to account for different histories, cultures, and neighbourhood characteristics (e.g., downtown vs. North York).

### **D. Enhancing Parks and Open Spaces**

- ix. Protecting and increasing privately owned publicly-accessible spaces
- x. Promoting public squares
- xi. Maintaining sunlight on Downtown signature parks and open spaces

Participants value the diverse range of Toronto's parks and open spaces for the spontaneous and programmed opportunities they provide (e.g., recreation, social interaction, cultural activities, etc.). Feedback indicated a preference for public parks as few public squares were explicitly mentioned by participants (e.g., Nathan Phillips Square, Mel Lastman Square and Dundas Square). Participants also articulated the importance of maximizing sunlight in all public spaces, not only parks. Feedback also stressed that while maintaining access to sunlight is important, overall comfort throughout the year, including mitigating uncomfortable wind conditions, particularly during the winter and shoulder

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seasons, should be considered through urban design interventions and policies (e.g., awnings, building form and scale, etc.).

There was consensus among consultation participants about the need for policies to protect pedestrian comfort in all parks across the city, not only those identified as "signature parks" in the downtown. Feedback obtained through consultation activities also highlighted the need for policies to support the creation of new parks and open spaces, enhance existing parks and open spaces, and increase connectivity between them. Ravines were also seen as an important part of the Parks system and how they are accessed and connected to surrounding neighbourhoods. Recurring feedback also emphasized that parks and open spaces should be enhanced to be safe and inclusive while meeting the needs of Toronto's diverse and multi-cultural population (regardless of gender, ethnicity, income, age, physical abilities, etc.).

While consultation participants support the intent to provide more parks and open space, they felt that privately owned publicly-accessible spaces (POPS) should supplement and complement the City's network of public parks and open spaces, not replace them. Feedback also noted that POPS should be designed as part of a connected public realm that is accessible and clearly understood as public space.

### **E. Other Comments**

Consultation participants also provided feedback regarding on-going engagement and consultation practices, the benefit of pilot projects, and opportunities to meet parking requirements through flexible arrangements.

Additional detail on the feedback under each policy direction is provided in Section 3 of this report. Section 4 of the report provides a summary of suggested refinements to the proposed policy directions that emerged from the consultation process.

The feedback summarized in this report will inform City Planning staff as they revise existing policies and draft new urban design policies for City Council's consideration in 2015.

## 1. Introduction

### A. Background

The City of Toronto is conducting a Five-Year Official Plan Review as required by Section 26 Planning Act. This review is required to ensure that Official Plans are consistent with matters of provincial interest and policy statements, among other matters.

Toronto's current Official Plan was adopted by Council in 2002, approved by the Minister of Municipal Affairs and Housing in 2003, and brought into force and effect by the Ontario Municipal Board (OMB) in June 2006. The City began its Official Plan Review process in May 2011. The Official Plan Review is taking place in a staged manner.

The first stage of the Official Plan Review focused on information gathering:

- Public engagement during Stage 1 was conducted to collect initial observations and ideas on planning in Toronto. Consultations were conducted in Fall 2011 and included online engagement, stakeholder roundtable meetings and six public open houses.
- Information gathering also included research on growth trends and studies on specific topics like heritage and employment lands.

After the first stage of the Official Plan Review was completed, Council divided the review into two phases. The first phase would cover Official Plan policy areas which the City is required to review including heritage, employment lands, and transportation policies. The second phase includes policy areas which are not required by statute to be included in the review.

Since the Official Plan Review was initiated in 2011, City Council adopted Official Plan Amendments to the following areas: Heritage, Housing, Economic Health and Employment Lands Policies and Designations. City Council has also considered draft policies for public consultation on Transportation, *Neighbourhoods* and *Apartment Neighbourhoods* and the Environment. This particular process was focused on policies related to urban design.

Urban design is an essential component of great city building and is fundamental to achieving the Official Plan goals. In August 2014, the Planning and Growth Management Committee considered a report from the Chief Planner proposing eleven policy directions to be used as the basis for consultation and inform revisions to, or the introduction of, new urban design policies. The proposed policy directions can be classified into four content clusters: (1) Seeing the bigger picture; (2) Prioritizing the public realm; (3) Guiding built form; and (4) Enhancing parks and open spaces. The policy directions arose out of initial public consultations in 2011, internal consultation with Community Planning, Urban Design, and Public Realm staff, a review of City Council directions and an analysis of a number of Ontario Municipal Board decisions.

## **B. Purpose of Phase I Urban Design Policy Consultations**

The objective of the urban design policy review is to strengthen and clarify the existing policy framework. Phase I of the engagement process sought to obtain stakeholder and public feedback on the policy directions. Based on the feedback received during Phase I, City staff will prepare draft urban design policies, which will be the subject of a second phase of consultations in 2015. The urban design policies will also need to be updated to reflect the revised Provincial Policy Statement, 2014 and the Accessibility for Ontarians with Disabilities Act, 2005.

Another goal of the Phase I consultation on urban design was to increase knowledge and understanding of urban design in the general public. A more informed public is a more engaged public, as the more people understand about Urban Design and city building, the better equipped people are to participate in the planning process and the better the outcomes will be. The major capacity building component of the Phase I consultation was the Urban Design Forum, which was attended by approximately 300 people, and engaged Torontonians in a discussion about why Urban Design matters.

The approach taken for community and stakeholder engagement was to ensure that key stakeholder groups with an interest in urban design, as well as the general public, had an opportunity to provide feedback on the urban design policy directions. The consultation approach was designed to achieve participation from a diverse set of audiences and interests (including land development, urban design, architecture, landscape architecture associations, business associations, and community groups and residents), as well as individuals who normally would not participate in traditional public meeting formats. A key objective was also to ensure that those who chose to participate are able to see their feedback accurately documented for consideration by City staff in the draft urban design policies.

The community and stakeholder engagement process was guided by the following broad objectives:

- Provide an inclusive approach to stakeholder and resident engagement so that all Torontonians and key stakeholder groups have the opportunity to participate;
- Present the policy directions in easy-to-understand and accessible language and graphics using a mix of traditional consultation methods and online tools;
- Integrate creative, innovative and informal consultation techniques to encourage broad participation and to reach new audiences; and
- Utilize highly graphic presentation materials to demonstrate and communicate policy in a way that is accessible and attractive to a range of audiences.

### **C. Report Contents**

This report provides a description of the consultation activities undertaken as part of Phase I of the Urban Design Policy Directions Consultations, as well as a summary of the feedback received during the consultation process. Section 2 provides an overview of the consultation process, the various consultation activities used to reach and engage different audiences, and the communication and promotional tactics used to encourage participation. A summary of participant feedback is provided in Section 3 organized according to the four content clusters, while Section 4 provides a summary of suggested refinements to the proposed policy directions that emerged from the consultation process. Next steps in the Official Plan Review process as it relates to urban design are outlined in Section 5.

## 2. Consultation Process Overview

### A. Consultation Process

Consultations on the urban design policy directions took place between October and December 2014. To ensure a well-rounded, inclusive, and accessible consultation process, a multi-faceted approach was taken, targeting key stakeholders and the general public through a number of different mechanisms.

The following diagram provides an overview of the consultation process and timing. Each component is described in greater detail on the next page.



Figure 1 - Consultation Process Overview Infographic



## B. Communication and Promotional Tactics

### ❖ Project Website

A dedicated Urban Design Matters webpage (<http://bit.ly/1lqhUiM>) on the City of Toronto’s website acted as a landing spot for all information related to the urban design policy consultations undertaken as part of the Official Plan Review. The website included an overview of the process, all documents and resources related to the process, information about opportunities to get involved, and offered an opportunity to provide feedback directly through the site.

### ❖ Social Media

Twitter was used to promote the public consultation events, as well as increase awareness and encourage participation. Tweets from both @CityPlanTO, @luraconsulting, and project team members were posted in advance of consultation events, and during the public open houses, forum and pop-up events. Members of the public were encouraged to participate – via the project website, social media or by attending face-to-face consultation events. The project hashtag #opreview was used on all tweets to encourage discussion and track participation.

### ❖ Public Notice/Invitation

Public notices, electronic newsletters, and invitations were utilized to promote public and stakeholder awareness of upcoming consultation events. They included:

- An invitation flyer was sent to professional organizations as well as planning and architecture schools in Toronto;
- The invitation flyer was sent to 400 neighbourhood residents’ associations; and
- An e-mail or letter with the notice was sent to almost 3000 people who have participated in other Official Plan Review events.

### ❖ Media Advertising

Several formal notices were published to complement the promotional tactics described above to inform members of the public about consultation and engagement opportunities. They included:

- An advertisement for the public consultation process was placed in the Toronto Star;
- An advertisement for the public consultation process was run on the Spacing Toronto website ([spacing.ca/toronto](http://spacing.ca/toronto)), which ran between October 14<sup>th</sup> to November 14<sup>th</sup>.; and
- An advertisement for the public consultation process was included in the October 17<sup>th</sup> and 24<sup>th</sup> City of Toronto editions of Novae Res Urbis (NRU) (<http://www.nrupublishing.com/>).

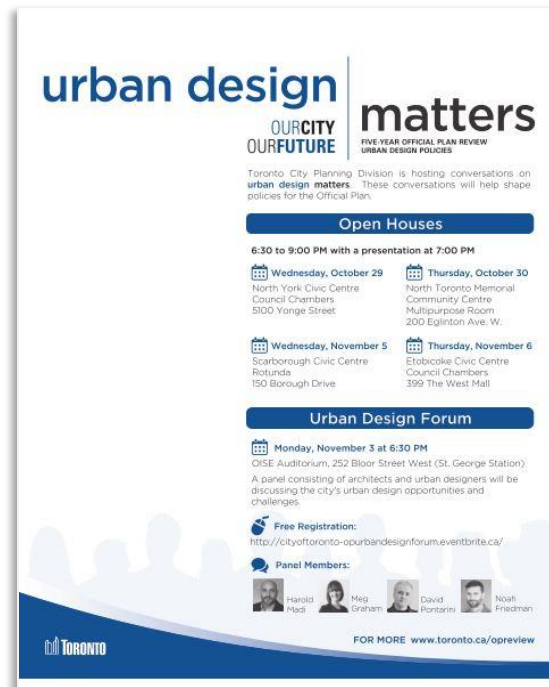


Figure 2 - Invitation Flyer

❖ **Other Promotional Activities**

Two additional promotional strategies were employed to encourage broad participation in the consultation process. They were:

- Several City Councillors provided notice of consultation activities in their email newsletters; and
- The Toronto Reference Library promoted the public consultations in a blog post and posted the invitation flyer in their urban affairs section.

Copies of materials used to promote the consultation process can be found in **Appendix A**.

### C. Consultation Resources

A number of resources were developed to facilitate participation in the consultation process. These resources were made available on the project website and at the public open houses and public forum. An overview of each is provided below.

#### ❖ Discussion Guide

A discussion guide was developed to encourage and collect feedback on the proposed urban design policy directions. The discussion guide outlined the policy directions, session agenda, and discussion questions. It was intended to provide participants with a focused tool for learning about the policy directions and providing feedback. The discussion guide was provided to participants at the public open houses and forum and was also available on the project website as an online questionnaire. A total of 60 completed discussion guides and online questionnaires were submitted by participants.

A modified version of the discussion guide was used at Pop-Up Events to collect feedback about participants' favourite places in the City of Toronto. A total of 510 truncated discussion guides were submitted as part of the pop-ups.

Copies of the discussion guides used to capture participant feedback can be found in **Appendix B**.

#### ❖ Overview Presentation

A twenty-minute presentation was developed by Perkins+Will and City Planning staff to provide an overview of the urban design policy directions, which was delivered at the public open houses. The presentation was highly graphical and provided imagery from other cities that reflected the relevant policy directions. A PDF version of the presentation is available through the project website, at the following address: <http://bit.ly/1yDAJG>

A modified presentation was delivered at the stakeholder roundtable.

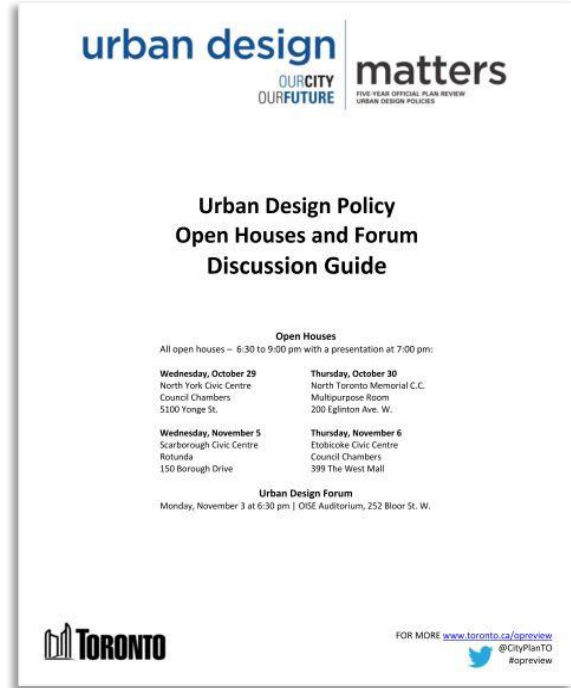


Figure 3 - Discussion Guide

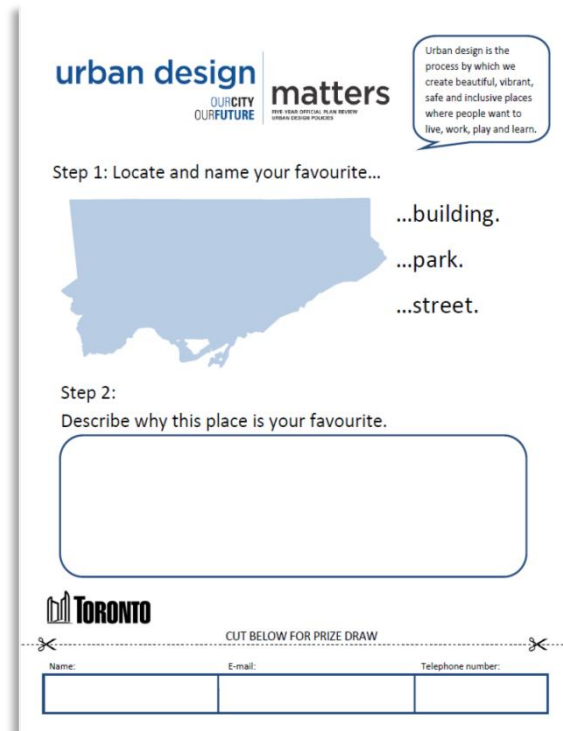


Figure 4 - Modified Discussion Guide

## ❖ Open House Panels

Informational panels were developed by Perkins+Will and City Planning staff to provide an overview of the each policy direction and provided participants the opportunity to write their ideas and comments on sticky notes and paste them directly on the panels. The panels were designed with evocative imagery and easy-to-understand language to help promote discussions on urban design concepts. The panels also included selected excerpts from the Official Plan to demonstrate how the current and in-force policies and urban design guidelines currently address the policy direction presented on the panel.

These panels were on display at the public open houses and are available for viewing on the project website, at the following address: <http://bit.ly/1DG8Qpc>. The panel titles were:

1. What is an Official Plan?
2. The Official Plan Influences City Life
3. Urban Design Guidelines
4. Master Planning for Large and Deep Sites
5. Pedestrian Realm
6. Reurbanizing Avenues
7. Public Realm
8. Complete Streets
9. Low-Rise
10. Mid-Rise
11. Tall Buildings
12. Sunny Public Places
13. Public Squares
14. POPS (Privately Owned Publicly-Accessible Spaces)



Figure 5 – Open House Panels

## D. Consultation Activities

### ❖ Stakeholder Roundtables

Face-to-face meetings were conducted with key stakeholder groups with a personal or professional interest in urban design practice, policies, and outcomes. The purpose of these meetings was to brief stakeholders on the urban design policy directions, and to solicit feedback to help inform the revisions to, or introduction of, Official Plan policies. The format of the meetings included an overview presentation, questions and answers, and a discussion about the urban design policy directions and any other matters relevant to the specific stakeholder group. Stakeholders were also given the opportunity to provide additional written comments for the consultant team's consideration.

Meetings were held with the following groups and organizations and their representatives between October and December 2014:

- Building Industry and Land Development (BILD) – Toronto Chapter;
- City of Toronto Design Review Panel;
- Toronto Community Housing Corporation (TCHC) Design Review Panel;
- Mid-Rise stakeholders (comprised of the stakeholder group that participated in the 2010 Avenues & Mid-Rise Buildings Study) ;
- Park People (Toronto Alliance for Better Parks);
- Toronto Society of Architects;
- Toronto Association of BIAs (TABIA);
- Ontario Association of Landscape Architects (OALA);
- Waterfront Toronto Design Review Panel; and
- Confederation of Resident and Ratepayer Associations (CORRA) / Federation of North Toronto Residents Associations (FoNTRA).

A summary of each stakeholder roundtable can be found in **Appendix C**.

### ❖ Public Open Houses

Public open houses were hosted in each of the City's four Community Planning Districts to present the urban design policy directions and obtain comments and feedback from participants. The format of the meetings was designed to encourage as much discussion as possible through a number of different methods:

- **Discussion Guide** – The discussion guide noted previously was distributed to each participant to guide them through the public open house. Participants were able to provide feedback by completing and submitting a comment form in the discussion guide.
- **Open House Displays** – Each session included informational panels on display that provided an overview of the urban design policy directions for participants to review at their own pace. City of Toronto Community Planning, Policy, and Urban Design staff were on hand to provide additional information, explain the policy directions, and listen to feedback on a one-on-one basis. Participants were also able to provide comments directly on the panels through the use of “sticky notes”.
- **Presentation** – A presentation was given by Noah Friedman of Perkins + Will that provided an overview of the urban design policy directions.

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- **Questions of Clarification** – Following the presentation participants were able to ask questions of clarification regarding the urban design policy directions that were not addressed in the presentation or through individual conversations during the open house component. Members of the consultant team or City staff provided responses.
- **Discussion Session** – Approximately one-hour was allocated for further discussion about the policy directions. Discussions occurred either in small groups or as a plenary session, depending on the number of participants in attendance and were focused around the proposed urban design policy directions.

A total of four Public Open Houses were held across the City in the following locations:

 **Wednesday, October 29**

North York Civic Centre  
Council Chambers  
5100 Yonge Street

 **Thursday, October 30**

North Toronto Memorial  
Community Centre  
Multipurpose Room  
200 Eglinton Ave. W.

 **Wednesday, November 5**

Scarborough Civic Centre  
Rotunda  
150 Borough Drive

 **Thursday, November 6**

Etobicoke Civic Centre  
Council Chambers  
399 The West Mall

A summary of each open house meeting can be found in **Appendix D**.

❖ **Forum**

An Urban Design Matters Forum was held at the Ontario Institute for Studies in Education (OISE) Auditorium on the evening of November 3<sup>rd</sup> at 6:30 pm. The forum featured four panelists: Harold Madi, Director of Urban Design, City of Toronto; Noah Friedman of Perkins+Will; David Pontarini of Hariri Pontarini Architects; and Meg Graham of superkül. The forum was designed as a capacity building and awareness raising event to generate interest and feedback through an interactive discussion about the importance of urban design matters and how the City of Toronto’s approach to urban design can be strengthened through the Official Plan Review process. According to trendsmat.com, during the forum the twitter #opreview hashtag was trending in Toronto.



Harold Madi



Meg Graham



Noah Friedman



David Pontarini

Figure 6 - Urban Design Forum Panelists



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Panelists were led through a facilitated discussion and asked to make connections between the policy directions and existing buildings and places. This approach allowed members of the audience to gain a better understanding of how and where urban design concepts are found across the city.

A summary of the panel discussion, including questions from the audience, can be found in **Appendix E**.

❖ **Pop-up Events**

A series of pop-up consultation events were organized across the city to reach out to the community residents who may not have otherwise attended one of the scheduled open house meetings. Venues were selected to target seniors, youth and newcomers, to ensure participation from a broad and diverse spectrum of the City’s population. Two activities – an interactive mapping exercise and a truncated discussion guide – were used to obtain feedback from participants.

Participants were entered into a prize draw to win an Urban Design Matters t-shirt and offered an Urban Design Matters button.

The Pop-up Events were held between November 19 and December 9, 2014 at 11 locations across the city. A list of the pop-up event locations is included in the promotional flyer in Appendix A, while summaries of the feedback obtained at each pop-up event can be found in **Appendix F**.

❖ **Online Engagement**

Concurrent with the above face-to-face engagement activities, online options were also available for the public to learn about the urban design policy directions and provide feedback. An overview of the tools used to engage the public online in the discussion is provided below.

- **Ideaspace** – Urban Design Matters was added as a discussion topic to IdeaSpaceTO, a new online engagement tool being used by the City to encourage public participation in city building and planning. Participants were



Figure 7 - Pop-up Events Flyer

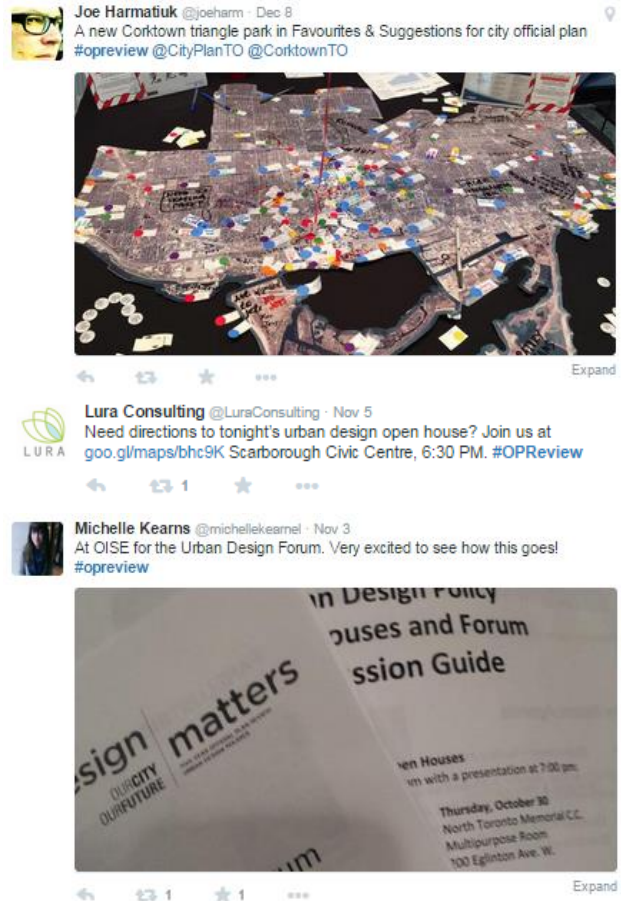


Figure 8 - Screenshots of Twitter Activity



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invited to submit ideas to improve quality urban design in the city.

- **Twitter** – Twitter was used primarily as a mechanism to promote the public open houses, pop-up events and the online engagement opportunities. It was also used to encourage discussion and share ideas and comments through the use of the hashtag #OPreview.
- **Email** – a dedicated project email address – [opreview@toronto.ca](mailto:opreview@toronto.ca) – was available for written comments to be provided directly.

❖ **Summary of Participation**

The following infographic reflects the number of participants that were engaged through the Urban Design Matters consultation divided by type of engagement. The total number of people engaged through these processes was 2,304.

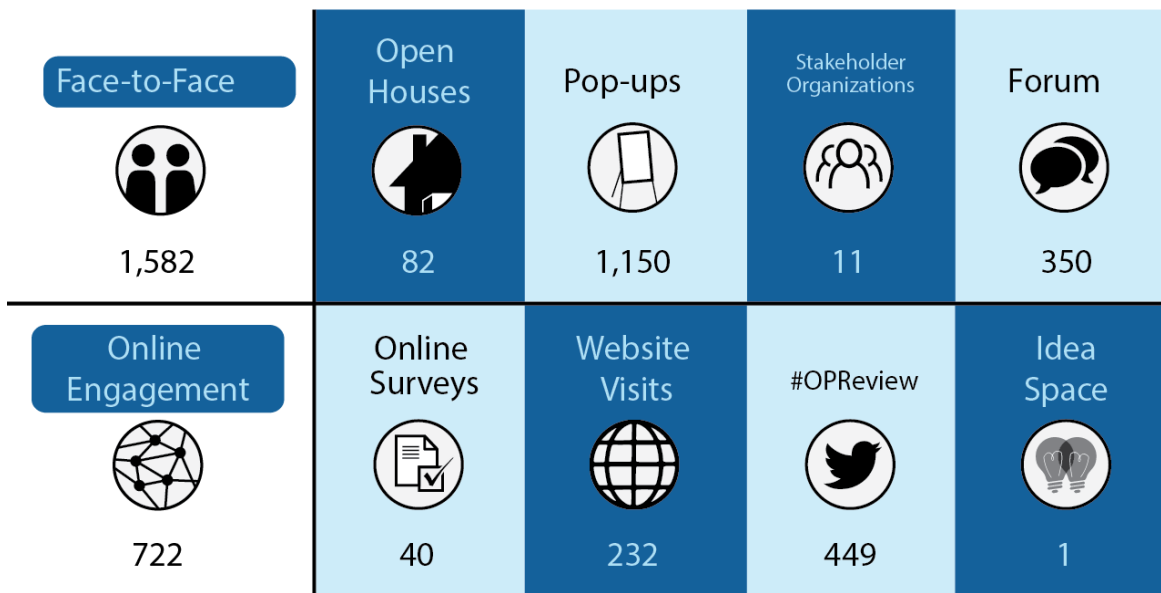


Figure 9 - Summary of Participation Infographic



Figure 10 - Outcomes of Community Asset Mapping Exercise

### **3. Summary of Participant Feedback**

This section presents a summary of the feedback received through all engagement mechanisms. The summary of participant feedback is organized according to the eleven urban design policy directions and provides a high-level synopsis of the recurring comments, concerns and suggestions obtained during consultation activities. Detailed summaries from the stakeholder roundtables, public open houses, urban design forum and pop-up events are included in the appendices of this report.

#### **A. Seeing the Bigger Picture**

##### **i. Providing the purpose and intent of urban design guidelines**

The intent of the first policy direction (i.e., to clarify the purpose, while at the same time, strengthening the City's urban design guidelines) was well received and supported by the majority of stakeholders and the public.

Feedback from several stakeholders suggested re-imagining the policies to ensure they are visionary and encouraged staff to be creative and forward thinking. There was consensus among stakeholders that the urban design policies within the Official Plan need to be both prescriptive (i.e., have “teeth”) and flexible. Stakeholders also agreed that prescriptive policies should be the foundation of the urban design policy framework to prioritize and regulate elements that are essential to achieve quality urban design (e.g., the pattern of blocks, streets and opens spaces). However, flexibility is required to permit the natural evolution of the City as it grows, accommodate nuances that arise during the development of complex projects and to encourage creativity. Several stakeholders cautioned that overly prescriptive policies may have the unintended effect of contributing to homogenous or generic public spaces and create barriers to quality urban design. Whether the policies are prescriptive or not, consultation participants noted the need to ensure they are applied consistently and in coordination with other City policies.

Stakeholders also expressed support to incorporate some measurable standards contained within urban design guidelines into Official Plan policies to strengthen their weight and clarify their importance and intent, although no specific examples were provided. If some aspects of the City's urban design guidelines become policies, stakeholders noted they should be supported by clear definitions and rationales to provide context and clarify their intent. Members of the development community and rate-payers associations also suggested embedding elements of the urban design guidelines in the zoning bylaw to give them additional weight. Feedback from several stakeholder groups also suggested incorporating measurable standards or key performance indicators (KPIs) to assess the effectiveness of urban design policies and guidelines.

The development of enabling policies to achieve design excellence through complementary methods was also suggested as a means to strengthen the intent of urban design guidelines (e.g., include the City of Toronto Design Review Panel in the Official Plan).

**ii. Recognizing that large and deep lots need additional planning**

While few comments were received about this theme, those provided were generally supportive of the need for a master planning approach to guide development on larger sites. There appears to be some confusion about the connection between master planning and the Development Permit System (DPS) based on questions posed at the open houses, suggesting that this is not clearly understood by the public and additional capacity building measures would be required. Many of the City's recent large site redevelopments that were based on a master planning approach (e.g., Shops at Don Mills, Regent Park) were considered positive precedents by participants.

**iii. Refining the Avenue policies**

Regarding the Avenue policies, stakeholders from the development community understood that further study would be required if the City intends to categorize Avenues that are appropriate for different scales of buildings other than the 1:1 building height to street width ratio and to determine what level of intensification is appropriate. Feedback from residents' associations also identified the need for studies to assess the capacity of existing infrastructure to keep pace with intensification on the Avenues; they suggested the Avenue Segment Studies that are currently required by the Official Plan as part of the application process would be more useful if they evaluated infrastructure capacity (e.g., water, wastewater, transit, etc.) prior to determining the level of appropriate intensification. The need for height restrictions on Avenues or streets not targeted for intensification was also raised (e.g., Royal York Rd.).

**iv. Promoting a walkable city**

Walkability was identified as an important attribute by participants at public open houses, pop-up events and online feedback and supported in principle by the development community. Participants noted that the following urban design elements provide visual interest and contribute to a comfortable pedestrian environment, thereby encouraging walkability:

- Pedestrian-only streets;
- Diverse architectural styles and materials (e.g., brick, pavers, arcades, awnings, etc.);
- Inclusive and accessible design;
- Heritage and character buildings;
- Fine grain of uses at-grade;
- Wider sidewalks;
- Protecting view corridors and access to sunlight;
- Limiting wind and shadow impacts;
- Sunny parks and open spaces;
- Streetscape improvements (e.g., burying hydro lines);
- Connections to public transit and bike lanes;
- Context-appropriate built form (i.e., scale and height); and
- Street trees and landscaping.

Feedback and comments also highlighted the importance of factoring seasonal changes in weather, particularly winter conditions, into the design of public spaces to promote walkability. Recurring comments from participants identified uncomfortable wind conditions as a primary cause of discomfort in pedestrian areas and public places.



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Participants also raised the importance of encouraging walkability in parts of the City outside the downtown, and in areas not necessarily identified for intensification, through public realm improvements.

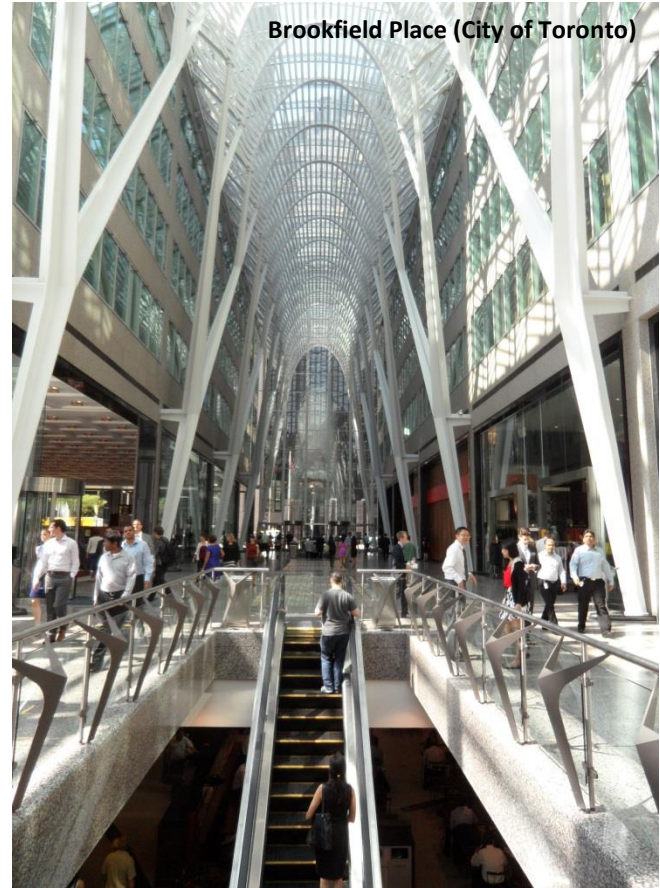


Figure 11 - Favourite places in Toronto cited by consultation participants.

## **B. Prioritizing the Public Realm**

### **v. Clarifying the role of the public realm**

The public realm is comprised of the City’s shared assets and includes streets, parks, open spaces and public buildings. The significance of the public realm was understood and accepted by both stakeholders and participants as the organizing element of the City’s environment. Feedback obtained through the consultation activities revealed a range of favourite public places, including buildings, streets, neighbourhoods, public squares and parks, highlighting the diversity of special places in Toronto and the importance of the public realm. Consultation participants agree that where buildings meet the public realm should be prioritized through policy to achieve greater connectedness.

There was some agreement among stakeholders and the public that the City is achieving high quality design; however they felt there is still room for improvement. Comments revealed that while quality urban design can be observed in new public projects, particularly on the waterfront, (e.g., East Bayfront, West Don Lands, Sherbourne Park, Corktown Common), participants generally felt this could be improved upon in privately-led projects (with some exceptions), older neighbourhoods and areas outside the downtown, particularly in pedestrian areas and the transition areas between new and existing developments.

Public safety, inclusiveness, accessibility and affordability were frequently raised by stakeholders and participants as important issues that should be considered in the planning and design of public spaces to encourage walkability, social gathering and economic development and overall quality of life for all Torontonians (i.e., regardless of gender, ethnicity, age, income, abilities, etc.).

Stakeholders and participants offered many suggestions to improve the quality of the public realm in Toronto, including:

- Enforceable urban design policies, guidelines and standards;
- Creative “out of the box” planning and design solutions;
- Collaborative planning processes (i.e., proactively engage community members and residents);
- Require more fine grain of ground floor uses;
- Create comfortable pedestrian experiences (e.g., mitigate uncomfortable wind conditions);
- Planning for existing and future populations (e.g., seniors, youth, LGBT);
- Improve the public realm in areas outside the downtown;
- Contextually appropriate design; and
- Plan for year-round weather conditions.

Other comments from consultation participants included the need to clarify who is responsible for the public realm and what each stakeholder’s role is (i.e., City Planning Division, Business Improvement Areas, Transportation Services, etc.).

### **vi. Clarifying the need for new public streets as part of developments**

Stakeholders and participants agreed that streets are important public spaces that serve as transportation routes, linkages, connections and interfaces between public and private spaces. The streets favoured by participants were cited as appealing because of the features and functions that contribute to an inviting and comfortable pedestrian experience (e.g., wide sidewalks, street trees,



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sunlight, fine grain uses and diverse architectural styles and materials). Many participants described how uses such as restaurants and stores along the edges of certain streets create a desire to visit these streets and contribute to Toronto's character. While there was little feedback regarding the intent to clarify the need for new public streets, there was significant interest in how urban design policies and guidelines can be used to improve and modify existing streets.

Feedback suggested modifying existing public streets to increase the portion of the street to be used by pedestrians and for landscaping rather than just vehicles, particularly in areas experiencing intensification. Pedestrian zone projects on Gould Street (at Ryerson University) and Willcocks Street (at University of Toronto) were cited as successful examples of similar initiatives to achieve this end. Feedback from stakeholders and participants also noted that public streets, whether new or improved, should be designed with flexibility in mind to accommodate different uses (e.g., Market Street bollards that expand or narrow the right of way).

Some consultation participants suggested that public laneways should be recognized as an important element of the City's public realm, given their potential to serve as shared spaces to accommodate multiple uses (e.g., fine-grained pedestrian connections, informal gathering spaces, linkages between parks and open spaces, etc.).

A few participants who attended the Scarborough District open house commented that there are few streets in Scarborough with a vibrant urban character that encourage pedestrian activity. Participants would like more pedestrian-friendly streets in areas outside the downtown and believe there is potential for some streets in these areas to become models of complete streets. It was also noted that streets and open spaces should better reflect the cultural identity of the community in which they is located.

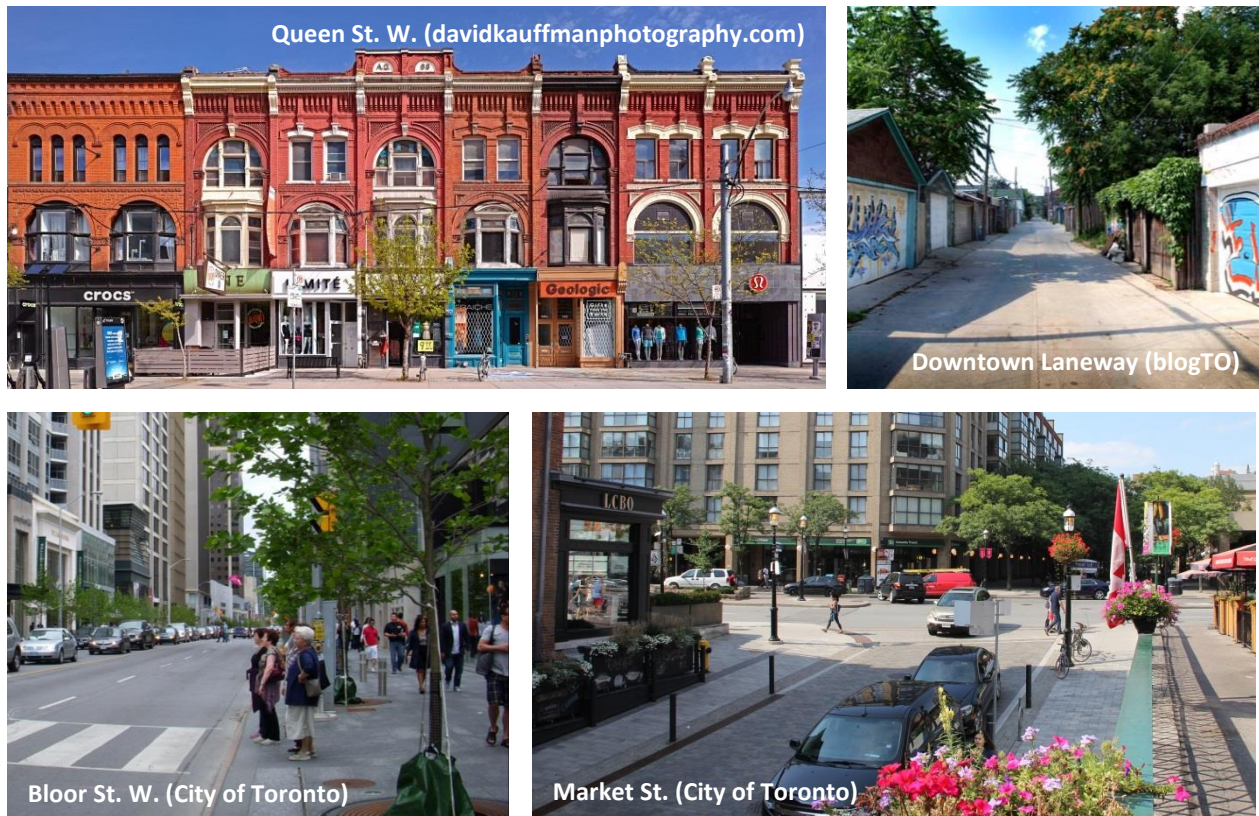
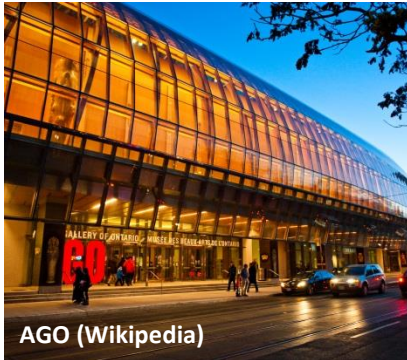


Figure 12 - Favourite Toronto streets cited by consultation participants.

## C. Guiding Built Form

### vii. Development criteria for low-rise developments and mid-rise buildings



Participants spoke of a range of styles of low-rise, mid-rise and tall buildings when asked at public open houses and pop-up events, highlighting the importance of the diversity of built form and scales in the City’s landscape. They cautioned against a “one-size-fits-all” policy approach that would result in a homogenous built environment and could result in buildings which do not fit within their neighbourhood.



There was some consensus among stakeholders about the need to re-examine and clarify development criteria for low-rise and mid-rise buildings. They agree there is a need to: establish urban design policies for low-rise developments (e.g., residential and industrial/commercial), identify how building heights are allocated; and a clear height for mid-rise buildings, which when exceeded becomes a tall building. Comments from ratepayers associations suggested the height of mid-rise buildings should be 80 percent of the adjacent right-of-way (ROW) instead of the current 1:1 ratio. Applications for buildings with heights between 80 to 100 percent of the ROW should require further consideration to determine whether the Mid-Rise or Tall Building Design Guidelines would apply based on the character of the neighbourhood and the context of the property (e.g., width of the lot and surrounding uses).



Conversely, feedback from the development community suggested that more work is needed to identify where building heights could exceed the 1:1 ratio on portions of certain Avenues. One member of the development community provided additional comments noting that the height limit should not be restricted to the 1:1 ratio. The maximum height for mid-rise buildings should also be permitted as-of-right and reflected in the Zoning By-law. Stakeholders from the development community also noted that urban design policies and guidelines pertaining to mid-rise buildings should be flexible to encourage diverse forms of this building typology to avoid architectural homogenization. They also raised the need to clarify and define sky-view and street proportion as urban design concepts, in reference to the Mid-Rise Performance Standards.

**Figure 13 – Favourite mid-rise buildings in Toronto cited by consultation participants.**

There was some interest amongst participants to include other standards from the Mid-Rise Performance Standards in the policies, i.e., the 45-degree angular plane for front and rear transitions.

Stakeholders from the development community also explained that administrative barriers within the planning process are limiting their interest in developing mid-rise buildings. As an example, the application process for mid-rise buildings often costs the same as applications for tall buildings; they also



require the same studies (e.g., wind, shadow impacts, etc.). There should be a streamlined process for smaller scale applications.

Feedback from stakeholders representing developers, architects and landscape architects also drew attention to new Provincial legislation taking effect on January 1, 2015 permitting the construction of wood frame buildings up to 6 storeys. They noted the need for policies or guidelines to incent the development of 6-storey wood frame buildings in appropriate areas of the City and to consider various implications of the new legislation (e.g., potential to add wood frame additions to existing buildings to a maximum of 6 storeys).

#### **viii. Encouraging thoughtfully designed tall buildings**

Comments from the development community stated that the current policy approach for tall buildings generally balances prescriptiveness with flexibility and works well. This approach should be extended to low-rise and mid-rise buildings.

Other stakeholders and consultation participants provided comments directed at policies that encourage thoughtfully designed tall buildings. Recurring feedback indicated that the relationship between the base of a building and how it meets the ground floor and public realm (e.g., creating new open spaces on sites, including setbacks ground floor uses, setbacks, step-backs from the base building, building materials, architectural features, landscaping, etc.) is important regardless of height and highlights the significance of the public realm. Feedback also suggested that guidelines pertaining to minimum tower separation distances should be incorporated within policy to prevent issues of privacy and overlook.

Recurring comments received across the city also identified the importance of transition in scale around tall buildings (and mid-rise buildings), particularly near established low-rise neighbourhoods. Participants felt these were necessary given that changes in building height impact actual and perceived comfort, safety and activity levels in the surrounding public realm. A few participants noted that this has been done well at Yonge St. and Sheppard Ave. (e.g., tall buildings are grouped near public transit and taper off in height as the distance away from the transit station increases).

Feedback from the Waterfront Toronto Design Review Panel (DRP) panelists suggested that all buildings should be thoughtfully designed, not only tall buildings. They also suggested that as mid-rise and tall buildings become the prevalent building typology in certain areas of the City, perhaps there should be a policy to regulate the first three to four storeys of new developments to increase space for a variety of non-residential uses. It was felt that bold is not a term that should be used to describe what is important about most buildings in the city, which should be beautifully and thoughtfully designed but be seen as fabric or background buildings that fit with their context rather than being bold.

Regardless of building height, several stakeholder groups – ratepayers' associations, business associations, and women's groups – expressed concerns about how new developments are being built across the city. They identified the need to align new development with existing social services and infrastructure to ensure they can accommodate increased residential populations. Members of both the City and Waterfront Toronto DRPs suggested using this policy review as an opportunity to think about the City's structure more broadly (e.g., landscape urbanism, sustainability). The stakeholders identified above also noted that the character of Toronto's diverse neighbourhoods and arterial roads should be respected and maintained; urban design policies and guidelines should be flexible enough to account for

City of Toronto Official Plan Five-Year Review  
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different histories, and cultural identities, and neighbourhood characteristics. Stakeholders from the development community also noted the need to integrate standards for maintenance for all building types into the policies and guidelines. The importance of massing, affordability and heritage were also raised by participants.



