

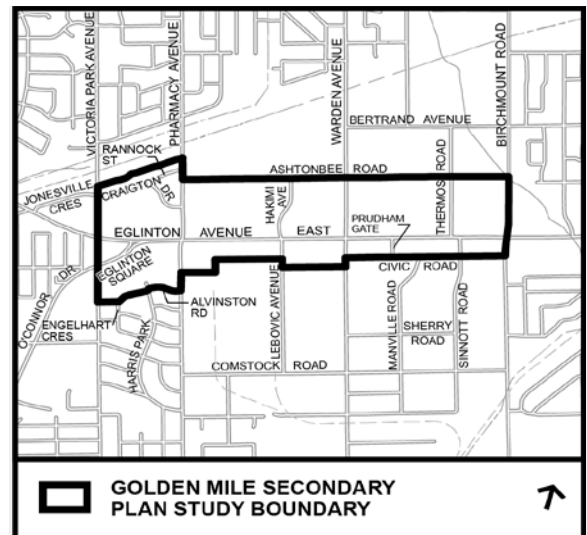
**Golden Mile Secondary Plan Study
Status Report**

Date:	January 24, 2018
To:	Scarborough Community Council
From:	Director, Community Planning, Scarborough District
Wards:	Ward 35 – Scarborough Southwest and Ward 37 – Scarborough Centre
Reference Number:	17 134997 EPS 00 TM

SUMMARY

The purpose of this report is to provide Scarborough Community Council with a status update on the Golden Mile Secondary Plan (GMSP) Study and to table the "Golden Mile Secondary Plan Study: Background Report" which provides a summary of "Phase One" of the three-phased Study. This phase focused on obtaining an understanding of the Golden Mile area and yielded a number of key findings on the historic and emerging context of the area. The Golden Mile Secondary Plan Study area is indicated on the map below.

The Golden Mile Secondary Plan (GMSP) Study is being undertaken by City Planning (Scarborough District) staff with the assistance of a team of land use, transportation, urban design, and service consultants led by SvN Architects + Planners Inc. The Study is intended to develop a vision and planning framework for the Golden Mile area in advance of the opening of the Eglinton Crosstown Light Rail Transit (LRT) in 2021. The development of a planning framework will include Official Plan policies, guidelines and strategies that will support continued employment investment and promote residential and mixed use intensification within the Golden Mile.



Financial Impact

There are no financial implications.

DECISION HISTORY

Golden Mile Secondary Plan Study & Eglinton Connects Study:

At its meeting of April 5, 2016, Scarborough Community Council received as information, a report, dated March 15, 2016 from the Acting Director, Community Planning, Scarborough District advising that City Planning (Scarborough District) was undertaking a "Golden Mile Secondary Plan Study" (Item SC13.17; Scarborough Community Council) as recommended by the Eglinton Connects Planning Study, adopted by City Council in May, 2014.

The Eglinton Connects Planning Study examined the future land use, built form, public realm and road layout for the 19 kilometres of the Eglinton Crosstown LRT. The Study identified six Focus Areas with capacity to accommodate future residential, mixed use, and/or employment growth. Each of these Focus Areas was further identified as requiring more detailed study. One of these six Focus Areas is the Golden Mile.

The report and minutes respecting the Golden Mile Secondary Plan Study (Item SC13.17) can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.SC13.17>

Further information on Eglinton Connects, including staff reports and study material, can be found at www.toronto.ca/eglinton.

Golden Mile Market Analysis and Economic Strategy Study:

The March 15, 2016 report on the Golden Mile Secondary Plan Study also noted that City Planning (Scarborough District) had retained consultants to undertake a "Golden Mile Market Analysis and Economic Strategy Study". The intent of the Study was to provide an understanding of economic and employment conditions and to suggest an economic strategy for the Golden Mile area that would assist and inform the development of a vision and planning framework (Secondary Plan) for the Golden Mile area.

