

## Local Advisory Committee Meeting #1

Thursday September 28, 2017

6:30pm – 9:00pm

Scarborough Civic Centre

150 Borough Drive, room M41/42

### Final Summary

#### OVERVIEW

On Thursday September 28, 2017 City Planning hosted the first meeting of the Local Advisory Committee (LAC) for the Golden Mile Secondary Plan Study. The mandate of the LAC is to provide a forum for feedback, guidance and advice to the Project Team at key points during the public consultation process. The purpose of the first LAC meeting was to introduce and review the roles and responsibilities of the LAC; to review the purpose of the Golden Mile Secondary Plan Study and the process to date; and to seek feedback on the draft Guiding Principles and potential opportunities for land use, built form and connections.

Twenty members of the LAC attended the meeting, including area residents, representatives of SmartREIT, Choice REIT, the Scarborough Community Renewal Organization, the Victoria Park Hub, Madison Group, Kingsett Capital, Top Park Community Association, Dream REIT, Diamond Corp, Donway Ford, and staff from Ward 35 Councillor Holland's office and Ward 31 Councillor Davis' office. City of Toronto staff and members of the City's consultant team also attended and participated in the meeting.

The meeting began with a welcome and introduction by Russell Crooks, Senior Planner. Following a review of the agenda, SvN Planner Jason Petrunia led the meeting through a presentation which reviewed the study purpose and process; presented the results of background research into existing conditions in the study area; summarized feedback received to date from public consultation; outlined emerging opportunities for change; and offered a set of draft Guiding Principles to inform a vision of the future of the Golden Mile. Following the presentation meeting attendees were organized into three groups for a facilitated discussion on the potential opportunities for change and draft Guiding Principles.

City Planning staff prepared this summary and shared a draft with participants for review before finalizing the summary. The summary is meant to provide a high-level overview of the perspectives shared by members of the LAC. It is not intended to be a verbatim transcript.

#### SUMMARY OF FEEDBACK

The following points summarize the feedback shared by members of LAC as presented during a reporting back period at the end of the facilitated discussion, and also include notes written on the discussion materials provided to each group.

## "Report Back Notes" – From Discussion Tables

**Table 1 (facilitated by Shonda Wang, SvN)**

- Connections. People know where they go shopping, where they go to the park, where there are areas of difficulty because of poor connections and lack of accessibility through the study area. People want to go to the parks, hydro corridor, theatre. Getting there is difficult. There are lots of amenities people don't even know about because of poor connections/accessibility.
- Seniors have to get people to pick them up and drive them to nearby places because the area is not accessible. There are many places along Eglinton Avenue where one cannot safely cross the street.
- We would like to see a complete community that serves all abilities and ages.
- There are existing areas with social programming. Some community services are quite popular in certain areas. This is important to retain. They serve all ages, income levels.
- Retain housing options for all.
- Certain view corridors are very important. At Victoria Park Eglinton is at the top of a hill with views of downtown Toronto. Same as the Bell tower – important to keep public access to this.
- Taller built form is not likely to impact areas close to Eglinton. Just transition down towards the neighbourhoods.
- Connect the green spaces, especially between the movie theatre and the hydro corridor park.
- Make an identity through the use of the public realm and connections.
- Need more places for people to meet, like a splash pad. People are excited for the Starbucks, the movie theatre, and places where people can meet. Join them up with the retail areas. This is important to making *new* communities.
- Remember and celebrate the agricultural heritage of the area. The soil is quite good in this area, and there are historical fruit trees. There is an agricultural history here. Connect to it and remember it.
- Guiding principles: Connection, community, is great. We are in agreement with those that you've presented but we think
  - Inclusion should stand on its own. Inclusion needs to be about built form, transportation, jobs, mixed income; and
  - Healthy community should be a guiding principle. There is traditional employment with noxious smells so there should be buffers to avoid health hazards.

**Table 2 (facilitated by Jason Petrunia, SvN)**

- Complete community – family oriented housing and amenities. What kind of built form can we build along Eglinton (high rise? mid rise?) and what is the community going to support? To make economic sense we need high density around LRT stops but surrounding communities will likely not support that. High rises do not support the elderly and families. Developers will not like that but it is a reality.
- Identify multiple gateways to the area as a way to help with creating new identities. Use existing landmarks. Creating smaller communities along Eglinton with smaller identities would be good, desirable. It already happens now but gateways can help achieve this for newer communities.
- Focus density around transit stops.

- Connected community – making transit easy and fair. Who is using this area? New people will come, and people come from outside the area, but there are also local users.
- Access between retail sites – Are people on Warden Avenue still going to take their car to access Eglinton? I will still take my car because it is more convenient. But, we could create access between retail sites – so I can park and walk to visit the multiple sites while I’m there. Make the smaller roads pedestrian friendly as well, potentially through the use of woonerfs. This helps accommodate local versus regional traffic.
- Goods movement – there is a lot of industry here. How will the goods move if we cut off Eglinton? It’s not only pedestrians and local residents, visitors by car. This needs to be considered.
- Parks – important. There is an opportunity to consolidate park land dedication. Create larger parks through the required dedications of individual land owners.
- Include heritage – a lot of people don’t know the historic significance of the area. Not a lot of historic buildings in the area but we can still talk about history through art and memorials. Canada’s identity is rooted in first and Second World War. This area is important to the Second World War. We can highlight this in the art we choose, and memorials we put up.
- Architecture of community is post war – the 1.5 storey bungalows. There is something historic about that. If shops were to mimic post war architecture this could speak to it. The communities are attached to these areas. Having this identity is not always about profit and economics. They understand this is important but it is all about balancing.

