HOW HIGH?

This 80-storey tower coming to Yonge and Bloor sets a new standard for urban density in Toronto. But critics say the project shows local communities are losing out to developers, who can sidestep city hall in order to build up — and cash in.

What’s been pitched as a “sanctuary in the clouds” is making heads spin at ground level.

An unprecedented development — an 80-storey Toronto condo tower that will be second in height only to the CN Tower — sets a new standard for density at a crucial downtown intersection. Those extremes have created a new kind of developer: one who can sidestep city hall in order to build up — and cash in.
Cities need Goldilocks housing density - not too high or low, but just right

The trend for elite towers that reach ever skywards isn't healthy for a sustainable community or for a balanced quality of life.

© The view from New York’s tallest residential skyscraper, One57 on to Central Park. Photograph: Christina Horsten/dpa/Alamy Live News
FRONT STREET

Front Street will be the main street of the Ataritiri neighborhood. Running north-south through the center of the neighborhood, it will form a direct route to the downtown core to the west. Its eastern terminus is made by a gateway to the landscape of the Don River Park.

Front Street will have generous dimensions that will encourage it to be a vibrant and lively street. A central pedestrian pathway has been designed for this purpose. Its actual traffic will be made up of the major public transit routes and large vehicles, along with occasional commuting traffic. Adequate space will be given to bicycles and the general parking areas.

Generous setbacks are provided along both sides, with pedestrian walkways. The north, outermost side of the street is lined with a variety of buildings that provide retail and commercial functions. In the retail section of the promenade, the lookouts will be designed to encourage pedestrian traffic between the buildings. Front Street will extend further north to form a major public space with views of the river and the park. The buildings along the street will provide a mix of housing, offices, shops, and public amenities.

Ataritiri drawings
The type of development that can support transit in new and established suburban neighbourhoods is “gentle density” in the form of midrise commercial buildings and condos with street level retail, stacked townhouses and row houses.

<table>
<thead>
<tr>
<th>Storeys</th>
<th>Mid-Rise</th>
<th>Stacked Townhouse</th>
<th>Townhouse</th>
<th>Semi Detached</th>
<th>Detached</th>
</tr>
</thead>
<tbody>
<tr>
<td>Storeys</td>
<td>12+</td>
<td>5-11</td>
<td>3-4</td>
<td>1-3</td>
<td>1-3</td>
</tr>
<tr>
<td>Avg New Price</td>
<td>$492,250</td>
<td>$492,250</td>
<td>$457,112</td>
<td>$776,865</td>
<td>$758,434</td>
</tr>
<tr>
<td>Avg People Per Unit</td>
<td>2.03</td>
<td>2.32</td>
<td>2.32</td>
<td>2.88</td>
<td>3.12</td>
</tr>
</tbody>
</table>
The Suburban Transit Village

Main street provides services for surrounding single-family homes

Separated bike lanes and pedestrian crosswalk create safe streets for everyone

Walkable transit-connected neighbourhoods mean you can leave your car at home (or not need one at all)

Greater choice and diversity of housing types

Animated mixed-use streets with shopping and retail at grade level to support local economies

Street furniture and street trees create an inviting pedestrian environment for people to walk and linger

Walkable neighbourhoods at a comfortable human scale

Transit-connected, vibrant streets with local amenities and office space attract new employment to communities

New rapid transit is coming to the suburbs!

Complete communities where people want to live, work, shop and play
**Walk**

High quality, unobstructed pedestrian footpaths provide basic mobility for all. Furniture, landscaping elements, and active building edges transform walkways into vibrant public spaces.

- Leave at least 2 m of clear space to ensure that footpaths are accessible to all.
- Provide street trees and covered walkways to make walking pleasant even during hot months. Ensure that lighting is present to increase safety at night.

**Cycle**

Street design ensures safety for cyclists by reducing carriageway speeds or creating separate cycle tracks. A complete network, adequate shading elements, smooth surfaces, and secure cycle parking are essential.

- Encourage active and visually permeable frontage—rather than blank compound walls—to improve safety.
- Use speed table crossings to reduce motor vehicle speeds.
- Create continuous, physically segregated cycle tracks when motor vehicle speeds are higher than 30 km/h.
BECOMES HOMEOWNER AT 22

HAS IT BETTER THAN HIS PARENTS

HAD A GREAT UNION JOB

TELLS SON'S GENERATION IT'S LUCKY BECAUSE IT CAN AFFORD $200 SMARTPHONES

AND HIS KIDS

"UNIONS ARE RUINING THE COUNTRY."

"WHY DON'T YOU CALL AND ASK IF THEY'RE HIRING?"

"WHEN I WAS IN COLLEGE MY SUMMER JOB PAID THE TUITION"

BOUGHT A HOUSE IN HIS 20S WITH A 9-TO-5 JOB THAT DIDN'T REQUIRE A BACHELOR'S DEGREE

HASN'T BEEN ON A JOB HUNT SINCE 1982.

TUITION WAS $400

"KIDS THESE DAYS HAVE IT EASY"
CityPlace condo residents endure 4th power outage in 2 weeks

By David Shum
Web Producer  Global News

CityPlace residents are frustrated over the fourth power outage in the area in two weeks.
As the City Grows Vertically, Here’s Why Elevator Service is More Important than Ever

It might not look like it, but working elevators are a health and accessibility issue.
Taras Grescoe @grescoe

The real future of the city is 21st cent. communications (smartphone apps, Twitter, texts) and 19th cent. transport (metro, trams, bikes).