

# CITY OF TORONTO DESIGN REVIEW PANEL

## MINUTES: MEETING 6 – June 22, 2023

The Design Review Panel met virtually on Thursday, June 22, 2023, at 12:30 pm.

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### Members of the Design Review Panel

**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

**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 – Joe Lobko Architect Inc.

**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

### Design Review Panel Coordinator

Lee Ann Bobrowski: Urban Design, City Planning Division

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### CONFIRMATION OF MINUTES

The Panel confirmed minutes of their previous meeting, which was held on May 4, 2023, by email.

### MEETING 6 INDEX

- i. Jane Finch Initiative (2<sup>nd</sup> Review)
- ii. Update Downsview Study (2<sup>nd</sup> Review)

# JANE FINCH INITIATIVE

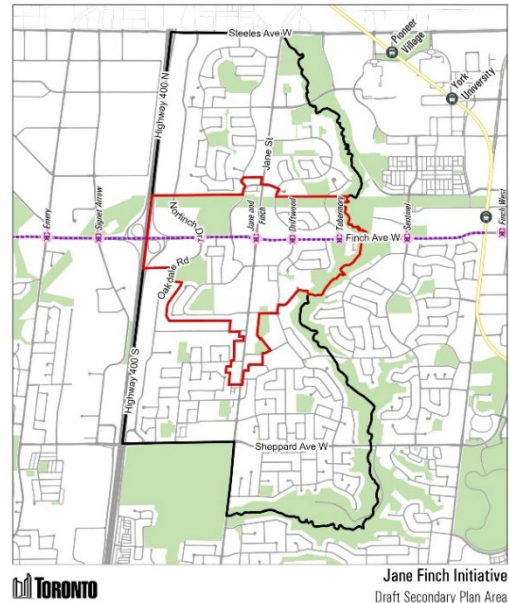
## CITY OF TORONTO - DESIGN REVIEW PANEL

### DESIGN REVIEW PANEL MINUTES

DESIGN REVIEW	Second Review
APPLICATION	City Study
<b><u>PRESENTATIONS:</u></b>	
CITY STAFF	Leah Birnbaum, Strategic Initiatives
DESIGN TEAM	Paul Kulig and Eunice Wong, Perkins & Will
VOTE	None

### **REVIEW PARTICIPANTS:**

CHAIR	Michael Leckman
PANELISTS	Meg Graham, Dima Cook, Ralph Giannone, Jim Gough, Jessica Hutcheon, Joe Lobko, Jim Melvin
CONFLICTS	Presenter, Design Team: Paul Kulig Not in Attendance: Anna Madeira, Heather Rolleston



## 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. Do the built form scenarios presented for Jane Street and Finch Avenue West best respond to the unique character and opportunities presented along these streets?
2. Will the proposed approach for redevelopment of the mall sites at The Intersection deliver animated public spaces, walkable streets, and vibrant retail? What are key design considerations for the phasing of mall redevelopments?
3. Does the built form strategy respond to the unique context of highway, hydro-corridor and Metrolinx Storage Facility?

## Summary of Project's Key Points

The following items were highlighted in the verbal meeting summary by the Chair, based off feedback heard from the Panel members.

- Context
  - o The preparatory work to date to set the context for the built form study is admirable, but the Panel advised that it needs to be examined in a stronger way. This should include proactively engaging the private-sector landowners.

- Connectivity
  - Connectivity in the neighbourhood and communities is incredibly challenging in an environment with such wide rights-of way which prevent connections from across those streets. The likelihood is that a lot of the study's good work may not succeed if the transportation infrastructure is not reviewed more robustly.
- Built Form Scenarios
  - There has been a lot of great work from the outset, but the Panel opined that it needed to be better reflected in the built form strategies put forward including more analysis, more scenarios, and more content, to discuss how the earlier evidence could be more clearly manifested in the proposed.
  - The proposed built form scenarios feel generic; more specificity is needed to reflect and capture the character as well as energy of the community.

