



Planning and Design in Ontario: Then and Now

Taking the pedestrian



CHRISTOPHER HUME

Even by the standards of the City That Never Sleeps, New York Transportation Commissioner Janette Sadik-Khan is a woman in a man's world. Under her leadership, the city's transportation plans...

BEFORE



Real Estate

AFTER

LIVING

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allow you to
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Globe and Mail, Friday, Jan. 16, 2009

ARCHITECTURE

Simple designs to heal a city's wounded heart

Low-rise buildings proposed for downtown Toronto sites follow a modest recipe

Today's city is not an accident. Its form is usually unintentional, but it is not accidental. It is the product of decisions made for single, separate purposes, whose interrelationships and side effects have not been fully considered.

J. Barnett, *An Introduction to Urban Design*, Harper & Row, NY, 1982, p. 9



“Little thought was given to three-dimensional urban form or to landscape architecture.

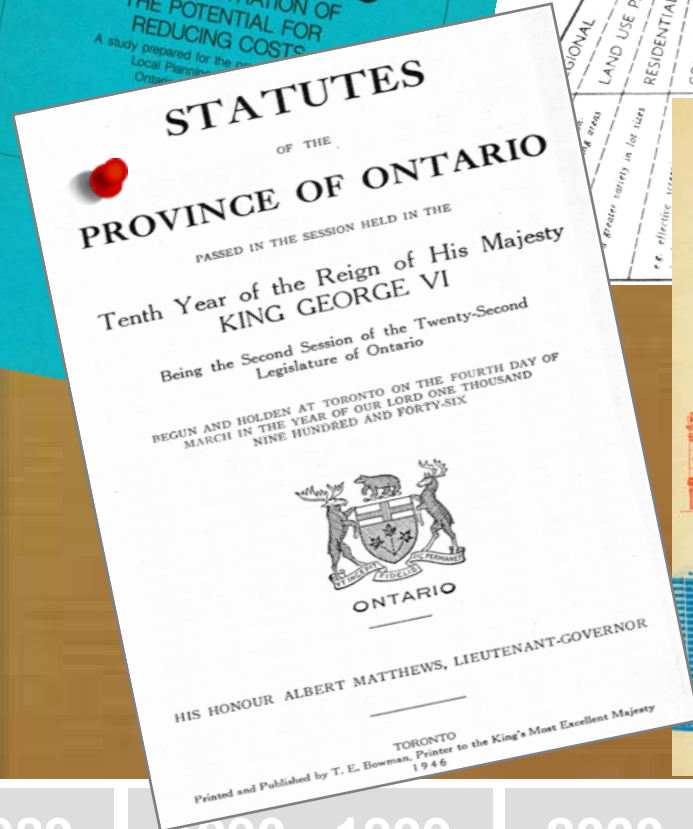
Design emphasis was on well drained, easily maintained development with a maximum capacity for the free flow of vehicles.”

Max Bacon, Architect Planner, Plan Canada, Planning (?) in Ontario prior to 1977, p. 115

planning graffiti from the seventies

“The Good Life”

