

Renew Golden Mile

## Meeting Summary — Community Consultation Meeting 1

Wednesday, June 28, 2017

6:30 – 9:30pm

Our Lady of Fatima Catholic School

3176 St. Clair Avenue East

### Overview

On Wednesday, June 28, the City of Toronto hosted the first Community Consultation Meeting for Renew Golden Mile, a study focused on developing a vision and planning framework (including a new Secondary Plan and guidelines) for the Golden Mile area. The purpose of this first meeting was to: introduce the Golden Mile Secondary Plan Study, the Study team, and the overall process; share information about what is driving change in the Golden Mile area; answer questions about the study; discuss what's working in the Golden Mile area and what can be improved, and; promote and seek participation in future outreach events.

Over 140 people attended the meeting. City of Toronto staff, members of the consultant team (including SvN, HDR, and the Canadian Urban Institute), and Councillors Michael Thompson (Ward 37) and Janet Davis (Ward 31) and a representative from Councillor Holland's office (Ward 35) also attended and participated in the meeting.

The meeting began with an open house in which participants were encouraged to use sticky notes to describe what was working well and what could be improved in terms of Land Use & Urban Design, Transportation & Servicing, and Community Infrastructure. Following the open house, Councillor Thompson and Russell Crooks, City of Toronto City Planning Division, welcomed participants and opened the meeting. After the welcome, Jason Petrunia of SvN, lead consultant on the study, gave an overview presentation that described the study team's understanding of what is driving change in the Golden Mile. Following the presentation, participants asked questions of clarification and shared feedback in a plenary discussion. See Appendix A for a detailed meeting agenda.

Ian Malczewski, Matthew Wheatley, and Khly Lamparero, third party facilitators with Swerhun Facilitation, helped facilitate the meeting and prepared this meeting summary. This summary is meant to capture key themes and feedback from the meeting; it is not intended to be a verbatim transcript. This summary was shared in draft with participants before being finalized.

### Key messages

The following key messages emerged from the feedback provided by participants. They are meant to be read along with the more detailed summary of feedback that follows.

**Infrastructure needs to keep pace with growth.** The Golden Mile’s infrastructure — its sewers, parks, transit, roads, and community services — need to keep up with growth, especially with new development and the Crosstown LRT coming.

**Concerns about construction.** The construction of new development and the LRT will have big impacts on the area, especially on traffic congestion.

**Congestion, pedestrian safety, and accessibility are big concerns.** Many of the roads are badly congested. Because of the area’s wide roads, a lack of crosswalks, and short pedestrian crossing times, many pedestrians and cyclists do not feel safe navigating the area. It should be easier to navigate the area without a car, especially for seniors and people with mobility issues.

**The Golden Mile should have a range of housing options for different kinds of people.** There should be opportunities for people of varying incomes, ages, and family sizes to own, rent, and/or invest in the area.

**There should be more and better parks, public spaces, benches, and green spaces.** There are too few places for people to meet, gather, or just sit.

## Detailed summary of feedback

During the plenary discussion, participants asked questions and shared: general feedback, feedback about Land Use & Urban Design, feedback about Transportation & Servicing, and feedback about Community Infrastructure. They also shared process and other feedback. In this detailed summary, responses from the City and/or study team, where given, are *in italics*.

### 1. General feedback

#### [Questions about the study and the Golden Mile area](#)

- The area’s schools, roads, and sewers are at capacity: what are some of the benefits the community might see as a result of this study? *In terms of sewers, the team includes an engineering consultant (Cole), who will look at water and water pressure. For schools and other community infrastructure, the study will attempt to forecast what is coming to make sure the City is not playing catch-up.*
- What is the timing of the study? *The City is looking to have recommendations in place by Fall 2018. Those recommendations will then be brought to Council to consider (likely in early 2019).*
- What is the current population of the area and what is the future population projection? *For the Community Infrastructure Study boundary (which is larger than the Secondary Plan Study Area), the current population is 56,000. Within the Secondary Plan Study Area, the population is approximately 650. The Study Area is 97 hectares and will anticipate growth that meets the minimum density targets required by the Province: 160 people and jobs / hectare. One of the purposes of this work is to define the future*

population; the team will revisit this question as the work moves forward. In terms of current development applications, the developer's visions do not yet include a unit count.

