



Tuesday, October 30, 12

why is this man smiling? Why wouldn't he?



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he is getting to rebuild an entire block in the city of his birth topped off with 85 stories of condos, sculptures to live in. the city is gaga over gehry.

David Mirvish offers glimpse of hidden art gems

Published on Sunday October 07, 2012



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David Mirvish poses for a photo in his office. (Oct. 3, 2012)

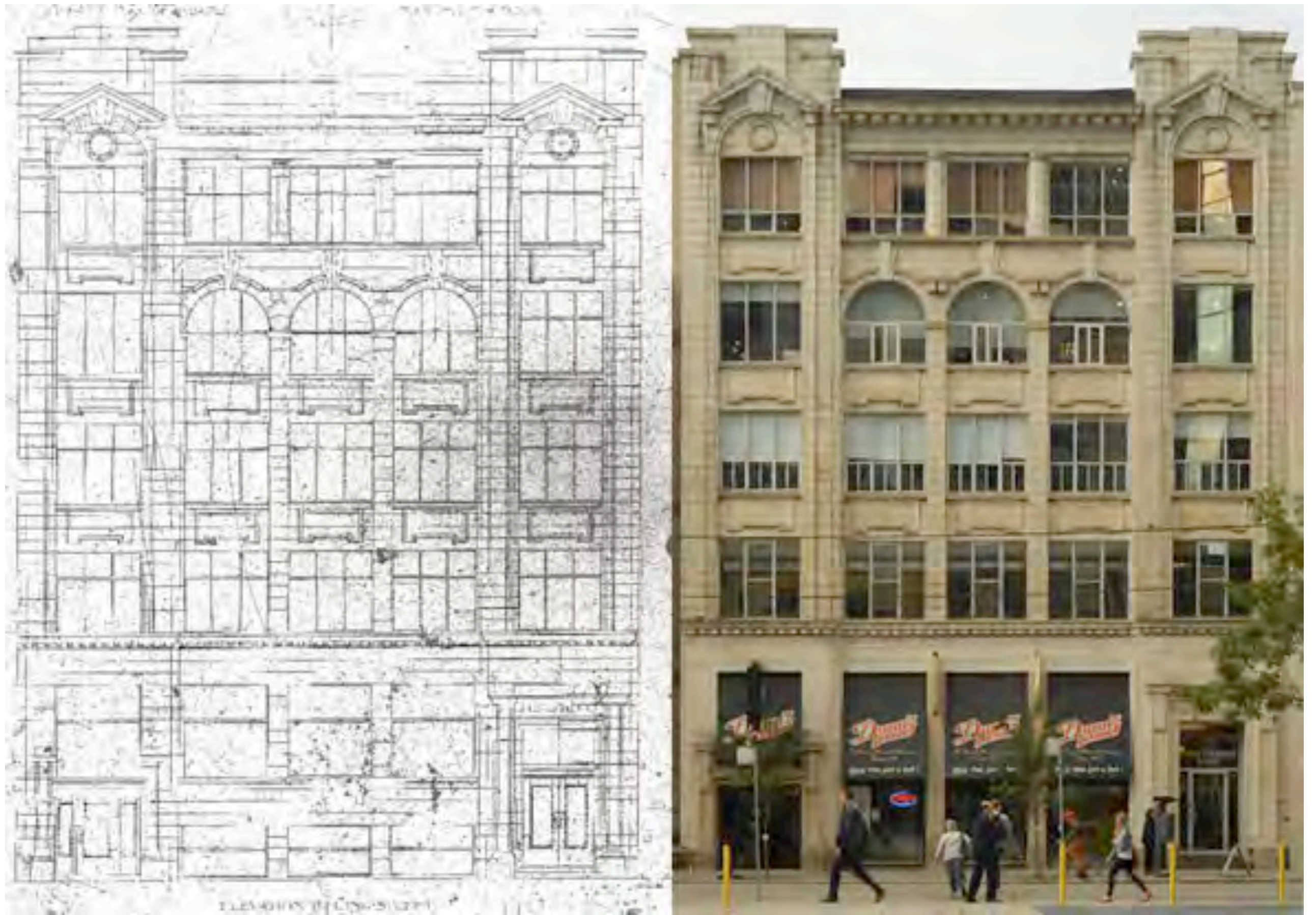
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this man is smiling too, in all the papers, showing his art and discussing the reinvention of theatre in toronto. everybody loves him