## Panel Commentary

### Vision

- The study was highlighted as an exciting initiative with great potential to influence how unique communities can grow with significant consideration for those existing populations, histories, and cultures.
- Multiple panelists expressed that a stronger definition of vision is needed for the study.
  - There is a gap between the aspirations described, the analysis of the place, and what is needed for a secondary plan to take a place from where it is, to where it needs to be.
  - The work is highly conceptual; clarity, vision, and inspiration about the transformation in the community is missing.
  - The approach seems generic and not contextual; key information is missing including details regarding schools and ravines.
  - There is a lack of vision with respect to planning, economic development, new enterprise, as well as social and community facilities which is odd in the beginning.
    - The team was encouraged to embrace a spirit of a place and make it galvanic; the big ideas are missing.
- A panelist applauded the aspirations including the thesis to support incremental growth, create complete mixed-use communities, as well as promote walkability and bike-ability.
  - The opportunity for the work to set a new precedent for how we as a city attack the complicated idea of incremental growth was highlighted, including a framework that allows for the fact that any number of things could happen over time.
  - In reference to Jane Street south of Finch, the team was encouraged to add the prioritization of neighbourhood connectivity to the guiding principles around incremental growth; it is a critical piece and needs to be done everywhere.
- A panelist advised that the community layering and the strengthening of community ties could be made more explicit in the design as well as how certain things are approached.
  - The high level of immigrant communities and minorities was highlighted as an incredible component of the site, but there seems to be a lack of cultural identity in the area.
  - The opportunity for a project of this scale to find ways for communities to appropriate their streets, and parks to redefine them in their image as well as for public gathering was underscored.

- A panelist highlighted the heart of the challenge as well as the heart of the opportunity with respect to the four property owners that control the Jane and Finch intersection.
  - The team was cautioned that they cannot be timid, and must embrace the complex and wonderful diversity that exists in the neighbourhood.
- The team was implored to gather the various private sector asset managers and property owners to understand their retail ambitions to help ensure that the project vision can be executed.
  - A panelist highlighted the importance of demonstrating the value of the City's vision to generate excitement and convince the developers to embrace it.
  - The wonderful, existing tenancies were highlighted but this mix of interesting retail may not be replaced if the asset managers are not interested in that.
    - One of the vibrancies of these existing assets is the fact that they cannot attract the tenants they would rather attract.
  - The team was cautioned that if the City's vision is only grass roots, the panelist did not see how it will be executed; there is a danger that what is presented may never work.
- A panelist was disheartened to hear that there is a limited budget; if so, whatever is done must be impactful.
- The purpose behind the accessible, simple, and folksy graphics was noted, but a panelist found the lack of evidence of 3-dimensional built form explorations, accompanied with metrics, troublesome.
  - In dealing with a secondary plan on an area as important as this, and in consideration of the incredible transit investment, the level needs to be raised in terms of the ambition of the exercise to help imagine and visualize the future.
- In consideration of community capacity, further explorations with metrics were encouraged regarding the nature, pace, impacts and ways in which this place will grow.
  - Greening, moving, and building were identified as wonderful aspirations, but a better roadmap is needed.
- The team was encouraged to propose multiple scenarios to present something that will allow stakeholders to dig in and comment.
  - The 10,000 ft level will not provide the appropriate or insightful feedback to advance the work.
- Concern was expressed regarding the replacement of the mall's retail and social spaces with retail main streets.
  - Deeper and renewed thought was encouraged to provide something that can function year-round and at many hours as this is a critical piece to any community.
  - An alternative configuration to the retail main street was queried; perhaps something that uses publicly accessible space that ties various retail and community uses together to potentially provide that town hall community.

### Connectivity

- The importance of Jane and Finch was reiterated, and the team was cautioned that there will not be a viable commercial retail experience unless something is done to the streets themselves.