- What is the required amount of low-income housing for the area? *There is not a required amount, but a guiding principle for the study will be to create a complete community that includes different housing options for different people.*

#### Questions about development and change

- When does the City anticipate construction of development and the LRT to begin? *The City does not control the timing of developer applications or developer construction timelines, so they are unknown. However, development applications do require developers to go through City-required processes, including Official Plan Amendment and Zoning By-Law Amendment applications. Several developers have filed Official Plan Amendment applications only, but not Zoning By-law Amendment applications. However, these developers have given the City a commitment to work with the community to develop a common vision through this Renew Golden Mile process. In terms of the Eglinton Crosstown construction, construction has begun on the LRT and will soon begin in the Golden Mile area. The Crosstown is expected to open in 2021.*
- Will change happen all at once or will it happen incrementally? Will people living in existing rental housing on the Eglinton Square site be displaced? *Some sites will likely change in the short-term, others will likely take longer. The City cannot predict exactly when a landowner will apply to redevelop a property. The current developer vision for Eglinton Square considers replacing the existing rental housing. If a developer proposes to demolish rental housing, City policies require the developer to go through a process to replace units, provide interim housing, and offer tenants the option to return.*
- How will Section 37 money from development be dispersed? Is there any way to ensure that Section 37 money stays in the community / study area? *The City has policies and protocols for Section 37 that seek to identify potential benefits for the community. Councillor Thompson said Section 37 funds are not used a great distance away from the development that provided the money. The local Councillors are aware of the needs and are working together to ensure local Section 37 decisions benefit this community.*
- Who is going to pay for development in the neighbourhood? Will property taxes go up? *The redevelopment of the property is the responsibility of the landowner / developer and they are responsible for servicing their site. The City assigns development charges and building permit fees, but cannot predict if or when property taxes may rise in the future.*
- What role will the Ontario Municipal Board (OMB) play in influencing development? *This work will result in an Official Plan Amendment (a policy document) that will go before Council and will include recommendations about appropriate types of housing, among others. After that policy is in effect, the City will look to that policy to influence future development. Anyone has the right to appeal decisions to the OMB, but the policy will provide the City with a strong argument supporting and defending the plan at the OMB.*

## 2. Feedback about Land Use & Urban Design

### Questions about Land Use & Urban Design

- Is there a maximum height limit in the Eglinton Square area? *Most parts of the study area have a maximum height of 2 – 3 storeys. This study's built form strategy will define future maximum heights, which will be discussed in future community consultations.*

### What's working well in terms of Land Use & Urban Design

Some participants said that the low- to medium-rise buildings and “relatively” affordable housing for people with lower incomes was working well — they said the study should help keep the neighbourhood affordable. Some said the area’s large lots and setbacks create an open feeling, a sense of privacy and safety, and good sightlines for pedestrians and drivers. They also said the ravine, parks, and bike paths to the west are important assets; although the area has few parks, the ones it does have, including Edge Park and Wexford Park are appreciated (though they could benefit from some sculptures or water features). Some said they liked the balance of residential, retail, and social services that target the area’s demographics. Other places participants liked included Centennial College and the Givendale Allotment Garden.

### What could be improved in terms of Land Use & Urban Design

**Encouraging ownership, investment, and a variety of housing options.** Some participants were concerned that all new housing in the Golden Mile will be rental housing and were concerned that there will be fewer people investing in the area. Participants wanted to see a variety of housing options — not just high-rise apartment and condos — and places for people with and without children. There was also a suggestion to make sure all houses have a verandah to encourage people to sit on porches, creating a vibrant neighbourhood (potentially by inviting a developer to help people build these porches). *Individual property owners have the right to either live in or rent their property, but the City's hope is that, through this work, it will be able to encourage a variety of housing options, including ownership and rentals, to create a “complete community.”*

**More mixed and urban, less “big box.”** Several participants said they would like to see fewer big box stores with “giant, unsafe parking lots” and “hard surface paving.” They said they would like to see stores be more visible, pedestrian-friendly, and have transit at the door. Parking lots should be behind buildings, underground, or above. A six-storey height limit in the area was suggested.

