

# CITY OF TORONTO DESIGN REVIEW PANEL

## MINUTES: MEETING 8 – September 14, 2023

The Design Review Panel met virtually on Thursday, September 14, 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, Climate Strategy – Choice Properties

**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 July 13, 2023, by email.

### MEETING 8 INDEX

- i. PAC #1 (IN CAMERA)
- ii. 20-22 Metropolitan Road (1<sup>st</sup> Review)
- iii. 1710-12 Ellesmere Road (1<sup>st</sup> Review)

# 20-22 METROPOLITAN ROAD

## CITY OF TORONTO - DESIGN REVIEW PANEL

### DESIGN REVIEW PANEL MINUTES

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DESIGN REVIEW First Review  
APPLICATION OPA  
DEVELOPER Sunray Group

#### PRESENTATIONS:

CITY STAFF Rod Hines, Community Planning;  
Marina Haufschild, Urban Design

DESIGN TEAM Bonnie Chan, ZO1 Architects;  
Ray Ronaghan, STUDIO tla;  
Amir Fatemi, Sunray Group

VOTE Non-support: 9  
Support: 1

#### REVIEW PARTICIPANTS:

CHAIR Gordon Stratford

PANELISTS Michael Leckman, Ralph Giannone, Jessica Hutcheon, Olivia Keung, Paul Kulig, Joe Lobko, Anna Madeira, Juhee Oh, Heather Rolleston, Eladia Smoke

CONFLICTS None

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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. Integration of the site within its Employment Area context and its connectivity to the larger community
2. Public realm elements, including the new street
3. Proposed built form and its fit within the existing and planned context
4. Sustainable building and landscape strategies

## Summary of Project's Key Points

The following Panel member discussion points were highlighted in the verbal meeting summary by the Chair:

Based on Panel members' comments this has been a challenging project to review. While the development's mix of uses on the site is of value to the City's growth, the resulting

proposed design negates that value. Panel members have identified the need for a complete rethink of the design, and the following highlights some of the key points raised during Panel discussion:

- Submitted Presentation
  - The Panel finds that the presentation is unclear and lacks sufficient information to justify the proposed design.
    - Examples of this are included in the points below.
  
- Context
  - The proposed design includes limited response to surrounding context.
    - The proposed design needs to respond to, and compensate for, existing context. Some examples are:
      - The project site is an island and with community amenities and services at a distance, introducing and increasing amenities on-site is needed.
      - Many proposed residential units face Hwy 401. Show how livable units will be designed to address this challenging context.
      - The site is adjacent to a core employment zone; an opportunity for the proposed development to support that context.
    - A future vision or Secondary Plan for the broader area surrounding the site is needed, for this development to fully respond to and fit in with future context.
    - See Vision regarding creating future context on the site.
  
- Site Plan
  - Panel members recommend that the proposed site plan needs to be completely rethought. Some of the related comments include:
    - Proposed density is too high; overwhelming the ability of the isolated and pinched island site to provide an attractive and livable environment.
    - Proposed mix of uses are valuable but need more open/green space and support amenities to be successful.
    - Park space needs to be increased in size and centrally placed in the site to adequately support all the mixed uses (especially residential) in the development.
    - Shift residential use away from Hwy 401 to provide a more livable and marketable neighbourhood.
  
- Vision
  - A project of this size needs a compelling vision story that attracts people to it. People want to know that they are buying into a vibrant community. Panel members look for this quality when reviewing each project, especially in large developments, but do not see this happening in the proposed design.
    - When rethinking the design start by setting a compelling vision story.

