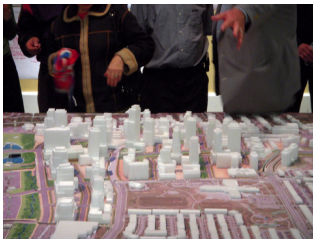


Summary of Key Discussion Points from OP Summit Roundtables

Housing



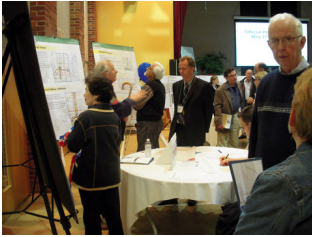
- Provide a range of housing for individuals at all stages of life, including housing that is affordable (e.g. smaller lots/units, condominium, co-op, rental).
- Protect existing affordable housing stock, provide incentives for developers to construct these housing types, and explore partnerships with the private and public sector.
- Permit and regulate accessory apartments to ensure safety and traffic concerns are met while providing a simple yet effective form of intensification.
- Encourage a range of accessible and flexible housing options for seniors in proximity to caregivers, medical services, amenities and other basic needs.

Economy

- Protect employment lands from conversion and intensify existing employment uses through structured parking, increased transit, shared facilities, and incentives to developers/businesses to redevelop to a more compact urban form.
- Support appropriate types of commercial and retail uses within or adjacent to residential areas such as population serving (e.g. daycares, grocery stores, dry cleaning), local niche businesses (e.g. eco-tourism near Moraine), professional home occupations, and small offices.
- Major retail in the Town should be designed to integrate into the Regional centre and corridors through transit-oriented development and more compact urban form; otherwise they should be located on arterial roads away from main streets and outside of employment lands.

Urban Design

- Enhance the look and feel of areas outside the centres and corridors by encouraging walking and cycling, emphasizing natural landscaping and aesthetics, and creating meeting places and functions consistent with the character of unique neighbourhoods and locations (e.g. Gormley, Oak Ridges, Mill Pond, Bayview Hill, Jefferson Forest, David Dunlap Observatory lands, recreational parks and business parks)
- Encourage walking through urban design elements such as accessible and functional walkways, pedestrian zones,



streetscaping, benches, shelters, greenery, and visually appealing landmarks, views and vistas.

- Use public buildings and outdoor spaces to help promote innovative design (including sustainability), create gathering places, and increase awareness about urban design through competitions.
- Foster a culture of design excellence as the Town urbanizes by giving awards/recognition, establishing design review/standards in the development process, and integrating sustainable green standards.

Intensification

- Ensure appropriate intensity and character in proposed nodes and corridors by considering the following: availability and proximity to transit/stops, height consistent with nearby sites and/or transitioned to adjacent development, mix of uses (relative to location), development that anchors corners of major intersections, integration of greenspace, creation/enhancement of sense of place, good design, walkability, people-friendly, community facilities/schools, and comfortable public realm.
- To ensure compatibility between new and existing development, transition measures for intensification should consider the following: shadowing, character of existing areas, pedestrian environment, visual appeal and functional design of new projects (e.g. setbacks, stepping, terraces, etc.), streetscaping, infrastructure/community service needs, and transit implications.

Transportation

- As development on Yonge Street intensifies to support higher order transit, its role and function should shift from an automobile-oriented thoroughfare to a pedestrian-friendly corridor/destination by adapting the following:
 - pedestrian and cycling oriented streetscape and design;
 - more frequent public transit service and stations that integrate with pedestrian and cycling infrastructure (e.g. bike racks, pathways);
 - parking in the form of paid parking, short-term on-street parking, structured parking and/or parking within proximity to transit stations; and
 - strategies to reduce the traffic function (e.g. narrowing the right-of-way to reduce speed, redirecting