Figure 14 - Favourite tall buildings in Toronto cited by consultation participants.

## **D. Enhancing Parks and Open Spaces**

### **ix. Promoting public squares**

Participants value the diverse range of Toronto's parks and open spaces for the spontaneous and programmed opportunities they provide (e.g., recreation, social interaction, cultural activities, etc.). The concept of the public square was not understood well and feedback indicated a preference for public parks as few public squares were explicitly favoured by participants. The public squares that were identified were also the subject of both positive and negative comments (e.g., Nathan Phillips Square, Mel Lastman Square and Dundas Square). Feedback also suggested that the public square typology is more common in the downtown core. Residents from Scarborough and Etobicoke noted that there are few, if any, public squares or plazas in their communities with an urban character. Some residents felt this was acceptable as not all neighbourhoods in the City should be the same, while other participants indicated a need for more public squares or plazas with amenities (e.g., restaurants, cafes, etc.) with an urban character to serve as gathering spaces outside the downtown, particularly for young adults and to celebrate Toronto's multicultural population.

### **x. Maintaining sunlight on downtown signature parks and open spaces**

Feedback provided by participants articulated the importance of maximizing sunlight in all public spaces, not only parks. Feedback also stressed that while maintaining access to sunlight is important, overall comfort throughout the year, particularly during the winter and shoulder seasons, should be considered through urban design policies and guidelines (e.g., awnings, building form and scale, etc.). Several comments noted the importance of shade from trees to provide comfort during warmer seasons, highlighting a distinction between shadows cast by buildings and shade created by trees. Participants discussed how wind as well as sunlight can play an important role in determining whether it is comfortable to use a park, street or open space and questioned how the current process does not always deliver on providing sunny, wind free and comfortable streets, parks and open spaces.

There was consensus among consultation participants about the need for policies to protect pedestrian comfort in all parks, not only those identified as signature parks in the downtown. Feedback obtained through consultation activities also highlighted the need for policies to support the creation of new parks and open spaces, enhance existing parks and open spaces, and increase connectivity between them. Comments from members of the City of Toronto DRP identified the need for performance standards to proactively support the creation of new parks to keep pace with residential intensification in growth areas. The need for more well-designed parks was also noted (e.g., Canoe Landing Park).

There was consensus among consultation participants that parks and open spaces should be enhanced to be safe and inclusive while meeting the needs of Toronto's diverse and multi-cultural population (regardless of gender, ethnicity, income, age, physical abilities, etc.). Feedback from consultation participants also emphasized the importance of connecting parks and open spaces, particularly the ravine system, to create a network of public spaces throughout the City that are easily accessible. Park advocates suggested linkages in the form of greenways, streets and laneways to increase connectivity.

Laneways were also highlighted for the potential opportunities they provide to increase greened open space available to residents (e.g., social gathering, alternate transportation routes for pedestrians and cyclists, etc.). The use of flexible park design policies that permit the conversion of under-utilized street segments into spaces for public use (permanently or seasonally) was also suggested.



**xi. Promoting and increasing privately owned publicly-accessible spaces**

While consultation participants support the intent to provide more parks and open space, they felt that privately owned publicly-accessible spaces (POPS) should complement the City’s network of public parks and open spaces, not replace them. Park advocates and ratepayers’ associations both support the addition of policies that encourage the creation of POPS, but emphasized their role should be to supplement public parks and open space. Feedback also noted that POPS should be planned and designed as part of a connected public realm that is accessible and clearly understood as public space. Members of the ratepayers’ associations also suggested promoting, increasing and securing POPS through easements on title to ensure they serve as public space as intended over the long-term.

Recurring feedback from participants also stated the need for policies that speak to the relationship between POPS and adjacent buildings, streets or sidewalks that welcome public use through inclusive and inviting design principles (e.g., signage, seating, etc.). The majority of participants commented they would use POPS, particularly employees in the downtown core; however a few participants were skeptical about private ownership and stated they might not use them. Comments from development industry stakeholders noted that while they recognize the value of creating positive synergies between the private and public realms, POPS should be carefully considered on a site-specific basis as they are not appropriate or feasible on all development sites.

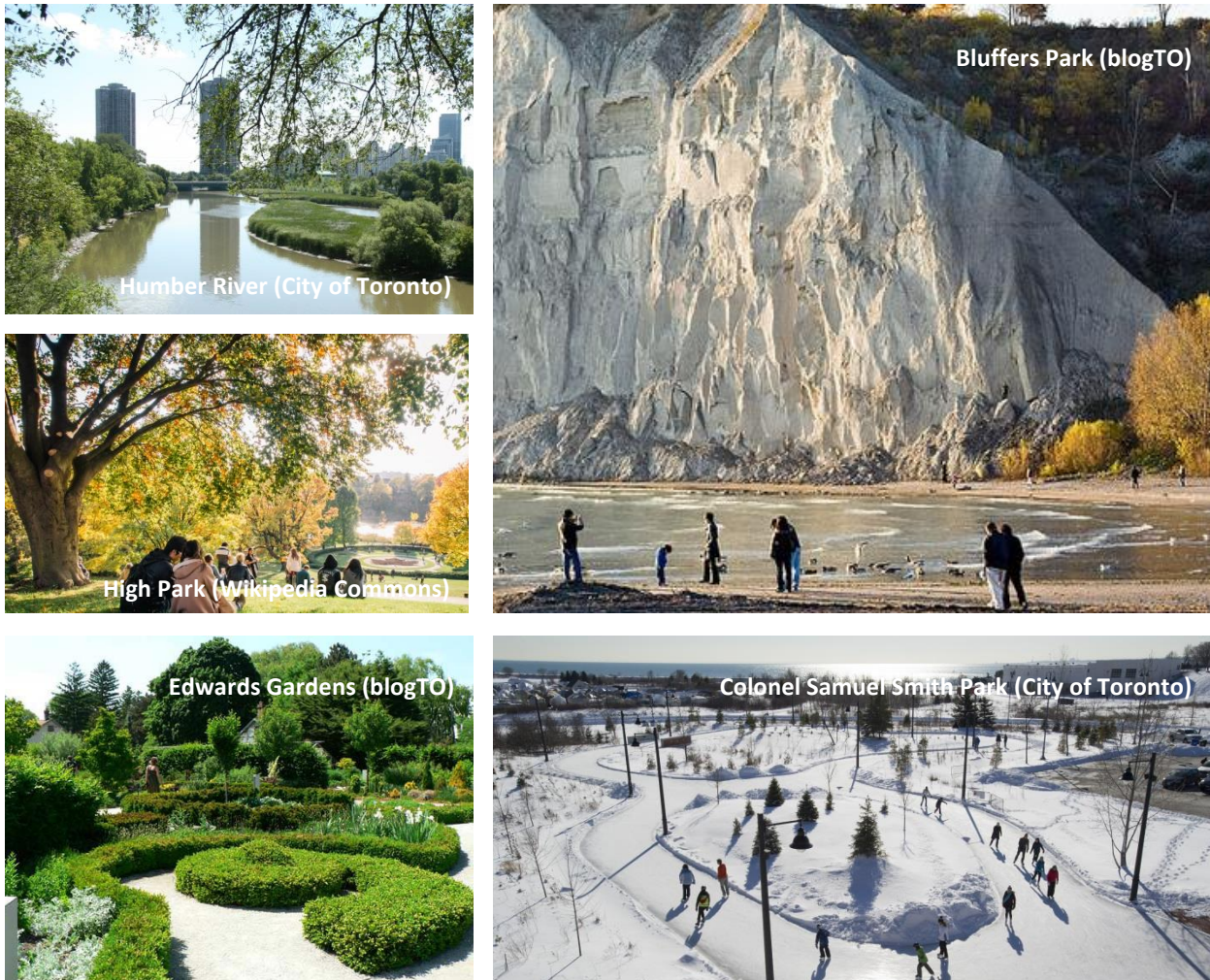


Figure 15 - Favourite parks in Toronto cited by consultation participants.

## **E. Other Comments**

### **❖ Parks, Open Space & Ravines**

Feedback from consultation participants also emphasized the importance of connecting parks and open spaces, particularly the ravine system, to create a network of public spaces throughout the City. Park advocates suggested a wide variety of forms for these linkages including greenways, streets, walkways, and public laneways to increase connectivity.

The City's ravine system was discussed as a much loved and important part of Toronto's unique character. Policies which would support: connecting the disconnected ravines, improving connections into the ravines and making the edges of the ravines more public, were encouraged. One panelist at the forum made the analogy that hills are to San Francisco as ravines are to Toronto.

Public laneways were also highlighted for the potential opportunities they provide to increase the amount of parks and open space available to residents (e.g., social gathering, alternate transportation routes, etc.). The use of flexible street design policies that permit the conversion of underutilized street segments into spaces for public use (permanently or seasonally) was also suggested.

### **❖ Engagement and Consultation**

Consultation participants articulated the need to collaborate and engage other City departments in the review of the City's urban design policies to promote consistency and coordination as well as a shared understanding of the policy objectives. Recurring feedback from both stakeholders and members of the public also emphasized the need to improve how members of the public are engaged in the planning process. Key comments include revising how materials are presented to make them more accessible and to provide a better sense of how proposed changes may be implemented (e.g., plain language, three-dimensional images, fly-throughs). Stakeholders from ratepayers' associations also suggested providing more time between reports to the Planning and Growth Management Committee and statutory public meetings to review materials and provide comments. Participants also raised the importance of engaging residents in the development of new buildings adjacent to or near established residential areas.

### **❖ Pilot Projects**

Several stakeholders and participants encouraged the use of pilot or demonstration projects to broaden and increase awareness about ongoing or recently completed projects that serve as positive examples of high quality urban design in Toronto.

### **❖ Parking**

Members of the development community identified the need to coordinate with the Toronto Parking Authority (TPA) to develop consistent standards for underground parking to provide flexibility in terms of parking requirements. Parking was also raised by stakeholders representing business improvement areas who suggested replacing on-street parking with commercial parking spaces within new developments would make space available within the public realm for other uses (e.g., bike lanes, wider sidewalks, boulevard cafes).

#### **4. Next Steps**

Feedback obtained on the urban design policy directions will be used by City Planning staff to revise the existing urban design policies and introduce new policies within the Official Plan where appropriate. The draft policies and consultation results summarized in this report will be presented to the Planning and Growth Management Committee in 2015.

Phase II of the urban design policy consultations will seek feedback on the draft urban design policies, prior to City Council's consideration.

**Appendix A –  
Communication and  
Promotional Materials**



# OURCITY OURFUTURE

## TORONTO OFFICIAL PLAN

Tues,  
Oct 14  
2014  
Toronto  
Star

### Urban Design, Environment, Neighbourhoods Official Plan Review

The City of Toronto is reviewing its Official Plan. As part of this review the City is holding open houses to listen to the views of Torontonians on draft changes to the Official Plan policies that address policies on Urban Design, the Environment, as well as our Neighbourhoods and Apartment Neighbourhoods. Come out and have your opinions and ideas heard.

The review of the Urban Design policies of the Official Plan will involve a discussion on if and what changes in direction should occur in the design of public spaces, development, and mid-rise buildings

**All open houses will be held from 6:30 p.m. to 9:00 p.m. with a presentation at 7:00 p.m.:**

#### URBAN DESIGN POLICY OPEN HOUSES

**Wednesday October 29**

North York Civic Centre, Council Chambers, 5100 Yonge St.

**Thursday October 30**

North Toronto Memorial Community Centre, Multi-purpose Room, 200 Eglinton Ave. W.

**Wednesday November 5**

Scarborough Civic Centre, Rotunda, 150 Borough Dr.

**Thursday November 6**

Etobicoke Civic Centre, Council Chambers, 399 The West Mall

An Urban Design Forum will be held on **Monday, November 3** at the University of Toronto, OISE Architecture Room G152 at 252 Bloor St. W. A panel of urban designers, including Urban Design staff from the City of Toronto, will be discussing major design challenges and opportunities facing Toronto.

#### ENVIRONMENT AND NEIGHBOURHOODS OPEN HOUSES

**Tuesday November 18**

North York Civic Centre, Members Lounge, 5100 Yonge St.

**Thursday November 20**

Scarborough Civic Centre, Rotunda, 150 Borough Dr.

**Monday November 24**

Metro Hall, Rooms 308-309, 55 John St.

**Thursday November 27**

Etobicoke Civic Centre, Council Chamber/Foyer, 399 The West Mall

**For more background information check our website at [toronto.ca/opreview](http://toronto.ca/opreview)**

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.



Call **3-1-1**

# urban design

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# matters

FIVE-YEAR OFFICIAL PLAN REVIEW  
URBAN DESIGN POLICIES

Toronto City Planning Division is hosting conversations on **urban design matters**. These conversations will help shape policies for the Official Plan.

## Open Houses

6:30 to 9:00 PM with a presentation at 7:00 PM



**Wednesday, October 29**

North York Civic Centre  
Council Chambers  
5100 Yonge Street



**Thursday, October 30**

North Toronto Memorial  
Community Centre  
Multipurpose Room  
200 Eglinton Ave. W.



**Wednesday, November 5**

Scarborough Civic Centre  
Rotunda  
150 Borough Drive



**Thursday, November 6**

Etobicoke Civic Centre  
Council Chambers  
399 The West Mall

## Urban Design Forum



**Monday, November 3 at 6:30 PM**

OISE Auditorium, 252 Bloor Street West (St. George Station)

A panel consisting of architects and urban designers will be discussing the city's urban design opportunities and challenges.



**Free Registration:**

<http://cityoftoronto-opurbandedesignforum.eventbrite.ca/>



**Panel Members:**



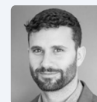
Harold  
Madi



Meg  
Graham



David  
Pontarini



Noah  
Friedman

urban design

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URBAN DESIGN POLICIES

Thank you for joining the conversation.



in association with



PERKINS+WILL

## Urban Design Forum

November 3, 2014

6:30 PM

OISE Auditorium  
252 Bloor Street West

For more information on the Official Plan Review, visit:

[toronto.ca/opreview](http://toronto.ca/opreview)

Follow us on Twitter:



## PANELLIST BIOGRAPHIES

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**Harold Madi**, Director of Urban Design  
City of Toronto

Harold joined the City in 2014 after over 18 years in the private sector where he had led numerous large-scale, multi-faceted and visionary projects across Canada and abroad. With an insightful, 'big picture' perspective on all aspects of urbanism from land use policy to streetscape design, he is now charged with leading nearly 80 staff in Civic Design, Heritage, Graphics and Visualization and the four district Urban Design Development Review units that comprise the City of Toronto's Urban Design Section.



**Meg Graham**, Principal  
superkül

Meg is a Principal at superkül, a Toronto-based architecture practice founded in 2002 and recognized as one of Canada's leading design firms. Meg is an articulate communicator and advocate for design, contributing expertise and collaborative design skills in volunteer and board positions that speak to her strong leadership role both in and beyond the design community.

**Noah Friedman**, Senior Urban Designer  
Perkins+Will

Noah is a senior urban designer with twelve years of experience in urban design, architecture and real estate development. A passionate designer, Noah brings an enthusiastic and rigorous approach to every project with a commitment to sustainable design. His broad range of expertise includes project types ranging from: regional and large scale master plans; regulating plans and design guidelines; and concept and vision plans. Having worked on landmark projects such as the Treasure Island Master Plan and the Baietan Urban Design Master Plan, Noah is an emerging leader in the field of urban design.



**David Pontarini**, Founding Partner  
Hariri Pontarini Architects

David is a founding partner at Hariri Pontarini Architects in Toronto. With over 25 years of professional experience, David's portfolio demonstrates a diversity of award-winning projects, ranging from large-scale complex urban high-rise and mixed-use developments, to residential interiors, unified by thoughtful planning and a commitment to quality in design. Frequently working with developers, urban planners, city officials and institutions, particularly in Toronto's downtown core, David's work has been recognized for improving the urban condition.



# urban design

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# matters

FIVE-YEAR OFFICIAL PLAN REVIEW  
URBAN DESIGN POLICIES

Toronto City Planning Division is hosting conversations on **urban design matters**.

These conversations will help shape policies of the Official Plan.

## Pop up Events

The pop-up events across the city will allow local residents to share their opinions and ideas on **urban design matters** with city planners.



## Event Calendar

### NORTH YORK

**November 19, 9am – 4pm**

TPL North York Central Branch, Atrium  
5120 Yonge Street

**November 21, 10am – 4pm**

Bayview Village, Community Desk  
2901 Bayview Ave.

### TORONTO - EAST YORK

**November 20, 9am – 4pm**

Toronto Reference Library  
789 Yonge Street

**November 27, 9am – 4pm**

Main Square Community Centre  
245 Main Street

**November 28, 9am – 4pm**

Scadding Court Community Centre  
707 Dundas St W.

**December 3, 1pm – 5pm**

TPL St. James Town Branch  
495 Sherbourne St.

### ETOBICOKE

**November 26, 11am – 3pm**

Humber College (Lakeshore), L Building  
19 Colonel Samuel Smith Park Dr.

**December 6, 9am – 4pm**

TPL Albion Branch  
1515 Albion Road

### SCARBOROUGH

**December 1, 9am – 4pm**

Scarborough Town Centre YMCA  
230 Town Centre Court

**December 9, 12:30pm – 5pm**

TPL Malvern Branch  
30 Sewells Road

## Toronto's Official Plan: You Can Make a Difference!

November 18, 2014 | Cynthia | Comments (0)



The **City Planning Department** is updating Toronto's **Official Plan**. What is an "official plan"?

In Ontario the Planning Act requires municipalities to have an Official Plan. The Official Plan is a legal document approved by Council that describes policies and objectives for land uses and how and where the community should grow. The Official Plan is prepared in consultation with residents and reflects a community vision for future change and development.



The City of Toronto's Official Plan sets out the vision for where and how Toronto will grow to the year 2031. That's a fairly long time, so it is important to do regular "check-ups" to ensure that the Official Plan is working to fulfill its vision. So the current review is one of those checkups.

Toronto is also undertaking a **Municipal Comprehensive Review** that looks specifically at designated areas of employment in the Official Plan. Both reviews are important, so we can all help by sharing ideas on how we can plan for Toronto's future. We all want Toronto to continue to be a great place to live, work, invest and play.

We invite you to get involved and be engaged. Together we can make Toronto better. As part of this review, the City is holding events to listen to your views on draft changes that address policies on **Urban Design**, the **Environment**, as well as our **Neighbourhoods and Apartment Neighbourhoods (PDF)**.

Come out and have your opinions and ideas heard. There will be a "pop-up event" here at the **Toronto Reference Library** to let you participate in an interactive mapping exercise. Sound intriguing?



**Where:** Toronto Reference Library, front entrance

**When:** Thursday, November 20, 2014 from 9-5

The Toronto Collection, 2nd floor, Humanities and Social Sciences, has official plans and background reports for **Toronto and other municipalities** going back for decades.

Look for plans of the past with titles like **Cityplan '91**, **The Liveable Metropolis**, and **Plan for the Urban Structure of Metropolitan Toronto**.

## **Appendix B – Consultation Resources**

# urban design

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FIVE-YEAR OFFICIAL PLAN REVIEW  
URBAN DESIGN POLICIES

## Urban Design Policy Open Houses and Forum Discussion Guide

### Open Houses

All open houses – 6:30 to 9:00 pm with a presentation at 7:00 pm:

#### Wednesday, October 29

North York Civic Centre  
Council Chambers  
5100 Yonge St.

#### Thursday, October 30

North Toronto Memorial C.C.  
Multipurpose Room  
200 Eglinton Ave. W.

#### Wednesday, November 5

Scarborough Civic Centre  
Rotunda  
150 Borough Drive

#### Thursday, November 6

Etobicoke Civic Centre  
Council Chambers  
399 The West Mall

### Urban Design Forum

Monday, November 3 at 6:30 pm | OISE Auditorium, 252 Bloor St. W.



## Introduction

The City of Toronto is reviewing the Urban Design policies within the Official Plan. To help guide the discussion on the urban design policies, the City has proposed policy directions in four main categories:

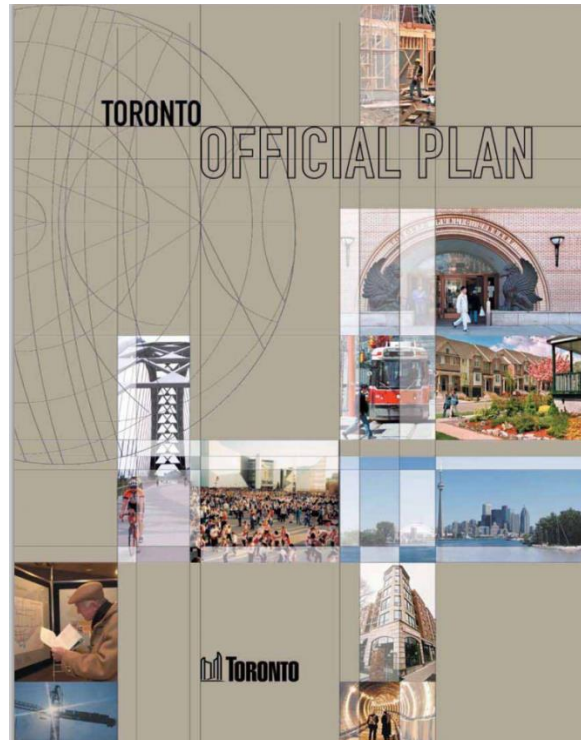
1. Seeing the Big Picture
2. Prioritizing the Public Realm
3. Guiding Built Form, and
4. Enhancing Parks and Open Spaces

Feedback on these proposed policy directions will be used by City staff to draft a proposed set of urban design policies, which will be the subject of a second phase of consultations in the first quarter of 2015.

Have your say on urban design and join the discussion on how we can plan for Toronto’s future!

## Open House Agenda

6:30 pm	Open House – Review Panels
7:00 pm	Welcome & Introductions
7:10 pm	Overview Presentation & Questions of Clarification
7:45 pm	Discussion and Break-out Activities
8:55 pm	Wrap Up & Next Steps
9:00 pm	Adjourn









## Other Comments

**OPTIONAL** – Please **PRINT** name and address.


I consent to the disclosure of this comment sheet containing my name, address and comments to the respective Ward Councillor(s) for the purpose of communicating with me about this planning matter.

Please ensure that my name is on the City Clerk’s Office mailing list for this planning matter.

The formal notice of any public meeting held by the City will be sent to: property owners within 120m (400 feet) of the property; anyone submitting a written request to the City Clerk’s Office to be notified; and anyone entering their name on a Sign-in or Comments sheet provided at the Community Consultation Meeting.

The personal information on this form is collected under the authority of the *City of Toronto Act, 2006*, the *Planning Act*, and the City of Toronto Municipal Code. The City collects this information to enable it to make an informed decision on the relevant issue(s). Individuals who submit correspondence should be aware that any personal information in their communication will become part of the public record. The City will make it available to the public, unless the individual expressly requests the City to remove the personal information. Questions about the collection of this information may be directed to the Planner listed above.

Urban design is the process by which we create beautiful, vibrant, safe and inclusive places where people want to live, work, play and learn.

Step 1: Locate and name your favourite...



...building.

...park.

...street.

Step 2:

Describe why this place is your favourite.



CUT BELOW FOR PRIZE DRAW



Name:

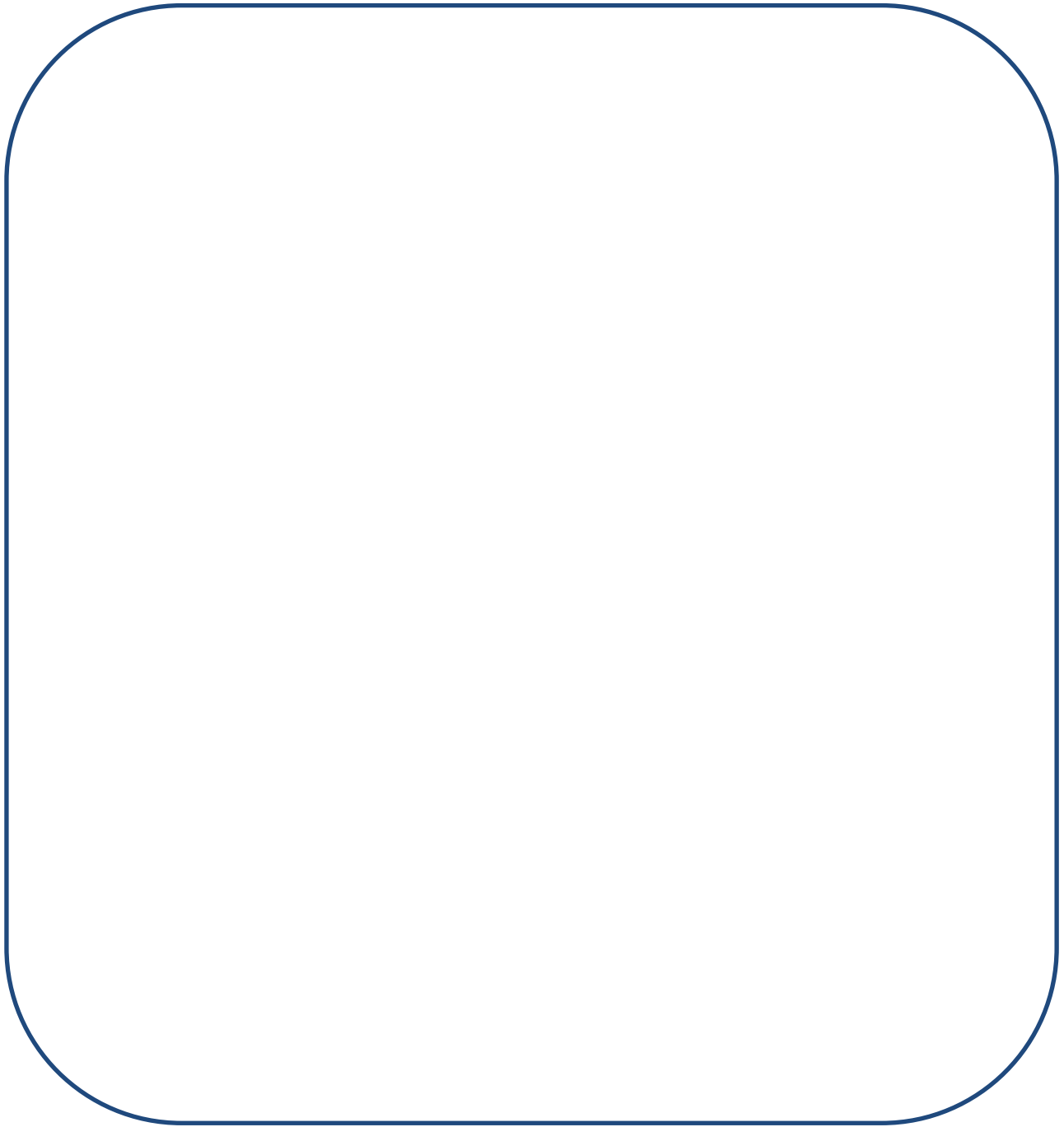
E-mail:

Telephone number:

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Please share any other opinions and ideas on **urban design matters**:



Thank you for joining the conversation!

## **Appendix C – Stakeholder Roundtable Summaries**

City of Toronto Five Year Official Plan Review Urban Design Policy Consultations (Phase I)	
Stakeholder Meeting Summary: Building Industry and Land Development Association	
<b>Date:</b> October 8, 2014	<b>Time:</b> 2:30-3:10 p.m.
<b>Note Taker:</b> Lily D’Souza, Lura Consulting	<b>Location:</b> Goodmans LLP, Bay Adelaide Centre, 333 Bay Street, Suite 3400
<b>Individuals / Organizations in Attendance</b>	<ul style="list-style-type: none"> <li>▪ City of Toronto Planning Division</li> <li>▪ Building Industry and Land Development Association (BILD) Toronto Chapter Members</li> <li>▪ Lura Consulting</li> </ul>
Key Items Raised	
<p>In addition to the key issues raised during the discussion (below), BILD submitted a letter with comments on the Urban Design Policy Directions for consultation on December 3, 2014.</p> <p><b>Guiding Built Form</b></p> <ul style="list-style-type: none"> <li>▪ Maintain flexibility in the urban design policies to promote creativity and avoid “shrink-wrapped” built form.</li> <li>▪ Ensure sunlight requirements/shadow limitations for parks are applied consistently.</li> <li>▪ Consider policies to maintain the pattern of built heritage (e.g., rapid succession of low- to mid-rise buildings).</li> </ul> <p><b>Enhancing Parks and Open Spaces</b></p> <ul style="list-style-type: none"> <li>▪ Consider incentives to promote and increase parks and open spaces on private land.</li> </ul> <p><b>Application of New Urban Design Policies</b></p> <ul style="list-style-type: none"> <li>▪ Clarify the City’s position on urban design and how the urban design policies will coordinate with or inform other Official Plan policies.</li> <li>▪ City Planning should coordinate with other City divisions to ensure that urban design policies are interpreted and applied consistently.</li> <li>▪ Consider including a “how to read these policies” section to guide the interpretation and application of the new urban design policies.</li> <li>▪ Clarify how different departments will coordinate with each other while reviewing applications to meet broader city building and public realm objectives.</li> <li>▪ Reflect technical urban design requirements (e.g., 1:1 ratio for building height to street width requirements) in the zoning bylaw.</li> </ul> <p><b>Official Plan Review Consultations for Urban Design</b></p> <ul style="list-style-type: none"> <li>▪ Overall capacity building amongst City departments in the development and application of the urban design guidelines to promote a shared understanding of the policy objectives.</li> </ul>	

**Questions and Comments**

A summary of the discussion is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**. The following is not intended as a verbatim summary.

**Q. What do you see as the main difference between a guideline and a policy?**

**A.** Several Ontario Municipal Board (OMB) decisions have stated that guidelines are not policies; they are considered two different things. As planners, we're guided by OMB decisions. The process to create guidelines is however essentially the same as the process to create policies.

**A.** There is a policy in the Official Plan that BILD and the City agreed to which states that guidelines don't have the same statutory effect as policies. Guidelines are used to guide development or urban design.

**Q. One of the criticisms the City has been the subject to for a number of years is that guidelines are meant to be guidelines – that's why they are guidelines and not policies. How do you turn something that is in essence an opinion into a policy, which is what you would be doing if you are mandating built form? It appears that you want to mandate built form even under the revisions to the Tall Building Design Guidelines by specifying which streets require podiums and which ones don't. From a developer's point of view, we want you to be open to other ideas. The dilemma is that guidelines are being treated as policies. There appears to be very little flexibility when staff evaluate applications. Turning urban design guidelines into policies makes it worse for developers, in my opinion. How do we work out a solution that isn't shrink-wrapped when a guideline becomes a policy if there isn't any flexibility?**

**A.** There are clearly some urban design guidelines that should become policies while others should remain as guidelines. Not everything in the Urban Design Guidelines will be transferred into a rigid policy framework. There are some things we consider to be important enough and non-negotiable as policy considerations. Those things will be identified as the process unfolds. We will come back to BILD to discuss those things. In the meantime, we are suggesting that there are guidelines that should shift into policy to provide clarification and predictability. I would suggest these are likely quantitative things, while the qualitative things will maintain some flexibility. To be clear, we don't want to shrink-wrap built form. It is important we continue to allow for creative solutions and outcomes to the same objectives. Guidelines provide a benchmark, a standard or example to achieve objectives. We recognize that there are many ways to deliver a built form outcome that will meet the same objectives.

**C.** The Tall Buildings Design Guidelines are guidelines. The guidelines specify on a block by block basis the heights for buildings. If that becomes a policy, basically what you are doing is reversing Paul Bedford's old premise that height should not be in the Official Plan.

**A.** We have not yet come to a decision about what will become a policy and what will remain a guideline. Height is an example of something that may not become a policy. This process is intended to identify which guidelines ought to be policy and which ones shouldn't.

**Q. Sometimes the issue is not so much the policy or guideline but the way it is applied and interpreted. I'm wondering whether the policies you are going to be developing will speak not to the built form, but rather to the role of urban design in relation to other considerations in an application (e.g., transportation). Clarify where the lens is focused on urban design within the organization.**

**A.** The Prioritizing the Public Realm theme will help clarify what the objective is and provide a lens to assess applications. If there is a bigger, broader objective that we are trying to achieve about the public

realm, and you are meeting those objectives, we're more apt to be flexible while reviewing an application.

**Q.** Will there be language in the policy itself to direct staff how to use the policy?

**A.** I would agree with you that across the City (we have four different districts in urban design that review applications) policies and guidelines are not being interpreted consistently. We are engaged internally in what we call consistency workshops to figure out how current policies and guidelines are being interpreted and applied. It is important for us to be on the same page. It would not be right for us to inconsistently be interpreting and applying those policies and guidelines. We are addressing that internally.

**A.** We have extensive training sessions every time a new policy comes into force for all staff across the City. We also have refresher courses to deal with staff turnover.

**Q.** Does the training focus on the interpretation of policy? Is that something you can share with us?

**A.** Yes it does, but there is no document.

**Q. During the presentation, you mentioned mid-rise building performance standards, as well as forthcoming mid-rise and low-rise development criteria like the Tall Building Design Guidelines. Are guidelines different than performance standards, or are they one and the same?**

**A.** The current Official Plan has a Built Form chapter and a Tall Building sub-section. This chapter is silent on mid-rise and low-rise buildings. It's a direction that we're consulting on. We will be reporting on what we heard about this direction during the next phase of consultations. If there is support for the direction, it will be added as a draft policy early in the new year.

**C. When we went through the working group exercise for the Tall Building Design Guidelines, we exchanged a lot of dialogue with staff about adding a "how to read these guidelines" section. It would be great to see that consistency in this exercise as well.**

**Q. When you are looking at the public realm, are you engaging other City departments (e.g., Toronto Water, Transportation Services, etc.)? We often find ourselves caught between two departments. There are urban design needs that we want to see happen, but in the end we're battling Transportation Services on the width of the road or the need to include a bioswale. Will you be checking in with other departments as part of this process or during a later phase?**

**A.** I think it's more important to engage other City departments during the next phase when we have draft policies, but now that you bring it up, I think it's equally important to engage them during this phase as well.

**C.** It's the details we get caught on. We spend months and lose time and momentum on a project. All the departments should have one set of guidelines that speak to the public realm. This doesn't have to be City-wide; maybe they are different in North York than they are in Etobicoke, downtown and Scarborough – in unison, so that we're not being bounced from one department to another.

**A.** Your point about coordination is something we identified in our own strategic planning exercise in the Planning Division. Planners in their review of applications do need to take more of a leadership role in coordinating responses to applicants so you are not getting mixed messages. It is on our radar and something that we are working to improve. We have to tackle it from both ends, one from an internal circulation process, and two, making sure we are on the same page in terms of our objectives as a City.

**C. There should be statements in the Official Plan about the City’s objective to bring various departments together under the focus of the public realm. Nobody currently takes ownership of this issue, it’s always somebody else’s department. Whatever Official Plan statements emerge should also speak to what the City will do.**

**Q. Do you have any incentives to increase or promote privately owned publicly-accessible spaces (POPS), and would you consider accrediting a portion of POPS land toward urban park land?**

**A.** We haven’t gotten into that level of detail in terms of looking at POPS. POPS have been around for a long time. The guidelines are an attempt to re-brand them and provide more definition and clarification. We have not discussed process and how we will move forward with that.

**A.** There are legal issues involved with that too, but we will look into it.

**Q. One of your goals is to maintain sunlight on downtown signature parks. The Tall Building Design Guidelines include a clause referring to shadow studies based on the equinoxes, followed by a qualifying line stating that staff may have the ability to require no net increase of shadow. In practice, strip parks on Yonge Street are a problem. Signature parks can be even more problematic. We keep getting inconsistent answers. This goes back to my first comment about guidelines vs. policies. How are we supposed to know when it’s based on an opinion?**

**A.** This is an example of the type of feedback we are looking for – things that you feel we need to provide further clarification on. Our intent is to be fair. We are aiming to be clearer, more predictable and make the process easier for everyone. I think we all want to build a better City; we have to do it together. Whether those parks really fall into the category of signature parks is open to debate. We are obligated to legitimize and rationalize what we’re doing with open spaces and identify which ones are in fact important. We are working internally to refine the points presented to you today as well as testing our own recommendations. We will continue to test our recommendations and will be coming to you for feedback on the draft policies during the next phase of consultations. We are looking for more examples of what doesn’t make sense in practice or what is being applied inconsistently by staff to help us direct and focus our work. We want to hear from you, we recognize the importance of engagement and feedback as part of these consultations. The take away message I heard today is “What is the City going to do”. We need to lead city building, but work with you as partners.

**Q. It is now possible to develop six storey buildings out of wood and the potential to use tax increment financing (TIF) for transit development. If an urban design policy or guideline says that a building should have a 1:1 ratio with the street width, or be taller, it should be reflected in the zoning bylaw. It should be pre-zoned. Where there is fragmented ownership long an avenue, but there is potential for a six storey building straight up from what exists on a very narrow lot, I think a developer should be able to do that. We should not have to consolidate several lots together; I’m thinking of very narrow New York style buildings. I think those are really cool buildings, I would love to see them in the City. There should be some consideration for lower buildings on non-consolidated lots.**

**A.** Is there anything to prevent that in the current policy framework?

**C.** I think it should be pre-zoned to relax technical requirements for loading and parking.

**A.** There are many areas zoned for mixed-use (MCR) or areas with 18 metre height limits that are not being utilized. Developers are not building to the full height permissions as of right.

**C.** The density required is usually three times the lot coverage. You can’t achieve it unless you are using



half your lot. Staff will usually tell an applicant that over-development is an issue if the proposed development is 18 metres high.

**A.** I think the public's concern about protecting built heritage is not always necessarily about protecting the physical building, but rather pattern of development and the rapid succession of different buildings. We are often told that a proposed development could be improved by consolidating the lots on one block together. I think the fear is that we will lose the established pattern of development.

**C. How will the Official Plan policies for urban design and neighbourhoods and apartment neighbourhoods be coordinated?**

**A.** They are being reviewed simultaneously to ensure coordination.

**A.** Our urban design team will be working with the policy team. The intent is to ensure the policies inform each other.

**Q. Can you add the word "DIPS (Development Infrastructure, Policy and Standards)" to policy? Road ways are designed by engineers without regard to urban design.**

**A.** What I'm hearing is that DIPS undermines good urban design.

City of Toronto Five Year Official Plan Review Urban Design Policy Consultations (Phase I)	
Stakeholder Meeting Summary: City of Toronto Design Review Panel	
<b>Date:</b> November 13, 2014	<b>Time:</b> 12:10 – 1:15 pm
<b>Note Taker:</b> Lily D’Souza, Lura Consulting	<b>Location:</b> City Hall, 100 Queen Street West, Committee Room Three
<b>Individuals / Organizations in Attendance</b>	<ul style="list-style-type: none"> <li>▪ City of Toronto Planning Division</li> <li>▪ Toronto Design Review Panel</li> <li>▪ Lura Consulting</li> </ul>
Key Items Raised	
<p>The key issues raised during the discussion were:</p> <p><b>Seeing the Bigger Picture</b></p> <ul style="list-style-type: none"> <li>▪ The Design Review Panel expressed support for the policy directions set out in the staff report.</li> <li>▪ The need for urban design policies that are both enforceable and flexible was discussed. Design elements that are measurable should be elevated from guidelines to policies in the Official Plan and supported by clear definitions to provide context (where applicable).</li> <li>▪ There is a need to align new development with the demand placed on existing infrastructure and an opportunity to think about infrastructure more broadly.</li> </ul> <p><b>Prioritizing the Public Realm</b></p> <ul style="list-style-type: none"> <li>▪ There is a need for enforceable policies to enhance the quality of the public realm (e.g., limit shadows or wind, protect skyview and sunlight).</li> </ul> <p><b>Guiding Built Form</b></p> <ul style="list-style-type: none"> <li>▪ Consider a policy to regulate the first three to four storeys of mid-rise and tall buildings to increase space for a variety of uses.</li> </ul> <p><b>Enhancing Parks and Open Space</b></p> <ul style="list-style-type: none"> <li>▪ There is a need for performance standards or measures to support the creation of new parks and open spaces to keep up with increasing demand as intensification continues.</li> </ul> <p><b>Case Studies</b></p> <ul style="list-style-type: none"> <li>▪ Consider looking at key performance indicators (KPIs) as a measure to evaluate policies or guidelines (e.g., Peel Region’s Healthy Community Index).</li> <li>▪ Other cities with KPIs include: Portland and Seattle.</li> </ul>	
Questions and Comments	
<p>A summary of the discussion is provided below. Questions are noted with <b>Q</b>, responses are noted by <b>A</b>, and comments are noted by <b>C</b>. The following is not intended as a verbatim summary.</p>	

**Q. First, can you elaborate the point you made about guidelines versus policy, or teeth versus no teeth? Can you provide us with some background on your thinking and investigations so far? It's a very important topic which is why I would like to hear more about it. My second question is how do you define a large site?**

**A.** With regards to teeth versus no teeth, while drafting the policy directions we reviewed Ontario Municipal Board (OMB) decisions to identify when the OMB upheld City policies and when it did not. We found that the OMB sided with policy when the board member generally understood the intent of that policy. With that, the question became whether or not we as a City should be moving away from an Official Plan (OP) with no standards to one with standards. If so, what issues are important and need to be elevated from just the guideline to a policy to provide clarity and certainty within the OP.

**Q. I was impressed when I reviewed the draft policy directions and saw how much the policy context has advanced over the last ten years with respect to urban design. There are mid-rise guidelines, tall building guidelines, etc. What you are saying suggests that notwithstanding all the effort put into the guidelines and Council's approval of them, they don't ultimately have effect at the OMB. Is this true?**

**A.** Several OMB decisions have stated that they are just guidelines and they do not hold the same weight that policies do. The Provincial Policy Statement (PPS) says that the vehicle to implement the PPS is the Official Plan. Therefore, if it's not in the Official Plan, it is not policy and it does not hold the same weight in the eyes of the OMB.

**A.** In terms of the large sites, there is a policy in the Official Plan that speaks to sites 5 hectares or larger. This policy requires master planning, affordable housing, etc. We have not experienced many issues applying that policy. The issues are with sites that are less than 5 hectares.

**Q. My question is about thresholds. Defining thresholds matter to the development world. This is a good answer – you have 5 hectare thresholds.**

**A.** Your input into that threshold would be appropriate. One of the thresholds that urban design put together is the large site policy that sets out a number of provisions for sites larger than 5 hectares, such as the provision for affordable housing. This has been a complex and controversial policy of mixed success. The threshold that is used for sites that come to this panel now might be an interesting one. Basically it is a site that involves more than one building and the provision of either a street or a park.

**A.** We are anticipating and we are already beginning to see that there are a large number of outdated plazas and mixed use areas that are going to be under pressure for redevelopment (e.g., Humbertown). This is about getting ahead and anticipating redevelopment on sites generally less than 5 hectares. With respect to the guideline versus the policy matter, we are looking for recommendations and we have heard opinions from other groups about this. There is a desire for us to remain flexible on certain urban design matters. To be clear, it is important that we do not become too rigid and prescriptive with respect to design. Because these decisions have been released, they undermine the guidelines for the entire city. Those situations should not be happening and illustrate that in some cases we need to be clearer in policy. We need to provide clarity and not leave certain things to interpretation.

**Q. We will be reviewing a proposal later today where there is a 5 metre or less tower separation and an attempt to characterize what the advantages and disadvantages are of the tower separation. Is this one of the areas that the City would consider sticking to policy?**

**A.** Yes, because the implications in some instances are great. The taller and bulkier the building is, the

more likely there will be greater implications without those separations. It is better that we have that in policy, and then if we need to have exceptions because of circumstances we can do that and think of it as an amendment to the policy as opposed to leaving it to chance.

**Q. If there was a policy outlining 25 metre minimum separation distances, where and how would that appear in policy? Would it be in zoning or can it just be defined in the Official Plan?**

**A.** If it appeared first in the Official Plan then the zoning bylaw would have to comply and be consistent with it.

**Q. Is that that the level of specificity that can appear in the Official Plan?**

**A.** Yes, we can recommend that to Council.

**Q. Is there a way to measure the impacts of a development that is a more objective analysis rather than subjective one?**

**A.** We would like to flesh that out more and look to other municipalities that might have those types of standards. The strongest quantifiable impact study we have done is the sunlight study. This is an older study that outlined a goal to provide sunlight at the equinoxes in public spaces during the day as a way of making them comfortable. Based on the grid of the former City of Toronto, the study used a geometric envelope to ensure those standards are there. The Mid-Rise Guidelines respect that. The Tall Building base revisions respect that. We have never updated that study and keep going back to it. Currently, the policy framework isn't specific to the hours of sunlight, but the former City of Toronto policies were.