- It is important to build on the avenue designation on both Jane and Finch to focus on this intersection as ground zero for change.
  - Informal retail is already happening; the team was advised that there needs to be a way to build on that to create a more pedestrian-oriented juggernaut of activity that will then be supported by greater City interventions and the developers.
  - The suggestion was put forth that getting things right up against the intersection would make a huge change as it feels like one vast parking lot with some retail buildings off in the distance.
  - The team was encouraged to consider bike lanes, on-street parking on Jane and Finch, traffic-calming measures, changes in pavement textures and trees to help create a unique identity at the core as well as introduce a feel to this community.
  - The opportunity to make the BIA a quad of the intersection at Jane and Finch was highlighted as a good goal.
- A panelist queried how to treat Jane and Finch in that quad to permit more casual pedestrian movement in all directions, as well as if this would connect to the finer grain streets being introduced, or to something else that makes it a cozy, community feel.
  - The importance of the streets in creating neighbourhood connectivity was reiterated; a lot needs to be done.
    - The streets were characterized as wide, vast, long, and inhospitable. The team was advised that tackling what this means for the City needs to be front and centre for any strategy contemplated in the various scenarios that may be proposed.
  - A panelist expressed that the traffic-calming opportunities identified in the mobility section were really exciting from an immediate, short-term perspective.
    - These moves can happen quickly, make a big improvement to safety, and start to encourage conversations about walkability in the community.
  - Multiple panelists looked forward to future discussions that would bring more of the mobility and transportation considerations into the study.
  - Concern was expressed about concentrations of housing near highways and the assumption that huge amounts of building walls can protect the communities from their impacts.
    - The lessons learned in Leaside and the lower east side were highlighted with respect to the Gardiner Expressway; highway impacts like air quality are not always in the immediately adjacent areas.
    - Further analysis and thought about highway adjacencies was encouraged.
  - A panelist expressed support for the Norfinch strategy; it makes a lot of sense in terms of buffering against the highway and trying to create something that is street-fronted.
  - Potential was identified in the Norfinch District to leverage a buffer zone adjacent to the highway to connect up to the hydro-corridor as a means to infuse the small pocket with a green character.

### Built Form

- Multiple panel members expressed that they did not see a built form strategy.
  - One panelist noted that they would like to see three built form scenarios for all four quadrants of the Jane and Finch intersection that demonstrate how they may evolve, for discussion.

- These would accommodate phasing, evolution of development and the existing retail uses in a realistic fashion with explorations that inspire landowners and community members to understand the possibilities of what the place might be.
  - Another panelist queried the personality of the neighbourhood and how that personality is physically represented.
    - Whether it is towers, mid-rise or podiums, a big idea was encouraged first for what the neighbourhood is and what it can be.
- A panelist expressed that the built form analysis seems highly diagrammatic and, in some cases, not believable.
  - The northwest quadrant is not convincing, and concern was noted for a single building with three towers and a massive podium; it is not an appropriate way to imagine improving on this community.
- A panelist queried if shadow studies had been done to understand the impacts of the built form on the pedestrian realm along Finch resulting from the Norfinch District development.
  - In particular, they wondered if options between buildings parallel or perpendicular to Finch were studied.
- If the approach is to fully embrace the tower in the park, and take advantage of their ample adjacent spaces, a panelist encouraged the City to explore incentives for owners to green their parking areas while then also creating a promenade that is more pleasurable to walk along.
  - The existing conditions of walking adjacent to heavy lanes of traffic was identified as not always a pleasant experience. Ways to mitigate this were suggested, including wider sidewalks, increasing treescapes as well as variety, to ensure there is not just a flat, endless plane of lawn.
- A variety of form was encouraged; perhaps not all towers in the park remain so.
  - The opportunity to add density in a way that helps support the pedestrian realm and retail while providing community amenities would be beneficial to the area.
- In reference to the setbacks in the Jane St. South and Finch Ave. District, a panelist encouraged maintaining the green space.
  - Support was noted for maintaining the large setbacks to create a green spine for nature-based benefits. The opportunity for pollinator gardens to be made from the lawns, and the potential for community involvement was highlighted.
  - The ground floor retail was questioned. In reference to page 22 and the purple buildings, the panelist advised that if they were already approved and jut out, perhaps there could be a hybrid solution to allow for some retail to occupy some space within the spine to encourage other street-level activity.
  - Along Finch, the panelist cautioned that the streetwall option could create a sterile condition along this stretch. They advised that perhaps the direct connection options could provide more opportunities to spill into the adjacent communities, and also provide gathering spaces for small-scale local-serving retail shops.
- Another panelist liked the idea of a sidewall condition with a safer courtyard-like space between the buildings that would provide a little more community, rather than a continuous built wall with a massive building setback from the street.

