

CITY OF TORONTO DESIGN REVIEW PANEL

MINUTES: MEETING 11 – December 8, 2022

The Design Review Panel met virtually on Thursday December 8, 2022 at 12:30pm.

Members of the Design Review Panel

Members Present

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| Gordon Stratford (Co-Chair): Principal – G C Stratford – Architect | ✓ † |
| Michael Leckman (Co-Chair): Principal – Diamond Schmitt Architects | |
| Meg Graham (Co-Chair): Principal – superkül | ✓ †† |
| Margaret Briegmann: Associate – BA Group | |
| Dima Cook: Director – EVOQ Architecture | ✓ |
| George Dark: Partner Emeritus/Senior Consultant – Urban Strategies | |
| Ralph Giannone: Principal – Giannone Petricone Associates | ✓ |
| Jim Gough: Independent Consultant, Transportation Engineering | ✓ |
| Jessica Hutcheon: Principal – Janet Rosenberg & Studio | ✓ |
| Olivia Keung: Architect – Moriyama & Teshima Architects | ✓ |
| Paul Kulig: Principal – Perkins & Will | ✓ |
| Joe Lobko: Partner – DTAH | ✓ |
| Anna Madeira: Principal – BDP Quadrangle | ✓ |
| Jim Melvin: Principal Emeritus/Advisor – PMA; Owner – Realm Works | ✓ |
| Juhee Oh: Director, Sustainability & Energy – WSP | |
| Heather Rolleston: Principal, Design Director – BDP Quadrangle | ✓ |
| Eladia Smoke: Principal Architect – Smoke Architecture | |
| Sibylle von Knobloch: Principal – NAK Design Group | |
| <i>†Chair of 1st Session</i> | <i>††Chair of 2nd Session</i> |

MEETING 11 INDEX

- i. ReNew Sheppard East (1st Review)
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RENEW SHEPPARD EAST

DESIGN REVIEW PANEL

DESIGN REVIEW PANEL MINUTES

DESIGN REVIEW First Review

APPLICATION City Study

PRESENTATIONS:
CITY STAFF Jenny Choi & Michael Romero,
Community Planning; Swathika
Anandan, Urban Design



VOTE No vote

Introduction

City staff outlined the project history, existing and future context, and planning framework. Staff are seeking the Panel's advice on the following key issues:

1. Are there additional constraints and opportunities we should consider as we move into the next phase of the study?
2. Are the emerging vision and guiding principles complete and comprehensive?
3. How can we build on the existing characteristics of the study area and each node to: improve connectivity, enhance the public realm, parks and open spaces and establish built form that responds to the transit nodes, balances the priorities of intensification, while making way for new placemaking opportunities.
4. How can we address and create an identity for the connecting streets in the study area including Sheppard Avenue, Bayview Avenue, Bessarion Road, Leslie Avenue and other local streets?

Chair's Summary of Key Points

The Panel would like to thank the Community Planning / Urban Design team for their presentation regarding the Renew Sheppard Study. This initiative is of particular importance to the evolution of Toronto; especially given the range of challenges and opportunities within the Study's area and surrounding context. Further, there is the potential for solutions that could set precedents for other similar areas of the City; and the means of arriving at those solutions could be achieved through the use of powerful tools such as Smart City Planning.

The Study includes work that is necessary and valuable, however moving forward it needs to dig deeper beneath the surface to fully uncover and build upon the unique diversity of place and character within and adjacent to the Study area. This effort includes (but is not limited to) paying particular attention to the social, cultural, heritage (natural and indigenous), open/park space, and built form (past, present, and future) layers of context.

As an example, using the three Major Transit Station Nodes as an initial structure for gathering, assessing and presenting information is a solid start. That said, Panel members note that the finer weave of neighbourhoods within the Nodes deserve closer, person-level attention, in order to gain a complete picture of the unique conditions, characters and possibilities.

As well, Sheppard Avenue East is not a uniform thoroughfare. As such, the Panel looks forward to the proponent team's further analysis, including determining how best the Avenue's varied surrounding context can inform reimagining the presently untamed, pedestrian-unfriendly major artery.

The Study needs to balance tactical analysis with a big picture vision that aims high. Given the diversity of the area being studied, the vision may not be a "one size fits all" strategy but rather a collection of intertwined stories that reflect and address the true make-up and potential of the study area.

The success of the Study is of essential importance, and the Panel is confident that the proponent team possesses the energy and creativity to meet the challenge.

Panel Commentary

Panelist 1

I have to say this is probably one of the most challenging studies I've seen in probably a decade or something that I've been on the panel. It is so challenging because so much of it is cooked; so much seems to be so intransigent to change and I tip my hat to staff to try to kind of come up with something here that tries to beat the definition of vision.

So, I see it and I'm trying to read what the ambitions are at the end of this presentation to try to say 'okay, well I can I see this vision, could I extrapolate a decade or two and see what this all means' and I'm going to have to be honest: I'm kind of struggling, maybe because I'm looking for a magic bullet that can deliver something that really is galvanic.

So, I think that I appreciate that reality of a 1000 small improvements that add up to a vision that I think will fill this list of ambitions.

I do think that if there's anywhere to be bold – I would suggest that whether that's a bold built form strategy that might resonate in areas that are under-developed that are still available, that adds a kind of vision that for me sets a place. It's such a funny term these days because it requires a lot of things to get right to kind of make that place a memorable experience, a memorable place. Something that is, ironically, kind of galvanized within the kind of memory of a place.

So, whether it's that, I mean, I'm going to leave it to park, but I think that you're going to hear that throughout the panel. I'll leave it to the people that I've already mentioned that in discussion about the need for that. I do think that a strong public realm strategy that's identifiable that can actually create something that becomes a strong identifier of the area. So that that's Sheppard Avenue frontage.

I would say, some of those low-rise neighbourhoods, can we get them into a more intensive zoning to allow them over time to intensify (and maybe that's suicidal politically) but of course we understand the challenges there. So, I think if there's anything I can say, I just think if there's any way to be more bold, whether it's built form or public realm open space, that allows you to flex some muscle to get something else in return. I would say that that's the only thing I can see that I could add to this conversation and I commend you for the effort.

Panelist 2

Thank you for the presentation. It's a great effort on this and as another Panel member said, it's very challenging, given the amount of development that has already happened in the neighborhood. So, I'll try to respond to some of the questions that you posed.

So, about the emerging vision, is it complete and comprehensive. I would say it is very comprehensive, but I think you can aim higher. This is an incredible community as it is.

Can you create a complete community and connected prosperous community and livable community? It's an incredibly diverse neighborhood economically and culturally with a lot of great amenities as well already in those in the neighborhood. The recipe is already there for a great place to live. So, I think you can probably push the envelope a little bit on the sustainability in the connected community part of the vision.