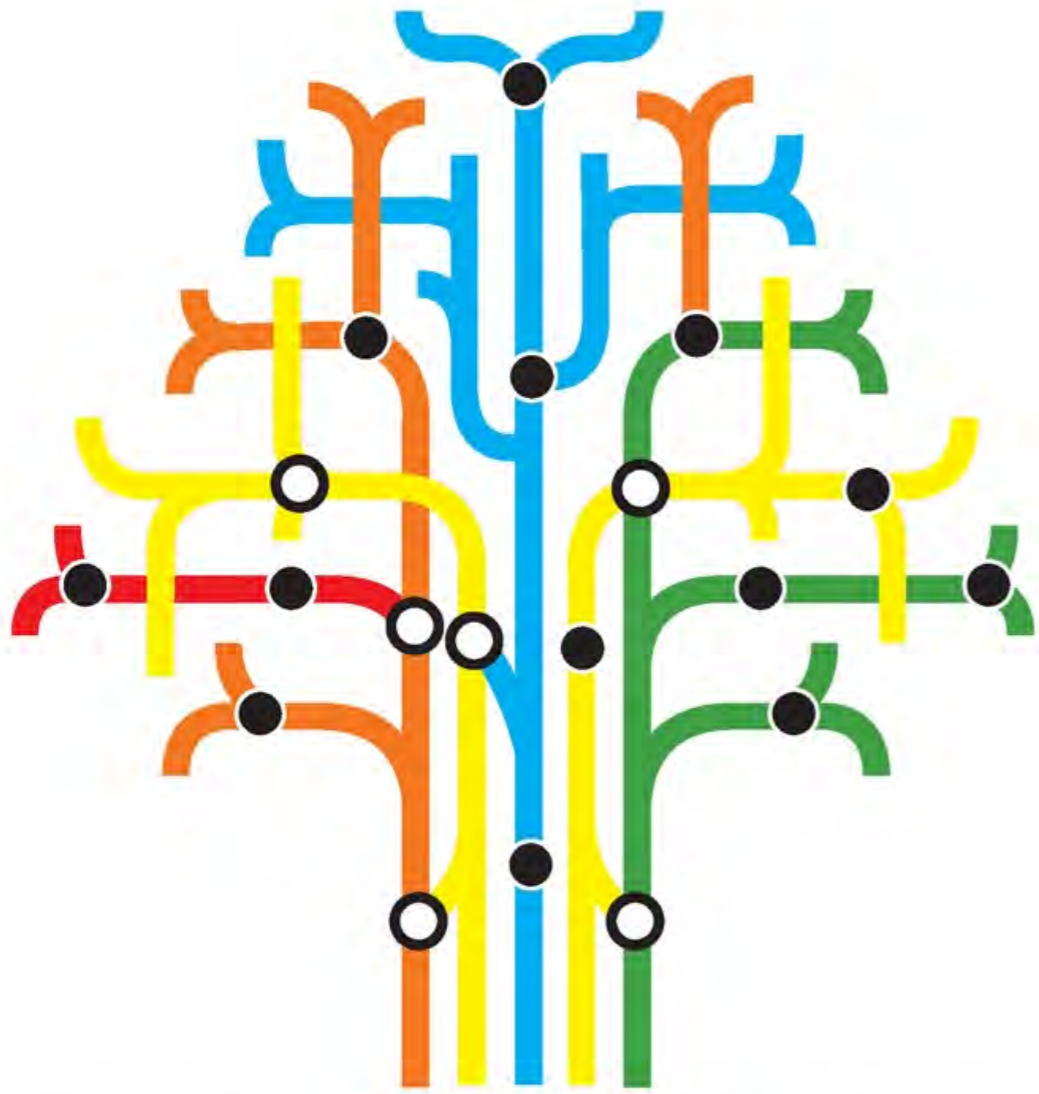
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there is the minor inconvenience of the designated heritage buildings on the site, but nobody is talking about that much. I happen to love the eclipse whitewear building, shown here when it still snowed. it is important as much for what happened inside, when Barton Myers and Jack Diamond essentially invented adaptive reuse of old buildings with exposed wood and let-it-all hang out high tech lighting and ventilation that has been copied everywhere. it was the first.



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then the anderson block is a nice little pile, also designated. no matter, when Gehry and Mirvish come to town, everyone rolls over. Because heritage has become so inconvenient and declassé.



GREEN METROPOLIS

Why Living Smaller, Living Closer, and Driving Less
are the Keys to Sustainability

DAVID OWEN

The environmental challenge we face, at the current stage of our assault on the world's non-renewable resources, is not how to make our teeming cities more like the pristine countryside. The true challenge is how to make other settled places more like Manhattan."

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Now, cities have to be green and they have to be like manhattan.