**More public space, public art, and more beauty.** Many participants wanted to see green space protected and expanded through the study, especially with density coming. They suggested adding parkettes, trees (especially along Eglinton and Ashtonbee), and other green areas (especially between Victoria Park and Warden) since most of the study area is commercial and retail. Several said there are under-used spaces, like the parking lot at the northeast corner of Victoria Park and Eglinton, and said spaces like this could have public

uses and/or services like a wading pool, skating rink, or skateboard park. More meeting places (like patios and restaurants), spaces for dog parks (and other dog-friendly facilities), public art, and habitat for geese and ducks (such as at the southwest corner of Warden and Comstock) were suggested. Some thought the plan could help make the Hydro corridor a more well-used space and that there should be an action plan and design for the area's parks that encourages increased usage.

**More office buildings and mixed use.** Some said they wanted to see the area have more office buildings instead of just factories. The Golden Mile should be a place “where people want to be — not just a big box strip” and should mix employment with residential.

**More places for children and families,** including before- and after-school care, places for tweens to spend time, a central “meeting place” for families, and a farmer's market.

### 3. Feedback about Transportation & Servicing

#### Questions about Transportation & Servicing

- After the construction of the Eglinton Crosstown LRT, will northbound traffic on Pharmacy have a problem turning left on to Eglinton? *The team will be testing different alternatives and identifying different improvements that will give people more travel choices and options. The team will look at the intersection of Eglinton and Pharmacy to see how it is working and what improvements might be necessary.*
- Will the study result in expropriations to create new roads? *The Transportation Study will look at the existing road network and explore the possibility of new roads. The City does not generally expropriate to create these new roads; rather, the City will require public streets be created through new development.*

#### What's working well in terms of Transportation & Servicing

Some participants said that, because it is a wide, multi-lane street, Eglinton is working somewhat well for moving traffic. They also said that Ashtonbee, Lebovic, and Comstock/Hakimi work well as service roads. Some said the condition of the roads in the area is good, and a few said they liked that there is a lot of free parking in the area.

Some liked the frequent Victoria Park bus service, and others said they liked the Pan Am bike path to the north. The left-turn on to Eglinton from northbound traffic on Pharmacy was described as important since it helps drivers access the Don Valley Parkway. Finally, there was appreciation for the Golden Mile's proximity to other neighbourhoods and to Downtown.

#### What could be improved

**Congestion.** Many participants said congestion is a big issue in the Golden Mile today and wanted to see the study help address it. Rush hour during weekdays and peak shopping times on weekends were identified as especially congested. Several participants said

existing congestion is bad and were concerned that new development in the area would make it worse. Specific congested areas participants mentioned were:

- Eglinton between Victoria Park and Pharmacy
- Turning from O'Connor northbound to Pharmacy, especially during rush hour
- Victoria Park, Pharmacy, and Warden
- The turn-off from Pharmacy onto Comstock
- Pharmacy, both north and south of Eglinton, which is even worse because some lanes are closed for construction

There was a suggestion to address congestion by better synchronizing Victoria Park and O'Connor, Victoria Park and Eglinton, and Eglinton and Pharmacy. Some felt adding more north-south and east-west streets could help address congestion (such as connecting Alvinston straight through to Victoria Park). Others suggested putting traffic infrastructure underground, such as traffic east of Victoria Park and west of Brimley.

**More accessible transportation and more transportation options.** Several participants wanted to see more accessible transportation options and transportation options other than cars, especially for seniors, mothers with children, and people with disabilities. They said they wanted to see more accessible parking spots, better stops for Wheel-Trans, better facilities for people using scooters or other mobility devices, and active options for seniors.

**Safe cycling options.** Several participants said it should feel safer to cycle in the Golden Mile than it does today (some only feel safe riding on the sidewalk). Suggestions to address cycling safety including adding enclosures around bike lanes to separate cyclists from traffic and adding north-south cycling routes to replace the bike lanes removed from Pharmacy.

