

## Paul Sharman Downtown Mobility Hub Questions/Motions

### Planning and Development Committee January 23, 2018

Request to staff to provide:

- a) Intensification targets from the province/Region for the period from now to build out
- b) Anticipated population growth rate per annum from now to build out. Please also include historical population numbers since 1960.

**Motion1:** In area specific plans, assign intensification population targets for each ward plus, downtown specifically, by year.

**Motion2:** Adopt *City of Toronto's Children in Vertical Communities Guidelines* especially those portions dealing with dwelling unit sizes for 2 & 3 bedrooms (*bedroom size itself must be at minimum be 11 sq metres excluding closet*).

**Motion3:** Assign minimum target % (TBD) of residential dwellings contained within mid-rise and tall buildings to be configured with 2 & 3 bedrooms with at least 10% 3 bedrooms to accommodate families with children.

**Motion 4:** Height of mid rise buildings must be contained within a 45 degree angular plane from the opposite side of the street.

*Objective to minimize canyon effect and to increase sunlight on sidewalks in downtown OP. i.e. the mid-rise buildings will not to be taller than the width of the street unless the building is appropriately set back and/or stepped back from the property line so as to be contained within the 45 degree angular plane.*

**Motion 5:** Prepare mid-rise buildings guidelines by end of Q3 2018.

**Motion 6:** Mobility Hubs will not encompass lands which are currently occupied by residential dwellings *e.g. Aldershot*

**Motion 7:** Incorporate within the proposed New Official Plan an increased minimum tower separation requirement for tall buildings within the Downtown Mobility Hub of 30 metres.

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*Rationale:*

- *The existing Downtown context is generally characterized by tower separation distances greater than 25 metres, and as such, the increased minimum tower separation distance of 30 metres within the Downtown would be more in keeping with the generous spacing already established in the Downtown;*
- *Introduction of tower separation would ensure that tall buildings within the downtown would be better dispersed to reduce the number of tall buildings that could occur in close proximity to each other;*
- *Minimum distances between towers:*
  - *creates and frames sky views for pedestrians. The ability to retain sky view in between buildings is essential to maintain the character, usability and quality of streets, parks, open space and neighbouring properties;*
  - *minimizes the cumulative shadow impacts of multiple tall buildings on streets, parks and open spaces;*
  - *minimizes negative pedestrian-level wind impacts resulting from tall buildings; and,*
  - *assists with maximizing the environmental quality of building interiors, including daylighting, natural ventilation and privacy for building occupants. Privacy objectives, particularly for residential units, are achieved when overlook between the windows or balconies of one building and those of another are mitigated, in part through appropriate tower separation.*
- *Tall building development is typically evaluated on a site-by-site basis, and therefore, it is important to understand the cumulative effect of tall buildings within the context of other tall buildings. The incorporation of a minimum tower separation of 30 metres would result in acceptable outcomes for shadowing, access to sky views, privacy, and daylighting; and*
- *The 30 metre tower separation would exceed the minimum 25 metre tower separation distance used by the City of Hamilton, the Town of Richmond Hill and the City of Toronto. The increased minimum tower separation of 30 metres for the City's Downtown would replicate the minimum standards used by the City of Mississauga and the City of Vaughan.*