UrbanMetrics Inc. was retained by City Planning to undertake the Golden Mile Market Analysis and Economic Strategy Study. This Study was completed in December, 2016. At its meeting of April 4, 2017, Scarborough Community Council received as information, the Golden Mile Market Analysis and Economic Strategy Final Report. Further information on the Golden Mile Market Analysis and Economic Strategy Report can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.SC21.12>

ISSUE BACKGROUND

The Golden Mile Secondary Plan Study:

Intent

The GMSP Study is a three-phased study being undertaken by the City Planning (Scarborough District) with the assistance of a number of City Divisions and consultants.

The intent of the GMSP Study is to develop a vision and comprehensive planning framework specific for the Golden Mile that will form the foundation and recommendations for a Golden Mile Secondary Plan, Urban Design Guidelines, Conceptual Master Plan, Community Infrastructure Strategy, Transportation Master Plan, Master Servicing Plan, Parks and Open Spaces Strategy and other strategies and planning tools.

The Golden Mile planning framework will incorporate the use of policies and strategies designed to manage the anticipated growth in employment and the residential population within the Golden Mile area. The Study will identify improvements and investment necessary to benefit workers and residents, and support the long term health of the Golden Mile area. The GMSP Study will provide direction on a number of planning matters such as the appropriate built form and densities that respect adjacent *Neighbourhoods, Apartment Neighbourhoods, Employment Areas and Parks and Open Space Areas*. The Study will review community infrastructure, servicing, transportation, built form and public realm relationships, and synergies across all users and uses within the Study area. The Study, which commenced in June, 2017, is anticipated to be completed in the fourth quarter of 2018. The planning framework including Official Plan policies, guidelines and strategies is expected to be brought to City Council for consideration in early 2019.

Approach

Phase One of the GMSP Study has focussed on understanding the GMSP Study area and its surrounding context, developing an understanding of the opportunities and constraints within the Golden Mile and identifying the necessary work to be undertaken in other components of the Study. This phase also developed draft guiding principles and a draft vision that will inform the work to be undertaken in Phase Two. Phase One of the GMSP Study was completed in December, 2017.

Phase Two of the Study commenced in January, 2018 and will further develop a vision and guiding principles for the Study area. Phase Two will encompass the identification, analysis and testing of alternative planning and design scenarios (alternatives) for the Golden Mile. At the conclusion of Phase Two and following further public consultation, a preferred alternative will be recommended and advanced for policy development and plan implementation. The final phase of the GMSP Study will result in the development of Official Plan policies, guidelines and implementation strategies for consideration by City Council.

Public Engagement/Consultation

Each phase of the process features multiple public engagement/consultation meetings for specific audiences, including City staff, external stakeholders, and members of the general public. For example, a Local Advisory Committee (LAC) has been established as a forum for feedback and to provide guidance and advice to City staff and the consultant team at key points during the process of the Golden Mile Secondary Plan Study. The LAC is comprised of residents, landowners, business representatives, community service providers and other interested stakeholders. Feedback from all public engagement/consultation serves as an input into the development and refinement of the

background analysis, the development and testing of alternatives, and the development of a vision and planning framework for the Golden Mile.

The engagement/consultation process for Phase One of the GMSP Study focused on presenting and seeking feedback on existing conditions, opportunities and constraints and guiding principles, building towards the creation of a draft vision for the future of the Golden Mile. Public consultation undertaken by City staff and SvN, up until the end of Phase One (December, 2017) included:

- Community Consultation Meeting No. 1 - Study Launch (July 28, 2017)
- Pop Up Events (Consultant only; three- July-August 2017)
- PiPs (Planners in Public Spaces - City Staff only; three- July-August 2017)
- Moving Conversations (LAC Walking Tour; September 25, 2017)
- Local Advisory Committee (LAC) Meeting 1 (September 28, 2017)
- Community Consultation Meeting No. 2 - Visioning Workshop (half day event held on October 14, 2017)

Golden Mile Secondary Plan – Phase One:

Background Report: SvN Architects + Planners Inc.)