**Walkability and pedestrian safety.** Several participants said cars tend to drive very fast, which makes the area feel unsafe for pedestrians. Traffic sometimes filters through residential neighbourhoods, which creates traffic and safety issues in those areas. One suggestion to address traffic infiltration was to limit access into these areas during peak times. Some said that people living south of Eglinton are unlikely to walk to Eglinton to get to transit because crossing streets like O'Connor and Eglinton feels unsafe: the sidewalks are too close to the road, the crossing times are too short (especially at Victoria Park and Pharmacy), and snow banks make slipping and falling into the road a big concern. There are not enough stop lights or crosswalks to help people safely negotiate traffic. Victoria Park and O'Connor and Comstock and Warden were others intersection many participants identified as needing pedestrian safety improvements.

Participants suggested adding crosswalks, increasing crossing times, creating a pedestrian mall, and creating enclosed pedestrian walkways or bridges to improve pedestrian safety.

**Other transportation issues.** Participants identified a number of other potential transportation improvements, including: better access, more parking, and safer parking

areas at Eglinton Square; more enclosed bus shelters for weather protection; underground transit stations; more benches and seating for seniors, and; a bus route for students and workers looping along Pharmacy, Comstock, and Ashtonbee.

**Addressing water pollution.** Some participants said some businesses dump directly into Massey Creek, which results in water pollution entering the Don River.

#### 4. Feedback about Community Infrastructure

##### Community Infrastructure that participants like and/or use

Many participants said they like and make use of the Library at Eglinton Square, the Victoria Village Library, the Victoria Park HUB (a centre where local residents including families, seniors, newcomers and youth can get involved in their community and access programs and services), the TCH Birchmount Community Action Council at 1021 Birchmount (for youth, seniors, and after school programs) the Givendale Allotment Garden, and Birchmount Cemetery. Participants also identified commercial destinations as Community Infrastructure, including restaurants, the Golden Mile Shopping Centre, and some of the big box stores (the Cineplex theatre, Winners, Walmart, and Costco).

##### Barriers to accessing Community Infrastructure

**Poor transit service and lack of safe, walkable access.** Some said that the lack of walkable paths connecting services, concerns about slippery or un-shovelled paths in winter, indirect or infrequent public transit, and traffic congestion prevent them from accessing services. When Value Village has a sale, for example, the adjacent parking lot becomes dangerously overcrowded with blocked laneways. The lack of good, accessible connections was described as particularly challenging for people with disabilities since it's difficult to get from one place to another and there are no benches for people to rest.

**Lack of seniors' services and spaces.** Some said there is a lack of seniors' services or consideration of seniors' needs in the Golden Mile area. The recent renovation of the Eglinton Square library includes shelves that go to the floor, which does not consider aging population needs. There should be places other than food courts for seniors to gather.

**Limited service hours.** Many younger parents and grandparents cannot access hourly "drop-in daycare" while they shop or attend medical appointments.

**Poor wayfinding and/or visibility.** Some said that community services are difficult to find because of the lack of wayfinding or good signage in the area.

**Other barriers.** Other barriers participants said they experience are a five-year waiting list for urban garden plots, the lack of up-to-date facilities in the hospital or other medical facilities, the lack of dog parks and lack of park space within walking distance of Clairlea, the lack of capacity at the Ontario Service Centre, and the lack of school capacity. Several said the lack of a full community centre between Pharmacy and Victoria Park (one that includes



a pool, gym, fitness centre, and arena) is a barrier to accessing services. They said Warden Hilltop is too far to be accessible, especially in bad weather.

## 5. Other feedback and process feedback

### Other feedback about the Golden Mile

Participants shared other feedback about the Golden Mile, including a desire to see: more small, local businesses added to the area; fewer empty retail space in the study area; more “micro” enterprises (like craft fairs) and farmer’s markets; a broadband strategy; a strategy to address air pollution (the area has some of the most high-polluted air in Toronto), noise pollution, and light pollution; more “personality” (cultural activities, art spaces, musical venues); a strategy to create high quality jobs that require well-educated employees; a lookout or rooftop restaurant on top of the redeveloped Eglinton Square mall, and; naming the industrial area on Comstock “The Platinum Kilometre.”