TRIUMPH OF THE CITY

How Our Greatest Invention Makes Us
Richer, Smarter, Greener, Healthier and Happier

EDWARD GLAESER

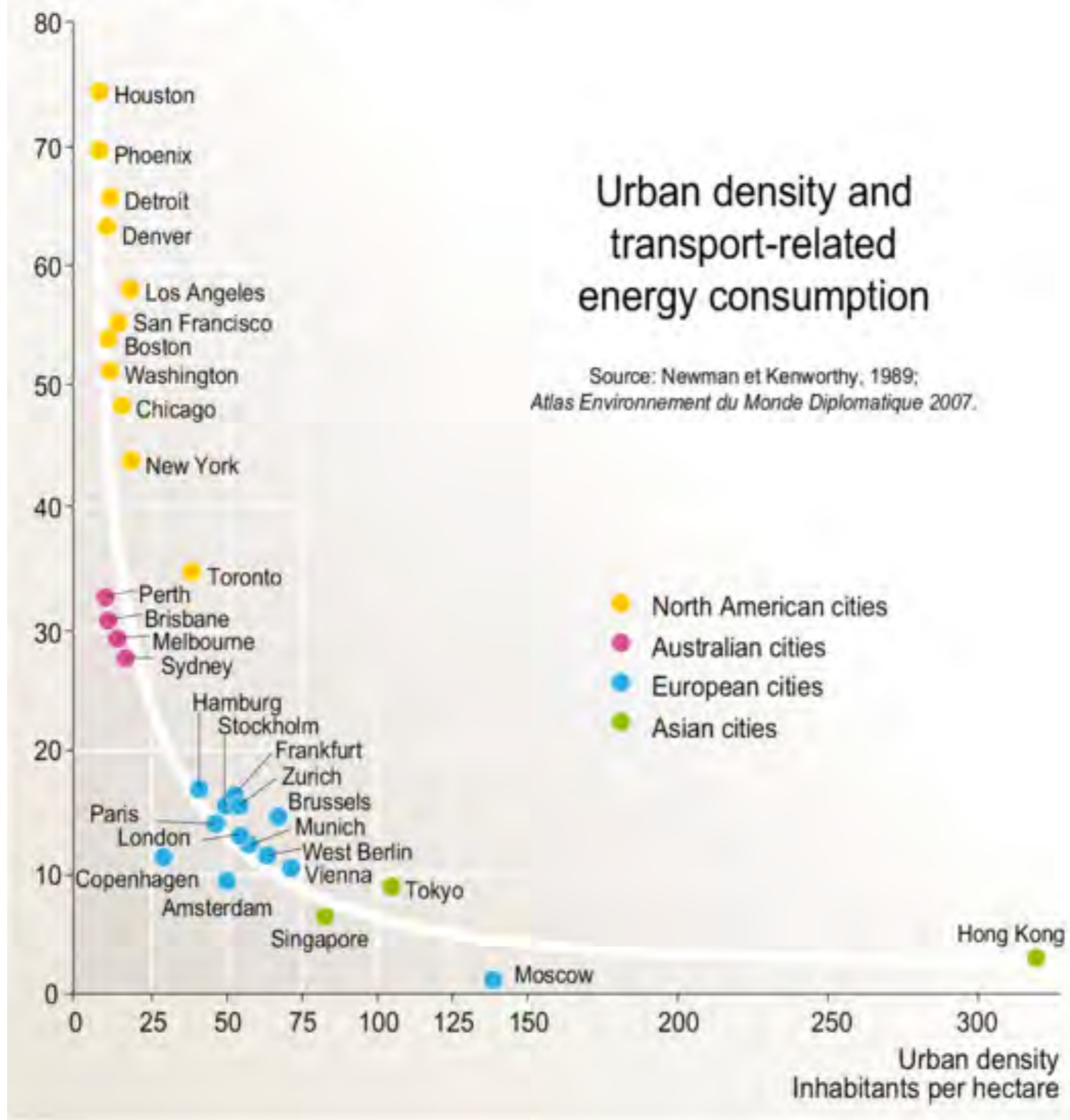


Preservation isn't always wrong- there is much worth saving in our cities- but it always comes at a cost. We must discard the view that environmentalism means living around trees and that urbanites should always fight to preserve a city's physical past.



“The residents of America's productive cities fear change in their neighborhoods and fight growth...” [they use] zoning rules, historical designations public pressure to preserve neighborhoods, views, and buildings they love from changes they fear.”

Transport-related energy consumption
Gigajoules per capita per year



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Except it all goes back to this graph from the UN, and it just isn't true. Sure, Houston is at one end and hong kong at the other, but look at what is in the middle.



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It doesn't mean that every city has to look like Hong Kong.