**Table 3 (facilitated by Alex Heath, SvN)**

- The most visible change coming is the LRT. How might this change the ways in which people move around, through, and within the Golden Mile? Is there a need for new east west connections at a larger scale both north and south of Eglinton? Ashtonbee Road should connect west of Pharmacy Avenue.
- Active transportation / cycling. Existing cycling paths could be extended with connections made between them to connect to destinations along the way.
- Opportunity within large blocks to create more connections. The quality of any new connection should provide comfort, enough space to move around as a pedestrian. These connections should be high quality, beautiful, so you want to walk there.
- Parks and open space opportunities – intersection at Victoria Park Avenue, O’Connor Drive, and Eglinton Avenue. This parkette is cut off, not easily accessed, with few amenities. It could be a gateway for the area. It could be connected to other nearby open spaces in the future.
- Opportunities as a result of large blocks/parcels to have a necklace of green space north of Eglinton that would intersect or be located adjacent to connections through larger blocks.
- Community services and facilities – there was a natural draw to have things located at either end of study area to connect to Scarborough broadly and Kennedy station to connect to multiple transit options.
- Different uses – keen to see mixed use throughout (residential, retail, and office) integrating these uses within buildings and not only on the same site is preferable. Retail and residential has a built in customer base. Office reduces trips when paired with residential.
- What should be closer to Eglinton? Not a lot of consensus but office uses would probably want to be closer to Eglinton and specifically LRT stops, same with residential.
- Height – Eglinton is better for taller buildings to help frame the street, and would help to scale down to low rise or residential uses. Include a range of heights – not a canyon effect.

## Table Notes

**Table 1 (facilitated by Shonda Wang, SvN)**

- Use green space as transitional space between employment/industrial and mixed-use areas
- Keep residential along the *Avenue*, use retail as a buffer
- Ensure smaller shops are located on Eglinton Avenue (some noted there are already areas trying to do this, others recognized the efforts but said that nobody is going there)
- Make sure to build in small office space, 100 square feet spaces
- There is no transit south of Eglinton (specifically referring to area between Birchmount Road and Warden Avenue)
- Affordable housing / condo options should be located along the *Avenue* near the LRT stations. More posh/pricier homes can be located further away.

**Table 2 (facilitated by Jason Petrunia, SvN)**

- Walking across Eglinton Avenue (north-south) is difficult, unsafe
- Put density around LRT stations for people to use the infrastructure and improve affordability
- 6-10 storeys is nothing, we need more density than that. 160 people and jobs per hectare is low for this area
- Through Eglinton Connects we heard that people want more mid-rise and more low-rise, with some high-rise near the stations. This plan should respond to that, too.
- Locating density near transit stops makes a lot of sense, but the community might not support tall buildings anywhere. High rises are not family friendly, they do not have enough family-sized units. There are voting people (older people) who do not want to see high rises at all, anywhere.
- There is no comfortable pedestrian realm, no shade. Taller buildings in this area might actually make some of the pedestrian realm a little more bearable – shade on the sidewalks in the busy retail areas, not on the neighbourhoods.
- I feel safer in places with people in the public space, and with more people and more density, feelings of safety could improve.
- If you build a neighbourhood for cars, the low density will kill the street life. You can't put money into infrastructure and public realm and for only a few people to enjoy.
- Many agreed that the highest density should be located around transit stops (after hearing staff note that minimum density can be achieved in many different ways)

**Table 3 (facilitated by Alex Heath, SvN)**

- These are huge parcels of land. During redevelopment parks should be located on site.
- Include space for daycare facilities and other services targeted to children and families.

### NEXT STEPS

The Project Team thanked members of the LAC for their participation and noted that a draft summary would be circulated to the LAC members to review and provide any additional comment prior to City Planning finalizing the summary. In addition, a copy of the presentation would be circulated. LAC members were reminded that the meeting summary and presentation is for the LAC members use and not for general publication (as it may not be AODA compliant). Meeting attendees were also reminded

that the Visioning Workshop is scheduled for October 14, 2017 where attendees will provide additional feedback on the Guiding Principles and opportunities for change. That meeting will provide the inputs to develop a Vision Statement to guide the Study going forward.

**Appendix A: Meeting Agenda**

Renew Golden Mile  
Local Advisory Committee Meeting 1  
Thursday, September 28, 2017  
6:30 – 9:00pm  
Scarborough Civic Centre  
150 Borough Drive, Toronto

**Meeting Purpose**

To introduce and review the roles and responsibilities of the Local Advisory Committee (LAC); review the purpose of the Golden Mile Secondary Plan study and the process to date; and seek feedback on the draft Guiding Principles and potential opportunities about land use, built form, and connections.

**Meeting Agenda**

**6:30 Welcome & introductions**

City of Toronto

**6:40 Review agenda & Terms of Reference**

City of Toronto

**6:50 Overview Presentation**

SvN

*Questions of clarification*

**7:30 Discussion**

1. What are your thoughts on the Draft Guiding Principles? Is there anything missing that should be added?
2. What are your thoughts on the Emerging Opportunities? Is there anything missing that should be added?

**8:30 Report back**

**8:55 Wrap up and next steps**

**9:00 Adjourn**