## Panel Commentary

### Concept and Vision

- The council decision history of the site was acknowledged, but numerous panelists expressed strong concern with the development as proposed and struggled to understand the concept and vision; it needs a story and a reason for being, that is not yet evident.
  - o Given the very unusual place, concern was noted that a design for a complete community with a vision and an organizational structure for how it could function, was completely missing.
  - o Concern was noted that currently, the proposal seems isolated, disjointed and in some cases hostile to the thousands of people that may be living and visiting here.
  - o Concern was noted that the proposal is going back in time to when isolated residential communities in the middle of nowhere were created, with complete car dependencies; it feels like an isolated pocket of very high density in the midst of a large, long-term employment area that is unlikely to transform anytime soon.
  - o Concern was noted that there may not be any potential for connectivity, a network, or the development of a complete community over time.
  
- A panelist highlighted the key challenge of commenting on something that is really out of place but is approved as far as a use. As such, comments have been forced towards the details when the main issue of suitability of this much density, away from transit and amenity, is off the table theoretically.
  
- Another panelist provided an alternative perspective, and a provocation that there is a sustainable argument to be made for putting intensive housing in walking or cycling distance of a very large employment land area.
  - o The site surroundings of single-family homes and minimal apartments in proximity, were highlighted. Notwithstanding other concerns about cars and transit, the panelist opined that relatively affordable housing in comparison to single-family homes should be considered to support the employment lands.
  - o The panelist expressed that the plan is horrible and implored City staff as well as the developer to work together as city builders to create a really great, unique solution to the conundrum.
  
- Affordability was identified as a big concern in consideration of the workers at businesses nearby that may not necessarily be able to afford market rent. A panelist questioned what the percentage of affordable units versus market-rate units was and advised that there must be a commitment that is shared.

### Community Amenities and Connectivity

- Strong concern was identified for the lack of community amenities and higher-order transit in consideration of the number of people that are expected to occupy the site.
  
- A panelist expressed that rental must be built and density does need to be achieved even in pockets such as this. However, they advised that to be successful the onus is on the developer to ensure that what they are proposing will work for the neighbourhood.
  - o The panelist cautioned that there must be a mechanism whereby the lack of connectivity to transit is addressed, perhaps it is through an in-kind donation or in working with the City to establish a commitment to develop transit because the proposal will not work as presented.

- They advised that the proposal does not acknowledge anything beyond the property line.
- A panelist queried what the community is as well as where schools, community centres and parks are located, recommending that mapping out the schools is an exercise that needs to be done. They advised that this will start to form a picture of if, and how this site might connect to the wider context, which is currently missing.

### Context and Site Adjacencies

- A panelist encouraged the City to look past the site at adjacent properties and make a plan that includes them, to open things up to a potentially good future. They advised that in a larger setting, a complete community could be created and can easily connect to the neighbourhood west if the road at Warden is opened up.
- Appreciation was noted for the pedestrian eye-level perspectives of the project's interior, but a panelist encouraged additional, zoomed out perspectives in consideration of the highway adjacencies.
  - The importance of the drive-by experience of the highway-side building was identified, recognizing the presence of the highway and acknowledging that this may be how the project is most viewed.
- A panelist advised that for this to be a serious proposition, a zoom out is needed and things beyond the immediate property need to be considered along with a credible story about how it could happen.
  - The closest school was identified as over 1-kilometre west. It was cautioned that the proposal needs to address how children cross Warden Avenue at the approach to the highway, in addition to how people negotiate all the trucks driving on Metropolitan.
- Further study was reiterated regarding how people move beyond the property line and how the sidewalks terminate at Metropolitan Road.
  - A panelist advised that currently there is no sidewalk on the north side of the right-of-way and that the sidewalk terminates into a roadway.
- A panelist advised that the new roadway wrapping around the east side of the development further isolates the site, even as a car-centric community. They cautioned that neither of those aspects, driving nor transit are working here.
- Concern was noted that in the overlay with the existing properties, the proposed park occupies all of the parking immediately in front of the Salvation Army, resulting in a 5-metre drive aisle with a 1-metre sidewalk and no landscaping in front of the building. A panelist advised that this is not a tenable condition and that it only gets worse turning the corner and facing windscreens.