**A.** In the case where we try to use performance standards like shadowing on the north sidewalk for example, there has been a recent decision at the OMB that undermined that intent. In that instance, a very recent case, it was completely thrown out because it was a guideline. We need to use a combination in some cases. In some cases it is about performance, in other cases, such as the tall building separation, it is very difficult to measure performance. It can be about a variety of different things, such as sky view, shadow impacts, privacy, access to light, etc. These considerations leave a lot to interpretation with respect to separation distances. Twenty-five metres is a minimum standard and it isn't always enough. We are looking at all of those things right now. When the Tall Building Guidelines were written, we weren't anticipating heights of more than 40-50 storeys.

**C.** I think those things that do have a bit of teeth because they are measurable should be moved from guidelines to policy so that it is not as easy for the OMB to discard them. We should be building on key performance indicators (KPI) and also comparing what's happening in Toronto to other cities. Key performance indicators can help people make decisions (e.g., ratio, density, etc.). This is not something that goes in the Official Plan because it's a work program for the next five or ten years. There is a lot of work being done around the world about key performance indicators.

**Q. To what extent is the motivation for these updates aimed at influencing the development community or the City? I assume it is both, but maybe skewed one way or the other. A lot of this involved things that are beyond the property lines (e.g., burying hydro lines, convenient and safe connections). The whole notion of walkability is a broader discussion that requires a partnership. There is a statement in the Official Plan that reads, "committing the funds necessary to create and maintain high quality public building structures, streets and parks". I read that and I am thinking who**

**is that aimed at? Is that aimed at the developer or the City? I think we need to keep that in context. I would like to see it be aimed at both.**

**A.** You are correct. These policies need to be directed to both the development community and the City. These are goals and objectives that we want the private sector to aspire to and for us to aspire to when we do our own city sidewalks and public buildings.

**C.** I want to introduce the notion of healthy communities, which may be a key performance indicator that can capture a lot of this. Peel Region has a healthy community index, which may have some flaws but the notion is pretty powerful. As a traffic engineer is it very easy for us to quantify things, but to do that with healthy communities could be quite transformative.

**Q. This is a follow-up about the comments made about the concern that the OMB is only implementing policy. It wasn't clear to me if you think this is happening because the metrics aren't clear or for some other reason. Can you please explain?**

**A.** At the outset of a hearing it is established that the guidelines are not policy. It is very clearly laid out in the Official Plan that the Official Plan is to be read both in its entirety with context and policy together and is reliant on guidelines to implement the plan. For whatever reason, they continue to not abide by what is clearly stated in the Official Plan. The opposing side has been far more successful at convincing the Chair to disregard the weight, value and credibility of all of the other supporting documents and rely entirely on policy. Therefore it becomes a hopeless exercise for City staff to fall back on the guidelines to help set out the measure by which to assess these applications. If policy seems to have a great deal of weight, than that's where we need to put these measures.

**C.** There are indicators in some of the standards, but perhaps the critical ones need to be rolled up and included in policy. Healthy Communities is one that has plenty well documented and well researched KPIs that are measurable and can be fairly easily incorporated. Same thing with some earlier daylight studies that were referenced. I think that some meat and actual definition of what is good and ideal is required. Their intent is noted, but there is no clarity or ability to push back.

**Q. I like the direction that the document is taking over the 2002 Official Plan. The next point would be to put a set of standards to these elements (e.g., parks and open space) of what those spaces might be and what the criteria might be. I look at the 2002 policies for parkland and they seem to generally be ignored. Is there a way to incorporate either a performance standard or a prescriptive standard or both? We now have applications for small sites, such as 1/10 of a hectare. Because the density is so high, the quality of the site might need to be tied to the projected population and balanced with the existing quality. So many times at this panel we ask if there is a provision for a development to provide park or open space and we are told there's a park across the street. Often times the park across the street is already at an unsustainable level of use, so how do we measure that? I encourage you to look at the quality of space and demand and think about how to create new space. Does the City buy land for park space?**

**A.** Right now this is a problem in the downtown core and major growth areas. We are in the process of undertaking a study of the downtown core. We haven't done a significant comprehensive study of the downtown since the mid-1990s. The downtown is growing four times the rate of the rest of the GTA and exceeding the expectations of most people in terms of its performance as a major growth area. The trigger behind the study has been infrastructure (hard and soft services, including parks) to support this growth. There needs to be a policy outlining some specifications in terms of the contributions of the



development community, and proactivity has to happen from the City's end to talk about how much open space we have and where the opportunities for new open spaces are.

**A.** Every development application is circulated to the Parks department. Using the numbers in the Official Plan they make the decision to take land on site or take money in lieu of the land and then that money is distributed locally or through a city-wide pot for improvements. The midtown study was the first example of us trying to answer the question of how to avoid taking 10 percent of every lot and ending up with a park system that looks like confetti. One way is through secondary planning and addressing how money can be consolidated around a park system that is desirable.

**C.** I see that happening. Most of the time the cash in lieu goes to existing parks. You can't improve the sustainability of an existing park because it is overused – you are just going to make it more overused. This is not helping to address the demand.

**A.** Those numbers are not in question in this review, but the relationship between parks and streets and the form of the public space are questions that are being put forward before all of us in this review.

**C. Think back to pedestrian comfort. What can be done from a policy perspective to enhance pedestrian comfort (e.g., limit shadows or wind, protect skyview and sunlight)? Streets will become the largest open space network in the city. There is currently not enough "teeth" to protect them.**

**A.** I agree 100 percent. We are seeing the implications of the incremental results in the downtown especially. It is unfortunate that we have not done a better job of assessing those implications. For example what level of wind is comfortable in the downtown core? We want to create public spaces that are going to enhance the downtown. To do that we need to talk about convenience, comfort and sense of security. Statistically 70 percent of the people in the downtown are getting about on foot.

**C.** There should also be a focus on aesthetics.

**A.** A lot of these things are measureable (e.g., shadows, wind).

**Q. What is the City's success in identifying measureable criteria (e.g., wind)? Are different building typologies successfully mitigating undesirable impacts?**

**A.** We can't really find out because a wind study is requested for each building above six storeys. The wind studies never deal with massing alternatives, or if massing could be modified to improve pedestrian-level conditions. The reports have become weaker and weaker over time and are probably the poorest tool in our arsenal. A wind study remains a technical expertise.

**A.** It's not successful, but I think it can be. You can see a building form and know that it will have wind problems. As an urban designer I knew that when the TIFF building went up and when Four Seasons went up there were going to be wind problems by just looking at the form. There are some pretty clear standards that are not being applied that would address wind issues (e.g., stepbacks, awnings). We don't push back enough on those matters.

**C. I was pleased to with the report to Council. I like the idea of a 5-year review. I am really impressed with amount of policy in the last 5-10 years with regards to urban design. It is important to understand that there are some basic building blocks in the arsenal and if they are not effective enough then you need to find the right mechanism to make them more effective. We are not starting from nothing though. The notion of a 5-year review is contingent on it not being a monster exercise. You should be tweaking, refining, adjusting and refining. We are hearing a lot about metrics and I want to reinforce a few things from my perspective. We are talking a lot about the clustering of intense development and the environmental impact that ensues. We also talked about the**

**Development Permit System (DPS) areas where built form becomes the essential means by which you guide development. The metrics are a huge tool in getting improvements in certain areas. Although it is political and there will be negotiations, the metrics are an important tool. For example, on a city-wide basis, notwithstanding the conversations about parks, there is mostly confusion at the City level about the appropriate amount of park space. We need a measure on a city-wide basis. We need to look neighbourhood by neighbourhood at the density and identify what is the percentage of developable space, park space, etc. We can then use those metrics to guide our work. I like the idea of having a quick look at the mid-rise and tall building guidelines to keep them fresh every 5 years. This will help to keep them useful and meaningful. I like the four overarching directions.**

C. There is significant pressure to develop high-rise condominiums that that typology is overtaking sections of the city. With respect to a resilient, adaptable city, we need to space for a range of other uses. We are now regulating the ground floor of most buildings - what if we extended that regulation to three or four storeys? There would be more emphasis on demonstrating the adaptability and resiliency of the space and less on the land use. It is possible to work out a new tax category and limit the suit size to encourage small businesses. We would then have space that over the test of time can adapt to the evolving needs of these really dense communities.

**C. When I think of the Bloor-Danforth corridor, I think of the evolution of its built form over 10-20 years. We now have the mid-rise guidelines so we are seeing development in areas like Woodbine and Danforth Avenues that you couldn't have imagined 5 years ago. I have always been puzzled given the under population of that transit line. If you look at Yonge St. you get a pulsing of buildings where the stations are. Why hasn't that happened on Bloor/Danforth? The examination of where tall buildings should go in the city continues to be an ongoing project and that is just one example.**

C. I want to reiterate the opportunity for KPI's as they pertain to sustainability. There is a policy gap with respect to new neighbourhoods. There is very little in the Official Plan policies about what the expectations are and that is the real opportunity for us. There is a lot of opportunity here to be more specific and deliberate about what the impacts of infrastructure are, what can be accommodated and the intensity of targets. It does not have to be prescriptive by saying exactly what has to be done. There is an opportunity for the City to think about infrastructure more broadly and setting caps on what resources new development can take (e.g., sewage lines, water lines, etc.). The developer should be encouraged to find a way to only use what infrastructure exists there already and be creative about how they can reduce the demand.

Q. Can you suggest other municipalities who are doing this now?

C. I can make some recommendations. The West Coast has some more progressive guidelines. Portland and Seattle are examples.

**C. I would urge you to maintain the Avenues designations, but look at sub-categories within the Avenues. I think the role of Avenues remains appropriate for more intense development. The kinds of recommendations that might apply to tall developments might be different or the types of uses may be different.**

Q. So you mean that the avenue designation remains as the driver?

A. The Avenue designation has a specific role and function as it relates to the neighbourhood and the



towers can reinforce that.

**A.** We are undertaking a review of the Mid-rise Performance Standards. There are well over 100 mid-rise buildings under construction and there was a time that we didn't think there would be any uptake. It is happening now; the market is such that it makes sense to do so. There is a 'baby tall' that has also emerged – they are taller than mid-rise but they are not really tall buildings either – that we are also considering writing guidelines for. The Avenues continue to be the framework, but there are exceptions where it makes sense to have further guidance.

**C.** Exceptions on Avenues are desperately needed (e.g., intersections, transit nodes, etc.). Where large sites interface with there is an opportunity for a different built form. There is a great opportunity for a more sophisticated vision.

**A.** I also think the point made about building adaptability and resilience into the design of buildings is something that we need to think about when it comes to Avenues. We are not getting the employment uses along the Avenues and that is something that is important.

**C. I want to reinforce the extent the panel can support your efforts in pursuing green infrastructure that we have discussed today.**

**C. The Design Review Panel hears and supports the 5-year review of the Official Plan urban design policies, and suggests that there are creative opportunities to take the urban design guidelines and move them to policy. I did not hear anyone say that it would restrict creativity. We are not talking about proportionality; we are talking about the metrics of a healthy city. There are people doing interesting work – for example the net zero tower. There could be other partners to take things further than the City alone with regards to the metrics. There is strong support for the directions that the City that is taking.**

City of Toronto Five Year Official Plan Review Urban Design Policy Consultations (Phase I)	
Stakeholder Meeting Summary: Toronto Community Housing Corporation Design Review Panel	
<b>Date:</b> November 26, 2014	<b>Time:</b> 3:00 - 4:30 pm
<b>Note Taker:</b> Leah Winter, Lura Consulting	<b>Location:</b> 246 Sackville Street
<b>Individuals / Organizations in Attendance</b>	<ul style="list-style-type: none"> <li>▪ City of Toronto Planning Division</li> <li>▪ Lura Consulting</li> <li>▪ Toronto Community Housing Corporation (TCHC) Design Review Panel (DRP)</li> </ul>
Key Items Raised	
<p>The key issues raised during the discussion were:</p> <p><b>Seeing the Bigger Picture</b></p> <ul style="list-style-type: none"> <li>▪ It is important to set strong principles, performance goals and measurable standards with respect to urban design, rather than setting prescriptive policies that can create barriers to good design.</li> <li>▪ The Official Plan urban design policies should also be supported by other City policies and programs.</li> <li>▪ The character of Toronto’s diverse neighbourhoods should be respected and maintained; policies should be flexible enough to account for different histories and contexts (e.g., downtown vs. North York).</li> </ul> <p><b>Prioritizing the Public Realm</b></p> <ul style="list-style-type: none"> <li>▪ The interface between built form and the public realm should be a prioritized through policy and linked together.</li> <li>▪ Policies should ensure the quality of the public realm (e.g., wind protection, maximizing sunlight).</li> </ul> <p><b>Guiding Built Form</b></p> <ul style="list-style-type: none"> <li>▪ Bold and thoughtful design should be encouraged for all buildings, not only tall buildings.</li> <li>▪ Policies for mid-rise and low-rise buildings should be included in the OP.</li> </ul> <p><b>Enhancing Parks and Open Spaces</b></p> <ul style="list-style-type: none"> <li>▪ Connecting parks and other open spaces should be a priority.</li> </ul> <p><b>Other Comments:</b></p> <ul style="list-style-type: none"> <li>▪ In order to better engage the public in the urban design process, the material presented needs to be more accessible and provide a better sense of how a place will be experienced after the proposed changes are implemented (e.g., plain language, three-dimensional images, fly-through videos).</li> </ul> <p><b>Case Studies</b></p> <ul style="list-style-type: none"> <li>▪ Review 2002 Official Plan policies as they were applied to Regent Park to identify elements that</li> </ul>	

evolved to accommodate change (i.e., where flexibility is required).

- The following cities were identified as potential case studies: Chicago, New York City, Boston, San Francisco and Seattle.

### Questions and Comments

A summary of the discussion is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**. The following is not intended as a verbatim summary.

**Q. A big issue when the public is notified of development applications is that the legalese and inscrutable diagrams make it impossible for anybody to understand what is being proposed. There is no context and no imagery or three-dimensional visual. All of that information is written by lawyers for lawyers, it is not for the public. If you want the public to be engaged in urban design discussions, is it possible to introduce a different way of presenting this material to the public? As an example, could you require applicants to provide information that is more understandable?**

**A.** We agree that it is an issue. The City’s graphics team is working to redesign the signs that go up on properties. There are also a number of initiatives by the City that fall under the “Growing Conversations” campaign which is designed to recruit people to participate in the planning process and to improve the way the City communicates. Another important aspect of the initiative is building capacity to enable the public to understand and communicate with us.

**Q. How does the Development Permit System (DPS) affect what you do in terms of urban design guidelines and considerations?**

**A.** If there is an area-specific urban design guideline, (e.g., guidelines as a result of an Avenue Study on St. Clair Ave.) those guidelines would then inform the bylaw for the DPS.

**Q. Have you given thought to what can go into the Development Permit Bylaw? This speaks to your question of flexibility. How much should you try to prescribe under the permit bylaw?**

**A.** There is some flexibility within the area, but not a lot. How we instigate the level of flexibility and rigidity in the DPS is key. The DPS system repeals all the existing zoning bylaws and only the Official Plan applies to the area.

**C.** Because we are trying to answer this question of what should be flexible versus more highly regulated, it goes back to the discussion about public and private realm. It is not just about prioritizing the public realm. It is about prioritizing the public realm in the built form interface and how they come together. We need to stop talking about built form and public realm individually. The measures, guidelines, zoning and policies need to come together with respect to things like sunlight, view corridors, and privacy. One of the most defensible elements of the guidelines that the City is using right now is how much sunlight reaches the public sidewalk.

**C.** I liked your comment about bold and thoughtful design for tall buildings. I would argue that it shouldn’t stop at tall buildings; it should address all built form. Regarding flexibility, it’s about having a set of measureable standards. With tall and mid-rise buildings we are ending up with buildings that look that same. I agree we are not getting the bold and great design that other design review panels

are producing.

**Q. Can you elaborate on your focus with respect to parks? Are you addressing things like park land dedication and improving parks?**

**A.** The focus is on policies that address the design of new parks and Privately-Owned Publicly Accessible Spaces (POPS).

**Q. How were the Open Houses that already took place marketed to the community?**

**A.** There are about 3000 people who have participated in other Official Plan Review related events who are on the City's mailing list. The City also has a mailing list of about 400 neighbourhood residents' associations who received notification. We also placed advertisements in newspapers and informed professional organizations as well as planning and architecture schools in Toronto. Between 15 and 40 people attended each event but the quality of conversations was very high.

**Q. What were the main pieces of feedback from the Open Houses on where the City has been successful and unsuccessful so far?**

**A.** One big idea is that tall buildings are great to look at but the pedestrian realm is unfavourable. The interface with the public realm was a big interest. Another idea was that parks are not always designed to be social (e.g., benches too far apart, lack of gathering places).

**Q. Have you looked at any past Ontario Municipal Board (OMB) decisions to see where projects have worked out well? The Official Plan and Zoning are very generic.**

**A.** We would like to make sure that the intent of policy is clear.

**C. We have found on a few occasions that what we recommend as good urban design may not be in line with the Development Infrastructure and Policy Standards (DIPS). If you are going to include Official Plan policies that relate to DIPS, you should ensure consistency between them or you will not achieve what you are looking to achieve.**

**A.** DIPS is not going to enter the Official Plan.

**C. I suggest you consider Regent Park as a case study and look at the original 2002 Official Plan. We are now 12 years into the Official Plan. By the time Regent Park is fully built out it will be another 10 years. Over this period, the Plan has been continually re-interpreted. There are some elements that have endured and remain stable, and there are other things that have changed. It could be a very interesting exercise to look at the original Official Plan and find all the instances where it has morphed to accommodate change.**

**C. The OMB takes us in a terrible direction from an urban design standpoint. The more you try to create things suited to litigation with the OMB, the more you may actually be doing things that are unhelpful in terms of the evolution of the city. Neighbourhoods take a long time to form. There is only so much you can anticipate at the outset. The City should get the principles and performance goals right without being prescriptive in ways that will create barriers to good design.**

**C. With respect to the public realm, there are some clear failures from a tall building development**

perspective which provide good lessons where policy should prevent them from happening again. One example is the Four Seasons development which has had a negative impact on the public realm around it. It is critical that there be policies to ensure the quality of the public realm is protected in terms of wind, sun, etc.

C. In terms of streets and parks, where other cities like Chicago have succeeded is in having extraordinary places that exceed basic standards. For example, Queen's Park should be extraordinary and shouldn't have to compete for funds. The Official Plan should speak to the extraordinary and how to identify those areas and make them greater places. There needs to be a mechanism of treating those kinds of public spaces differently. It should be on a policy level rather than a guideline.

C. I would like to reiterate that you can't separate the public realm from the built form. It would be good to tie those policy pieces together. I think it is great that the City is adding criteria for mid-rise and low-rise developments to the OP.

C. Regarding the Four Seasons development, the wind at the site is very severe. Design elements could have prevented that.

C. I do not support the idea of trying to prescribe things through policy.

C. In terms of parks, it would be good to make connectivity a priority. Creating connections should be policy-driven.

C. Amalgamation has led to attempts to standardize things across parts of the city that have very different characters. DIPS are a good example where standards from the north end of the city are applied to downtown inappropriately. If you try to develop a standard formula for different types of buildings and public spaces and apply them to the entire amalgamated City of Toronto, you will end up with unfortunate results. The policies you come up with have to allow for significant differences in character. Laneways are a good example. They don't exist everywhere and should be treated differently. The de-amalgamation of design would be useful.

C. The City has the capability to use current technology to help people visualize change in neighbourhoods (e.g., using fly-throughs, three dimensional models). Many cities are doing this much more effectively. There is also a problem with the statutory meetings the City is holding and the way the information is presented. The topics discussed should speak to the public realm and quality of life, the interconnection between built form and use, etc.

C. There needs to be an acknowledgement that there is a different standard for the public realm in more intensified areas because the public realm is relied on more to be a place of recreation and respite.

C. Other jurisdictions such as New York City, Boston, San Francisco, Seattle, provide examples of good policy approaches. Typically the equivalent of the Official Plan and Zoning starts with design ideas rather than abstract provisions.



**C. Boston provides good examples of well-designed mid-rise buildings.**

**C. Once the Development Permit Bylaw exists, there is no opportunity for the public to engage. Community conversations absent of lawyers can provide very interesting ideas. This speaks to the way information is presented.**

**C. Height maps and angular plane diagrams don't mean anything to the average person. Numbers don't tell you anything about how you would experience a space.**

City of Toronto Five Year Official Plan Review Urban Design Policy Consultations (Phase I)	
Stakeholder Meeting Summary: Mid Rise Group	
<b>Date:</b> December 2, 2014	<b>Time:</b> 1:00-3:00 pm
<b>Note Taker:</b> Lily D'Souza, Lura Consulting	<b>Location:</b> BILD Head Office, 20 Upjohn Road, North York
<b>Individuals / Organizations in Attendance</b>	<ul style="list-style-type: none"> <li>▪ City of Toronto Planning Division</li> <li>▪ Lura Consulting</li> <li>▪ BILD Toronto Chapter Members</li> <li>▪ Members of the Mid-Rise Stakeholder Group</li> </ul>
Key Items Raised	
<p>Lorna Day, Manager, Urban Design, provided a presentation to the group on several key Mid-Rise Performance Standards. The presentation included suggestions for possible updates to the Performance Standards, with the intent to solicit feedback from the group.</p> <p>The key issues raised during the discussion were:</p> <p><b>Seeing the Bigger Picture</b></p> <ul style="list-style-type: none"> <li>▪ There is a need to balance the prescriptiveness and flexibility of policies and guidelines so they do not restrict the natural evolution taking place in the city (e.g., retail development, parking requirements). Policies should be visionary.</li> </ul> <p><b>Guiding Built Form</b></p> <ul style="list-style-type: none"> <li>▪ Direct growth to main streets and diffuse intensification across the city.</li> </ul> <p><b>Mid-Rise Performance Standards</b></p> <ul style="list-style-type: none"> <li>▪ Define the mid-rise building typology to provide more clarity.</li> <li>▪ Simplify or streamline the process to develop mid-rise buildings to encourage more of this building typology (e.g., as of right zoning).</li> </ul> <p><i>Performance Standard 1 – Maximum Allowable Height</i></p> <ul style="list-style-type: none"> <li>○ The maximum height for mid-rise buildings should be permitted as of right, but more work is needed to categorize the maximum allowable height as the 1:1 ratio is not appropriate on all Avenues.</li> <li>○ One participant commented that the height limit should not be restricted below the 1:1 ratio.</li> <li>○ The maximum allowable heights should be reflected in the height map of the Zoning By-law.</li> </ul> <p><i>Performance Standard 4A – Front Façade Angular Plane</i></p> <ul style="list-style-type: none"> <li>○ The purpose and intent of "skyview" was raised and discussed. Participants noted the need to clarify and define the concept of skyview. The City should identify why skyview is important, since it is not a measurable criteria.</li> </ul>	



*Performance Standard 4C – Front Façade Alignment*

- One participant suggested that if changes are made to this performance standard, architectural choice should be permitted in terms of investigating possible side-street setbacks.

*Performance Standards 5A and B – Rear Transitions, Deep and Shallow Properties*

- The rear transition should be the same for both shallow and deep lots, consider using the MCR rear transition.
- Comments from one participant advised against creating three categories for shallow properties. As was suggested as a possible update during the presentation.
- Consider flexible guidelines that allow "transition zones" on properties with shallow depths, and identify "pilot areas" to implement the transition zone.

*Performance Standard 6 – Corner Sites: Height & Angular Planes*

- Feedback from one participant suggested removing "angular plane" from this Performance Standard.

*Performance Standard 7A – Minimum Sidewalk Zones*

- Feedback from one participant indicated a preference to change language from "sidewalk zone" to "pedestrian zone".

*Performance Standard 7B – Streetscapes*

- There was some support for incorporating language about high quality streetscapes into the Official Plan.

*Performance Standard 8B – Side Property: Limiting Blank Side Walls*

- One participant suggested that rather than permitting blank walls, aesthetic features should be incorporated (e.g., 601 Kingston Rd.).

*Performance Standard 19 – Character Areas*

- The character of different neighbourhoods should be considered in policies and guidelines.

**Other Comments**

- Collaborate with the Toronto Parking Authority (TPA) to develop consistent parking standards to provide flexibility that would allow TPA to utilize below grade structures as part of new developments.

**Questions and Comments**

A summary of the discussion is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**. The following is not intended as a verbatim summary.

**Q. In areas where the depths of the properties don't allow for the type of building form that you are**

**would like to achieve, would you consider motherhood statements in the guidelines that speak to that and allow for a transition zone? For example, staff allowed a transition zone as part of the Avenue Study on St. Clair Ave West. The residential neighbourhood property adjacent to the area under development was included as part of the angular plane. I think this was a bold and progressive thing to do and the politics of that particular area allowed for it.**

**A.** We can take that under advisement. We have continued to test the applicability of this and continued those conversations at the City because we recognize that there are some sites that are constrained by their depth, where mid-rise is appropriate. It was included in a small section of the Eglinton Connects study area. It is not going to be a one size fits all solution. Performance Standard 5C does remain in the Mid-Rise Performance Standards, but it was removed by the Planning and Growth Management (PGM) Committee and we are not implementing it right now.

**Q.** Would you reintroduce this Performance Standard under a new PGM Committee?

**A.** I am happy to continue that discussion and see where that leads. But it has to be part of a complete a study and indicate which blocks it would apply to. The answer isn't no, but the direction was to complete areas-specific studies first and not apply it city-wide.

**C.** Maybe it's a footnote in the guideline.

**Q. What is a "Character Area"?**

**A.** The Mid-Rise document from 2010 included a map that identified character areas as well as Performance Standards specific to character areas. This included recommendations from the heritage sub-consultant. The map identified areas along the Avenues that have cultural, natural or built form characteristics that were worth noting. It identified the characteristics of these areas that should be noted when preparing an application in these areas. For example, Bloor West Village, Queen St. W. and the Junction were identified as character areas. Most of them were heritage areas or typical main streets. There were some that spoke to a particular cultural characteristic, natural heritage characteristic or groupings of heritage buildings. Performance Standard 19A – G identifies built form characteristics that should be incorporated when developing in character areas. The intent is really about being a respectful neighbour in these character areas. They did not restrict the heights or building envelopes in character areas.

**Q. Can you clarify how this is written into the new Zoning by-law? Will you remove the guidelines as the By-law supersedes them?**

**A.** Only some of the Performance Standards were incorporated into the Zoning By-law. As part of the Mid-Rise review, the City will ensure the Performance Standards are a set of guidelines that are consistent with the By-law. It will be a package of mid-rise guidelines in place of the Performance Standards. These guidelines will help to explain the By-law and elaborate on it. Not all of the Performance Standards are suitable for translation into a By-law.

**Q. I understand numerically how you deal with sunlight, but the notion of skyview is a little more complex. What is the objective? In a measurable way, what language is appropriate to describe the intention of skyview?**

**A.** The front angular plane was included to allow both a measurable amount of sunlight on the street and skyview. Where this becomes an issue is when there is an application for relief from the angular plane. There is then discussion about appropriate skyview. Perhaps the City can better introduce the

concept of skyview, and define the importance of the concept for mid-rise buildings. I do not have a definition right now.

C. It does capture different ideas. Sunlight is sunlight. What is the public objective that goes beyond sunlight? Skyview is language that is in the Official Plan under the urban design guidelines.

A. That's a good point for discussion, and we should give some clarity and definition in the Official Plan in terms of what skyview is and how to determine its appropriateness.

**Q. One of the most acrimonious rezoning projects in recent years was the Aspen Ridge project at Yonge St. at Jackes Avenue. They ended up with 11 storeys, which is not consistent with the zoning By-law or the Mid-Rise Performance Standards. How do you consider the local context at the direction of the Official Plan policies or guidelines when the surrounding buildings don't even comply with them? The dilemma is that staff do not treat a guideline as a guideline. It automatically requires rezoning or an Official Plan Amendment (OPA). Wasn't one of the objectives of this to avoid that kind of conflict on a site by site basis? Do you think that this is helping or hurting when you look at an individual site?**

A. The intention of the Mid-Rise Performance Standards was to provide predictability. The question was whether it was too constraining or too flexible. We don't have an answer yet. We do have more than one tool to use and they don't all have to become Zoning By-laws or Official Plan policies. Some of them can become urban design guidelines. The Performance Standards outlined a built form envelope, which we are testing. There are two conversations here: 1) is the envelope too restrictive or too flexible, and is it working? and 2) what are the other tools we are using? Some of these may become Official Plan policies and others may end up as they already have as Zoning By-law provisions, and some of them may remain as guidelines.

**C. The 1:1 ratio to determine maximum heights should be permitted as of right, but should not be applied as a blanket policy across the city. If you are on a transit line or in close proximity to urban centres downtown, it should be greater. If you are considering less than 1:1 in character areas, I would say that greater than 1:1 should be in areas like the downtown or transit lines. It should be in the Zoning By-law.**

A. That is interesting. What I am hearing is that we should take a look at the Avenues map and try to categorize the Avenues, as not all Avenues are created equal. This requires another level of work in addition to the review of the Performance Standards.

C. The neighbourhoods that are adjacent to the Avenues are also not created equal. There is a need for different policies for Neighbourhoods based on their location within the City.

**Q. The angular plane and 1:1 relationship was intended to apply to all Avenues and yet the height limit map has not changed. For example, St. Clair Ave. West between Avenue Rd. and Spadina Rd. is still 14 metres or 4 stories notwithstanding the width of St. Clair Ave. West. We all realize that politics is involved in changing height maps in the Zoning By-law, but given that the logical evolution of encoding guidelines into the Zoning By-law, don't you think the height map has to change?**

A. Yes, absolutely. We didn't include the maximum height in the Harmonized Zoning By-law. The pieces that made their way into the by-law from the Performance Standards didn't substantially alter the permissions for those sites. They simply gave additional guidelines for setbacks and angular planes. It wasn't part of the work program at the time. We have heard that the City should change all the Zoning

By-law height provisions on Avenues to match the Mid-Rise Performance Standards, but we have also heard that we shouldn't change them across all the Avenues.

**Q.** What would be the argument against updating the height limits?

**A.** We don't know if the Performance Standards got it right. Let's make sure we got it right before we change the Zoning By-law. There is a process that we would need to follow to change building heights in the Harmonized Zoning By-law across the city.

**C.** To add complexity there are also discussions about the Development Permit System (DPS) that are on-going, which could address a lot of this.

**A.** That is a valid point. There is one discussion about the buildings themselves with regards to building envelopes, and the other discussion is about the tools we use and how we implement them. You are correct that the DPS is one process and changing all the zoning is another.

**C. You mentioned that one size does not fit all, yet you have 19 km of retail everywhere.**

**A.** Retail was not recommended everywhere. That by-law applies to a certain number of blocks identified on a map. I am giving you a bit of a contradictory message here which is how do we change the Mid-Rise Performance Standards so that one size can fit all, but on the other hand I am outlining examples of the lessons we have learned where one size does not fit all. It is an on-going discussion. We are trying to use the tools we have at the City to guide development appropriately.

**C. Regarding rear yard transitions, in the MCR zoning, the origin of the angular plane was from a 0.9 m height. There should not be a distinction between shallow and deep lots.**

**A.** I have heard that elsewhere as well. The shallow and deep lots can be confusing to a lot of people and there may have been too much room for interpretation.

**Q. What changes do City staff want to see in the guidelines? There are two sides that I hear: you want to give developers more flexibility, but also want to give staff more teeth.**

**A.** The debate presented is that there are some things that are very clear and all-encompassing and then there are things that should be flexible. There are a range of tools that we have from the Official Plan policies to guidelines. It isn't just staff looking for teeth – it's also the neighbours, rate-payers groups, councillors and community members that want more assurance from us that we can actually deliver what we say without interference through litigation at the OMB. What staff want ranges in every district. Each district has different pressures. We are learning that the guidelines that were city-wide need to be more character responsive. What you have been hearing from us is that there is a range of tools.

**A.** One area that you have to distinguish is that some of the standards have been incorporated into the Zoning By-law. We wouldn't want to have any standards or dimensions in the Official Plan because the Committee of Adjustment (COA) can't vary the Official Plan. The Official Plan policies are more general than the Zoning By-law.

**A.** The standards as a whole need some refinement, but what is needed is another layer or additional Performance Standards that speak to character areas and the Avenues. Not all Avenues are the same, so we should be identifying certain Avenues and identifying unique Performance Standards for them.

**A.** The Mid-Rise Study was intended for Avenues. We would like to be able to use the Performance Standards in other places that are not Avenues. How do we tweak our policy framework to make them applicable beyond the Avenues? For example, right now a number of the standards are related to the relationship between Avenues and the rear backyard condition. This relationship would be different if



you are in an area where there are many taller buildings or Employment Areas as the rear condition. This is another way of thinking about the Mid-Rise Performance Standards that is not just targeted to the Avenues.

**C. We need to think about gentrification vs. support for individual retailers and the connection of that to mid-rise development. I live in the Beaches and some of the high profile fights have been about mid-rise buildings in the neighbourhood. Retail in the Beaches is struggling. People want restaurants, boutique clothing stores, etc., but they oppose new buildings. I don't think there is a connection being made that adding boxes to former houses that currently serve as the available retail space is not appropriate space for modern retail. There are new buildings going up and there is a new supply that is going to be appropriate for more modern retailing. Street life is starting to appear because of the development that is happening. I don't think mid-rise will cause chains to move in necessarily. In contrast, I see it as part of the evolution of the neighbourhood. In order for that evolution to happen, we need to allow for new buildings. We have to create policies that don't restrict the natural evolution of the neighbourhood and I think that is what has been happening in the Beaches for many years. There are policies in place that have not been revised until more recently and they have been constraining the natural evolution of the area, and constraining the type of retail that people want. Anything that you can do to expedite that is going to help a natural process of evolution.**

**A.** I often use retail vibrancy as a way of helping people understand and support new developments. This is not a mid-rise building issue; it's a city-wide issue and economic one too. One of the things we struggled with is how far into this process do we go. Where we left off with the Performance Standards was to make sure that at the very least you have a 4.5 metre ground floor height with loading at the back that can accommodate a modern form of retail. We decided that if you get the bones right, the rest is up to other forces beyond City control. How far do we go in terms of policy?

**C.** If you are on an Avenue or near the downtown, the policy should be forward looking not backward looking. What's the role of planning staff recommendations? The role of these recommendations is not to appease neighbourhood associations. It must be forward looking. It should be the best recommendation based on the experience and education of planning staff.

**A.** It is helpful to hear some of the issues from your perspective and get some ideas of how to have those conversations.

**C. It would be a good idea to try and put what you are doing in the context that these are the types of buildings we want to see developed. I know you have a lot of barriers in terms of politicians and rate-payers groups, but ultimately you have to make a recommendation. I'm looking for your professional advice.**

**A.** What will be helpful in the next round of consultations is to have some more examples of recent mid-rise buildings. We are now at the point where we can create an inventory of real buildings. Using real buildings, we can show how a specific Performance Standard is working. You are right that at a certain point we are not just listening, we have to give advice. I anticipate that through the course of these consultations, we will hear that the guidelines are too restrictive and from others, that they are too generous and too permissive.

**Q. It's great to hear that mid-rise buildings are being developed, but I would be interested to know how many are the second or third mid-rise project by a developer. Are developers building more than**

**one mid-rise project, or are they finding it too hard to make it work? We know that they can be very challenging to do. The more that you can make as-of-right zoning and simplify the process, whatever the rules, the easier it will be for people to build.**

**A.** We are starting to look at this and see how many repeat builders there are. There are a surprising number of them. I know it can be a difficult process. The question is whether it is really a matter of as-of-right zoning or if there are other things that would make the process easier for developers to build mid-rise.

**C.** We built two mid-rise buildings and we don't do them anymore. The issue of parking supply remains an impediment.

**A.** We conducted a travel survey to look at parking.

**C.** The problem with doing a historical survey on parking supply is that it is built under the guise of old standards. For example, we built condominiums in Oakville and the standard was 1.25 and we gave away dozens of spots. When future municipalities and developers go back and look at this to try and figure out the true demand, of course they will find that they are occupied because the space is there. It doesn't necessarily speak to true demand just because the supply is there.

**Q. I know of some mid-rise applications where they couldn't meet the parking requirement which became a make it or break issue it. The developers reduced the parking requirements through the COA. Is this a problem?**

**A.** Yes, because it creates uncertainty. Developers want to be able to do their due diligence to ensure that a project is feasible.

**C. You should look at the report which did not agree with a 0.5 ratio for parking. You can't make it work with three levels of parking.**

**C. You should do a survey of the downtown core to see how many building parking lots are sitting empty. You would be shocked to see that 50 percent are empty. Residents do not have cars.**

**A.** One thing we discovered on Eglinton Ave. by partnering with the Toronto Parking Authority (TPA) is that the partnership allows you to have some flexibility in the parking garage. Some parking is for residents and some parking is operated by TPA for public parking. There is some flexibility with the number of spots reserved for residents, and if you find that residents are not using all the spaces, TPA can take over more of the spaces.

**C.** To your point about partnering with TPA, we were approached by the local Councillor through one of our developments who wanted us to provide a level of parking to TPA. We were happy to do it. They are never going to pay the amount it cost to build, but we recognized that it would benefit the retail in the area. During this development we faced two issues. One, we had a dewatering issue, which added another cost that should have been reduced because we were providing parking for the TPA to help the BIA and local merchants, but wasn't. Two, the TPA standards are very different than the City of Toronto's parking standards. There has to be some consistency between the City and TPA otherwise TPA won't utilize the lot/spaces.

**A.** This is something that we should be addressing.

**C.** We also found that the TPA has much higher standards.

**C. I think the world is changing with regards to car-use and it is not helpful to look to historical parking**



**studies. The impact of car sharing is just now being understood. We are just starting to look at the impacts of Uber. It's true that car ownership is changing. It's an evolving process. It starts with lower ratios. If developers are willing to take that risk, why not let them do it?**

**A.** From other consultations I have heard a different tone and voice coming from our youth. There is a different approach to car ownership. The problem is we need data to substantiate the story. If there is a trend and we need to follow it and track it and get some data on it.

**C. I recently visited the Plateau Mont-Royal neighbourhood in Montreal. It has the highest urban density in North America and yet there is very minimal parking.**

**A.** I will take your concerns back to the staff that work on the parking by-laws. I do hear you that you don't want to spend the money on parking that is not being used

**Q. Can I get a copy of presentation and circulate to get further comments?**

**A.** Certainly and I would be happy to come back towards the end of the process.

**Q. Do you think this exercise could be an opportunity for redefining what mid-rise is? It's not clear if its 4, 8, 12, 14 storeys. Looking at the map, arterial roads are not that great for single-family housing, but they are locked into the neighbourhood designation. Could there be an opportunity to redefine what is permitted on these arterial roads, such as four-storey 'mini mid-rise' buildings. Could this be an opportunity if you are already getting applications off the Avenues? We understand there are political implications, but we should not be so timid as to not even have the conversation about looking at non-Avenue arterials that could be suitable for some form of intensification.**

**A.** This process won't redefine mid-rise, but we will refine it as a building typology. During this process, we aren't going to go in and redraw Avenue maps, but there will probably be a set of modifiers that we are going to add to this.

**C.** I know that this is a five-year review and there are politics involved but this is an opportunity to think about these things.

**A.** It is about more than just politics. From our Official Plan consultations, one thing we have heard across the city is that people like their neighbourhoods and they want the character of their neighbourhoods preserved. They want to see intensification going along transit lines. There are areas on the major arterials, such as areas on Bathurst St., where mid-rise wouldn't be out of character. In some areas it makes perfect sense.

**Q. (From Lorna) Are you starting to ramp up and look at wood structures given the changes that are going in January?**

**A.** Some of our members are.

**C.** I think that's terrific. It presents an opportunity on Avenues that haven't taken off yet.

**C.** There is an opportunity and members are starting to look at it. The general thesis is that if you are a main street and even if there aren't apartments, those should be areas that the City should be considering for different kinds of development because it is on a major road with transit. Generally speaking, there is a lot of growth and we have already met our housing targets. These are minimum targets not maximums. There is some concern that growth and development is more centred in specific areas of the city as opposed to others. In order to tap into that potential of areas across the

**city, it makes sense to look into those major streets that aren't developed yet. Of course neighbours don't want them to change, but there is a need to spread out growth.**

**A.** We have spent the last 24 months refusing townhomes on Bayview Ave. at the old Salvation Army site. The Official Plan neighbourhood policies are quite strict. We hear you partly because we're losing.

**C.** I accept what the policies say, but the neighbourhoods that front onto major roads should be transition areas.

**A.** When those policies went to Council and were adopted by Council they were amended again to say you treat neighbourhood designations on the edges the same as the interior. There is a political will to protect Neighbourhoods.

**C.** I don't want that to discourage you from making good recommendations.

**C. It's not about meeting growth targets it's about meeting the changes that are happening in the city. The Official Plan polices related to parking were made before Uber and before the development of places like City Place. Parking ratios and transportation trends should align. Neighbourhood policies and parking ratios need to start that process of change.**

**A.** I appreciate those comments. The challenge is to balance some stability with the need for change and progress.

**C. You mentioned that character areas might be a good place to add clarity to reflect the conditions of an area. Do you think that will reduce the likelihood that one-off urban design guidelines will be created for certain segments of Avenues? If you want to provide more reliable standards that the development community can rely on, it would be helpful to us if there are updated Performance Standards or guidelines and we don't have to worry about getting caught up in a new process.**

**A.** That is part of the reason for doing this. We want to give some predictability to the development community as well as residents. It could eliminate the need for some of those character area guidelines.

City of Toronto Five Year Official Plan Review Urban Design Policy Consultations (Phase I)	
Stakeholder Meeting Summary: Park People	
<b>Date:</b> December 4, 2014	<b>Time:</b> 10:00-11:00 am
<b>Note Taker:</b> Lily D'Souza, Lura Consulting	<b>Location:</b> 55 John Street, Toronto (Metro Hall, 22nd floor, Chief Planner's Board Room)
<b>Individuals / Organizations in Attendance</b>	<ul style="list-style-type: none"> <li>▪ City of Toronto Planning Division</li> <li>▪ Lura Consulting</li> <li>▪ Park People</li> </ul>
Key Items Raised	
<p>In addition to the key issues raised during the discussion (below), BILD submitted a letter with comments on the Urban Design Policy Directions for consultation on December 12, 2014.</p> <p><b>Enhancing Parks and Open Spaces</b></p> <ul style="list-style-type: none"> <li>▪ Proactively plan for parks in growth areas and existing neighbourhoods.</li> <li>▪ Include flexible park design policies that permit the conversion of under-utilized sections of the street into spaces for public use (permanently or seasonally).</li> <li>▪ Clearly define and role the term 'open space linkages' in the Official Plan.</li> <li>▪ Consider a variety of open space linkages, such as greenways, street ways and laneways in addition to natural corridors in the Official Plan.</li> <li>▪ Categorize Toronto laneways based on function, servicing needs and the surrounding built form.</li> <li>▪ Identify laneways throughout the city that have the greatest opportunity to be enhanced and redefined as public space.</li> </ul>	
Questions and Comments	
<p>A summary of the discussion is provided below. Questions are noted with <b>Q</b>, responses are noted by <b>A</b>, and comments are noted by <b>C</b>. The following is not intended as a verbatim summary.</p> <p><b>Q. Are the Parks and Open Spaces polices (3.2.3) being reviewed or refined as part of this review?</b></p> <p><b>A.</b> We met with Parks two years ago to discuss key areas and the work program and very little of that was useful. One thing that has moved forward is the parks levies that we doubled. We reached a settlement in 2006. There are elements we would like to reopen, however parks levies will not be reviewed.</p> <p><b>Q.</b> What about the caps?</p> <p><b>A.</b> Those caps are still valid. If we start taking more than 10 percent on the lot, we will be affecting the feasibility of development on the site. We appreciate all the comments on parks and we will look at them and take them back to Parks department. We are looking at Chapter 2 and 3 policies on parks but some of the critical things like the prohibition of disposing of park lands and parks levy policies are not being reviewed.</p> <p><b>Q. How is the Comprehensive to the Core study related or not related to the Official Plan review?</b></p> <p><b>A.</b> The outcomes of our consultations get shared with the team working on the Downtown Planning study, because they will likely be making amendments to the Official Plan. Some of the built form</p>	

comments that we hear may apply solely to the downtown. For example, tall building neighbourhood transition to low rise built form will be an important standard for the downtown. If there are policies that we can introduce city-wide, we will.