Bloomberg Pushes a Plan to Let Midtown Soar



Chang W. Lee/The New York Times

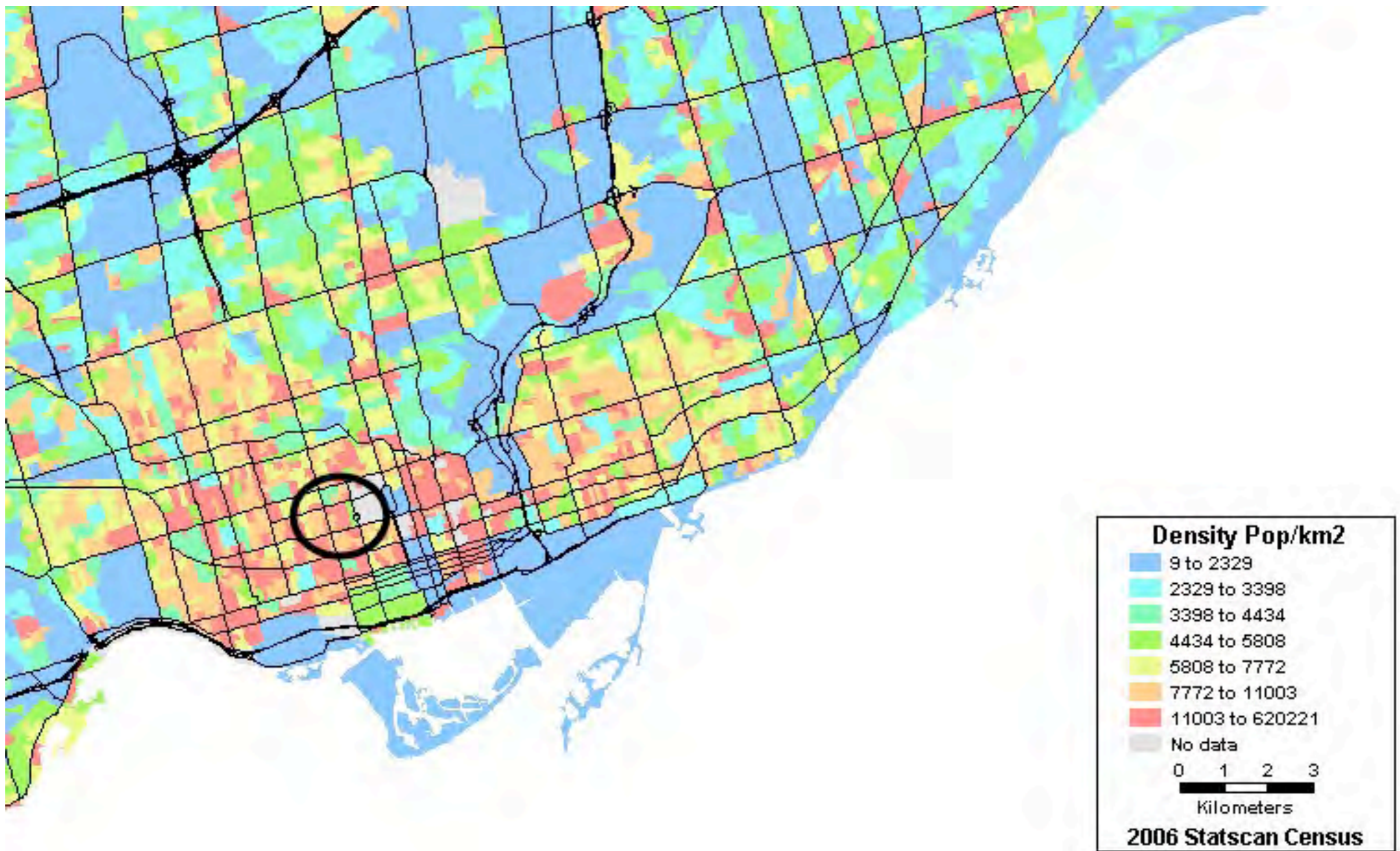
A rezoning plan for the area around Grand Central Terminal, making it easier to build higher towers, has drawn some criticism.

By CHARLES V. BAGLI

Published: October 6, 2012

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In New York, even Bloomberg has got the bug, saying that it isn't dense enough.



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The problem is, they are wrong. Blowing away heritage buildings and building taller ones doesn't make it greener. It doesn't even make it denser. If you compare development patterns in Toronto



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You find that the areas of townhouses around the U of T, the Annex, have pretty much the same number of people per acre



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as the high rise St James Town.



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All over the world you see that what matters isn't density, it is transportation intensity, how people get around. It's all about walkability and cyclability. In Toronto...



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In Paris, which is incredibly dense but low



