

GOLDEN MILE SECONDARY PLAN STUDY

Community Consultation
Meeting #2

October 14, 2017



STUDY PURPOSE AND PROCESS

Study Purpose

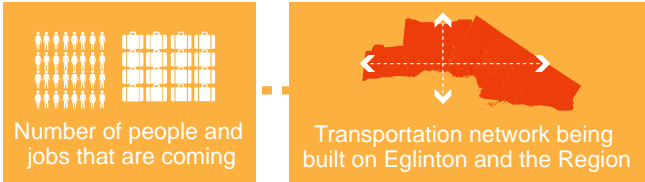
Develop a vision and framework for a complete community in the Golden Mile area which will:

- **Form the foundation** for a Secondary Plan, Urban Design Guidelines, and other planning tools
- Support existing and future employment, mixed use and residential uses in the area.



Towards a Vision

Growth



Opportunities



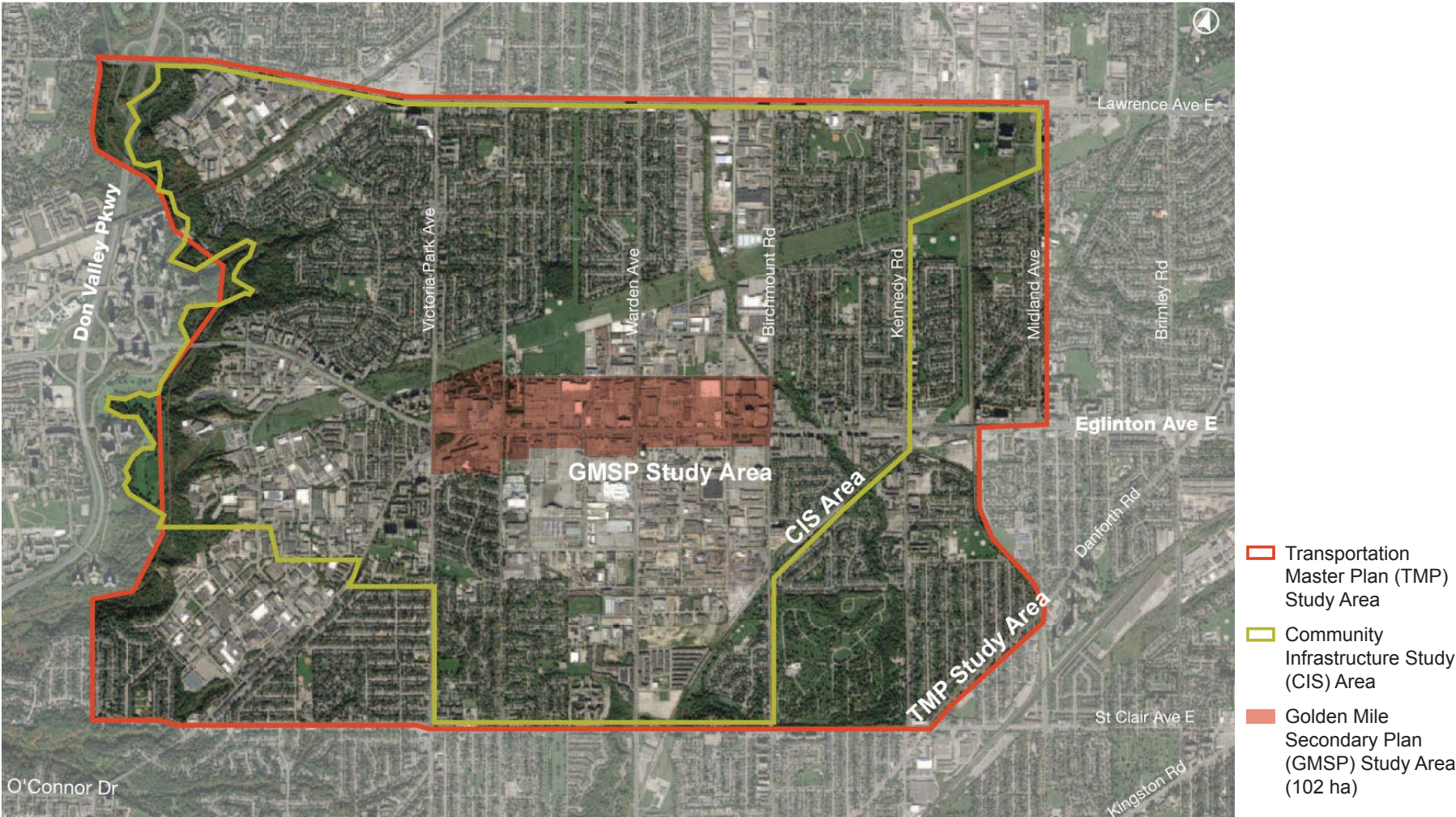
Constraints



Guiding Principles

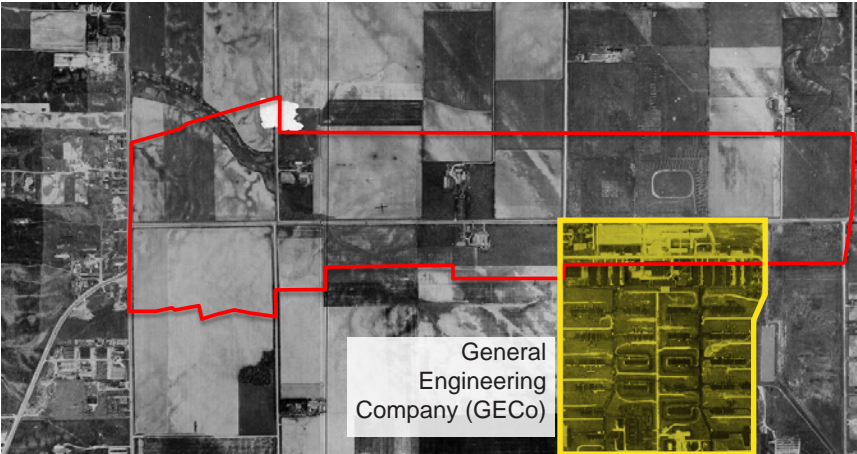


Study Area

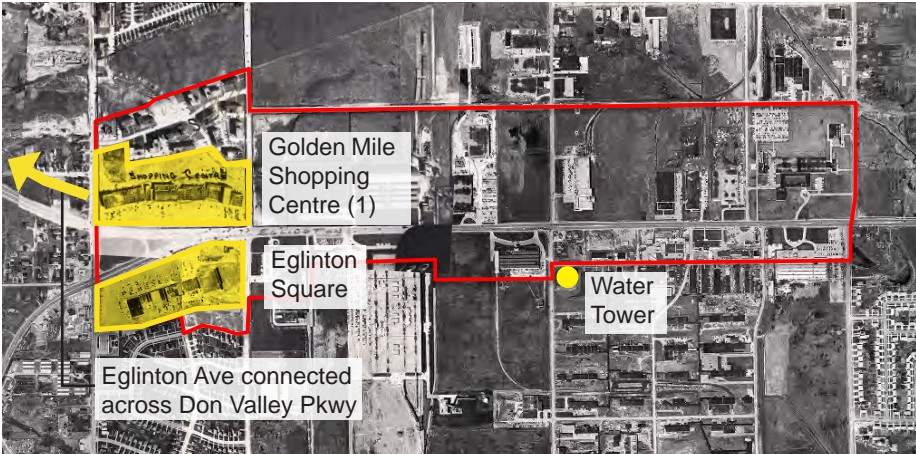


Golden Mile: Historic Change

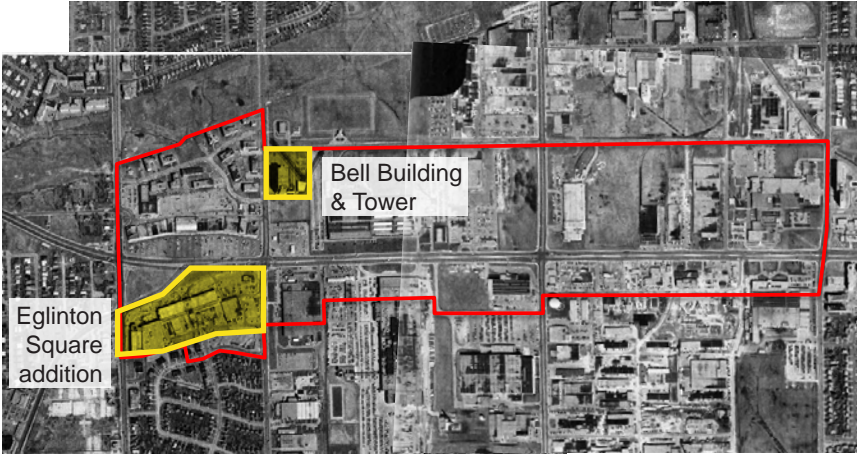
1947



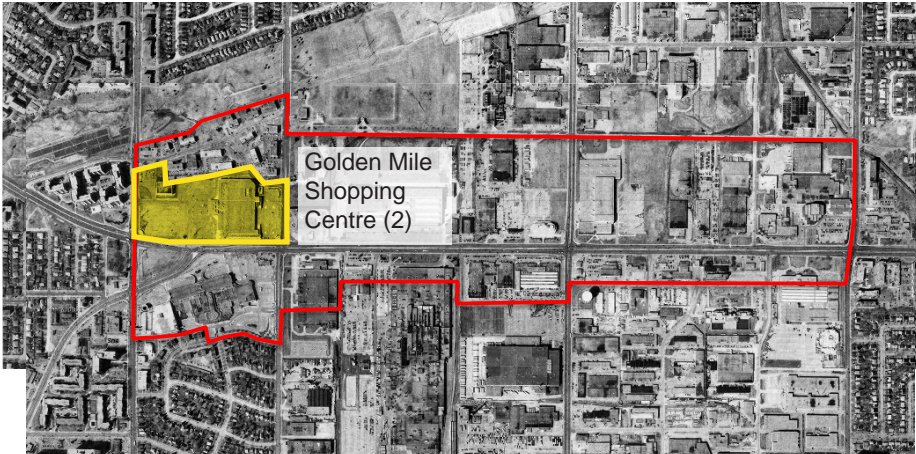
1957



1975

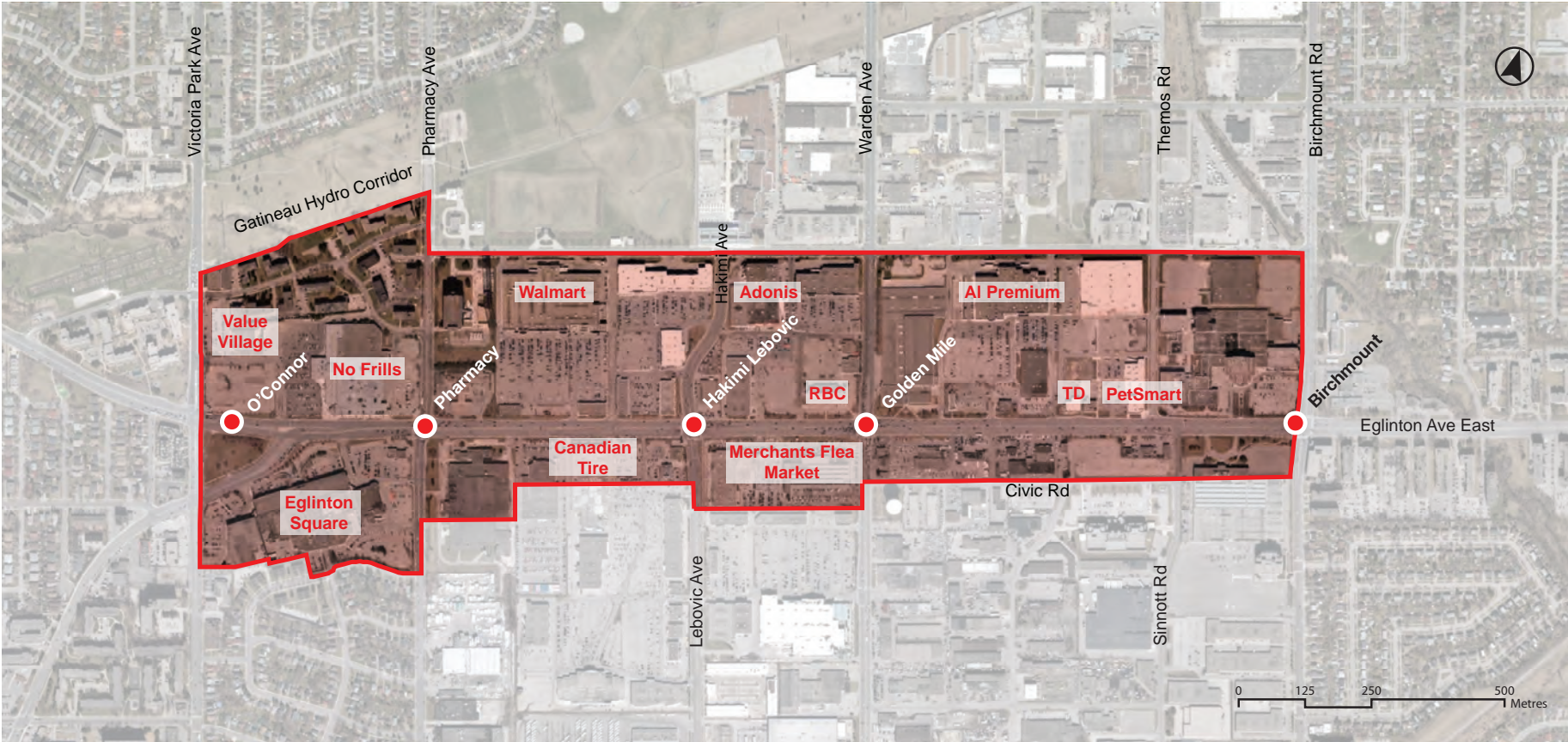


1992



Golden Mile: Today

2017



Pairing Public Investment with Growth

Golden Mile Secondary Plan Study

Future of the Golden Mile Area Envisioned in Eglinton Connects Planning Study

Eglinton Ave with LRT Green
Track
Bike Lane
Street Trees
Additional Developments



Accommodating Change: 5 Building Blocks

The Study will utilize the **5 Building Blocks** to assess how the Area can accommodate change:



Land Use / Urban Design