- traffic/goods movement to other arterials and roads, restricted access to Yonge during peak hours, etc.)
- While other major connecting streets (e.g. Major Mackenzie, Bayview, Leslie, etc.) in Town could be used to divert traffic away from Yonge Street, emphasis should also be placed on providing:
 - cycling/pedestrian programs and infrastructure, e.g. designated areas for cycling, bike racks, neighbourhood bike share programs, safe pedestrian crossings (bridges, widening and addition of pedestrian crosswalks), etc.
 - high occupancy vehicles lanes and/or bus lanes;
 - designated parking areas to serve ride-share/car pooling programs; and
 - public transit.
 - As the Town intensifies, more appropriate form, design, location and management of parking in urban areas should be considered:
 - structured parking above or below grade in areas with higher densities;
 - parking standards for number of required spaces (minimum/maximum) and design (lighting, safety, access);
 - paid parking at certain locations and/or long-term parking; and
 - parking around major transit nodes (should be less expensive than parking in other locations).

Environment

- Sustainability within built-up areas should be enhanced by:
 - incorporating sustainable design standards, e.g. permeable pavements, green roofs, natural landscaping, stormwater management, and water/energy conservation;
 - developing/enforcing policies/regulations to protect natural heritage features, e.g. buffer zones, site alteration and tree cutting by-laws, restrictive covenants/building envelopes, etc.
 - creating parks and trails through the greenway;
 - managing existing greenspaces using less water and with more native species; and
 - increasing education and awareness of about the greenway and existing programs and policies in place, e.g. signage, public buildings as an example of sustainable design, promotion of native plants program.



- To ensure its effectiveness, the greenway system should also consider:
 - alternative energy;
 - various trail options for different activities and needs (e.g. separate pathways for bikes, asphalt for accessibility, permeable or natural surfaces for passive recreation, better signage, maps and trail markers, etc.)
 - more connectivity throughout the Town and with adjacent municipalities;
 - sustainable design features – both indoor and out (e.g. living walls, roof gardens);
 - interpretive/educational opportunities and facilities; and
 - community-based initiatives and public-private partnerships to encourage a sense of stewardship among local residents, children and businesses.
- Natural areas within the greenway system should be managed through the enhancement, monitoring and protection of these areas along with education to homeowners and youth about the importance of preservation.

Heritage

- While heritage conservation is important, changes to heritage resources may be permitted/managed when the need for improvement and the costs to maintain the resource in its current state outweigh the historical/architectural significance.
- A number of heritage preservation methods (whole/partial retention, reuse, moving or commemorating the structure) can be used to maintain the visual quality of a place, incorporate heritage features into other structures, promote local history/culture, and attract tourism.
- Characteristics that contribute to a property’s heritage interest include cultural/historical relevance of the site, architectural merits/uniqueness of a structure, original uses/functions, and representation of a range of historical time periods within the Town.

Parks

- The Town’s parks/opens space system should evolve with intensification/urban form by providing:
 - a variety of park types and uses based on unique themes, function and or destination points (e.g. botanical gardens, urban squares, hedgerow maze);
 - multiple uses in and around the park to draw more people in (e.g. food vendors, flower vendors, cafes, restaurants, wireless network zones);



- places to engage youth, e.g. skateboarding, rock climbing;
 - community gardens and urban agriculture;
 - all-season activities, function and design, e.g. outdoor skating rinks, lighting, trails in the winter; and
 - more educational and learning opportunities/resources within those parks/open spaces.
- In light of changing demographics and preferences, the Town could create more vibrant parks by:
 - incorporating design features to maximize comfort, walkability and gathering, e.g. benches, shelter, walkways;
 - strategically locating parks/open space where there is greatest need (e.g. near schools, seniors centres, employment areas, highest densities);
 - planning/designing facilities to adapt to changing needs and multiple uses (day/night, warm/cold seasons);
 - holding public events and promoting parks throughout the Town;
 - engaging the community in identifying their needs/preferences, getting them involved in plantings/stewardship and other cultural activities; and
 - integrate parks/park design in public and private spaces.