### Questions about the process

- How did the City determine the mailing addresses for the postal notice of this Community Consultation Meeting? *The City contracted Canada Post to provide the notice in a postal walk for all properties within the study area and for all Canada Post postal walk areas that touch upon the study area. The City will also include the addresses from any participant that asks to be added to the mailing list.*
- What is the selection process for the Local Advisory Committee? *The City will seek and review applications to join the Local Advisory Committee (LAC). One of the City’s goals with the LAC is to achieve a balance of residents, landowners, businesses, visitors to the area, developers, and interested persons as members of the LAC. The intent is to obtain a broad and balanced range of perspectives.*

### Feedback about the process

Some participants said they appreciated the City and study team hosting the meeting to seek community input. They said that future events should strive to avoid conflicts with other community events, include adequate seating, rely on a better sound system, provide refreshments, clarify meeting objectives in the notice, and include attendance from all area Councillors. Several participants said the team should work to reach different demographics in the neighbourhood, potentially by hosting a workshop at the Victoria Park HUB and posting materials online that could be shared via social media.

## Next steps

The City and consultant team thanked participants for their feedback and committed to sharing a draft summary of feedback in the coming weeks. The team also encouraged participants to sign up for a Visioning Workshop in the Fall of 2017, submit an application for the Local Advisory Committee (LAC), and complete the Travel Demand Survey.



## Appendix A. Meeting Agenda

Renew Golden Mile

Wednesday, June 28, 2017

6:30 – 9:00pm

Our Lady of Fatima Catholic School - 3176 St. Clair Avenue East

### Meeting Purpose

To introduce the Golden Mile Secondary Plan Study, team, and overall process; share information about what is driving change in the Golden Mile area; answer questions about the study; discuss what's working in the Golden Mile area and what can be improved, and; promote and seek participation in future outreach events.

### Proposed Meeting Agenda

6:30 Open House

7:00 Welcome, introductions, agenda review  
Councillor Welcome  
City of Toronto  
Swerhun Facilitation

7:15 Overview Presentation  
SvN

*Questions of clarification*

7:45 Discussion

1. What is **working well** in the Golden Mile today?
2. What **could be improved** in the Golden Mile? Do you have any suggestions on how it could be improved?
3. What community services and facilities do you use in the Golden Mile area? What challenges do you experience accessing these services?

8:30 Report back

8:55 Wrap up and next steps

9:00 Adjourn

Please sign in before you leave to receive a draft meeting summary and to sign up for project updates.

Please submit all feedback to Ian Malczewski

416 572 4365

imalczewski@swerhun.com

**Deadline to provide feedback and sign up for Visioning Workshop: July 12**

**Deadline to submit applications for the Local Advisory Committee: July 28**

## Appendix B. Feedback Submitted After the Meeting

Any personal identifying information has been removed from the emails below; they have otherwise not been edited.

- Email #1, June 28
- Email #2, June 29
- Email #3, July 11
- Email #4, July 26
- Email #5, July 29

### Email #1, June 28

Please note that a significant number of residents were unable to attend the meeting tonight. They are a key demographic that drives the community of Clairlea.

The annual Clairlea Fun Fair was on tonight concurrent with the planning meeting. That means that many of the Parent Council members and parents could not attend. (Probably as many as 50 who would have joined the meeting).

I would like to propose two things:

1. That you send me your documentation in email format and weblinks so that I can forward it to the Parent Council members.
2. That I post what I can in our community Facebook site so that you can invite more feedback and participation.
  - a. If you have facebook or other social media sites that I can refer them to, then let me know.

### Email #2, June 29

As we have discussed before, my area has a high percentage of seniors, a range of incomes and education levels, many young families moving into the area and a BIG problem with apathy when it comes to organizing for the social benefit of the community.

I am really hoping that Park People will step up with support for 'us' to help in the planning stages to help create a VISION for our area that goes beyond just deciding how to deploy 160 people/jobs per hectare to the area. The two closest parks to the Golden Mile are the Friends of Edge Park and Friends of Wexford Park that I started a few years ago. But we are talking about adding 100,000 people to an area that currently holds 50,000. And we need to know 'who' those 100,000 people are likely to be, what their needs are, and how to blend them with the current residents/businesses to make this a go-to area that is sustainable.

We don't want to be the big box 'strip' of endless malls. Or, the 15 minute drive to everywhere else that is fun. Nor should we just be the LRT stop that no one can pronounce (Hakimi-Lebovic).