The GMSP Background Report presents the results of the first phase of the Study, involving background analysis, consultation and public outreach (including the Municipal Environmental Assessment component), opportunity and constraint analysis, and visioning. The Background Report also incorporates the key findings of the Golden Mile Market Analysis and Economic Strategy, completed for the City by urbanMetrics Inc. in December, 2016.

The Executive Summary of the SvN Golden Mile Secondary Plan Study Background Report is attached (See Attachment 1). The full report is available on-line at the City's Website at: <https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/golden-mile-secondary-plan-study/>

The full GMSP Background Report includes the following sections:

- Section 1: Introduction to the GMSP Study, the Study area(s) and Study approach;
- Section 2: Overview of drivers of change;
- Section 3: Opportunities and constraints within the Golden Mile;
- Section 4: Summary review of precedents;
- Section 5: Overview/summary of feedback from public engagement to date; and
- Section 6: Emerging vision and guiding principles to date.

Four separate sub-studies inform the findings of the Background Report and are included as Appendices to the report.

Golden Mile Secondary Plan - Background Report: Findings

1.0 Planning Context:

The Background Report by SvN notes that "the future of the Golden Mile is one that is defined by its history, local and area-specific drivers of change and current conditions". The consultants note that "Golden Mile is not dissimilar to the story of the changing Greater Golden Horseshoe (GGH) region - with roots in an era of major public sector investment and ensuing rapid growth and change followed by an era of urban dis-

investment, de-industrialisation and ensuing social polarity. The current era is one of urban re-investment partly in recognition of the role of urban areas as vital engines of economic growth and partly in response to the scale of growth facing urban centres in the GGH region". To this end, the Background Report incorporates an analysis of key economic indicators, census analysis and policy review to gain an understanding of the Golden Mile area within the context of the City and the GTA.

Key drivers of change within this context are identified as:

- Population and employment growth and associated public sector investment in infrastructure to support growth;
- Provincial and municipal policy direction on growth and development within intensification areas, including transit corridors; and
- Private sector investment in response to anticipated growth and policy direction.

2.0 Public Consultation & Planning Analysis

Planning and design analysis undertaken by SvN identified several key opportunities present within the Golden Mile, including the opportunity to:

- Improve built form through appropriate scale and orientation of buildings that aligns with transit investment, public realm improvements and relationships within existing uses;
- Better reflect the history and identity of the Golden Mile and prominence of Eglinton Avenue East;
- Improve the relationship and transitions between uses and integration of open space;
- Improve the health and safety of current and future residents of the Golden Mile by planning for, and promoting opportunities for active transportation;
- Improve the balance of employment, residential, commercial, open space and community uses to accommodate future growth;
- Ensure housing and amenities remain accessible and ensure the type and level of services is consistent with needs of its current and future residents;
- Improve the connectivity of the street and block network and provide better access and circulation for all transportation modes;
- Improve relationship of frontages to the public realm through appropriate setbacks and edge treatments;
- Limit hard landscaping, increase the green system of parks and tree canopy and improve way-finding; and
- Promote a better balance of all modes of travel within the transportation network and improve connectivity from the future LRT to the periphery of the Golden Mile.

Public consultation by the City and SvN with area residents, businesses, landowners and community service users/providers, together with an analysis of opportunities for future development on lands within the Golden Mile, and a Visioning Workshop held with members of the public, identified the following comments with respect to the future growth and development of the Golden Mile:

- Infrastructure needs to keep pace with growth;
- Concerns about construction, safety, affordability and employment;

- Services and facilities need to be tailored to the area's demographics;
- Create better, safer connections within and beyond the Golden Mile;
- Some support for taller buildings but preference for more low- to mid-rise buildings;
- Congestion, pedestrian safety, and accessibility are big concerns;
- The Golden Mile should have a range of housing options for people of all socio-economic backgrounds; and
- There should be more and better parks, public spaces, benches, and green spaces.