### Sustainability

- Strong concern was noted for the giant carbon cost of the proposal which may inevitably become a completely car-dominated environment with a huge dependency on massive amounts of underground parking.

- In consideration of the size of the site, a more strategic approach to the sustainability story related to the density, was advised. The team was encouraged to establish that early for meaningful impact.
- Appreciation was noted for the mitigation studies, public art, as well as the stormwater and permeability approach but a panelist cautioned that the submission looks at sustainability from a landscape perspective but given that it is a high-density development with five towers, it is critical to consider other criteria such as energy, water, and carbon reductions.
- Further study into greater sustainability and resilience measures was advised in consideration of what will happen to seniors living on higher floors during a power outage; more long-term thinking and planning is required.
- A panelist expressed that they would expect the new street to be designed to incorporate City of Toronto green street standards, and all the benefits that come with those in terms of stormwater management.

#### Site Circulation and Planning

- A panelist expressed support for high density in general, but questioned how much was squeezed into the small site.
- In reference to the general deployment of density, a panelist expressed support for the idea of building masses that get taller towards the highway; this is a good takeaway.
- A panelist expressed that there was something about the notion of this place that when successful, will feel like an oasis in a very inhospitable area. They highlighted the possibility for a sense of oasis and a continuous legible streetscape to create an attractive living circumstance with a clear character.
  - o They opined that in looking at the plans of the previous hotel, in some ways it recognized what the circumstances were, notably a driveway that left Metropolitan Road lined by a park to provide a sense of oasis.
  - o In reference to page 12, they advised that simplifications to the inferred geometry of the site plan would recognize that this is one place that needs few gestures, and may be the source of the continuous, legible streetscape.
- In reference to the proposed street section and the 21-metre right-of-way, a panelist liked the separation of walkways from patios but expressed that they did not understand the two separate sidewalks.
  - o They suggested that the ROW dimension could be revisited and that something should not be proposed at the expense of bicycles.
- A disconnect was identified on page 33 with respect to the diagrams showing an emphasis on primarily pedestrian walkways and bike lanes. Given the scale of the road, a panelist cautioned that they had a hard time believing that the bike lanes will be able to go through such a tight space.
- A panelist advised that further thought is needed around how this is a community and expressed that it is all focused on the street which seems to be there just to carry you through to a dead end.

## Site Programming and Uses

- Multiple panelists supported the replacement of the hotel and acknowledged that it will be very positive for the community.
- In reference to their question about the market study and the amount of residential gross floor area proposed, a panelist expressed that they were quite encouraged by the answer received.
  - o They advised that the additional description about the seniors living and assisted livings provides a window into the potential of this community for aging in place, as well as other good aspirations that are not present in the package.
- A panelist identified the seniors complex as a missed opportunity. They expressed that it is a wonderful part of any community and there are many opportunities to attach other uses to this type of building including healthcare uses and healthcare offices, as these can start to activate a community on their own.
- The potential for the retail portion to be an organizational factor was suggested. A panelist opined that they did not think that it was very realistic as it is currently designed and advised that how those spaces are configured as well as where they are located on the site does not make sense.
  - o They cautioned that the scale of the units seems to equate to leftover spaces and are not really designed for retail uses.
  - o The opportunity to include food uses or a grocery store was highlighted.

## Open Space and POPS

- Concern was expressed that there is not any kind of logic to the open space layout and there has not been much design consideration for how it supports retail or anything else.
  - o A panelist advised that the commitment to open space is not currently resolved, and that the POPS is crisscrossed by conflicting pedestrian routes and desire lines.
  - o They advised that even if retail is provided, it will die because there are so many dead-end routes that are not attractive for pedestrians to travel down.
- A panelist questioned whether the POPS and privately-owned-only open space was sufficient for the density proposed, and cautioned that it was not clear if what was being presented could be implemented.
  - o They advised that there is more opportunity for activation and design, particularly for the POPS area. The team was encouraged to propose a relentless vision as the package feels passive.
  - o In reference to pages 40 and 41, the panelist expressed that the inlet of the public art and sustainability opportunities are very grand in gesture but noted that it is hard to connect how they would fit into the current suggested open space (page 37 rendering).
- A panelist identified that a lot of the public realm is on private property and is often relying on retail to activate it. Caution was noted that there will be great demand placed on retail tenants or condo boards to maintain these areas.
  - o Concern was noted that if maintenance fails or if retail does not active things, this could tarnish the vision intended for these spaces.