# UPDATE DOWNSVIEW STUDY

## CITY OF TORONTO - DESIGN REVIEW PANEL

### DESIGN REVIEW PANEL MINUTES

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DESIGN REVIEW Second Review

APPLICATION City Study

#### PRESENTATIONS:

CITY STAFF Jessica Krushnisky, Strategic Initiatives;  
PC Wasserman, Urban Design;  
Ed Presta and Tyler Lasko, EA Team;  
Georgia Kuich, Heritage

VOTE None

#### REVIEW PARTICIPANTS:

CHAIR Meg Graham

PANELISTS Michael Leckman, Dima Cook, Ralph Giannone, Jim Gough, Jessica Hutcheon,  
Joe Lobko, Jim Melvin

CONFLICTS Not in Attendance: Margaret Briegmann, Paul Kulig, Anna Madeira, Heather Rolleston

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## 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. The approach has been to create a high-level structuring plan for the Downsview area. Are we addressing the right elements at this scale of development or is something missing?
  - i.e. The Runway, the Taxiway, major parks, major streets, density, rail crossings etc.
2. Does the proposed Plan support strong connections with the surrounding communities? Are we appropriately knitting Downsview back into the surrounding context?
  - i.e. Leveraging the planned pedestrian bridge to Yorkdale Mall, linking with adjacent neighbourhoods, overcoming surrounding arterial streets, transitioning between employment and residential areas etc.
3. Downsview is being planned with several unique open spaces, some quite large in area (particularly the Runway and Taxiway), with varying ownership structures under discussion. Are there any lessons learned or good examples from elsewhere of successful privately-owned public spaces that you could share?
  - i.e. Governance structures/agreements, best practices for integrating publicly and privately owned public spaces through design and/or programming etc.

4. Do the draft policies, guidelines and environmental assessment put in place the necessary foundation to support a significant shift from auto towards transit and active mobility for the secondary plan area? What refinements are required?
  - i.e. What elements of the Green Spine should be secured in the first phase to support 'early' adoption etc.

## Summary of Project's Key Points

The following items were highlighted in the verbal meeting summary by the Chair, based off feedback heard from the Panel members.

- Project Vision
  - In looking for a heart or core for the area, the Panel landed on the question of what is the vision? There is an overwhelming need to make a consolidated, layered design as well as plan that anticipates and coordinates a bold vision which addresses the detailed complexity of this significant development.
  - The heritage resources that exist in the area today must be included.
    - Consider and study the Green Spine along with the heritage resources as a defining and central feature of the greater area.
    - Consider this holistically, including green infrastructure that expands its influence throughout the area beyond just the spine.
- Embrace and Mandate the Goal of Climate Resilience
  - There is a duty to create climate resilience in all initiatives; the policies and thinking do not yet mandate meeting the overarching goal of sustainability and climate resilience. The team is encouraged to think 30 years into the future.
  - Considerations including district energy, green infrastructure and more forestation should not be options, but rather they should be baked into the planning.
    - Within this there is the suggestion to utilize the parks and green spaces as a stronger infrastructural piece that helps to define the area as well as the hearts of the different districts within the overall development.
- Review the Phasing Plan
  - There is a need to reconsider the phasing plan with the goal of providing equitable and timely access to major parks as well as other community amenities including transit, road infrastructure and green infrastructure.
  - Ensure that the first residents and workers are able to access the more piecemeal components of the plan that might not necessarily have been developed at the get-go; these should be developed earlier than later.
- Context and Precedent Study
  - The work to date is addressing the right elements but the Panel noted the characteristic nature of the area which is long with a lack of density-depth across its width. Further study on this particularity is needed, and the application of lessons learned from other similar areas.
    - Consider how to develop strong self-sufficiency of the various zones and districts while simultaneously encouraging connectivity across them as well as north-south through the area, particularly along the railroad.