- Land use and density
- Built form and streetscapes
- Parks, open space and public realm
- Public art and heritage



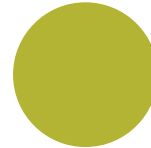
Transportation

- Pedestrian
- Bicycle
- Transit
- Automobile
- Streets and blocks



Servicing

- Water
- Stormwater
- Wastewater



Community Infrastructure

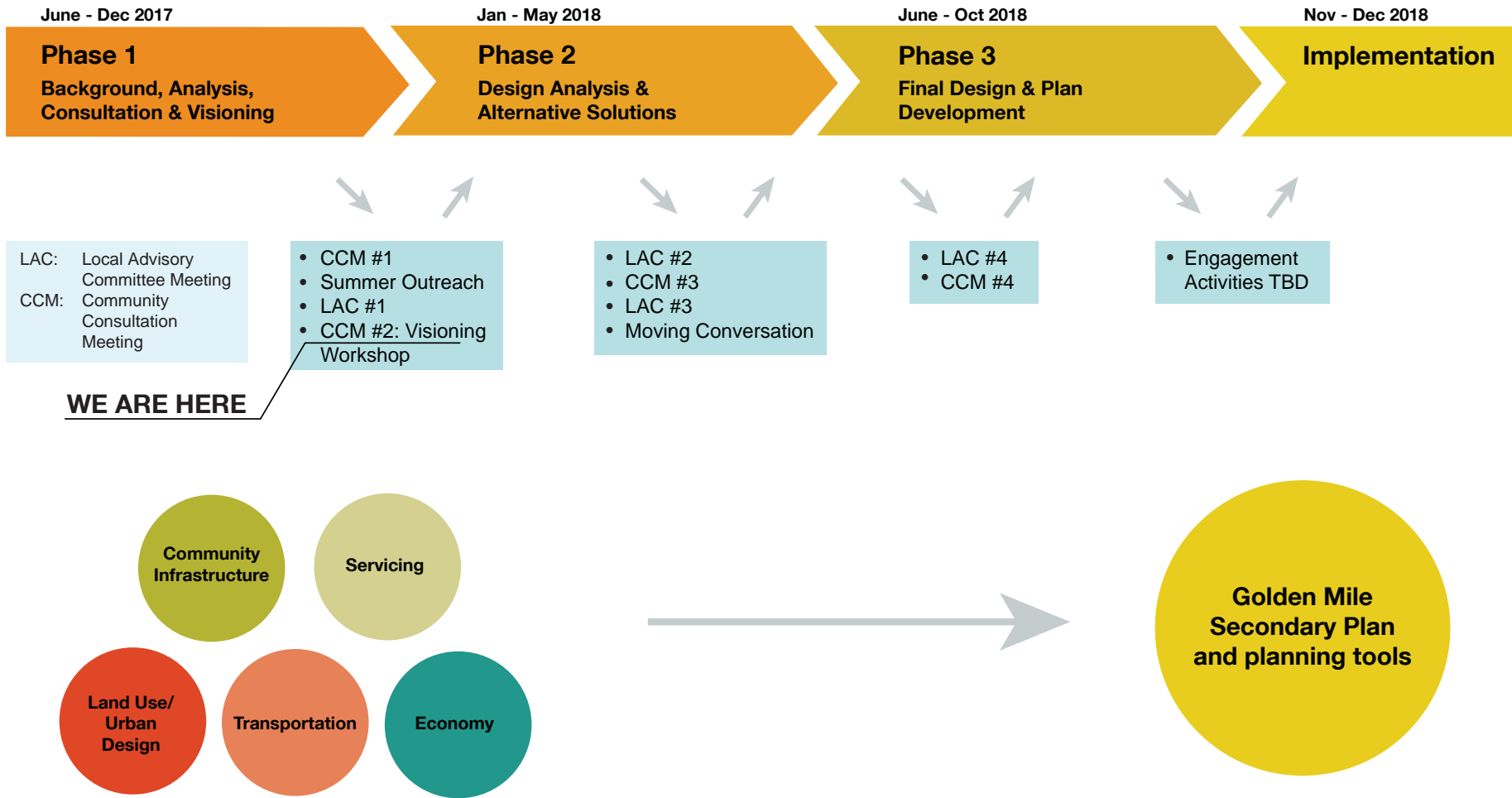
- Facilities:
 - Schools
 - Libraries
 - Community recreation centres
 - Child care, etc.
- Human service agencies



Economy

- Jobs
- Employment land use

Study Process



Key Messages from Consultation to Date

AT THE STUDY LAUNCH (JUNE 28) AND THROUGH 3 SUMMER POP-UP EVENTS (JULY-AUGUST)*, WE HEARD:

- Congestion, pedestrian and cycling safety, and accessibility are big concerns
- Better parks, public spaces, benches, and green spaces are needed
- The Golden Mile should have a range of housing and employment options
- There should be a wide variety of community services and programs for all ages
- Hard (roads, transit, sewers) and soft (parks, community services) infrastructure needs to keep pace with growth

Moving Conversation



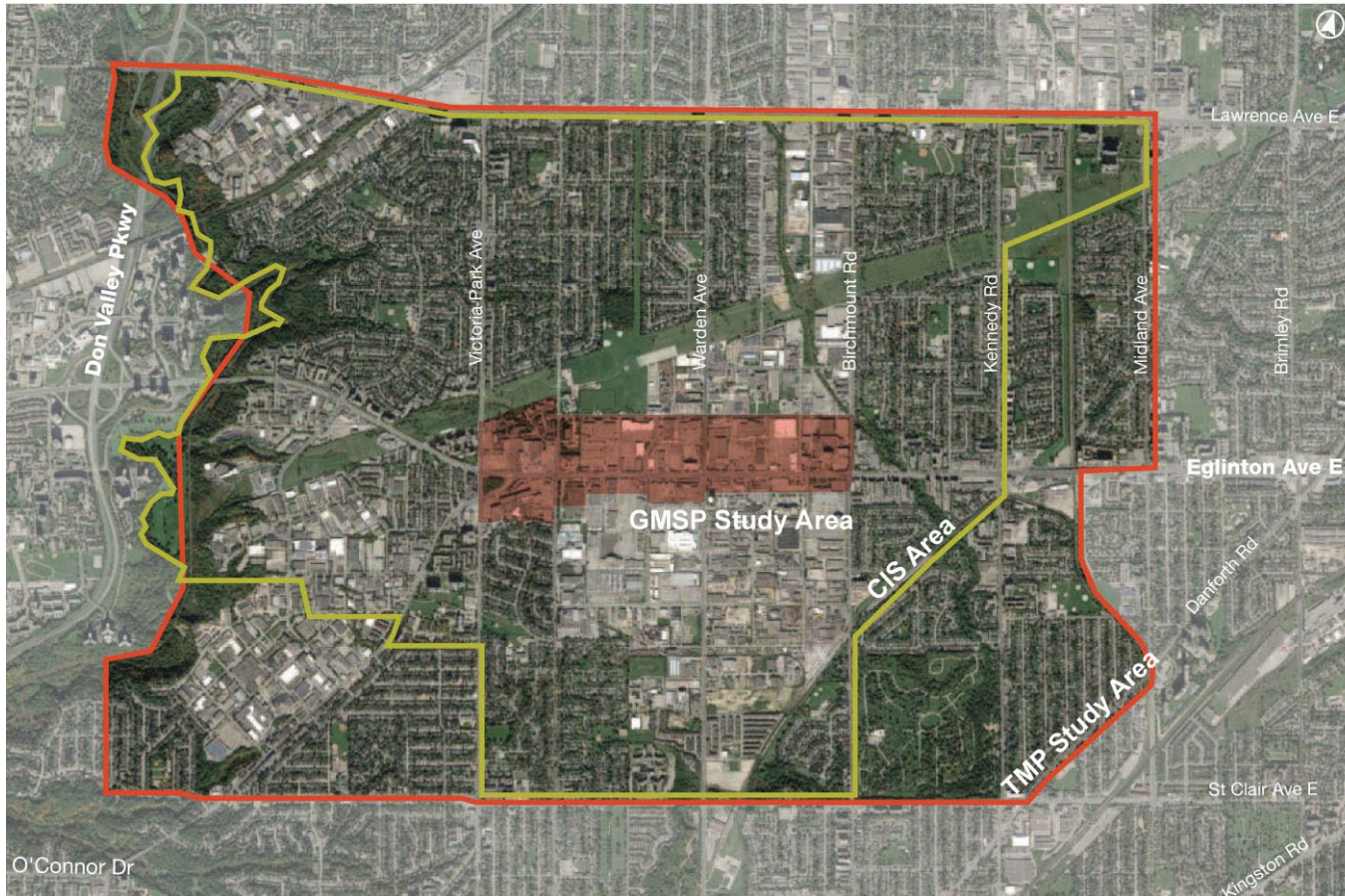
The first walking tour of the Golden Mile Secondary Plan Study, Moving Conversation #1, was held on September 25, 2017.