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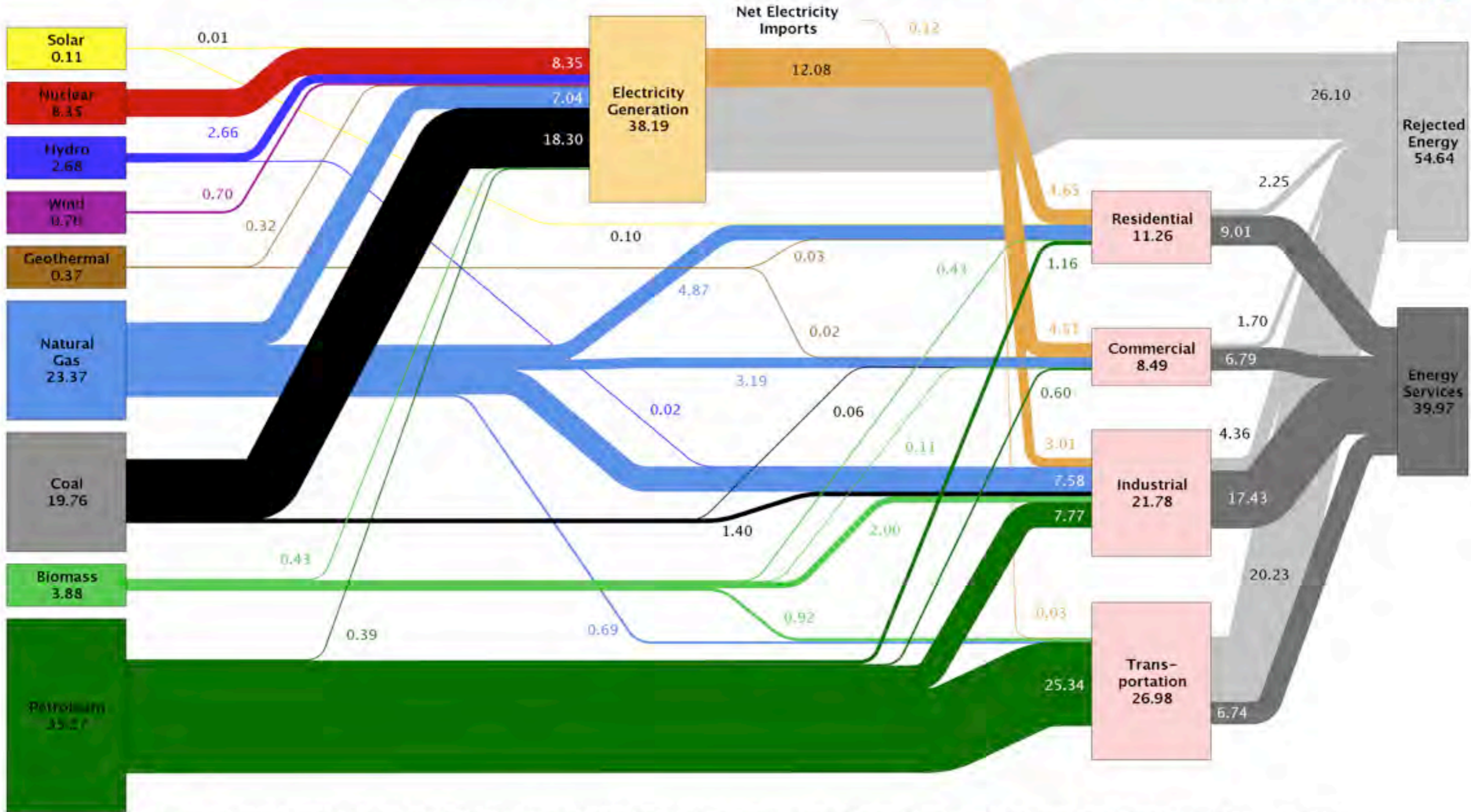
In copenhagen



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In New York where people live in old buildings at 300 units per acre.

Estimated U.S. Energy Use in 2009: ~94.6 Quads



Source: LLNL 2010. Data is based on DOE/EIA-0384(2009), August 2010. If this information or a reproduction of it is used, credit must be given to the Lawrence Livermore National Laboratory and the Department of Energy, under whose auspices the work was performed. Distributed electricity represents only retail electricity sales and does not include self-generation. EIA reports flows for non-thermal resources (i.e., hydro, wind and solar) in BTU-equivalent values by assuming a typical fossil fuel plant "heat rate." The efficiency of electricity production is calculated as the total retail electricity delivered divided by the primary energy input into electricity generation. End use efficiency is estimated as 80% for the residential, commercial and industrial sectors, and as 25% for the transportation sector. Totals may not equal sum of components due to independent rounding. LLNL-MI-410527

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This is the graph that matters, that shows where our energy problem lies, and it is in gasoline. It is in transportation. The more walkable a community is, the greener it is.

Type an Address:

38 Thome Crescent Toronto

Go

Walk Score

78

Out of 100

Very Walkable

38 Thome Crescent Toronto

Like

4K

Share

Overview

More Amenities

Your Commute

Restaurants

Gem Bar & Grill The 0.31km

Coffee

L & L Cafe 0.3km

Groceries

Sandra's Grocery 0.28km

Shopping

Clairwood Drug Mart 0.33km

Schools

Oakwood Guitar Scho 0.19km

Parks

Bartlett Parkette 0.77km

Books

The Antenna Guys 0.33km

Pubs

Gem Bar & Grill The 0.31km

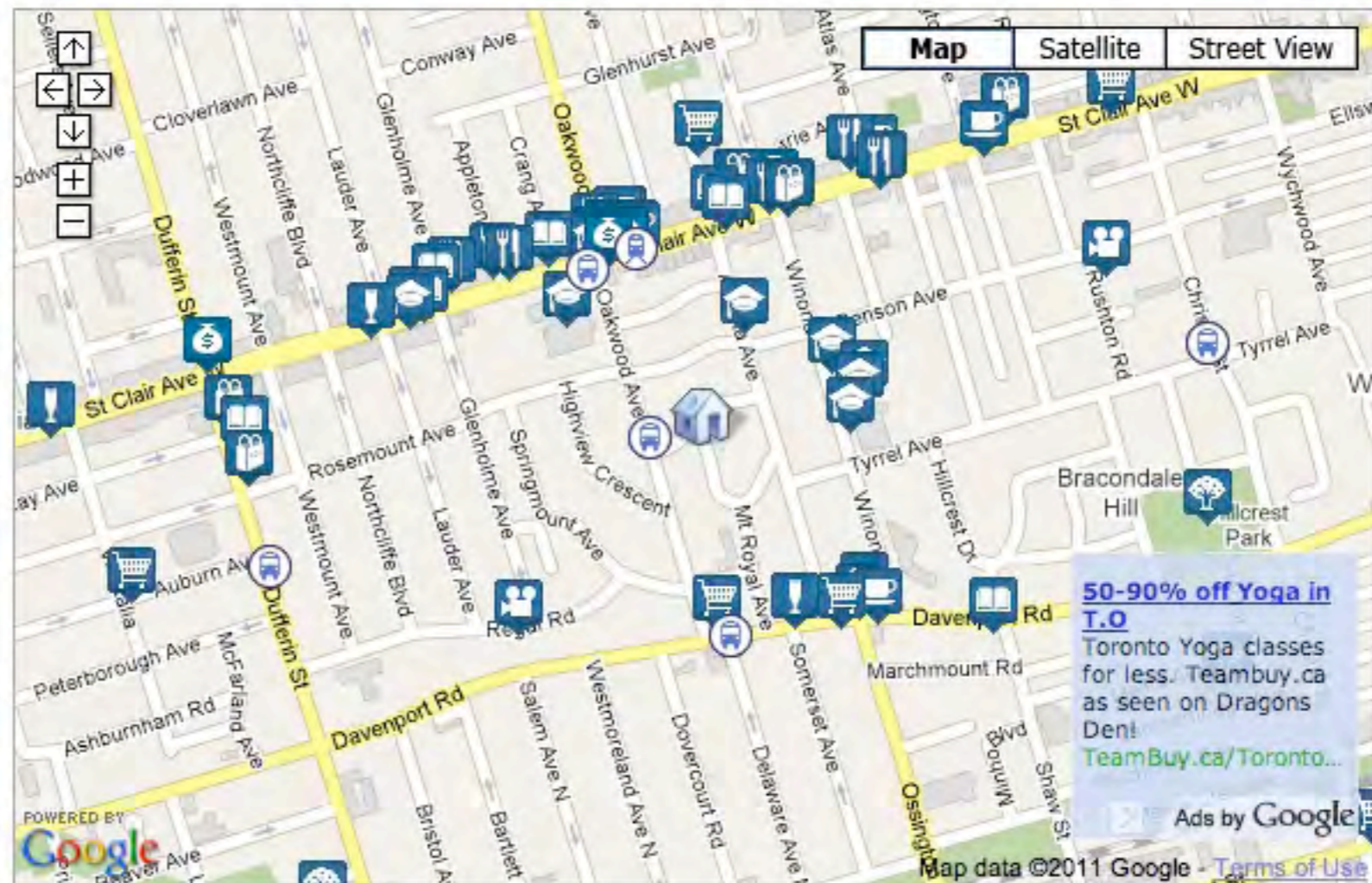
Entertainment

Frame By Frame Soun0.39km

Banking

RBC - Toronto 0.3km

[View more amenities](#)



Public Transportation

Transit Score: 82

Excellent Transit

14 nearby routes: 13 bus, 1 rail, 0 other

.31 km - 512 ST CLAIR

.07 km - 161 ROGERS RC

.07 km - 316 OSSINGTON

.07 km - 63 OSSINGTON

.28 km - 127 DAVENPOR

.31 km - 312 ST CLAIR B

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There is a great tool to look at walkability; its walkscore, that mashes up google and comes up with a number. I tried it with my house and got a damn fine 78

Walk Score
93
 Out of 100

Walker's Paradise
 Harbord St & Brunswick Ave Toronto

Like 4K Share

Overview More Amenities Your Commute

Restaurants
 Harbord House 0.05km

Coffee
 Boulevard Café 0.13km

Groceries
 Spadina Food Market 0.19km

Shopping
 Theodore 1922 0.46km

Schools
 WonderWorks 0.22km

Parks
 Margaret Fairley Pa 0.19km

Books
 WonderWorks 0.22km

Pubs
 Rowers Pub & Grill 0.05km

Entertainment
 Bloor Cinema 0.56km

Banking
 RBC - Toronto 0.28km

[View more amenities](#)

Map Satellite Street View

Public Transportation

Transit Score: **100** **Rider's Paradise**
 19 nearby routes: 13 bus, 6 rail, 0 other

.29 km - 510 SPADINA	.34 km - 511 BATHURST	.55 km - 506 CARLTON
.05 km - 94 WELLESLEY	.34 km - 310 BATHURST	.46 km - 300 BLOOR-DAN

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Then I started looking at heritage conservation districts around Ontario and found that they were pretty amazing; harbord and spadina in Toronto gets a 93 and a transit score of 100.