I think the success of this really relies on how you can transform Sheppard into a pedestrian-oriented street. For example, how can that street become that main street that it deserves to be in this already amazing community? And how is that community going to evolve over time as increased density continues to come?

So, I think the focus on Sheppard Avenue is very important when thinking about the urban realm, the scale of the urban realm, the depth of that setback. How can that be improved to give more space away from the is a very high traffic street? How are bikes going to be included in this? I don't think you mentioned the cycling network, but you did mention there's a great connection to that ravine down at Sheppard and Leslie, so the connection into that structure, and the bike network fits in there, I think is worth some thought.

And I also think focus on that idea of Sheppard, just thinking about the character of the base of the buildings and what's coming and how certain uses are coming in the neighborhood and making it a great place to be, can be supported by great architecture at the base of the buildings. I think that's probably a little later on in their process to get to that level of detail, but I think there could be a lot of success and thinking about the scale of the base. It can work for retail how it can work for health, how it can work for, commercial, all of those great uses that are coming in this neighborhood and make it a great place to be. Those are my comments, thank you.

Panelist 3

Thank you for the presentation, I appreciate the scale of the study area and I especially appreciate the way that you broke down the area, sort of tackling this based on transit nodes.

Roughly, I very much appreciate on page 12 in our package, (but I think it's labeled page 11) the analysis with respect to the existing built form context, and you can see the patterns of neighbourhoods and understand the largely up until this point organic, I'll say, way that this area has developed and has been ruled out so far. I would say that I think you could go into a little bit more detail in this respect, because in the Bessarion node in particular there are not only townhouses, but there are whole areas of quadplexes that are a very different type, and it results in a very different streetscape.

You had one image in the presentation where there are much wider driveways that often have six or eight cars. To know where those pockets are, I think is also helpful. I think that you can also start to dive into other unique aspects of each node and just start to characterize them a little bit more beyond the photo essay that that we have so far.

I'm sure this is early days and for the next stage I would say the Bayview village redevelopment is super important that we've reviewed I think a couple of times on the panel. The Bessarion note is very, particularly mixed, as I've said, there's a lot of different housing types in that node. And then the Leslie note, as you've noted with the hospital and Ikea, is very much a kind of example of the 15 minute neighborhood node and that node also has a very big change in grade so you can almost see a little idea of diagrams really further distinguishing the character of those areas, and I think another Panelist was asking about character area studies and I do think that's probably the kind of good next step for this.

I do think that there maybe should be a larger idea about parks. Maybe a document that just talks about the role of parks in these different areas. I know as a panel, sometimes we're divided about parks right on main streets versus neighbourhood parks that are a little more sheltered from traffic, and so maybe there could be suggestions about that.

Transportation and public realm, I think are obviously intricately linked and they have a kind of symbiotic relationship so that transit should really trigger a larger area within the public realm, of course. And then on page 41, I would just be sure to use precedents that scale to the place. I'm not sure dining in lanes is really going to translate into this neighborhood. I don't think Sheppard is Bloor and I'm not sure it ever will be.

So really probing, what is the unique sense of place here? Because I do think that it's not downtown and there are very specific aspects that that we can mine in these neighborhoods as they exist. And those are my comments. Thank you.

Panelist 4

Thank you for the presentation. I'm just going to continue a bit with the previous members' thought that it is a suburban area and you're trying to tame, I would say a really hostile street, for pedestrians and I'm not even sure that Sheppard should be tamed because of the transportation and what it serves in the afternoon and morning rush hours.

It's just a clogged artery and if you really want to improve Sheppard Avenue and this area and make it better for people to walk in you're going to have to look at Sheppard Avenue and what kind of profile a 36 meter wide, 8 lanes in some areas, should look like and that member did mention that biking was missed and talked about.

So, I think that's a big challenge on some of your additional constraints that you that you haven't considered that. We heard a member talk about what were the opportunities for commercial spaces now on, and small residential spaces now on Sheppard. But I think the other thing you should look at is the grading along Sheppard, Sheppard's not a level street. And when you get to the rail overpass you have a lot of constraints in the Leslie Street configuration there and it will probably always be back of house that whole Leslie/Sheppard intersection. It isn't pedestrian friendly unless you're going into the valley lands.

What I would suggest, and kind of the way it was presented, divide the Sheppard/Bayview intersection. It was divided it into 4 quadrants and I would suggest that the immediate division of your 4 areas being, I can't remember them all. I think there's more areas and that Sheppard should be the division and focus on a north character and a south character. North of Sheppard, incisive character and within those character areas on the north side, you might pick I think there's a lot of pressure on Bayview Village to become a node in the north side in the Bayview Village area, but you might pick streets that that are east-west that become the pedestrian movers in the neighbourhood, and they get the bike lanes or they get the pedestrian-friendly spaces and then the north-south streets become keys that lead from Sheppard north to the green space. And then on

the south side, you've got your most successful street to date on the south right now such as Esther Shriner.

There's a grade change in this area in between the subway. The proposed subway, there's at least a 10-meter high hill grade change and then in the other areas, there would be and would become the central street. So, I'm not sure you can tame Sheppard in this area unless you change the type of street it is. But I don't see that as part of this, what you've proposed here, so, I think trying to bring more life to some of the smaller streets and have them do a little bit more heavy lifting than just being residential streets might help. You build a better community space for the people that are going to live here. That's all. Thank you.

Panelist 5

Thanks, thank you very much for your presentation. This is a much-needed study that encompasses just such a vast area with the multitude of building types and land uses, so it's quite a complex endeavor.

I think you've heard a lot about some of the comments around pedestrian friendly and I think you know it's a big, big challenge, but a necessary one, in terms of making the neighborhoods and the streets, certainly, more pedestrian friendly. I think improving intersection safety was also brought up as a big priority, both for pedestrians and cyclists. So, I think coordinating with the transportation study that's currently underway regarding cycling infrastructure will be critical and the scope of that study might need to expand, or another study might need to be created to address some of the traffic concerns similar to some of an early members' concerns that were mentioned earlier.

On page, 37 of the plan showing the future of secured parks was noted, and I thought it was an interesting mapping exercise. I think it would be really interesting to see the total area currently secured and determining if that is enough of an increase for residents over the next 5, 10, 20 years and I think that might sort of help with coming up with that sort of public role framework and determining how that can be created to support more workspace and what those critical connections are going to be.

And then with regards to the emerging principles, they all seem to be on track with what you've heard from the community.

With regards to the sustainability component, I'm just wondering if there are areas that can be targeted for higher functioning. The ideas approach is based on known conditions, existing issues that might be prioritized in terms of some of the green challenges. Just a thought as you move into the next phase. Often sustainability is kind of painted using broad strokes, but it would be great to see in the next phase how more specific targeted moves could be implemented.

The goal of supporting local businesses was mentioned early in the presentation, and I just thought that that could sort of be elaborated on further either in the principles or in the future phases. I just felt like that sort of topic maybe became overshadowed by some of the others.