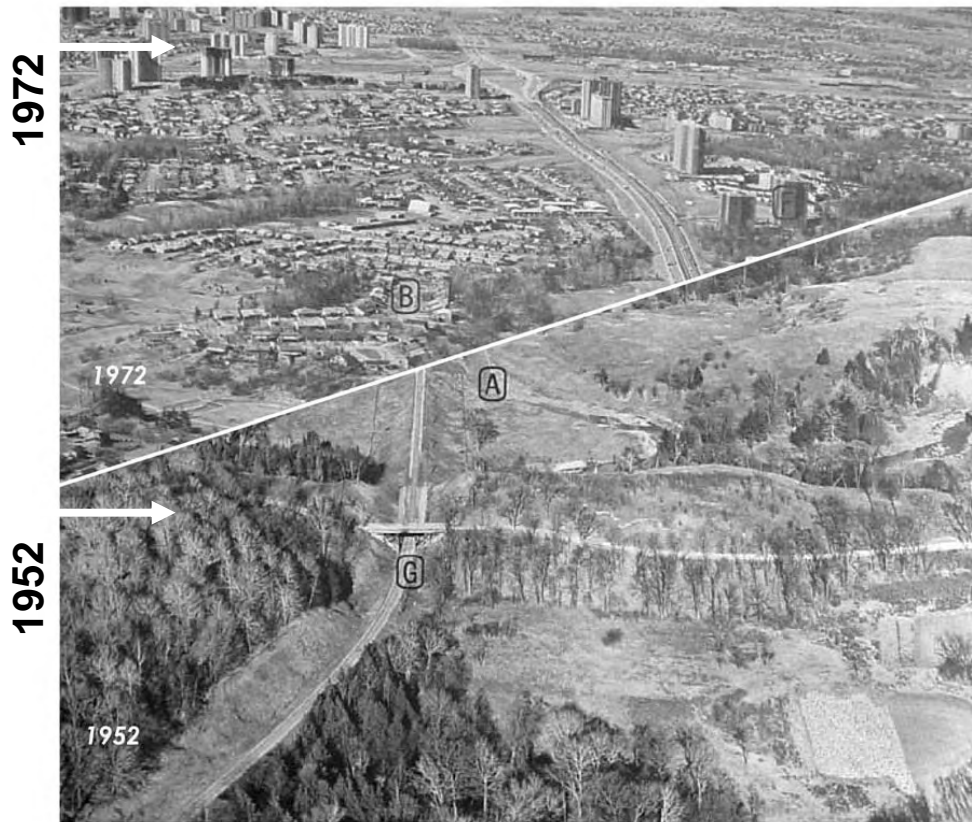
An Hierarchy of Urban Planning Goals



before 1980 - 1989 1990 - 1999 2000 - 2009 2010

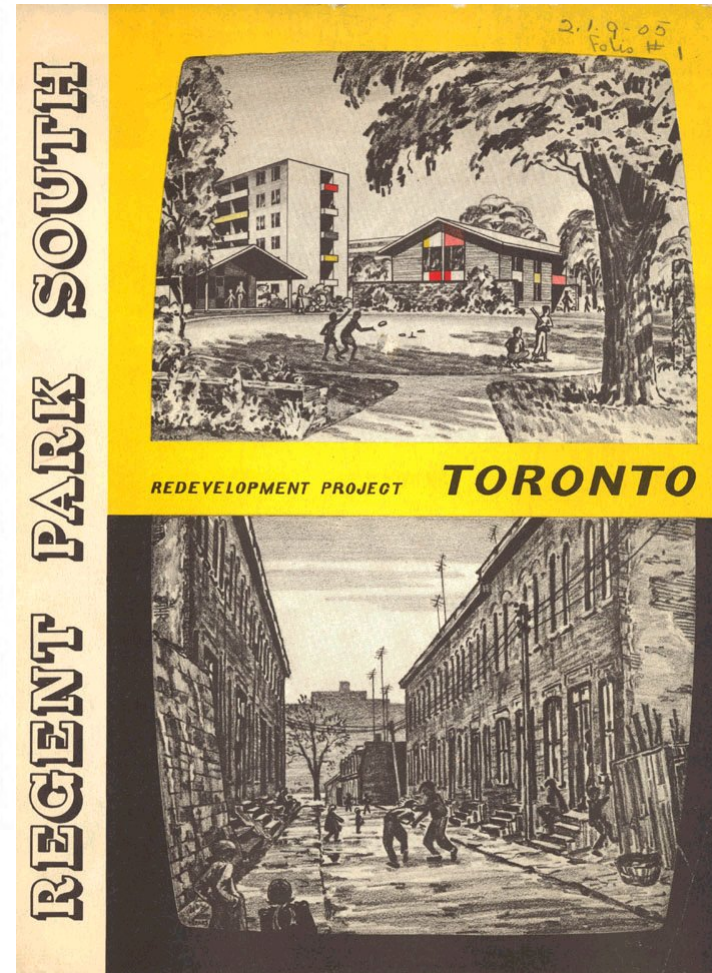
in the early days

Looking outwards...unstructured sprawl



Lawrence Avenue & Don Valley Parkway 1952 & 1972

Looking Inwards...Regent Park: An Isolated Garden



Regent Park South advertising circa late 1950s

post World War II

Genesis of public participation in the planning process



Trefann Court Neighbourhood in 1968

Source: Ian MacEachern



Land clearing south of Lawrence Ave. for the Spadina Expressway

"Let a qualified O.O. girl bridge those vacation gaps office overload 924-6844"
 1988 YEAR, No. 37,904 • METRO EDITION

The Globe and Mail

CANADA LIFE
Cloudy periods
Toronto 75
Details on page 2
50 PAGES • 10 CENTS • #RCS28787A

TORONTO, FRIDAY, JUNE 4, 1971

Completion of rapid-transit line encouraged

CABINET DECIDES TO HALT SPADINA

Metro may change subway route plan

New transit grants promised by Davis

By ALDEN BAKER
The Ontario Cabinet has decided to halt the Spadina Expressway project, a decision that will have a major impact on the city's transportation plans. The cabinet's decision was announced today after a long session in which the province's transportation minister, Allan Rock, outlined the reasons for the decision. The cabinet also agreed to provide \$10 million in grants to help the city build a new subway line from the city center to the waterfront. The cabinet's decision was a surprise to many people, as the Spadina Expressway had been approved by the cabinet in 1967. The decision was made after a long session in which the province's transportation minister, Allan Rock, outlined the reasons for the decision. The cabinet also agreed to provide \$10 million in grants to help the city build a new subway line from the city center to the waterfront.



'May never build another expressway': Campbell

The Ontario Cabinet was announced by even leaders earlier. "We expect it in 10 years."

