

Renew Golden Mile

Meeting Summary — Community Consultation Meeting 2 Visioning Workshop

Saturday, October 14, 2017 9:30 am – 1:00pm

SATEC @ WA Porter Collegiate Institute 40 Fairfax Crescent



Overview

On Saturday, October 14, the City of Toronto hosted the second Community Consultation Meeting for Renew Golden Mile, a study focused on developing a vision and planning framework for the Golden Mile area. The purpose of this meeting was to review the Study purpose and to discuss draft Guiding Principles, a Vision, and Emerging Opportunities.

Over 35 people attended and participated in the meeting. City of Toronto staff and members of a consultant team led and participated in the meeting (see Appendices A and B for Meeting Agenda and Questions of Clarification) and prepared this summary. The meeting included a half-hour overview presentation, an hour-long discussion about Draft Guiding Principles, and a ninety-minute interactive discussion of ideas for the future that included maps, graphics, and photos.

During the meeting, a number of key messages were relayed to the City and consultant team. These key messages as well more detailed feedback generated during the facilitated discussion is presented in this Meeting Summary Report. The consultant team drafted this Meeting Summary Report and City Planning finalized it; this report is meant to capture key themes and feedback from the meeting and is not intended to be a verbatim transcript of the event.

Key messages

Key messages expressed by participants are summarized below:

Keep the Golden Mile affordable for all. There was strong concern that current and future redevelopment projects in the Golden Mile would only be affordable to wealthy people, displacing some of the area's existing residents. This Secondary Plan study must ensure affordable housing is part of the Golden Mile's future.

Provide services and facilities tailored to the area's demographics. The area has a diverse range of demographics, including diverse cultural backgrounds, ages, and physical abilities. The Golden Mile needs to plan for and be responsive to the different needs of these various demographics.

Create better, safer connections within and beyond the Golden Mile. The Secondary Plan should create more and better connections to help drivers, cyclists, and pedestrians safely access transit and other community facilities. Congestion is a big issue in the Golden Mile that needs to be addressed.

Some support for taller buildings but preference for more low- to mid-rise buildings. Most participants thought that taller buildings would make sense near major transit stations, but said these buildings should be limited outside of these areas to preserve views and a feeling of openness.

More beautiful green space and gathering places. The Golden Mile should include a mix of parks and gathering places in a connected public realm network that provide spaces for the community to gather, sit, play and relax outdoors. Environmental sustainability is an important consideration, too.

Summary of what we heard

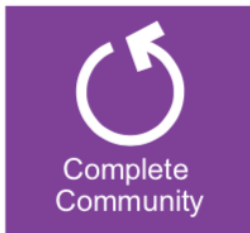
This summary provides an overview of the feedback participants shared with the City and consultant team. It synthesizes feedback shared in group discussions, in workbooks, and in written correspondence provided to the team after the meeting (see Appendices D and E for written feedback). The feedback is organized into four sections:

1. Feedback regarding the draft Guiding Principles
2. Feedback regarding a Vision for the Golden Mile
3. Feedback about Emerging Opportunities
4. Other feedback

1. Feedback regarding the draft Guiding Principles



The study team presented four draft Guiding Principles: Complete Community, Connected Community, Responsive Community, and Prosperous Community.



These principles were informed by the *key drivers of change*, including population and economic growth, policy direction from the City and Province and private and public sector investment, *results and key findings* of each of the building blocks considered in the technical background analysis and by the *emerging opportunities* identified through the analysis and with the input of key stakeholders. As guiding elements, each principle was given a short active statement and bulleted descriptions were further included to indicate the intended content of each principle for further review, consideration and feedback by participants.

Participant feedback about each of the draft Guiding Principles is below.

Draft Guiding Principle #1: Complete Community

Affordable housing and a range of housing forms. Participants stressed that the Guiding Principles need to include strong language that protects and encourages affordable housing.

Some said they would like to see the principles encourage a mix of housing forms, saying new development should not be limited to condos for wealthy people.

More community gardens. The Guiding Principles should promote community and rooftop gardens, which could create opportunities for people to grow and sell their own food.

Place-making. The Guiding Principles should encourage place-making, especially by creating places for people to congregate and through a connected network of parks and public spaces.

Draft Guiding Principle #2: Connected Community

Beautiful, walkable, and safe connections. The principles should encourage getting to places on foot by promoting safe, green, and beautiful pedestrian connections. The Golden Mile should be a place where people can get around without having to drive.

A well-connected and accessible community. The Guiding Principles should emphasize access and connections to community services and facilities, the subway, future LRT stations, and arterial roads (like Warden).

Improving traffic flow. The Guiding Principles should promote improved traffic flow in the Golden Mile, with alternate transportation routes for cars, bikes, and pedestrians. The principles should prevent the infiltration of commercial trucks into residential neighbourhoods.

Draft Guiding Principle #3: Responsive Community

Support current and changing needs of the community. The Guiding Principles should identify responsiveness to different demographics and income levels as a priority.

Draft Guiding Principle #4: Prosperous Community

Opportunity for small scale industry. The Guiding Principles should promote opportunities for start-up and small-scale industry, not just big box stores.

2. Feedback regarding a Vision for the Golden Mile

Participants shared feedback about what they would like to see in a Vision for the Golden Mile:

A community accessible to all ages. The Vision should emphasize accessibility for people of all ages. The Golden Mile should have the infrastructure needed to make it a place people want to live, work, play, grow old, and stay for the long-term.

A sustainable community. The Vision should promote a sustainable community with more parks, gardens, street trees, green parking, and bioswales. They also said the Vision should promote adherence to the City's Green Roof policies.

A future thinking community. The Vision should tie into the Golden Mile's historic vision of progress and looking forward.

An open community. The Vision should promote the preservation of the area's openness and greenspace: a key feature providing views to the Golden Mile community.

A more connected community. The Vision should emphasize improving connections to surrounding areas, especially by creating more north-south connections.

More places to gather, talk, and spend time together. The Vision should encourage the creation of places for people to meet, eat, and gather. The Golden Mile is entering a “new age” and these gathering places could help promote a sense of pride. Developers should be encouraged to add porches to existing homes to give residents a view of the outdoors and make them feel more connected to their streets.