- The proponent was encouraged to consider other uses including community uses and different adjacencies to help vary the ground floor offerings to better support the POPS areas.
- The senior living community was highlighted including their specific greenspace requirements. A panelist expressed that this is a great program to introduce to the site, but currently, it is not being worked out successfully.
  - Concern was noted for its unfortunate condition which seem to be facing a retail block and the location where the strongest winds are facing.
- Appreciation was noted for the punctuations of public art within the proposed landscape plan. A panelist advised that this is a good ingredient for place-making, but much more work is needed in this regard about creating a sense of place.
- Further study with respect to the overall greenspace and what it is doing for the community was advised. A panelist expressed that greenspace needs to be central to this vision and that currently the park feels like an appendage.

### Park

- Multiple panelists expressed strong concern for the location of the park and the amount of open space given the density that is proposed.
  - Concern was noted that it feels rather left out and has very little connection or interface with the new residents.
  - Concern was noted that it is a missed opportunity that could be an organizational factor in this development but rather is pushed out to the edge of the site.
- A panelist expressed that the park is in the worst possible spot. They suggested that Building C should be where the park is and highlighted the possibility for a central park when combined with adjacent lands to the south and east.
- Another panelist proposed flipping Block D and the park location, so that it could be at the heart of everything with a true community centre, at least in the middle, and could potentially allow for the street to be shortened by 50-100 metres.
  - The East Mall and West Mall planned high-rise communities along Highway 427 were referenced; the panelist noted that the developments along there of this scale were blessed with at least a large amount of greenspace.
  - They suggested some version of the proposal that acknowledges that the site is up against a highway but part of a network that connects to amenities beyond, and at its heart is a green space.
- A panelist supported and agreed with the delivery of the public park within the first phase of development. They advised a higher degree of study regarding its location.
- A panelist advised that the parkland dedication of 9.6% was not high enough for this neighbourhood, but rather it should be at least 10% and closer to 15%.

### Windscreens

- Multiple panelists expressed strong concern for the windscreens; they are a brutal response to a very real problem.



- One panelist advised that windscreens that separate buildings from a park are not a good solution. Rather, they are a telltale of a project that has serious difficulties and seem to be an indication of larger problems with the overall development.
- Another advised that the 3-metre windscreens make the proposal feel like a gated community and caps it all.

#### Architectural Expression

- In reference to the articulation of phase 1, a panelist opined that there are some bits of the architecture that are valuable. Appreciation was noted for the idea of the veil and the mid-tower interruption with the very transparent use.

#### Submission Package

- Frustration as well as concerns were noted with respect to the submitted package including the lack of internal cohesion, conflicts within the site and outdated references; it hard to understand as a package.