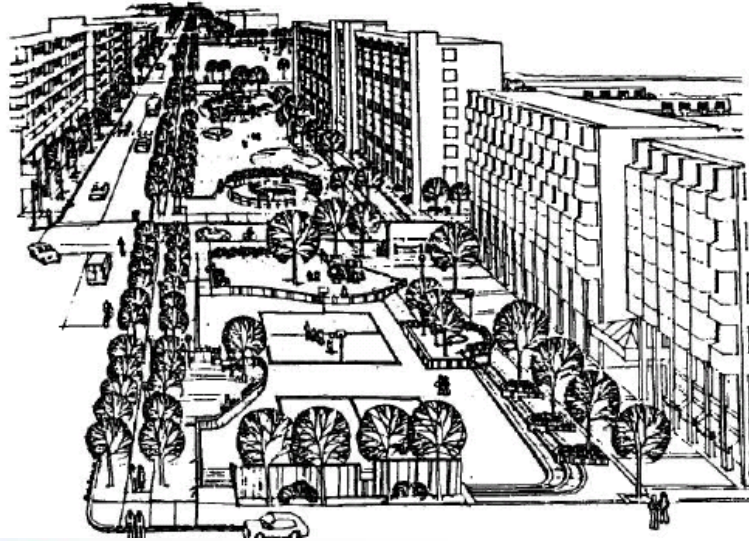
By JONATHAN HARTSHORPE and JONAS HARTSHORPE
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"What we want is to have **urban renewal** called off. No expropriation, no demolition, no bargaining about prices; the city [Toronto] should go away and leave us alone..."

1971 Provincial cancellation of Spadina Expressway

1960s - 1979

Retail focus and emergence of urban design



Peterborough Square, constructed 1975



St. Lawrence Neighbourhood, Toronto

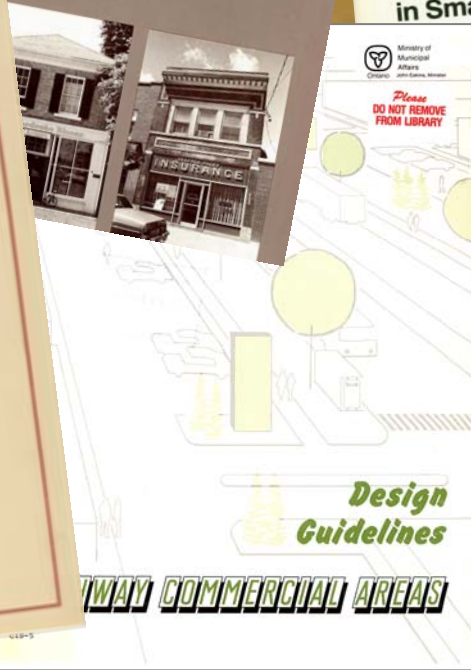


Bloor West Village, first BIA, 1970

1960s - 1979



A Guide to Residential Planning and Design in Small Communities



“We shape our environment and then it shapes us.”

An Introduction to Community Planning, Ministry of Municipal Affairs, 1988, p.3

before	1980 - 1989	1990 - 1999	2000 - 2009	2010
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more of the same?

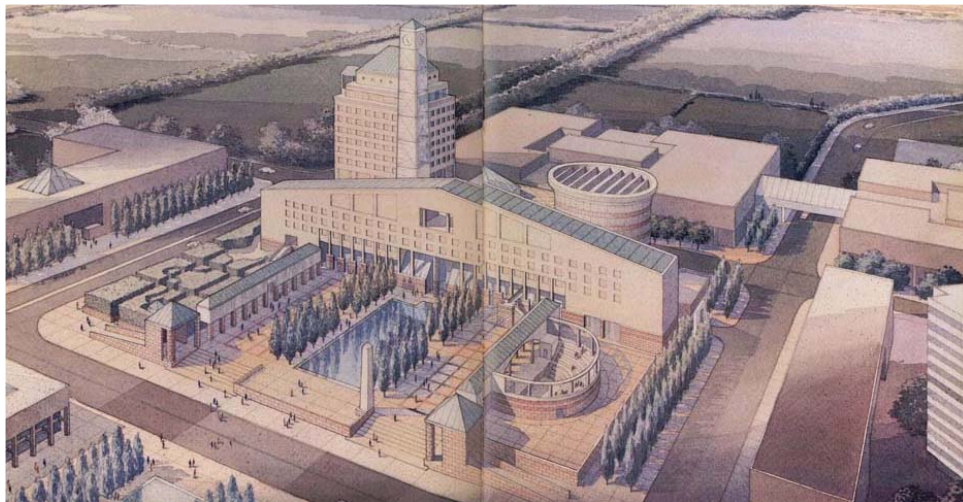
Prominence of malls and suburban cities



Guelph Eaton Centre, constructed 1984



Erin Mills West, Mississauga (formerly Oakville)