3. Feedback about the Emerging Opportunities



In five groups, participants drew on maps to identify emerging opportunities in terms of: Connections (transit, pedestrian, car, and cycling connections), Land Use (parks and other land uses), and Built Form (tall buildings and transitions).

The feedback below is a synthesis of feedback shared in these groups; it identifies where participants were consistent in their feedback and where they had differing opinions. See Appendix C for photos and transcripts of each group’s map.

Connections

Opportunity to break up large blocks into smaller parcels. Participants said the blocks in the Golden Mile are too big and should be broken into smaller blocks. They suggested creating more north-south and east-west connections to achieve this goal.

Opportunity to create more connections and a safer environment for pedestrians.

Participants said the pedestrian environment needs to be improved by:

- adding midblock connections, both on the north and south side of Eglinton (especially north-south midblock connections linking parks and commercial destinations);
- extending crossing times and increase sidewalk width, and;
- adding pedestrian bridges over Eglinton Ave to make crossing safer.

Participants also identified some specific places where they would like to see connections:

- between Centennial College and Massey Creek;
- between Ashtonbee Park and the broader area (at multiple points), and;
- between the Gatineau Hydro corridor and the broader area (at multiple points).

Opportunity to consider cycling connections. Some wanted to see more connections to Toronto's broader cycling network, including:

- bike lanes on Eglinton Ave. and Warden Ave. and;
- off-road bike paths that connect students to high schools.

Some did not think adding bike lanes was a good idea, especially where it would be unsafe for cyclists, like Pharmacy Ave.

Public Realm and Land Use

Opportunity for new community centre(s). Participants wanted to see more community centres, but had differing opinions about where they should go. Suggestions were:

- two community centres, one at the west and one at the east end of the Golden Mile;
- a single large community centre in the middle of the Golden Mile, and;
- a single large community centre at the west end (between Victoria Park and Pharmacy).

Opportunity for more green space and meeting places. Participants wanted to see more green space in the area with opportunities for year-round recreation. They had different opinions on how large green spaces should be and where they should be located.

- **Small and dispersed.** Some suggested dispersing many small parks throughout the area.
- **Both small and large.** Several said the Golden Mile could include a "green necklace" of connected small and large parks. These parks have different functions and sizes (such as a large park focused on active sports and small, more intimate local park).

- **Size dependent on population.** Several said the size of parks should depend on the size of the residential population intended to be served by the park.
- **Near LRT stops.** Some said parks should be located near LRT stops to serve as a green buffer between Eglinton and residential areas.

Opportunity for more community services and facilities. Participants said the Golden Mile should have more community services and facilities, including schools, a medical centre, and daycares. Some said they would like to see facilities for seniors, including retirement homes, nursing homes, and senior facilities and programs.

Opportunity for gateways. Many said they would like open spaces at Victoria Park and Eglinton and Birchmount and Eglinton to serve as gateways to the Golden Mile. These spaces could have public art or murals that let people know they are entering the Golden Mile.

Opportunity for affordable, mixed use areas. Several wanted to see a mix of residential, commercial, and office space in the area. Participants also wanted to have a mix of affordable retail on the ground floor with residential space above on Eglinton Avenue (like Danforth, Queen street near the Beaches, or other “avenues”).

Built Form

Different opinions about building height. Participants shared a range of opinions about building height in the Golden Mile, such as:

- There should be taller buildings close to the main transit station areas, like Kennedy Subway Station and the future LRT stations.
- The east and west ends of the Golden Mile should be mid-rise and taller buildings should be in the centre of the area, near Lebovic Ave. and/or Warden Ave.
- Heights of up to 20 stories would be acceptable, especially if the area is intended to include employment buildings. Others did not want to see tall buildings in the area at all, saying that they would prefer to see mid-rise buildings.
- High-rise buildings should be near Warden to protect views of downtown from the rest of the area.

Transition to residential areas. Generally, participants agreed that there should be low-rise buildings near existing residential areas. There was a suggestion to a transition from mid-rise development by having buildings of no greater than 4 storeys next to 1 or 2 storey homes.

Transition around important public realm spaces. Participants preferred mid-rise buildings around important gateway and parks spaces (to create a comfortable scale and preserve views of the sky).

Building design. Buildings on Eglinton should be beautiful and have varied articulation.

4. Other feedback

Participants shared feedback about topics other than the draft Guiding Principles, Vision, and emerging opportunities

Address delivery trucks blocking roads. Delivery trucks block the roads on Comstock Road. This problem needs to be addressed to improve traffic flow in this area.

Improve stormwater management to prevent flooding in residential homes. Infrastructure changes on Eglinton Ave., particularly the construction of the LRT, could weaken the foundation of homes and increase stormwater run-off issues, especially in Clairlea. A more permeable surface along Eglinton Ave. could help address this issue.

Concerns about potential light and noise pollution from increased density. Concern that increased density could increase light and noise pollution, especially at night from vehicles.

Concerns about potential pest infestation from building construction. Desire to understand if or how the City will address the issue of pests infesting homes if they are displaced from demolished buildings.

Make sure the outcome of this study reflects community feedback. There was concern that the process is moving too quickly for resident feedback to have an influence on the outcomes. It will be important to see how the community's feedback has been considered in the plan.

Ensure all developments are aware of and comply with the changes planned in the community. This Secondary Plan process should be completed before further development occurs (so that it can reflect the needs of the existing and future community).

Next steps

The team noted that further events respecting the Golden Mile Secondary Plan Study will be held in early 2018.

For further information about the Golden Mile Secondary Plan Study, contact Russell Crooks, Senior Planner – Community Planning, Scarborough District at (416) 396-7040 or Russell.Crooks.toronto.ca.

Appendix A. Meeting Agenda

Renew Golden Mile
Visioning Workshop
Saturday, October 14, 2017
9:30 am – 1:00pm
SATEC @ WA Porter Collegiate Institute
40 Fairfax Crescent
Multi-Purpose Room

Meeting Purpose

To review the purpose and process of the Golden Mile Secondary Plan and to discuss: draft Guiding Principles, a vision for the Golden Mile, and emerging opportunities.