And then finally, with regards to the question about identity, I think during the design alternatives phase, focusing on identity creation is going to be really important. The community has given lots of feedback on what isn't working and what can be improved, but I think a deep dive into the more tangible or historic or cultural place knowledge will definitely aide in developing the identity for those nodes. The question of identity creation is a difficult one, because it's all about connecting people to place. And in this case, it's a sort of rapidly changing place. But I think listening to those community stories and voices will help give it a really solid foundation.

So thank you very much. I look forward to seeing how the study progresses.

Panelist 6

It's a really great presentation and I'm in agreement with a lot of the comments that have been mentioned by other members.

I think you guys have set down a really great set of principles, including green infrastructure, natural heritage, increased mobility and pedestrianization, and these are all the right things that we should be focusing on today. And I also want to applaud you for the level of engagement that you're carrying out and your response to it and going back to it and I would encourage you to keep going back to what you've heard as an important centerpiece of the study.

Just because I've already mentioned the importance of opportunities from a sustainability standpoint, I would echo that a lot of the large developments that are happening here like Bayview Village are really the opportunities where stormwater management and green infrastructure and all of those larger moves can really be carried out. So, I would make sure you can really push that on the larger developments.

And then in terms of character, I think this has been mentioned by many members already; I would encourage you to look at character in a sort of a softer, maybe more mushy way. You've been looking at character very much in terms of physical qualities. What are the places that really define the identity of this place? And I acknowledge that it's a difficult task and in some ways there may not be much to work with, but there are people who live here and love to live here.

So, mapping out the parks with community centers, churches... the spaces where identity is created and really tie this into your engagement process and this may become background work that doesn't directly come into your study, but this this work needs to be done.

Another place to start in terms of character is small businesses. I see images of things like strip malls around the Bessarion station. A lot of small businesses in located in houses around Bayview. These are the sorts of small businesses that tend to get lost in master planning and planned communities. So, these are really places where character is built and I would ask you to really investigate how these places can be preserved and prevent gentrification from moving into this neighborhood.

Those are my comments Thank you.

Panelist 7

Thank you, I'll maybe just to sort of riff off of what the last member just said.

I think the vision, and to answer question number two, the vision that's presented at the moment feels a little bit generic and any one of those are very good principles that probably exist in the Official Plan and could probably be applied to almost any neighborhood in Toronto. And I'd suggest that maybe a vision is not something that's necessarily needed for the neighbourhood, but instead you need a good strategy or a series of tactics and that goes back to a previous members' comment that a lot of this has been baked and so perhaps the vision, it is the places that it is, and it's about completing it in the best way, possible, and being very opportunistic.

Maybe through some kind of mapping exercise you can start to identify where those opportunities are to have some impact. So, for example looking perhaps at the largest remaining development sites, the Bayview mall, for example, where transformative change will occur, and then some of the smaller sites or other places that won't change and then using that to guide that "tactical approach" let's call it, rather than necessarily a transformative vision.

The other opportunity/constraint, perhaps to speak to question one, is that I get the sense that the original secondary plan was done at the scale of the block plan and then sort of handed off to transportation planning to implement and so we've got really good block structure and then we've got tactile pavers at all the intersections, but we're missing the stuff in between; the human scale stuff. And I think the urban design analysis really spoke to that, whether it's dimensional, but I think another panelist's comments about community reinforces that and perhaps that's where your focus could lie.

This makes itself manifest in certain things like the road pattern and of the roller coaster ride of Esther Shiner that a panelist described where it was really great on a plan; it looked good and then somebody just engineered it, but nobody thought of the human experience of the place and now we're kind of stuck with it. So, where possible, think at that scale; think at 1:50 I think that's what's really missing here. We got a lot of great 1:5 details and we got a lot of planning diagrams, but we're missing the human scale in between. And I'd suggest that's where a lot of the response to the remaining two questions could be most impactful.

So, just as a few big suggestions, some of the existing streets that are already implemented that have sort of wide green spaces, wide rights of way, but narrow sidewalks are fantastic opportunities for naturalized gardens – rain gardens, low impact development, green streets, things of that nature. Future neighborhoods should really think carefully about the right of way widths and how those are deployed across the site and the ultimate impact they have.

I'd also sort of considered land use. I think you mentioned that there are very shallow properties and I looked at the maps and everything's labeled mixed use, but nothing's turned over; it has been 20 something years. And I think that tells you something, that those really shallow 3-meter properties are perhaps not a feasible development site. No matter how much we want it to be. And perhaps a detailed analysis of what's happened in the mid-rise form along this corridor and elsewhere mapped onto those parcels can start to create a strong rationale for extending that mixed use designation, perhaps deeper and I'm thinking, really the parts on either side of, or, I guess, just east of specifically extending it to the 2nd parcel behind introducing proper, mid-rise.

And then I think a few panel members really spoke to the idea that Sheppard may always be what it is, and I think we just need to live with that. And I think that's okay. Let it be a kind of green space. Let it be a traffic court or let it have a multi-use trail. That's got a number of green infrastructure, but the super pedestrian uncomfortable spaces happen on those secondary streets within the blocks. So, I'll leave it at that. Just more been designed. Thank you.

Panelist 8

Thank you very much for your presentation.

I think a lot has been said. One of the things that really strikes me about this area is that Sheppard is very much the link connecting these nodes that are not really interconnected and just looking at the street plan there's very little through traffic. There are very little alternate avenues to get east-west unless you take Sheppard in a continuous manner. There's a lot of interruptions there's a lot of U roads, changes of grade, and radical changes of character.

And one of the things that sort of strikes me a lot of the areas that as a pedestrian you have that residential scale, which is very low rise in north of Sheppard in those very residential areas, and then you have sort of that commercial scale. But they're sort of lacking something that unites them. You're either walking in a very residential neighbourhood, or you're walking through this Sheppard massive high speed, wide street, so it's very much private domain or super public, high speed area. And I'm wondering if there's a way through this study to kind of take Sheppard and looking at light, looking at gardens and looking at the spec, there is missing green and finding some means of taking

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a section of Sheppard and trying to incorporate east-west a sort of park to create a green connection that would be cycle and walking friendly and find some way to link that area cause at the moment it's very much you're looking at it at 3 nodes because it is very much 3 nodes and there seems to be very little interconnection between them.

What strikes me is, what happens when those nodes meet each other what's happening at the street level what's happening for a pedestrian. Walking along Sheppard and if there's a way through. This study should create a connection or someplace somebody can go to walk, to actually walk somewhere, rather than, the second they leave their neighborhood or the residential area they're almost forced to take a car because there is no comfortable human scale space in this area connecting anyone. So, even going to the new community center it's not a very pleasant way to get somebody in the neighbourhood unless they're going to drive. So, it's finding I think that's what I would feel that is the next step. And I think another member mentioned it with the 1:50 scale; trying to find pedestrian elements that connects the different nodes on Sheppard and really looking at this from a walking experience.