I know from my discussions with the community that we want:

- places for the younger children to play and before and after-care options
- anything interesting for the tweens' to do other than the movie theatre or doing drugs in the parks at twilight
- families want a central meeting place that is 'ours' for doing creative events
- many people have asked for farmer's markets...but Edge Park is a swamp most of the spring
- and tons of Seniors have nothing to do but sit in the mall

- very few of the seniors homes in the area are up to snuff (pardon the expression), or the waiting list is way too long. For decent care you need to leave the community entirely...which is a big reason why many seniors here stay in their home until the end....VERY ISOLATED
- speaking to the senior issue, we do not have good access to hospitals....they are all on the far fringes of where we live....Scarborough General, Sunnybrook, Toronto East (horrible hospital). I usually drive all the way to Scarborough Grace.
  - We'd love to have an Emergency Care Facility like the MASH units in New York State. or build on the medical services already installed at Golden Mile and amplify and support them with more. Like outreach to seniors.

What if a developer came into our neighbourhoods and offered a deal for every house to add a full verandah? To encourage people to sit out on the porch in the evenings and get to know who's walking by in the hood? I've noticed that vibrant neighbourhoods all have good porches.

I can't get it all down in this email. But .....after so many forums at Park People....this is OUR moment. And I hope that you can be a part of it.

We don't want the typical Scarborough Treatment. Second hand design, average vision, faulty implementation and a let down.

At the very least I need help to plan how to protect the parks and enhance them in preparation for incoming density of people.

Oh....and I'd like to propose the name for the linear park in our area: The Platinum Kilometre (along Gatineau corridor).

[Email #3, July 11](#)

I attended the introductory meeting of the Golden Mile Secondary Study on June 28. I would like to participate in the Visioning Workshop planned for September.

I was disappointed to see our Councillor, Michelle Holland, was not in attendance at this meeting that has such an impact on the residents of her ward. I felt that the panel was not fully prepared for the questions, nor appreciative of the sentiments expressed by the community representatives that were present - change is difficult at the best of times. The panel also seemed surprised by the changes that are proposed in the neighbouring Eglinton Corridor Community of Don Mills Corners and how these changes (10,000 additional residential units), when combined with the proposed changes for the Golden Mile area (population increase of 15,000+), will impact traffic/transportation in the neighbourhoods surrounding Eglinton, whether inside or outside one of the study areas. For example Flemington Park, Victoria Village, Parkview Hills.

It is unfortunate that the meeting did not get to the planned discussion. Below are my comments for your consideration and inclusion in the study for what is working well and what could be improved in the Golden Mile.

I also have two further questions that were not raised at the meeting.

1. will additional seniors services be planned as part of the community infrastructure to accommodate the aging population in the neighbourhood? for example, seniors centres, seniors programs offered through community centres, and nursing homes
2. will any approved construction be allowed to start before the Crosstown is up and running in 2021, and, if so, what accommodations will be made for people moving in and out of the area, and businesses in the area, so that the area is still reasonably accessible during construction?

### **What is working well in the Golden Mile today?**

#### Land Use & Urban Design

- low to medium rise buildings mixed with private residences on large lots create an open feeling and a sense of privacy and safety
- street setbacks provide excellent site-lines for pedestrians, cyclists and drivers

#### Transportation and Servicing

- wide side streets make travel and street parking easy

#### Community Infrastructure - what community services and facilities do you use in the Golden Mile area?

- library

### **What could be improved? Do you have any suggestions on how it could be improved?**

#### Land Use & Urban Design

- the large parking lot at the north east corner of Victoria Park and Eglinton is empty most of the time. It would make an excellent park/ community area and could include community services, wading pool, skating rink, skateboard park which seem to be missing from the community
- there is already too much empty retail space close to the Golden Mile Study area. For example, the retail units that were built beside the Rona on Comstock about two years ago are approximately 80% empty. Will the demise of retail as we know it be considered when planning the renewed community?
- there are too many "big box" stores and car dealers along Eglinton. Too many parking lots, too much hard surface paving. If these are to remain, could it be mandated that parking be underground, above, or behind (accessible off secondary streets) so that

Eglinton could be more attractively street-scaped and the heat-island effect created by so much asphalt be reduced.