**Q. The intent of the Official Plan is city-wide policies, but is there room for downtown specific policies?**

**A.** The Downtown planning study is the equivalent to a major secondary plan study.

**A.** We are not creating any downtown specific policies as part of our city-wide Urban Design consultations but we will share with them the issues that we hear so that they can test it through their studies. We are not doing geographically based policies.

**Q. One thing I found unclear about the current language in the public realm, parks and open space sections in the Official Plan are references to open space linkages. The clarity issue is around whether those open space linkages are primary and natural park space linkages between different open spaces or if they can be interpreted more broadly to mean greenways, streetscapes or laneways? We are currently looking at what other cities are doing to link their park systems. It would be interesting to see some of that reflected in the City's Official Plan to open up the conversation about the different types of connections so it is not just traditional park land.**

**A.** We have looked to Vancouver, San Francisco, Los Angeles (LA), Portland, Seattle, and Montreal to name a few.

**A.** Do you have any observations to share with us? If we are going to be introducing new sets of policies and subsections, we want to make sure that we are incorporating best practices. We are willing to consider any information you send us.

**Q.** What other tools are these municipalities using other than green streets?

**C.** Laneway spaces are a type of connection that San Francisco, LA and Seattle are incorporating between parks and open spaces. These cities are categorizing the types of laneways based on function, built form and what types of activities can happen in those laneways. In residential areas, it's more about increasing the permeable surface area and adding more green features. The conversation around laneways is often focused on active uses, but there are also opportunities to create quieter spaces.

**A.** A report went to Council in 2006 that looked at laneways in the city and because this report was looking at all the laneways, it didn't go far because there was no differentiation. We need to look at where the opportunities actually are. Are there laneways in the downtown that no longer serve the original function (e.g., loading docks)? Could loading docks be commercialized or greened? In the rest of the City, we need to see what's actually serviced. In some cities all of the laneways are serviced (e.g., Vancouver). We should focus on the laneways with real opportunities, not all 2000 laneways in the City

**A.** We need to identify a typology of laneways and make differentiations between function in the context of the City.

**A.** We don't want to displace the existing function of laneways. There is room in the Official Plan to help guide the discussion.

**A.** The focus should be on figuring out what the opportunities are.

**A.** In the context of this exercise, perhaps there should be a policy that speaks to what defines an opportunity to do something different and give it a new role to do something different within the public realm.

**A.** We need to start with a demonstration project, then more pilot projects to build a case for a more

comprehensive framework.

C. There was a study in Seattle where they did go out and categorize all the different types of laneways within a certain part of the city based on their servicing needs or the surrounding built form and determined what would be appropriate within those categories.

**C. There were little stubs of laneways that were typically only servicing a few properties with access to the street and we sold them off to adjacent property owners to limit circulation 30 years ago. The question is, are there any remaining that we haven't sold off? And if there are, are there opportunities there to create parkettes?**

A. We also need to speak to Transportation Services to identify who is responsible for laneways. In the winter the City does not maintain them. They apply salt and sometimes sand, but they don't clear them.

**C. If there are no opportunities within the right-of-way of the entire laneway because of servicing needs, it may be interesting to consider treatments to just the mouth of the laneway. For example, at Spadina Ave. and Richmond St. there is a lane where people are always hanging out in the mouth of the laneway even though it's a disgusting environment. It's a place to sit outside and eat lunch. This could be one way to create a better environment, while retaining the servicing needs of the rest of the laneway.**

A. This is interesting and we will make a note of the suggestion.

**Q. The Liberal party called for neighbourhood park plans. I was really interested in the City's work in the Midtown area and I wonder if there is an ability to have more of that kind of open space planning done in other neighbourhoods of the City? Do you do this type of proactive parks planning on a neighbourhood scale?**

A. The areas of the city that we are actively looking at now were identified through our Official Plan Employment Lands review. Seven regeneration areas were identified and require a planning study. The policy here needs to talk about the organizing elements first so when the Development Permit System (DPS) comes into force it is the first consideration.

A. We are doing the framework planning in the growth areas, but not so much for existing or established neighbourhoods due to limited resources. We are going to areas where there is significant growth because that's where the greatest need is.

A. We also look at areas where there are secondary plans or area studies.

A. Parks planning is triggered by a planning study or community needs assessment; it is not being done proactively.

**C. You should look at San Francisco's recreational policies from 2011. For the downtown there are policies prioritizing sunlight access in park spaces. Most of the policies in that section are focused around inserting places so that people don't have to walk far, ensuring access to space and offering public places with sunlight. They have policies that speak to converting under-utilized sections of roadways into spaces for public use. This is also happening in New York City and Vancouver. Those types of interventions or reallocations are written directly into policy documents or at least looked at when discussing how to provide parks and open spaces. It may be more difficult in certain parts of the city, but there are opportunities to look at using right of way flexibly. One thing I really like about the Berczy Park redesign is the treatment of Scott Street. It is being redesigned so it becomes an extension of the park and in the summer there is flexibility to close the street down for programming.**



- A.** We have tried three times to close streets and create urban squares.
- C.** Vancouver has a Streets to Parks program which identifies streets that could be viable options for permanent conversion to public spaces. The City starts with a pilot project to allow people to see what the space will be like, giving them a chance to test it out before it's permanent.
- A.** The ability to have flexible design is important. We have talked about having a no-car street on Carr St. and a central park.



City of Toronto Five Year Official Plan Review Urban Design Policy Consultations (Phase I)	
Stakeholder Meeting Summary: Toronto Society of Architects	
<b>Date:</b> December 4, 2014	<b>Time:</b> 11:00 am - 12:00 pm
<b>Note Taker:</b> Lily D’Souza, Lura Consulting	<b>Location:</b> 55 John Street, Toronto (Metro Hall, 22nd floor, Chief Planner’s Board Room)
<b>Individuals / Organizations in Attendance</b>	<ul style="list-style-type: none"> <li>▪ City of Toronto Planning Division</li> <li>▪ Lura Consulting</li> <li>▪ Toronto Society of Architects</li> </ul>
Key Items Raised	
<p>The key issues raised during the discussion were:</p> <p><b>Seeing the Bigger Picture</b></p> <ul style="list-style-type: none"> <li>▪ Include the intent of design guidelines and performance standards in the Official Plan.</li> <li>▪ Regulate the elements that you care about and provide flexibility around the elements that are less critical (e.g., regulate the built form and offer flexibility on the use).</li> <li>▪ Ensure the intent of the Official Plan policies is clear and enforced consistently.</li> <li>▪ Consider integrating some of the policies included in the Tall Buildings Guidelines, Mid-Rise Guidelines and Green Standards into the body of the Official Plan.</li> <li>▪ Develop enabling policies to achieve excellence in urban design through complimentary methods (e.g., include the Design Review Panel in the Official Plan).</li> <li>▪ Consider including policies in the Official Plan that speak to Section 37 negotiations.</li> <li>▪ Identify which Avenues are appropriate for intensification as not all of them are.</li> <li>▪ Include a policy that requires City Council to have regard for comments made by Design Review Panels</li> </ul> <p><b>Guiding Built Form</b></p> <ul style="list-style-type: none"> <li>▪ Consider policies that streamline the process for small-scale applications.</li> <li>▪ Keep the downtown both affordable and viable for families by encouraging 3-bedroom condominium and apartment units.</li> <li>▪ Regulate maintenance standards for all building types, including affordable housing.</li> <li>▪ Anticipate the development of 6-storey wood frame buildings and 2-storey wood frame additions, and consider the implications (good and bad).</li> </ul> <p><b>Other Comments:</b></p> <ul style="list-style-type: none"> <li>▪ The City should draft “how to” brochures to help the public navigate various approval processes, this will free up time to focus on more complex projects.</li> </ul>	
Questions and Comments	
<p>A summary of the discussion is provided below. Questions are noted with <b>Q</b>, responses are noted by <b>A</b>, and comments are noted by <b>C</b>. The following is not intended as a verbatim summary.</p>	

**Q. Will the purpose of the Urban Design Guidelines be outlined in the Official Plan?**

C. Yes. Right now the City has a lot of guidelines and strategies but they don't have the same statutory effect as policies.

C. You should probably include both the intent and the performance standards in the Design Guidelines.

**Q. Will the maps for Avenues be updated?**

A. Yes, we are looking at the maps. We have found that in some instances certain streets should be removed and others should be added.

A. There are also some conflicts with the designations under the Avenues and some of those are being re-designated as a result.

A. In terms of walkability we have been hearing through the consultations that we need to consider all weather conditions and plan for a winter city.

**Q. What proportion of the Avenues studies is complete?**

A. There are 200 km of Avenues being studied, about 10 percent are complete. This was in part the rationale for the Mid-Rise Performance Standards. When we met with BILD members about the Mid-Rise Performance Standards they made it clear that they would like to see the Performance Standards put in a bylaw because they see it as an upgrade to the existing zoning.

**C. We host a lot of forums and events to initiate conversation. One of the more consistent messages I have heard is around aspects of enforcement. Many people are happy with the policies, whatever they are, as long as there is clarity and with clarity, enforcement. Over 80 percent of architects are sole practitioners with limited resources to undertake rezoning. Lack of clarity in enforcement is a big question. Any teeth that can go into the Official Plan and consistency of enforcement would be welcomed.**

A. If the zoning bylaw says X, it's X, not an approximation. The policies in the Official Plan should also be applied consistently.

C. There are two problems with that; the Ontario Municipal Board (OMB) and the Committee of Adjustment (COA) do not always have regard for Official Plan policies and the zoning bylaw. We can't solve this issue through the Official Plan even if the policies are clear.

C. I understand that it is a difficult problem to address, but we need to find a way to enforce policy through process. The more that it can be enforceable, the better. This involves getting to the COA as well as Council. In Ontario, generally, applications are politicized, whereas in British Columbia it is considered improper for a councillor to comment on an application.

A. We have to write reports that we can defend at Council and at the OMB. We have never gone forward with a recommendation based on pressures from a councillor. It has always been our position to provide recommendations and give advice as professional planners.

**C. While updating the Official Plan I would imagine that the discoveries made through the course of undertaking Secondary Plans and some of the other guidelines will start to affect the policies in the Official Plan.**

A. To some degree, but the Secondary Plans are usually designated for growth and they provide the framework for growth. We have had problems when there are gaps, particularly on large sites, where

there was no guidance (e.g., Don Mills Centre, Humbertown).

C. There may be meat in the Tall Building Design Guidelines, Mid-Rise Guidelines and Green Standard that could be integrated into the Official Plan.

**C. With regards to your question about regulation versus flexibility, it seems to be viewed as an absolute polarity and it isn't. You can provide regulation around the things that you really care about, and flexibility around other things. We have done this before by focusing regulation around the built form and then offering flexibility on the use.**

**Q. Are there aspects of the planning process that will be embedded in the Official Plan? There is a certain amount of statutory process that comes out of the Planning Act and you have started to create a whole series of processes that somehow have become the norm. The segment studies are one example.**

A. We have received recommendations suggesting that Council should have regard for the comments of the Development Review Panel; Council should be made aware of the panel's comments.

A. It does make sense as long as you are not giving powers to a body and a statutory document where there is no legislative basis for it.

C. There are a number of bodies that lack power. They have a quasi-formal role. Part of the expectation of the process is that you jump through a particular hoop and giving a little bit of criteria around those may allow some of the flexibility that you are looking for. Policies don't guarantee excellence, but that is why you need people with criteria who can enforce it. We should be spending some time figuring out what the process is. The Design Review Panel is beyond the pilot phase and could actually be part of the Official Plan.

A. That is a good idea. What you are saying is that we need more enabling policies so that we can find different ways to achieve excellence.

C. The Official Plan could also speak to process. Not just the what, but also how we go about doing it.

**C. We did a three-storey building on Queen St. and it took the same amount of time and cost the same amount of money as it does to build a 30-storey building. It took us two years of approval processes and we had to do the same number of shadow studies, window studies and snow accumulation studies as a high-rise building. It would be nice to have policies that are more streamlined for small-scale applications.**

C. For some applications, there are so many hoops to jump through. I can't imagine a small business owner trying to go through this type of application process on their own. Ninety percent of people in the City Planning Department are trying to do the right thing, but don't know what it is, or how to navigate the policy, particularly when it comes to heritage. The City should spend some effort developing "how to" brochures to create awareness and try to streamline processes. This will allow more time to focus on the really big issues that are more complicated. From my experience the process to develop smaller buildings in Toronto is just as complex as for larger ones.

**Q. Are you planning to add any policies in the Official Plan about how to negotiate bonuses through Section 37 of the Planning Act?**

A. No.

C. Vancouver has a statutory document about negotiating density increases density. It digs into the developer's pro forma and tries to make it beneficial for both parties. The City of Vaughan is now

adopting a Section 37 negotiation policy.

C. I would be interested to know what the province has to say about that.

A. So would I, and we will find out soon.

**Q. Are you including affordable housing policies?**

A. Yes, they are lagging a little behind. We included an amendment that allows the use of condominium registered units under Section 37. We have consultants looking at the definition of affordable housing.

C. From that stems a couple of parallel issues, such as 3-bedroom units. I know it is hard to regulate that now, but they do come hand in hand with keeping the downtown both affordable and viable for families.

A. We have a policy right now that talks about a range of unit types and sizes to accommodate families, particularly in the downtown. We are getting more 2- and 3-bedroom apartments outside of the downtown in condominiums and rental infill developments.

A. An issue, especially for the downtown, is that you get the 3-bedroom units but then they negotiate away the amenity space. For families to live in condominiums you still need to have indoor space in addition to your 3-bedroom apartment.

**Q. Do you anticipate that legislation enabling 6-storey wood frame buildings will be transformational?**

A. Yes, we hope so. We spoke with BILD a few days ago and they said that it is something their members are talking about now.

C. I am starting to hear a lot of interest in adding 2-storeys to existing 4-storey buildings. You couldn't add 2-storeys in concrete but you can with wood.

A. In some areas that would be great.

C. I don't know what the implications of this would be to the Official Plan, but it has the potential to be transformative for the City. It has to be thought through in the Official Plan somehow and anticipated.

A. On the main streets and Apartment Neighbourhoods there would be no problem, but in the middle of a neighbourhood, adding 2-storeys to a 4-storey apartment would require an Official Plan Amendment (OPA) because neighbourhoods are limited to 4-storeys.

C. The City of Calgary decided not to create city-wide policies around secondary units. They decided to look at them each individually. Over half of Council's agenda this last year has been about secondary units. Without policies pertaining to 6-storey wood buildings you may end up being flooded with applications. I am not saying this is going to happen, but if it does, what will the implication be and how will the City deal with it?

A. It's a very interesting point and it will vary based on context.

A. Maybe we look at it from a different approach. Maybe we have incentives to build 6-storeys on Avenues. Maybe those become fast-track applications.

**Q. Will there be policies around maintenance standards?**

A. Yes, we have them now and we are changing them. We had 'maintaining them to a state of good repair' and that is a parent policy for the Maintaining Standards by-law.

Q. What is the penalty?

A. Eventually the City will make the repair and add it to the tax bill. We are also putting in a policy that speaks to the retrofit of apartment buildings. It goes beyond the state of good repair to changing the energy systems, etc.

C. There are a couple of instances where you would imagine it gets critical. One is apartment buildings and affordable housing; there is a cycle of letting them decay until they are vacated and then upgrading them internally into condominiums.

A. We are finding that companies have figured out that rental housing in Toronto in a no-lose situation.

C. There are still a lot of issues with heritage properties.

A. We have minimum standards for the upkeep of heritage properties in a special bylaw.

C. Privately Owned Publicly-Accessible Spaces (POPS) are great, but maintenance also becomes a question in 10-20 years. The more we go into POPS and partnerships, the more maintenance becomes an issue.

**Q. Can we bring maintenance standards into Section 37 negotiations? We are currently negotiating on an indoor publicly accessible space in Vaughan, but there is a big question about maintenance.**

A. There is an example where we built in a maintenance budget during negotiations.



City of Toronto Five Year Official Plan Review Urban Design Policy Consultations (Phase I)	
Stakeholder Meeting Summary: Toronto Association of Business Improvement Areas	
<b>Date:</b> December 4, 2014	<b>Time:</b> 1:00-2:00 pm
<b>Note Taker:</b> Lily D'Souza, Lura Consulting	<b>Location:</b> 55 John Street, Toronto (Metro Hall, 22nd floor, Chief Planner's Board Room)
<b>Individuals / Organizations in Attendance</b>	<ul style="list-style-type: none"> <li>▪ City of Toronto Planning Division</li> <li>▪ Lura Consulting</li> <li>▪ Toronto Association of Business Improvement Areas (TABIA)</li> </ul>
Key Items Raised	
<p>The key issues raised during the discussion were:</p> <p><b>Seeing the Bigger Picture</b></p> <ul style="list-style-type: none"> <li>▪ Find a balance between flexible and regulatory policies. Regulation should be the foundation of the policies but there should be flexibility to encourage creativity.</li> <li>▪ Ensure policies are being applied consistently and are not being misused to achieve certain agendas (e.g., heritage designations).</li> </ul> <p><b>Prioritizing the Public Realm</b></p> <ul style="list-style-type: none"> <li>▪ Provide more public spaces for people to enjoy keeping pace with intensification (especially in the downtown).</li> <li>▪ Ensure public spaces are designed and managed to be both affordable and accessible (e.g., Dundas Square).</li> <li>▪ Clarify who is responsible for the public realm and what each stakeholder's role is (i.e., Planning Division, Business Improvement Areas, and Transportation Services).</li> </ul> <p><b>Guiding Built Form</b></p> <ul style="list-style-type: none"> <li>▪ Replace on-street parking by encouraging developers to include public parking in new condominiums. This will free-up space for other uses (e.g., bike lanes).</li> <li>▪ Consider how the movement of goods is evolving to keep pace with new forms of retail when developing mix-use buildings (e.g., the shipment and delivery of goods).</li> </ul> <p><b>Enhancing Parks and Open Space</b></p> <ul style="list-style-type: none"> <li>▪ There is a need for more small scale parks that are well designed (e.g., Canoe Landing Park).</li> </ul>	
Questions and Comments	
<p>A summary of the discussion is provided below. Questions are noted with <b>Q</b>, responses are noted by <b>A</b>, and comments are noted by <b>C</b>. The following is not intended as a verbatim summary.</p> <p><b>C. Flexibility versus regulation is not black and white. There is certainly room for flexibility in each direction. I would suggest a sensible mix of the two. Regulation should be the foundation outlining</b></p>	



**the basic principles and beyond that there is some flexibility for creative design. You may be as flexible as possible, but there are other barriers at play, such as the flexibility of other divisions and politics.**

**A. One way to do this is to stick to the issues that planners deal with such as quality of life.**

**C. Is the Planning Division more of a peer-review now? Should we let the developers do all our planning for us? We need to separate ourselves from developers. As planners, I am sure we would not be developing 600 square foot units, but they do. These condominium units have a direct impact on Business Improvement Areas (BIAs). Our main streets have become the kitchens and living rooms of people living in high-rise condominiums. We haven't fulfilled our obligations to provide space for these people to congregate (e.g., piazzas, open squares, etc.) and the Planning Act has allowed us to do it.**

**C. Council seems to thrive on the conflict between business, pedestrians and cyclists. The face of retail is changing on main streets and neighbourhoods. I think we have missed an opportunity to leave some of the Section 37 funds with developers in exchange for public parking on the first level of underground parking in private buildings. By doing this we can eliminate the battle of on-street parking. BIAs would be supportive of turning over the on-street parking if we knew the parking spaces would be replaced in nearby developments. This would open the door to adding bike lanes. We can exchange public parking for Section 37 because parking is a public good.**

**A. That's a really interesting point. We heard similar comments at an earlier stakeholder meeting with BILD members. We talked a lot about trying to encourage the Toronto Parking Authority (TPA) to occupy a floor below-grade parking. The BILD members outlined to us how difficult it was to do that because TPA has different standards than the City for parking. There are opportunities to harmonize the standards.**

**C. That is probably the most important thing you could address, which in turn will address the public realm issue that we have. We can have one lane of traffic in both directions, expand our sidewalk and provide cycling infrastructure if parking is provided elsewhere.**

**C. I think we can influence urban design through good planning policy. We can't be building places like Dundas Square and then charging money to use the space for programming. It's not just about the provision of these spaces, but also about the management and availability to the public. It's not only design of public spaces but also affordability and access to them.**

**C. Large parcels of land for parks and open spaces are great, but we can work with smaller parcels as well. For example, Canoe Landing Park is functional and safe. We just don't have enough examples like it.**

**Q. How many BIAs are there? How many businesses are represented by the BIAs?**

**A. There are 80 BIAs which represent 40,000 businesses.**

**Q. Does each BIA have a lifetime membership into that one BIA?**

**A. By virtue of geography everyone within that geography is automatically a member.**

**C. BIAs are entrusted with making improvements to the public realm within their boundaries. We are finding it really challenging to improve the public realm when policies are applied inconsistently by different City departments.**

**Q. Which BIA do you consider a success story with regards to the public realm?**

**C.** Our biggest success story is Bloor-Yorkville right now. It spent \$28 million redoing most of the sidewalks. The Entertainment District, John St. in particular, has a plan in place to create a “swing” space that can be converted easily to accommodate different uses. The Danforth has done a wonderful job in greening the street (e.g., trees, pits). They have had some significant success. It’s an ongoing project to green our streets.

**C. In terms of Avenues, I am still a firm believer that we can have some flexibility to allow buildings that fit with the neighbourhood.**

**C. Consider how delivery and pick-up requirements are evolving to keep pace with new forms of retail.**

**C. We need to consider zoning. If we zone and allow for commercial on the ground floor we can’t allow condominium corporations to intervene and decide which tenants are suitable. If there is a vacancy, the first thing that is considered is a restaurant. The second use is professional offices that are vacating from second storeys to the grade level. We really need to understand the market and the power of residents and condominium corporations and the impact that has on planning policy.**

**C. Bloor West Village is a cultural phenomenon of Eastern Europeans. Many people still follow the cultural traditions such as buying fresh food from the market every day. This results in a perpetual on-street presence that creates vibrancy.**

**Q. Does the parking in the back work?**

**A.** Yes, absolutely. There are neighbourhoods that fulfill the neighbourhood’s needs, but there are also neighbourhoods that draw people who have moved on from the area. The TTC will never fulfill the need of these types neighbourhood and that is why it is important to address public parking and include public parking in new building garages.

City of Toronto Five Year Official Plan Review Urban Design Policy Consultations (Phase I)	
Stakeholder Meeting Summary: Ontario Association of Landscape Architects	
<b>Date:</b> December 4, 2014	<b>Time:</b> 2:00-3:00 pm
<b>Note Taker:</b> Lily D'Souza, Lura Consulting	<b>Location:</b> 55 John Street, Toronto (Metro Hall, 22nd floor, Chief Planner's Board Room)
<b>Individuals / Organizations in Attendance</b>	<ul style="list-style-type: none"> <li>▪ City of Toronto Planning Division</li> <li>▪ Lura Consulting</li> <li>▪ Ontario Association of Landscape Architects (OALA)</li> </ul>
Key Items Raised	
<p>The key issues raised during the discussion were:</p> <p><b>Seeing the Bigger Picture</b></p> <ul style="list-style-type: none"> <li>▪ Policies and/or guidelines need to be both flexible and prescriptive; too many prescriptive policies may contribute to monotonous or generic public spaces. Prioritize and regulate the elements that are important.</li> <li>▪ There is a greater need for flexibility in the Avenues policies to encourage development that is context specific (e.g., the appropriate level of development may be higher or lower than the 1:1 ratio).</li> </ul> <p><b>Prioritizing the Public Realm</b></p> <ul style="list-style-type: none"> <li>▪ Prioritize the public realm as the primary layer in city building (i.e., identify the form and function of streets, parks and open spaces and then determine how buildings will interact with it).</li> <li>▪ Create environments that are comfortable year-round by prioritizing the public realm (e.g., considering building scale, street and side walk widths, access to sunlight, mitigating wind).</li> <li>▪ Adopted a coordinated approach when planning streets.</li> <li>▪ Balance the primary public realm with the complementary public realm to address the challenge of planning for seasonal (e.g., winter).</li> </ul> <p><b>Guiding Built Form</b></p> <ul style="list-style-type: none"> <li>▪ Ensure policies and guidelines remain flexible enough to preserve the diverse character of Toronto's neighbourhoods.</li> <li>▪ Recognize that one building typology will not work in every context.</li> <li>▪ Consider the impact of new legislation that permits the construction of wood frame buildings up to 6 storeys (i.e., incentives).</li> <li>▪ Guidelines pertaining to tower separation should be encoded as policy.</li> </ul> <p><b>Enhancing Parks and Open Spaces</b></p> <ul style="list-style-type: none"> <li>▪ Create a network of inclusive and accessible parks and open spaces that are linked in functional ways.</li> </ul>	

- Include provisions for more parkland when opportunities for development arise to keep pace with intensification.
- Consider policies that guide the design and relationship between streets and parks and open spaces (e.g., edges).
- Study the ways in which we can re-engage with the edges of ravines and reflect those principles in policy.
- Maintain transparency when designing Privately Owned Publicly-Accessible Space (POPS) through good design (e.g., inclusive and inviting design principles).
- Ensure there are policies that speak to the relationship between POPS and adjacent streets and/or sidewalks and encourage the inclusion of amenities in those spaces that welcome public use.

**Other Comments:**

- Use pilot projects as a tool to address the needs of planning and engineering when designing streets and the public realm.

**Questions and Comments**

A summary of the discussion is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**. The following is not intended as a verbatim summary.

**Q. How did you come up with the four policy directions?**

**A.** We did internal consultations with planners in each community planning district. We asked them about the recurring issues they face. We also reviewed Ontario Municipal Board (OMB) decisions. It took five months of internal brainstorming to distill the four policy directions which were then submitted to the Planning and Growth Management Committee (PGM) for endorsement.

**C. A recent memo from the Design Review Panel highlighted how policies can be undermined by OMB decisions.**

**A.** We are trying to clarify some policies that may be too open to interpretation.

**A.** It is our intent to identify which policies are the most vulnerable at the OMB or open to interpretation and provide more clarification.

**A.** They have changed and evolved over the course of the internal policy consultations.

**C. It's great what you're doing. It's admirable. You should be focusing on what you want to achieve and then letting your expertise drive the policies that make it happen.**

**A.** That is why we are doing these consultations, they have been very informative. We are learning about the places people really like; we can infer from their feedback how to create those kinds of spaces.

**C.** You have enough examples in Toronto now (e.g., railway lands, West Don Lands) that help you understand when certain aspirations are in play what you end up with, for better or worse.

**C. We recently finished compiling public realm and open space guidelines for Midtown (Yonge St. and**

Eglinton Ave.). I know that other firms are doing the same work for the King-Spadina district. There are concerns that as density increases we are not maintaining enough public open space. It is great that you are discussing parks and open space during this Official Plan Review, because it is an important aspect of city building. We haven't got it right yet; it is happening by default. The parks that we have in place now are just random as policy didn't really have anything to do with it. The parks haven't changed much and they aren't really going to change much in the downtown, making the ones we have even more precious. When development opportunities arise (e.g., Eglinton Crosstown) the chance to propose a really meaningful open space network is important. The Waterfront, West Don Lands and East Don Lands are all prescribing different models. It is possible when we develop a large piece of land to include a higher percentage of parkland, such as 20-25% on East Bayfront.

A. We have heard from a number of people that are familiar with the Midtown study that they like the approach where you start with the public realm (streets, parks and open spaces as the base layer). We want to design our buildings around these shared assets, by identifying the character of the space first and then determining how the buildings will interact with those spaces.

C. Currently, most of our conversations are about the building form, when they should be about the form and function of the public realm.

C. Streets are all about balance. Most of the policies in the Mid-Rise Guidelines assume an existing right-of-way (ROW) and set a building height to it. The challenge comes when you are setting a new ROW. The challenge is maintaining scale and finding a balance between flexibility and regulation. If you have too many guidelines in place you can end up with the same streets over and over and risk creating monotonous public spaces. The City took a flexible approach on Queen St. that might not have made sense everywhere but it made sense there. It has a very unique character which was responsive to where it was located. Streets in Europe have a scale that people respond to. European city streets have a pleasing scale as a result of practicality. If you add up all the things you think you want to be regulating when determining the width of streets, you are already in the 30 metres even before considering transit. This width may not seem massively wide here but it is absurdly wide compared to other City standards. As soon as you add transit, sidewalks, trees, etc. you will be nearing 36 metres. You need to bear in mind that as part of the process you can build something up by taking the minimum that you think should be in it, and you will get a number. You can also work backward in terms of setting a scale and rebalancing the width of the street by choosing your priorities.

C. What I fear most in new developments, such as the Port Lands, is that we take all the best practice policies and we create streets that are somewhat generic. We need to have guidelines in place that still allow you to maintain the character of an area.

Q. What you said about public squares is really intriguing. What do you think are the best public places in Toronto?

A. The public places that everyone loves in Toronto are our parks which are actually good by default. For example, Trinity Bellwoods is one of our best parks. Withrow Park and High Park are pretty good as well. Queen's Park is on the verge of being a great park. In terms of streets, we love the ones that we inherited. We inherited Queen St. and because of the scale and character people love the street. That being said, the public realm could be better. Right now the process of building streets is one of



separation. Toronto Water wants to be separate from Toronto Hydro and Toronto Hydro doesn't want to be next to gas, etc. There are so many rules about what you can't do that we need a list of what planners can do. We need to start zoning things vertically and think about streets the same way. Interdivisional issues need to be harmonized.

**C. One of the interesting things we did in the Midtown study was start thinking about hybrid public spaces. We started to think of the small squares along Yonge Street as being linked and as part of a hybrid public space. When public places link together they generally give you more benefits than parks alone. We can start linking parks and public squares together (typically by the street) to create one big public square. You should consider implementing pilot projects as a tool to address the needs of planning and engineering when thinking about streets. The best way to get things done is to have a pilot project and see how it will actually work. This way you can let people try out the space. You did this on John St. and I think you can do it more often.**

**A.** I agree with you, but the obstacle is getting the technicians and experts to get over the fear of something going wrong.

**C.** You need leadership and a champion – someone to take responsibility.

**C. With regards to Privately Owned Publicly-Accessible Spaces (POPS), I think it's great that you have guidelines. I'm on board with you actually putting a sign on things and saying what it is. Transparency is great, however the guidelines need to outline that the key to successful POPS is good design. A lot of POPS that I have seen are obviously not intended to be used by the public simply because of the way they are designed. For example, the design of POPS should consider the way it is fronted onto and the relationship to the grade, the way people enter the space and the way people move through the space (e.g., ensuring there are no barriers). You need to think about invitation as a language which is inherent in the design of the space.**

**A.** The guidelines do speak to the relationship to adjacent streets and sidewalks and promote the inclusion of amenities in those spaces that encourage public use. One example of an unsuccessful POPS is the Rose Garden in Yorkville. It is a beautiful space, but there is nothing to encourage lingering (e.g., seating, garbage cans, etc.). The guidelines encourage making these spaces useable, functional and welcoming.

**C.** The primary use that seems the most effective for POPS right now is making connections. They are only valuable when they truly link through. They only feel public when they are part of a language which is public so you should try to find a way to convey this through policy. They should not feel like they are part of a building. There are some really bad ones in the city (e.g., 145 Bay Street, Royal Bank Plaza). It's not only about having parks or public spaces, but how do they link together.

**A.** The idea is that open spaces are confetti and we need to find a way to link them.

**C. We tend to have parks that are remnants of something else. I think we have now learned that a park can be anywhere but there are certain rules that need to be in place for it to succeed. The edges of a park are just as important as the edges of a square. A park can just as easily feel owned by a building as it can feel owned by the City. As designers we went through a phase where we got a bit Utopian, which was reminiscent of the 1950s and 1960s when we thought that buildings and parks could function as one, but we forgot about streets. The relationship between streets and park edges is very important (e.g., Withrow Park, Eglinton Park).**



**C. Ravines are discussed a lot in the Official Plan. I believe that ravines are a hidden resource and are actually one of the best things about living in Toronto, but not many people know about them. The policies in the Official Plan protect them and that is great. I think it would also be beneficial to link them in an open space strategy. We are starting to perceive ravines as an important resource rather than an afterthought. It will be interesting for you to start thinking about how we can re-engage with the edges of ravines. There are some examples now such as the Waterfront. It looks like River City is starting to reposition itself as an active edge of the Don Valley, but it is not perfect.**

**Q. I understand the logic behind directing growth to the Avenues, but as transit starts to get pulled and pushed by political forces does that change your approach? What if transit plans are not realized or what if the mode changes?**

**A.** Directing growth to the Avenues was predicated on existing transit. When we know there is going to be a higher order of transit, like on Eglinton Ave., we recognize there is a need to look at various segments again.

**Q.** What about Sheppard Ave.?

**A.** I know there is an issue of the underlying land designation of neighbourhoods on Sheppard Ave. and the designation of an Avenue overlay on top of lower density housing, but the Avenue was predicated on the existence of transit infrastructure and the presence of Line 2.

**A.** Should we keep them as Avenues even if transit is not there yet? Although transit is not there yet, the market will take care of the amount of development. No one is going to risk building 5-6 storeys on a street without transit because they know they won't be able to sell the units.

**A.** One thing that will come out through the more extensive consultation on the Mid-Rise Performance Standards is the characterization of the Avenues. St. Clair Ave. was identified as an Avenue and there was potential for higher and lower buildings not just the 1:1 ratio. When we look closer at the Avenues throughout the city, we see there is a need for greater flexibility to allow for development that is appropriate for the specific neighbourhood.

**C. The 6-storey wood frame change in legislation is important. No one would build 6 storeys before, but now it gives you a lower cost way to build.**

**A.** It would be great if we get an influx of 6-storey buildings, because on a lot of right-of-ways, 6-storey buildings match the 1:1 ratio.

**A.** The next question is how do we incent and prioritize the development of these 6-storey buildings? It's important and game-changing.

**C. An important issue you raised is designing for a winter city. A lot of times we show patios, and we need to be thinking about how to utilize these spaces year-round. Also, there should be a balance between the PATH system and the primary public realm. The only time I have an issue with the PATH is where the two collide, such as at Union Station. I agree that you need a PATH system, but it works best when it is a choice. We should have the PATH, but also a public realm. Part of being a good winter city is not being afraid of the winter and not designing for the worst case. If you design for a winter city and retreat from the winter, you will miss out on the beautiful days. The two worlds should be able to co-exist, but the one that should take precedence should be the public realm and the streets. You can create an outdoor environment that feels comfortable most of the time, by**

building to scale. You will feel colder and lonelier on certain streets even if the temperature is the same. It is about proximity to buildings, sunlight, scale of buildings and the way the street is used. We need to understand the nuance between the primary public realm and complementary public realm, which allows the city to function on its worst days.

C. The most vulnerable guideline has to do with tower separation. It is always up for debate. What is the fix? If you need to encode it, encode it. Is there some way to formalize the way the information comes to the Design Review Panel? It could be one page that lays out the key facts and context so we are better informed.

C. We have been through a number of iterations about the ideal high-rise and it has been interesting to see experimentations such as on railway lands or the development of tall glass podiums. We should be prepared that the same building typology does not work everywhere (e.g., Vancouver model). A Toronto high-rise model would be great to get a better handle on. I see hints of it. There is a building near Peter St. and Adelaide St. W. that is a good example. It has a very robust mid-rise brick podium with a glass tower on top. I am not saying that we should build this design everywhere, but it is a good building in response to its context.

City of Toronto Five Year Official Plan Review Urban Design Policy Consultations (Phase I)	
Stakeholder Meeting Summary: Waterfront Toronto Design Review Panel	
<b>Date:</b> December 10, 2014	<b>Time:</b> 9:30 – 10:30 am
<b>Note Taker:</b> Lily D’Souza, Lura Consulting	<b>Location:</b> 20 Bay Street, Toronto
<b>Individuals / Organizations in Attendance</b>	<ul style="list-style-type: none"> <li>▪ City of Toronto Planning Division</li> <li>▪ Lura Consulting</li> <li>▪ Waterfront Toronto Design Review Panel</li> </ul>
Key Items Raised	
<p>The key issues raised during the discussion were:</p> <p><b>Seeing the Bigger Picture</b></p> <ul style="list-style-type: none"> <li>▪ Reimagine the urban design policies to ensure they reflect visionary ways of thinking about the City of Toronto.</li> <li>▪ Identify goals early and prioritize their implementation (e.g., streets, blocks and open spaces).</li> <li>▪ Strengthen the urban design guidelines by embedding them in the Zoning Bylaw to give them statutory authority.</li> <li>▪ Urban design should rise to the challenge of accommodating the needs of a growing city.</li> </ul> <p><b>Prioritizing the Public Realm</b></p> <ul style="list-style-type: none"> <li>▪ Preserve the distinct identities of our arterial roads.</li> </ul> <p><b>Guiding Built Form</b></p> <ul style="list-style-type: none"> <li>▪ The word “bold” invokes certain connotations; consider that all buildings should be well designed.</li> <li>▪ Secure more public benefits through Section 37 funds and ensure they are directed to tangible improvements (e.g., streetscape improvements).</li> <li>▪ Recognize the important relationship between the sidewalk and the ground floor of buildings (both design and land use).</li> </ul> <p><b>Enhancing Parks and Open Spaces</b></p> <ul style="list-style-type: none"> <li>▪ The City’s landscape should serve as a framework for urban design. There is a need for prescriptive policies that reinforce the landscape as the foundation that the city is built on.</li> <li>▪ Find a balance between the urban canopy and built form.</li> <li>▪ Ensure the urban tree canopy is diverse.</li> <li>▪ Plan for dynamic green spaces by integrating conservation practices and maintenance in policy.</li> <li>▪ Include policies that encourage connectivity between public spaces.</li> </ul>	
Questions and Comments	
<p>A summary of the discussion is provided below. Questions are noted with <b>Q</b>, responses are noted by <b>A</b>, and comments are noted by <b>C</b>. The following is not intended as a verbatim summary.</p>	

**Q. Having 300 people attend the Urban Design Forum is very encouraging. What kind of feedback did you receive?**

**A.** A lot of people were critical about the composition of our panel because they spoke a lot about development downtown.

**Q.** Were there a lot of people there from Scarborough, Etobicoke and North York?

**A.** We chose a location near two subway stations so we could get people from outside the downtown. There were comments about the importance of the PATH downtown, and questions asking why that can't be replicated elsewhere. It was more about explaining why urban design matters. The content was well received.

**A.** I heard that urban design really does matter to residents. People really care about the look and shape of Toronto. The speakers spoke for an hour, followed by 40 minutes of participant questions and comments.

**Q. Why did you choose the word 'bold'? What does that mean and where did it come from? Are you trying to strengthen architectural investments? Bold suggests that every condominium building has a hat.**

**A.** That is a valid point. We don't want every building screaming for attention.

**Q. When you are writing these policies, do you have a city in your imagination? When you write these policies are you trying to emulate Berlin or Paris in the 1930s or Manhattan or Venice? Is that impossible in Toronto because of the steroidal growth? This seems like urban design business as usual. One of the best talks I went to this year was at the Massachusetts Institute of Technology (MIT) media lab which used big data to identify an ideal neighbourhood. The talk outlined that business as usual in urban design in the face of steroidal growth can be explained using four words: dense, compact, diverse and walkable. Another point they spoke about was high density living where quality of life is very high. Singapore was used as an example, having gardens in the air and other things that didn't exist 25 years ago in Singapore. Is there a theory of high density living in the city besides marketing about how the typology of buildings will change? Looking into the future, I would want to see urban design that is facing up to the challenge of accommodating a growing city.**

**Q. Does urban design consider the interior of the buildings and does the City have a mandate over the quality of these spaces?**

**A.** No. We only have jurisdiction in areas where the public are invited (e.g., malls, public garages, etc.).

**C.** One of the interesting things about Waterfront Toronto is that they set their goals very clearly; they want to see ground floor animation. Ground floor use is a big part of the animation. A bank office is not interesting on the ground floor of a city. There is an important relationship between the sidewalk and the ground floor use of buildings.

**Q.** A common outdoor amenity is legislated. How is that legislated and how does it affect the ground plane?

**C.** There's a layer inside and outside the interior wall of a building that is about 1 m. There are all sorts of things that go into the design of the building envelope that creates the image of the city. Balconies are another extension of the interior. Our balconies are pretty unusable in the city.

**A.** The current policies at the City of Toronto evolved from the policies of the former City of Toronto under a previous Urban Design director. His interest was in building typology and he believed that you

begin to design the city by looking at the pattern and evolution of the city. The policies in the Official Plan have a specific city in mind and that city is Toronto. We try to write policies that ask each development to fit within both an existing and a planned context. Since we are writing Official Plan policies for such a huge city, we have a huge variety of what is Toronto. To write policy which is effective and can withstand litigation we have to elevate policy to the highest level. Sometimes it doesn't work well because the policy is so high level, requiring explanation at the Ontario Municipal Board (OMB). At the same time, the criteria for specific developments and open spaces (e.g., Privately Owned Publicly-Accessible Spaces) fall within a typological approach. The place for deciding character areas is at the secondary plan level. Policies right now are at a really high level.

**C.** That's good, but I wonder if the origins of the City's perspective on urban design need to be revised and reimagined. Only a few people on staff really understand where they came from.

**C.** Going back to the starting point for urban design, I want to outline the simple phrase I used years ago: add a million people to the City. It sounds difficult but after outlining all the things we can do, you realize it is very easy to add a million people. What's the vision? We have almost 2.8 million residents. The question is: is it useful to paint a picture about the fundamental places where growth is going to happen (e.g., main streets, Avenues, plazas, malls, infills in the inner suburbs)? Capture peoples' imagination about what they think the future city might look like. Two questions we have to answer: what's in it for me and what's in it for us?

**C.** I like the notion of strengthening the guidelines and embedding them somewhere, such as in the Zoning Bylaw, to give them statutory authority.

**C.** I love the basics of streets, blocks and open spaces. Waterfront Toronto looks at the public realm first and that is one of the reasons why we have accomplished so much.

**C.** In terms of mid-rise buildings, what's the vision for the Avenues? Twenty-eight percent of all new units are on Avenues. There are 160 km of Avenues in the city zoned commercial and residential as-of-right. What is the realistic development potential? How many sites are considered prime for development? Roughly 10 percent of all sites on all Avenues have the potential for development. This is a win-win for transit, merchants, affordability, etc.

**C.** Is the Development Permit System (DPS) part and parcel of this thinking? Will the policies be flexible enough to encourage design that fits a particular context? This is a unique opportunity to capture's people's attention. Be visionary.

**C.** In terms of the height of buildings, there are extreme cases where there are strict controls versus no control. Two extremes are Berlin where there is absolute control and Houston where there is no control. In the last 15 years, has there ever been a development as-of-right? It seems like everyone wants something more.

**A.** This is why we come to you with the question about flexibility versus teeth. The closest thing is at Yonge St. and Sheppard Ave. where the heights were not challenged. There are certain things that are flexible in the secondary plan, but the largest goals have been met.

**C.** Where does the money from Section 37 go? Why are our streets unpleasant? It doesn't matter how much density there is, we need more rigour on our streets.



**Q. Thinking of all the contemporary cities you know, is there another city that delivers quality urban design? Is it Vancouver?**

**A.** Vancouver certainly has delivered growth more beautifully. It's lush and greener and this helps the sensual, textual experience of the city.

**Q.** What about Montreal?

**A.** Montreal lives on its glory. You go there for the streets that date back to a different time. Over the years, we do reach out to other North American communities and we are not finding that design is hard when there is a large land builder, which is what happens in European communities. Waterfront Toronto, the University of Toronto and Toronto Community Housing do a great job because they have a landowner that takes an interest in it. One challenge is that we have a market and speculative economy; part of our crisis is that we can't capture enough of either the market or political attention to make the experience of the city work. Part of what we are doing at the City is trying to promote design.

**C. Waterfront Toronto has a bigger fan base and audience outside the country. In Toronto, a lot of life is being lived on our arterial roads. They have restaurants, shopping, and opportunities for walking. Arterial streets in Toronto have a big identity.**

**C.** They do, but what about outside of the downtown?

**A.** We have not been successful outside the downtown. We do better transforming places that already have a cultural pattern or identity.

**Q.** Where are the urban acupuncture streets in Etobicoke, North York and Scarborough with the most potential to transform?