I think Sheppard is, from a driving experience, it's aced it. But now it needs a person scale, rather than a car scale along that avenue to address all the sort of connection of the buildings and looking at from street frontages to scale of buildings to quality of light as to which side of the sidewalk could be favoured to opportunities for sustainable impacts and ground swells and water treatment and what not through that thoroughfare and really try to treat Sheppard as a life-link that links those areas.

Panelist 9

Thank you for the presentation. I think I'm going to echo a lot of what some other people have said, but maybe also disagree, for a change.

This is a really challenging corridor. It's so wide and highly out of focus with that underused subway underneath it. So, it's great to see this study being undertaken, but I think, from my perspective, I would try to retool it a bit instead of aiming for the focus to be a transit-oriented community, I would say it should be a pedestrian-oriented neighbourhood, and that then will lead into the use of transit more extensively as well. Right now, it kind of feels like the plan or the vision is assuming that people are just going to pop up, like, groundhogs at the subway stations use whatever is at that subway station, and then disappear into the underground again but I think it would be great to get them walking and cycling along the street.

I'm afraid I disagree with people who say Sheppard is always going to be Sheppard and we can't really change it. I think we've got to try. Looking at Sheppard from Yonge to Bayview, it's certainly changed in that section of the street. So, I think change has to be possible here as well.

In terms of the questions, I think a key constraint is the lack of parallel streets particularly a transportation perspective. I think getting some bike infrastructure is going to be important in humanizing the street and making it more community serving. So, there's no alternative for that right now, there's no alternative street. So, I think you need to be planning for how you would do by infrastructure here. So, I would look at redesigning the street and using the boulevard for that, but also try to create parallel links as development allows.

The second question, as another member said, I think the vision seems a bit generic at this point. I think you really need to come to grips with that traffic problem and create a really strong alternative vision. That gives people something to grab onto as the nucleus of a community that wants to make some change.

The third question about existing infrastructure. I would, of course, build on the nodes in terms of things like enhancing pedestrian crossings, making sure development around them is pedestrian focused, but also try to stitch them into a corridor for living, working and playing all along Sheppard.

And the fourth question, I would just try to continue those concepts up and down the intersecting streets.

Just a few other points that I think are important. Make sure that the development is pedestrian focused with commercial and retail street facing along Sheppard and the side streets. As development happens, I would try to plan for pedestrian links through to the blocks behind Sheppard to make walking a more viable option. Some of these blocks are very big, and it's going to feel intimidating to have to walk all the way around them to get to Sheppard. Try to find ways to enhance those pedestrian crossings; the Bayview intersection, for example, which I have actually walked across a number of times is truly, truly scary. Drivers have no expectations that there are going to be pedestrians there and they don't really appreciate you reminding them of your presence. So, I've had a few confrontations there.

I would consider changing the center two-way left turn lane into a planted medium where possible that will, I think, start to create a change in character and lastly, with respect to consultation I agree that finding community character there is going to be a challenge. I would try offering a lot of ideas to the residents to see if they bite. For example, what about a farmers' market on an underused parking lot? Show them that their neighbourhood can really be human scaled and give them an alternative to just driving everywhere which I think is what people still do there.

Panelist 10

I really want to support all of the comments I just heard from the previous panel member just to begin and I think building off of those comments and some that I heard previously.

I'd like to put what we've been presented in the context of the city that continues to grow is continuing to be under substantial pressures for improved transit, as I understand it. Sheppard is going to be connected to Scarborough and the fullness of time that's underway. So, I would also resist two things I heard other panel members. One, that it's already baked in and two that Sheppard's going to be what it is.

I would also challenge both of those presumptions, but what I would suggest was trying to imply in an earlier question was whether the City can employ what I would call smart city technology, smart city mapping, much more sophisticated mapping than we've been presented with in this presentation that helps us to understand first and foremost what we have here. Respectfully, I found the presentation very high level. Very diagrammatic. I didn't learn very much from this presentation. I didn't learn very much about the community that I didn't know before as somebody who drives through it. And I guess what I'm really saying is that if we're going to add a 1 million people to Toronto in 25 years, where are they going to land. We need to be neighbourhood by neighbourhood, but especially on the corners. So, Sheppard's are perfect selection. How many people live there now and where exactly do they live and what kind of housing, and how does that percentage breakdown, how does that link to a transportation model? How is that linked to land use, where the attributes of occupation are tied to that model, and we start to get smart city performance in the way. We can imagine and understand these evolving communities.

And what I would say is that if we actually go through a really deep understanding of this place together, as a community, a vision will then emerge, and things will emerge about its potential. What is the capacity of this community and how does it compare to the capacity of other communities? We don't know, because we don't know what the capacity of communities there. So

that's my first and overarching suggestion. Let's use something like the Sheppard Secondary Plan to up our game with respect to smart city planning, with respect to that already baked part.

I don't know that any part of the City we can assume right now is already baked and so reverse frontages along a place like Sheppard I think with a couple of others on the call today, I have the pleasure of spending a day at the studio yesterday, looking at 4 major corridors, population, growth, equity access, sustainability all kinds of interesting issues and this issue of low-rise development on corridors that we're having huge public investment in is a is a giant topic.

I really appreciated a panel member's observation that if you leave Sheppard as a traffic sewer, everybody's going to think that's what it's supposed to be, and the transit is going to remain empty. It has to be transformed. So, I think there is a Sheppard transformation, and it has to be at the core of this project and would encourage staff to really take that up. I think that there has to be an examination of the potential of certain portions of the existing single family identified areas for redevelopment. This is a 20-year plan and in 25 years we're supposed to be adding 1 million people as I understand it. I mean, I gather secondary plans are supposed to happen every 10 years or something, but they don't get to do happen so often.

So, I would suggest there does need to be creative thinking about some of these kinds of questions, and I would also just say, Sheppard has some of the ugliest intersections in the city. That's definitely got to change. I agree with a member's observations about Leslie and Sheppard where there is a ravine coming across that amazing intersection. It could be so much more.

So, I would encourage staff to be inspirational in the way they think about understanding this place first of all then exploring with the community a variety of ways in which growth can happen, because what else is going to fuel, influence, the transformation of Sheppard and then make some decisions going forward. Thank you.