3.0 Draft Guiding Principles/Draft Vision

SvN has identified the following five "building blocks" for the Study which are derived from the key findings to date and align with the Study's objectives:

- Land Use/Urban Design
- Transportation
- Servicing
- Community Infrastructure; and
- Economy

Within each building block, existing conditions, opportunities and constraints are assessed to inform an understanding of the Study area. The transportation and servicing building blocks will fulfill the Municipal Class EA requirements. The five building blocks form the basis of the draft guiding principles identified in the Background Report and will be used to inform the development of the final guiding principles and vision for the Golden Mile.

Based upon the key opportunities identified and comments/input from the public consultation to date, SvN has identified the following draft guiding principles which are categorized into four "themed areas":

Towards a Complete Community

Golden Mile will be a liveable, vibrant neighbourhood with a balance of development and open spaces, diverse mix of housing types, different scales of retail, and a range of employment uses while retaining its historical identity as a commercial retail centre in the region.

Towards a Connected Community

Golden Mile will offer improved connections for all modes of travel, providing enhanced travelling experience as well as safety for all users of Eglinton Avenue East. It will be an accessible, green and pedestrian-friendly area for residents, businesses, and visitors.

Towards a Responsive Community

Golden Mile will be flexible, responsive and resilient to the changing needs of the community. It will have the basis to provide wide range of facilities, services and programs that suits the diverse neighbourhood while anticipating and accommodating change over time.

Towards a Prosperous Community

Golden Mile will provide an opportunity for prosperity for all. It will have enhanced competitiveness of the existing employment, while providing opportunity for new types of businesses to grow and flourish.

Based upon the draft guiding principles SvN has suggested the following "Vision" to serve as a foundation for the development of Official Plan policies, guidelines and strategies the Golden Mile.

"The Vision for the Golden Mile is for a connected, accessible and diverse mixed-use community that is a place of economic and social activity throughout the day. A balance of residential, commercial and employment uses is anchored by community services and an improved network of parks and open spaces that invites residents, workers and visitors to explore and interact within its neighbourhoods. Immediately identifiable as a distinct place, the Golden Mile is both a community and a destination, providing for the daily needs of all its residents while also attracting business where people can work and shop, maintaining its role as an important economic driver within the east end of Toronto."

4.0 The Golden Mile Secondary Plan (GMSP) Study: Next Steps

In conjunction with the public, the draft vision and principles developed in Phase One will be used to create a number of development and growth "scenarios (alternatives)" designed to generate solutions and strategies to address the challenges and opportunities of the Golden Mile. Phase Two will include an analysis of these scenarios/alternatives and a preferred alternative will be identified. As with all phases of the Study, Phase Two includes a number of public engagement and consultation events including review of the Study by the Toronto Design Review Panel and further review and consultation through additional Community Consultation meeting(s), Local Advisory Committee (LAC) and the Technical Advisory Committee (TAC) meetings, and POP-UP and PiPS events. Phase Two is expected to be completed in the third quarter of 2018.

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SIGNATURE

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Community Planning, Scarborough District

ATTACHMENTS

Attachment 1: Golden Mile Secondary Plan Study Background Report –
Executive Summary

Attachment 1

Golden Mile Secondary Plan Study Background Report Executive Summary

GOLDEN MILE SECONDARY PLAN STUDY **BACKGROUND REPORT**

January 22, 2018



**GOLDEN MILE SECONDARY PLAN STUDY
BACKGROUND REPORT**

Version Control

Version: Final

Reviewed by: Jason Petrunia
Shonda Wang

Submitted to: City of Toronto

Date: January 22, 2018

Cover photo:

Golden Mile (Eglinton Avenue East & Victoria Park Avenue), 1949
City of Toronto Archives