Proposed Meeting Agenda

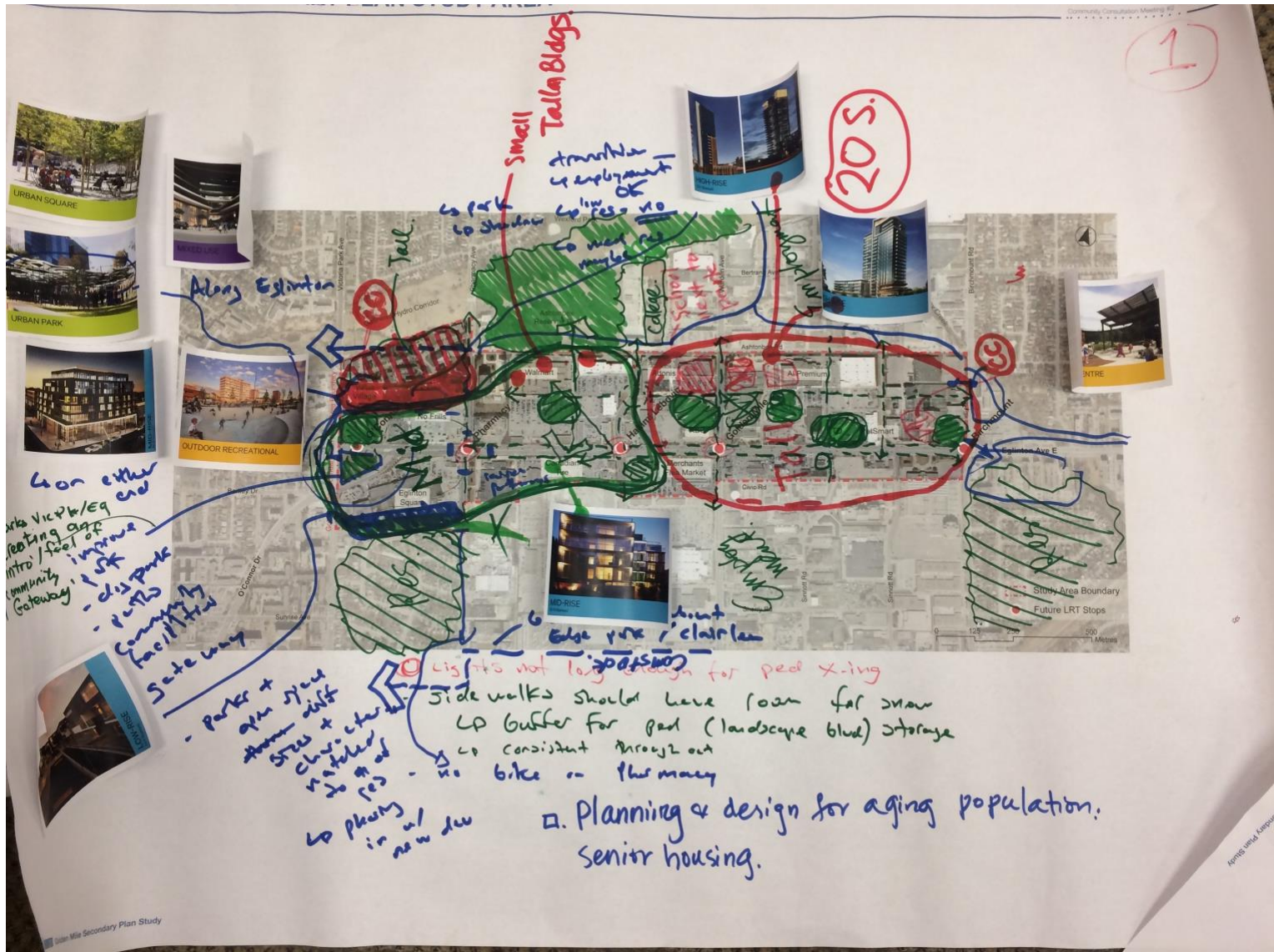
- 9:30 Welcome, agenda review, opening remarks, introductions
City of Toronto
Swerhun Facilitation
- 9:40 Overview presentation
SvN
Questions of clarification
- 10:10 Discussion: Draft Guiding Principles and Vision
1. What are your thoughts on the draft Guiding Principles? Is there anything missing that should be added?
 2. What would you like to see in the vision for the Golden Mile?
- 11:00 Discussion: 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?
- 12:55 Wrap up and next steps
- 1:00 Adjourn

Appendix B. Questions of clarification

After the overview presentation, participants asked questions of clarification. In this detailed summary, responses from the City and/or study team are in *italics*.

- Why are the lands south of Comstock Road not included in the study? These industrial lands are for sale and should be included. *The lands on Comstock are employment lands and the City does not envision much change in use in that area. The City focused the study area on places with mixed-use designations, where more change is expected.*
- Why are the small rental apartment buildings south of the Golden Mile not included in the study area? There is already a development application on this property. *Those buildings had not been included because they are seen as a stable residential use. However, the City is currently reviewing a recent rezoning application submitted by the property owner. The rental property will be protected by a City policy that requires every rental property be replaced with property that has the same size and same number of rental units.*
- There is a development application for the parking lot on Eglinton Square; I'm concerned about the density, the future height of the buildings, and the potential impact on traffic congestion. *Part of the purpose of this workshop is to discuss things like the height of buildings and where different buildings should be. The Secondary Plan is a high-level planning document that creates the vision for the policy statement, including where housing, parks, connections, etc. should be. The zoning application will determine the specific details, including heights, setback, etc.*

Appendix C. Photos of Annotated Maps from Table Discussions



GOLDEN MILE SECONDARY PLAN STUDY AREA

2



connections

Parkway / - parks (public) small throughout

... pod crosswalks over LRT / eg st -> no fills
 bridges can be prob. -> trucks going through.

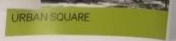
Land use





Worked - Oct 14/2012

④



in main
21915000
hard

Gateway

Gateway

Side cut

✓

[illegible]

Toronto Golden Mile Secondary Plan Study

Case Plan Study

Appendix D. Transcribed Worksheets

Participants provided written feedback at the meeting by completing worksheets with questions about the draft guiding principles, a vision for Golden Mile, and existing opportunities. The feedback provided has been transcribed and aggregated by question (see below for questions and feedback).