During the tour, we heard **five key themes:**

- Traffic congestion is a big issue
- Pedestrian safety and connectivity need to be improved
- Improve the access and condition of Ashtonbee Park
- Infrastructure needs to meet increased demand
- Protect existing identity and icons.

EXISTING CONDITIONS

Demographics



- GMSP Study Area 2016 Population = 693
- CIS Study Area 2016 Population = 56,033
- Between 2011 and 2016, population grew more slowly in CIS Study Area than City average (2.9% vs. 4.5%)
- Mixed housing stock with even split of owner / renter tenancies in CIS Study Area
- Immigrants make up 53% of the population in CIS Study Area, compared to City average of 49%

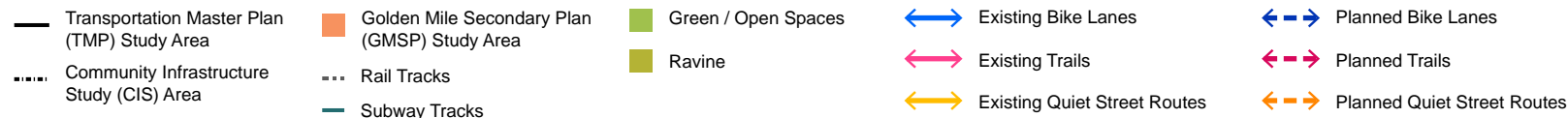
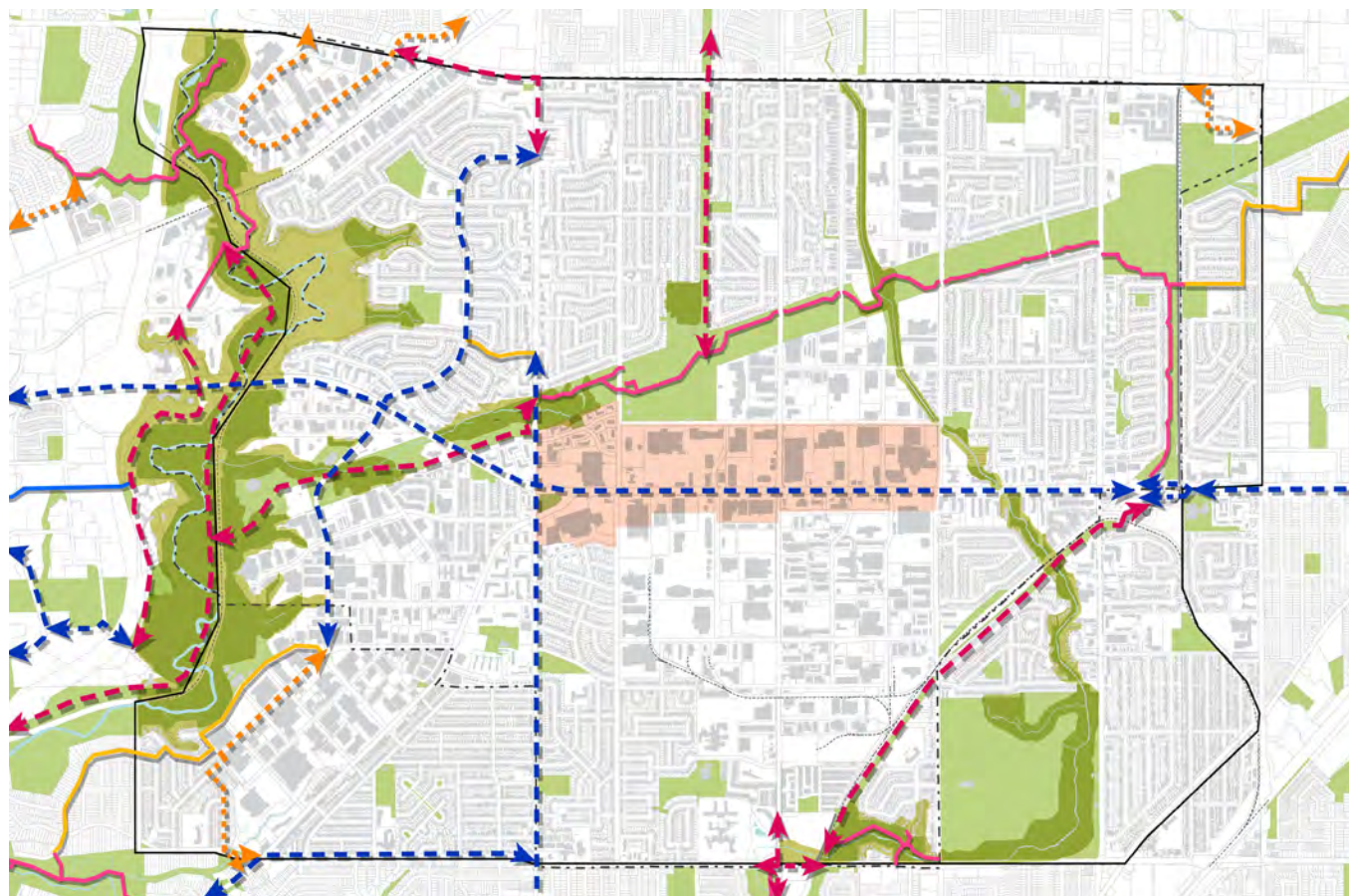
WHAT'S WORKING WELL:

- Low- to medium-rise buildings; “relatively” affordable housing
- Open feeling, sense of privacy and safety
- Ravines and parks (especially Edge Park and Wexford Park)
- Balance of residential, retail, social services

WHAT COULD BE IMPROVED:

- Encouraging ownership, investment, and a variety of housing options
- More mixed use and office buildings
- More urban and mid-rise; less “big box”
- More public space, public art, beauty, and places for families/children
- More affordable housing

Parks, Open Space & Public Realm



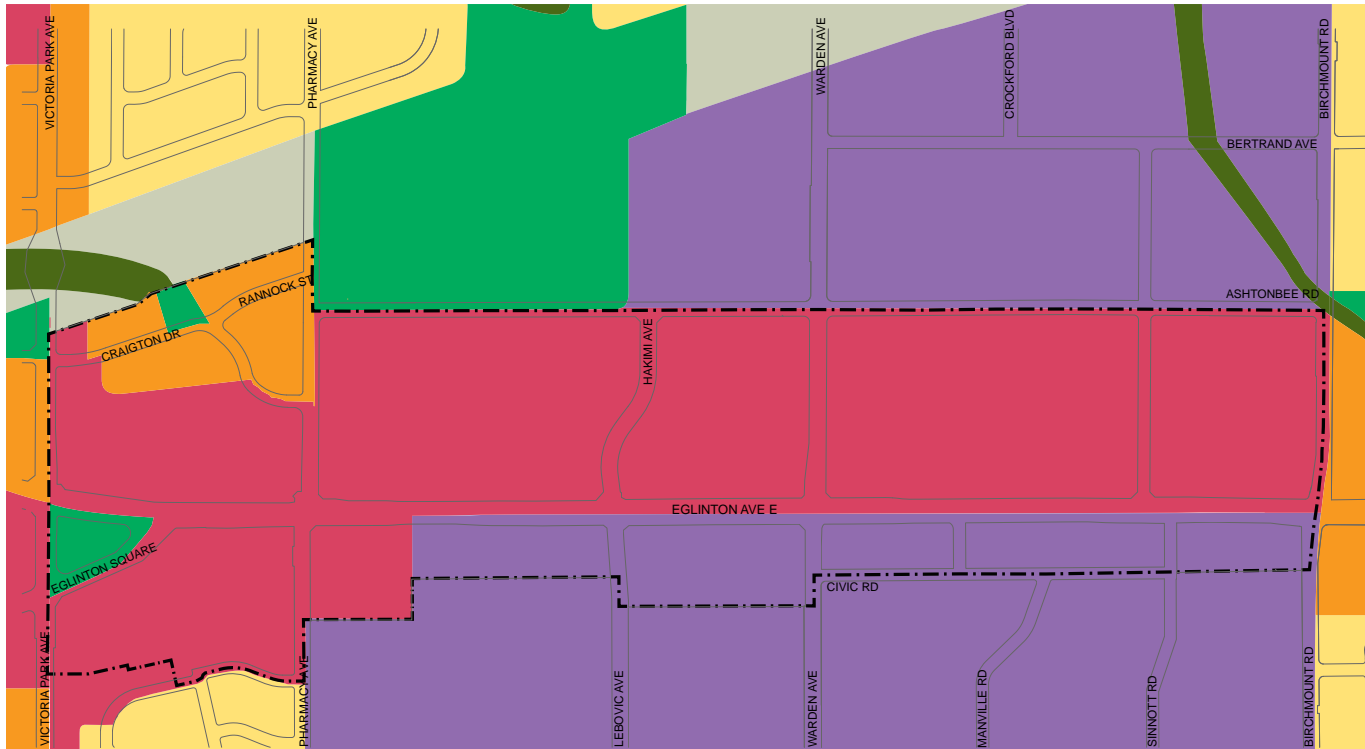
What's Working Well:

- Good Regional Open Space Connections
- Eglinton Square Park and Craighton Court Tot Lot
- Future planned bike and pedestrian improvements

What Could Be Improved:

- Additional parks
- North-south and east-west connections
- Access and transition to existing open space
- Green network including tree canopy

Existing Land Use



Study Area

Neighbourhoods
 Apartment Neighbourhoods

Mixed Use Areas

Parks
 Natural Areas

Employment Areas
 Utility Corridor

0 25 50 100 150 200m

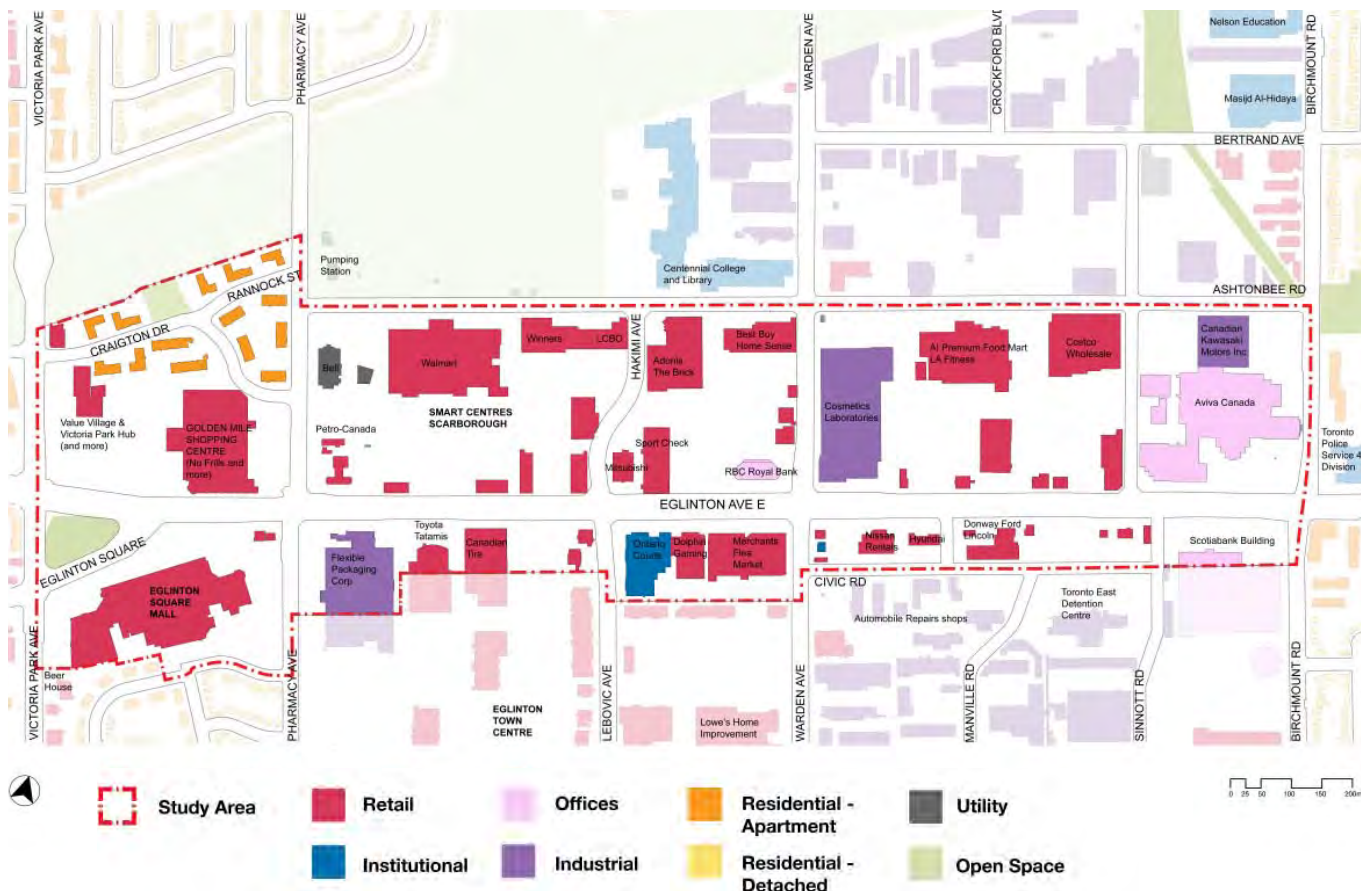
What's Working Well:

- Mixed Use Designation
- Employment Area from south of GMSP up to Highway 401
- Apartment area which accommodates current population

What Could Be Improved:

- Balancing employment, residential, commercial and open space
- Transition and compatibility between uses
- Retention of employment related uses
- Zoning to be brought into line with the City of Toronto Comprehensive Zoning Bylaw

Existing Use



What's Working Well:

- Current range of retail uses
- Established office presence
- Established industrial uses
- Apartment neighbourhoods next to open space

What Could Be Improved:

- Predominance of single use retail
- Transition and edge conditions between uses
- Access to parks, open space and recreation amenities
- Reflection of history and identity of the Golden Mile
- Provision of amenity space as an attraction of employers

Existing Height and Scale



What's Working Well:

- Plenty of parking options
- Heights appropriate to current forms
- Few impacts to adjacent residential apartment areas

What Could Be Improved:

- Scale and orientation of buildings to strengthen relationships between existing uses
- Height and scale of development paired with transit and public realm investment; aligned with City and Provincial policy

Existing Block Sizes

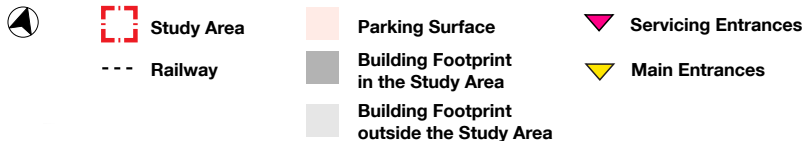
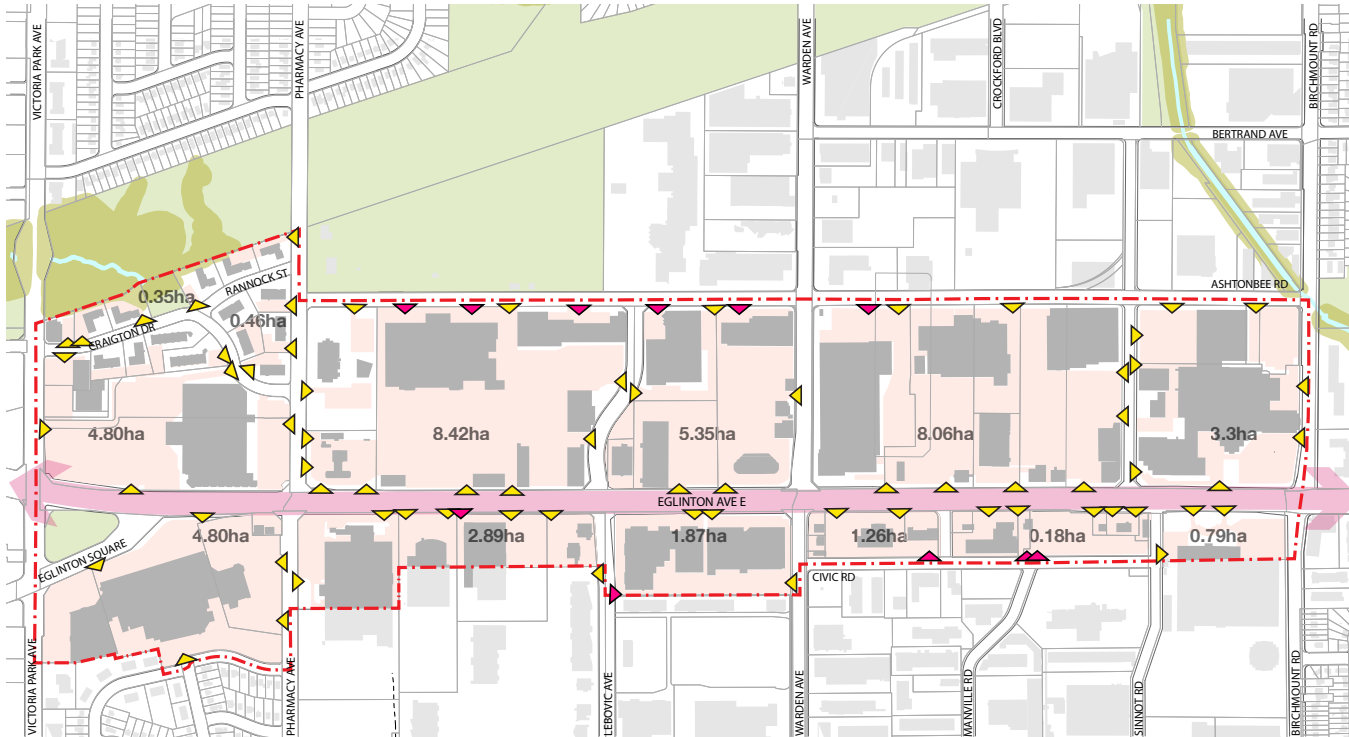


What's Working Well:

- Blocks have generous frontages on Eglinton
- Blocks are large with sufficient space to accommodate a range of future uses, public realm improvements and amenities
- Sufficient room to accommodate phasing from one use to the other

What Could Be Improved:

- Connections through blocks
- Mid-block street crossings
- Relationship to Eglinton Square Parkette
- Defined block edges