- Core Employment Lands
  - The need for a hard line between Core Employment lands and Mixed Use Areas was questioned. The Panel suggested significant thought about blurring that line and sprinkling those areas into each other.

## Panel Commentary

### Project Vision

- Multiple panelists suggested a stronger connection with the heritage aspects of the area.
  - A panelist expressed concern for the absence of thinking and integration of the historic heart of Downsview.
    - The hangar building was noted to potentially become the largest adaptive re-use project in the history of Canada with the 6–7-acre building being adapted as a new community hub and educational facility.
    - The technical reasons and motivations of the landowners was acknowledged, but regardless of planning legality, it is the missing district that ought to be there, in whatever form.
  - Another panelist highlighted the uniqueness of those buildings; tying into the functions that are there including school and recreational are key assets in the neighbourhood.
    - It is an incredible benefit to have those kinds of facilities present and easily accessible in a residential and employment neighbourhood.
- The intrinsic challenges of the very long, narrow swath of development with employment lands on both sides were identified, including the hope that more can be gleaned from other developed areas with their lessons learned applied here.
  - The linear quality and its lack of density-depth on either side of the main streets created intrigue.
  - The urban structure of Toronto, especially the downtown was highlighted to demonstrate a good recipe for success, particularly the long, deep neighbourhood blocks that feed main streets with short blocks on them.
  - Further study referencing the 20 years of development of long, narrow swaths adjacent to railway lands and other places was encouraged with respect to the successful development of main streets in those areas.
- The important role schools play in the future of our communities was underlined, and the team was encouraged to engage in the planning topic sooner rather than later to ensure difficulties are not met down the road with schoolboards.
  - A panelist queried if schools will be integrated into buildings or if schoolboards will insist that they be independent structures with large amounts of green space in addition to what has already been identified.
  - They queried what ought to be the principals that guide this integration.
- A panelist strongly encouraged that a comprehensive plan be drawn which includes all the great ideas demonstrated to help propagate the excitement about a whole new city at Downsview.

## Climate Resilience

- A panelist highlighted the environmental and climate goals as one of the overarching pieces in the project but did not think that the policies were there yet in consideration of the timescale of implementation.
  - The team was encouraged to look at where we will be in 30 years to allow a forward-thinking climate approach with respect to the building guidelines, water management guidelines as well as carbon production and conservation.
  - The City should look to take the lead and require measures over encouraging them, including more embodied energy requirements with TGS.
    - The climate and environment standards will have radically changed by the time this project is built out; ensure we are not building an obsolescent approach to climate, water, energy production and waste production into the project.
  - The importance of early planning was underscored; a lot of the decisions now may make it impossible to implement critical features in the future.
    - There are a lot of opportunities that can be embedded right now, even if their implementation is over a long period of time.
- A panelist expressed that it was incredibly aggressive to think that the proposal is a 30-year plan and thought it would be longer; sustainability in 20 years, 30 years and 40-years is the goal here.
- The team was encouraged to make the plan strong in terms of green infrastructure, such as requiring district energy and other green ideas, to make it a model for the city, and as sustainable as possible.
- A panelist expressed that they would have liked to see a stronger mention of treed areas and noted that a forest could be a great way to fight against the climate emergency, to make things greener as well as more sustainable.
- A panelist noted that the street designs are quite appropriate in terms of sustainability goals as they do not oversupply traffic capacity, which is good.
  - The network of 2-lane and 4-lane roads will help encourage people to use alternative modes.
- Further study was suggested with respect to the beautiful underpass image with associated stormwater management ideas and the H2 Road; how will the sustainability of the walkable underpass be married with the nature of this road?