1. What are your thoughts on the draft Guiding Principles? Is there anything missing that should be added?

- Create a healthy fully functioning community where you can be born to and die within it; make it also a destination area for those who live outside the area. Geez, could we be the future “Beaches” or Bloor West?; an all-ages living area; need to create a reason and opportunity to support start up and small scale industry.
- Provide facilities for both young families (day care, etc.) as well as retirement homes/apartments for the elderly as there is a high representative of both young families and the elderly; good connectivity; community centres with pool! Warden Woods community Centre has no pool; schools; sustainability.
- bike lanes were previously installed in pharmacy. Then they were removed. We do not want to go through this again. No bike lanes on Pharmacy Ave; “Built Form” guiding principle.
- Affordable housing; large park space; better pedestrian connections.

2. What would you like to see in the vision for the Golden Mile?

- Golden Mile of the Industrial Age. Focus on the idea that we are a community entering the next age. Where it’s not boring. We can live, work, play. All necessary community services; not transitory just until people can upgrade to a nicer area; recognize that people are choosing long-term rental as an option. And they still need to make this home and invest in the community.
- Low mid-rise around Eglinton Square residents do not want people looking in their backyards. No shadows, loose open space feeling/comfortability.
- In 1980s-1990s most of the Golden Mile was industrial zoned. Throughout the years this was no longer industrial, but became big box, and retail. Industrial has proven over the years to disappear. Not including area around Comstock between Pharmacy Avenue and Birchmount.

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

Connections

- Connect existing houses to the small inner streets by having a developer offer to build everyone large useable porches and balconies (for a good retro fit rate.); have things to look out onto.
- Pedestrian bridge (metal/glass) over the LRT between Eglinton Square and No Frills land due to high volume of new residents; pedestrian bridge say welcome to the Golden Mile

establish etc...; linking the parkette between Eglinton/O'Connor/ Vic Park make it easier to get to past the traffic.

- East-west connection; north-south connections to break up block; pedestrian links connecting corridor from Hydro field.

Land Use

- Mix: residential, office, medical, professional. Industrial – not noisy or stinky. Attract higher end. education level companies. Tech, engineering; more community spaces. Anything that allows groups of all ages.
- Mixed-use: office, medical office, tech business. Residential condos/rental apartments, larger family size units. Community centres, library, social services like neighborhood hubs; commercial: grocery stores; retail; car dealerships; gateway at the park at Eglinton and Vic Park.

Built Form

- Condos only along Eglinton, but make them condos people want to live in for life not transients; no higher than 4 stories next to 1 ½ or 2 storey houses; no more big box.
- Not too many very tall building!
- mid-rise with step backs and high rise towers with 750 sq m floor plates; at grade retail with clear connections to Eglinton; higher building closer to the next stops; varied facades with geometric articulation that provides a continuous street wall but doesn't look bland and boring; keeping appropriate angular planes and separation distances.

Do you have any other advice for the Study Team at this team?

- Demand green roofs and solar power; most Clairlea people just want to know that the infrastructure can accommodate the changes.
- 4-5 storey street walls with podium.

Appendix E. Feedback Submitted After the Meeting

Attached below are feedback submitted after meeting. Any personal identifying information has been removed from the emails below; they have otherwise not been edited.

- Email #1, October 14
- Email #2, October 23

[Email #1, October 14](#)

I would like to bring several conversations to your attention.

These were with people who approached me after the meeting today and I think they have valid concerns.

Infrastructure:

Clairlea is on the downward slope of the hill going south from Eglinton.

The clay layer is fairly close to the surface.

Water run-off in the area is poor.

All of the residents have had to, or will have to, take measure to stop groundwater from storms breaching their foundations.

I had always assumed that it was my own tough luck for having bought a 1950's cinder-block basement home.

AND, that at the time, it was not demanded that the developers ensure that actual weeping tiles, ground swales or other methods of preventing penetration were implemented.

But it seems that residents feel that the city should do more to help residents waterproof their basements. (Other than subsidizing sump pumps and back-water valves).

Furthermore, that building along Eglinton will increase the problems.

And that construction of the LRT may exacerbate the problem with ground pounding lending to increased cracking of foundations.

Residents want to know what you can do to help homeowners fix their foundations

- perhaps financial assistance to pay for exterior weeping tile installation and shielding
- perhaps demanding more permeable surfaces throughout the Eglinton area such that it doesn't all run downhill in the first place

Pest Management:

It is rumoured that stating next year there will be an end to managing rat populations in the City of Toronto. (Currently using pesticides in the sewers?)

And also purported that the prevalence of feral cats will be able to manage the increased explosion of rats?

Well, I don't know about that. But I do know that every time a building gets knocked down in the area there is a massive exodus of pests that invade our homes. (Which all have cracks and crappy mortar and decades of cable holes, etc).

- What can be done to block infestations of pests taking up residence in surrounding existing structures? (More than just 'every person for themselves').

Displacement:

Apparently a 9 storey luxury residence has been approved for building in 2018 opposite the Bay/Beer Store on the west side of Victoria Park?

<https://www.buzzbuzzhome.com/ca/lotus-park>

I think that all of our 'visions' included the following:

- ensuring that anything with a view to downtown Toronto be graduated from West to East to allow that each development had at least some stories at the top with a view.
- that highest buildings were closer to warden
- rental units remain affordable in the area and gentrification be limited or managed to create a multi-income, multi-demographic area

Which begs the questions:

- is 9 stories TOO HIGH such that it would force the towers going up on the east side of Vic Park to have to grow substantially?
- luxury residences? does that speak to inclusion?
- apparently current residences are being bullied and **block-busted** to move out. This sounds like a VERY SERIOUS allegation that needs to be followed up

I personally feel that the closest low rise buildings need to be reserved for Seniors and residents with mobility needs. this is a very convenient and slightly quieter area where a large number of seniors already live and senior demographic is increasing.

There was mention that the low rises bound by O'Conner, Sunrise, and Victoria Park are 'overrun' with Biker gangs.

This isn't coming from wealthy land owners in Clairlea, this is coming from residents who live on the west side of Victoria Park. Seniors and others....who want SAFE affordable rental there.