**C.** Queen St. W. is a popular destination for people who live outside Toronto. Wouldn't it be great for them if there was something like Queen St. W. outside of the downtown? How do you communicate to people that these qualities are repeatable and translatable. What happens in one area of the city could happen elsewhere in the city. This may not belong in policy, but could be an exercise in public communication.

**C. Toronto could be better. Speaking as an immigrant, it is an amazing city, but it can always be better. It could be much better if Section 37 money was directed to tangible improvements. There is so much that encourages street life. San Francisco, where I came from, is not as publicly minded as here.**

**C. When thinking of an area where regulation is important over flexibility, I think that the landscape should be an armature and urban design framework for the city. It's important to enforce in policy the understanding that landscape drainage infrastructure and public space are integral to the function of other things (e.g., street design, urban canopy). We need policy to reinforce the landscape as the net that everything else is resting on.**

**C.** From an example in Princeton, they are shifting from the older master plan to larger scale systems of Storm Water Management. The plan is for 5, 10 and 25 years. For policy, what is the new layer for the next 25 years? What is the new way of thinking about these large-scale systems? I am also curious about performance standards because a lot of these things come from observing, reading and understanding the culture of the place. Princeton is a historical campus. The campus is not perfect, but it's important to make real observations about what the cultural of life is. The campus doesn't have a visible public life as it is mainly just people walking. There is a shift of values. What are we trying to protect in Toronto that is intrinsically Toronto? Is it the vibrancy of the main streets?



**C. There is an amazing presence of two armatures: drainage of the Oak Ridges Moraine and concession lands. It is an argument for preservation and intensification of our streets as well. I don't think that everyone gets that these are two faces of same coin.**

**C. For me what is missing in this presentation is the greenness of Toronto. We need a new idea of how to plant trees in the city. A green roof is not the only answer. With this kind of building density, some areas of the city do not make sense for tree planting. We need to rebalance biomass and built form and POPS may present a good opportunity to do that.**

**C. A large percentage of the urban canopy in the city is actually on private property (e.g., people's backyards). How can policy engage that territory? What if in addition to policies against tree removal there were policies for tree planting?**

**A.** There are policies that regulate the urban copy on private spaces.

**C.** There is concern about the form of the trees. Currently trees are in the realm of arborists rather than landscape architects.

**C.** To plant a monoculture now is completely irresponsible. There are impacts of diseases and pests and the city could be denuded very quickly. Also, we are not sure what will happen as the climate changes. There will likely be more extreme weather. Therefore, we need diversity, but we don't want the 'kitchen sink' of tree planting. One thing I appreciate about Michael Van Valkenburgh is that he considers questions like that. It is difficult to write this into policy, but it is important to speak to dynamic systems, as practices of conservation and maintenance are just as important as what we plant.

**C.** Going back to the Princeton model, it is interesting that they have had one landscape architect for 10 years. This has resulted in incredible coherence and continuity. Landscaping should not be an afterthought in the planning process.

**C. You need some words in the policy that speak to creating connected public spaces.**

**C. I would like to see policies that reflect game-changing ways of looking at Toronto.**

**C. The waterfront is a slowly developing picture. There are a fair number of young people who never have been downtown or on the waterfront. It is a new world to them. There needs to be a paradigm shift outlining that all Toronto residents matter.**

**Q. What do you think about the Don Mills Shopping Centre?**

**A.** I can't speak to the financial success. It is the closest thing to making a destination outside of the downtown. It is Queen St. W. in a parking lot. It was one of the hardest projects I've worked on, but in the end I am really optimistic and excited by the social potential.

**C.** If it there was more mixed-use (e.g., residential uses on top of retail) it might have been more successful.

**C. It might be interesting to look at policies in Brisbane, Australia. I am amazed by the thoughtfulness of policy at the municipal, state and federal levels. I have never seen the same level of government integration. There is an interface between landscape and municipal policy.**

<b>City of Toronto Five Year Official Plan Review Urban Design Policy Consultations (Phase I)</b>	
<b>Stakeholder Meeting Summary: Confederation of Resident and Ratepayer Associations and Federation of North Toronto Residents Associations</b>	
<b>Date:</b> December 10, 2014	<b>Time:</b> 2:00 – 4:00 pm
<b>Note Taker:</b> Lily D’Souza, Lura Consulting	<b>Location:</b> North York Civic Centre, South Meeting Room
<b>Individuals / Organizations in Attendance</b>	<ul style="list-style-type: none"> <li>▪ City of Toronto Planning Division</li> <li>▪ Lura Consulting</li> <li>▪ Confederation of Resident and Ratepayer Associations (CORRA)</li> <li>▪ Federation of North Toronto Residents Associations (FONTRA)</li> </ul>
<b>Key Items Raised</b>	
<p>The key issues raised during the discussion were:</p> <p><b>Seeing the Bigger Picture</b></p> <ul style="list-style-type: none"> <li>▪ Provide an easy to understand definition for ‘urban design’ in the Official Plan.</li> <li>▪ Integrate urban design throughout the Official Plan, not in one section of the Plan.</li> <li>▪ Refocus Avenue Segment Studies to look at infrastructure capacity, not urban design (e.g. sewer capacity, streetcar capacity).</li> <li>▪ Replace the Avenue Segment Studies with infrastructure studies as key elements of the urban design guidelines are encoded in policy.</li> </ul> <p><b>Prioritizing the Public Realm</b></p> <ul style="list-style-type: none"> <li>▪ Include mechanisms to identify and protect the character of different neighbourhoods (e.g., character studies).</li> </ul> <p><b>Guiding Built Form</b></p> <ul style="list-style-type: none"> <li>▪ The height of mid-rise buildings should be 80 percent of the right-of-way (ROW) instead of the current 1:1 ratio. Applications for buildings with heights between 80 to 100 percent of the ROW should require further consideration to determine whether the Mid-Rise or Tall Building Design Guidelines apply based on the character of the neighbourhood and property context (e.g., width of the lot and surrounding uses).</li> <li>▪ There is a need to re-examine how building height is being allocated; identify a threshold for mid-rise buildings, which when exceeded becomes a tall building.</li> <li>▪ Integrate performance standards and measures that are focused on assessing how people interact with a building or public space.</li> <li>▪ Include policies about angular planes in the Official Plan.</li> <li>▪ Concerns were raised about how the Mid-Rise Guidelines are being implemented.</li> </ul> <p><b>Enhancing Parks and Open Spaces</b></p> <ul style="list-style-type: none"> <li>▪ Ensure there are policies to protect all parks, not just those identified significant.</li> <li>▪ Consider a policy clearly articulating the intent of Privately Owned Publicly-Accessible Space</li> </ul>	

(POPS) to supplement open space, not replace it. To achieve this, the City must promote, increase and secure POPS through easements and on title.

**Other Comments**

- Present your report to Planning and Growth Management Committee first and then hold the statutory public meeting in the next cycle to provide sufficient time for review of the materials.

**Questions and Comments**

A summary of the discussion is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**. The following is not intended as a verbatim summary.

**C. [Referring to the Mid-Rise Guidelines Consultations] You are required to meet with all the ratepayer groups; there has been a direction from Council in place for over a year and you have not met with us. Every ratepayer group in the city is strongly opposed to how the Mid-Rise Guidelines have been applied.**

**A.** The Mid-Rise Guidelines consultations are a separate undertaking from this consultation process, but your point is understood and noted.

**Q. Is the intent to create a new section in the Official Plan about urban design?**

**A.** No, the intent is not to create a new section. The Avenues are in a different section but the rest are all in the same section.

**C.** I like them scattered.

**Q.** So you are looking at urban design conceptually rather than as a separate section in the Plan?

**A.** Yes, correct.

**C. If a mid-rise building is 1 cm more than the width of its right-of-way (ROW), it is now a tall building. The argument from a lot of ratepayer groups is that mid-rise buildings should be at 80 percent of the ROW. Between 80 percent and the full width of the ROW you have to decide whether you should be applying mid-rise or tall building guidelines. From the Confederation of Resident and Ratepayer Associations' (CORRA) perspective the appropriate figure for mid-rise buildings is 80 percent of the ROW, not 100 percent. A building next to High Park was 2-storeys greater than what the 1:1 ratio permits and yet they still applied the mid-rise guidelines to it. The problem is that the policy says 'normally' and I read that to mean, in certain cases. One of the biggest criticisms from ratepayers with the Mid-Rise Guidelines is that 11-storey buildings are being approved at the Ontario Municipal Board (OMB) even on streets that are only 50 feet wide.**

**C.** You have to look at low-rise as being the human scale (2-4-storeys). There needs to be more refinement in how we are allocating height.

**C.** You may need to clearly outline that below a certain height, a building is considered mid-rise and above a certain height, a building is considered a tall building. There should be an area between the two heights where you determine which guideline is applicable based on the width of the lots and

**character of the area.**

**C. There are a lot of variables (e.g., if there are laneways behind the main streets) and many times these variables are ignored when talking about tall buildings or mid-rise buildings.**

C. The Provincial Policy Statement (PPS) brings in a good statement about the need for contextual sensitivity.

**C. The other thing I have an issue with is performance standards. The current measures are based on the building when what you should be trying to measure is how people perform with that building. That is the type of performance standard that is needed. We should be asking how people actually function with the building (e.g., are people gathering where we expected them to gather?). If they are not working, those are the telling signs. We need to develop standards that are geared to wellbeing, rather than things like the length of the lot. The width of the lot is important, because that is your vision, but a lot of these other measures are meaningless.**

C. Your point reflects that there has not been sufficient consultation on the Mid-Rise Guidelines.

A. There was a lot of consultation, but it hasn't affected implementation.

C. A lot of people didn't understand it at that time; now that the guidelines are being applied the implications are more apparent.

C. The Mid-Rise Guidelines are being applied everywhere. When we look at apartments in Apartment Neighbourhoods, distance was a great separator but that's not happening anymore because they are building 7.5 metres in the rear. The proportion of lot-to-land for an apartment building it is actually quite diminished.

A. All of your comments are being recorded and all of your mid-rise comments will be singled out and given to Lorna Day.

A. You have a good point about consultation, but a lot of it was theoretical.

C. No one thought that when you said 5 to 11-storeys, 5-storey buildings would actually never be built. The consultation was there but no one understood that when the guidelines were implemented, you were only going to see 6 to 16-storey buildings developed. The reaction isn't to the original guidelines but rather how they have been implemented.

**Q. Going back to this exercise – are angular planes something that should be included in the Official Plan policy?**

A. Yes they should. Angular planes help ensure that the rear of the building, which abuts existing residential, is lower in height.

**Q. What does “thoughtfully” designed mean?**

C. It means applying judgements. While you have numeric values in the guidelines, you then think about that number in the context of the area.

C. Buildings can meet the required policies and standards but still perform poorly (e.g., development at 1926 Lake Shore Blvd. where two buildings met the tall building design guidelines, but would cast shadow over wading pool if judgement not applied).

**C. You're putting a hierarchy on public spaces and we have a huge city from east to west. Why would you make that distinction, because that signals that some parks are worth protecting and others are not?**

**A.** There are some parks that really are iconic and need to be protected. Other parks are surrounded by high density and are heavily used by residents, requiring additional protection. Some of these parks are located downtown, others in Scarborough, Etobicoke and North York.

**Q.** Why wouldn't we treat parks like heritage in the sense that they are equal? As we become more dense these open spaces become more valuable to people. The urbanist movement in the US has huge private funding set aside to maintain parks. The whole structure is supported with and without government assistance. We don't have a structure similar to that, and I am concerned that parks will be divided.

**A.** Most parks are in neighbourhoods and as long as we hold the line on height limits and neighbourhood designations, then the majority of parks are fine. The concern is with sunlight. Taller buildings surrounding our parks will limit park use because there won't be enough sunlight. By limiting the height of buildings around our parks, we are protecting them.

**A.** Our intent for this last policy is to replicate the method that the downtown study did to identify the eight signature parks across the city. This method identified parks that are well-used, experiencing pressure and in dense neighbourhoods that need additional protection.

**C.** There was a Bill Myers piece on CBS about Central Park and how they are permitting high-rise buildings along the southern edge of the park that are now casting shadows across Central Park. This seems completely contrary to what you are talking about. That is the sort of thing that we want to avoid. You are looking at signature parks as well as how parks fit into the surrounding neighbourhood. The high-rise buildings developed in the 1960s along Yonge St. and Eglinton Ave. were built with a lot of open spaces around them; those spaces are now being filled in with additional buildings. If you walk through those areas on a nice day they are filled with people. As you are filling these areas in with new buildings, there is less public space for more people.

**C.** You may want to consider a policy outlining that the City may enter into agreements ensuring that public space is secured easements.

**C.** Thinking back to the public square that was closed at Yonge St. and Eglinton Ave., this was something they should have had on title. It was a place for people. That corner no longer has room for open space on the ground.

**C.** This is an example of where the City gave up the street to allow for development with the idea that there should be open space, but it wasn't written in the policy.

**C.** Throughout the 1950s and 1960s the City would give up land with the assumption that when you passed the zoning bylaw that it meant something and would be honoured, and it was back then.

**C.** To the extent you can, build it into the Official Plan.

**A.** Taking these comments into consideration, perhaps a policy outlining that the intent of POPS is to not replace but to supplement open space, but we also need to promote, increase and secure them through easements and on title.

**C.** Yes. This permits the City to do it and it is an enabling policy.

**C.** You also outline that open landscape spaces are now 18 feet wide and that has to be secured too. That type of space also has to be protected.

**C.** I read your report and I understand you feel that the Avenue Segment Studies are no longer



**important. My issue with Avenue Segment Studies is that they were never really infrastructure studies. They became design studies rather than infrastructure studies. They didn't look at sewers or roads. I think it is appropriate to build design guidelines into the Avenues Study, but you either have to change the character of the segment study or have improved infrastructure studies. One of our ongoing concerns is that we don't see smart growth. We see well designed buildings, but the issue at the end of the day is whether or not the streetcar can carry the population and if the sewer can accommodate the increased capacity. One of CORRA's concerns is that you need to go back to 1946 Planning Act principles to make sure that the infrastructure can support new development. You need to refocus the Avenue Segment Study to look at infrastructure capacity.**

**A.** Infrastructure capacity needs to be done in areas of high growth.

**C.** The Avenue Segment Studies are meant to be mini-studies of what could happen in an area. If you are doing the Avenue study, you're doing a full infrastructure study.

**A.** The segment studies are pretty weak. City Development Engineering is the only group that can measure capacity.

**A.** There are people at the City who look at the hot spots and coordinate the infrastructure.

**C.** It would be useful to sprinkle the infrastructure policies in the Official Plan.

**A.** We will see how it fits into the Official Plan, and if not where it can be incorporated.

**C.** You are suggesting that you should take the Segment Studies out and replace them with design guidelines, but I think that once you have the urban design guidelines in, you should replace the segment studies with infrastructure studies. Having built in the urban design guidelines, now the segment studies can really focus on the nuts and bolts.

**C. In terms of the sequence of when you hold the statutory public meeting, it would be very much appreciated if you present your report to the Planning and Growth Management Committee (PGM) first and then host the statutory meeting.**

**C.** Seven days doesn't give us sufficient time. By presenting to Planning and Growth Management first, and holding the statutory meeting in the next meeting cycle, you will be providing us the time to come up with a thoughtful reaction and consider proposed changes.

**A.** In other words, what you are requesting is a two phased process: (1) introduce the proposed policies to Committee and then (2) provide a commentary window of one Committee meeting cycle.

**Q. You haven't presented a definition of urban design. My understanding is that once you have allocated the land to a given use, urban design comes into play. It seems that you are focusing on a toolkit (low-rise, mid-rise, and tall buildings). One thing that is really important in urban design is taking the time to understand where a neighbourhood comes from. The idea of character analysis is really important, not just the function of a building. Every project should have a character analysis. This links to heritage policies that identify particular buildings or streets with special value.**

**C. I look at urban design as the last layer. Urban design is based on cues from other variables, such as economic, social and historical features. Urban design feeds into all branches of the Official Plan.**

**A.** We are not proposing to create a new chapter called Urban Design in the Official Plan. I agree with you that once the land use has been decided, that is when urban design comes into play. Then it becomes a question of what the experience is going to be of people using the space. We are not ignoring those other variables in this process.



**A.** I look at urban design as a way to bring all those things together. It's a question of how you arrange buildings on a street. Urban design is the physical expression of the economic, cultural and social features of a neighbourhood. I don't see urban design as the last layer, but as the layer that brings everything together.

**C.** When I am at the Ontario Municipal Board (OMB) listening to an urban design expert, it is very superficial. They speak to pristine trees, the repetition of fine grain windows, etc. In reality, the fine grain windows we have are a result of economic and historical influences.

**C.** Sometimes the urban designer at the OMB doesn't have the opportunity to speak to that side of the story. Many times an expert witness is there as a technical expert.

**A.** Your point is well taken in that we should articulate what urban design is in the Official Plan.

**C.** This process has helped me appreciate what urban design is all about.

**Q. We have lots of tall buildings and I am curious as to why there are no rooftop bars to provide views of the skyline? Why aren't there public spaces at the top of buildings?**

**A.** It's likely because developers make the most money on the top floors.

**A.** For office buildings it would make some sense, because they have a built in population that would use the rooftop bars.

**A.** There is nothing to prevent someone from doing it.

**Appendix D –  
Public Open House Meeting Summaries**

## **Public Open House #1 – Meeting Summary**

North York Civic Centre  
5100 Yonge Street  
Wednesday, October 29, 2014  
6:30 p.m. to 9:00 p.m.

### **Welcome and Agenda Review**

Ms. Liz Nield, CEO – Lura Consulting, introduced herself as the independent meeting facilitator and welcomed participants. She also introduced the facilitation team from Lura Consulting, the Urban Design Specialist from Perkins+Will (San Francisco Office) and City of Toronto Planning Division staff. Ms. Nield informed participants that the purpose of the meeting was to obtain feedback on the proposed urban design policy directions to help inform the review of urban design policies within the City's Official Plan. A draft of the policies will be the subject of a second phase of consultations in 2015. Ms. Nield provided a brief overview of the meeting agenda and format, noting that the presentation would be followed by three facilitated roundtable discussions.

A total of 15 individuals participated in Public Open House #1.

### **Presentation**

A presentation by Noah Friedman, Senior Urban Designer, Perkins+Will included an overview of the following information:

- Official Plan Review Objectives – Urban Design.
- Policy Directions for Consultation:
  - Seeing the Bigger Picture;
  - Prioritizing the Public Realm;
  - Guiding Built Form, and;
  - Enhancing Parks and Open Spaces.

A copy of the presentation is available online through the City's Official Plan and Municipal Comprehensive Reviews webpage:

<http://www1.toronto.ca/City%20Of%20Toronto/City%20Planning/SIPA/Files/pdf/U/Urban%20Design%20Matters%20Presentation.pdf>

### **Facilitated Discussion Key Themes**

The key issues and comments raised during the facilitated roundtable discussions are organized by the four policy directions, including general comments on the presentation:

#### **Presentation**

- Participants discussed the importance of the Official Plan urban design policies to guide future development; the waterfront was highlighted as an example.

- The relationship between master planning and the Development Permit System was discussed and clarified.

#### **Seeing the Big Picture**

- Participants identified a range of favourite buildings, parks, streets and neighbourhoods, highlighting the diversity of features and characteristics valued in Toronto and other places.
- While participants generally agree that the City is doing well to achieve quality urban design, they offered a long list of suggestions to increase the beauty, vibrancy, safety and inclusiveness of Toronto's public spaces (e.g., require more fine grain uses, improve the public realm in areas outside the downtown core, and protect the existing character of different areas).

#### **Prioritizing the Public Realm**

- The streets identified by participants were cited as appealing because of the features and functions that contribute to an inviting and comfortable pedestrian experience (e.g., wide sidewalks, street trees, sunlight, streetwall scale and architectural heritage).

#### **Guiding Built Form**

- Participants identified a range of tall and mid-rise buildings across the City, highlighting the importance of the diversity of built form.
- The important relationship between the base of a building and where it meets the public realm at grade was discussed (e.g., step-backs, building materials, architectural interest, etc.); these are sometimes more important than building height.

#### **Enhancing Parks and Open Space**

- Participants value the diverse range of Toronto's public squares and parks for the spontaneous and programmed opportunities they provide (e.g., recreation, social interaction, culture, etc.).
- Participants noted that overall comfort in all kinds of weather is a priority for parks and open spaces, including access to sunlight.
- Participants noted that more visual cues (e.g., signs, seating, etc.) are required to help people identify and make use of privately owned publicly-accessible spaces.

Questions of Clarification posed following the presentation are available in **Appendix A**, while responses to the Discussion Questions can be viewed in **Appendix B**.

#### **Next Steps**

Ms. Nield informed participants of additional online and face-to-face opportunities to provide feedback to the urban design policy consultations (e.g., Mindmixer, online survey and upcoming public open houses). She concluded the meeting by thanking participants for attending and contributing their ideas.

## Appendix A Questions of Clarification

A summary of the discussion is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**. The following is not intended as a verbatim summary.

**Q. I am completely on side with everything you presented. When is this going to happen, because it hasn't happened yet? The only thing I disagree with is the suggestion about the "nice tall buildings". If you look at the waterfront there aren't any nice tall buildings. The buildings shouldn't be there, they are disrupting access to the waterfront. There isn't a waterfront anymore.**

**A.** The Official Plan is a document that is supposed to look 10 to 15 years into the future. The ideas we are talking about today will take time to implement. If the policy tone we set is correct, in 10 to 15 years it may be possible to realize the examples (e.g., renderings and conceptual diagrams) presented this evening.

**C.** The policy directions are right – everything presented makes a lot of sense.

**A.** You brought up two really important issues – 1) The amount and intensity of development that happens at the waterfront. That's an important topic of discussion for every city and every city has a different take on the issue. 2) The second issue is the "wall" the condos are creating. In between those two discussion points there could be an interesting solution. I encourage you to keep pushing that.

**C. I think the ideas presented about master planning for large and deep sites are great. The City has just approved the idea of a Development Permit System (DPS) which takes large sites and decides how they are going to be built. Is there a conflict here?**

**A.** I don't think so. A master plan creates a plan for a large plot of land, but the way the land is built up can be phased and implemented through the DPS. The DPS is currently under appeal at the OMB. In time, if and when we do get it, the DPS can become the road map to implement a master plan. The first step is to get the vision right.

**A.** There are two ways things get master planned in the world - publicly and privately. Public master plans are not undertaken in the Bay Area of San Francisco. We have large sites and private developers who plan them with approval from the city. My understanding is that many Canadian cities do master plan large sites and there are good reasons for that. Who should be planning larger sites is a valid point for discussion.

**Q. My question is about how large sites should be master planned. In the area where I live (Bayview Avenue and Sheppard Avenue) when the subway was built, a plan for the corridor was created. Now the DPS is coming in. I've seen some potential for conflict. Also, as of two days ago we have a new City Council. In order for any of this to happen you need to get support from Council. Has some thought been given to that?**

**A.** Planning is very political. Our job as planners is to provide the best advice to Council. At the end of the day as long as planners and urban designers give advice based on what we think is good planning that is rooted in the public interest then our job is done and it's in the hands of Council. It is always top of mind to make sure we listen to what the public has to say so that our recommendations are rooted in the public interest.

**C. I agree with the comment made earlier about the condos developed along the waterfront. It is a shame to see tall buildings in front of the lake, especially if you think of what was there before.**



A. There are towers immediately west of the ferry docks on the south side of Queens Quay, which from a planning perspective were a mistake. They were approved in the 1960s when there was no development south of the Gardiner Expressway. The City had a very pro-development Council at the time. Unfortunately, that's what got built. Other than those towers there is not much development on the south side except for Harbourfront Centre and a few parks. The north side of Queens Quay was originally planned as a park by the federal government; however the plan was abandoned. The replacement plan that emerged in 1980 allocated density on a site by site basis. Unfortunately, no one massed the density that was planned as each site was sold off. You are right, at one point in time the waterfront was poorly planned. Council under Mayor Art Eggleton froze development to re-evaluate how the waterfront should be developed. Things have since changed. The precinct plans for the waterfront further to the east include very generous public space and waterfront access (e.g., Sherbourne Common, Sugar Beach, etc.).

C. As long as what you are doing here will avoid what happened in the past, then you are on the right track.



Figure 1 - Photos taken at Open House #1 (North York Civic Centre)



## Appendix B Discussion Questions

### Seeing the Bigger Picture

#### 1. What is your favourite building or place in Toronto? What is unique and memorable about it?

Responses from participants included:

- Brookfield Place – The mix of uses and character: Hockey Hall of Fame, Marché restaurant, architectural heritage and the design by architect Santiago Calatrava.
- Leaside and the Beach neighbourhoods – both are human scale, walkable and have lots of amenities.
- University of Toronto (St. George Campus) – It’s lively and vibrant because of the permeability and connectivity to surrounding areas, heritage buildings and tree-lined sidewalks.
- The Distillery District – Its warm, unique character, brick building materials, human scale, and pedestrian only area.
- Toronto Island Park – You forget that you are in a big city.
- Fort York Library – It’s up to date and modern.
- Parkdale neighbourhood – People know each other, the fine grain of uses (e.g., diversity of shops).
- Sugar Beach – It’s hard to find a spot when it’s crowded; Toronto needs more spaces like this one.
- TD Centre – They are iconic buildings, at one point they were the tallest buildings in Toronto.
- Allan Gardens – It’s an oasis in the city.
- Ravine Pathways – They are great.
- New Jersey Waterfront – View of New York City from a public place; give Toronto a place from which to view itself.

#### 2. Urban design is the process by which we create beautiful, vibrant, safe, and inclusive places where people want to live, work, play, and learn. How well are we doing at achieving quality urban design in Toronto today?

Participants provided the following feedback in response to this question:

- We are doing well judging by the new Fort York library. It is an inviting and modern public space (e.g., WIFI access, study spaces, class rooms, etc.).
- Master planning is very important; Alexandra Park is an example of a master planned community.
- A good example of intensification is at Yonge St. and Eglinton Ave. – The block pattern has been maintained. Although it is a vibrant area, more green space is needed to keep pace with population growth.

#### 3. How can we better create beautiful, vibrant, safe, and inclusive places?

Participants offered the following suggestions to create beautiful, vibrant, safe and inclusive places throughout the City:

- Require smaller storefronts to support a diversity of retailers (i.e., fine grain uses); avoid the same stores in every neighbourhood.

- Re-orient storefronts to the street.
- Guidelines can lead to homogenization, allow for flexibility.
- Find ways to encourage revitalization in the former suburbs. Don't forget the city extends outside the downtown core.
- Prioritize the public realm on arterial roads.
- Ensure new buildings relate to the existing character of an area.
- Provide WIFI in public places.
- The design and scale of street furniture should be considered from an urban design perspective.
- Design parks to be more dramatic.
- Provide more seating in public spaces.
- Add bicycle lanes to streets.
- Add landscaping, trees and seating on large suburban streets.
- Include surprises on streets (e.g., court yards in the French Quarter of New Orleans).
- Make the character of each street clear beginning at the street corner.
- Find a better way to measure congestion beyond traditional engineering approaches.
- Mel Lastman Square is a sterile place, depressed from the street; it needs colour and activity.

### Prioritizing the Public Realm

- 1. The public realm is comprised of the City's shared assets and includes streets, parks, open spaces, and public buildings. Think about your favourite public street in Toronto or elsewhere and describe how it looks like and why you keep going back.**

Favourite public streets as cited by participants include:

- The PATH – Pedestrian comfort; need more walkways that consider pedestrian comfort (e.g., seasonal temperature).
- Queen St. W. (between Spadina Ave. and Soho St.) – The wide sidewalk, street trees, and sunlight.
- Queen St. E. (the Beach) – The fine grain of shops and restaurants, open spaces/parks, scale and density, relationship to the boardwalk and beach, and connections to lovely green residential streets.
- Mel Lastman Square – The water feature, programmed events, library, and the edge created by the surrounding buildings.
- McKee School Yard – The playground, park space; needs more benches.
- Allan Gardens – The nice trees.
- Ramsden Park – The large park space, feels like a park and there is a lot of activity.
- G. Lord Ross Park – The continuous paths are good for dog walking, but it needs picnic tables. It's not pretty, but it has lots of open space.
- Esteghlal St. (Iran) – There is no automobile traffic, only a tram and lots of pedestrians and it is lined with beautiful old and new buildings.
- Yorkville Avenue – The street is lined with small cafes and stores.
- Gould Street – I like the old buildings, pedestrian only access and seating.
- Finch Ave.
- Yonge St.
- John Street

- Church Street

Participants provided the following general comments to improve streets:

- Encourage layers of activity on boulevards.
- Make sidewalks on the north side of streets wider (where there is opportunity for more sun).
- Provide opportunities for different uses on sidewalks (e.g., seating, walking, and street trees).
- Identify streets that are too small or busy to include street trees.
- Pedestrianize streets in Toronto.
- Make some streets pedestrian only during the summer.
- Bury hydro lines.
- Use parking spaces for pedestrian activities during the summer.
- Relocate street cars from the middle of the street to the curb lane; it's better for pedestrians and cars.

### Guiding Built Form

#### 1. Tall buildings play a role in shaping both the skyline and pedestrian realm. What is your favourite tall building? Why?

Favourite tall buildings as cited by participants include:

- Brookfield Place – The office tower combined with the PATH provides connections, sheltered pedestrian routes and access to transit.
- Absolute World Tower (i.e., Marilyn Monroe building) in Mississauga.
- Shangri-la – the shape.
- 1 King Street West – The heritage aspect of the building and its shape at the top.
- City Hall Towers
- TD Tower

Other comments about tall buildings:

- The towers of tall buildings are hard to “see” up close, “long views” are not always relevant to pedestrians.
- Pedestrian experience is important; animate street level.
- The podium/middle/tower need to be identified as “a set” (e.g., RBC building).
- Need creative designs and solutions (e.g., floorplate shapes and materials).
- Investigate multiple solutions for connectivity (e.g., above grade, at-grade and below grade).

#### 2. Mid-rise buildings have a good scale in relation to the street. What is your favourite mid-rise building? Why?

Favourite mid-rise buildings identified by participants include:

- The Berczy at Front St. and Church St. – The location, height, base, local, community/neighbourhood, step-back and building character at grade.
- 10 Delisle Ave. – The integration of existing buildings, it fits the local character.
- Flatiron building – Its heritage and location in the street.
- University of Toronto Pharmacy building – The columns/bamboo shoots.

- Motif Lofts.
- Avenue Road between Lawrence Ave. and the 401 – There are lots of good examples of mid-rise buildings.

Participants also provided the following additional comments about mid-rise buildings:

- Pay attention to the materials used in mid-rise buildings in relation to the local context, character and interaction with sunlight (e.g., brick provides character).
- The building should step back as height increases.
- Retail experience and uses are important in mid-rise buildings.
- Ensure mid-rise buildings allow for access to sunlight.
- Promote rear access and services for mid-rise buildings.
- Need policies specific to mid-rise buildings.
- I dislike the buildings between Bayview Ave. and Bessarion Rd.

### Enhancing Parks and Open Spaces

#### 1. A public square can be large scale (Dundas Square) or small scale (Downsview Memorial Heritage Parkette). What is your favourite public square in Toronto? Why?

Favourite public squares, as told by participants include:

- Mel Lastman Square – It's close to home.
- Nathan Phillips Square – It's the psychological city centre.
- Shops at Don Mills public square.
- St. Clair and Walmer Rd.
- Parkdale Library Square.
- Trinity Bellwoods Park.
- Shopping mall food courts serve as natural gathering spaces, especially during the winter.

Participants noted that public squares provide gathering space for programmed and spontaneous activities (e.g., civic functions, special events, etc.)

#### 2. Why are sunny parks important to you and the way you use them? Would shadowing on a park affect your enjoyment of them?

Feedback about the importance of sunny parks included:

- In North York most people have large back yards, so sunny parks are less of a priority.
- Access to sunlight on winter days is important.
- There is a need for shelter from the elements in parks and open space (e.g., weather protection).
- There is a need for comfortable public spaces, not just access to sunlight.

#### 3. POPS are privately owned publicly-accessible spaces that are a type of open space, which the public are invited to use but remain privately owned and maintained. POPS complement existing and planned open spaces. Would you support more POPS close to where you live and work? How would you use them?

Participant responses included:

- Yes.
- If the buildings are inviting.
- Provide visual cues so people know winter gardens are publicly accessible.
- There is a need for seating options that encourage people to sit together, not just benches (e.g., “social seating”).

#### Other

Participant feedback also included the following comments:

- More consistency is needed in low-rise developments in terms of setbacks and how they are integrated into the local context.
- Modern architecture is our new character.
- Recognize Toronto’s evolving character (e.g., “Teeples black brick”).
- Include opportunities for urban agriculture (e.g., rooftop farms).
- The City needs to carefully reconsider the preservation of employment lands. The original employment uses in Don Mills no longer exist and now the community is struggling. Celestica wants to re-examine how its land is used.



### **Public Open House #2 – Meeting Summary**

North Toronto Memorial Community Centre  
200 Eglinton Ave. W.  
Thursday, October 30, 2014  
6:30 p.m. to 9:00 p.m.

#### **Welcome and Agenda Review**

Ms. Liz Nield, CEO – Lura Consulting, introduced herself as the independent meeting facilitator and welcomed participants. She also introduced the facilitation team from Lura Consulting, the Urban Design Specialist from Perkins+Will (San Francisco Office) and City of Toronto Planning Division staff. Ms. Nield informed participants that the purpose of the meeting was to obtain feedback on the proposed urban design policy directions to help inform the review of urban design policies within the City’s Official Plan. A draft of the revised policies will be the subject of a second phase of consultations in 2015. Ms. Nield provided a brief overview of the meeting agenda and format, noting that facilitated plenary discussions would take place a key points during the presentation.

A total of 18 individuals participated in Public Open House #2.

#### **Presentation**

A presentation by Noah Friedman, Senior Urban Designer, Perkins+Will included an overview of the following information:

- Official Plan Review Objectives – Urban Design.
- Policy Directions for Consultation:
  - Seeing the Bigger Picture;
  - Prioritizing the Public Realm;
  - Guiding Built Form, and;
  - Enhancing Parks and Open Spaces.

A copy of the presentation is available online through the City’s Official Plan and Municipal Comprehensive Reviews webpage:

<http://www1.toronto.ca/City%20of%20Toronto/City%20Planning/SIPA/Files/pdf/U/Urban%20Design%20Matters%20Presentation.pdf>

#### **Facilitated Discussion Key Themes**

The key issues and comments raised during the facilitated discussions included:

##### **Presentation**

- Public safety, inclusiveness and accessibility were raised as important issues that should be integrated in planning processes and the design of public spaces.
- Encourage creative, “out-of-the-box” thinking in future planning processes.
- Apply what has been learned from other projects or local community initiatives.



- Ensure proposed policies and plans reflect and respect local conditions that all Torontonians can relate to (e.g., demographics, seasonal weather, and geographical differences in built form).
- Re-consider the terminology used to explain different concepts (e.g., “re-urbanization”, “tall enough to feel like a city”, “street walls”) as residents may not agree with the ideas they convey.
- Address issues of affordability and the need for more family-sized units in tall buildings.
- Ensure privately owned publicly-accessible spaces (POPS) are designed to be inviting and welcoming to the public.

### **Seeing the Big Picture**

- Participants identified a range of favourite parks, streets and neighbourhoods, highlighting the diversity of places valued in Toronto’s urban fabric.
- Most participants agreed that the City is doing well to achieve quality urban design citing new projects such as the bike lanes on Adelaide St. and Richmond St. and the mix of heritage and new buildings on King St. W. as examples.
- Participants offered a long list of suggestions to increase the beauty, vibrancy, safety and inclusiveness of Toronto’s public spaces. The most frequently cited suggestions were to focus on pedestrian experiences, creative “out of the box” planning processes, and seasonal changes in weather.

### **Prioritizing the Public Realm**

- The streets identified by participants were cited as appealing because of their features and functions that contribute to an inviting and comfortable pedestrian experience (e.g., proportional built form/scale, accessibility, architectural heritage, tree canopies, walkability, etc.).
- Additional feedback from participants emphasized the need to prioritize safety in public spaces.

### **Guiding Built Form**

- The tall buildings identified by participants were cited as appealing because of the building materials and overall design, highlighting the importance of diversity of built form.
- Ensure that urban design policies and guidelines pertaining to mid-rise buildings are flexible to encourage a diversity of building types (i.e., avoid homogeneity).
- A 45 degree angular plane should be applied to the front (as well as the rear) of mid-rise buildings (i.e., reduce massing on both sides).
- Massing, set-backs, affordability, heritage and sustainability were also raised as important considerations by participants regardless of building height.

### **Enhancing Parks and Open Space**

- Overall safety, comfort and access to supporting amenities (e.g. bike parking, shower facilities) were raised as key issues to enhance parks and open space.

Questions of Clarification posed following the presentation are available in **Appendix A**, while responses to the Discussion Questions can be viewed in **Appendix B**.

### Next Steps

Ms. Nield informed participants of additional online and face-to-face opportunities to provide feedback to the urban design policy consultations (e.g., Mindmixer, online survey and upcoming public open houses). She concluded the meeting by thanking participants for attending and contributing their ideas.



Figure 2 - Photos taken at Open House #2 (North Toronto Memorial Community Centre)

## Appendix A Questions of Clarification

A summary of the discussion is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**. The following is not intended as a verbatim summary.

**C. The places that people generally like have been zoned to become something else. The zoning bylaw should reflect things (uses and characteristics) that people actually like.**

**C. An important consideration to ensure spaces are safe and inclusive is to engage people about how they currently use a space and how the use of that space might evolve based on changes in population (e.g., seniors, youth, etc.). Ensure multi-functional uses for a diversity of people (e.g., concrete barriers as seating options, trees for shading). There needs to be a longer term vision of what the community looks like now and how will it change over time. The City includes seniors and the elderly; How is accessibility being integrated in the design of public spaces? How is the safety of women and trans-gender people considered in the design of public spaces? Talk to people and communities that have taken a grass-roots approach to animate local spaces (e.g., Thorncliffe Park market space and tandoori oven; Dufferin Grove Park) and learn from their experiences.**

**Q. How do we encourage the creativity used to re-design the streetscape on St. Clair Avenue in future planning processes?**

**A.** The creative process involved input from many sources. One source the City relies on is the Toronto Design Review Panel which is a panel of professionals (i.e., engineers, planners, landscape architects and architects) who review projects and provide feedback to improve them. Feedback from the community is also part of the process. The City is trying to raise the bar with regards to streetscape and building design. We're also learning from other cities.

**A.** Everybody is frustrated with planning processes across North America. It's hard to get a lot of people to participate in decision-making processes unless there is a contentious issue; it's not a great way to plan a city. The San Francisco Bay Area is surrounded by head offices for Facebook, Twitter, Google and other social media enterprises. There are people working on ways to engage a broader audience. This isn't a problem only in Toronto.

**C.** We need leadership.

**A.** The process for St. Clair Ave. was a mess, but the end result was great due to the level of community involvement (e.g. generous sidewalks, buried hydro wires, etc.). What we learned from St. Clair Ave. has been applied on Eglinton Ave. in the Eglinton Connects project through a very extensive public consultation process.

**Q. Is there friction between homeowners in San Francisco, for example people who are not able to sell their homes because of the tax implications? There is not a lot of turnover in Toronto; it's hard to find a house in which to raise children.**

**A.** We do have some interesting tax laws in California, but I do think it's worth mentioning that a trend across North America. The number of people who live in households is shrinking. This is a huge problem in the Bay Area; we're developing more residential units to maintain the population we have. The result is that there are fewer people living in more residential units. High-intensity downtown living does appeals to seniors – they no longer want to maintain their house, their yard, etc. We don't have as many opportunities in the Bay Area for revitalization compared to what is happening in Toronto.



**C. It's hard to know what to make of the process undertaken by Metrolinx. There were a number of meetings and some details discussed. Notification of the public meetings has not been very good. Many people still do not maintain mailing lists. Many people have complained about not knowing about the meetings. The fundamental problem seems to be that the design process does not go through the public as it should; there is too much emphasis on knowledge from academically trained professionals (e.g., planners) over citizen feedback. The biggest problem with the Ontario Municipal Board (OMB) is that board member decisions rely on expert opinions.**

**A. We understand there is frustration with the planning process.**

**C. In terms of trying to make the planning process more inclusive, there is a great example from Copenhagen. The city was redesigning a park close to downtown. The population that was using the park regularly included a group of homeless people that consumed alcohol in the park. The Danish planners recognized them as part of the park population that should be served. The planners went to the park with a case of beer (these people were not going to come to a public meeting) and asked them what they would like in the park. They said they wanted a space of their own and a washroom. That's what they got. It was a beautifully imagined process; they got the results they were looking for because of it.**

**C. We have four seasons in Toronto that we need to think about. Why aren't there any pictures of Toronto in the winter? We need public spaces that people can use comfortably in all kinds of weather.**

**A. That's a great point. City Planning staff will address that.**

**C. Following up on that last point, I think the visuals used are generally inconsistent with the existing conditions across the city. The streetscape images and designs proposed are nice to think about, but this is a four season city. There are a multitude of streetscapes across the city which I do not see represented in the images presented tonight. The Official Plan applies to the city from Etobicoke to Scarborough. That should be represented visually here so that people who attend these meetings can relate to the images and ideas being proposed. There is a disconnect between what is proposed and the existing conditions across the city. The planning department or the people responsible for overseeing these complex reviews should be more respectful of what is here.**

**A. The slides were prepared by Perkins+Will, I (Noah F.) take full responsibility for all the imagery presented. I appreciate the point you have made.**

**A. Our policies should plan for the worst winter conditions; the result is that summer conditions are even better. If boulevards are wider to accommodate shoveled snow in the winter, then there is even more space in the summer.**

**A. I think you are also getting at something else. A lot of the imagery presented is higher intensity development, but what you are also saying is that does not represent the entire city; there are other conditions.**

**C. There are other conditions, but there are also other places. I don't see the places where people in my community live – anywhere outside the downtown core. If you plan on recreating downtown outside downtown you need to relate that and communicate that to people so they can see that vision. If you want to redevelop Avenues and corridors, mention which Avenues and corridors to give people a sense that you are considering the whole city in your plans not just the downtown core.**

**C. Building on the issue of diversity which was raised, we live in a big city; plans need to speak to character of different areas. We also need to engage people and break down the communication barriers while maintaining the sense of community within these areas.**

**A.** That is something we do take very seriously. We do have area specific guidelines for different areas all over the City (e.g., the Beaches, Kingston Road, Lake Shore Blvd, etc.). Those images are meant to represent ideas, not necessarily even for Toronto.

**A.** To clarify, there is no proposal here; we're just talking about urban design concepts. I was retained from San Francisco to provide different ideas and perspectives.

**Q. Are we talking about a plan for the downtown core or the whole city? Speaking for myself, I feel like you are here to plan for the downtown core, but if you are planning for Etobicoke and Scarborough explain that to people who come to public meetings.**

**A.** We will clarify that as the process moves forward.

**A.** A lot of the images presented are meant to convey what we are trying to achieve through urban design. The re-urbanizing Avenues image, for example, could be segments of Kingston Road. Would it be useful to depict before and after images?

**C. Why don't the images include people from diverse backgrounds? New York City has urban design guidelines that include visuals from different neighbourhoods and a diversity of people and also uses before and after images.**

**C.** Some of the terminology used here as well as the images are problematic as they reflect a certain concept of a city. For example, "re-urbanization." By definition everything here is already urbanized. Re-urbanization implies planners are not satisfied with the city and that it needs to be more urban. A lot of people would disagree with that. Another phrase "tall enough to feel like a city" is also problematic; low buildings also feel like a city. My problem with the Kingston Road discussion is that it's phrased incorrectly. We need more development on Kingston Road and less on College St. The City plan was designed with twice as much development opportunities as the projections for population growth. There will be population growth, but a lot less than was planned for. It would have been better if Planning matched the population projections so we could support more development on Kingston Road and less on College Street. Another concept that is problematic is "street walls". Everything about street walls is wrong; it's actually good when buildings are not all set back the same distance from the sidewalk. One of the reasons Regent Park turned out so well, even as a lower density development, is because there is open space between the buildings.