1800 SHEPPARD AVENUE EAST – FAIRVIEW MALL

DESIGN REVIEW PANEL

DESIGN REVIEW PANEL MINUTES

DESIGN REVIEW First Review

APPLICATION OPA & Rezoning

PRESENTATIONS:

CITY STAFF Michelle Charkow, Community Planning; Michael Sakalauskas, Urban Design

DESIGN TEAM Hariri Pontarini Architects

VOTE* Support – 1
Non-support – 5



**4 Panel members had to leave before the vote*

Introduction

City staff outlined the project history, existing and future context, and planning framework. Staff are seeking the Panel's advice on the following key issues:

1. Should the proposed OPA application establish a new public realm framework (such as a masterplan concept) which envisions the long-term potential redevelopment of the existing mall and associated parking structures?
2. How can the site organization, siting of buildings, parks, public streets, and open spaces in relation to the existing mall, grading, transit, and surrounding community, create a fully integrated and permeable public realm?
3. Does the proposed public realm and built form strategy support and take advantage of existing and potential future expansion of transit in the area, with particular focus on the Don Mills and Sheppard Avenue intersection?
4. Can the DRP provide commentary on the proposed built form, massing, and heights across the overall block?

Chair's Summary of Key Points

- A well-considered sitewide Master Plan that carefully and deeply considers the long-term evolution of the site and adjacent urban context is required.
- Defining and committing to the development and delivery of a vibrant public realm across the site for the long term as well as within the individual phases as they move forward is a critical criterion for a successful outcome and is therefore required.
- The proponent team is encouraged to re-examine (a) the roadways, parking structures and servicing with a view to redesigning them to create a hospitable public realm, with greater and plausible pedestrian connectivity (b) reexamine the network of open spaces and their connectivity, being particularly careful about integrating vestigial and residual spaces (c) the

proportion of built to green space; as designed, the proposal is lacking in trees and green space.

- The gateway concept that animates the island of the mall and makes connections to the neighbourhood was appreciated by the Panel; the Panel encourages the proponent team to develop and push this concept a lot further and make more robust connections across the site and create greater porosity at the site's edges.
- The proponent team was encouraged to examine the possibility of below-grade connections and servicing in a bid to create a stronger public realm; the Panel questioned the need to have retail at the base of the new buildings, suggesting that it might be a better location for community amenity instead.

Panel Commentary

Panelist 1

Thanks for the very thorough presentation, and appreciate, really, all of the challenges on the site: the grading; the many users; the TTC; and also, the loading. I agree with the design team member who characterized this as an intriguing puzzle.

I think that some of the first sketches are a great start; this idea of gateways on all four sides really gets to the heart of the matter, which I think is how the mall interacts with the public realm. Add its edges and how it could potentially contribute to animate and link to its adjacent community because right now at present, it really does feel like an island.

I also really appreciate the idea of making places along these areas of porosity going into the site. I do think that the first step to make a plaza between the mall and the station feels like a good first step. I do wish the area could be made more accessible, but I understand the challenges there, and I will say that I have been to that area of the mall where the food and beverage is starting to come out to the edge and that the photograph in this presentation actually doesn't do that area justice. It does feel quite lively and it does feel like the mall is starting to face the public realms so I can see how the plaza with this pavilion of retail will be a contributor to that.

I feel that within each of the phases there should be a very large piece of public infrastructure that's delivered. I appreciate how far you've gone with the open space plan, but I think that you can go further. And it seems a shame, for instance, just west of phase 2, that that park couldn't be larger with some judicious demolition of that raised parking structure.

I worry a little bit about phase 3, the courtyard building proposed there looks like the courtyard will be in shadow most of the time. So, I wonder if that could be revisited. And then also on page 34, the overall view of the site. I would encourage bolder thinking at the edges of the site.

I do like a design team member's description of towers with pavilions. And I wonder if the future of those two raised parking structures could start to also be inflected with additional retail pavilions, so similar to what's being proposed for the plaza. Could those parking structures start to have kiosks within them?

Winter gardens on the roof; I think they should be more exemplars of what above grade multi-use structures can be, and they could have complementary uses.

I would say that with respect to phase 1 specifically, I worry about the layers of ring roads and I can see that the one really adjacent to the mall can start to be a road that has communication across either side.

But I worry about the kind of loading road that's added in phase 1. It has a very wide right of way. It also has trees on it. I really think that the loading access should be as tight as possible and have very different characteristics than the animated roads. The animated roads should have trees benches and the areas for loading should really in ways discourage people from finding their ways into those spaces. So, I think. I think that part of the plan maybe could use a little more attention and those are my comments.

Thank you.

Panelist 2

Thank you for a great presentation. It is an incredible project, incredibly complex, and such a great part of the city. So, I think in a way, perhaps you're underestimating the complexity of this development. I think I'll focus my comments on the mall and the future of this development as a whole.

I think your discussion on the master plan was very brief and I think I'd like to see more thinking about how this place is going to evolve over time. You started with a great story about where the mall began and I really want to see that story complete as to where you think it's going. It's clearly an incredible, valuable, asset, and I just think to that point, it could be considered a little bit more carefully in terms of how it plays into the future of this site and how it's integrated into the development. So, I think some suggestions would be to think about how it can be built into the public space strategy. This is a huge amenity right in the middle of your site. And I think there was some discussion about the pedestrian thoroughfares through the site.

I saw there was a tower that's kind of connected to them all; I just wonder how all of this, there's a huge amount of people on this site, a great amenity right in the middle of it. How does that all work together? I think you talked a little bit about the future of the edges of the mall and how perhaps those retail pieces can spill out. I think there's an intent to have that happen all the way around the mall. Is that the future for all four faces? I think there could be a variety of ways of addressing that and how the addressing, how perhaps there could be much more direct connectivity to some of the residential buildings.

And then just a bit about servicing as well because again that has to do with the future of the mall if you want to sustain such significant retail component on the site. How can the servicing become less of an impediment to future development and become connected to the future of the development. Can servicing be placed somewhere where it's not in the way? Can it be enclosed? Do you build a new loading area that services the retail mall and unlocks a huge piece of land for you? So, I think that that takes some consideration.

And then also around parking and below grade, so you're going to be digging, you're going down below grade, and so, is there an opportunity to take some of those parking structures, which are clearly also an impediment and pushing some of that parking below grade. Is there an opportunity for below grade connections? I know it's challenging when you're hiving sites off, but is there a way to have some connectivity below grade to some of the amenities that are on the site,

And then just in terms of character, I think phase 1 has some really strong ideas. I love the idea of towers in the plaza and I think there's a lot of clear thinking around the design of the towers. But I wonder a bit about the street character, I didn't hear anything about how this network of streets is going to develop over time and what the character of these streets will be, and I think that links a

little bit to scale. It's a little bit to kind of a public realm strategy, and also a strategy for how to use this will be deployed over the site. If your focal point is the retail mall, what does it mean for all these other little spaces surrounding that mall and what will they be? What kind of users will support the vibrancy around there and I'll stop there. Thank you very much.

Panelist 3

Thank you, thank you very much for the presentation. It's obviously a very complex site with grade changes and continuing activity. And its relationship to its peripheral streets one of the things, I guess I was hoping to see something like that is this ambitious and just to be clear like finding residential use isn't parking is absolutely the right approach and this is where it's close to transit having a density there is certainly the right place to put density and to add people to the city.