I can only speak to the advice given to me by my neighbours which is passed to everyone in Clairlea: NEVER go west of Victoria Park. I always thought they meant Parma Court. But apparently they mean the whole strip. I resisted this advice and had my kids attend the O'Conner Community Centre when they were younger and went to Clairlea Public School. It was part of my attempt to resist any viewpoints based in racism by my own community. So, I am very upset to hear that there could be some very underhanded activities aimed at ousting legitimate residents. To me, while I would love to increase my property value and gentrification would do that....I don't want to do that at the expense of the lives of current residents (and future ones) on the west side of Victoria Park.

I believe that the study area needs to address the concerns of the boundary residential areas in North York and East York to a greater degree. NOW. Not later. And not separately from the Golden Mile projects.

I get it....all rental will be replaced with equal rental. But this is sounding like a potential storm. The Us vs. Them that the city is trying to skirt by narrowing the focus of the study.

I would like to see the triangle of O'Conner, Sunrise, Vic Park (And the triangle of Vic Park – Eglinton – Jonesville) included in the scope of the 'gateway' area. Because it is one of the best places to meet the needs of the seniors and low income in the area right now.

Industrial Lands south of Eglinton:

I see that this is beyond the scope of the project as far as creating policy for developers. But this area offers up many of the potential solutions to create more green, more connectivity, more alt traffic routes, more engaging liveable spaces.

I didn't personally see a problem with mid-rise buildings going along the entire length of Warden from Eglinton to Warden Station on St. Clair.

In fact, if the community wants a typical 'avenue' like the Junction, Danforth, the Beaches with wide sidewalk and stores on the bottom with 2-4 story residential on top, parking along the street....that might be a good place to put it.

Pure industrial might have to transfer to just east of Warden. And plan to move to mixed use west of warden to green up the space and add all the things needed to support the Golden Mile.

**Griffith Laboratories isn't a bad neighbour/buffer. But solve the problem of them blocking Comstock with trucks backing into the bays and you'll increase this route as a by-pass route tremendously. Or maybe close it off completely and run people around Griffiths via **see map below

Media:

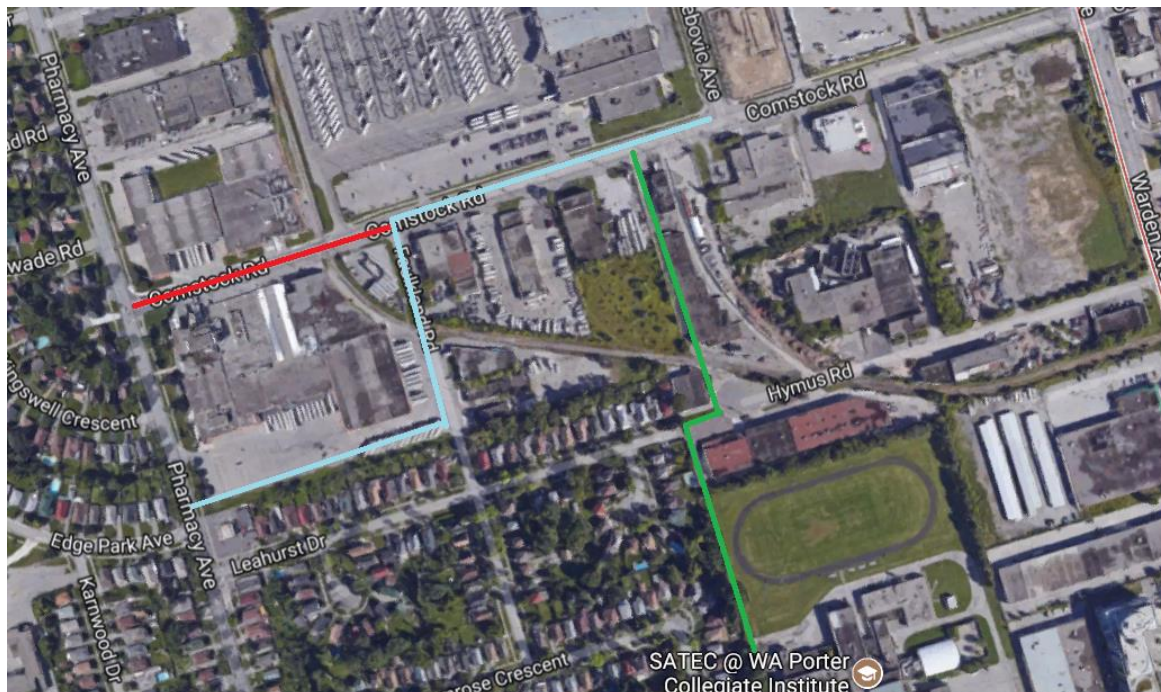
The sentiment has been expressed that the following is true:

- all decisions have already been made and this process is just a rubber stamping where community are being guided to buy into the plan rather than the plan fitting the existing community (and us speaking to the needs of future residents)
- that the process is all going to move TOO RAPIDLY to actually affect any real change through our input
- that the developers hold all the cards such that the city will just give them what they want without reasonable restriction