EXECUTIVE SUMMARY

INTRODUCTION (SECTION 1)

SvN Architects + Planners was retained by the City of Toronto, City Planning, Community Planning (Scarborough District) to undertake the Golden Mile Secondary Plan Study (GMSP Study). The GMSP Study is to develop **a Vision and Planning Framework** for a complete community for the Golden Mile area along Eglinton Avenue East between Victoria Park Avenue and Birchmount Road. The Vision and comprehensive Planning Framework will form the foundation and recommendations for a Golden Mile Secondary Plan (GMSP), Urban Design Guidelines, Conceptual Master Plan, Community Infrastructure Strategy, Transportation Master Plan, Master Servicing Plan, Parks and Open Spaces Strategy, and other strategies and planning tools. The GMSP and associated strategies and planning tools will be used to guide growth and change in the area that is anticipated to occur as a result of the public investment in the Eglinton Crosstown Light Rail Transit (ECLRT).

SvN has identified five building blocks that are both derived from and align with the Study's objectives. The five building blocks will be used as the basis of the Study. Within each building block, existing conditions, opportunities and constraints will be assessed to inform an understanding of the Study Area. The five building blocks are as follows: (1) Land Use / Urban Design; (2) Transportation; (3) Servicing; (4) Community Infrastructure; (5) Economy. The transportation and servicing building blocks will fulfill the Municipal Class Environmental Assessment (MCEA) requirements.

This Report presents the results of the first phase of a three phase study involving background analysis, consultation and public outreach (including the MCEA component), opportunity and constraint analysis, and visioning. Four distinct sub-studies are incorporated in the Report, including a Transportation Master Plan Study, Master Servicing Plan

Study, and Community Infrastructure Strategy. The Report builds upon the recently completed Market Analysis and Economic Strategy.

CHANGING REGION (SECTION 2)

The future of the Golden Mile is one that is defined by its history, key drivers of change and current conditions. The story of the Golden Mile is not dissimilar to the story of the changing Greater Golden Horseshoe (GGH) Region - with roots in an era of major public sector investment, and ensuing rapid growth and change, followed by an era of urban disinvestment, de-industrialization and ensuing social polarity. The current era is one of urban re-investment partly in recognition of the role of urban areas as vital engines of economic growth and partly in response to the scale of growth facing urban centres in the GGH region.

Key drivers of change within this context include:

- population and employment growth and associated public sector investment in infrastructure to support growth;
- provincial and municipal policy direction on growth and development within intensification areas, including transit corridors; and
- private sector investment in response to anticipated growth and policy direction.

The GGH is expected to increase from 9 to 14 million persons in the next 25 years. The Provincial Growth Plan indicates that the City of Toronto is expected to grow by 1 million people and jobs from 2011 to 2041. In turn, Metrolinx's 'Big Move' is investing \$8.4 billion in transit in Toronto, the largest component of which is the \$5.3 billion ECLRT. The ECLRT will include five stops within the Study Area at the future O'Connor, Pharmacy, Hakimi-Lebovic, Golden Mile and Birchmount stations. Funding for the ECLRT and these future stations has been approved and construction is planned to be complete in 2021 representing the next era in the evolution of the Golden Mile.

The Provincial planning and policy framework directs and encourages growth to coincide with investment in transit. Together, the Provincial Policy Statement, Growth Plan and the Big Move support change within the Golden Mile towards the development of transit-supportive, complete communities that feature an appropriate mix and range of employment, housing and community infrastructure. Intensification of existing employment lands and introduction of residential uses in appropriate locations within the Golden Mile will be required to achieve Provincial policy direction.

Furthermore, one of the key principles of Toronto's Official Plan is the integration of land use and transportation planning and the Official Plan identifies an Urban Structure that establishes areas in which future growth is to be encouraged. These areas are locations where good transit access can be provided along regular surface and higher order transit routes, including the Golden Mile.