The question I would have, given the ambition of the project and the size of the site, there is some very high-level sustainability, but there's no real discussion here about opportunities to actually incorporate onsite energy generation. I feel like the positioning of the towers and how they're situated, that's all part of the exercise and the sequencing that it needs to be done at this early phase to understand how the site could truly be sustainable. And that also, I think means for development of the scale and generating energy and on site.

The other question I have, there seems to be an interesting tension between the draw of the mall where people are going to want to go inside and what's going to happen on the public realm and streets around it. Particularly I think, for phase 1 around the condo building, because its main floors at that lower level and its lobby is at that lower level, there's a bit of a discomfort that it's like an island lost amongst really heavy circulation of the bus routes and I'm wondering whether it needs to somehow be connected to the upper town square. And, in fact, have its lobby, amenities, be all raised a significant level.

So, at the moment, unless I'm misreading it, the town square seems to be very much isolated and unconnected. We've agreed to the mall and to the rental building, but the condominium building seems to be building that is much more isolated and alone, and part of that draw for the mall I think there needs to be some thought about what retail is doing at grade at those buildings and should retail really be at those buildings, or whether the grades should be given over to community functions and community services. There's a lot of people being added on this site, they're going to need all sorts of amenities from daycares to schools to other community centers. I understand there's another community center being built nearby. I just question the viability, if everybody's going to go into the mall, is going to want to be drawn into the mall to do most of their shopping, what will be happening at the bases of these buildings to keep them animated and keep the streets alive and activated around them.

Those are my base comments. Thank you.

Panelist 4

Thanks very much for your presentation. I agree with many of the comments that this is a great opportunity here to provide a community served by a transit node. And I certainly also appreciate the complexity of this, I'll call it a 3D puzzle with all the grade changes and tenant obligations.

I think there's been a few comments about it, but I think the need for more comprehensive master plan and block plan would be great because I think it would show and allow for us to understand the near future development, but would also support a long-term vision whether, or not it occurs or becomes reality. But I think there's a missing piece here in terms of the far future, if you will. And understanding, I think how this fits into the context that surrounds that.

Looking at the overall plan you've provided, I have a few concerns with the porosity through the site, and the resulting disconnect between, through the site, also with the untouched edges that are left in place and then sort of the lack of space being provided in phase 1. And in totality for the future number of residents here. So, based on that disconnect between all, it's pretty glaring. I think there's the thin band of the screen showing on the eastern edge, which is a setback, which just really isn't enough to connect these two islands of development. Well, it might be a bike route or somewhere you walk on a Saturday. It doesn't really connect the two in an immediate fashion. And of itself is kind of an island between sort of roadway and a parking structure.

So, a direct connection through them all would be great to explore. Some have a new style, pedestrian route that could connect up to adjacent roads. I think that would do a lot to support the ambition of sort of a complete community. And then just the fact that there's no, or rather minimal, modification shown to them all in those parking decks feels like a missed opportunity. Understanding, obviously the lease and tenant obligations are very stringent, it would have been interesting to see if that had been studied.

And if we could sort of, I'm thinking about how to integrate those constraints with development just to create that increase in porosity. I mean, it's a tough site. The nature of that existing footprint creates several pinch points on the site edges and what we're left with now, are some pretty hard edges for those parking decks remaining which don't necessarily positively contribute to the existing one and proposed the neighborhood. So, again, looking at those edges and how they can be treated would be appreciated.

And then the parkland phase 1 doesn't include any parkland, but it does have the village green, which has the retail pavilion. It's quite interesting, I think it does a good job connecting the station to the mall. But again, it's private, so my worry is, at this phase 1 is sort of this privatized atmosphere for these 3 new towers.

And then just quickly touching on phase 1. The proposal there, the tower with the pavilion is a really interesting concept. One concern would be, how does it operate in a more residential setting? How will the pavilions be activated? Will they be activated? Often times in urban centers you see banks or government functions in the pavilions. So, just something to think about there. And then, of course, the adjacency to that. A particular circulation; phase 1 has a lot of catering to cars and I think there's a lot happening with the vehicle.

Part of that is probably due to the buses so it would have been great to see sort of a bus diagram also for how those routes go in and around phase 1. That's all for my comments. Thank you.

Panelist 5

Thank you for the presentation.

I think I'm going to echo some of what the previous Panel member just said. I realize there are certainly challenges here, accommodating the bus movements as well as particular demands from the residents and the customers, but overall, my impression is that there's a bit too much being crammed onto this site.

It seems to be overwhelmingly either buildings or driveways servicing those buildings. There are ways to look at doing things like minimizing the drop off areas for the phase 1 buildings that could help to reduce that impression.

But I think my main comment, again, alluding to what the previous member said, relates to the blocking of the overall site. The presence of the mall, plus the 3 parking decks really means that there's two isolated pieces of the plan and so the challenge is that you've got these two hulking parking on the west side, which really create a pedestrian unfriendly environment. I've been to the

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site frequently, it's not a place that I would want to walk under adjacent to the building underneath those parking decks.

So, it doesn't really feel to me, like there's any kind of fully integrated public realm being developed within the site here. Its mall, its south side, its north side, and there's minimal connections between them. I'm just thinking about how would pedestrians from the north side get to the subway station. It appears the need to walk under the parking decks or divert out to Don Mills or perhaps if Cadillac Fairview does open the mall to pedestrians after hours that can be kind of a network. But that's a bit uncertain.

The presentation talks about building a network of streets, but I think that's a bit of an overstatement. There's essentially a couple of driveways that will be heavily used by the combination of retail and residential drivers. So, I think that's going to be an impediment to creating a real kind of community here. It doesn't really support a pedestrian lifestyle unless you enjoy watching people lining up to get into parking garages. And so, in the end I think it's expensive to blow up a parking deck, and I realize that's probably not the best thing in terms of carbon capture either. But I think that needs to be considered if the site is to be master planned, there needs to be a little more a little more space created on this very large site right now.

There doesn't seem to be a lot of room for trees or greenery or anything to kind of mitigate the climatic impacts of this development either. So, it kind of seems like an appealing heat island the way it's proposed right now. So, thank you for the opportunity.

Panelist 6

I totally agree with what the previous two Panelists were saying.

If I start with the master plan level, the north-south connections are lacking, and I would encourage somehow some, when that the mall does have a public access root through it, not necessarily vehicle, but a pedestrian route.

If I look at the placement and the master plan of green spaces, it seems like they've become spaces left over and planning, so you've got a park in the low area of Don Mills Road. You've got a park in the upper northeast and somewhat of a park down at Fairview Mall and Sheppard. I think that there needs to be some movement of buildings and chain and things. So, in phase 2 the 30 story building should move to the park site and the park site move to the 30 story building and it becomes a park that's integrated with the Toronto Public Library area across the way. And then in phase 3, the 20 story building moves over to your parking garage and I understand there's restrictions to the parking garage, but in phase 4 all of those strict restrictions are gone and I still don't see a building where the parking garages are, which would help.