**A.** Thank you – those ideas are really helpful.

**C.** Thank you for bringing up the need to consider diversity in planning. The Official Plan is a very high level document but it is necessary to link it to how people actually use spaces in the City. There needs to be a better understanding of what happens to these policies in different areas because they are applied differently due to differences in class, race, etc. Some of the policies are also applied differently downtown than they are in Scarborough (e.g., Wal Marts, strip malls). It's a longer term process to make those areas outside the core more walkable than areas in the core. Another point is to consider how policies can facilitate improvements in safety in certain areas (e.g., Kingston Galloway).



**C. My concern with the mid-rise guidelines is that each development is trying to maximize the lot size while satisfying the 45 degree plane requirements; the result being a lot of similar looking buildings. I would like to see more flexibility in the guidelines to encourage a diversity of building forms.**

**C. Mid-rise is a problematic height. The current scaling of them in the guidelines is not a good scale for the street. It's almost better to just have more tall buildings or more low-rise buildings. The bases of tall buildings also seem to follow exactly the mid-rise guidelines. That is also problematic. The base part of a tall building also needs to be smaller. Considering where mid-rise buildings are being encouraged, keep in mind that main streets are part of neighbourhoods too. The 45 degree plane should start above the third storey at the front *and* back of the building.**

**A.** The development of the Leslieville Design Guidelines was driven by the community. It's similar to what you are saying, except they wanted that three storey scale – rather than a 45 degree angle, we created a step back and went up to the sixth floor. Is that better in your opinion than the mid-rise guidelines?

**C.** If it were a 60 degree angle, that might be OK, but the step backs I have seen are insufficient.

**A.** But would you agree with the folks in Leslieville that this is a more favourable solution than the mid-rise guidelines?

**C.** Yes.

**Q. With respect to tall buildings and the safety concerns associated with the materials used to build them, some of which have already happened and are going to continue to happen. Is there a way to specify the types of materials that can be used into the OP policies? There is also a concern that the taller buildings will become rundown areas because of other social issues which are happening (e.g., one-bedroom units being used by families because of affordability). This increases stress on the building as more people use the building infrastructure and amenities than it was designed for. We are seeing this happen in some older buildings in Scarborough and Etobicoke. How is this going to be addressed, especially in taller condominiums?**

**A.** One of the things we are doing is mandating larger, family-sized units in places like CityPlace and Liberty Village to encourage families to live downtown. In Toronto, High Park and the Beaches are recognized as typical neighbourhoods. That perception will change gradually over time to include higher density neighbourhoods like St. Lawrence Market. We are thinking proactively; comments like yours are very helpful.

**A.** There is also a real geographical difference. The condominiums being built in Scarborough, Etobicoke and parts of North York have a much higher ratio of larger, family-sized units than the condominiums being built downtown.

**C. POPS should be designed in a way that conveys that members of the public are welcome to use the space. It should be evident.**

**A.** That is really important. One of the things we want to ensure is that POPS are designed to be welcoming. Council recently adopted a signage template. From now on, POPS can be identified by signs with a common logo that indicates the space is publicly accessible.

**Q. A public place that ought to be a favourite but isn't is Nathan Philips Square. Can someone explain**

**why it is not warm and welcoming?**

**A.** It has been a construction zone for the past four years which may account for its lack of use. I think we've forgotten how vibrant it was once. A lot of the vibrancy and activity has shifted to David Pecaut Square, but we're hoping programming and crowds will come back once construction is complete.

## Appendix B Discussion Questions

### Seeing the Bigger Picture

#### 1. What is your favourite building or place in Toronto? What is unique and memorable about it?

- The Junction – The great mix of private and commercial uses.
- Front Street East near Berczy Park – The atmosphere created by the geometric shape surrounding the park as the streets do not meet at right angles; blend of heritage and new buildings; combination of diverse uses; sense of human scale; harmonious proportion of building mass to width of street/park; interesting things happen there.
- Gerrard Square – Different corridors designed for pedestrians surround the mall (e.g., widened sidewalks, rugged ‘grass paths’ and pedestrian bridges make for an interesting selection of travel paths).
- Riverdale Park – The elevation provides views of the City and the mix of uses surrounding the park.
- Pottery Road Crossing – The use of art.
- The West Toronto Rail Path.
- The canopies of the streets of Toronto.
- Duluth Ave., Montreal – The shopping.
- The Brickworks.
- Yorkville Ave.
- Brunswick Ave.
- Eglinton Ave. around Bathurst St.
- High Park.

#### 2. Urban design is the process by which we create beautiful, vibrant, safe, and inclusive places where people want to live, work, play, and learn. How well are we doing at achieving quality urban design in Toronto today?

- The City is doing very well considering the obstacles created by the Ontario Municipal Board (OMB) process.
- Things are getting better, in particular, new projects like the Adelaide St. /Richmond St. bike paths and Eglinton Connects.
- I like the mixture of heritage buildings and new condos in the King St. W. area (e.g., Keg Restaurant); it maintains the architectural heritage and serves the needs of the surrounding area.
- I like the City’s effort to redevelop pedestrian friendly corridors within the downtown core. I would greatly welcome more pedestrian friendly areas in certain neighbourhoods that currently do not experience new planning initiatives.
- Score of 2 out of 5 – “Avenues” will do a lot with good, creative, architecture and street furniture.
- The connections between buildings are being done well (e.g. alleyways).

#### 3. How can we better create beautiful, vibrant, safe, and inclusive places?

- Prioritize people over cars.
- Consider the pedestrian experience in relation to buildings.
- Enhance public school properties to keep up with demand.

- Ensure a broad and diverse cross-section of the population is engaged in planning processes (e.g., seniors, youth, special needs, etc.).
- Provide a range of affordable housing options; there is a reason why there are concentrations of certain demographic groups living in City Place.
- Provide more bike lanes and reduce speed limits for cars.
- Consider safety on sidewalks – the combination of uses (e.g., pedestrians, strollers, skateboarders, etc.) negatively impacts certain users (e.g., seniors). Icy sidewalk conditions during winter should also be taken into consideration.
- Encourage creativity in the planning process (e.g., out of the box thinking).
- Provide uses that encourage street activity to increase safety (e.g., eyes on the street).
- Consider how people use existing spaces (e.g., common area outside a building used by smokers, create a cloud-type space for them to feel included).
- Study demographics to understand future design considerations.
- Protect character areas through community specific guidelines.
- Call for wider sidewalks on main streets – they are multi-use corridors (e.g., strollers, bikes, wheelchairs, skateboarders).
- Consider seasonal changes in weather in streetscape design (e.g., snow removal and accessibility).
- Pedestrian bridges.
- Increase building setbacks.
- Mandate cross-walks outside the core in places like Kingston Rd.

### Prioritizing the Public Realm

**1. The public realm is comprised of the City's shared assets and includes streets, parks, open spaces, and public buildings. Think about your favourite public street in Toronto or elsewhere and describe how it looks like and why you keep going back.**

- Boston Common – It is perfectly proportioned to the surrounding buildings; it's central and accessible.
- The Rail Path – The art work and pedestrian space make it an inviting place.
- Pottery Road – The place where you cross over to get to the Brickworks; the interpretive artwork is amazing.
- The City's tree canopy
- Places where infrastructure and public space has a connection to heritage.
- The Junction.

**Other comments:**

- Bloor Street in Yorkville – We did not need street planting at expense of 2-3 feet of bike lane space.
- Every park should be a destination.
- Spaces should be safe and comfortable during the day as well as at night.
- Kensington Market should be pedestrianized all the time.
- Women's safety is important.
- More bridges like Puente de Luz (Front St. /Bathurst St.).
- Rear laneways provide opportunities for pedestrian activity.

- There is a need to increase safety on streets surrounding schools.

#### Guiding Built Form

##### 1. Tall buildings play a role in shaping both the skyline and pedestrian realm. What is your favourite tall building? Why?

- The Royal Bank Plaza Towers – The beauty of the gold-tinted glass and metal in the façade.
- The Rogers Centre – It’s the perfect size, really not that tall.
- Absolute World Tower (i.e., Marilyn Monroe building) – It’s creative, something different.
- Ontario College of Art and Design

##### 2. Mid-rise buildings have a good scale in relation to the street. What is your favourite mid-rise building? Why?

- Kensington Market – it is low rise across the board. I’d like to see the area become pedestrian-only all the time.
- Dundas St. W. at Sorauren Ave. – Along the tracks, there are good examples of mid-rise buildings with character.
- Mixed used buildings in Bloorcourt Village.
- Heritage buildings at 600 King St. W.
- Art Gallery of Ontario

#### Other comments:

- Current setbacks are insufficient; the required angular plane is better.
- Do not enclose balconies.
- Fine grain uses at-grade work when they are affordable spaces.
- Protect heritage buildings in the core by encouraging development in other areas or designating older buildings as historically significant.
- Mid-rise buildings may need alternative funding methods for community services.
- Keep “relief” on building fronts.
- Encourage publicly accessible rooftop spaces.
- Encourage the development of creative architecture (avoid uniformity), while protecting the public realm.
- Ensure density bonuses are tied to amenities in the local area.
- Encourage more architectural articulation in the guidelines.
- Buildings need to be designed to be more durable.
- Require more family sized units.

#### Enhancing Parks and Open Spaces

##### 1. A public square can be large scale (Dundas Square) or small scale (Downsview Memorial Heritage Parkette). What is your favourite public square in Toronto? Why?

- Shops at Don Mills – I like the square in the centre of the shops, but it feels like a ghost town in the winter.
- Mel Lastman Square – The different levels and transitions offer visual interest; it has a good layout.
- Riverdale Park.



- High Park.
- Dufferin Grove Park.

**Other comments:**

- Every part of the city should be a destination to encourage people to visit different neighbourhoods.
- Green spaces that are beautiful during the day can feel unsafe and dangerous at night. The challenge is to keep public spaces vibrant after dark.
- Park planning should include existing users in the planning process.
- There is a need for shower facilities at the Beaches.
- Look for opportunities to integrate public squares at the corners of major arteries.
- Encourage more active programming in public squares (e.g., temporary art installations).
- There is a need for more bike parking near public squares.
- There is a need for more pedestrian bridges (e.g., Puente de Luz at Front Street West near Bathurst Street). I've seen a lot of people using the yellow bridge. It's a great example of urban design. It's wide enough and accessible to pedestrian and cyclists.

**2. Why are sunny parks important to you and the way you use them? Would shadowing on a park affect your enjoyment of them?**

- Parks provide physical and psychological benefits. Yes, of course.
- Perhaps if shadowing is greater during the evening/night.

**3. POPS are privately owned publicly-accessible spaces that are a type of open space, which the public are invited to use but remain privately owned and maintained. POPS complement existing and planned open spaces. Would you support more POPS close to where you live and work? How would you use them?**

- Yes, but it's important that the design of the building(s) convey the message that the public is welcome in these spaces.
- No – private ownership creates hierarchical control, restriction of use and upsets most of my community. Public ownership builds a much more inclusive relationship regarding public uses of public space.

**Other comments:**

- What are the insurance implications of POPS?
- Look for opportunities to extend the public realm in front of buildings like the Church St. cafes and parkettes.

### **Public Open House #3 – Meeting Summary**

Scarborough Civic Centre  
150 Borough Drive  
Wednesday, October 5, 2014  
6:30 p.m. to 9:00 p.m.

#### **Welcome and Agenda Review**

Ms. Liz Nield, CEO – Lura Consulting, introduced herself as the independent meeting facilitator and welcomed participants. She also introduced the facilitation team from Lura Consulting, the Urban Design Specialist from Perkins+Will (San Francisco Office) and City of Toronto Planning Division staff. Ms. Nield informed participants that the purpose of the meeting was to obtain feedback on the proposed urban design policy directions to help inform the review of urban design policies within the City's Official Plan. A draft of the revised policies will be the subject of a second phase of consultations in 2015. Ms. Nield provided a brief overview of the meeting agenda and format, noting that facilitated plenary discussions would take place a key points during the presentation.

A total of 11 individuals participated in Public Open House #3.

#### **Presentations**

Diana Birchall, Urban Design Program Manager – City of Toronto presented an overview of Scarborough highlighting information and statistics about demographics, employment, natural heritage, and infrastructure in the district.

A presentation by Noah Friedman, Senior Urban Designer, Perkins+Will included an overview of the following information:

- Official Plan Review Objectives – Urban Design.
- Policy Directions for Consultation:
  - Seeing the Bigger Picture;
  - Prioritizing the Public Realm;
  - Guiding Built Form, and;
  - Enhancing Parks and Open Spaces.
  -

A copy of the presentation is available online through the City's Official Plan and Municipal Comprehensive Reviews webpage:

<http://www1.toronto.ca/City%20of%20Toronto/City%20Planning/SIPA/Files/pdf/U/Urban%20Design%20Matters%20Presentation.pdf>

## Facilitated Discussion Key Themes

The key issues and comments raised during the facilitated roundtable discussions include:

### Presentation

- Participants raised the importance of engaging residents in the development of new buildings adjacent to, or near established residential areas.
- Participants highlighted the need for urban design to reflect and maintain the character and context of an area.
- Participants also cautioned against “one-size-fits-all” policy approach that would result in a homogenous built form across the city and limit the organic evolution of an area (e.g., street walls and complete streets).
- Participants emphasized that Scarborough is valued as a desirable place to live; not everyone wants to live downtown.
- The impact of new developments on the relative affordability of existing housing options was discussed by participants.

### Seeing the Bigger Picture

- Participants identified the importance of a transition from taller built form to lower built form and the integration of different uses in the design of public spaces.
- While participants generally agree that the City is doing well to achieve high-quality urban design, they offered a long list of suggestions to increase the beauty, vibrancy, safety and inclusiveness of Toronto’s public spaces (e.g., bury hydro lines, consider the design implications of all season weather conditions, and encourage design that is contextually appropriate).

### Prioritizing the Public Realm

- Participants agreed that streets are important public spaces that offer opportunities for social interaction. A few participants noted that there are no streets in Scarborough with a vibrant, urban character that encourage pedestrian activity. Participants would like more pedestrian-friendly streets in Scarborough and believe there is potential for some streets to become model complete streets.

### Enhancing Parks and Open Space

- Parks and trails were identified as participants’ favourite public spaces in Scarborough.
- It was noted that there are few urban plazas or gathering spaces in Scarborough. Some residents felt this was acceptable as not all neighbourhoods in the City have to be the same, while other participants indicated a need for more amenities (e.g., restaurants, cafes, etc.) with an urban character to serve as gathering spaces, particularly for young adults.
- Maximizing sunlight in parks, open spaces and all built forms was seen as important.
- Designing inclusive public spaces (e.g., ensuring opportunities for diverse programming, affordability, etc.) was discussed by participants.

Questions of Clarification posed following the presentation are available in **Appendix A**, while responses to the Discussion Questions can be viewed in **Appendix B**.



Next Steps

Ms. Niell informed participants of additional online and face-to-face opportunities to provide feedback to the urban design policy consultations (e.g., Mindmixer, online survey and upcoming public open houses). She concluded the meeting by thanking participants for attending and contributing their ideas.



Figure 3 – Photos taken at Open House #3 (Scarborough Civic Centre)

## Appendix A Questions of Clarification

A summary of the discussion is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**. The following is not intended as a verbatim summary.

**C. The presentation presupposes that intensification is a virtue and it is clear that intensification is being proposed along transit lines and near established neighbourhoods. I don't see anything here regarding public participation. It glosses over the reality that residents of established neighbourhoods that abut these proposed developments are going to push back in a lot of cases. I think that needs to be addressed.**

**A.** This is not something that is specific to Toronto. It is happening all across North America. Our cities are coming to the limits of their growth, but people are still coming and Toronto is a perfect example of that. As such, there needs to be a strategy of how and where these people will live. We are open to hearing different strategies. At the moment, many communities have decided that they want to intensify development around transit and in existing urban areas to prevent the continual sprawl of our urban areas and the loss of critical agricultural land, habitat and waterways.

**C. With respect to street walls, I notice that with the mid-rise approach everything looks the same. It is a monoculture. I'm not sure it's wise to say that you need street-walls all the time. Some of the indentations within the street walls are wonderful gathering places and those concepts are replicated downtown. But there are different drivers to design. For example, when you look at some of the more heavily travelled streets, such as Queen St. W. where Trinity Bellwoods is, you have some dense stores that are 20-30 feet wide. Urban design is not about the replication of fine grain uses or narrow windows. These areas represent entrepreneurialism and economics and that is what drives the design. In some instances strip malls and stores with setbacks for parking lots should be maintained. Those spaces can be used for markets and as open space. There are many different concepts that can be integrated. Design should be more contextually appropriate rather than a cookie cutter, standard approach.**

**A.** We have heard similar feedback in our consultations about environmental policies within the Official Plan. From the perspective of the environment, people have suggested that we need breaks in the street wall to allow for air circulation and better air quality.

**Q. From your perspective (addressed to Noah Friedman), what has Toronto done well? What does it need to improve on?**

**A.** Toronto has done a really good job with regional planning and coordinating transportation with intensification. Cities across North America are looking to Toronto to figure out how to do that. Also, there is a good regional transportation network that offers different choices and intensification is focused in core areas so you aren't disrupting the existing low-density neighbourhoods. What is Toronto not doing well? I've heard there is a lot of frustration with the development downtown. The City is doing a good job of responding to the feedback, and over the next 10-15 years you will see the areas that are east of the downtown being developed and improved based on lessons learned from past experiences. Toronto also needs to focus more on the areas outside of downtown, but it sounds like the City is doing that.



**Q. Why should we care about the environment?**

**A.** Forget about environmental issues for a moment. It's about health. People who have the option to walk to work, or walk their children to school are healthier.

**C.** This appears to be a big exercise on regulations. Our streets currently accommodate whatever modes of transportation are available. The concept of complete streets is a North American ideal. We could be losing sight of what other cities are doing. As you see more intensification and more people, other cities are separating different transportation modes, rather than locating them all on the same street. By adding all these rules, we are limiting the opportunity for organic movement that is contextual to the area. I'm not sure that introducing a policy for complete streets is a good thing. You don't want to have to amend the policy later to accommodate a single use.

**A.** The reality is that most streets won't have all those modes of transportation. In situations where we have a grid, like Toronto, parallel streets could perform different functions. So there could be a street that is really about moving cars and another street focused on transit.

**C.** The whole presentation has an underlying feeling that we in Scarborough would be so much happier if Scarborough looked and felt more like downtown. I don't think that is true. People like to live here. People do not feel that Scarborough is a secondary choice as a place to live. The template presented is to take the downtown model of urban development and transplant it to Scarborough. I think that is misguided.

**A.** That is a great comment and it is reflective of how many people feel about Scarborough. If we could be clear about what it is that you value, that would be very helpful. The type of development that we have downtown is being recommended in very few places. It is really about putting density where it is appropriate, for example, at transit hubs. It would be very helpful to talk about what the really good things are and what is being done well.

**A.** The concepts that we are talking about are for new developments, new spaces and new construction. Approximately seventy-five percent of Toronto, including large areas of Scarborough, is designated as Neighbourhoods, which will not see intensification. We want to make sure we get the twenty-five percent that may have intensification is appropriate. . We want to hear about the areas that are working well, because we don't want to fix what isn't broken.

**Q. I haven't seen a lot on public art. Why is that?**

**A.** The Official Plan policies for public art are working well and are not currently under review. The policy outlines that 1 percent of new construction costs for development should go to funding public art. We have guidelines for public art that are available online.

**Q. Is the art privately funded?**

**A.** The process by which the artist is selected and art is commissioned is a public process, but funding comes from the developers.

**Q. What is the input of developers when they see these guidelines?**

**A.** Typically good design does not add a lot of cost to projects. It is not an expensive aspect. It's really just about thinking about the development in a sensible way. Bad design might even cost more than good design because we continually have to fix it.

**C. Scarborough has a great deal of affordable housing options. When you direct investments towards a certain area you increase the tax base, which will result in displacement. There is tension with identifying areas for development because you are bringing in higher-income residents because new builds are very expensive. There is a concern with respect to directing development to where there is a lot of affordability and diverse housing choices.**

**A.** With regards to the issue of affordable housing and pricing people out of a market, it's happening all across North America. The value of housing will always continue to go up, as long as it's a market commodity.

**C.** The density that you are introducing here is very expensive. You haven't introduced housing at an affordable rate. You are producing very expensive housing, driving the single family houses up in price. Commodity is a different concept than community.

**A.** If you don't have development the housing prices are going to go up, and if you do have development, the housing prices are going to go up. It's not an urban design issue. It's the fact that we don't supply enough housing at the right cost to people that live and work in our communities. It's a social policy issue.

**C. The Civic Centre is a beautiful building, but it is now enclosed by private condominiums and isolated. When I compare really good North American open spaces, I look at downtown Chicago. Their artwork and open space by the lake is great. Something like that could have happened here.**

**A.** Your critique of this place is valid. If you overlay performance standards for intersections and public spaces over this space it probably is not performing as well as it could. It feels impenetrable so once you come into this space it isn't activated.

## Appendix B Discussion Questions

### Seeing the Bigger Picture

#### 1. What is your favourite building or place in Toronto? What is unique and memorable about it?

Responses from participants included:

- Don Mills and the Shops at Don Mills – There is mix of uses and good transition from medium density to low density. It would be nice to see this replicated in other areas.
- Don Mills – There are not many high-rise buildings.
- The area around the Scarborough Civic Centre is great, there are lots of amenities.
- Yonge St. in North York – It is a mixed-use area with good access to everything. The transition from higher density along Yonge St. to lower density residential areas is working.
- Malvern is a very interesting community. It is very multicultural but also very integrated.
- I am really excited about Scarborough and think there is a lot of potential to build on the area's diverse, multicultural character.

#### 2. Urban design is the process by which we create beautiful, vibrant, safe, and inclusive places where people want to live, work, play, and learn. How well are we doing at achieving quality urban design in Toronto today?

Participants provided the following feedback in response to this question:

- We have done a great job of adding colour and murals to East Scarborough and Toronto. This is a beautiful aspect of the City.
- I love the sunny public spaces and use of public spaces across all four seasons to bring different generations together.

#### 3. How can we better create beautiful, vibrant, safe, and inclusive places?

Participants offered the following suggestions to create beautiful, vibrant, safe and inclusive places throughout the City:

- Limit the amount of cables hanging over sidewalks and streets.
- Address the implications of living in a winter city through design (e.g., building better bus shelters).
- Focus on the multicultural aspect of Scarborough and offer activities to bring people together (e.g. fitness, food and nutrition).
- Create spaces in our City where people can come together.
- Offer programming to ensure the integration of different communities.
- Ensure development is happening in line with transit and the subway.
- Strategically select where density should go (areas with transportation do not necessarily have to be dense).
- Make transit routing decisions by looking at where people are coming from and where they are going (people can still be well connected to transit even if they don't live near rapid transit).
- Move away from cookie cutter urban design standards. Instead, design spaces that are more contextually appropriate. Do not implant downtown values into Scarborough.

- Consider the many different drivers of design (economics, organic movement, income level, etc.)

### Prioritizing the Public Realm

- 1. The public realm is comprised of the City’s shared assets and includes streets, parks, open spaces, and public buildings. Think about your favourite public street in Toronto or elsewhere and describe how it looks like and why you keep going back.**

Comments related to public streets as cited by participants include:

- Streets are important because they can bring people together, but there are no areas in Scarborough where people can sit at patios or gathering on the streets.
- I like the idea of pedestrian-friendly streets in Scarborough.
- Scarborough has the opportunity to build complete streets because it’s not fully developed. Streets like Lawrence Ave. E. and Eglinton Ave. E. are wide enough to accommodate the concept of complete streets and could be a model for all of Toronto.
- I cherish certain side streets and see them as being as important as main streets. Side streets are important to any city and give cities their unique identity. They become a living room within a street.
- The roles that side streets play are as important as main streets; they are usually more charming and full of character.

### Enhancing Parks and Open Spaces

- 1. A public square can be large scale (Dundas Square) or small scale (Downsview Memorial Heritage Parkette). What is your favourite public square in Toronto? Why?**

Favourite public squares and or open spaces as told by participants include:

- The best public spaces in Scarborough are our parks and trails (e.g., Highland Creek, Scarborough Bluffs). They are really very good. We don’t really have urban spaces like plazas or winter gardens in Scarborough, but all neighbourhoods in the City don’t have to be the same.
- Shops at Don Mills public plaza – Public plazas are important aspects of the street both in the winter and the summer. They offer different uses at various times of the year, such as ice rinks in the colder months and splash pads in the warmer months.

- 2. Why are sunny parks important to you and the way you use them? Would shadowing on a park affect your enjoyment of them?**

Feedback about the importance of sun in parks included:

- Sunshine is very important, especially in the winter.
- Maximizing sunlight in open spaces is important, but so is maximizing the amount of sunlight hitting low, mid, and high-rise buildings.
- There are no options for public interaction in sunny places in Scarborough.

Suggestions for public spaces and parks:

- Offer programming in parks and open spaces. Programming provides learning opportunities for people of all ages (e.g., learning about bird species or flowers, food, yoga).
- Integrate community gardening in more public spaces because it is an activity that crosses all ages, race, language and gender. It is a good way to integrate people from different backgrounds.
- It is important to think about income levels and providing accessible public spaces that everyone can enjoy. When thinking about the design of spaces and the types of programs offered we need to consider income levels and ensure these spaces are targeting everyone. In the case of the Shops at Don Mills, the stores and restaurants are very expensive.

Other

Participant feedback also included the following comments:

- Many seniors don't want to leave their single-family homes because they don't know where to go. We seem to be doing a good job of accommodating families, but we also need to address the needs of the older and younger generations. For example, mid-rise buildings might present a good opportunity for senior housing.
- In terms of the demographics of population, Generation Y may not be speaking up for themselves. They are not moving to the suburbs until a later age when they already have a family.



### **Public Open House #4 – Meeting Summary**

Etobicoke Civic Centre  
399 The West Mall  
Thursday, November 6, 2014  
6:30 p.m. to 9:00 p.m.

#### **Welcome and Agenda Review**

Ms. Liz Nield, CEO – Lura Consulting, introduced herself as the independent meeting facilitator and welcomed participants. She also introduced the facilitation team from Lura Consulting, the Urban Design Specialist from Perkins+Will (San Francisco Office) and City of Toronto Planning Division staff. Ms. Nield informed participants that the purpose of the meeting was to obtain feedback on the proposed policy directions to help inform the review of urban design policies within the City's Official Plan. A draft of the revised policies will be the subject of a second phase of consultations in 2015. Ms. Nield provided a brief overview of the meeting agenda and format, noting that facilitated plenary discussions would take place a key points during the presentation.

A total of 45 individuals participated in Public Open House #4. Four (4) completed discussion guides were submitted by participants.

#### **Presentations**

Emilia Floro, Urban Design Program Manager – City of Toronto, presented an overview of Etobicoke highlighting information and statistics about demographics, employment, natural heritage, infrastructure and recent projects in the district.

A presentation by Noah Friedman, Senior Urban Designer, Perkins+Will included an overview of the following information:

- Official Plan Review Objectives – Urban Design.
- Policy Directions for Consultation:
  - Seeing the Bigger Picture;
  - Prioritizing the Public Realm;
  - Guiding Built Form, and;
  - Enhancing Parks and Open Spaces.

A copy of the presentation is available online through the City's Official Plan and Municipal Comprehensive Reviews webpage:

<http://www1.toronto.ca/City%20of%20Toronto/City%20Planning/SIPA/Files/pdf/U/Urban%20Design%20Matters%20Presentation.pdf>

## Facilitated Discussion Key Themes

The key issues and comments raised during the facilitated roundtable discussions include:

### Presentation

- Participants expressed concerns about the inconsistent application of Official Plan policies by the Ontario Municipal Board and Committee of Adjustment and their influence on local planning decisions.
- Participants highlighted the need for urban design to reflect and maintain the character and context of an area. Urban design policies should define what local character is and how to identify it.
- Participants raised the need for transportation and transit infrastructure to keep pace with intensification and growth.
- Participants expressed a desire for strategies to increase cycling and make it safer (e.g., appropriate infrastructure, education and awareness, etc.).
- The need for height restrictions on streets not intended for intensification (e.g., Royal York Rd.) was discussed.
- Affordability and access to daily needs for low-income populations was discussed.
- Participants raised the need for urban design guidelines for low-rise developments (e.g., residential and industrial/commercial).
- The need to improve growing conditions for street trees was discussed.
- Narrow sidewalks adjacent to streets with cars travelling at high speeds were raised as a community safety issue.
- The concept of complete streets was discussed and from a business owner perspective (i.e., other City standards and by-laws should reinforce and implement the Official Plan vision not work against them).
- Participants raised the need for enforceable urban design standards rather than guidelines.
- The environmental sustainability of tall buildings was discussed.
- Safety concerns about various building materials (i.e., glass and wood) were discussed.
- Wind tunnels and their negative impact on pedestrian comfort were discussed.

### Seeing the Bigger Picture

- Participants identified a range of favourite buildings, parks and neighbourhoods, highlighting the diversity of features and characteristics valued in Toronto's urban fabric. Built heritage, walkability, visual interest and scale were common elements in the feedback provided.
- While Toronto achieves quality urban design in new developments and areas, participants generally feel this is not the case in older neighbourhoods and areas of the city, particularly in terms of pedestrian access and the transition between new and existing developments.
- Participants offered a long list of suggestions to improve the quality of urban design in Toronto (e.g., enforceable urban design policies and standards, community asset maps, community involvement in neighbourhood planning, etc.).

### Prioritizing the Public Realm

- The streets identified by participants were cited as appealing because of the features and

functions that contribute to an inviting, comfortable and interesting pedestrian experience, regardless of the width of the street.

#### **Guiding Built Form**

- Participants identified a range of local and international iconic tall buildings (e.g., CN Tower, Chrysler Building in New York and Sagrada Familia in Barcelona).
- One participant commented that tall buildings should be grouped near transit nodes, tapering off in height as the distance away from the transit station increases.
- Participants generally expressed more support for mid-rise developments compared to high-rise buildings, in terms of contextually appropriate scale.

#### **Enhancing Parks and Open Space**

- Participants identified several parks, but few public squares among their favourite public spaces.
- Participants agree that maximizing sunlight is important, but one participant noted that shade from trees can have a positive impact in public spaces.
- Participants generally agree that POPS should complement public spaces, not replace them, and be easily identified as public spaces. A few participants stated they would not use POPS indicating skepticism about their private ownership.

Questions of Clarification posed following the presentation are available in **Appendix A**, while responses to the Discussion Questions can be viewed in **Appendix B**.

#### **Next Steps**

Ms. Nield informed participants of additional online and face-to-face opportunities to provide feedback to the urban design policy consultations (e.g., Mindmixer, online survey and upcoming pop-up events). She concluded the meeting by thanking participants for attending and contributing their ideas.

## Appendix A Questions of Clarification

A summary of the discussion is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**. The following is not intended as a verbatim summary.

**C. The main problem is that Toronto is governed by the Ontario Municipal Board (OMB); the Board should be kicked out of Toronto. The Committee of Adjustment (COA) is problematic as well. The ideas you presented look good on paper, but won't work in reality.**

**A.** The purpose of this review is to clarify and strengthen our Official Plan policies so when we are at the OMB our planning recommendations are defensible and the intent of our policies is clearly understood.

**C. There is no clear definition for a minor variance. Apparently 95 percent of projects reviewed by the COA are approved and exceed the prescribed zoning.**

**C. The Avenue policy gets shell shocked – five storeys is fine, especially when you see the step-back, which is about the width of a balcony.**

**A.** We've heard the same comments about the OMB at all our public meetings. We understand it's a city-wide concern.

**C. The public realm needs a reason to be used. There is no point in landscaping the area between high-rise buildings and assuming people will walk their dogs or play there; there are no dogs or kids in apartment buildings, but it looks good in a picture. These areas become wastelands of grass or weeds, but they satisfy planning ideas about the public realm. The public realm should serve a functional need, provide amenities (e.g., coffee shops, restaurants) and be comfortable during all weather conditions. The purpose of the public realm is different in Etobicoke as compared to a downtown situation.**

**C. On the variance issue, I have faced it personally with a neighbouring house. Everybody wants more than what is permitted. Another local example is the Old Mill restaurant; it got away with extra floors that shouldn't have been built in the first place because it is located within a conservation area. The same thing happened at Humbertown; more floors were added despite the impact on local traffic. I hope there are plans for a GO station at Parklawn Rd. and the Queen Elizabeth Way (QEW) highway to keep up with the increase in density and population growth in the area. A parkette is not a good enough trade-off for more height (s. 37). Affordability is another issue.**

**C. The Humber Bay Shores precinct plan called for 4500 units? How many units were actually approved in the end?**

**A.** We do not have that information at the moment.

**C. Compared to other cities like Vancouver, Toronto is not able to levy money through projects to develop the parks or public spaces that the City wants.**

**C. There should be height restrictions on Royal York Rd. to keep new developments in line with what is there now.**

**C. Etobicoke Centre, which I understand is being re-developed, has a low-income, marginalized population of residents. The area is a food desert; it's atrocious to see people trying to walk across the Six Points intersection to meet their daily needs. It's a dangerous intersection.**

**C. There is a need for urban design policies or guidelines for low-rise areas.**

**C. Building on the earlier comments about variances and density on Avenues, can existing transit really support increased density? Lake Shore Blvd. has public transit, but does not have the same capacity as other lines.**

**C. How many months a year is it sub-zero at 7:00 am? How many people would like to cycle to work and park at the subway station? Bike racks on buses are underused. There is a credibility gap between things that are "nice to have" vs. the reality of living in Canada. This is nice stuff. This is Los Angeles stuff, not Toronto, in the suburbs stuff. Look at examples from elsewhere, Japan for example, has covered bike storage lockers.**

**C. Toronto needs a train station at Parklawn Rd. and the QEW or Royal York Rd. and Dundas St. with normal bike racks – just like in Holland.**

**A. We understand the need for more appropriate bike infrastructure and facilities.**

**Q. I'm curious to learn what you know about planting healthy street trees. Our street trees do not have a long lifespan. Condos are being built right to the street edge, there's no pedestrian realm, there's no trees; we're just producing deserts.**

**A. To make sure trees survive, they have to be the right species; they also need appropriate growing conditions (e.g., soil depth, sunlight, wind protection, etc.).**

**Q. The City's guidelines are based on minimum standards, which are really quite minimal. If those are the standards we continue to use, we are never going to have healthy trees along our streets.**

**A. We recognize that a lot of trees are not thriving. We are undertaking two studies to address this issue: 1) guidelines for complete streets, and 2) tree planting for hard surfaces guidelines and standards, which looks at measures for minimum widths and soil volumes.**

**C. My point is that it's always the minimum. We need tree-lined boulevards.**

**A. We are building on that. We are working to understand what is working well and what is not working well and considering a range of different solutions for different conditions (e.g., Green Streets guidelines).**

**C. My concern is that here in Etobicoke, cars still have priority over pedestrians. We are a thoroughfare for other areas beyond our city limits. As a result, our streets are used as highways. At the same time we're building housing for seniors; I'm thinking particularly of Dundas St. W. The sidewalks are not wide enough. We're creating a treacherous situation.**

**C. There is an example of an enclosed bike shelter at City Hall.**

**C. We need to re-educate people in Toronto about the benefits of cycling. It is dangerous to be on a**



bike in Toronto. Cars are secondary citizens compared to cyclists; it's the culture we've been brought up with. It's all well and good to say we should increase bike lanes, but we also need to re-educate citizens.

C. The notion of complete streets does not carry through in all areas of the City. It does not matter what policies are in the Official Plan. If other City By-laws do not allow businesses to have frontage marketing zones, or if one person can stop all competing businesses on a block from having a frontage marketing zone (e.g., a patio license) then this exercise is futile. The issue is that a small group of people have the ability to dictate what the larger group can do. This issue needs to be dealt with. The other issue is political interference. The entire stretch of Queen St. W., for example, from Yonge St. to Roncesvalles Ave. is experiencing revitalization except in the area where the local Councillor put a cap on the number of restaurants. This deprives a community of hundreds of millions of dollars of asset growth and shouldn't be allowed.

C. Residents resent planners parachuting in and telling us what is good for us. We have fought at the OMB and won. We love Chicago – it had a fortuitous fire that opened up the whole waterfront. My recommendation is that there should be consultants from different neighbourhoods in Toronto on planning boards.

C. We have been discussing a palette of tools and ideas this evening, but we also need to understand the front end to all of this. Torontonians are concerned about the OMB and COA because neither considers the qualitative story of an area in its decision. The sense of character of my neighbourhood is not addressed; planning is too focused on quantitative information and metrics. Urban design is great, but it needs to respect the existing conditions (e.g., character, heritage, etc.) of an area.

C. A lot of developers are from outside the neighbourhood. They don't understand the character of the area; they don't care.

C. You asked what's working well – the Humber College development on Lake Shore Blvd. is very beautiful. The community was very much involved; the development does meet the community's needs.

C. I am concerned that there are no urban design guidelines for low-rise developments. Fifty foot lots are being subdivided and replaced with two three-storey homes with integrated garages. There is no step back. The problem is that the COA takes no notice of Official Plan policies and urban design guidelines. The OMB does take notice of the Official Plan, but cherry picks the policies that are applied. The Official Plan does not speak to the character of a neighbourhood, and yet at least 50 percent of an OMB hearing is spent discussing neighbourhood character. If there is a similar development within in a given area, a developer can argue that a proposed development conforms to the existing character. This needs to be addressed through Official Plan policies. Urban design is a part of the problem we are experiencing.

A. Character is important – we need to define what local character is and how to determine it.

**Q. Do the Tall Building Guidelines speak to the use of rooftops?**

A. Yes.

**C. I have four comments – 1. None of the photographs in the presentation are of Toronto. 2. Guidelines if not enforced are a 'hope' and hoping is not a strategy. Guidelines need to be a policy. 3. Glass is the building material of choice, but will incur long-term problems (e.g., need for tax-payer money to re-clad glass buildings). 4. CN Tower built over 40 years ago; there hasn't been anything built in the past ten years to be proud of.**

**C. I just returned from New York City. There are lots of beautiful tall buildings. Eight million people use the sidewalks. A beautiful building was recently completed near ground zero; it's gorgeous.**

**C. Tall buildings are not environmentally-friendly. The windows can't be opened, everything has to be pumped (e.g., water, air). It's not a sustainable way to develop a city. There are also concerns at ground level in terms of pollution or wind tunnels. Public realm planning around tall buildings should measure air quality. Mid-rise is a good way to develop. Density does not need to be concentrated in Toronto.**

**C. The Marina Del Ray development creates a wind tunnel that affects the local public realm. People can't enjoy nearby public parks because of the wind.**

**Q. What is the maximum height for a mid-rise development?**

A. It depends on the width of the street; it is defined as a one-to-one proportion of street width to building height.

**Q. As of January 1, 2015, the Ontario Building Code will allow six-storey wood structures. I'm concerned about the risk of fires as new wood structure buildings are developed. The wood industry is really pushing wood. My question is what happens if there is a construction fire which spreads to the adjacent neighbourhood?**

A. There is a new development in San Francisco called Mission Bay. Most of the buildings in San Francisco are five-storeys. During construction there was no sprinkler system in place yet and there was a fire. The fire was extinguished within a few hours, none of the adjacent buildings caught on fire. Construction of the building did resume and it was recently completed. I can't speak for Toronto, but in California, wood-frame is fabulous because it is appropriate for the size of the buildings being constructed.

A. City Planning worked with Toronto Fire and other City agencies on various changes to the Ontario Building Code. Toronto Fire raised many concerns to ensure buildings constructed from wood are safe. There are heavy regulations in place to ensure fire protection. There are also different regulations in place to ensure safety during construction and after construction.

**C. We are going to be stuck with tall, bland buildings until we understand that there are other ways of developing buildings with bold design (e.g., Gehry-Mirvish proposal).**

**C. This city is so culturally rich, but I am concerned about lack of sense in Toronto of place compared to my former city in Iran.**

**C. We can thank Councillor Matlow for bringing attention to privately owned publicly-accessible spaces (POPS). POPS need better signage; people need to know that they are welcome in these spaces.**

**A.** We are implementing new a signage program for POPS.

**Q.** Who is going to pay for the signs?

**A.** The signs will be paid for by developers as new POPS get built based on an approved template.

**Q. Are there urban design guidelines for industrial or commercial areas?**

**A.** We have a section about Built Form in the Official Plan policies. A subsection of Built Form is about tall buildings; we would like to add subsections about mid-rise, low-rise and mixed-use areas, not just residential areas.

**C. Etobicoke Centre is well served by transit (e.g., subway). However, when we talk about other centres like Sherway Gardens and start increasing density there, how will we get traffic off the roads? There was a plan in place 15 years ago which included new subway stops in Etobicoke. Enhancing public transit infrastructure should be prioritized before intensification.**

**A.** That is a great point, thank you for bringing it up. We are undertaking the Sherway Area Study is because the transportation network is at capacity. We need to study it and understand the constraints and possible solutions before development continues. We are working on it.

**C. As a suggestion, the City should educate its legal staff about wind issues in the public realm.**

**C. The Planning department expertise has to be escalated; you need to have the skills and confidence to take on developers. The development appeal process needs to be changed to reflect community needs. Guidelines need to become standards or policies.**

**C. There is a need for guidelines for interim uses while development takes place.**

## Appendix B Discussion Questions

### Seeing the Bigger Picture

#### 1. What is your favourite building or place in Toronto? What is unique and memorable about it?

- Sunnyside Pool and Pavilion – It’s open, active, sunny, fun and has heritage value.
- Art Gallery of Ontario – The mixture of old and new, wide sidewalks, public art and the presence of creative, young people.
- Humber River – It provides fantastic park space. Nearer to the lake at Mimico or the Humber River, there are also great opportunities for walking. Everyone in Etobicoke has great access to parks. High Park and the Toronto Island are other great parks.
- Old City Hall – It has a good scale, material, detail, contrast, shapes the street and lacks symmetry. Symmetry is one of the negatives of general urban design – a whole scene can be taken in at once. Formality is indicating power over the multitude and is rarely appropriate in egalitarian Toronto.
- Gooderham Building (Flat Iron Building) – It is certainly one of a kind. It is aesthetically pleasing, it has survived the test of time and it is a place I would love to work in.
- The Beach (Woodbine to Victoria Park) – People-scale neighbourhoods, no high-rises. Businesses have loyal customers; can take a paddle board down to the lake; it’s a desirable place to live.
- Marilyn Monroe Tower.
- L-Tower.

#### 2. Urban design is the process by which we create beautiful, vibrant, safe, and inclusive places where people want to live, work, play, and learn. How well are we doing at achieving quality urban design in Toronto today?

- It depends on the neighbourhood. Newly developed areas seem to have better amenity space, whereas old neighbourhoods have less (or have to share with more people due to densification).
- Toronto is doing poorly overall although apparently better than most in North America. Building quality has improved from the corn flake boxes with unfinished tops to more interesting designs and the ones planned now seem even better. There is still a long way to go before the standard of the Marilyn Munroe buildings in Mississauga is reached. Toronto is a world class laggard when it comes to street pedestrianisation. I would say Canada is last of the first world countries. Yonge St. is crying out for pedestrianisation. It was the best pedestrianised street I had seen in 1974 when I visited. It would be an icon for Toronto and a show piece for its vibrancy.
- The City doesn’t do a bad job in areas such as reclaimed land or unused waterfront, but this is not a real challenge. The real test is to see what has been built in high density areas where the challenge to fit in with the rest of the area is far more difficult. Here there has been very little success as far as I can tell.
- The waterfront is ruined by the Gardiner Expressway. Banish the OMB from the Greater Toronto Area (GTA). The minor variances approved by the Committee of Adjustment are a joke.

#### 3. How can we better create beautiful, vibrant, safe, and inclusive places?

- Through policy.
- Leverage funding through developers.
- Community/neighbourhood inventories (i.e., asset mapping).



- Ensuring multi-generational uses.
- More planning staff, stronger policies, tighter development control. Allow citizens to shape their community; after all the urban design is for them. Neighbourhood planning with stakeholder advisory committees; this has been lost in Toronto but continues in Hamilton where community participation has been much stronger. Community Boards like New York; at the moment everything is funneled through a single ward politician.
- Increase the expertise of the City's planning staff; where practical, guidelines should become enforceable standards and policies; the development appeal process needs to be redesigned to better reflect community needs (especially at the OMB).
- Disperse affordable housing across the City.