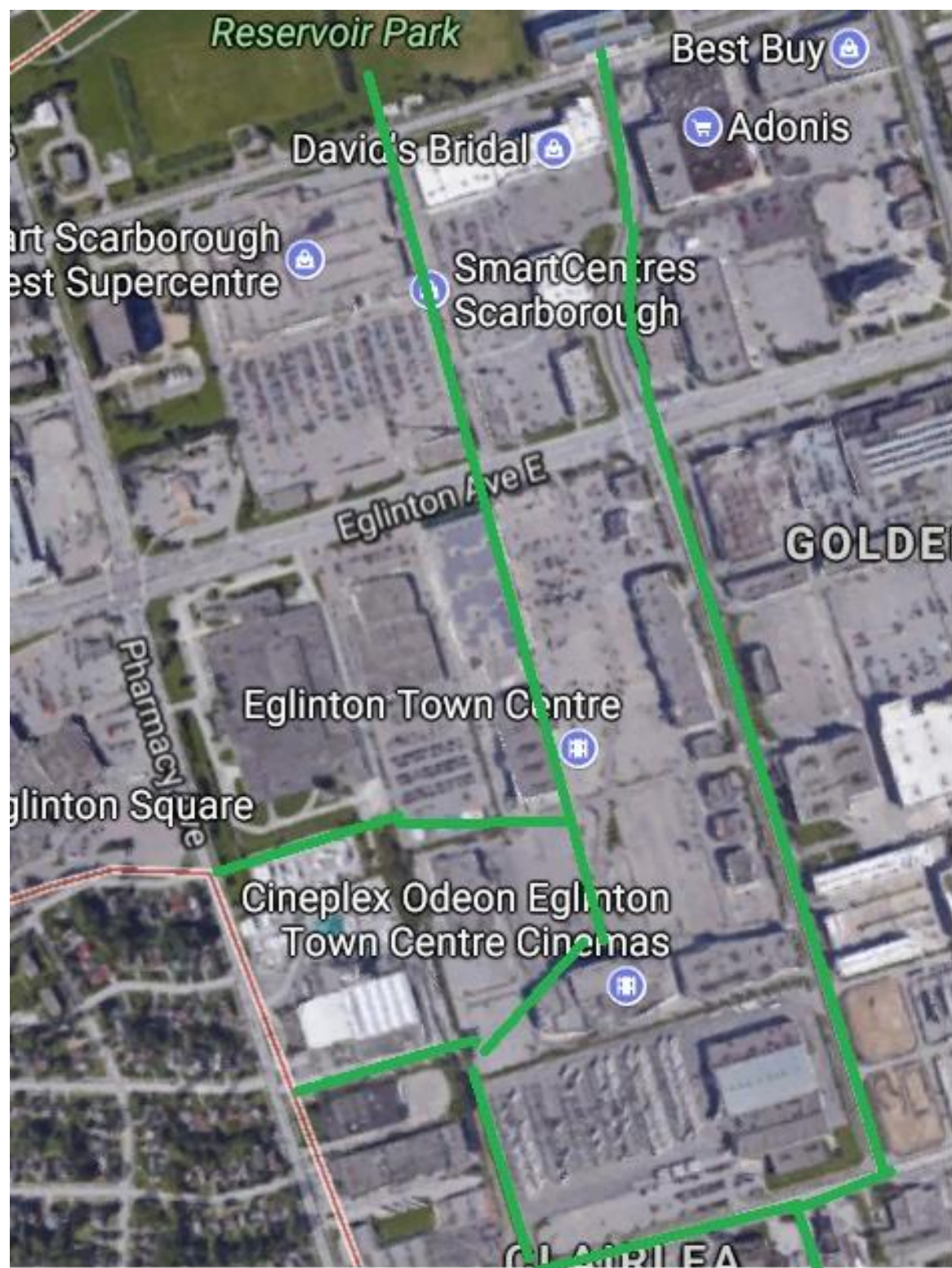
- that the scope of the Golden Mile land study is so narrow so as to purposely exclude residents other than the two rental properties north of golden mile and south of Eglinton Square
- that land appropriation is already planned to create new roads and that this process is meant to try and garner support to the concept to minimize rebellion
- and that I should be going to the press to create a community presence so that the city and developers are forced to actually implement what is needed because otherwise this is all whitewash

As an LAC member I would like to know what I am allowed to share or how I am allowed to express my personal opinions

- I feel that my voice is being heard. But maybe it will be too late to affect change, and maybe there are too many constraints to implement any of these 'visions' for our community.
- My fear is that we will have big box stores and tall box condos combined with traffic disasters and characterless environment



- shut this section of comstock down and let griffiths use it AND EMERGENCY VEHICLES ONLY
- turn this into a green linear walking area. you will see there is already an access road here on plan
- proposed bypass to solve comstock to pharmacy snafu. maybe add light so that clairlea residents and parents can safely cross



walking and bike paths

to SATEC

Email #2, October 23

Below are some comments and thoughts that were not captured at the recent visioning workshop which are important to the community

The renewal plan needs to include seniors facilities including housing - retirement residences and nursing homes - along with community facilities and programs. Many of the existing long term residents are retiring or retired, are comfortable in their community and will want to remain in the area even when it becomes necessary for them to leave their homes.

Statistics Canada released new population data from the 2016 census today. Here's a look at the highlights:

More seniors

- Median age of Canadians is 41.2 years, compared to 40.6 years in 2011.
- More seniors (5.9 million) than children (5.8 million), the first time that has happened.
- By 2061, projected 12 million seniors to 8 million children

Light and noise pollution need to be considered as part of the study. How will the increase in density affect the ambient night light and noise volume from increased traffic? Are there existing standards for these items? How are they considered in the plan?

Two items came up at the workshop that are outside the scope of the visioning, but should also be raised.

1. there was a woman at my table who is from outside the study area who had participated in planning workshops for the Downsview redevelopment. She commented that they had gone through a similar process, but that the end result (what was built) did not reflect anything that the community plan had outlined. How will the City ensure the Golden Mile Renewal plan does not suffer the same fate?
2. The City representative at my table mentioned that the developer for Eglinton Square has submitted a rezoning plan and is not waiting for the study to be completed. Does this mean that they will get approvals to do something outside what is being planned? Can they at some point take their case to OMB and OMB will override what the City will allow and they will get to build what they want regardless of the impact it can have on the existing area residence and community?