Directing growth to these areas will enable the efficient use of land, infrastructure and services, concentrate people and jobs in areas well served by transit, promote mixed-use development that increases opportunities for living close to work, provide opportunities for people of all means to be housed in an affordable way, and protect neighbourhoods, green spaces and natural heritage features and functions from the effects of nearby development.

A number of recent development applications have been submitted and are under review by the City within the Golden Mile (see 2.5 Driver of Change #3: Private Sector Investment) which reflect private sector interest and potential investment, including:

- 1) 1 Eglinton Square: consisting of a proposed Official Plan Amendment (OPA) and Zoning By-law Amendment to redevelop

a portion of 1 Eglinton Square with a mix of uses, including approximately 1,800 residential units, spread over five development blocks while retaining the existing mall.

- 2) 1880-1890 Eglinton Avenue East (Golden Mile Shopping Centre) consisting of a proposed OPA that would add new site specific policies to the Official Plan to guide the redevelopment of the Golden Mile Shopping Centre into a new mixed-use, transit-oriented neighbourhood with approximately 2,500 residential units.
- 3) 1966-2050 Eglinton Avenue East: consists of a proposed Site and Area Specific Policy (SASP) to maintain the existing *Mixed-Use Area* designation and add development parameters and principles that would guide the phased development of the lands, featuring approximately 3,000 residential units.

PLANNING AND DESIGN ANALYSIS (SECTION 3)

A planning and design analysis focusing on existing conditions, opportunities and constraints resulted in the following summary of key findings (see Section 3 for existing conditions, opportunities and constraints and Section 6 for summary of key findings):

- Improve built form through appropriate scale and orientation of buildings that align with transit investment, public realm improvements and relationships within existing uses;
- Better reflect the history and identity of the Golden Mile and prominence of Eglinton Avenue East as the "Golden Mile" corridor;
- Improve the relationship and transitions between uses and integration of open space within the Golden Mile;
- Improve the health, safety and security of the Golden Mile for current and future residents;
- Improve the balance of employment, residential, commercial, open space and community uses to accommodate future growth in the Golden Mile;

- Ensure housing and amenities remain accessible within the Golden Mile and ensure the type and level of services are consistent with needs of current and future residents;
- Improve the connectivity of the street and block network and provide better access and circulation for all transportation modes;
- Improve the relationship of frontages to the public realm through appropriate set backs and edge treatments;
- Limit hardscaping, increase green system of parks and tree canopy and improve wayfinding;
- Better balance all modes of travel within the transportation network and improve connectivity including from future ECLRT to periphery of the Golden Mile; and
- Retain a range of businesses and jobs through transit, service and amenity improvements.

PRECEDENTS (SECTION 4)

Four precedent case studies were undertaken to examine planning processes and change in contexts similar to the Golden Mile (i.e. low-rise, predominantly retail-focused employment uses along a future transit corridor with policies that are supportive of intensification).

Lessons learned from these case studies include:

- Supporting intensification with a new street and block network, new parks and open spaces and new community infrastructure
- Utilizing new connections to provide new frontages and consolidate site access.
- Phasing change with new transit-supportive uses existing side-by-side with pre-existing auto-oriented uses.
- Transitioning a portion of existing uses from employment to mixed use while providing opportunities for intensification of employment

uses where these uses are to be maintained.

PUBLIC AND STAKEHOLDER ENGAGEMENT (SECTION 5)

The engagement process for Phase 1 of the GMSP Study focused on presenting and seeking feedback on existing conditions, opportunities and constraints and Guiding Principles, building towards the creation of the vision for the future of the Golden Mile. Phase 1 ran from June - December 2017 and involved a series of different meetings, including in sequence:

- Community Consultation Meeting 1 - Study Launch (June 28, 2017)
- Summer Pop Up Events (July-August 2017)
- Moving Conversations Walking Tour (September 25, 2017)
- Local Advisory Committee (LAC) Meeting 1 (September 28, 2017)
- Community Consultation Meeting 2 - Visioning Workshop (October 14, 2017)

Many participants were engaged through these meetings (see below table for a detailed breakdown).