## Context and Circulation

- A panelist found the phasing strategy for the major roads perplexing and encouraged the prioritization of building transit connections.
  - So much of the planning shown seems to benefit from the subway and new Go stations, but those connections may not exist for another 30 years and some of those roads may not be fully built-out.
  - It is fairly essential to have some way of benefiting from the full transit on the site rather than waiting until it is fully built out; perhaps huge linear parks or just bike lanes to get people to the subways could be included in the interim conditions.

- A panelist queried how the orientation to transit will be developed if the roads are going to be developed district by district and cautioned that it may be a hinderance or possible challenge.
  - Detailed thought about how the roads are staged to create the orientation to transit that links to the various subway and GO stations was suggested.
- A panelist noted that it seemed highly likely that the number of transit stations on the site would support a shift away from auto, and queried ways of discouraging vehicular use to its absolute minimum.
  - London’s incentives for using EVs, and taxation of auto use in the central downtown was highlighted for consideration.
  - King Street was identified as a great example including the cross section that permits but does not encourage continuous vehicular use through the whole site.
- Support was noted for the logical larger-scaled infrastructure plan.
  - The two north-south and two east-west connecting streets are critical as well as essential. At a very high-level, those moves ought to help integrate this huge space back into the community at large.
- A panelist agreed that the proposed plan supports strong connections but was curious about the residential streets north of Wilson as one more layer of potential neighbourhood continuity in the south end of the site.
  - The Northcrest plan did show some continuity whereas this plan did not.
- A panelist questioned Street D’s intersection with Sheppard, including if another intersection near the primary entry to Downsview just east, was needed.
  - They wondered if the substantial drop in grade along Sheppard there had been closely examined as well.
- A panelist identified the north-south connectivity along the rail corridor as a major deficiency in the plan and highlighted the 30-metre setback requirements for rail corridors to any form of development.
  - In consideration of Centennial students walking from the subway station to school, there is a major opportunity for pedestrian-bike connections along the rail corridor that does not seem to be addressed in the plan.
- In consideration of grading requirements, concern was noted regarding the east-west connections as they hit the rail corridor; evidence of investigation that allows this was not seen, and more attention was encouraged.
  - A panelist was not confident about the nature of land use attributed to the zones around the east-west connections because of the grading implications.
- Accessibility considerations on the site were queried, including how the two proposed pedestrian overpasses over the rail will become accessible.
- A panelist recommended consideration for north-south pedestrian connectivity on the west side of the railway to compliment the Runway on the east side of the rail corridor.
  - A green pedestrian connection was noted to be lacking in the Downsview West District from the subway to Downsview Park; the geometry of the railway and Sheppard provides an opportunity for this that can open in its dimension as it moves south.

## Open Space

- The large scale of the Runway was underscored.
  - o The suggestion was made to potentially cut the Runway out of the individual district plans in consideration of the massively long infrastructure to ensure that there is a sense of planning with continuity rather than a piecemeal approach as it is phased out and developed.
  - o Further thought should be given to what it is and how it creates different, distinct areas; it is a big move and requires strong direction.
  - o In consideration of its 60-metre width, the strong self-sufficiency of the urban edges was encouraged; obviously the sparks that create good urban spaces which allow you to cross from one side to the other are not there.
  
- A panelist highlighted the 2.4-kilometre Runway length including the 5 parks that interrupt it and suggested that the nature of the Runway could change as it moves through each of the districts.
  - o This will help describe the type of housing, the location of schools, as well as the district heating and energy plans.
  - o They believed that the landscape of the park should dominate over the Runway as they did not think it was a nod to history.
  