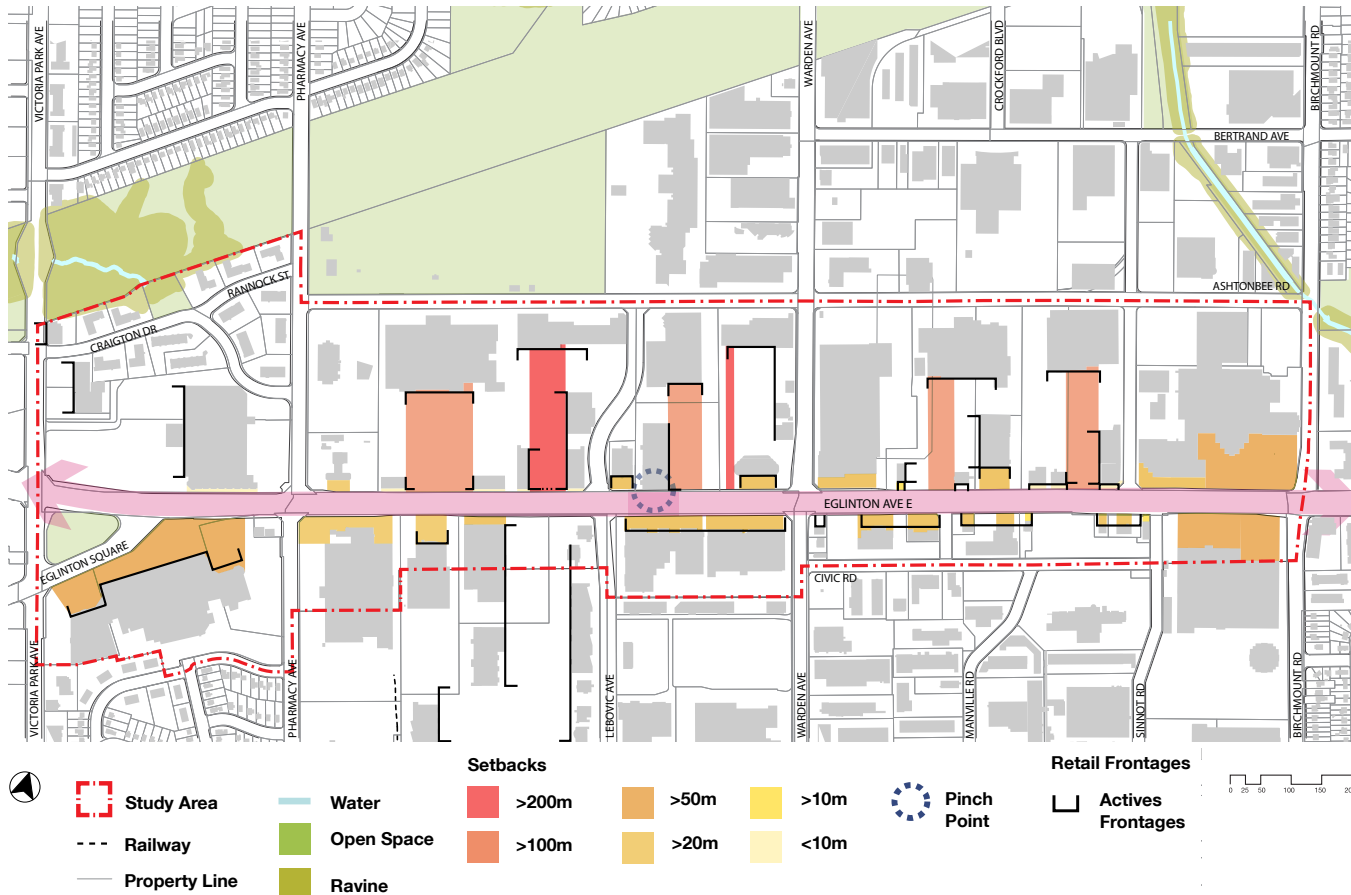
What's Working Well:

- Well established entry points for vehicles

What Could Be Improved:

- More formalised pedestrian access points
- More functional internal circulation within and between blocks
- Connections between mixed use and apartment blocks
- Consolidated access off Eglinton

Building Frontage & Setback



What's Working Well:

- Long frontage with Regional Open Space
- Presence of retail uses on the south side of Eglinton

What Could Be Improved:

- Presence on Eglinton
- Framing the Public Realm
- Alignment of frontage
- Relationship between open space and adjacent development
- Relationship to Ashtonbee

Existing Streetscapes



What's Working Well:

- Ashtonbee as an example of road, treed boulevard and separated sidewalk

What Could Be Improved:

- Street trees and tree canopy
- Boulevards and sidewalks
- Pedestrian walkways and connections in parking lots
- Bicycle and pedestrian infrastructure
- Public art and expression

Public Art and Heritage



What's Working Well:

- One heritage building (Royal Bank at Warden and Eglinton) and scattered plaques

What Could Be Improved:

- Landmark signage and gateway features
- Public art associated with future LRT stations

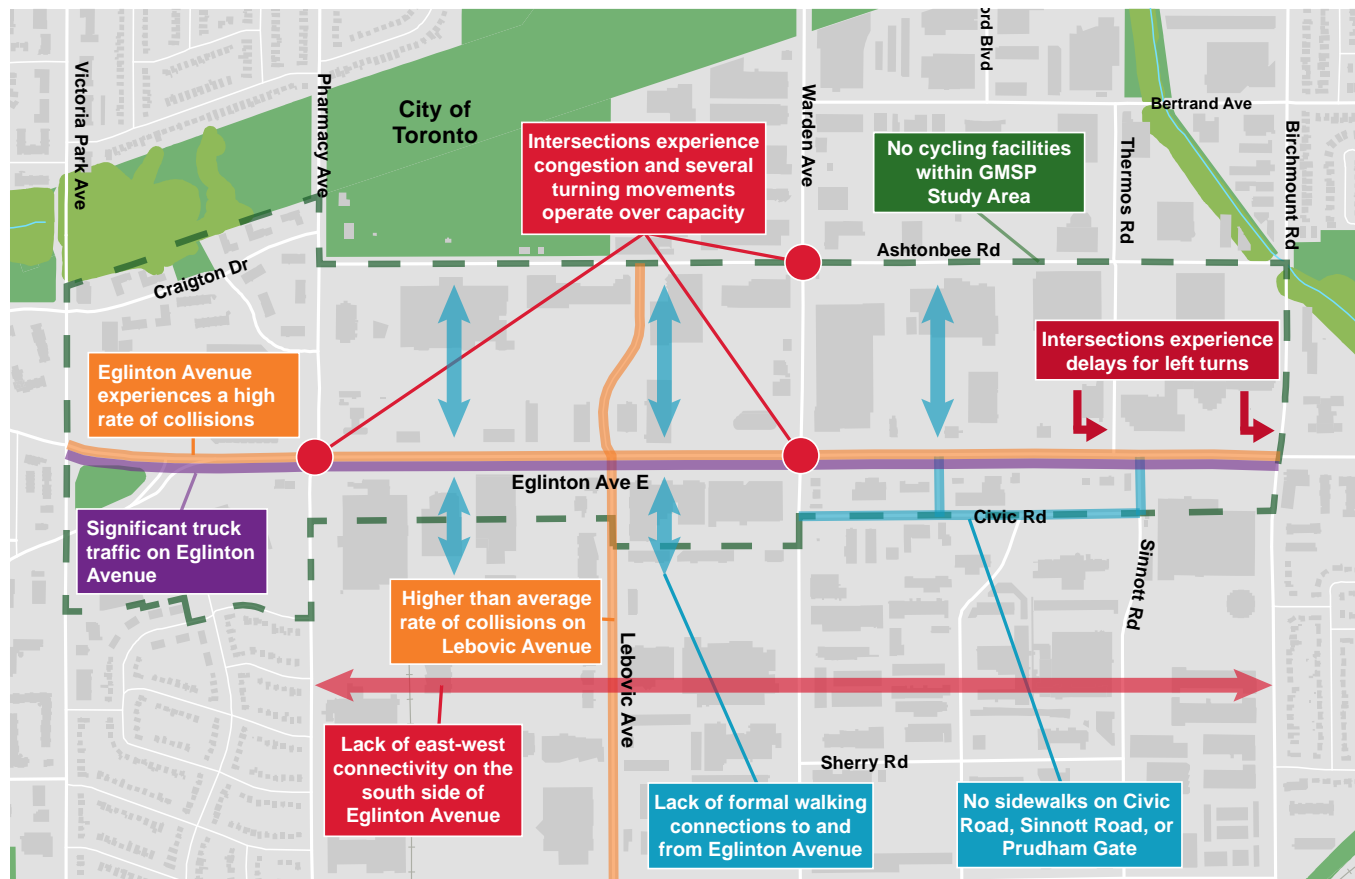
WHAT'S WORKING WELL:

- Because it is wide, Eglinton works (somewhat) well for moving traffic
- Lots of free parking in the area
- Victoria Park bus service, Pan Am bike path

WHAT COULD BE IMPROVED:

- Congestion — big issue, especially during rush hour and peak shopping times
- More accessible transportation and more transportation options
- Safe cycling options
- Pedestrian safety and walkability — cars make it feel unsafe.
- Increase/improve transit service

Transportation Network



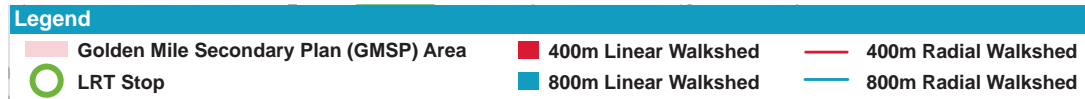
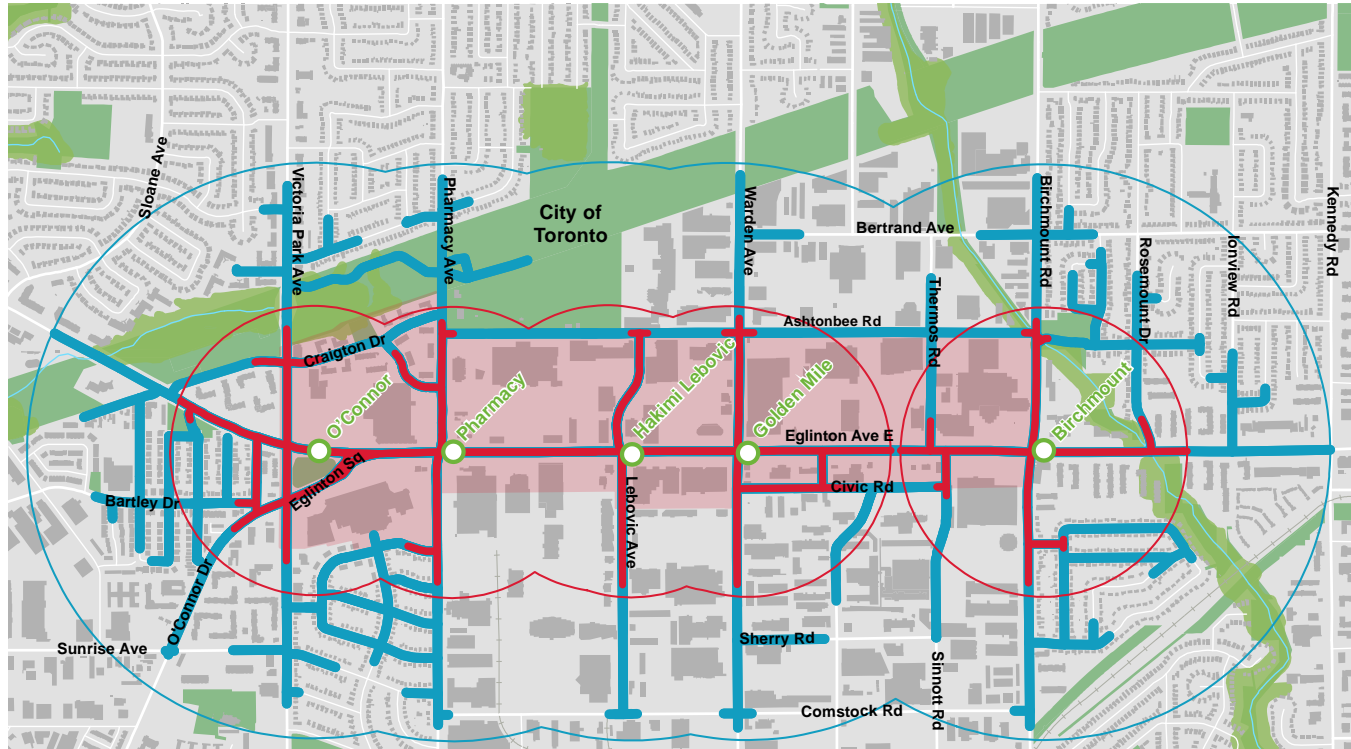
What's Working Well:

- High volume of trucks and cars movement
- Future extension of LRT
- Use of local bus on Eglinton

What Could Be Improved:

- East-West connectivity both North and South of Eglinton
- High collision rates
- Cycling facilities, sidewalks and safer crossings

Streets and Blocks



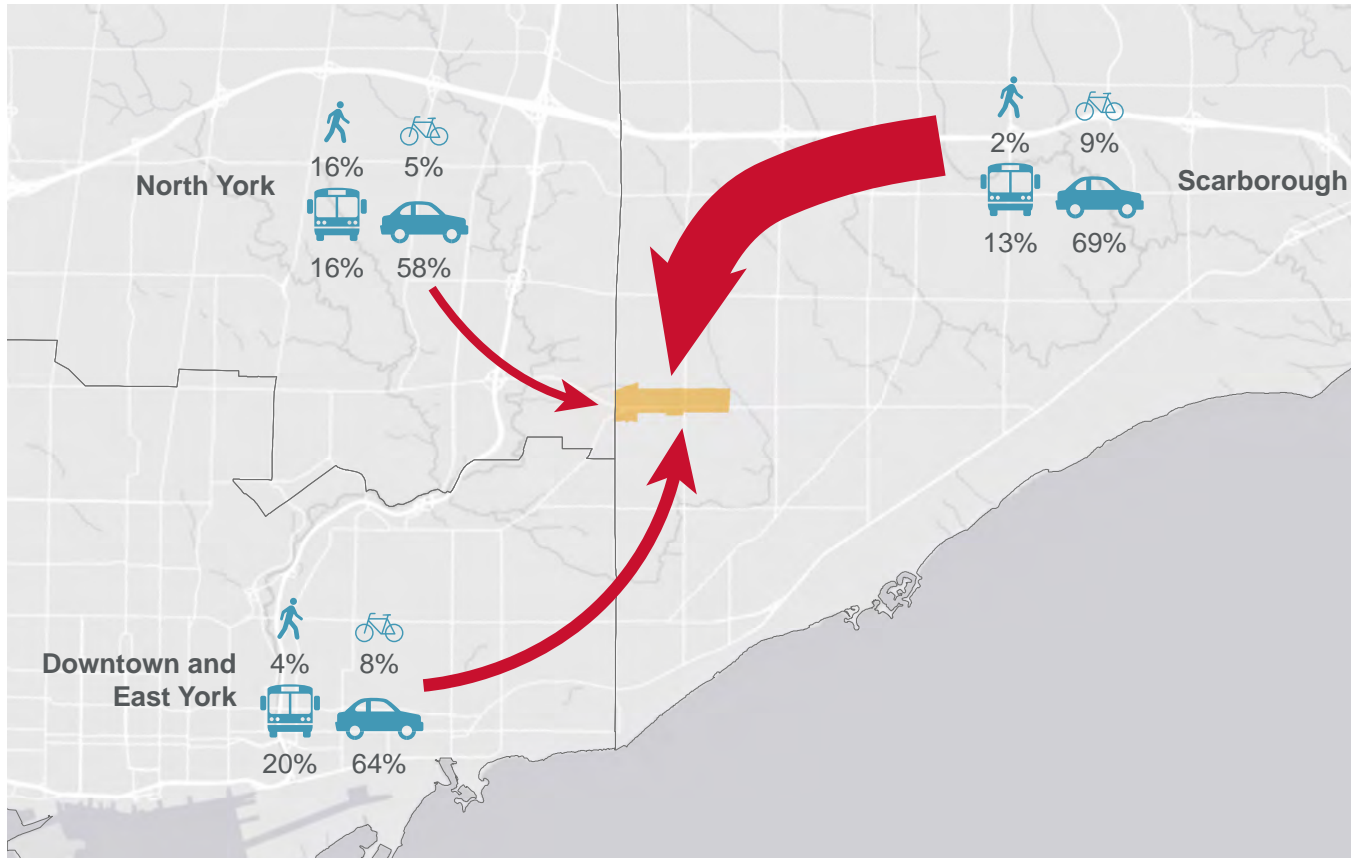
What's Working Well:

- The predominately grid network more easily accommodates future connections

What Could Be Improved:

- Connectivity
- Intersection capacity
- Connections to residential neighbourhoods
- Formal pedestrian crossings

Travel Behaviour



What's Working Well:

- Majority of trips originating in Scarborough demonstrating local use

What Could Be Improved:

- Increase modal split away from cars
- Transit access to increase regional draw

Community Infrastructure: What We Heard

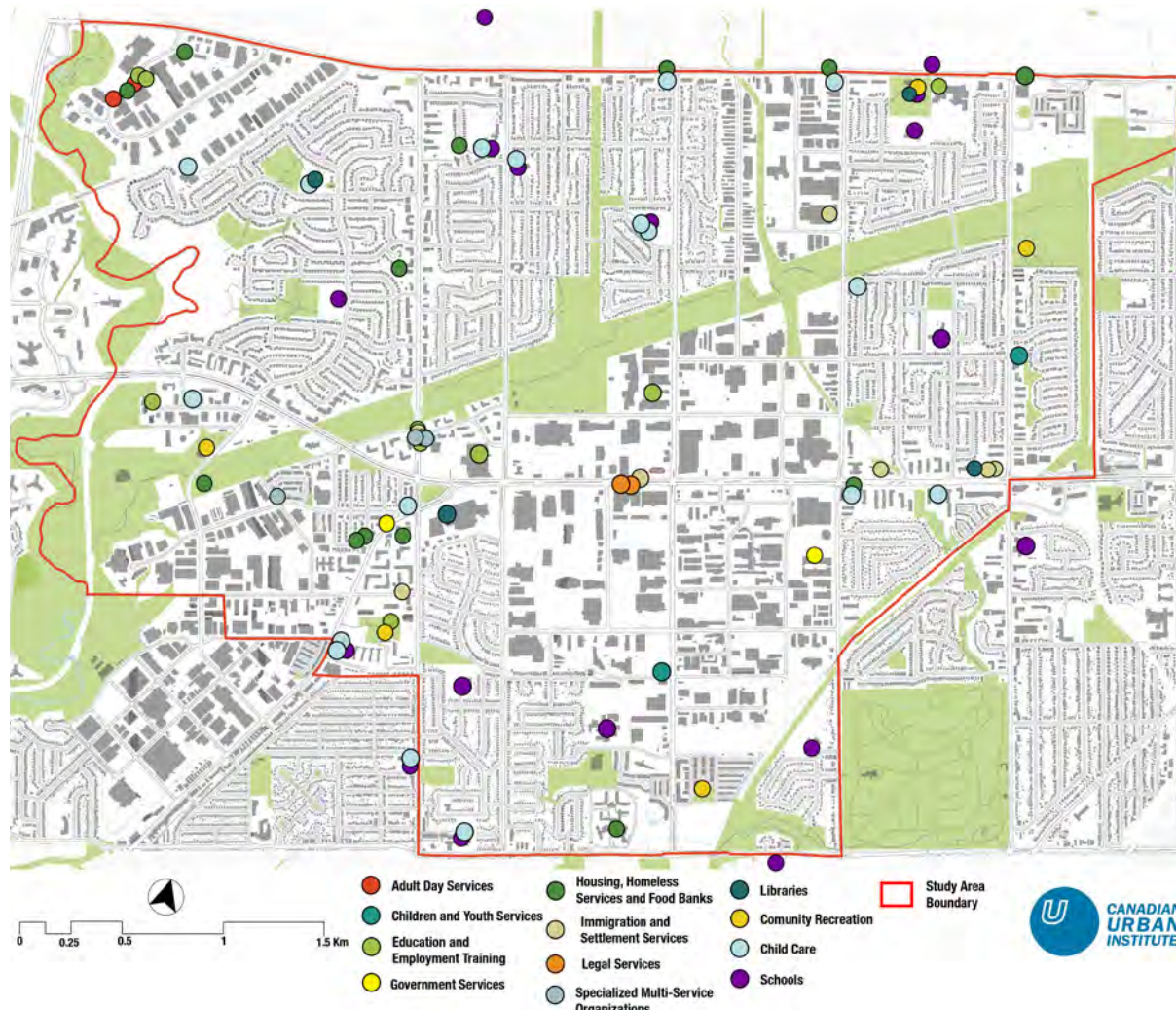
SERVICES PEOPLE LIKE / USE:

- Libraries at Eglinton Square and Victoria Village
- The Victoria HUB, 1021 Birchmount, Givendale Allotment Garden, Don Montgomery Community Centre

BARRIERS TO ACCESSING COMMUNITY INFRASTRUCTURE:

- Lack of transit service and lack of safe, walkable access
- Lack of seniors' services and spaces
- Limited service hours
- Poor wayfinding and/or visibility of service providers

Community Services and Facilities



What's Working Well:

- Victoria Park Hub as a focal point for delivery of social services and programs
- Programs and services are delivered in existing community spaces
- Program and service provision reflects the community
- A robust network of community agencies

What Could Be Improved:

- Size constraints in many of the leased library spaces
- TDCSB schools are at or over capacity
- Long waiting lists for child care spaces