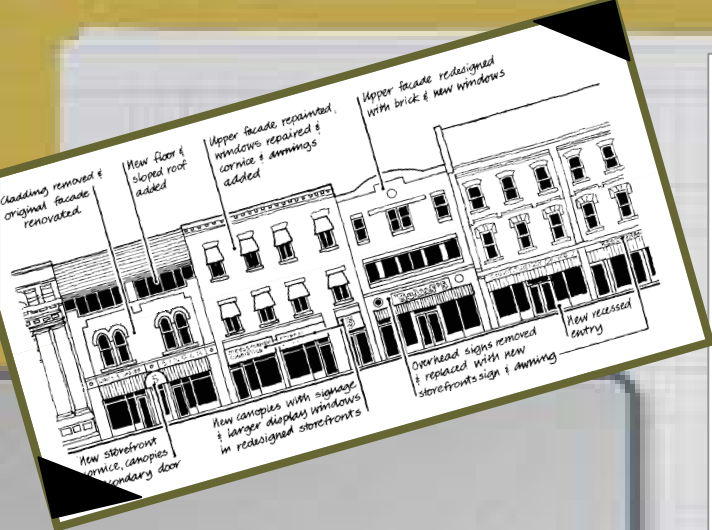


Mississauga Civic Centre, winning entry 1982, constructed 1987



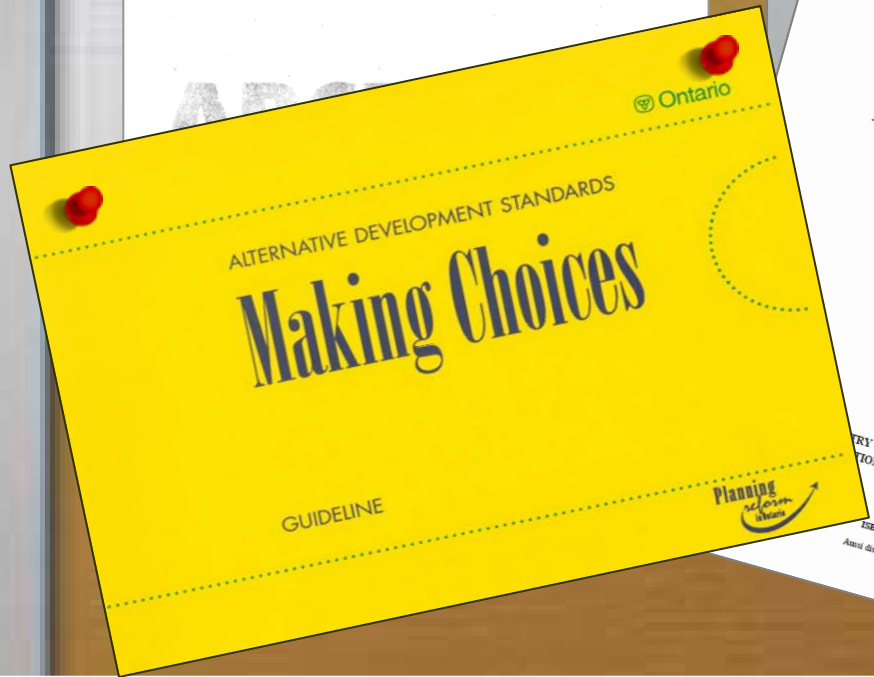
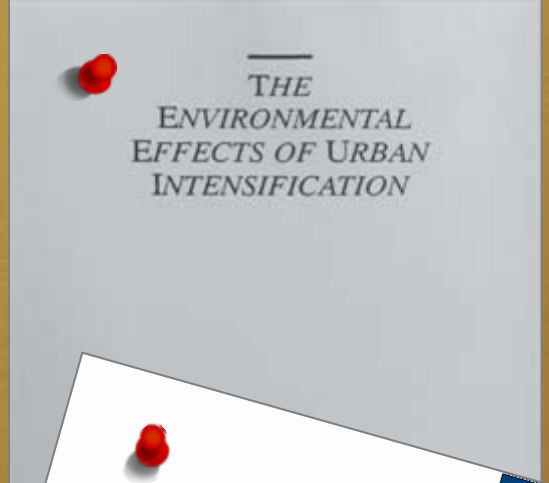
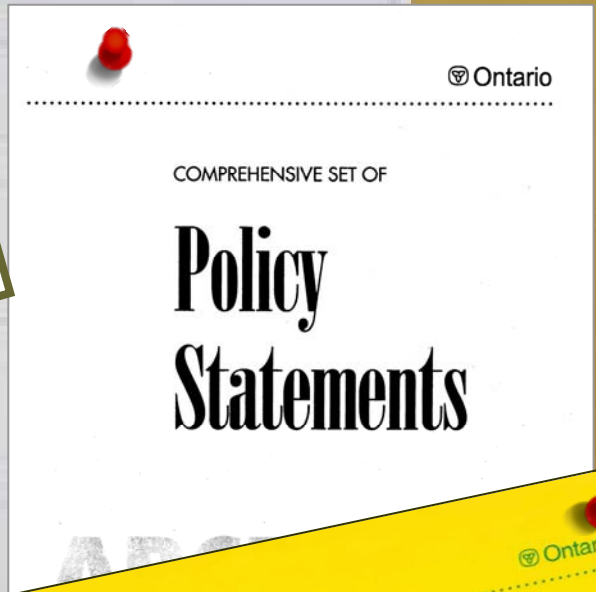
Erin Mills Town Centre, Mississauga, constructed 1989

1980-1989



“Places matter much more than either individual buildings or vehicular traffic. Yet, all over the world, our planning endeavours seem to concentrate almost exclusively on the latter considerations.”