- Multiple panelists expressed concerns that the Runway is being proposed as a POPS.
  - o One suggested that it should function as a space like the Bentway and advocated for a conservancy for governance.
  - o Another agreed that a conservancy or unique governance structure more adept at providing community benefit than the existing POPS model be pursued.
  
- Multiple precedents were identified for consideration.
  - o POPS: King's Cross including Coal Drops Yard and Central Saint Giles in London, UK.
  - o Governance structures and agreements: decommissioned US military bases.
    - Orange County Great Park in Irvine, California which is run by a not-for-profit corporation governed by city council and;
    - Concord Reuse Project, a former naval weapons station in California.
  
- With respect to the built form, a panelist was interested in the spaces between the Runway, Billy Bishop Way, and the Green Spine including how they impacted the quality of the public realm.
  - o The team was encouraged to review the conditions as well as edges in those spaces at some level, prior to the district planning phase to ensure there is enough space to support the intent for those areas.
  
- A panelist praised the inclusion of nature-based solutions but argued for a shift in thinking as well as language to ensure that the Green Spine is not just described as supporting green infrastructure but that it is considered holistically as an infrastructure asset itself.
  - o It is harder to impinge on infrastructural corridors than green ones; a shift in language will help to secure these as viable parts of infrastructure moving through the next 30-50 years.
  
- A panelist expressed that they would like to see a broader consideration for green infrastructure throughout the plan and queried how the Green Spine could expand its influence.

- They also highlighted the importance of ensuring that there is enough space to achieve the various goals of green infrastructure, including the space needed for urban tree canopies to develop long-term, substantial growth.
- The team was advised to secure all, or as many of the Green Spine elements as possible in the first phase.
  - Consider how the spine can contribute over time (pre-build out to full-build out).
  - Ensure that it is big and flexible enough to adapt over time, including to new technologies and strategies for sustainability.
- Concern was expressed that the Green Spine may become a back-of-house space.
  - The idea and separation barrier between land uses could become quite lovely if it can be used for some of the stormwater management.
  - If buildings will face onto it, it could become one of the most unique places in Toronto to interact with nature and commerce/retail.
- A panelist suggested that the parks themselves should be used as an identity for their communities; each park can be the heart of their district so that there are eight hearts rather than one.
  - The importance of speaking to the nature of the parks and open space moving forward was underscored.
  - The suggestion was made that perhaps some should be bigger as they are laid out in the 1–4-hectare park system.

#### Land Use Planning

- A panelist advised that further consideration be given to the notion of employment including what it means, what is core employment presently, and what will it be in ten years.
  - Confusion was noted for the General Employment Areas specifically; clearly, they have both physical and experiential conditions that affect the overall public realm experience.
  - The proposed condition along Dufferin, north of Downsview Park Boulevard was referenced including the General Employment and Mixed Use Areas designations on opposite sides of the street.
    - The vision was queried; perhaps employment could be considered differently to include a blur, rather than a hard line.
    - The Keele-St. Clair study was highlighted, notably the idea of sprinkling in employment and mixed use neighbourhoods.
  - The team was also encouraged to think about the relationship between mixed use and employment including the future of those experiences.
- A panelist queried the meaning of Mixed Use and if there was any hierarchy in terms of what these areas will be; it is a very general designation allowing flexibility.
  - The very specific shapes of the parks along the Runway were identified, including all the attention brought by Northcrest to create those spaces; it will be interesting to see at this level how to ensure they will be successful.
- The identity of the Runway was queried; is it a residential, commercial or retail space as opposed to Dufferin Street which may be more typical in terms of a mixed use experience.

- In reference to the Green Spine, a panelist expressed that they did not understand the nature of the space, single-loaded against Core Employment and Mixed Use Areas.
  - o They queried how it buffers, or rather if it simply creates a wonderful opportunity to integrate those uses.