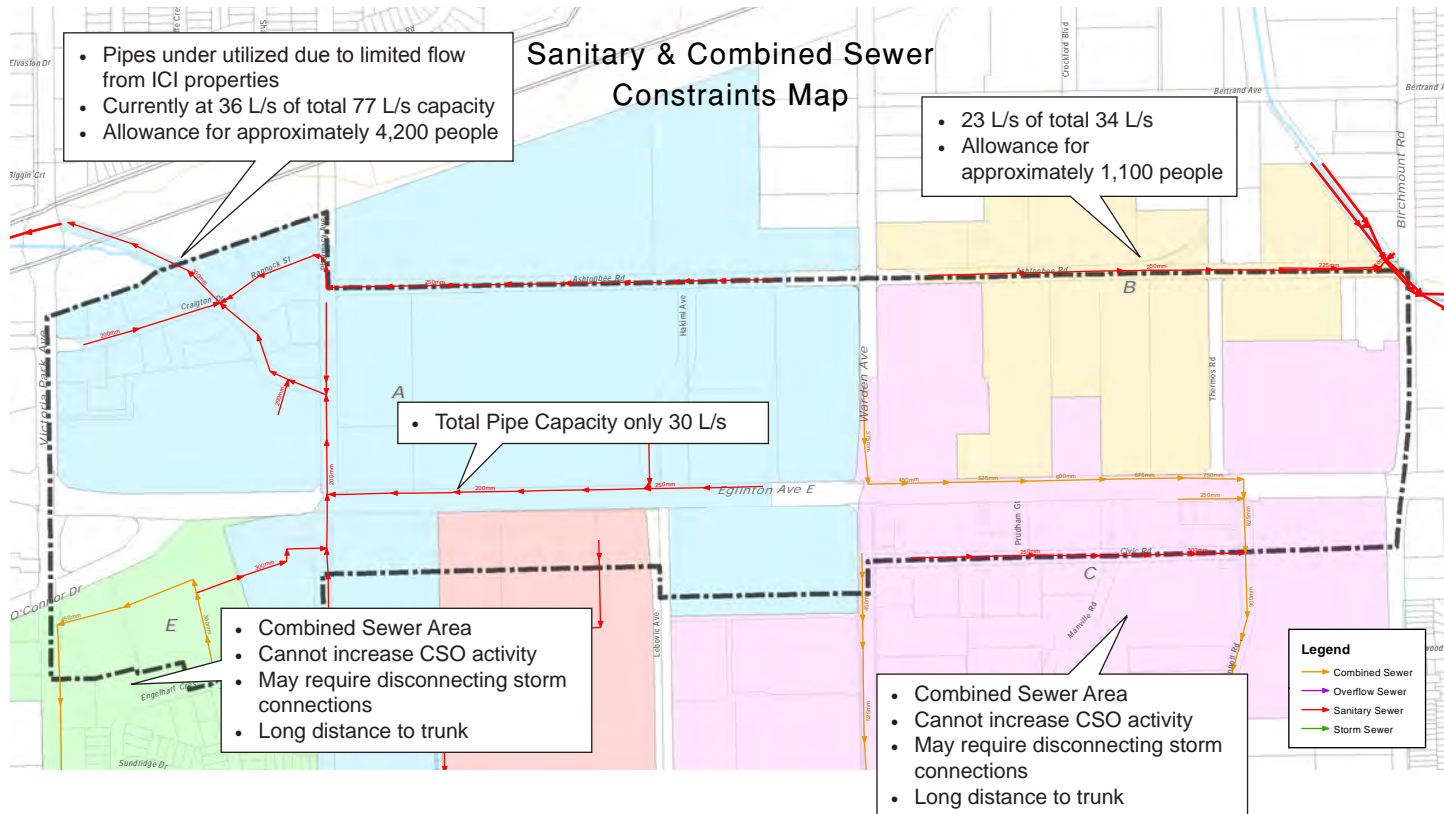


Servicing: What We Heard

WHAT COULD BE IMPROVED:

- Addressing water pollution from business dumping into creeks

Storm, Sanitary and Combined Sewers



What's Working Well:

- Servicing network is in good condition

What Could Be Improved:

- Combined sanitary-storm sewer near capacity

Economy: What We Heard

WHAT COULD BE IMPROVED:

- More small, local businesses
- Fewer empty retail spaces
- More “micro enterprises” (like craft fairs) and farmer’s markets
- A broadband strategy
- More high quality jobs

Jobs and Employment Use



What's Working Well:

- Retail space is functional
- Presence of long term leases demonstrating trust in the market
- LRT investment to improve accessibility
- Movement of goods within and outside the area

What Could Be Improved:

- Regional attractiveness for office uses
- Service and amenity provision
- Industrial land cost
- Small parcels south of Eglinton

SECTOR	AREA		JOBS		BUSINESSES	
	Sq.m	% Total GMSP Area	# Jobs	% Total GMSP Jobs	# Establishments	% Total GMSP Establishments
Retail and Services	198,000	51%	3,977	37%	221	77%
Office	90,300	24%	5,142	49%	53	18%
Industrial	48,000	13%	811	8%	3	1%

Key Findings



Golden Mile Area, 1969 (City of Toronto Archives)

- Better **reflect the history and identity of the Golden Mile**
- **Improve the relationship and integration of open space**, edges and transitions
- **Improve the balance** of uses to accommodate future growth
- **Improve built form** through appropriate scale and orientation of buildings
- **Improve relationship of frontages to the public realm**
- **Improve the connectivity** of the street and block network
- Better **balance all modes of travel**
- Limit hardscaping, improve wayfinding and the **increase the green system**
- **Attract and retain a range of business and jobs**