# 1710-12 ELLESMERE ROAD

## CITY OF TORONTO - DESIGN REVIEW PANEL

### DESIGN REVIEW PANEL MINUTES

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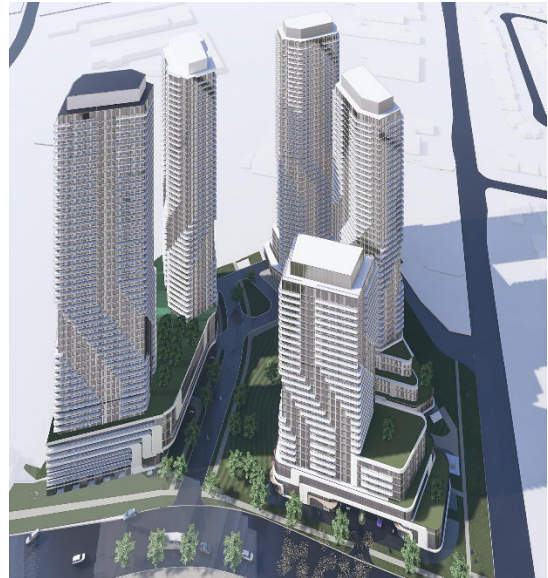
DESIGN REVIEW	First Review
APPLICATION	OPA, ZBA, SUB, and SPA
DEVELOPER	Tridel and Community Living Toronto

#### PRESENTATIONS:

CITY STAFF	Kelly Dynes, Community Planning; Sasha Terry, Urban Design
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DESIGN TEAM	Carlos Antunes, Kirkor Architects and Planners; Emma West, Bousfields Inc.
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VOTE	Non-support: unanimous
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#### REVIEW PARTICIPANTS:

CHAIR	Gordon Stratford
PANELISTS	Michael Leckman, Ralph Giannone, Olivia Keung, Paul Kulig, Joe Lobko, Anna Madeira, Eladia Smoke
CONFLICTS	None

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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. Design of the building including:
  - Podium coverage, podium setbacks, above grade parking, and street/parkland animation
  - Tower floor plate and tower separation
2. Tower height and transition in relation to Our Scarborough Centre Study

## Summary of Project's Key Points

The following Panel member discussion points were highlighted in the verbal meeting summary by the Chair:

Since 2007 the Panel has had the opportunity to witness Scarborough Town Centre's efforts to evolve from a suburban setting to an urban centre. There have been projects that are exemplars in this evolution, however there are far more that do not meet that level of quality, including this project. Panel members have identified that the proposed design

needs to be improved, with the following highlighting some of the Panel member key comments:

- Response to Context
  - The proposed development represents a “big ask” in terms of size and density, but in return the contribution it makes to the site and Scarborough Town Centre is not high enough to match the “ask.”
    - With Community Living Toronto being a key programme context within the proposed development, revise the proposed design to completely embody and implement that organization’s communal ambition vision and goals.
    - Ensure all edges of the site respond positively to future context (proponent presentation page 9), in particular the south-east, north-east and north edges. In the future every edge will be visually/programmatically important.
  
- Site Plan
  - Further to the comments in Response to Context:
    - Move away from proposed paved suburban drop-off solutions in favour of a more pedestrian-first green site plan.
    - Provide stronger green connectivity between the on-site Proposed Park and the future park to the north-east.
    - Animate north-east edge of site that will become frontage onto future park.
    - Clarify site plan response to road and green space along south-east edge of the site.
    - Clarity how varying topography of site will be addressed by the site plan.
    - Address usability of compressed outdoor spaces at both grade and roof levels.
    - To improve pedestrian realm and landscape consolidate loading/servicing wherever possible (e.g.: south half of site).
  
- Built Form
  - General concern was expressed regarding the proposed height (of both podia and towers), footprint (of towers) and density of development:
    - Ensure that tower floorplates are sized to maximum 750sm, and (with taller towers) that distance between towers is increased.
    - Proposed above grade parking results in overly high podia, with negative impact on surrounding context.
      - Clarify proposed parking rationale relative to nearby public transit.
      - Provide alternative strategies that include below grade parking.
      - Identify future use of above grade parking as car use diminishes.

## Panel Commentary

### Vision

- In consideration of the larger context, including the important and critical evolution of the Scarborough Town Centre plan as well as the City’s huge investment in how to make a great community there, a panelist expressed that they had difficulty with much of the proposal.
  - They cautioned that a bunch of fat towers, close together, with massive above-grade parking garages notwithstanding close proximity to higher-order transit, do not match the vision of what we want our future cities, nor Scarborough Centre, to be.