‘Places’ matter most, Francis Tibbalds (1992) Chapter 1, Urban Design Reader, 2007, Architectural Press, Matthew Carmona and Steve Tiesdell, p. 9



before

1980 - 1989

1990 - 1999

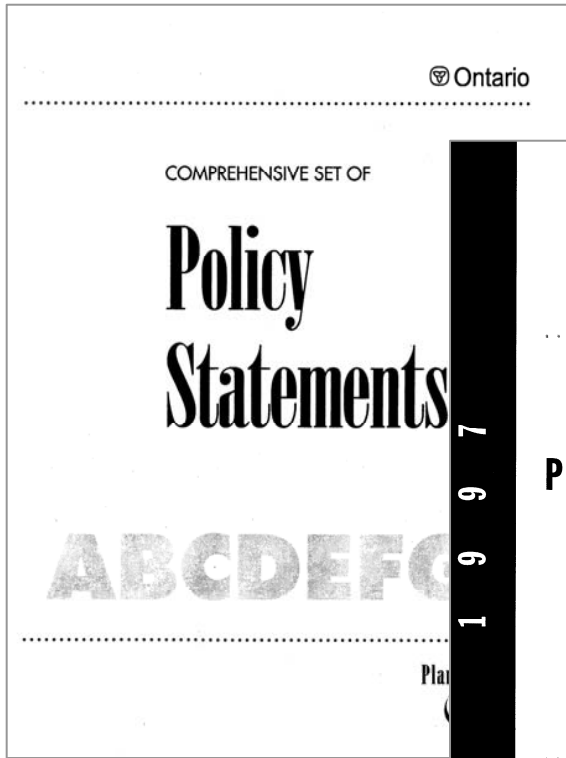
2000 - 2009

2010

liveability: making choices



Climate Change



Natural Heritage

Public Health
Safety

Wise
Use

Open
Space
Transportation
Systems

Economic Prosperity
Rehabilitation

Housing
Energy and
Air Quality

Compact Form
Cultural Heritage
Water
Quality
Land Division
Hazards

Aggregates
Employment Areas

Agriculture

Cultural Heritage

Intensification

Infrastructure

a policy-led system

New and old urbanism emerges



Cornell Plan, 1994



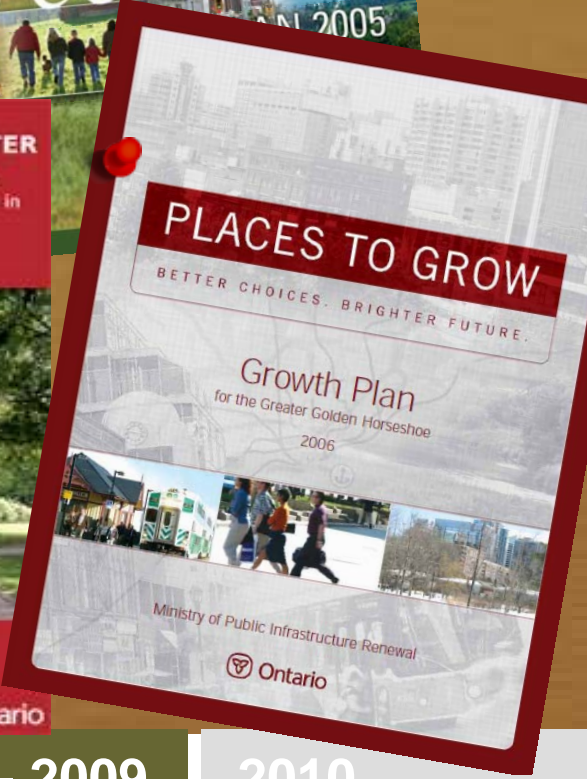
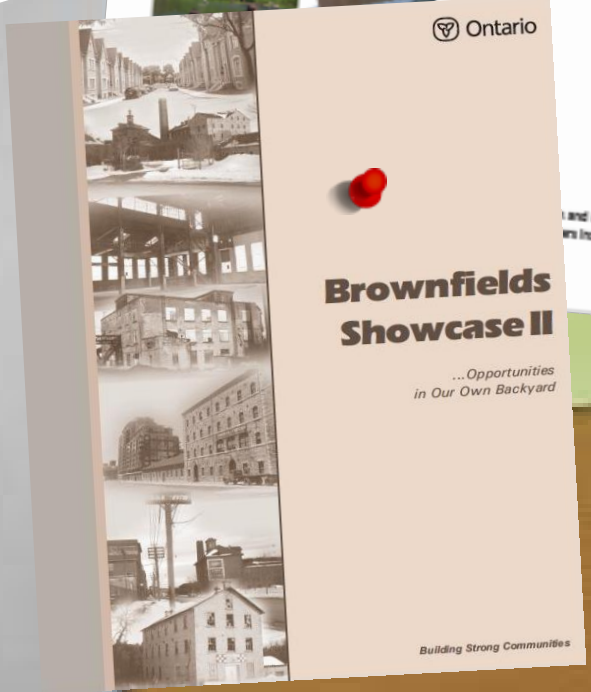
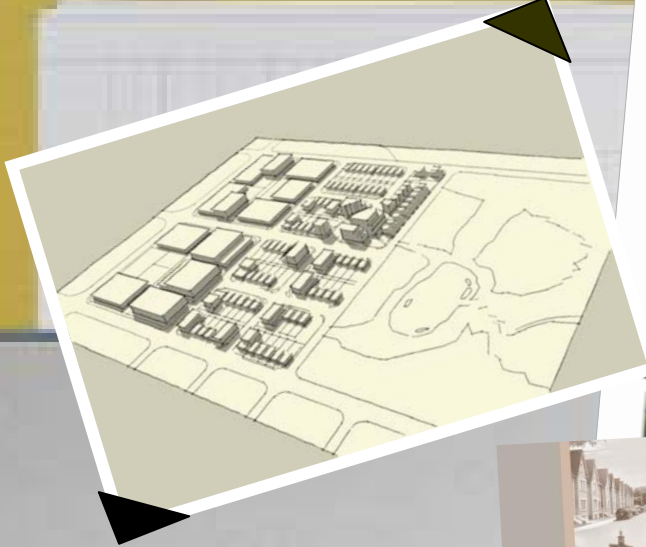
Cornell Housing, Markham