### Prioritizing the Public Realm

**1. The public realm is comprised of the City's shared assets and includes streets, parks, open spaces, and public buildings. Think about your favourite public street in Toronto or elsewhere and describe how it looks like and why you keep going back.**

- 3<sup>rd</sup> Street, Santa Monica (High Street) – The promenade, street performers/musicians, retail and restaurant options, other tourists and residents, proximity to beach and pier and it is a pedestrian only environment.
- Lake Shore Promenade – many streets are dominated by traffic, lack good architecture, are cluttered with wires and newspaper boxes. There is no reason why the principles of the most attractive towns in Europe cannot be used in Toronto especially in areas such as the large vacant areas near the waterfront. I like the Shambles in York which is narrow, 2 to 3 storeys and full of curiosity. Quaint, charming and eccentric have made few inroads in North America. The best streets are too narrow to include trees which are often used to cover up awful architecture. Mediaeval layouts nearly always look better. The Grand Bazaar, Istanbul has the most vibrancy I have experienced and is very narrow with lots of individual stores with goods flowing out on the walking space. Look at Lavenham, Bruges, Sarlat, Rothenberg, Bodrum and Cesky Krumlov, my favourite, perfectly illustrating Cullen's serial vision theories. Prague would be the city to emulate. It is not just the street but the experience of walking through it to the next open space that is the enjoyment.
- University Avenue – Because it's wide, it has a number of good looking buildings that reflect the history of the city, it has trees, and most of the buildings are set back from the road so that the pedestrian doesn't feel overwhelmed.
- Wychwood Park and the Kingdom of Rathnally are choice – Eden Smith residences, Gustaff Haas ceilings and design, mature trees, landscaping; no curbs, asphalt or street parking.

### Guiding Built Form

**1. Tall Buildings play a role in shaping both the skyline and pedestrian realm. What is your favourite tall building? Why?**

- Chrysler Building in New York – Textured, elegant, recognizable and emblematic and it's not just a rectangle.  
Tall buildings have a place and that is at transit nodes. Individual and groups of buildings which



are tallest near transit, grading down to lower buildings reflect the city sculpturally and make it readable. Why not build the tallest on transit nodes themselves (e.g., Long Branch, Humber loop). Toronto seems scared of building over transportation corridors including roads. Perhaps our Mayor can use the money for the rights to build for his transit budget. Put up something like the Malmo, Sweden twisted building that was illustrated. I have reservations about forests of thin high rises, one slight difference from Chief Keesmaat's excellent planning instincts and musings. I recognize that it is better than a wall. Designs should be a lot more colourful as in Turkey. Any designs by Gehry and Hadid would liven up to the dullness and corporate efforts of Toronto's streetscape. Naturally my favourite tall building is the Sagrada Familia, Barcelona.

- 
- The CN Tower - It's unique, it has a clean style, is aesthetically pleasing and reflects an era when Toronto was indeed the centre of the universe, or at least Canada.
- I don't have a favourite – there are all filing cabinets in the sky. An 800 sq. ft. condo on the 35<sup>th</sup> floor of a building is no place to raise a family; kids needs a backyard and parks to play in.

**2. Mid-rise buildings have a good scale in relation to the street. What is your favourite mid-rise building? Why?**

- Mid-rise buildings are the best high-density form of housing. They are human scaled, allow light, avoid wind tunneling and increase opportunities for creative form (Amsterdam is a good example).
- I cannot think of a favourite in Toronto, but the St. Lawrence development works very well. There is a real sense of community unlike high-rises which lead to more isolation. Gehry's Ataire and Rogers building, Prague and Guggenheim, Bilbao are excellent as are pretty well all the mid-rises they do. Bilbao has been completely reinvented by one building and from industrial mess is now much more attractive than Toronto. Spanish cities are so different to each other and we can learn from all of them. I could not understand Melbourne rejecting a Hadid railway station but the politicians made the decision.
- St. Andrews on the Green (Burnhamthorpe Cres., Etobicoke) – It's scaled back from the single-family dwellings; maintenance fees keep it looking beautiful.

**Other:**

- Basically the building industry has co-opted the Province and the OMB to make development decisions that make no urban design sense. Christopher Alexander advocates four storeys as being the ideal height for humans and framing the street. They are not overwhelming, you can talk to people on 4th floor balconies from the street and nature dominates if there are street trees. Stepped back storeys can increase density. This aspect seems to be ignored by current urban design thinking which goes on formulas based on road width.

**Enhancing Parks and Open Spaces**

**1. A public square can be large scale (Dundas Square) or small scale (Downsview Memorial Heritage Parkette). What is your favourite public square in Toronto? Why?**

- I don't believe there is a good one in Toronto. Nathan Philips Square is a wasteland, Dundas Square is a lame copycat of Times Square (but there is nowhere to sit and nothing to do), the closest would be the interior of Union Station.
- Trinity Square – It is appealing. It draws you to it and makes you want to spend time there (unlike Nathan Philips Square which is a huge mass of featureless concrete, with facilities that aren't in operation or are poorly designed [e.g., the concession stands]).
- Berczy Park – An oasis in an urban landscape, a few mid-rise buildings, trees, shrubbery, a performance space.
- The Music Garden is an oasis of peace.
- Wychwood Park is idyllic but it is privately owned.
- Humber River.
- High Park.
- Toronto Islands.

**2. Why are sunny parks important to you and the way you use them? Would shadowing on a park affect your enjoyment of them?**

- In a cold climate, sun and heat are key to mental and physical health. People are instantly in a good mood when the sun comes out; it encourages people to go outside. Shadowing would affect my enjoyment of parks, 100 percent. We need sunshine.
- Warmth and daylight – they provide an escape from daily pressures.
- Humber Bay Park East – Exposed to the sun. It has an appealing waterfront trail, beautiful bridge over the Humber River, trails leading north to Bloor St. and east to Sunnyside. Natural shadows make you feel like a part of nature. Limited parking was an intelligent decision. Provides an avenue to explore nature in the city.

**3. POPS are privately owned publicly-accessible spaces that are a type of open space, which the public are invited to use but remain privately owned and maintained. POPS complement existing and planned open spaces. Would you support more POPS close to where you live and work? How would you use them?**

- Yes, I would use them in similar ways as public spaces. However, I do not believe POPS should ever reduce truly public spaces, as public access to POPS could change or be limited over time.
- No developer does anything for nothing unless they want to leave a lasting memory of their work. I am skeptical that this role should be outsourced or relied upon too heavily.
- No – They are privileged spaces for the wealthy in concrete, brick and glass courtyard.

**Other**

Participants also provided the following feedback:

- Alderwood had a zoning bylaw component that bans twin/clone houses so that the contrast between the two houses, typically where lots have been split, would make the street more interesting. The developers' instinct is to make houses symmetrical so you get identical twins. The removal by the City of Toronto of this bylaw needs to be fused into the new bylaw for the whole city.
- The OMB needs to establish a performance scorecard that reflects all of the OMB's core values,

to strive for simplicity, and to provide completeness when reporting data.

- There is a tendency in this city for groups, both public and private, to do a lot of “Posing” and very little “Doing”. The Planning Department is no exception. The Design Review Panel seems to be one such body that sounds great in theory but appears to have contributed little in practice.
- We need policies and parameters to control the whole picture.
- Planning staff should consult long-time residents before redevelopment takes place.



Figure 4 – Photos taken at Open House #4 (Etobicoke Civic Centre)

**Appendix E –  
Urban Design Matters  
Forum Summary**



**City of Toronto Official Plan Review –  
Urban Design Policy Consultations (Phase I)**

**Urban Design Forum – Summary**

Ontario Institute for Studies in Education  
252 Bloor St. W.  
Monday, November 3, 2014  
6:30 p.m. to 9:00 p.m.

**Welcome and Introductions**

Mr. David Dilks, President – Lura Consulting, introduced himself as the independent moderator and welcomed participants to the Urban Design Matters Forum. Mr. Dilks introduced the facilitation team from Lura Consulting, City of Toronto Planning Division staff and the panel of local and international urban designers and architects – Harold Madi, Director Urban Design, City of Toronto; Noah Friedman, Senior Urban Design, Perkins+Will; David Pontarini, Founding Partner, Hariri Pontarini Architects, and; Meg Graham, Principal, superkül. Mr. Dilks informed participants that the purpose of the forum was to engage the panelists in an interactive discussion about why urban design matters and how the City of Toronto’s approach to urban design can be strengthened through the Official Plan Review process. Mr. Dilks provided a brief overview of the agenda for the forum which included a moderated panel discussion and opportunities for audience participation.

Approximately 350 individuals attended the forum; over 400 RSVP’d on the dedicated Eventbrite webpage.

**Panel Discussion Key Themes**

The key issues and comments raised during the moderated panel discussion and members of the audience include:

**Seeing the Bigger Picture**

- Responses from the panelists highlighted the diversity of architectural styles and built form in Toronto.
- Panelists noted that the City of Toronto Design Review Panel and the increased level of collaboration between City staff and project proponents (i.e., architects, developers, etc.) are working well to improve the quality of urban design in Toronto. Recent projects that exemplify this include: Regent Park revitalization, West Don Lands and East Bayfront.
- Areas for improvement include focusing on the public realm, advocating for better urban design, and delivering on great ideas by improving coordination between City divisions during the planning and decision-making process.
- There was some agreement amongst members of the audience that quality urban design is working



well in the downtown core, but not necessarily in the former suburbs of the city. There is a need for uniform urban design policies and standards across the city.

- Infrastructure, social services and community amenities need to keep pace with intensification throughout the city (e.g., public transit, affordable housing and access to daily needs).
- The connection between urban design and sustainability and health and wellbeing was discussed.

#### **Prioritizing the Public Realm**

- The streets identified by the panelists are compelling because of the diversity of uses, building materials, building scales and heights, contextual design and landscaping that contribute to an interesting and inviting pedestrian environment.

#### **Guiding Built Form**

- While the panelists identified several likeable tall and mid-rise buildings, they emphasized the importance of how these buildings contribute to the public realm (i.e., its performance at grade and as part of the city skyline).
- Panelists generally agree that policies require both “teeth” and flexibility to achieve quality urban design.
- One member of the audience cautioned that economic conditions impact the design of new buildings regardless of the presence of policies of guidelines to influence urban design.

#### **Enhancing Parks and Open Space**

- Panelists identified several parks ranging from the “manicured to the wild”, highlighting the diverse ways the interface between Toronto’s built and natural heritage is expressed.

A summary of the moderated discussion can be viewed in **Appendix A**, while questions posed by members of the audience are available in **Appendix B**.

#### **Closing Remarks**

Mr. Dilks thanked the panelists and audience for contributing to an interactive discussion about Urban Design Matters. He also reminded members of the audience about up-coming opportunities to participate in Phase I Urban Design Policy Consultation events (e.g., open houses, pop-up events and online survey) and concluded the forum.

## Appendix A Moderated Panel Discussion

A summary of the moderated panel discussion is provided below. The following is not intended as a verbatim summary.

### Seeing the Bigger Picture

#### **1. What is your favourite building or place in Toronto or elsewhere? What is unique and memorable about it?**

**Harold Madi [HM]** – radioCITY is a great example of urban infill in Toronto. It has two point towers, but offers many public benefits.

**Noah Friedman [NF]** – I’m excited and inspired by the integration of different eras of city building in Toronto. In general, Toronto’s historic fabric, the fine grain uses – every six metres there is something new to look at – are exciting. I had a blast in the Distillery District – I loved the juxtaposition of old and new buildings.

**David Pontarini [DP]** – The ones that come to mind are the classic modernist buildings (e.g., TD Centre and Commerce Court). I especially love City Hall. It’s fantastic the way the space has been defined; its scale and how it’s wrapped by the raised walkway, the way it’s anchored by heritage buildings and how it is transformed by activities throughout the year.

**Meg Graham [MG]** – The buildings that interest me are the ones with large event horizons; the ones that pull you in from the street (e.g., TD Plaza, Fort York Visitor’s Centre and Regent Park Aquatic Centre). In terms of an area, I would choose King St. W. – there’s a thickness through the block in the relationship between the buildings and the street. It’s an indication of the maturity of the building fabric in the area; it’s blossomed into a thriving area while preserving the historic urban fabric.

#### **2. How well are we doing at achieving quality urban design in Toronto today? How can we better create beautiful, vibrant, safe and inclusive places?**

**MG** – The City’s Design Review Panel (DRP), which I am honoured to be a member of, engages in an ongoing conversation about the City’s vision of urban design. We have productive conversations once a month about what design can and should be and it’s working well. Some of the recently developed public spaces and parks (e.g., June Callwood Park) are thriving in a way that makes the city better. What we need to do better is advocate to make urban design a higher priority on the political agenda. Great urban design is an integrated process; it demands collaboration from many different perspectives.

**DP** – I agree with MG that the DRP has improved the quality of design work completed in the city. It compels architects and developers to do better. Architects and developers are also continually trying to improve their game; the quality of work recently produced by architects and developers raises the bar higher and higher. I have also seen a greater investment of staff input on projects. Our projects involve a

complex approval process, but one where we're all invested. The feedback we get from City staff has improved our projects. We all benefit from a collaborative process.

**NF** – There are cities that have really great urban design and others that have really great architecture. Toronto is doing well at achieving both. Toronto understands the importance of urban design and architecture. I would like to figure out how to bring that back to San Francisco. Toronto is a leader in terms of how to strategically integrate higher density projects into the existing urban fabric. There is room for improvement in the public realm, particularly streets where there are higher intensity uses (e.g., King St. W. – too much of everything).

**HM** – We are beginning to see the results of work being done to improve the quality of urban design through thoughtful and sophisticated planning (e.g., West Don Lands and East Bay Front neighbourhoods). We do a really good job of building on precedents, observing what other cities are doing and learning from their best practices. This is exemplified in the waterfront and Regent Park redevelopments. In terms of things we could do better, I would reiterate the point about the public realm. We're not short on great ideas, but on the delivery of those ideas due to budget constraints and to some degree the lack of coordination between City divisions that contribute to the public realm. Those silos are slowly coming down.

### Prioritizing the Public Realm

#### **1. Think about your favourite public street in Toronto or elsewhere and describe how it looks like and why you keep going back?**

**HM** – A great street combines everything within it and everything around it. West Queen West, between Bathurst St. to Dufferin St., is a great example of a street that has evolved with the city. The street is vibrant because of the mix of uses, the scale and height of buildings and the diversity of people; it's an exciting street both during the day and at night. There are also streets that we should look forward to seeing following revitalization (e.g., John Street and Queen's Quay). One street that is worth visiting if you haven't is Market Street (between Front St. and the Esplanade). It is a great example of a street that is tailored to its context as it responds to the built heritage in the area, it's a flush street (i.e., no curbs), it's inviting to pedestrians, and it's a flexible street. There are moveable bollards that allow for the expansion of public space in the summer, which can be retracted in the winter to open up the street.

**NF** – I agree that Market Street is a great example. Climate has a big impact on streetscape design, especially during the winter months; snow removal is a big issue. It needs to be addressed as a technical issue. Toronto has a great opportunity to lead the pack and prove that streets can be functional and inviting year-round. The public realm is critical and there is room for improvement in Toronto. The legal term for a street is the public right of way, but they are primarily used by cars. There is an opportunity to redefine the way streets are used. Something is not working on King St. W.; we're asking it to do too many things. The idea of complete streets is to have a network of options. There is potential to do something really exciting and innovative with Toronto's network of streets.

**DP** – Bloor St. has undergone a remarkable transformation (e.g., paving, landscaping, etc.). It's a fantastic model for future public realm redevelopments. Wellington St. near King St. W. and Spadina Ave. is another street that I like. The public realm and streetscaping was recently improved by the local ratepayers' association. King St. W. is also a fantastic street that has been completely transformed since the 1980s. King St. W. is interesting because of its odd and eccentric moments (e.g., Fashion House condo development).

**MG** – The diversity of experiences from one neighbourhood to another is beautiful and interesting. The streets that will be interesting 10 to 15 years from now will be the Avenues (e.g., College St., Dundas Ave., Queen St., etc.). Roncesvalles Ave. which has a mix of residential, commercial and retail uses has evolved into a thriving area. New developments are starting to appear; there is an organic quality to the neighbourhood, especially after the streetscape was redone a few years ago. It was the first neighbourhood to get barrier free streetcar platforms.

### **Guiding Built Form**

#### **1. What is your favourite tall building? Why? What is your favourite mid-rise building? Why?**

**MG** – The TD Centre – it's elegant, tall and black. Understanding buildings as objects is much less interesting as understanding them as part of the larger urban fabric. The area in front of the TD Centre is an incredibly vibrant space. It's also emblematic of another era and speaks to what was thought to be best in terms of architecture and design at the time. In terms of mid-rise developments, I love what the River City Condos development is all about. The proportions and the materials are good. 60 Richmond St. E., it may be one of those buildings that only architects love, but I think it's an amazing building. It's important to understand how these buildings work in aggregate together. How do they contribute to richer public realm?

**DP** – The Colonnade is one of my favourite mid-rise buildings. It has an interesting scale and relationship to Bloor St.; it's set back from Bloor St. and it has a strong retail base. It's almost been carved in from Bloor St. In terms of tall buildings, I think ICE by Architects Alliance is a really nice project. It's got an interesting interpretation of the tower and podium relationship. The base is not the industry standard for a podium which is interesting, but it does have a clear delineation of middle and top that is elegantly expressed.

**NF** – I'm interested in the composition of buildings and how buildings come together to form a skyline. It's interesting to look at different skylines – they are largely influenced by geology and geography. San Francisco, as an example, has many hills which limit opportunities for tall buildings. Our skyline is compact except for a few outliers which makes it iconic. Toronto is topographically flat; the lake drives the skyline. It's important not to get hung up on formalism and consider how a building performs (i.e., its relationship with the public realm).

**HM** – I have to mention the CN Tower because I actually didn't like it until LED lighting was introduced; it transformed the skyline. The CN Tower defines the skyline through its lighting program. Other towers

that I like include ICE, which DP mentioned. It always draws my attention. It has a very contemporary way of expressing a strong roof line. The buildings are elliptical, slender and tall in their shape. The proportional relationship is attractive and distinguishes them from a distance. Maple Leaf Square is an example of a tall building that vertically integrates many uses – grocery, retail, restaurants in the podium with residential and commercial above. I think it’s the future of high-rise development. The buildings’ massing in relation to the street is just about right as well. With respect to mid-rise buildings, 20 Niagara on King St. W. was the first residential and contemporary mid-rise building in the area. It continues to be a desirable residence. Some things could have been done better such as the area at grade, but it is a precedent setting example for the King St. W. area.

**2. How much should the City guide urban form? How much “teeth” should be included in the Official Plan urban design policies? What are your quick thoughts on teeth vs. flexibility in terms of a municipality’s role to guide urban design?**

**NF** – Every project I’m working on has been having this discussion. It’s about identifying where you want teeth and where flexibility is needed. The public realm is critical; we want our cities to perform better. It’s important to come up with the parameters and criteria we care about (e.g., active ground floor, sunny public spaces, access to sky views, etc.). My sense is that the public realm should be prioritized. Once those parameters are defined, flexibility can happen.

**DP** – Successful projects are ones where City staff and developers are both flexible. There is a need for dialogue and flexibility during the process. The Tall Building Guidelines are guidelines because until they are tested on a site-specific basis we don’t know if they will work.

**Enhancing Parks and Open Space**

**1. Toronto is affectionately referred to as a “city within a park”. What is your favourite park in Toronto or elsewhere?**

**HM** – Cumberland Park is a great example of how meaning and story are infused in space. The fine grained rhythm of the park, strong attempt to embed historical landscapes, which happen to mark former lot lines, make it appealing. The Canadian shield rock, which was the most controversial aspect of the park also happens to be its most beloved and used feature.

**NF** – I love the playground being built at Corktown Common. It rises up and provides a little bit of topography that offers great views of downtown Toronto. Again, it’s more about performance – how does this space support the ballet of everyday life. The Old Mint Building in San Francisco is an example of a derelict alleyway that was transformed into a vibrant public plaza through the use of performance standards.

**MG** – Toronto has many great parks (e.g., High Park, HTO Park, Trinity Bellwoods Park). I disagree with NF, we’re not so flat; we have a ravine system. We can choose from very manicured or very wild parks. We’re very lucky in the way we can experience nature in the city. The truth is we can drive over the



ravines for years without knowing they are there. Performance (e.g., stormwater management, habitat preservation, etc.) is an important part of the future of parks. I would love to see more connectivity between parks (e.g., landscape ecology).

**DP** – Clarence Park and Victoria Memorial Park are great examples of creating green oases in a dense city. They both have a nice combination shaded and sunlit areas.

### **Closing Remarks**

*N.B. Closing remarks were made after members of the audience were invited to ask questions and provide their own comments to the panelists.*

**MG** – Three of the most inspiring projects I have seen while sitting on the City’s DRP are located in the former suburbs and are: 1) the Bessarion Community Centre, 2) redevelopment of the Albion Public Library and the 3) Scarborough City Centre Library. There are many projects that are renewing and reinvigorating the outer areas of our city.

**DP** – Our practice focuses on downtown Toronto; there is so much work happening in the core and it’s where our passion is. To students, find a community that you are engaged with and passionate about and try to make a difference there, whether it’s Etobicoke, North York or Scarborough.

**NF** – Toronto has city-wide urban design guidelines and area specific urban design guidelines. The reason why there is so much focus on downtown is in part a response to mid-twentieth century planning that disrespected cities; we’re rediscovering the value of cities after decades of suburbanization. In terms of health and wellbeing, our leadership is not providing us with cities that are equitable or accessible. Unfortunately, no amount of urban design is going to solve that. We as citizens have to advocate for that.

**HM** – Toronto’s suburbs are maturing. Downtown is experiencing a tremendous amount of growth; it’s happening all across North America. We’re already seeing pressure for change on the periphery. It’s in part a function of our policies, they are actually working. Our policies are very clear about protecting established neighbourhoods and directing growth to strategic areas (e.g., Avenues, Centres, and Downtown.). North York is seeing an extraordinary amount of growth. There is a tremendous amount of uptake of mid-rise buildings on Avenues (e.g., Aga Khan, Shops at Don Mills, and Six Points in Etobicoke). There are also many other success stories that we should be talking about (e.g., Humber College adaptive re-use of a psychiatric hospital in Etobicoke). The Eglinton Crosstown and extension of the Yonge St. subway into York Region will also transform and shape development in those areas. Those neighbourhoods also deserve the access to amenities and transit available in the downtown core. The Ontario Municipal Board (OMB) doesn’t always get it right. The Board relies on clear policies. Residents want clear and predictable policies too. The policies will be clear about things that are non-negotiable, while other things will be flexible.

## Appendix B Audience Participation

A summary of the questions and comments posed by audience members is presented below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**. The following is not intended as a verbatim summary.

**C.** The city extends beyond Bloor St. – no one seems to have taken note of that tonight. Built form also includes social amenities. There was no mention of affordable housing, housing options or community social services. Too many high rises have been built without consideration of the public or social services required to support the people who live in them. I personally live in a food desert; a new high-rise is being developed across the street and will increase the number of people living in a food desert.

**C.** Have any of you been to Scarborough recently? The conversation focused on individual buildings rather than communities or neighbourhoods. Not one of you mentioned how opportunities (e.g., solar panels, wind turbines, etc.) for renewable energy can be integrated in urban design.

**C.** I was happy to hear an emphasis on urban design rather than individual buildings. It was interesting to learn from the panelists that the urban design projects that are actually happening are being implemented on government owned land (e.g., waterfront redevelopment, Regent Park, Queens Quay, etc.). I am concerned about the high-rise condos north of Queens Quay; there has been no consideration given to urban design. Developers and landowners have been able to maximize the value of their land; however none of that extra value is captured for public benefit. I would also like to hear your thoughts about the Ontario Municipal Board (OMB) which has really become a forum for lawyers, not planners.

**C.** Many of the buildings mentioned by the panelists were a result of the economic conditions of time in which they were built. I am skeptical about planning or urban design to influence certain outcomes. There is a logical error when planning attempts to maximize density and urban design at the same time; there has to be a trade-off of density to achieve quality urban design or vice versa. There are opportunities to increase density outside the downtown core; it does not have to be maximized or concentrated downtown. Maintain Bloor St. and College St. as they are. If there is a need to increase density, allocate it to the suburbs. Density does not have to be maximized on each site; Regent Park was redeveloped at a different density from other areas which allowed for interesting design elements (e.g., more ground level distance between buildings). When I hear the term the “Manhattanization” of Toronto I think of mid-rise buildings, not high-rise buildings. I don’t want mid-rise buildings to become the prevalent building typology of Toronto. High-rise or tall buildings are not the problem, it’s the six to eight story portion of the building and how the base of the building integrates with the public realm at ground level that is the problem. Mid-rise buildings that step back after three stories are OK (e.g., Colonnade on Bloor St.).

**C.** In the absence of strong guidelines, residents groups are forced to make their case against various development proposals at the OMB at their own expense. I hope the Mid-rise Urban Design Guidelines are accepted quickly. Also, two interesting areas of the city – West Don Lands and Regent Park

neighbourhoods – were mentioned by the panelists. I am concerned that the necessary transit infrastructure is not in place to support the West Don Lands neighbourhood into the future. While Regent Part is a fantastic mixed-use revitalization, there is a substantial financial back log in terms of Toronto Community Housing Corporation's (TCHC) capacity to maintain its properties. My concern is whether Daniels will be able to continue to sell units at market value if the City does not maintain the affordable housing units.

**C.** None of the panelists mentioned interesting buildings, places or parks outside the downtown core. It gives the impression that there isn't anything interesting happening anywhere else in the city. We're building places that no one cares about – locations that are un-walkable, dependent on cars, etc. There is a need for policies to unify the city and ensure the same building and design standards regardless of the location within the city.

**C.** Time (i.e., lighting) should be integrated into the urban design policies. I also have some proposals – link the centre of the city to the lake; create more pedestrian streets and plazas, improve the streetscape on Yonge St., and find ways to animate and enhance the ravine connections to the lake.

**Q.** We seem to agree that we are getting urban design right in the old City of Toronto, but not in the old suburbs of Etobicoke, Scarborough, East York and North York. How can we improve urban design, particularly the public realm, in those areas and can it be done without waiting for redevelopment?

**C.** How can we protect and preserve local built heritage from new developments? There is also a need to diversify the plants used in new developments and find a balance between natural and manicured landscaping. I would also encourage you to look outside the downtown core; Torontonians take pride in being a multicultural city, a lot of that diversity is located in the former suburbs.

**C.** My research interest is about how urban design and transportation planning can be linked to improve health and well being. Sustainability has driven the planning agenda for the past ten years; health, wellbeing and active transportation will become the next focus. I loved the comment MG made about connecting parks. Vancouver's network of bike lanes transformed that city, but it took political leadership in addition to design. I hope our new mayor can support infrastructure for cycling. Continue to focus on downtown because that's where the subways are and where density should be located.

**Q.** How are public transit improvements on Eglinton Ave. being coordinated with public realm/urban design improvements? I would also like to see more opportunities for residential development within our public parks (e.g., Toronto Islands).

**Q.** The challenge facing the City of Toronto is to create beautiful spaces, but they also need to be affordable? How is the City going to ensure that? Are there best practices from elsewhere the City of Toronto can learn from?

**C.** I'm concerned about the all the new high-rise developments – they all look like the same glass boxes. The CN Tower is the only building people from other cities recognize from Toronto. We need more



unique and iconic buildings made from different materials. Toronto also needs to stand up to the OMB and create more pedestrian friendly streets.

C. There is a need for a non-automobile transportation network in the city. I use the Adelaide-Richmond bike lanes; once they end you are on your own. It's a horrible experience.



Figure 1 - Photos taken at the Urban Design Matters Forum

# **Appendix F – Pop-up Event Summaries**

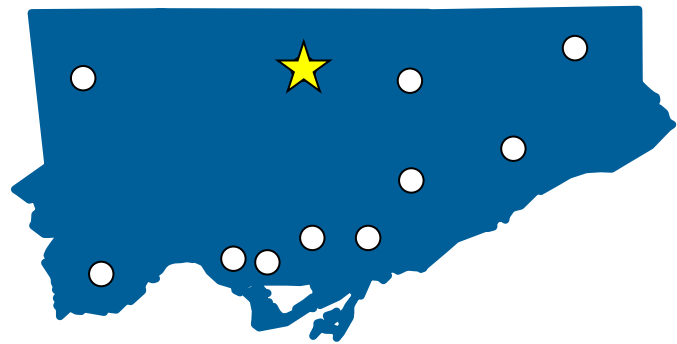


**Pop-up Event #1 – Summary**

**North York Central Library  
5100 Yonge St. North York  
November 19, 2014  
9:00 am – 4:00 pm**

**Introduction**

Pop-up consultation events were held across the city to reach out to community members who may not have otherwise attended one of the scheduled open house evening meetings. Venues were selected to reach out to seniors, youth and newcomers, to encourage participation from a broad and diverse spectrum of the City’s population. Two activities – an interactive mapping exercise and a comment sheet – were used to obtain feedback from participants. A total of 510 discussion guides were submitted as part of the pop-ups.



Approximately 250 individuals participated in this pop-up event.

**Discussion Guide Feedback Key Themes**

The summary below provides a high-level synopsis of the recurring comments, feedback and ideas provided by participants through completed discussion guides:

- Participants identified a need for more accessible and inclusive public spaces for individuals with disabilities.
- Feedback from participants noted the importance of better street lighting in public places to ensure safety.
- The visual interest provided by diverse architectural styles and features was raised by several participants as important. People like the adaptive reuse of old warehouse buildings (e.g., Queens Quay), brick pathways (e.g., Distillery District), and architectural design that projects what is inside (e.g., Art Gallery of Ontario).
- The importance of human scale developments was emphasized by participants as well as how open space is integrated between buildings (e.g., similar to Vancouver developments).
- Participants noted that consideration should be given as to how new high-rise buildings contribute to the City’s skyline.
- Street furniture (e.g., benches, garbage containers and signage) should be standardized and more public art should be included in streetscape.
- Park designs should allow for human interaction, for example provide seating in groups to allow for

conversations.

- Participants expressed an affinity for Beecroft Park and Mel Lastman Square. They also suggested a need for public washrooms in parks.
- The need and desire for more trails and pathways in natural areas (e.g., Don Valley and Humber ravine systems) were raised by several participants.
- Feedback from participants identified the need to preserve historical buildings and ensure that the design of new buildings is contextually appropriate.

**Other comments:**

- Several participants commented that the waterfront is cut off from the City; pedestrians need to be able to access shopping, restaurants, markets, etc. more easily.
- Participants would like more programming in public spaces.
- Participants feel that existing infrastructure is not sufficient to support the increased residential population. Low-rise is fine, but the denser (taller) buildings are like putting a whole town into one building. There should also be more open space on roofs, but allow it to be accessible and visible, not secluded.
- A few participants noted that Highway 401 divides North York; tunnels and pathways should be implemented for cyclists and pedestrians.

A total of 145 completed discussion guides were submitted at this pop-up event.

**Mapping Exercise Feedback**



Below is a tally of favourite places identified by participants on the community district map:

**NORTH YORK**

Balmoral Park  
Bayview Village (x10)  
Black Creek Pioneer Village (x2)  
Burnberry Park

Centennial Public Library  
Champlain Park  
Charlotte Maher Park  
Davenport Stormwater Pond  
Dempsey Park

Don River Ravine (x4)  
Driftwood Park  
Earl Bales Park (x2)  
Edwards Gardens (x4)  
Fairview Mall

Hillcrest Village  
Langholm Park  
Mel Lastman Square (x3)

North York Central Library  
(x10)  
Roding Community Centre  
Sherwood Park (x2)

Shops at Don Mills (x5)  
Wilket Creek  
York Cemetery (x4)



Figure 1 - Photos from Pop-up #1 (North York Central Library)

### Pop-up Event #2 – Summary

**Toronto Reference Library**  
**789 Yonge St.**  
**November 20, 2014**  
**9:00 am – 4:00 pm**

#### Introduction

Pop-up consultation events were held across the city to reach out to community members who may not have otherwise attended one of the scheduled open house evening meetings. Venues were selected to reach out to seniors, youth and newcomers, to encourage participation from a broad and diverse spectrum of the City's population. Two activities – an interactive mapping exercise and a comment sheet – were used to obtain feedback from participants. A total of 510 discussion guides were submitted as part of the pop-ups.



Approximately 150 individuals participated in this pop-up event.

#### Discussion Guide Feedback Key Themes

The summary below provides a high-level synopsis of the recurring comments, feedback and ideas provided by participants through completed discussion guides:

- Feedback from participants suggests that pedestrian friendly streets and public spaces should be prioritized. Participants like what the City has done to create more pedestrian friendly streets (e.g., traffic-calming interventions) and would like to see more projects that support pedestrian activity.
- Public spaces need to be “truly public” (i.e., inclusive and accessible).
- Feedback from participants suggested looking at opportunities for public spaces in laneways.
- The character of established streets and neighbourhoods should be better preserved (e.g., Palmerston Blvd., the Annex, and Kensington Market).
- Participants like the mix of old and new architectural styles and the presence of mature trees.
- Some of the new “glass and chrome” façades are perceived as too sterile.
- The topic of high-rise condominiums was brought up many times. Participants raised the need to: further regulate the design of tall buildings, provide more housing for seniors, and limit gentrification.
- Participants are concerned that new developments are architecturally homogeneous.

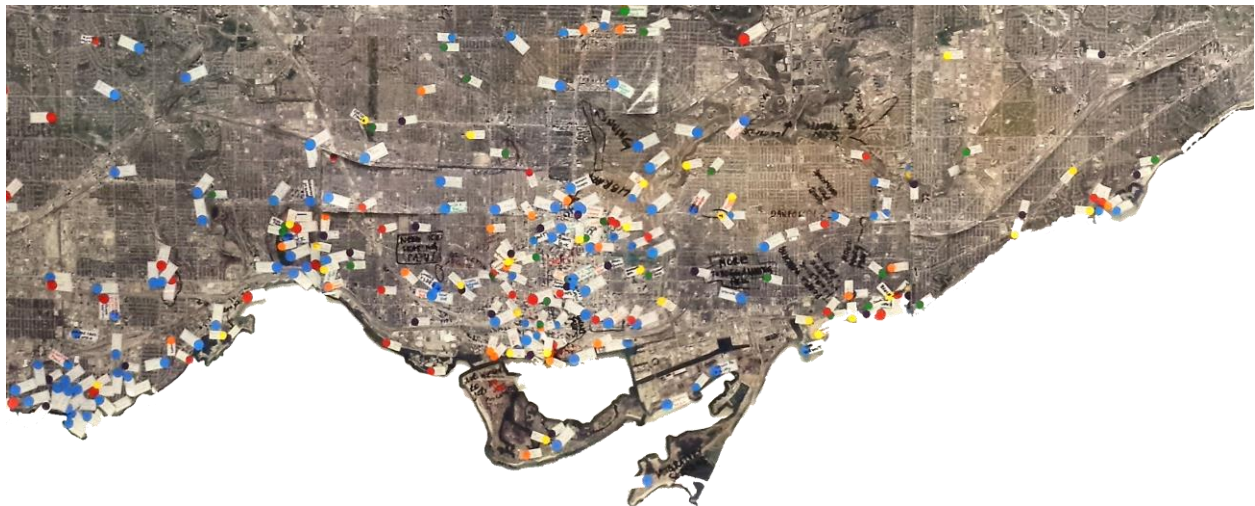


**Other comments:**

- The addition of bike lanes on streets like Richmond, Sherbourne, and Queen’s Park were commended; participants would like to see the addition of bike lanes on more streets.
- Participants suggested that Toronto needs a plan to strengthen the connections between natural areas and parks to create a network of open spaces.
- The importance of arts and culture to animate public spaces was emphasized. One participant suggested that the percentage of funding towards art and design in the public realm should be increased.
- Access to amenities such as schools, healthcare, social services and groceries needs to be prioritized as they are becoming overcrowded in areas experiencing intensification and non-existent in other areas (e.g., Bathurst St. and Queens Quay).

A total of 70 completed discussion guides were submitted at this pop-up event.

**Mapping Exercise Feedback**



Below is a tally of favourite places identified by participants on the community district map:

**TORONTO – EAST YORK**

Allan Gardens (x2)	Carrot Common	Distillery District
Ashbridges Bay	Casa Loma	Don Valley Ravine System (x5)
Beaconsfield Baseball	CBC Building (x2)	Dufferin Grove Park
Diamond	Cherry Beach	Eastland Park
Bleeker Street	Christie St. and Bloor St.	Eglinton Flats
Bloor St. Viaduct	Clarence Square Park	Fairbank Memorial Park
Bloor West Village	CN Tower (x3)	Forest Hill Hockey Arena
Cabbagetown (x2)	Corktown Common	Gerrard-Carlaw Parkette
	Dieppe Park	



Gledhill Public School  
Glen Stewart Ravine (x2)  
Greektown (x3)  
Greenland Park  
Harbourfront (x3)  
Harbourfront Skating Rink  
High Park (x5)  
Howard Park  
Humber River Trail (x2)  
Humber West Park Butterfly Sanctuary  
Jarvis Collegiate  
John St.  
June Rowlands Park  
Kay Gardner Belt Line (x2)  
Kensington Market (x6)  
Leslie St. Spit  
Leslieville  
Liberty Village  
Main Square Community Recreation Centre  
Main Street  
Malting Silos  
Massey River Trail  
McGregor Playground  
Mel Lastman Square  
Monarch Park  
Nathan Phillips Square (x2)  
Northern District Library Branch

OCAD  
Ontario Place  
Osgoode Hall  
Ossington Ave. & Dupont St.  
Outer Harbour Marina  
Philosopher's Walk  
Princes' Gate Exhibition Place  
Queen St. E.  
Queen St. W. (x3)  
Queen's Park  
Queen-King Triangle Park  
Queens Quay  
R. C. Harris Water Filtration Plant (x2)  
Regent Park  
River Court  
Riverdale Farm  
Roncesvalles Village  
Scadding Court Community Centre (x2)  
Sherbourne Common  
Sherwood Park  
St. Clair Ave. W. (Corso Italia) (x2)  
St. Lawrence Market  
St. Michael's Hospital (pedestrian bridge)  
Sugar Beach  
Taylor Creek  
The Annex (x2)

The Beach (x10)  
The Brickworks (x2)  
The Eaton Centre (x2)  
The Great Hall (x2)  
The Junction (x3)  
The Music Garden  
The Old Wharf  
The Royal Ontario Museum (ROM)  
The Spit at the end of Park Lawn  
Toronto Islands (x4)  
Toronto Reference Library (x3)  
Trinity Bellwoods Park (x3)  
Underpass at Davenport Rd. and Dupont St.  
University Ave.  
University of Toronto – St. George Campus (x2)  
Victoria Memorial Square  
Wellesley Community Centre  
Wellesley Park (x2)  
  
West Toronto Rail Path  
Wychwood Barns  
Yonge & Dundas Sq. (x2)  
Yorkdale Mall (x3)  
Yorkville (x2)



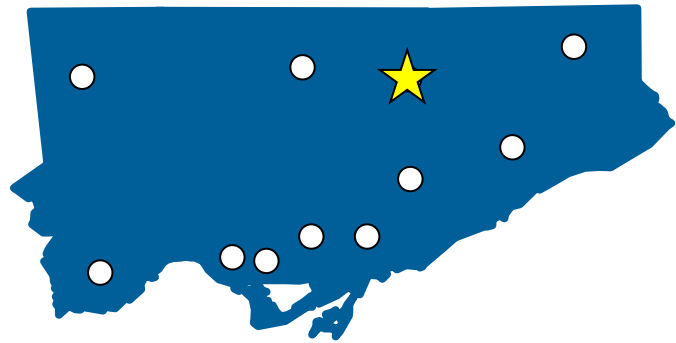
Figure 2 - Photos from Pop-up #2 (Toronto Reference Library)

**Pop-up Event #3 – Summary**

**Bayview Village**  
**2901 Bayview Avenue**  
**November 21, 2014**  
**9:00 am - 4:00 pm**

**Introduction**

Pop-up consultation events were held across the city to reach out to community members who may not have otherwise attended one of the scheduled open house evening meetings. Venues were selected to reach out to seniors, youth and newcomers, to encourage participation from a broad and diverse spectrum of the City’s population. Two activities – an interactive mapping exercise and a comment sheet – were used to obtain feedback from participants. A total of 510 discussion guides were submitted as part of the pop-ups.



Approximately 70 individuals participated in this pop-up event.

**Discussion Guide Feedback Key Themes**

The summary below provides a high-level synopsis of recurring comments, feedback and ideas provided by participants through completed discussion guides:

- Participants value places that offer recreational opportunities in a natural setting (e.g., Don River ravine system). They highlighted the need for more amenities to support social interaction within the ravine system (e.g., benches, sports fields).
- Several participants commented that there is too much density in the City and noted a need for height restrictions.
- Participants noted that the prevalence of glass and concrete used in the development of contemporary high-rise condos and buildings has contributed to monotony in built form; they expressed interest in a diversity of architectural styles and building materials (e.g., stone and brick buildings and paving in the Distillery District).
- Participants agreed that sunlight in public places is important and should not be obstructed by tall buildings.
- Feedback also indicated that the stores and buildings on Danforth Ave. reveal the rich cultural heritage of the area and promote a sense of community.
- Participants expressed concerns about privately owned spaces in urban areas; they would like access maintained for pedestrian activities (e.g., shopping, connections to transit).

- Several participants suggested looking to Chicago’s waterfront as a model for re-developing Toronto’s waterfront; it should be open and accessible to residents and visitors.
- The need for access to services and amenities was reiterated by many participants. They noted that land-use should be more varied to support fine-grain uses and options for economic and social activities.

A total of 35 completed discussion guides were submitted at this pop-up event.

**Mapping Exercise Feedback**



Below is a tally of favourite places identified by participants on the community district map:

**NORTH YORK**

Balmoral Park  
Bayview Village (x10)  
Black Creek Pioneer Village (x2)  
Burnberry Park  
Centennial Public Library  
Champlain Park  
Charlotte Maher Park  
Davenport Stormwater Pond

Dempsey Park  
Don River Ravine (x4)  
Driftwood Park  
Earl Bales Park (x2)  
Edwards Gardens (x4)  
Fairview Mall  
Hillcrest Village  
Langholm Park  
Mel Lastman Square (x3)

North York Central Library (x10)  
Roding Community Centre  
Sherwood Park (x2)  
Shops at Don Mills (x5)  
Wilket Creek  
York Cemetery (x4)

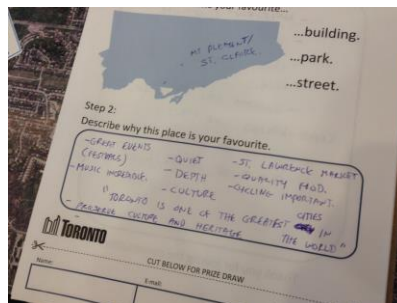


Figure 3 - Photos from Pop-up #3 (Bayview Village)  
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**Pop-up Event #4 – Summary**

**Humber College**  
**205 Humber College Blvd**  
**November 26, 2014**  
**11:00 am - 3:00 pm**

**Introduction**

Pop-up consultation events were held across the city to reach out to community members who may not have otherwise attended one of the scheduled open house evening meetings. Venues were selected to reach out to seniors, youth and newcomers, to encourage participation from a broad and diverse spectrum of the City’s population. Two activities – an interactive mapping exercise and a comment sheet – were used to obtain feedback from participants. A total of 510 discussion guides were submitted as part of the pop-ups.



Approximately 130 individuals participated in this pop-up event.

**Discussion Guide Feedback Key Themes**

The summary below provides a high-level synopsis of the recurring comments, feedback and ideas provided by participants through completed discussion guides:

- There are lots of great outdoor places downtown (e.g., Exhibition Place which is a great seasonal event space; High Park which has great nature trails and amenities for family gatherings and entertainment; and Bloor West Village which is great for small shops and restaurants).
- Kensington Market, Bloor St., John St., and Queen St. W. are great destinations for exploring and shopping. Participants noted these places have an artistic energy.
- The area surrounding the Royal Ontario Museum (ROM) has an old and classical feel; there should be more open space around heritage buildings like this one so people can enjoy their character.
- Harbourfront offers great views of the City in a relaxing environment.
- Humber College south campus is greener and has trails which are great for running, but the College’s North campus looks like it’s just been thrown together.
- Human scale architecture, sustainable design, green space and timeless design are important considerations.
- Participants commented that the best urban places are where daily activities and needs can be fulfilled by nearby shops and services within walking distance. These places should be well-lit at

night and also served by frequent public transit.