Type an Address:

10 Carden St. Guelph

Go

Walk Score

93

Out of 100

Walker's Paradise

10 Carden St Guelph

Like

4K

Share

Overview

More Amenities

Your Commute

Restaurants

Atmosphere Cafe 0.04km

Coffee

Atmosphere Cafe 0.04km

Groceries

Guelph Farmers' Mar 0.16km

Shopping

Meow! Vintage Cloth 0.06km

Schools

Adrian Raso Guelph 0.11km

Parks

Exhibition Park 1.4km

Books

Macondo Books 0.07km

Pubs

Mccabe's Irish Pub 0.16km

Entertainment

Ch Studio 0.24km

Banking

Cash-A-Cheque 0.11km

[View more amenities](#)



Public Transportation

Transit Score: **56** Good Transit

17 nearby routes: 17 bus, 0 rail, 0 other

.04 km - 09 Stone Road

.09 km - 51 Gordon

.09 km - 52 University / I

.11 km - 10 College / Nisl

.15 km - 04 York Road

.16 km - 54 Arkell

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its not just cities; where I spoke in Guelph, it got 93 too.

Buildings & Communities

Communities | Urban Archetypes Project

CanmetENERGY is developing energy consumption profiles of average households in thirty-one neighbourhoods within eight communities across Canada. The project explores how urban form (land use and infrastructure) influences vehicular transportation energy usage and household energy consumption.