Distillery District, Toronto



King Street West, Toronto



“Design is an interactive, imaginative process for creating something that has never existed before, such as sustainability.”

Positive Development, Janis Birkeland
Earthscan, 2008, p. XX

before

1980 - 1989

1990 - 1999

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2010

advocacy: planning by design

Emphasis on intensification, walkability, and the public realm



McMaster Innovation Park, Hamilton



King Street revitalization, Kitchener



Shops at Waterloo Town Square, Waterloo



McMaster Innovation Park Master Plan, 2009

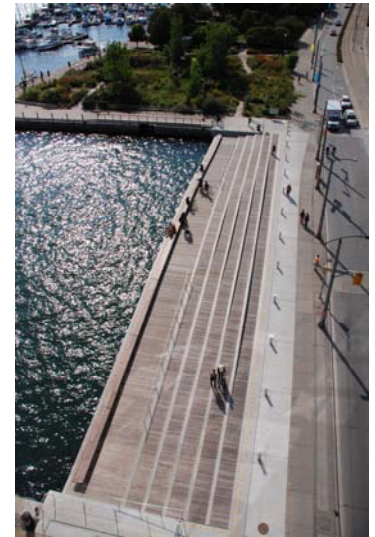


City Centre Condo, King Street Kitchener

Waterfront revitalization



HTO Park and Wave Decks, Toronto waterfront



Prince Arthur's Landing Master Plan, Thunder Bay



Windsor Riverfront



New buildings should be sited and oriented relative to adjacent buildings. This reinforces and frames the street edge, providing a sense of enclosure and continuity.



MOBILITY HUB GUIDELINES

For the Greater Toronto and Hamilton Area

Final Draft for Board Approval
February 18, 2011



Building Blocks for Sustainable Planning - 8 in a Series of 12

SITE PLAN CONTROL - IMPLEMENTED WITH EXTERIOR DESIGN CONTROL (s. 41)

For More Information:
Ministry of Municipal Affairs and Housing Website: www.mmfah.on.ca or contact your nearest Municipal Services Office (MSO).

Central MSO
777 Bay Street, 2nd Floor
Toronto ON M5G 2E5
General Inquiry: 916-283-4276
Toll Free: 800-668-0230

Eastern MSO
8 Eglinton Lane, Rockwood House
Kingston ON K7M 5A8
General Inquiry: 513-545-2100
Toll Free: 800-267-9438

Northeastern MSO
150 Cedar Street, Suite 401
Sudbury ON P3E 6A5
General Inquiry: 705-564-9210
Toll Free: 800-463-1193

Northwestern MSO
4157 Steeles Street South, Suite 223
Thunder Bay ON P7E 5S7
General Inquiry: 807-479-2011
Toll Free: 800-465-5077

Western MSO
100 Dundas Street, 2nd Floor
London ON N6A 1L3
General Inquiry: 519-873-4020
Toll Free: 800-265-4736

DISCLAIMER
This sheet deals with summarized and summarized rather than with all and practices that are subject to technical amendments of various bodies. For the application of a particular regulation and policy on the subject, please refer to the relevant legislation and policy on the subject.

Description of Tool

- Optional tool, requires official plan (OP) updates and by-law for set-up appearance, sustainable streetscape design
- Allows for limited conditions related to design matters including agreements (character, scale).

Operational Process Requirements

- To use this tool, a site plan control area must be shown or described in an approved OP which includes exterior design policies.
- A site plan control by-law must be passed by the municipality designating at or any part of the area shown in the official plan as a site plan control area.
- A site plan by-law must contain provisions relating to exterior and boulevard design.
- Timeline: when the application is received, the approval authority must:

Potential Benefits

- Can help implement municipal urban form policies.
- Can improve design quality of new buildings.
- May require new buildings to have sustainable transportation features.
- May encourage sustainable transportation.

Municipal Planning and Financial Tools for Economic Development



Ministry of Municipal Affairs and Housing



“the importance of urban design in planning has been reaffirmed in the past decade....”