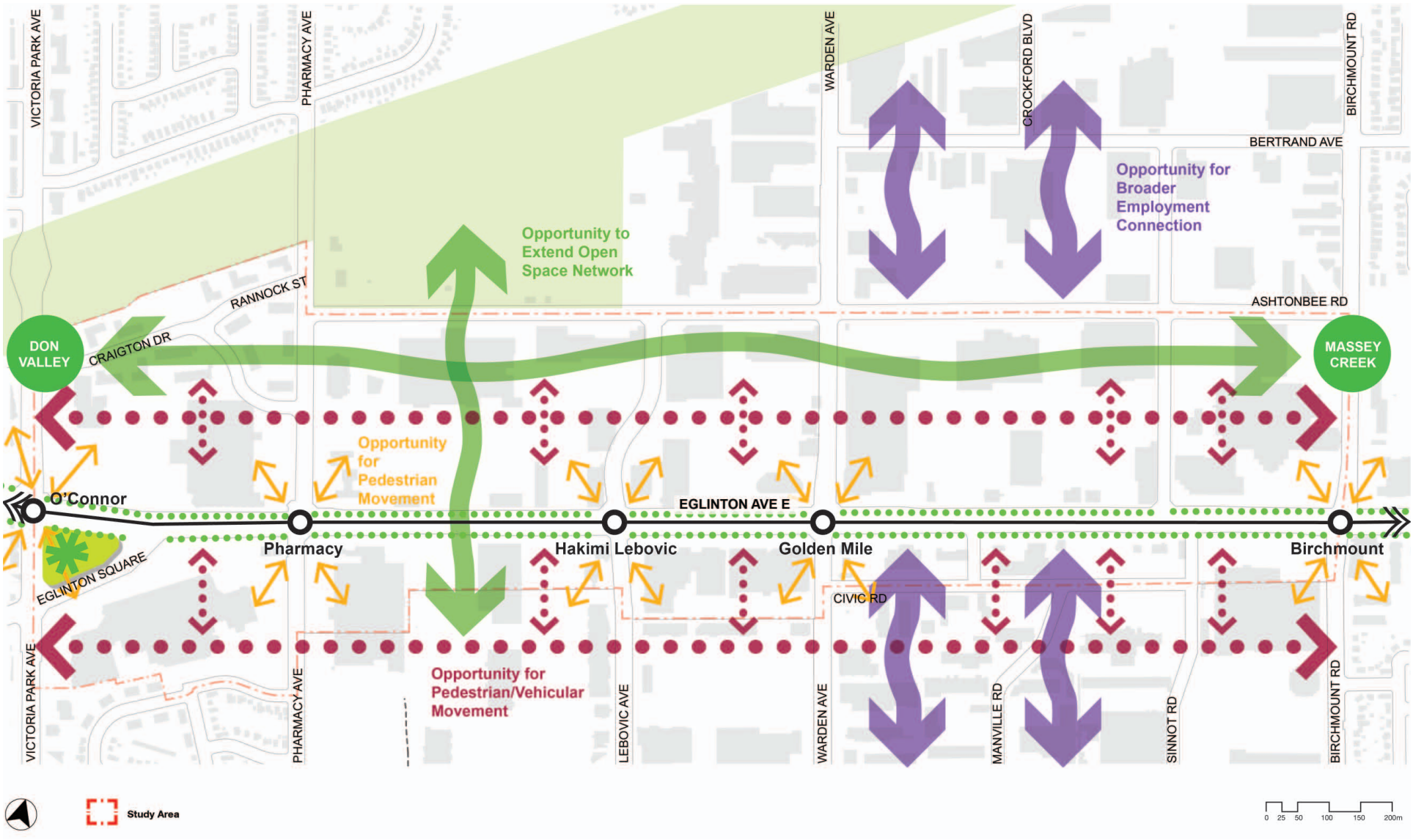
Appendix F. Community Visioning Workshop Booklet

COMMUNITY CONSULTATION MEETING #2

Visioning Workshop
Emerging Opportunities Booklet

October 14, 2017

Opportunities_Connections



Factors to Consider:

TYPE

- Bicycle (i.e. leisure cyclists, commuter cyclists)
- Pedestrian (i.e. young, old, disabled)
- Vehicles (i.e. passenger vehicles, buses, trucks)
- Green (i.e. street trees, plantings, green areas connecting different parks)

DESTINATION

- Where should connections occur/ what are they connecting?
(i.e. schools, bus/LRT stops, neighbourhoods, stores, other key destinations)