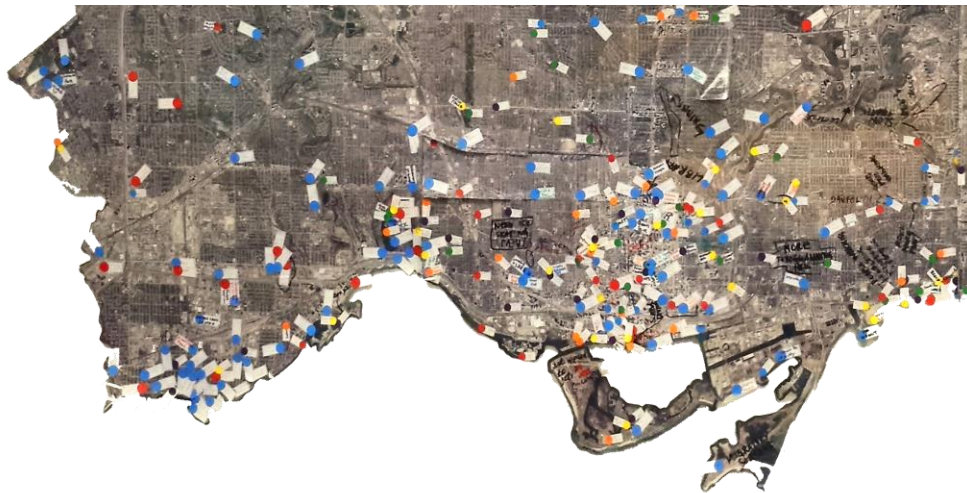
- Participants noted the need for more bike pathways in places like Marie Curtis Park, and more trash receptacles city-wide.

**Other comments:**

- The area surrounding the Ontario College of Art and Design (OCAD) needs more open spaces; participants would like to see the area become an arts and culture hub.
- A few participants outlined the need to protect graffiti in some places within the City.
- Trails should be maintained and better lit on a year-round basis.
- Participants indicated they would like to see less parking and more parks with trails.

A total of 49 completed discussion guides were submitted at this pop-up event.

**Mapping Exercise Feedback**



Below is a tally of favourite places identified by participants on the community district map:

**ETOBICOKE**

13<sup>th</sup> Street  
Albion Centre (x11)  
Albion Garden Park  
Bloor St. and Runnymede  
Burnhamthorpe Rd. and Kipling Ave.  
Centennial Park (x4)  
Cloverdale Mall (x2)  
Dixington Parkette

Dixon Park  
Elmlea Junior School  
Etobicoke Creek (x3)  
Etobicoke Community Centre  
Father Serra Separate School  
Gracedale School  
Guelph Humber  
Gus Ryder Pool and Health Club

Healing Garden  
High Park (x9)  
Highfield Park (x2)  
Humber Bay Park (x4)  
Humber College Lake Shore Campus (x4)  
Humber College North Campus  
Humber Foot Bridge



Humber Ravine System (x8)  
Ikea (x2)  
Islington Ave.  
Islington Ave. and Dundas St. W.  
Islington Park  
Jane St. and Wilson Ave. mural  
Joseph J. Piccininni Community Centre  
Lake Shore Athletics  
Lake Shore Rd. E. (x2)  
Lake Shore Walking Path  
Mastercard Centre for Hockey Excellence

Mimico Park  
North Albion Collegiate Institute  
Queensway and Royal York  
Rathburn Rd. and Islington Ave.  
Richmond Gardens  
Rowntree Mills Park (x2)  
Rowntree Road  
Sherway Gardens (x2)  
Smithfield Park  
St. Andrew  
St. Clement's School  
St. George Golf and Country Club

Summerlea Park  
Tee Park  
The Elms  
The Learning Enrichment Foundation  
The Old Mill (x2)  
The Queensway Cinema  
Third Street  
Western Waterfront (x3)  
Westway Junior School  
Woodbine Mall (x2)  
Woodbine Racetrack (x2)  
Yacht Club



Figure 4 - Photos from Pop-up #4 (Humber College)

**Pop-up Event #5 – Summary**

**Main Square Community Centre**  
**245 Main Street**  
**November 27, 2014**  
**9:00 am - 4:00 pm**

**Introduction**

Pop-up consultation events were held across the city to reach out to community members who may not have otherwise attended one of the scheduled open house evening meetings. Venues were selected to reach out to seniors, youth and newcomers, to encourage participation from a broad and diverse spectrum of the City’s population. Two activities – an interactive mapping exercise and a comment sheet – were used to obtain feedback from participants. A total of 510 discussion guides were submitted as part of the pop-ups.



Approximately 46 individuals participated in this pop-up event.

**Discussion Guide Feedback Key Themes**

The summary below provides a high-level synopsis of the recurring comments, feedback and ideas provided by participants through completed discussion guides:

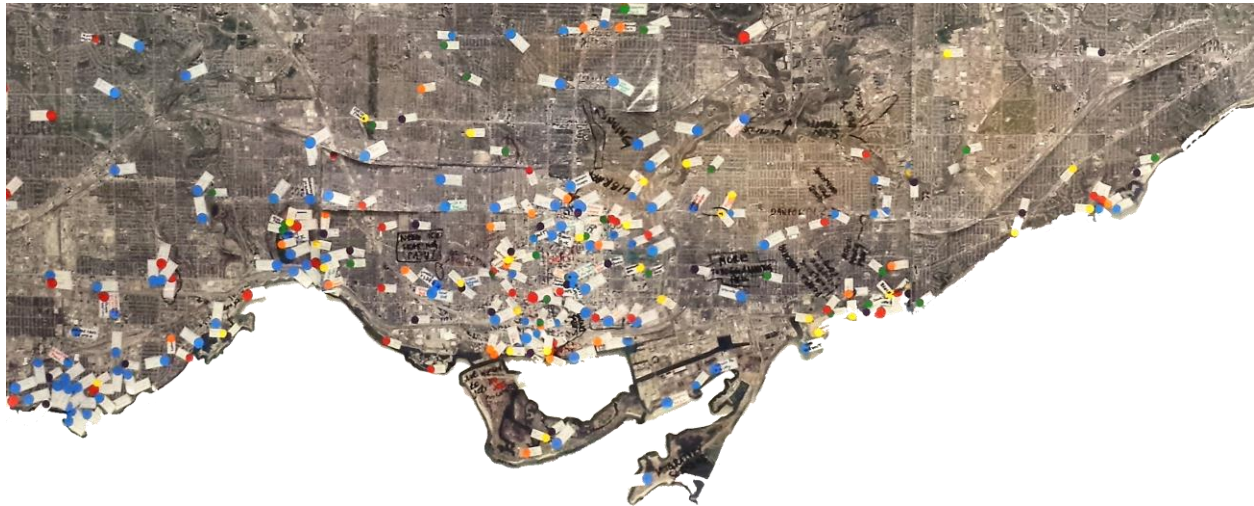
- Feedback from participants noted that the Beaches neighbourhood has a variety of architectural styles, historical spaces and recreational amenities (e.g., the boardwalk) that Torontonians value. The connections to the Beach at Glen Manor Ravine were identified as a great public open space.
- Participants noted that segments of Danforth Ave. could be made more of a destination in the City. Examples of possible improvements to public streets and spaces included: using garages fronting on public streets like Dundas St. E. as places for art or murals; locating gas meters at the back of buildings; incorporating roundabouts into street design and including more bike lanes to create a network of cycling infrastructure.
- Participants identified a need for more public places suitable for winter activities (e.g., skating and tobogganing) as well as greenspaces that are accessible in all seasons (e.g., the Square at Shops at Don Mills).

**Other comments:**

- The arts should be made more accessible and involve better programming across the City.

A total of 15 completed discussion guides were submitted at this pop-up event.

**Mapping Exercise Feedback**



Below is a tally of favourite places identified by participants on the community district map:

**TORONTO – EAST YORK**

- |                            |                           |                            |
|----------------------------|---------------------------|----------------------------|
| Allan Gardens (x2)         | Dieppe Park               | High Park (x5)             |
| Ashbridges Bay             | Distillery District       | Howard Park                |
| Beaconsfield Baseball      | Don Valley Ravine System  | Humber River Trail (x2)    |
| Diamond                    | (x5)                      | Humber West Park Butterfly |
| Bleeker Street             | Dufferin Grove Park       | Sanctuary                  |
| Bloor St. Viaduct          | Eastland Park             | Jarvis Collegiate          |
| Bloor West Village         | Eglinton Flats            | John St.                   |
| Cabbagetown (x2)           | Fairbank Memorial Park    | June Rowlands Park         |
| Carrot Common              | Forest Hill Hockey Arena  | Kay Gardner Belt Line (x2) |
| Casa Loma                  | Gerrard-Carlaw Parkette   | Kensington Market (x6)     |
| CBC Building (x2)          | Gledhill Public School    | Leslie St. Spit            |
| Cherry Beach               | Glen Stewart Ravine (x2)  | Leslieville                |
| Christie St. and Bloor St. | Greektown (x3)            | Liberty Village            |
| Clarence Square Park       | Greenland Park            | Main Square Community      |
| CN Tower (x3)              | Harbourfront (x3)         | Recreation Centre          |
| Corktown Common            | Harbourfront Skating Rink | Main Street                |



Malting Silos  
Masse River Trail  
McGregor Playground  
Mel Lastman Square  
Monarch Park  
Nathan Phillips Square (x2)  
Northern District Library Branch  
OCAD  
Ontario Place  
Osgoode Hall  
Ossington Ave. & Dupont St.  
Philosopher's Walk  
Princes' Gate Exhibition Place  
Queen St. E.  
Queen St. W. (x3)  
Queen's Park  
Queen-King Triangle Park  
Queens Quay  
R. C. Harris Water Filtration Plant (x2)  
Regent Park

River Court  
Riverdale Farm  
Roncesvalles Village  
Outer Harbour Marina  
Scadding Court Community Centre (x2)  
Sherbourne Common  
Sherwood Park  
St. Clair Ave. W. (Corso Italia) (x2)  
St. Lawrence Market  
St. Michael's Hospital (pedestrian bridge)  
Sugar Beach  
Taylor Creek  
The Annex (x2)  
The Beach (x10)  
The Brickworks (x2)  
The Eaton Centre (x2)  
The Great Hall (x2)  
The Junction (x3)  
The Music Garden

The Old Wharf  
The Royal Ontario Museum (ROM)  
The Spit at the end of Park Lawn  
Toronto Islands (x4)  
Toronto Reference Library (x3)  
Trinity Bellwoods Park (x3)  
Underpass at Davenport Rd. and Dupont St.  
University Ave.  
University of Toronto – St. George Campus (x2)  
Victoria Memorial Square  
Wellesley Community Centre  
Wellesley Park (x2)  
West Toronto Rail Path  
Wychwood Barns  
Yonge & Dundas Sq. (x2)  
Yorkdale Mall (x3)  
Yorkville (x2)



Figure 5 - Photos from Pop-up #5 (Main Square Community Centre)

**Pop-up Event #6 – Summary**

**Scadding Court Community Centre  
707 Dundas Street West  
November 28, 2014  
9:00 am - 4:00 pm**

**Introduction**

Pop-up consultation events were held across the city to reach out to community members who may not have otherwise attended one of the scheduled open house evening meetings. Venues were selected to reach out to seniors, youth and newcomers, to encourage participation from a broad and diverse spectrum of the City’s population. Two activities – an interactive mapping exercise and a comment sheet – were used to obtain feedback from participants. A total of 510 discussion guides were submitted as part of the pop-ups.



Approximately 100 individuals participated in this pop-up event.

**Discussion Guide Feedback Key Themes**

The summary below provides a high-level synopsis of the recurring comments, feedback and ideas provided by participants through completed discussion guides:

- Participants explained that they like the older buildings in the area, but not the tall ones. Most of the buildings are in poor condition and are too dense for the small portion of ground area; the height and location of tall buildings also creates too much wind.
- Participants feel that the distribution of density should be balanced across the City.
- Feedback from participants noted that they are not opposed to residential development; however greenspaces should be preserved and not developed.
- The need for more parks and open spaces around the community centre was mentioned by several participants.
- Participants also noted that street trees need to be better preserved, specifically on Yonge St.
- The new park at Lake Shore Boulevard and Bathurst St. (June Callwood Park) was said to be poorly designed and included little seating.
- Participants noted the need for more amenities on the waterfront (e.g., restaurants), but no more high-rises.
- The waterfront should be designed with regard for a better skyline as it is the first impression visitors have of our City.



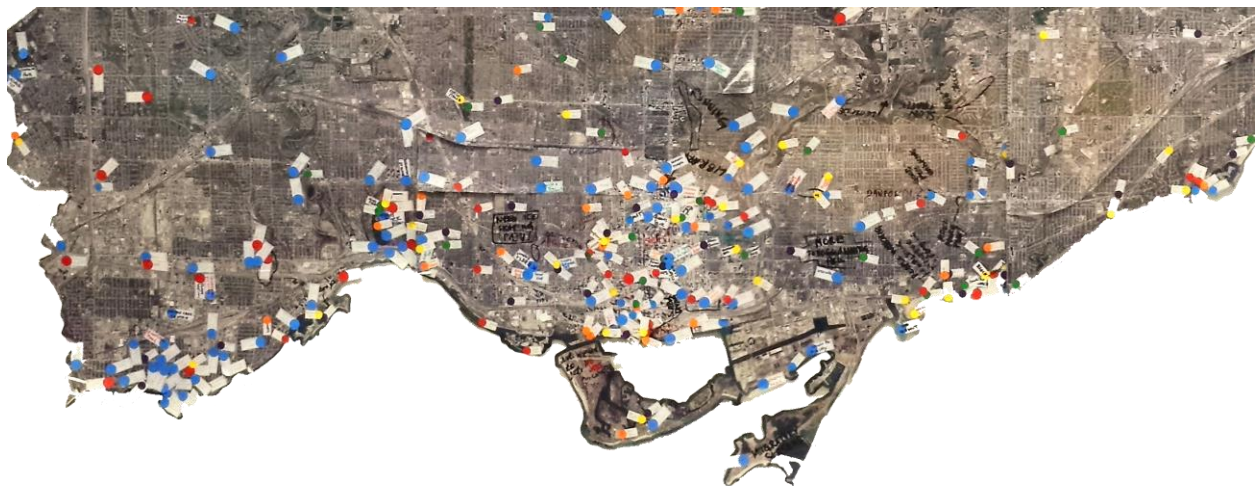
- City streets in general should be cleaned and beautified.
- There is a need for more spaces (e.g., skate parks) designed specifically for youth and young adults.
- Scadding Court Community Centre needs to be revitalized; it should include an accessible green roof with opportunities for urban agriculture and to increase greenspace in the area.
- There should be more mixed-use neighbourhoods throughout the City that include halfway houses and accessible amenities as well as cycle friendly, transit supportive infrastructure.
- Wide sidewalks like those downtown are great for pedestrians. Downtown in general is more convenient for people who don't drive; however market vendors on the streets obstruct sidewalk space.
- Participants explained that streetscape improvements are needed at Dundas and Bathurst Streets.

**Other comments:**

- There was some discussion about not redeveloping Ontario Place; it provided jobs and has lots of history.
- Some participants feel that the island airport should be shut down and replaced with a park.
- Participants would like the multicultural "groove" at places like Kensington Market to be maintained.
- Affordable housing was raised as an important issue. Places like Parkdale are being gentrified which is driving people out of their homes.
- Seniors housing should also be a priority and located near amenities, particularly in Chinatown.
- There is an insufficient amount of public washrooms throughout the City.

A total of 40 completed discussion guides were submitted at this pop-up event.

**Mapping Exercise Feedback**



Below is a tally of favourite places identified by participants on the community district map:

**TORONTO – EAST YORK**

Allan Gardens (x2)	John St.	Sherbourne Common
Ashbridges Bay	June Rowlands Park	Sherwood Park
Beaconsfield Baseball Diamond	Kay Gardner Belt Line (x2)	St. Clair Ave. W. (Corso Italia) (x2)
Bleeker Street	Kensington Market (x6)	St. Lawrence Market
Bloor St. Viaduct	Leslie St. Spit	St. Michael's Hospital (pedestrian bridge)
Bloor West Village	Leslieville	Sugar Beach
Cabbagetown (x2)	Liberty Village	Taylor Creek
Carrot Common	Main Square Community Recreation Centre	The Annex (x2)
Casa Loma	Main Street	The Beach (x10)
CBC Building (x2)	Malting Silos	The Brickworks (x2)
Cherry Beach	Massey River Trail	The Eaton Centre (x2)
Christie St. and Bloor St.	McGregor Playground	The Great Hall (x2)
Clarence Square Park	Mel Lastman Square	The Junction (x3)
CN Tower (x3)	Monarch Park	The Music Garden
Corktown Common	Nathan Phillips Square (x2)	The Old Wharf
Dieppe Park	Northern District Library Branch	The Royal Ontario Museum (ROM)
Distillery District	OCAD	The Spit at the end of Park Lawn
Don Valley Ravine System (x5)	Ontario Place	Toronto Islands (x4)
Dufferin Grove Park	Osgoode Hall	Toronto Reference Library (x3)
Eastland Park	Ossington Ave. & Dupont St.	Trinity Bellwoods Park (x3)
Eglinton Flats	Outer Harbour Marina	Underpass at Davenport Rd. and Dupont St.
Fairbank Memorial Park	Philosopher's Walk	University Ave.
Forest Hill Hockey Arena	Princes' Gate Exhibition Place	University of Toronto – St. George Campus (x2)
Gerrard-Carlaw Parkette	Queen St. E.	Victoria Memorial Square
Gledhill Public School	Queen St. W. (x3)	Wellesley Community Centre
Glen Stewart Ravine (x2)	Queen's Park	Wellesley Park (x2)
Greektown (x3)	Queen-King Triangle Park	West Toronto Rail Path
Greenland Park	Queens Quay	Wychwood Barns
Harbourfront (x3)	R. C. Harris Water Filtration Plant (x2)	Yonge & Dundas Sq. (x2)
Harbourfront Skating Rink	Regent Park	Yorkdale Mall (x3)
High Park (x5)	River Court	Yorkville (x2)
Howard Park	Riverdale Farm	
Humber River Trail (x2)	Roncesvalles Village	
Humber West Park Butterfly Sanctuary	Scadding Court Community Centre (x2)	
Jarvis Collegiate		



Figure 6 - Photos from Pop-up #6 (Scadding Court Community Centre)

**Pop-up Event #7 – Summary**

**Scarborough YMCA  
230 Town Centre Court  
December 1, 2014  
9:00 am - 4:00 pm**

**Introduction**

Pop-up consultation events were held across the city to reach out to community members who may not have otherwise attended one of the scheduled open house evening meetings. Venues were selected to reach out to seniors, youth and newcomers, to encourage participation from a broad and diverse spectrum of the City’s population. Two activities – an interactive mapping exercise and a comment sheet – were used to obtain feedback from participants. A total of 510 discussion guides were submitted as part of the pop-ups.



Approximately 60 individuals participated in this pop-up event.

**Discussion Guide Feedback Key Themes**

The summary below provides a high-level synopsis of the recurring comments, feedback and ideas provided by participants through completed discussion guides:

- Participants mentioned that more opportunities for cycling, hiking, and reconnecting with nature are needed in the City. Places that are currently facilitating this well are Taylor Creek, Don River Trail, Rouge Valley, and Morningside Park.
- Some participants explained that they sometimes feel unsafe in places like Morningside Park; however participants enjoy the park’s mature tree canopy and amenities (e.g., space for BBQ’s).
- Participants feel that Scarborough lacks outdoor public spaces for passive and active recreation and programmed activities (e.g., plazas, skating rinks).
- Feedback from participants noted that the buildings near Agincourt Library are too tall.
- Participants raised concerns about trees not being replaced on properties with new developments.
- Participants feel there is a lack of affordable housing.
- Participants would like to see more community-oriented neighbourhoods in Scarborough with a focus on promoting local shops, produce, art and greenspaces (e.g., the Junction or Danforth).



- Participants highlighted the need for more consistent connections on the waterfront (e.g., a promenade).

A total of 17 completed discussion guides were submitted at this pop-up event.

### Mapping Exercise Feedback



Below is a tally of favourite places identified by participants on the community district map:

#### SCARBOROUGH

41 Division	Glen Rouge Walking Trail	Milliken Park
42 Division	Guildwood	Morningside Ave. & Ellesmere Rd.
43 Division	Highland Creek (x3)	Morningside Park (x4)
Agincourt Library	Joyce Trimmer Park	Pan Am Aquatic Centre
Birchmount Park	Kingston Rd.	Port Royal Public School
Breyon Way (x2)	Malvern	Port Union Skate Park (x2)
Cedar Ridge Creative Centre	Malvern Public Library (x6)	Port Union Waterfront
Cedarbrae Public Library (x2)	Malvern Recreation Centre (x3)	Rosetta McLean Gardens (x2)
Dentonia Park Golf Course	Markham Rd. & Ellesmere Rd.	Rouge Beach
Ellesmere Rd. & Midland Ave.	Markham Rd.	Rouge Park (x7)
Ellesmere Rd. & Pharmacy Ave.	Maryvale Park	Scarborough Bluffs (x7)
Finch Hydro Corridor (x3)	Midland Ave. & Lawrence Ave.	Scarborough Town Centre (x8)
Firvalley Ct.		



Sheppard Ave. & Kennedy  
Rd.  
The Spot (x2)  
The Toronto Zoo (x4)

Thompson Park (x3)  
University of Toronto  
Scarborough Valley  
Variety Village

Ward Woods Park  
Woburn Park (x2)  
Woodside Square



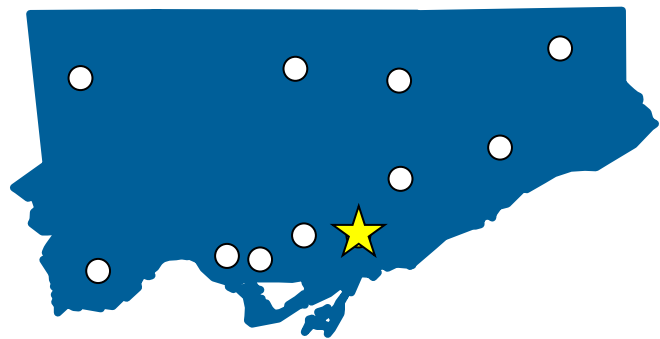
Figure 7 - Photos from Pop-up #7 (Scarborough YMCA)

**Pop-up Event #8 – Summary**

**Wellesley Community Centre  
495 Sherbourne St.  
December 3, 2014  
1:00 pm – 5:00 pm**

**Introduction**

Pop-up consultation events were held across the city to reach out to community members who may not have otherwise attended one of the scheduled open house evening meetings. Venues were selected to reach out to seniors, youth and newcomers, to encourage participation from a broad and diverse spectrum of the City’s population. Two activities – an interactive mapping exercise and a comment sheet – were used to obtain feedback from participants. A total of 510 discussion guides were submitted as part of the pop-ups.



Approximately 70 individuals participated in the pop-up event.

**Discussion Guide Feedback Key Themes**

The summary below provides a high-level synopsis of the recurring comments, feedback and ideas provided by participants through completed discussion guides:

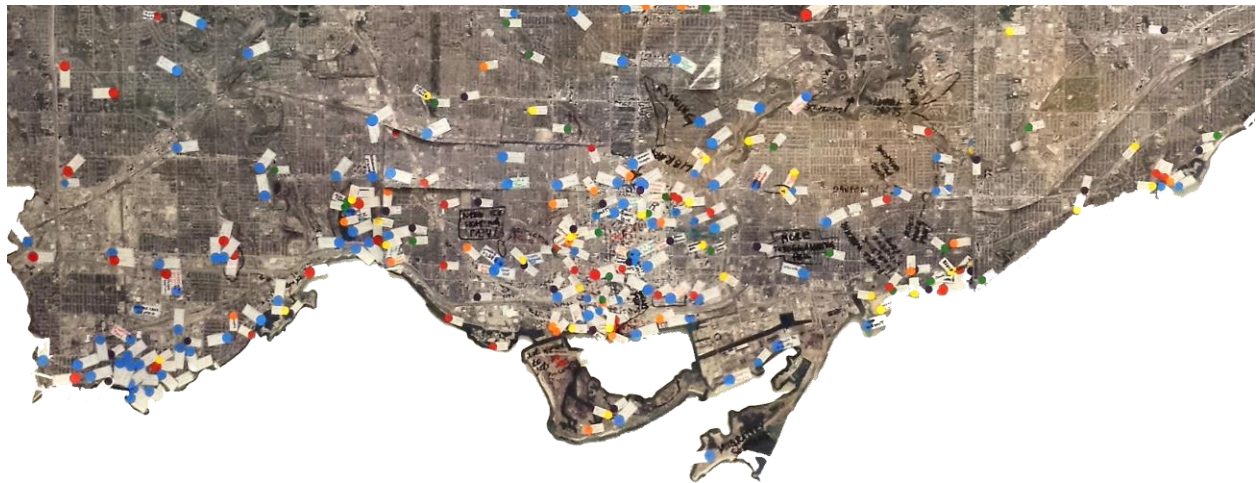
- Participants expressed interest in small neighbourhood parkettes because they are intimate; greenspaces should feel as if they are woven into the urban fabric.
- Larger parks (e.g., Eglinton Flats, High Park, etc.) serve broader community needs and were mentioned as being great for recreation, natural beauty, and social activities.
- Participants expressed support for community-oriented public spaces on the ground floor of condos that bring together public art, social initiatives and retail.
- Several participants commented that they value the small, local businesses in places with a distinct neighbourhood feel (e.g., Kensington, Leslieville, and The Beaches).
- Participants noted the need to ensure accessibility standards are implemented to create a comfortable environment for individuals using mobility devices (e.g., wheelchairs, strollers, etc.).

**Other comments:**

- The City should have more diverse programming that caters to people of all demographics.
- Participants expressed interest in interactive opportunities to learn about natural heritage in urban areas.

A total of 80 completed discussion guides were submitted at this pop-up event.

**Mapping Exercise Feedback**



Below is a tally of favourite places identified by participants on the community district map:

**TORONTO – EAST YORK**

Allan Gardens (x2)  
Ashbridges Bay  
Beaconsfield Baseball  
Diamond  
Bleeker Street  
Bloor St. Viaduct  
Bloor West Village  
Cabbagetown (x2)  
Carrot Common  
Casa Loma  
CBC Building (x2)  
Cherry Beach  
Christie St. and Bloor St.  
Clarence Square Park  
CN Tower (x3)  
Corktown Common  
Dieppe Park  
Distillery District

Don Valley Ravine System (x5)  
Dufferin Grove Park  
Eastland Park  
Eglinton Flats  
Fairbank Memorial Park  
Forest Hill Hockey Arena  
Gerrard-Carlaw Parkette  
Gledhill Public School  
Glen Stewart Ravine (x2)  
Greektown (x3)  
Greenland Park  
Harbourfront (x3)  
Harbourfront Skating Rink  
High Park (x5)  
Howard Park  
Humber River Trail (x2)  
Humber West Park Butterfly Sanctuary

Jarvis Collegiate  
John St.  
June Rowlands Park  
Kay Gardner Belt Line (x2)  
Kensington Market (x6)  
Leslie St. Spit  
Leslieville  
Liberty Village  
Main Square Community Recreation Centre  
Main Street  
Malting Silos  
Massey River Trail  
McGregor Playground  
Mel Lastman Square  
Monarch Park  
Nathan Phillips Square (x2)  
Northern District Library Branch



OCAD  
Ontario Place  
Osgoode Hall  
Ossington Ave. & Dupont St.  
Outer Harbour Marina  
Philosopher's Walk  
Princes' Gate Exhibition Place  
Queen St. E.  
Queen St. W. (x3)  
Queen's Park  
Queen-King Triangle Park  
Queens Quay  
R. C. Harris Water Filtration  
Plant (x2)  
Regent Park  
River Court  
Riverdale Farm  
Roncesvalles Village  
Scadding Court Community  
Centre (x2)

Sherbourne Common  
Sherwood Park  
St. Clair Ave. W. (Corso Italia)  
(x2)  
St. Lawrence Market  
St. Michael's Hospital  
(pedestrian bridge)  
Sugar Beach  
Taylor Creek  
The Annex (x2)  
The Beach (x10)  
The Brickworks (x2)  
The Eaton Centre (x2)  
The Great Hall (x2)  
The Junction (x3)  
The Music Garden  
The Old Wharf  
The Royal Ontario Museum  
(ROM)

The Spit at the end of Park  
Lawn  
Toronto Islands (x4)  
Toronto Reference Library  
(x3)  
Trinity Bellwoods Park (x3)  
Underpass at Davenport Rd.  
and Dupont St.  
University Ave.  
University of Toronto – St.  
George Campus (x2)  
Victoria Memorial Square  
Wellesley Community Centre  
Wellesley Park (x2)  
West Toronto Rail Path  
Wychwood Barns  
Yonge & Dundas Sq. (x2)  
Yorkdale Mall (x3)  
Yorkville (x2)



Figure 8 - Photos from Pop-up #8 (Wellesley Community Centre)

### Pop-up Event #9 – Summary

**Albion Public Library  
1515 Albion Road  
December 6, 2014  
9:00 am - 5:00 pm**

#### Introduction

Pop-up consultation events were held across the city to reach out to community members who may not have otherwise attended one of the scheduled open house evening meetings. Venues were selected to reach out to seniors, youth and newcomers, to encourage participation from a broad and diverse spectrum of the City's population. Two activities – an interactive mapping exercise and a comment sheet – were used to obtain feedback from participants. A total of 510 discussion guides were submitted as part of the pop-ups.



Approximately 125 individuals participated in this pop-up event.

#### Discussion Guide Feedback Key Themes

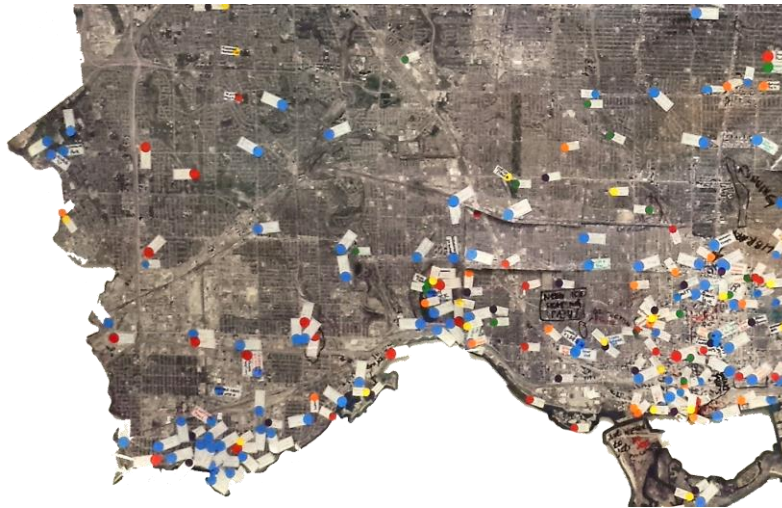
The summary below provides a high-level synopsis of the recurring comments, feedback and ideas provided by participants through completed discussion guides:

- Ravine trails for walking and cycling were highly valued by participants (e.g., Humber River Ravine System).
- Feedback from participants identified a need for indoor and outdoor spaces specifically for young adults and youth.
- Comments also indicated that some public spaces are not being maintained or accessible to the residents (e.g., Islington Park).
- The mural at Jane and Wilson was said to need more public art.
- Participants noted the need for more mixed-use facilities in the area and new developments to revitalize the community.

A total of 19 completed discussion guides were submitted at this pop-up event.



**Mapping Exercise Feedback**



Below is a tally of favourite places identified by participants on the community district map:

**ETOBICOKE**

13<sup>th</sup> Street  
 Albion Centre (x11)  
 Albion Garden Park  
 Bloor St. and Runnymede  
 Burnhamthorpe Rd. and Kipling Ave.  
 Centennial Park (x4)  
 Cloverdale Mall (x2)  
 Dixington Parkette  
 Dixon Park  
 Elmlea Junior School  
 Etobicoke Creek (x3)  
 Etobicoke Community Centre  
 Father Serra Separate School  
 Gracedale School  
 Guelph Humber  
 Gus Ryder Pool & Health Club  
 Healing Garden  
 High Park (x9)  
 Highfield Park (x2)  
 Humber Bay Park (x4)

Humber College Lake Shore Campus (x4)  
 Humber College North Campus  
 Humber Foot Bridge  
 Humber Ravine System (x8)  
 Ikea (x2)  
 Islington Ave.  
 Islington Ave. and Dundas St. W.  
 Islington Park  
 Jane St. and Wilson Ave. mural  
 Joseph J. Piccininni Community Centre  
 Lake Shore Athletics  
 Lake Shore Rd. E. (x2)  
 Lake Shore Walking Path  
 Mastercard Centre for Hockey Excellence  
 Mimico Park

North Albion Collegiate Institute  
 Queensway and Royal York  
 Rathburn Rd. & Islington Ave.  
 Richmond Gardens  
 Rowntree Mills Park (x2)  
 Rowntree Road  
 Sherway Gardens (x2)  
 Smithfield Park  
 St. Andrew  
 St. Clement's School  
 St. George Golf and Country Club  
 Summerlea Park  
 Tee Park  
 The Elms  
 The Learning Enrichment Foundation  
 The Old Mill (x2)  
 The Queensway Cinema  
 Third Street  
 Western Waterfront (x3)

Westway Junior School  
Woodbine Mall (x2)

Woodbine Racetrack (x2)  
Yacht Club



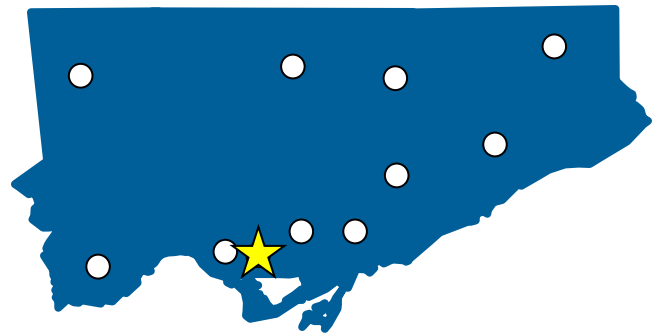
Figure 9 - Photos from Pop-up #9 (Albion Public Library)

**Pop-up Event #10 – Summary**

**CBC Radio**  
**250 Front St W**  
**December 8, 2014**  
**10:00 pm - 3:00 pm**

**Introduction**

Pop-up consultation events were held across the city to reach out to community members who may not have otherwise attended one of the scheduled open house evening meetings. Venues were selected to reach out to seniors, youth and newcomers, to encourage participation from a broad and diverse spectrum of the City’s population. Two activities – an interactive mapping exercise and a comment sheet – were used to obtain feedback from participants. A total of 510 discussion guides were submitted as part of the pop-ups.



Approximately 100 individuals participated in this pop-up event.

**Discussion Guide Feedback Key Themes**

The summary below provides a high-level synopsis of the recurring comments, feedback and ideas provided by participants through completed discussion guides:

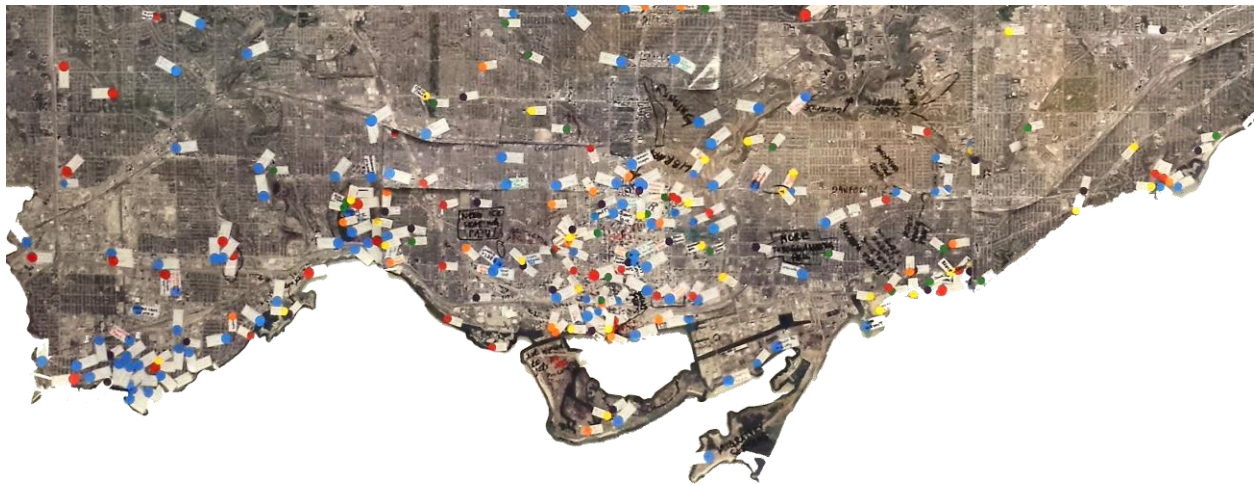
- Participants noted that schools and parks should be designed as multi-use facilities (i.e., many of them are currently under-used).
- Feedback indicated that Liberty Village is in need of more family oriented amenities (e.g., parks and playgrounds).
- Streets should be designed to accommodate both automobile drivers and cyclists (sometimes street parking blocks the bike lanes on roads that have them).
- Parks, natural areas and greenspaces are highly valued features of the City’s open space network (e.g., Scarborough Bluffs, Don Valley, Corktown Common, South Beach on Centre Island, Trinity Bellwoods Park). Participants would like to see more amenities and facilities to make them more inviting (e.g., benches, washrooms, etc.).
- Participants expressed concerns about the intensity of development on the waterfront and noted the need to protect view corridors to the lake.
- Participants value the diversity of the City’s built environment, particularly the mix of architectural styles, fine grain uses and landscaping (e.g., Distillery District, Princess Gate at Exhibition Place).
- Participants noted the need to prioritize the protection of heritage properties.



- Participants expressed concerns about the lack of infrastructure to support new condo developments.
- The impact of new condo developments on surrounding open spaces should be considered early in the design process.
- Neighbourhoods with distinct characters appealed to many participants (e.g., Bloor West Village, Mount Pleasant, Queen St. W., and Kensington Market).
- Participants identified a need for more pedestrian friendly streets.

A total of 29 completed discussion guides were submitted at this pop-up event.

### Mapping Exercise Feedback



Below is a tally of favourite places identified by participants on the community district map:

#### TORONTO – EAST YORK

Allan Gardens (x2)  
Ashbridges Bay  
Beaconsfield Baseball  
Diamond  
Bleeker Street  
Bloor St. Viaduct  
Bloor West Village  
Cabbagetown (x2)  
Carrot Common  
Casa Loma  
CBC Building (x2)  
Cherry Beach

Christie St. and Bloor St.  
Clarence Square Park  
CN Tower (x3)  
Corktown Common  
Dieppe Park  
Distillery District  
Don Valley Ravine System  
(x5)  
Dufferin Grove Park  
Eastland Park  
Eglinton Flats  
Fairbank Memorial Park

Forest Hill Hockey Arena  
Gerrard-Carlaw Parkette  
Gledhill Public School  
Glen Stewart Ravine (x2)  
Greektown (x3)  
Greenland Park  
Harbourfront (x3)  
Harbourfront Skating Rink  
High Park (x5)  
Howard Park  
Humber River Trail (x2)

Humber West Park Butterfly Sanctuary  
Jarvis Collegiate  
John St.  
June Rowlands Park  
Kay Gardner Belt Line (x2)  
Kensington Market (x6)  
Leslie St. Spit  
Leslieville  
Liberty Village  
Main Square Community Recreation Centre  
Main Street  
Malting Silos  
Massey River Trail  
McGregor Playground  
Mel Lastman Square  
Monarch Park  
Nathan Phillips Square (x2)  
Northern District Library Branch  
OCAD  
Ontario Place  
Osgoode Hall  
Ossington Ave. & Dupont St.  
Outer Harbour Marina  
Philosopher's Walk

Princes' Gate Exhibition Place  
Queen St. E.  
Queen St. W. (x3)  
Queen's Park  
Queen-King Triangle Park  
Queens Quay  
R. C. Harris Water Filtration Plant (x2)  
Regent Park  
River Court  
Riverdale Farm  
Roncesvalles Village  
Scadding Court Community Centre (x2)  
Sherbourne Common  
Sherwood Park  
St. Clair Ave. W. (Corso Italia) (x2)  
St. Lawrence Market  
St. Michael's Hospital (pedestrian bridge)  
Sugar Beach  
Taylor Creek  
The Annex (x2)  
The Beach (x10)  
The Brickworks (x2)  
The Eaton Centre (x2)

The Great Hall (x2)  
The Junction (x3)  
The Music Garden  
The Old Wharf  
The Royal Ontario Museum (ROM)  
The Spit at the end of Park Lawn  
Toronto Islands (x4)  
Toronto Reference Library (x3)  
Trinity Bellwoods Park (x3)  
Underpass at Davenport Rd. and Dupont St.  
University Ave.  
University of Toronto – St. George Campus (x2)  
Victoria Memorial Square  
Wellesley Community Centre  
Wellesley Park (x2)  
West Toronto Rail Path  
Wychwood Barns  
Yonge & Dundas Sq. (x2)  
Yorkdale Mall (x3)  
Yorkville (x2)

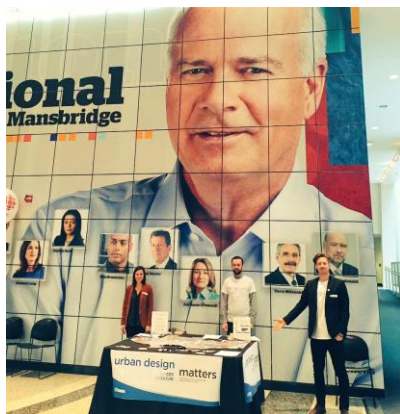


Figure 10 - Photos from Pop-up #10 (CBC Radio)



### Pop-up Event #11 – Summary

**Malvern Public Library**  
**30 Sewells Rd**  
**December 9, 2014**  
**12:00 pm - 5:00 pm**

#### Introduction

Pop-up consultation events were held across the city to reach out to community members who may not have otherwise attended one of the scheduled open house evening meetings. Venues were selected to reach out to seniors, youth and newcomers, to encourage participation from a broad and diverse spectrum of the City's population. Two activities – an interactive mapping exercise and a comment sheet – were used to obtain feedback from participants. A total of 510 discussion guides were submitted as part of the pop-ups.



Approximately 40 individuals participated in this pop-up event.

#### Discussion Guide Feedback Key Themes

The summary below provides a high-level synopsis of the recurring comments, feedback and ideas provided by participants through completed discussion guides:

- Malvern Public Library is a convenient and inviting public space appropriate for all ages.
- The Malvern area needs more mixed-use spaces and recreation facilities, particularly for youth and young adults (e.g., The Spot, Port Union Skatepark).
- Feedback from participants revealed that Scarborough's parks and open spaces are highly valued as they provide opportunities for recreation, social gathering and respite from the urban environment (e.g., Rouge Park, Bluffers Park, and Rouge Beach).

A total of 11 completed discussion guides were submitted at this pop-up event.

**Mapping Exercise Feedback**



Below is a tally of favourite places identified by participants on the community district map:

**SCARBOROUGH**

41 Division  
42 Division  
43 Division  
Agincourt Library  
Birchmount Park  
Breyon Way (x2)  
Cedar Ridge Creative Centre  
Cedarbrae Public Library (x2)  
Dentonia Park Golf Course  
Ellesmere Rd. & Midland Ave.  
Ellesmere Rd. & Pharmacy  
Ave.  
Finch Hydro Corridor (x3)  
Firvalley Ct.  
Glen Rouge Walking Trail  
Guildwood  
Highland Creek (x3)  
Joyce Trimmer Park  
Kingston Rd.  
Malvern  
Malvern Public Library (x6)

Malvern Recreation Centre  
(x3)  
Markham Rd. & Ellesmere  
Rd.  
Maryvale Park  
Midland Ave. & Lawrence  
Ave.  
Milliken Park  
Morningside Ave. &  
Ellesmere Rd.  
Morningside Park (x4)  
Pan Am Aquatic Centre  
Port Royal Public School  
Port Union Skate Park (x2)  
Port Union Waterfront  
Rosetta McLean Gardens (x2)  
Rouge Beach  
Rouge Park (x7)  
Scarborough Bluffs (x7)  
Scarborough Town Centre  
(x8)

Sheppard Ave. & Kennedy  
Rd.  
The Spot (x2)  
The Toronto Zoo (x4)  
Thompson Park (x3)  
University of Toronto  
Scarborough Valley  
Variety Village  
Ward Woods Park  
Woburn Park (x2)



**Figure 11 - Photo from Pop-up #11  
(Malvern Public Library)**