Emily Talen, Urban Design Reclaimed Tools, Techniques, and Strategies for Planners, American Planning Association Planners Press, 2008, p. 3

before

1980 - 1989

1990 - 1999

2000 - 2009

2010

added urgency

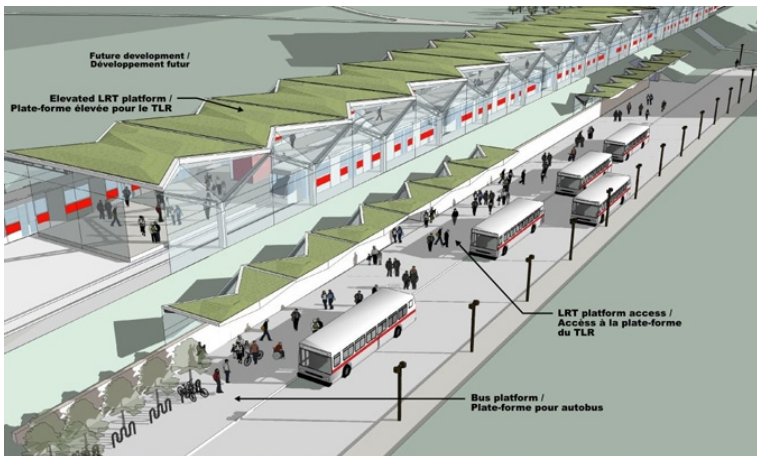
Fixing “urban renewal,” revitalizing the suburbs, and improving mobility



Regent Park Revitalization, Toronto



Apartment Tower neighbourhood in the Greater Golden Horseshoe

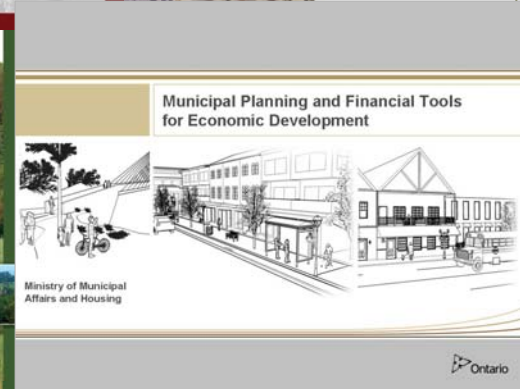
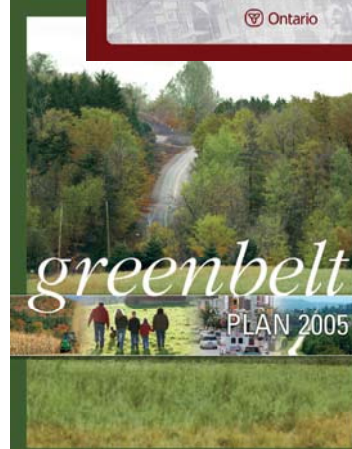
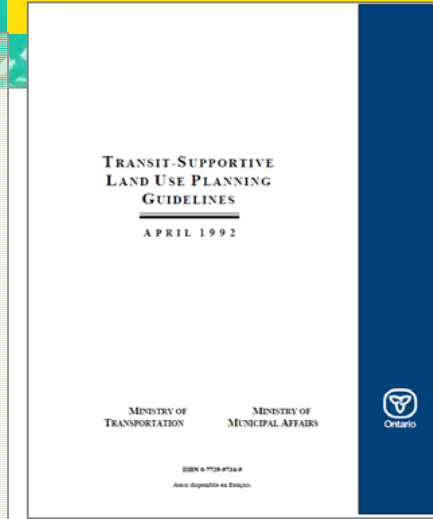
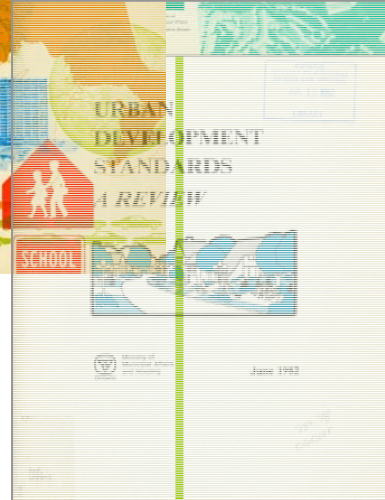
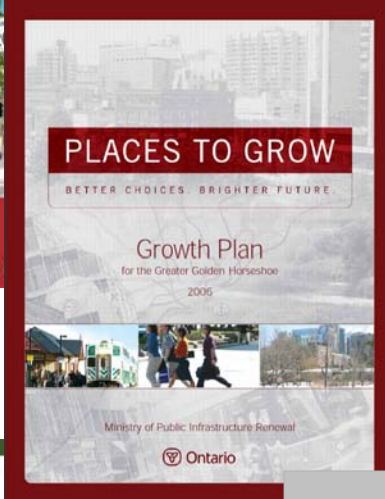
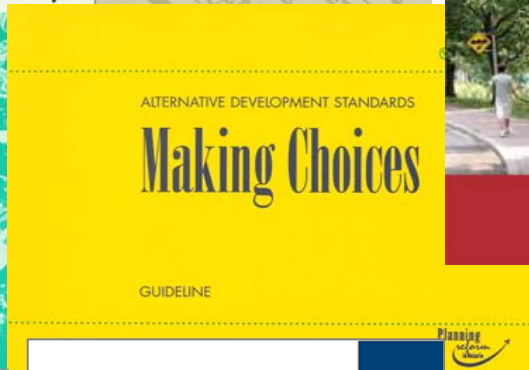
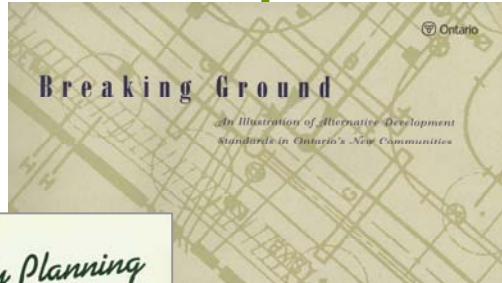
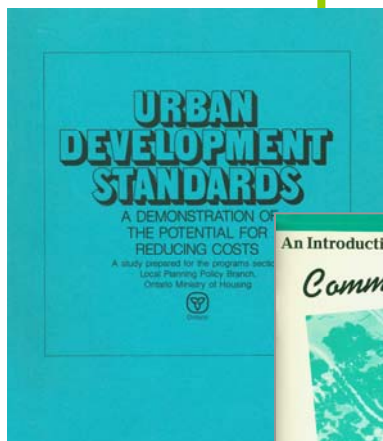