Bring some green space to Sheppard, and if we look at the front of Sheppard in phase 4 could be a much more developed green space. And if you had buildings and everything along Fairview Mall Road, I think it would become more pedestrian friendly. So, I think Fairview Mall should be treated as a local road and put as many of your building entrances and exits and all of those things off that road. Then the internal loop road, as a member said, would become a little cleaned up, but it will be the main road within the site.

In phase 1, I think I heard a member of the design team say why the buildings are off set. But I think if you hold the 38 story back with the 48 story building, then that could all be green space plaza that is directly related to Don Mills. Try and remove the eastern driveway from Sheppard and create all of the access from that large service road for the 58, the 38, 48 – in terms of height I'm not sure that this site needs a 58 story building, even though it is rental. I think it could come down and be more

integrated with the mall so when you leave your building, you're in the mall or is that just a problem with ownership and privacy.

So, I think there needs to be a major relook at where the open space happens and how it's all connected through. Thank you.

Panelist 7

Thank you so much for the presentation. I can really appreciate. This is such a complex site and this team is orchestrating so many different aspects of it. So, appreciation for bringing all of these pieces together.

I'm going to focus my comments on sustainability and agree with a previous members' comments that sustainability has been touched on at a very high level. It's literally the last page, it feels a bit like an afterthought, in this presentation. Low carbon design is difficult and if we're not fighting for it from day, 1, it's not going to happen. And we need to be thinking about it.

I was really impressed by this map that shows all the different models, redevelopment sites across the city, can we think about sustainability in that context and what would a model for a mall redevelopment look like and can this site serve as a model for all of these different sites? There was, 1 question from the City about the long-term redevelopment of them all and I think this is a place to start thinking about embodied carbon. We can't just think of buildings as assets that can be demolished one day.

I think there was a lot of great work presented on ensuring the long-term viability of the mall and so this is important work and let's, let's make sure that the mall doesn't ever have to be demolished in its entirety. And can this long-term plan, the total decarbonization of them all in the next 20 years, or whatever the time frame is, I would suggest taking a deep dive into the operational data that Cadillac Fairview must have across its portfolio. What is the energy profile of a mall is there?

I'm looking at the deep floor plate, and I'm wondering if there's a lot of waste generated, is this waste heat something that can feed into the residential buildings? So, just a suggestion are there synergies between these different programs that can be capitalized?

And then finally, a comment on the architectural expression. I love van der Rohe as much as any architect, but when we put a sustainability lens on to this, we have to acknowledge that he was designing at a time when we were celebrating technologies, that we're creating artificial conditioning of indoor spaces, but with no knowledge about carbon emissions. So, while I think that you've developed very elegant architectural solution, from a sustainability standpoint, I'm concerned about the amount of glass, the long balconies that I hope are thermally broken, and I'm wondering, is there a way to modernize this expression, and if not, is this the right architectural reference, acknowledging that we are facing climate emergency today? Thank you.

Panelist 8

Thank you. It's been great comments that have come through from the panel members. I totally agree. This is a very complex site, and I appreciate the challenges when you have a built form topology, like a mall, in terms of its size and its shape and what it has done on the site, especially with the structured parking.

I'm looking at a page 30 of the document that was sent to us before the meeting, and I think the things I certainly appreciate the challenges and I think that in looking at some of the other malls that we've seen, it's interesting that some of the developers that have approached them in different ways. As an example, one came forward and said, well, we're trying to look at a building type. There

could be residential or office, we're trying to be flexible and it was their take on flexibility and agility over time.

And really it comes down to, in your, I think earlier comments and your presentation was about agility and flexibility, which brings me right down to, there definitely should be a site wide master plan. There definitely should be meanwhile diagrams. We've had that recently, come up with malls that are being transitioned. And that is, if you've got multi phases, what does it look like when you only have phase 1, what's going to happen in the meanwhile until this is all put into place.

And a master plan, I think more than ever now is something that's just so needed and some organizations may do these internally, and not wish to share them but the pandemic is certainly shown what it can do to long held institutions and long held ways of doing things. I think retail certainly is not an exception to that. And I truly believe that this mall in the future may not look and may not behave and may not have the same footprint that it has now. So that feels like something that's missing.

Okay, I'm looking at it as it is now; on one hand I see it. It sounds like a salt and pepper kind of arrangement of things. I totally agree with what somebody had mentioned where these are in many cases, they're leftover spaces. They're the spaces that the mall is not out, and that you can get out reasonably easily without touching much of the structured parking. So that automatically starts to create this kind of disjointed salt and pepper kind of application of buildings and green spaces. And I keep wondering with the grade changes on the site, whether you can set a new topography that may be able to create a better balance between, especially in phase 1 and for to a certain degree phase 4 where the streets are.

So, why they're so loaded with the particular movement that they really do a disservice to trying to create an urban environment, whether you can use topography changes slightly as you've already done in that sort of pavilion. That said that has a plan in front of it, do more of that and start to pull some of that particular activity more underground so you can get more of the good stuff. Where you can create enough critical mass, so that you can actually start to create and attractive urban environment. So, right now I'm seeing it in bits and pieces. They see it with the great change that you talked about earlier, relative to phase 1 and that pavilion that's next to the parking deck, which is next to the TTC.

This phase 1 is going to be the pioneer for all the others and probably for other developments that occur elsewhere in the city. So, it's got to be done really well. So, I asked that question, whether that could be done, going back to the parks. I looked at the plan right now, and it shows it's a little misleading cause you're showing the green roofs. If I take away the green rooms, all of a sudden, I realize you got a lot of really small, little, tiny isolated, disjointed, green spaces and it feels like you got to really look at that again. You're going to have 17,000 people on this site working living shopping. Quite frankly, they deserve more amenity and I can't help but ask the questions with the population that size. Where are the supportive amenities? The community amenities that go with that the daycare centers, the schools, things of that nature because you're now going from a community of shoppers to a really total mixed-use community.

And back to the master plan, I think the last comment that I would have is, what about green roofs on the mall. Towers are going to look down in that roof and plus it could be very useful as potential useful space if there's the structure that allows that. And last, but not least, sectional views, and just street sections through the site so we can truly understand the complexities that you've been dealing with. Looking forward to seeing this again. Thank you.

Panelist 9

Thank you. I appreciate everyone's comments. Like, many others I sense, I spent some time with them all my life, I was brought up close by. I have fond memories of this place, but those fond memories are of family events and occasions not about the place itself. It's candidly, my experience of it is that the existing place is pretty awful. From almost every perspective of approach it is one of the least welcoming shopping malls in Toronto. The intersection of Don Mills Road and Sheppard is one of those really awful intersections, the whole kind of 2 tiered, completely vehicle centric means of moving on this site is so anti person, anti-people, anti-walkable.