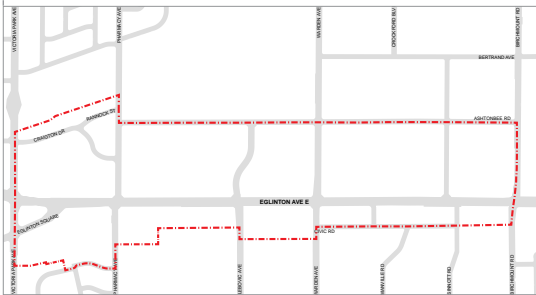
OPPORTUNITIES WITHIN THE GOLDEN MILE

Considerations for Planning and Design

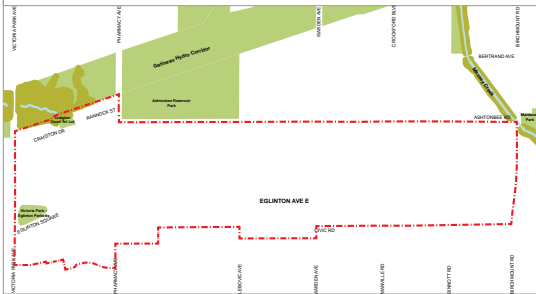
Land Use + Built Form



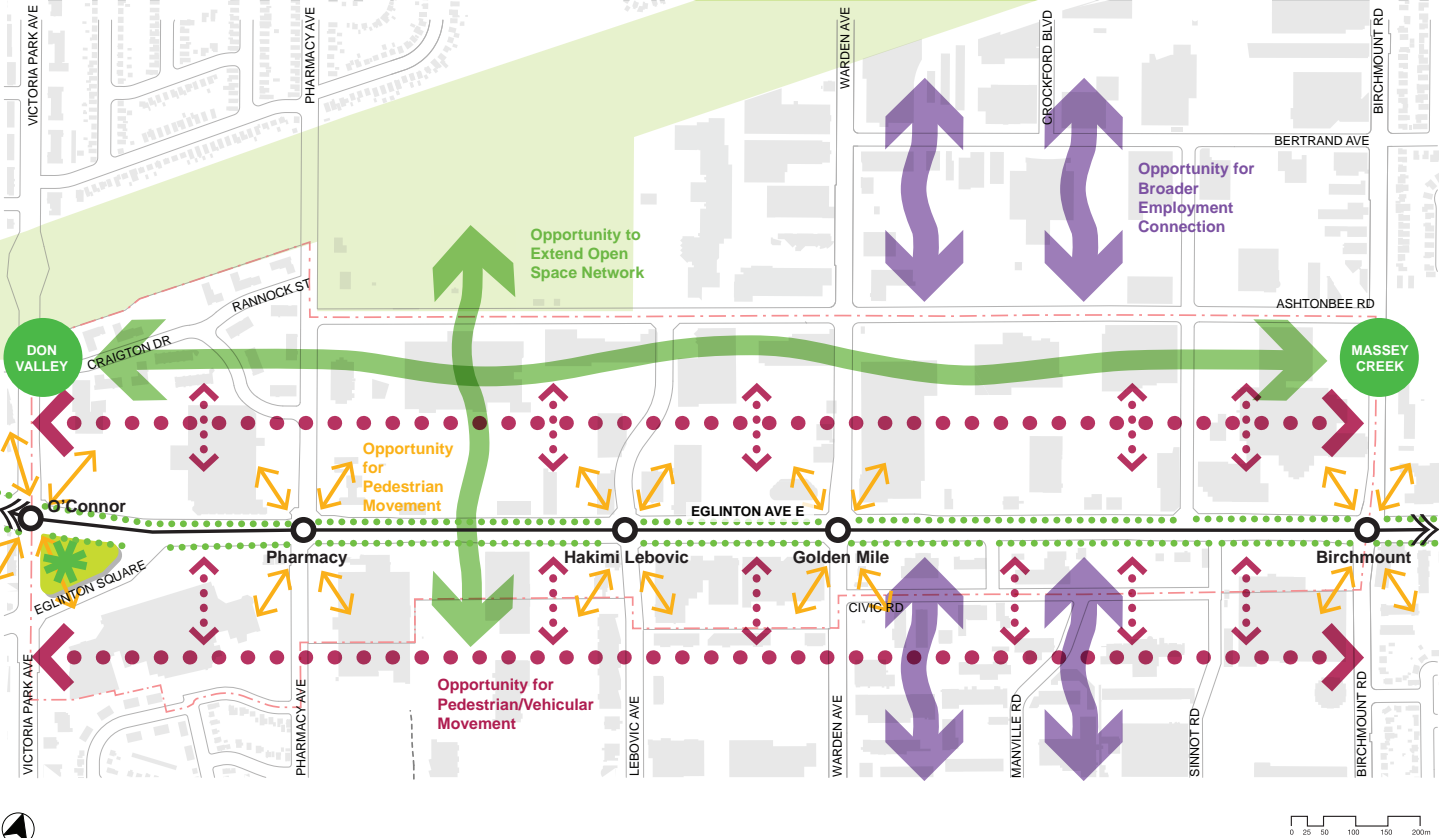
Connections



Landscape, Parks and Open Space

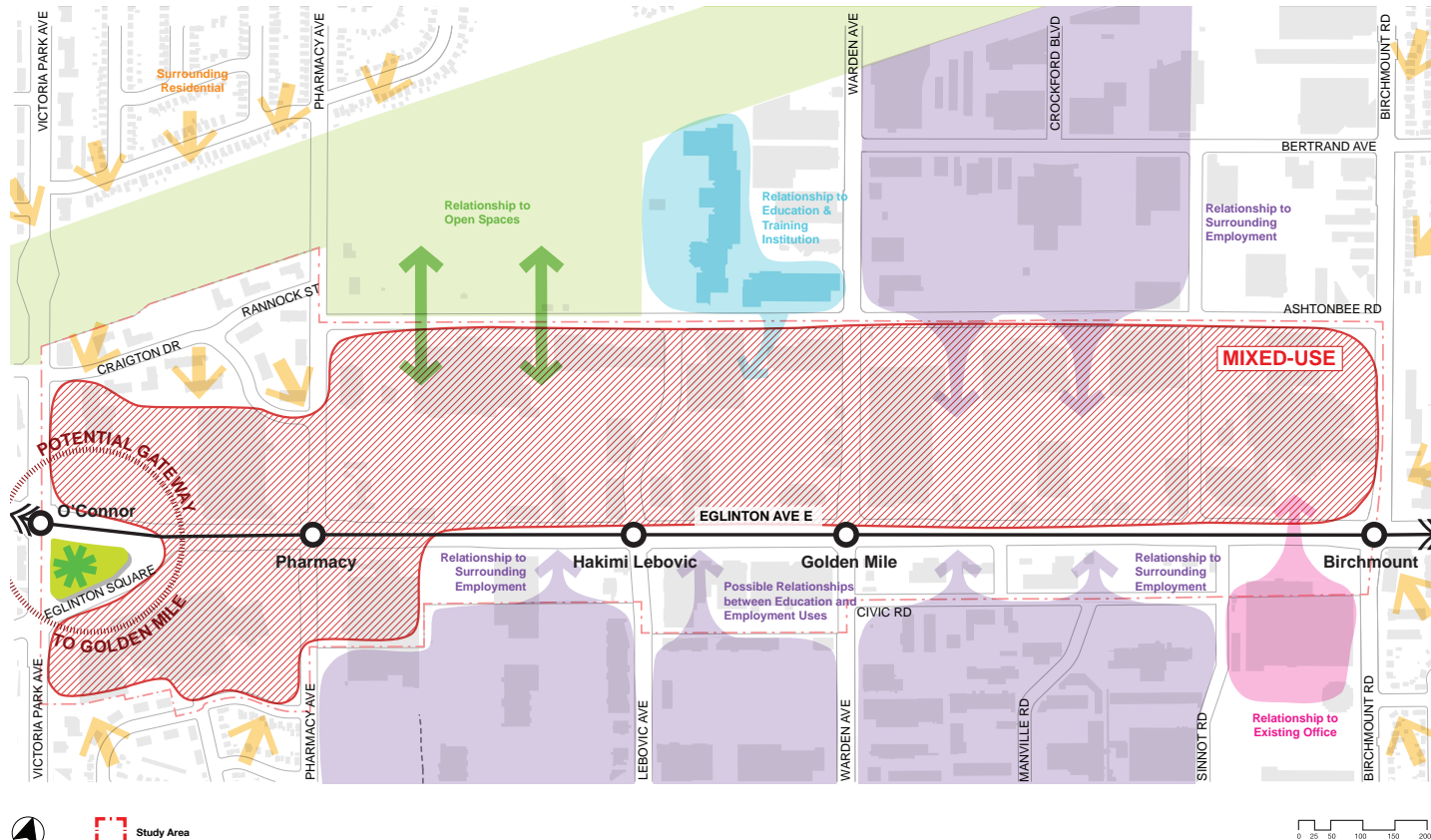


Emerging Opportunities: Connections



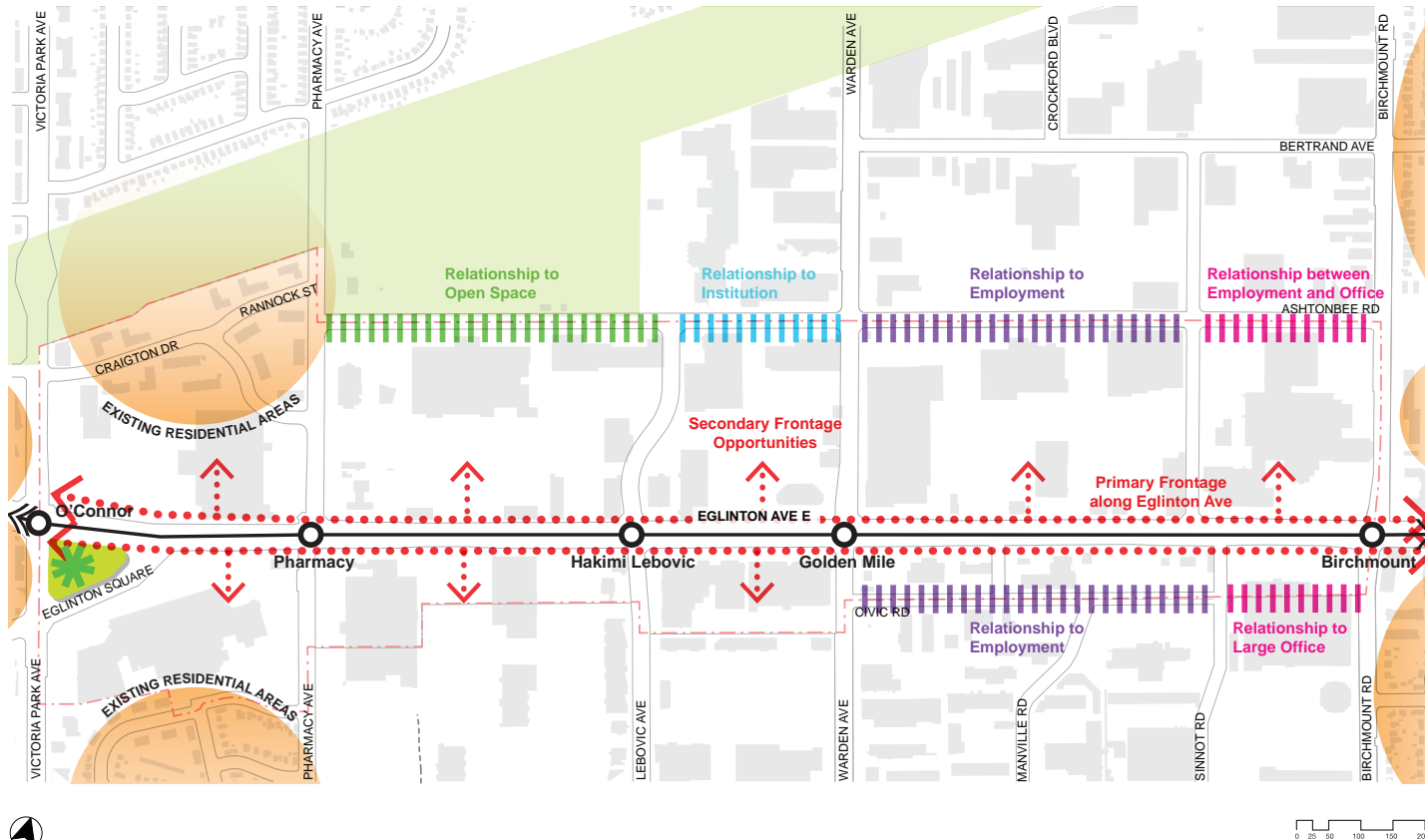
- Opportunity to **connect to/from future LRT stops**
- Encourage a **shift in transportation behaviour** to more **active modes** (e.g. mid-block connections)
- Improve **connectivity for movement of goods**
- Introduce **public realm enhancements**

Emerging Opportunities: Land Use



- Opportunity to **enhance Gateway** into the Golden Mile
- Improve **transition** to **existing residential** neighbourhoods
- **Enhance** existing and introduce new **open space and community facilities**
- **Increase** the amount and range of **housing**
- Ensure uses are **compatible** between employment, mixed use, residential and retail spaces including existing assets
- Enhance / improve **viability of commercial office** areas
- **Recognize heritage** characteristics

Emerging Opportunities: Built Form



- Opportunity to balance **form, use and density** in response to future LRT stops
- Heighten the **prominence of Eglinton Avenue**
- Thoughtfully **transition height and massing** between different building types
- Provide **animated streets and public spaces** through active ground floors and architectural design

DRAFT GUIDING PRINCIPLES

Draft Guiding Principles

5 Building Blocks of the Study



Draft Guiding Principles



DISCUSSION

Focus Questions

Design Principles & Vision

1. What are your thoughts on the draft Guiding Principles?
Is there anything missing that should be added?
2. What would you like to see in the vision for Golden Mile?

Emerging Opportunities

3. What are your thoughts on the emerging opportunities?
Are there any opportunities that are missing that you would like to see added?



NEXT STEPS

Next Steps in 2017

June - Dec 2017

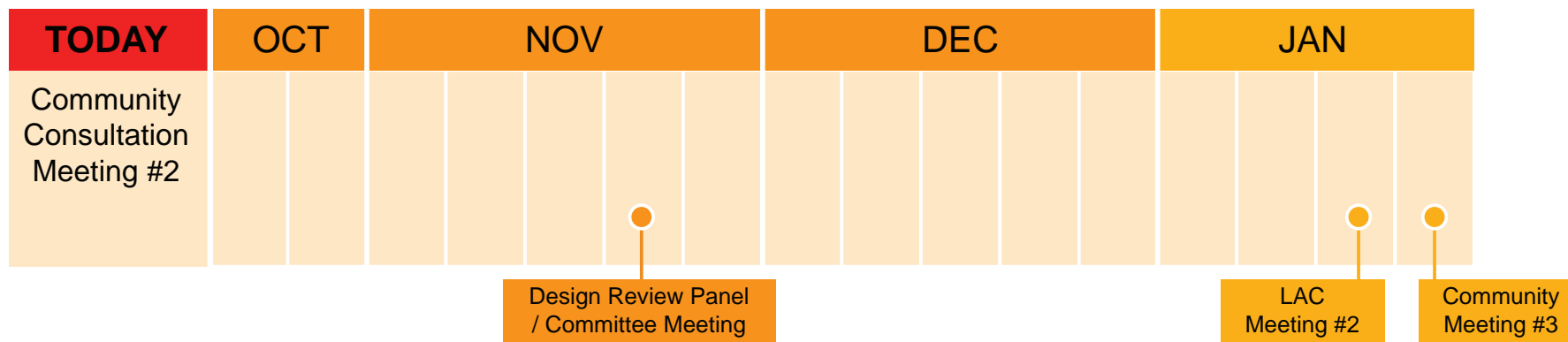
Jan - May 2018

Phase 1

Background, Analysis, Consultation & Visioning

Phase 2

Design Analysis & Alternative Solutions



Thank You!

For more info, visit our website:
www.toronto.ca/renewgoldenmile

 @CityPlanTO
#RenewGoldenMile

3 WAYS TO STAY INFORMED:

- ① provide your **e-mail/mailling address** on the sign-in sheet
- ② visit our **website** (www.toronto.ca/renewgoldenmile) or
- ③ contact the **City Planner/local Councillors** listed below:

Councillor Michelle Holland
Ward 35, Scarborough Southwest
(416) 392-0213

Councillor Michael Thompson
Ward 37, Scarborough Centre
(416) 397-9274

Russell Crooks
Senior Planner, City Planning
Russell.Crooks@toronto.ca
(416) 396-7040

Mailing address:
Russell Crooks (City Planning)
Scarborough District, Scarborough Civic
Centre, 150 Borough Drive, Toronto,
Ontario, M1P 4N7

The Golden Mile Secondary Plan Study Area is located adjacent to Wards 31 & 34.
You may also contact:

Councillor Janet Davis
Ward 31, Beaches-East York
(416) 392-4035

Councillor Denzil Minnan-Wong
Ward 34, Don Valley East
(416) 397-9256