Ottawa LRT Hurdman Station



Downtown Markham

Mississauga Downtown 21 Master Plan



before

1980 - 1989

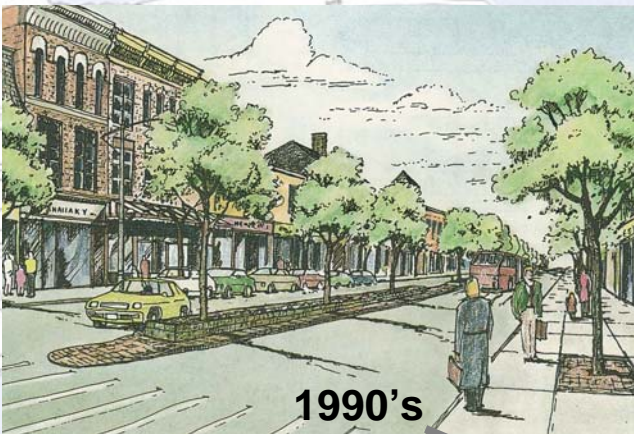
1990 - 1999

2000 - 2009

2010

over the years...

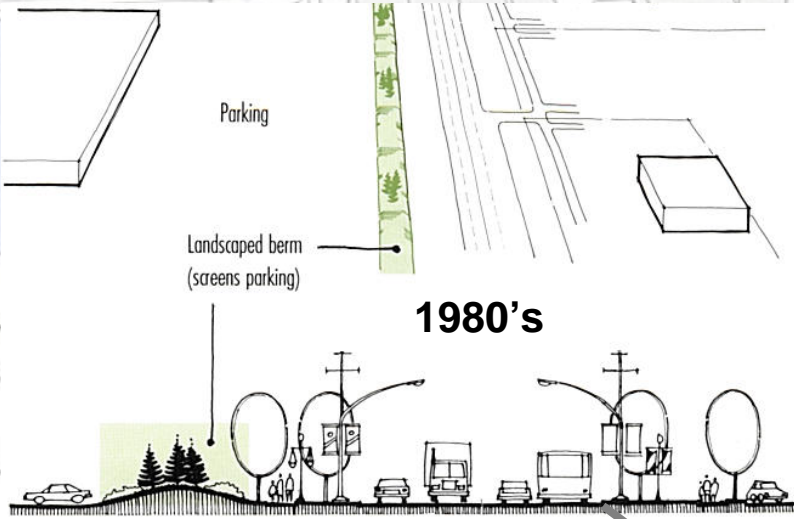




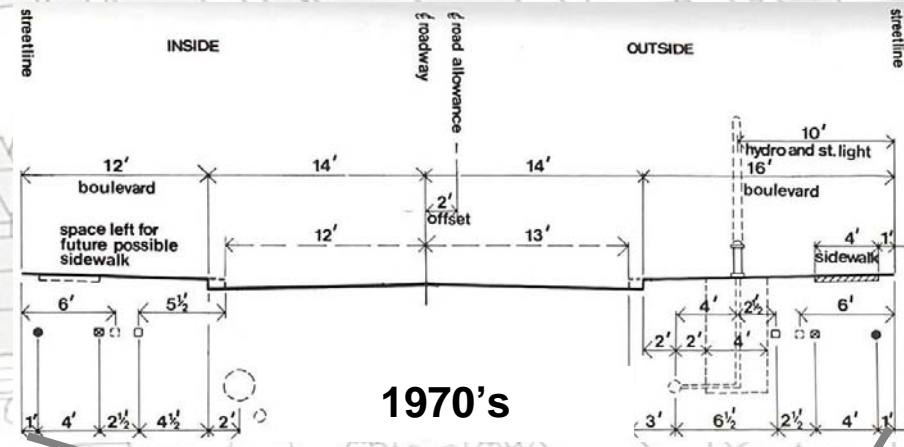
1990's



2000's



1980's



1970's

Planning and design principles translated