GRAIN

- Increased connectivity for servicing, access, building frontage

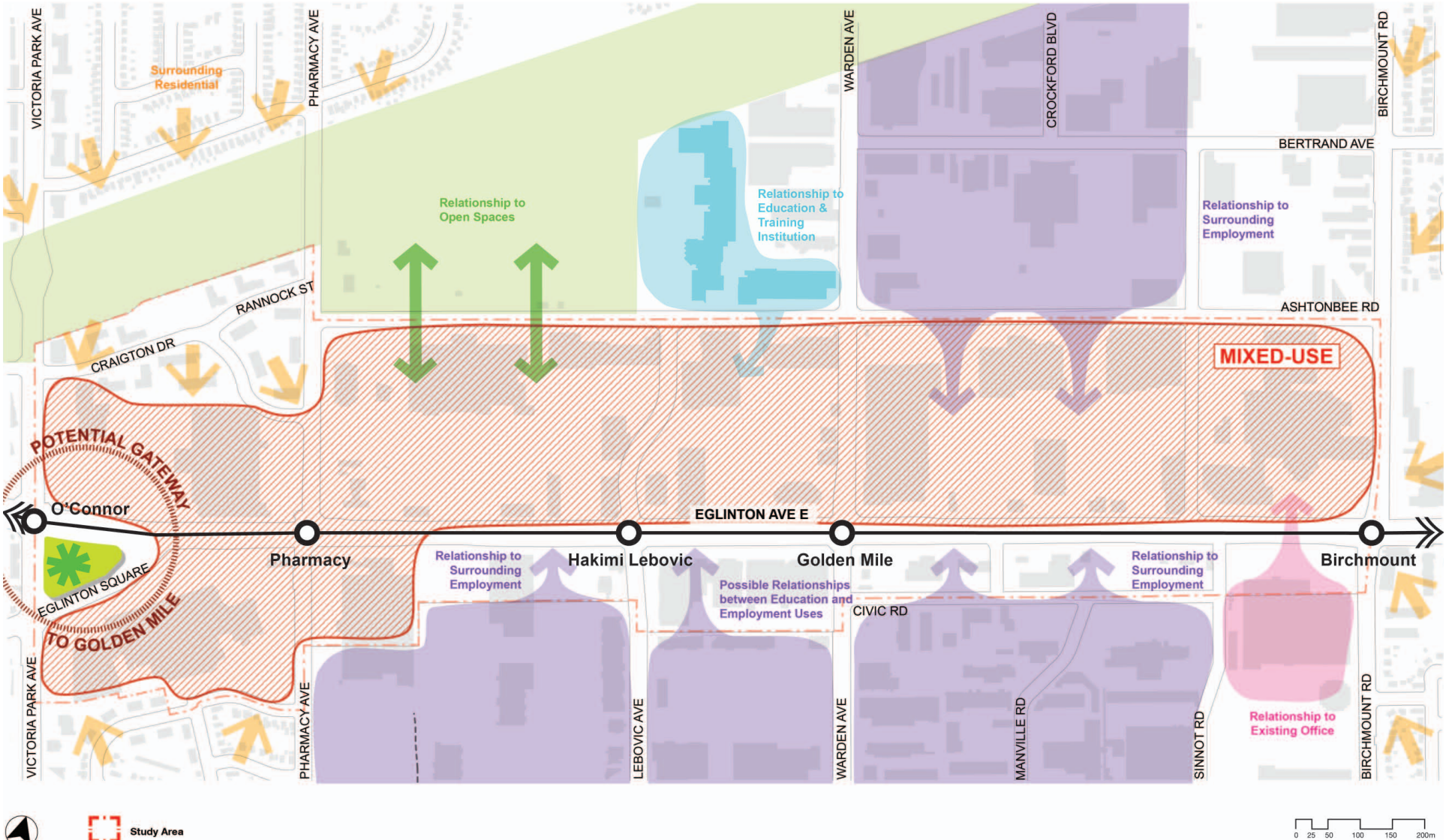
SAFETY

- How can everyone use the road safely?

OTHER

What other factors should be considered?

Opportunities_Land Use



Factors to Consider:

USES

- Retail (i.e. big box stores, small 'mom and pop'/ independent shops)
- Employment
- Office
- Residential (i.e. apartments, townhouses, duplexes)
- Mixed Use
- Transition (i.e. what happens when industrial buildings abut residential buildings?)

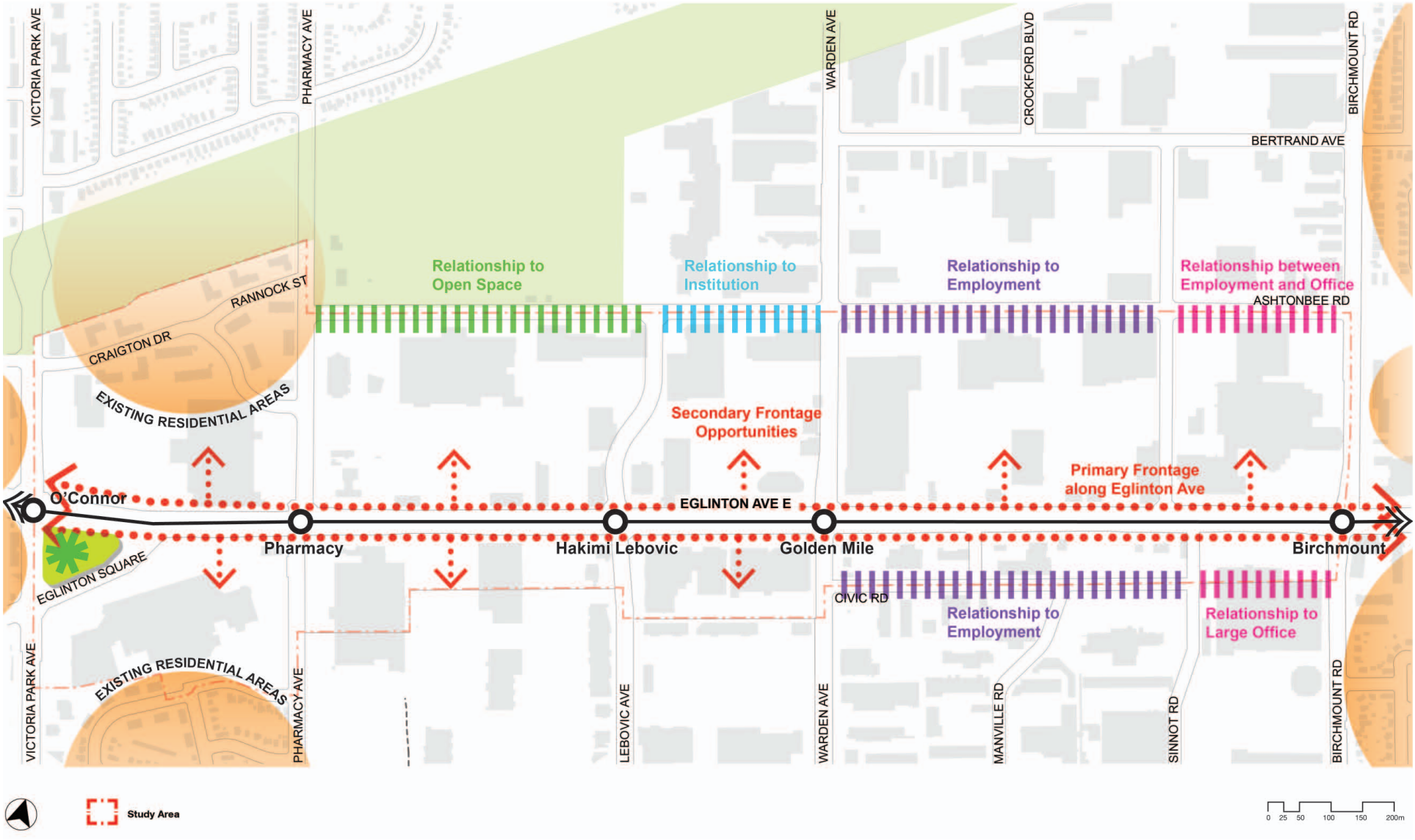
OPEN SPACE

- Type (i.e. plazas, parks, parkettes, gardens)
- Size (i.e. many small parkettes or a few large parks or a mix?)
- Activities (i.e. playgrounds, sport courts, tracks, trails)
- Location

OTHER

What other factors should be considered?

Opportunities_Built Form



Factors to Consider:

HEIGHT

- Low-rise (2-4 Storeys)
- Mid-rise (5-11 Storeys)
- High-rise (12+ Storeys)

SETBACK/ FRONTAGE

- How far back or close should the buildings be from the street?
- Which way should the buildings face? (i.e. towards Eglinton, other streets)

TRANSITION

- Transition between the new developments and existing buildings (i.e. shadow, responsive to adjacent uses)

OTHER

What other factors should be considered?