Events	Number of Participants
Community Consultation Meeting #1 & Study Launch	140 +
Moving Conversation #1 (with LAC members)	12
Local Advisory Committee Meeting #1	25
Pop-up Events (3)	100 +
Travel Survey	143
Community Consultation Meeting #2 Visioning Workshop	35 +

VISION AND PRINCIPLES (SECTION 6)

The development of a Vision for the Golden Mile ultimately starts with the drivers of change and the analysis of existing conditions, opportunities and constraints organized by the five building blocks. This analysis was informed by and tested with stakeholders and members of the public through engagement sessions. This analysis, shaped by participant input, was then distilled into what is working well, what could be improved, and what does this mean for the future of the Golden Mile. These key findings formed the basis of the Draft Guiding Principles, which seek to promote what is working well and establish a base for improvements. Lastly, the Draft Vision synthesizes the Draft Guiding Principles into a statement that can serve as a touchstone around which planning and development decisions can be made with respect to the Golden Mile.

The four Draft Guiding Principles are as follows:

1. Towards a Complete Community

Golden Mile will be a liveable, vibrant neighbourhood with a balance of development and open spaces, diverse mix of housing types, different scales of retail, and a range of employment uses while retaining its historical identity as a commercial retail centre in the region.

2. Towards a Connected Community

Golden Mile will offer improved connections for all modes of travel, providing enhanced travelling experience as well as safety for all users of the street. It will be an accessible, green and pedestrian-friendly area for residents, businesses, and visitors.

3. Towards a Responsive Community

Golden Mile will be flexible, responsive, and resilient to the changing needs of the community. It will have the basis to provide wide range of

facilities, services, and programs that suits the diverse neighbourhood while anticipating and accommodating change over time.

4. Towards a Prosperous Community

Golden Mile will provide an opportunity for prosperity for all. It will have enhanced competitiveness of the existing employment, while providing opportunity for new types of businesses to grow and flourish.

These Draft Guiding Principles were then synthesized into a Draft Vision statement that can serve as a touchstone around which planning and development decisions can be made with respect to the Golden Mile.

The Draft Vision for the Golden Mile is as follows:

The Vision for the Golden Mile is for a connected, accessible and diverse mixed-use community that is a place of economic and social activity throughout the day. A balance of residential, commercial and employment uses is anchored by community services and an improved network of parks and open spaces that invites residents, workers and visitors to explore and interact within its neighbourhoods. Immediately identifiable as a distinct place, the Golden Mile is both a community and a destination, providing for the daily needs of all its residents while also attracting business where people can work and shop, maintaining its role as an important economic driver within the east end of Toronto.

NEXT STEPS (SECTION 6)