- there is insufficient parking at Eglinton Square. The upper parking area is hardly ever used as it is too dark and dangerous and difficult to negotiate in and out of.
- Eglinton Square itself should be rebuilt. This is not part of the OPA for Eglinton Square, but is part of the problem. Access from O'Connor and Eglinton are difficult at the best of times and surface parking is insufficient or is not located close to mall entrances/exits. As mentioned above, the upper parking deck is difficult to access, it is too dark and feels dangerous, including the stairwell and elevator access into the mall.

### Transportation and Servicing

- traffic congestion on Eglinton between Victoria Park and Pharmacy is already bad. The addition of the HOV lanes during morning and evening rush hour slowed traffic significantly but did not seem to encourage the use of carpooling, nor the TTC. It is almost impossible to get from O'Connor northbound to Pharmacy northbound during rush hour. Congestion increased when Walmart and the other big box stores along Eglinton opened, making driving in the area difficult even on the weekend.
- most of the (big box) stores are set back too far from the road to make TTC a viable alternative
- traffic is forced through residential neighbourhoods when there is an accident in the area. busses, tractor trailers, frustrated people speeding are regular experiences. Many communities have limited access - no left turns - that would lessen this problem
- volume of traffic at mid-day is heavy enough that you generally have to wait for more than 1 light to make a left hand turn
- congestion between the DVP and Warden make Eglinton unusable at rush hour
- it is impossible to get out of the neighbourhood without going south to at least Edge Park at Christmas and when the DVP is closed
- study seems concerned with Eglinton, but not the north/south routes - Victoria Park, Pharmacy, Warden - where traffic is also already problematic at peak travel times
- old infrastructure - water pressure is not good and we experience brown-outs more frequently than we did 10 years ago
- many people in the residential areas south of Eglinton Square won't walk to Eglinton to get transit. Crossing O'Connor or Eglinton feels unsafe - sidewalks are too close to the road, lights are not long enough, in winter snow banks make negotiating sidewalks difficult and slipping and falling is a real concern. Accessing TTC on the north-south routes to get to Eglinton is also a challenge as there are not enough stop lights or cross walks to safely negotiate traffic.
- aging population is not likely to cycle, many are not able. I see more motorized wheelchair/scooters in the neighbourhood than people on bicycles. How will these people be accommodated?

### Community Infrastructure - What challenges do you experience accessing these services?

- lack of full community centre in neighbourhood - pool, gym, fitness centre, arena. Warden Hilltop is too long a walk from both Warden Station and Warden Ave to make it readily accessible, especially in winter or bad weather
- library closure (Eglinton Sq) for renovation was very inconvenient. The new design with the shelves to the floor is not considerate of the needs of the aging population, nor those with disabilities.
- lack of seniors services is the neighbourhood

#### Email #4, July 26

Thanks for agreeing to receive edits for the consultation summary from the meeting held at Our Lady of Fatima Catholic School a few weeks back. There is a section in the summary that says: *..”the Victoria Park HUB (which serves newcomer youth, at-risk youth, and other youth demographics).”* Although youth are welcomed and do receive services here, we have a diverse client base. WWCC is a settlement agency with a community development approach. We work with all residents in the area surrounding the hub and our focus is to work in partnership with many stakeholders to support a strong and integrated neighbourhood. This includes settlement supports, health and wellness, community engagement, food security and neighbourhood development.

There are six other agencies also working out of Victoria Park: Community Living Toronto, Canadian Centre for Victims of Torture, Family Service Toronto, Sesheme Foundation, Springboard and East Toronto Chinese Baptist Church (they do only community development activities here as they have a large church on Carnforth). We also partner with numerous other service providers such as Toronto Public Health, Flemingdon Health Centre and the Early Years Centre. In fact, we have a large number of family and seniors programs here in addition to the youth programs. Many local residents also greatly contribute through volunteering, running self-directed groups and supporting activities and events.

I’m just giving you this information as a backgrounder, as I believe it would be better to say that we are *“a centre where local residents including families, seniors, newcomers and youth can get involved in their community and access programs and services.”*

Thanks for taking the time to read my feedback. Let me know if you have any questions and if you’d like to come by to the hub, please feel welcome at any time.