- A panelist expressed that there must be joy in living and all that was heard was an architectonic explanation of a pro forma, perhaps done by an engineer. Strong concern was noted for the proposed density and lack of an offering or give; it is going to be scary.
  - The panelist highlighted Tridel's great work at Alexandra Park and questioned if the developer would be proud of what they are doing at the subject site.
  - The economic argument for community living was acknowledged, but they cautioned that it cannot just be mean and that we are going to be judged by what gets built.
  - The panelist did not understand how the FSI could be doubled, but not the park, and advised that it is just not right.
  - If pursuing height and density, they implored the proponent to please give something beautiful as a place to live.
  
- A panelist encouraged further thinking about the evolution and long-term future of the site. Caution was noted that it is a bit of an island and will be for many years to come.

### Mobility Elements

- A panelist advised that the mobility elements need to be brought in line with the rationale, justification, and ambition with respect to the proposed density and height. Concern was noted that their justification is based on the investment of the subway, and yet access to it is not discussed.
  
- Concern was noted for the details of the public realm plan including the absolute minimum 2.1-metre city-standard concrete sidewalk with sod on Grangeway Avenue.
  - It was advised that if the subway truly is the justification for everything, then it should be a real focus of the investment in the public realm as the main entryway to the site, or similarly to the BRT to the south.
  
- Concern was noted that there is zero acknowledgement that Grangeway dips under the existing LRT nor consideration for the complicated topography.
  - It was advised that safety, lighting, and CPTED issues may need to be addressed to match the density as well as ambition.
  
- In consideration of the pick-up and drop-offs, a panelist advised that there may be a justification for elements of the CLTO programming, but the other two buildings feel like a traditionally suburban approach to servicing, pick-up and drop-offs. Concern was noted for the three driveways on the new Street A that pedestrians will need to negotiate.
  
- In consideration of the high-density community, a panelist questioned where the investments to cycling infrastructure were in the streets. They expressed that connections to nearby community amenities like schools were not acknowledged and instead the bare minimum standards are provided.
  - Similarly, concern was noted that one bike spot per unit has not even been proposed, let alone one per bedroom.
  - The panelist cautioned that this will not be a mode of transportation, but rather a recreational tool that some may use.

### Public Realm and Open Space

- In consideration of the number of proposed residents, a panelist queried how big is enough for the open space and park, as well as how delight and multiple overlapping uses could be

- achieved, as a starting point for the space.
- Appreciation was noted for the consideration of a continuity of green space and desire lines, but a panelist expressed that the public realm moments seem extremely constrained in space as well as design courage.
    - They advised that the precedent images shown are highly pavement-based with mown grass and are not inspiring places to be.
  - A panelist expressed concern that the park will always be in shadow and that it does not look like a place that will work from a public space perspective.
    - They cautioned that there is no evidence of light with fairly tall buildings on the north, south, as well as west flanks.
    - They noted that the east part of the park into the central POPS is mostly hard surface and vehicular turnarounds.
  - Concern was noted for the linear POPS between Ellesmere and the proposed park. A panelist advised that it is extremely narrow and flanked on both sides by tall towers; it is not going to be pleasant.
  - In reference to the park and its adjacency to indoor amenity, a panelist queried if there was potential for community or retail uses against it, to animate it in a different way.
    - They opined that the tops of the podiums with large expansive areas create wonderful opportunities for outdoor space for the property residents and wondered if the park, being public, will be used in a different way.
  - In reference to page 9 of the presentation and the conceptual soft site massing, a panelist advised that every one of the blocks in the conceptual massing context makes well-defined street edges with shadows coming from the towers but not the podiums. They expressed that it is not very easy to see this same strategy applied in the subject site being discussed.
    - They advised that degree zero of city making is to provide clear, legible, and recognizable continuity of a street, and cautioned that the details of the plan do not make identifiable street edges.