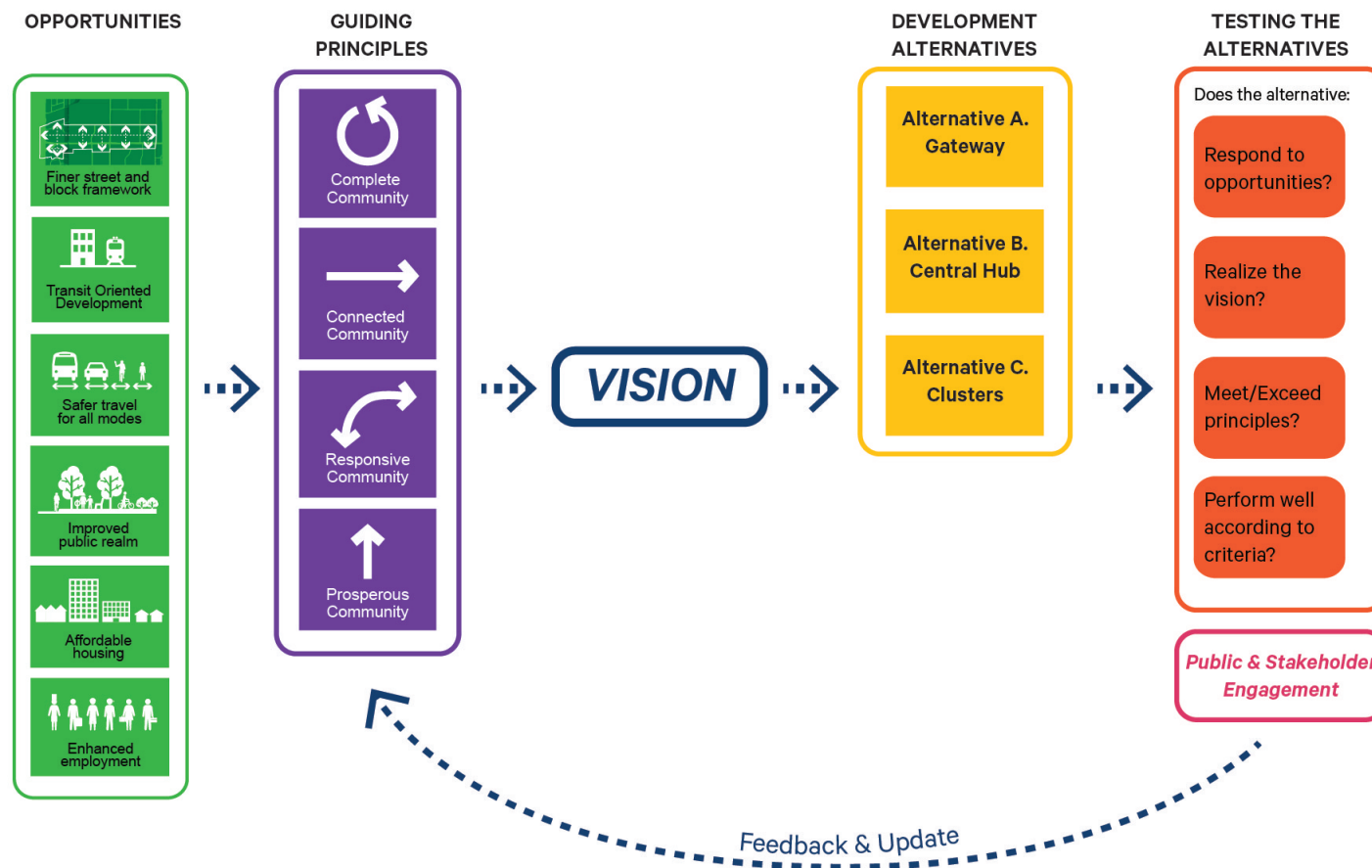
During Phase 1 of the Golden Mile Secondary Plan Study, the following elements were defined and analyzed: building blocks, drivers of change, existing conditions, and constraints and opportunities. These helped to form the Draft Guiding Principles and Vision. In conjunction with public

and stakeholder feedback, the Vision and Principles will help create and differentiate development alternatives to be prepared in Phase 2 of the GMSP Study (see graphic below). Phase 2 will also provide an opportunity to examine and potentially refine the GMSP Study Area. Each development alternative will follow the Guiding Principles, but highlight or focus on different mix of opportunities to provide a variety of development alternatives. They will be assessed in terms of:

- Does it respond to opportunities?
- Does it realize the vision?

- Does it meet or exceed the Guiding Principles?
- Does it perform well according to the criteria?

In addition to the above, a set of qualitative and quantitative criteria will be developed to measure the performance of each alternative. The public and stakeholder groups will provide feedback on these criteria and alternatives, which will then be used to refine the alternatives and establish the final recommended alternative.



Process from Phase 1 to Phase 2