#### Email #5, July 29

I’m sure I can add to this list. But I’m running out of time! Here is the overriding ‘thing’ that I want to preserve/improve about the Golden Mile.

#### **Quality of Life.**



That's it. Simple.

### **Things that make me want to sell my home and move:**

- A recent article identified the main intersections along Eglinton near Golden Mile are some of the most highly polluted air quality in Toronto
- I can't ride my bike safely anywhere
- I don't want to have to sit in the food court when I retire because there is no other social gathering place for seniors
- Our neighbourhood has ZERO personality. No areas to stroll just to people watch or look in shop fronts.
  - o no cultural activities, art spaces, musical venues (other than Karaoke at a few pubs)

### **Things that make me want to stay living here:**

- Nice neighbours
- Community gardens
- Access to daycare, elementary, high school, and college
- large lots
- 'improving' neighbourhood with renovations
- proximity to other neighbourhoods and downtown...since it's so boring here...at least we can GO somewhere interesting.

### **Things I think that could be improved:**

- Walkability
- High Quality Jobs that require well-educated employees. We don't want the employment lands switched to mixed use just to put in businesses that only offer minimum wage jobs.
- Safe bike routes
- A real action plan for all of the small, medium and large parks in the area to take into account increased usage
  - o But more than that, to 'design' them in a way that encourages proper and increased usage
- Take a serious look at the changing demographics and design spaces to engage them
- If you can, make Alvinston cut from Pharmacy straight through to Vic Park.....we need some way to get out of the neighbourhood or go around the mall without having to go to Eglinton.
- Someone should hold the malls accountable to plant green spaces/shade trees. Many of them have holes where they once planted trees but if they die they are never replaced.
- Many neighbours want to have farmer's market with local foods

- one of the best views of the city is from the top of Eglinton Square Mall. when they redesign it would be cool to have a lookout tower or rooftop restaurant!
- Naming the Industrial Area along Comstock "The Platinum Kilometre". And adding a bus line that loops Pharmacy along Comstock to Kennedy Station then back down Astonbee back to Pharmacy. To help workers and students.

### **Things that I am worried will get worse:**

- Air pollution: smog, and smell of plastics from Apex
  - o industrial pollution from nearby factories
- Noise pollution
  - o including increased air traffic
- Light pollution from more developments
- Water pollution from businesses dumping into the creeks that run along the industrial areas
  - o 90% of the water pollution entering the Don River are a result of the dumping direct into Massey Creek
- Pet 'incidents'. I have a dog and a cat. You can hardly walk in this neighbourhood without bumping into a dog every block at dinner time. What if all those people who move into the Condos decide that they want to walk their dogs through Clairlea/Wexford streets? We could have some huge issues with dog-poop corridors.
  - o I think a well-designed dog park would help. Potential locations: rooftops of the condos, next to the radio tower behind Petro-Canada (has a lot of greenspace), next to Tim Hortons on Warden in the Hydro-Corridor has a huge chunk of land if you fenced and provided shade, parking, and water fountain/wash station.
- Increased car traffic
  - o already a lot of poor design is flowing traffic at high speeds along Pharmacy
    - the turn off of Comstock seems to be the worst
    - Children specifically are at risk
    - it takes forever to cross north to south or east to west anywhere near Eglinton Square Mall
- Increased crime as the LRT and transit hubs bring in 'fast-thieves' who use the rails and drug dealers. (I have witnessed this in other cities who added rapid transit)
- Lack of services with the addition of so many new people
  - o Need to enhance medical if not build actual "MASH" style units like they have in the U.S. capable of emergency services
  - o Need to design and build school additions not just add portables to accommodate expansion
  - o We seem to have several social service offices that will likely grow
  - o Ontario Service Centre in the area will definitely need to expand....barely keeps up with current demand.

Vision, in making the Golden Mile a 'destination' quality place to visit, it will make it a better place to want to live, too.

This area has a high percentage of multiple generations living here, I think that can be enhanced and leveraged to build community inviting new residents.

Side note: I'd love to see a developer invited into Clairlea to build everybody a wide porch for their houses that people can sit out on to make this an even better community.