So, what I'm hearing is, yeah so that's our starting point. But then we have all these other conditions, we can't build over here, and we can't do that we can't do this. So, you're left with the residual space you've heard about, where we have this rationalization about podiums that come to the ground because they're skinny and they can just come to the ground not because Cadillac Fairview started with new [unclear] decades ago. We're not in the sixties. So, with substantially deficient amounts of park space and all residual, with no street and block pattern connecting things the connectivity is really challenging so I'm sensing a disconnect between words and illustrations and what I understand though is the mall is a great, regional mall, and we don't want to mess with it, but somehow we want to harness the value of it and bring 15 to 20,000 more people here and it has already has been suggested to do what to look down on this massive hardscape roof.

Is that our vision of a community for 15 to 20,000 people in the future, near future, of Toronto if we wanted to introduce 15 to 20,000 people to a new community? I think we probably have some different criteria about walkability and all those kind of rich things that we often talk about. So, my impression is that either there needs to be a substantial scaling back of expectations here about the capacity of this site with this massive mall in place, and all of those conditions accepted. Then I think there needs to be a substantial ratcheting back of capacity, scale, substantial increase in green space and adjustment to what the concept is.

I appreciate all of the challenges and I appreciate the talent, skill of the teams, the traditions of Cadillac Fairview, all of that. I mean all of these comments quite respectfully. I honestly just am not inspired by what this place is, it suggested that it will look like, you know, 20, 30 years from now. It doesn't inspire me that it's a great place to live. Thank you.

Panelist 10

Okay, well, I'm going to take it from the exact opposite side of the spectrum.

Sheppard Avenue. We saw this earlier this afternoon, a master plan, and, we're all kind of scratching our heads and I went first for that session and so it was kind of ruminating for the last couple of hours. And it is, Toronto seems to be and Sheppard is very much representative of an idea about incrementalism, and that doing nothing may not necessarily be the right decision, but starting something, something that can be catalytic, something that can be a kind of positive change.

And, I mean, I completely agree with the previous member. I think that this mall, its expression on the city is probably one of the least successful of all of these kind of regional malls because of gray, because of odd decisions that were made of TTC garages at corners of a major intersection and of course I think there's something to be said about the mall and its success clearly, with the redevelopment on the north side.

Clearly, the park would develop on the south side, which we've seen over the last decade come to the panel, are quite successful infill developments that I'm going to say, leverage this mall and yet we still have this really unfortunate condition of the mall, and we also have a subway station sitting at this location. So, I'm going to say that I can see this kind of development being incrementalism of development. I've maybe much more fortunate in my practice where I just get the tear malls down,

and I think that that's really difficult in itself with things like no go zones, et cetera so on and all these easements that exist that are invisible deterrence to redevelopment here.

You know, Sherway, Yorkdale. Baviw and Fairview are not hurting if anything they're making it up. They're making the opportunity for Dixie for Cloverdale for Agincourt for Golden Mile to disappear, because they're just becoming much more successful as much as we who maybe live in a more urban setting, can be critiquing this this is urban space for this neighborhood, these people that live within a pretty large distance, circumference of this do and have this space and do use it as a collective space. We hear that, public meetings, viciously criticizing us taking down Cloverdale or Agincourt, because it's their square, their gathering place, so I think that I'm going to suspend belief and say, I think that this is a strategy that we are seeing at a number of malls at Scarborough, Yorktown. We've seen those a number of times in front of the panel as well as maybe to a lesser degree, Bayview. So, I think I'm going to suspend belief and say, I do think that there should be development at this intersection. I do think that we should be developing it. So, that's where I'm starting.

This idea of it is very compelling. I have to say that I agree that I think that they are incredibly attractive buildings. And again, at a really skilled hand, we know that they're going to be attractive buildings. I think where I kind of like scratch my head is if we said, hey, we're going to just put loading and ramps in your ground floor. I think I'd probably have a different opinion and I think that that's where I'm struggling with it, which is understanding that in a sea of infrastructure, I like the idea of these pavilions coming down and I think that there is something really quite interesting about them.

But I do think that the loading is winning at the expense of the public realm, which is, again they have done an incredible job restoring that public realm and it is really a unique and world class piece of urban artifact and so I'm just trying to understand how I would navigate this as a pedestrian with private amenity spaces and bike storage along the sidewalk. And I think that those spaces exist because we're having to drive a garbage truck and a loading van and turn it around within a really small footprint.

I do think that there is, I mean, again, I'm going to be happy to say that ignorance is bliss and of course these are incredibly complicated projects, but I do think that that square the village green needs to be a village green. It can't just have what looks like a restaurant pavilion, and then an entire lobby fronting it. I think that if there was an idea of public realm, and I'm just thinking of one of our projects and thumbnails where we created a square and everybody wants to be in the square. And the park is there, but it's not as nearly as successful a gathering space as a square. So, I would say that if I was going to build and intensify this entire quadrant, this entire mall, I would anticipate a square to be somewhere in that first phase. And if it is going to be a square, I just think it should be the most amazing space and supported by amazing public amenity and spill out of retail and hospitality.

So, I would say that there is a great potential for that village green. I think it's a little timid. I know the project that I believe it's shaped did in Vancouver, in British Columbia, and it's a really amazing space that takes it takes advantage of topography. I'm going back 30 years; imagine presenting Bunker Hill in Los Angeles. So, there are great kind of urban experiences that that can use topography. I tried to ask that question, I believe, with regards to that triangle of leftover parking. I think that that is a kind of opportunity to kind of create the most amazing public experience that takes you from the drop off area, from the TTC, up into that space through a stair tower, that should be the most beautiful sculptural stair tower. Thomas Header should be hired to design it and that there is a great opportunity, I think, to create an amazing piece of public realm that is very urban

and is a place of gathering and yes, of course, I think there should be park space, but I don't think there should be a park in the first phase; I think it should be the most amazing Square.

I'm just scratching my head wondering why we can't take advantage of now this raised space and put the loading below it. And just get rid of the loading, consolidate all the residential loading. I don't know the grades and the heights and the garbage truck, but it just seems a bit of a lost opportunity to just put more retail parking in the kind of elbow of that part of that loading, parking and not take advantage of it maybe and just moving all the nuts and bolts of delivering these podiums that again I completely buy into it, but it can't just be blank walls.

So, I'd say that one last thing just really quickly on the master plan. I think that the office building should move onto the west side of phase 4 and there should be a seriously tall tower, residential tower, up against the highway. I think the office building should be as close, or hotel should be as close, to the subway station as possible. So, I don't buy the kind of close line. I don't get it. I would be putting some serious height on the highway as well where there's little impact anybody. And so that's where I'll end it. But, I appreciate the effort. Thank you.