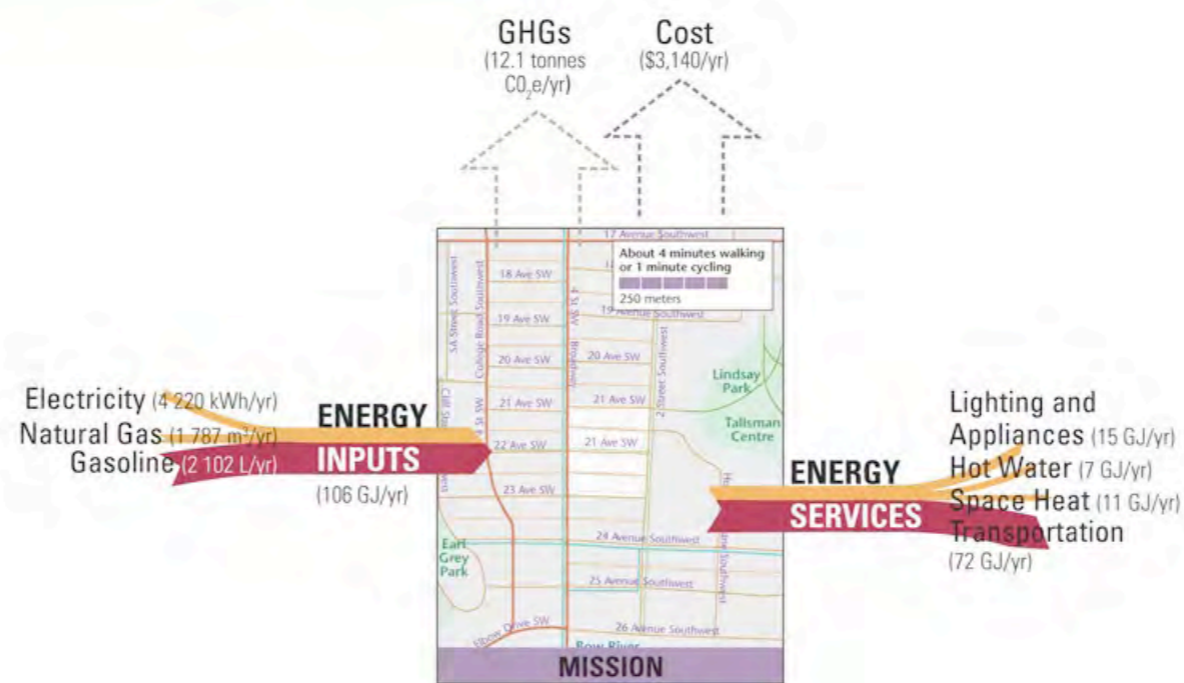
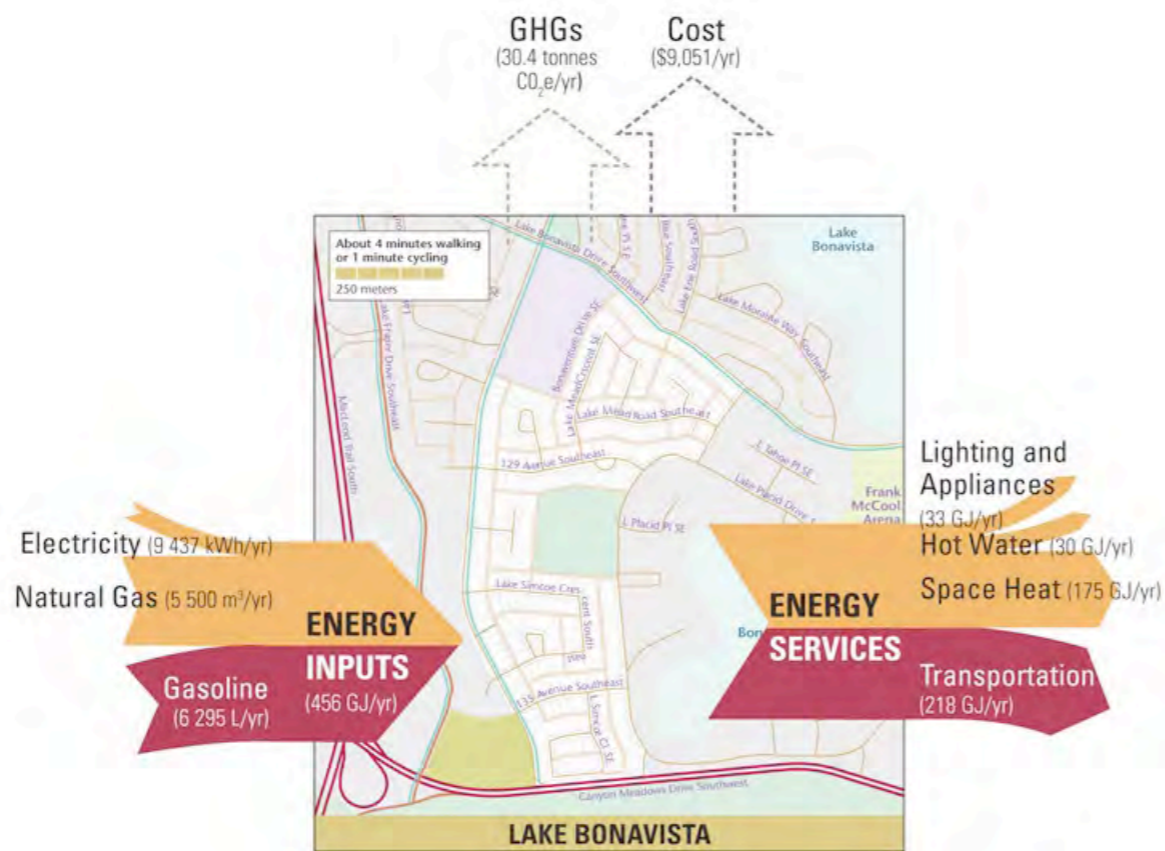
The analysed data, presented as community case studies, will benefit urban planners, utility companies and municipalities as they work to reduce their energy footprint over the medium to long term in existing and new neighbourhoods. Municipalities can also use the information to make strategic land use and infrastructure decisions.





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the older downtown neighbourhoods blew new developments out of the water.



Legend for Area Maps

- | | | | | |
|----------------------------------|-------------------|--------------|----------------------------|-------------------------|
| Residential | Retail/Commercial | Municipal | Transportation | Roads without sidewalks |
| Study area with residential lots | Industrial | Recreational | Arterial (with sidewalks) | Alleys |
| | Institutional | Parkland | Collector (with sidewalks) | Pathways |
| | | Water | Local (with sidewalks) | Bike lanes, bike paths |
| | | | | Bus routes |

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Same in Calgary; the historic mission district, with smaller homes in an urban setting, sipped energy .

Location Efficiency and Housing Type

Boiling it Down to BTUs



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EPA and Jonathan Rose Companies

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Wherever you go, our older, transit oriented and walkable communities, our heritage districts designed before there were cars, are greener than any new development



Taras Grescoe @grescoe

7 Oct

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

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45
RETWEETS

10
FAVORITES



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The other day Montreal author Taras Grescoe tweeted one of the most interesting and I think profound 140 characters I have ever received. “the real future of the city is 21st century communications and 19th century transportation” The same applies to urban design as well; the urban patterns and densities that worked before we became dependent on the automobile will work after we give it up.



Heritage Urbanism

Where we restore the urban fabric, rebuild our communities to work the way they used to, when they were loveable, durable, flexible and frugal.

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I believe that there is a case to be made for Heritage Urbanism. The numbers are there in front of our faces: Taller and denser isn't greener. Our existing heritage buildings and districts are in fact plenty dense and plenty green; There are many lessons we can learn from them about how to build for the future, if we don't knock them all down first.