### Built Form

- A panelist opined that there was not a rationale for the height. They advised that the density proposed is enormous and seems extreme. Concern was expressed for the uniformity of height; the monoculture of giant, fat buildings with large footprints and massive podiums covering much of the site, is troubling.
- In reference to tower separation, it was cautioned that the 25-metres advised in the Tall Building Guidelines is a minimum, and also, specifically notes that in going higher, the expectation is that this number will grow.
  - The proponent was encouraged to consider the quality of the light and views provided within the units.
- In reference to prioritizing pedestrians as well as flow, a panelist advised further study regarding how the very large building footprints can be more porous and connect to the surrounding community when it appears.
- A panelist cautioned that the floor plates are very large at the main level and also, at the upper levels; they are very overbearing on a tight site plan, including the linear POPS area.

- They suggested that the floor plates on the main level and the towers on the upper level be pulled back from each other.
- Smaller floor plates were recommended.
- A panelist advised further consideration of the north, northeast, as well as southeast façades given that they are currently blank at the main level, and will not anticipate future developments.
- Concern was expressed for the amenity zones on levels 3-6 facing Ellesmere; they are skinny outdoor areas and blanked with a 3-storey wall.
- Appreciation was noted for the external balconies which can be thermally broken, as well as the linking of indoor amenity spaces to outdoor amenity spaces.

### Sustainability

- Further clarity was advised with respect to the sustainability requirements. A panelist suspected that the proposal would be required to comply with TGS Version 4.
  - They reiterated the importance of understanding the requirements and formulating a strategy at an early stage.
- In reference to the green roof strategy, a panelist encouraged the proponent to consider pushing down the green roofs to the podium levels. Their importance in terms of stormwater management and biophilic value for people looking down, was highlighted.
- A panelist expressed that it was highly doubtful that the project presented was capable of addressing TGS requirements and the evolution towards more of an emphasis on embodied carbon.
  - They advised that the amount of parking itself will not be supportive of achieving sustainability goals.

### Parking Garages

- Numerous panelists expressed strong concern for the parking garage locations and the notion that designing them for the current conditions is not forward thinking, as the adjacent TTC maintenance facility will not be there forever.
  - Concern was noted that this is a very short-term solution.
  - Further study with respect to a phased plan was advised.
  - It was cautioned that this is not a nice way to address the northern or eastern neighbours.
  - The importance of the relationship to the adjacent site and the design of the façade was highlighted.
- Multiple panelists wondered if flexibility and long-term thinking could be built into the parking garage use in consideration of future developments as well as the evolving context.
  - The constraints of construction costs were highlighted; a bit more creativity was demanded given that they are very expensive to build and may not be needed for much longer.
  - The proponent was encouraged to refer to the Waterfront Toronto Green Building Requirements including the section on Adaptation and consider how a parking structure today could be converted to something else tomorrow.

- Further study of additional strategies was suggested, including the potential leasing of parking spots for a time, and then reinhabiting them upon lease termination.
- A panelist questioned the above-grade parking strategy. Further thought was recommended, in consideration of the City's planning for park space and development, as well as the adjacencies of some of these parking structures to future public realm and park space.
  - They advised that clearly the road is anticipating the future and suggested that the buildings should as well.
  - They noted that many projects were built through the 60s and 70s in outlying areas where parking was used as a barrier against inhospitable edges. They cautioned that with changes to the environment 20-30 years later, the buildings then became the inhospitable edge, not the surroundings.
- A couple of panelists expressed support for above-grade parking versus below, if done gently with a great deal of consideration, deliberation, and an eye on how the site will be changing in the coming years.
  - The sustainability challenges of below-grade parking with respect to embodied carbon were acknowledged.
- The proponent was encouraged to be really aggressive with the parking numbers to significantly reduce the amount proposed, given that the development is tied to so much transit. A panelist advised that the project does not need that much parking.