

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. Butafter 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 in 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.

Overview

During July and August 2017, The City of Toronto and members of the consultant team hosted a series of Pop Up events in the Golden Mile Secondary Plan study area. The purpose of the Pop Ups was to: raise awareness about the Golden Mile Secondary Plan and promote participation in travel survey; share information about what is driving change in the Golden Mile area; answer questions about the study; and learn what residents, business owners, employees, and others think is working well and what can be improved in the study area.

The Pop Ups consisted of several display boards arranged at various public locations throughout the Golden Mile Secondary Plan study area. The boards included information about: the study process; study purpose; study areas; drivers of change; development applications in the area; and next steps. Participants shared feedback by speaking with members of the study team and annotating three feedback boards, which focused on Land Use & Urban Design, Transportation & Servicing, and Community Infrastructure.

The Pop Ups were held at Kennedy/Eglinton Library on July 20, Kennedy subway station on July 26, and the Victoria Park HUB on August 24. Combined, over 100 people participated in the Pop Ups.

Matthew Wheatley, third party facilitator with Swerhun Facilitation, prepared this summary and shared it with City Planning for review before finalizing it.

Key themes

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

Concerns about affordability and employment. Participants raised concerns that redevelopment of the Golden Mile could make the area unaffordable for existing residents. They said the area needs both housing and retail options that are affordable for the people that live in the area. Participants also said the area needs employment opportunities that offer a living wage.

Congestion is a big issue. Participants said congestion makes it difficult to move around the area, whether travelling by car, public transit, bike, or on foot. They said they it will be important to find ways to reduce congestion caused by construction, especially with the construction of the LRT.

Improving transit service. Some participants said they are looking forward to having the LRT but transit service needs to be improved now. They suggested adding bus service, including some additional express routes. Participants also said new and existing transit stations and vehicles should be fully accessible.

Community services and programs for all ages. There was a desire from participants to see a wide variety of community services and programs for children, students, adults, and seniors. Some suggested building a large community centre, similar to a “Community Hub,” to make it easier for people to access a variety of programs and services in one location.

Creating a positive and unique identity for the Golden Mile. Participants said they want to see parks and public spaces that are unique, inviting, and safe, so that people see the Golden Mile as a good place to be.

Pedestrian and cycling safety. Participants said the area needs safe, designated space for pedestrians and cyclists because the streets are busy with fast moving vehicles. They suggested adding more pedestrian crossings and designing narrower more pedestrian friendly streets.

Detailed summary of feedback

1. Feedback about Land Use & Urban Design

Public spaces that create a positive identity for the Golden Mile. Participants said more public spaces and parks are needed for the area, especially with the anticipated population growth. Participants also said they want public spaces that are unique to the Golden Mile and are more inviting to help reduce any negative perceptions about the area. Some participants said public spaces should include public washrooms. There was also a suggestion to use the hydro corridor as an “eco-corridor” or “mini greenbelt.”

More opportunities for small and affordable retail. Participants would like to see more “mom and pop shops” and opportunities for entrepreneurs in the area. Participants also said retail in the area needs to remain affordable for the existing population regardless of the size or type. Participants said big box stores with large parking lots make it difficult for pedestrians and people using transit to shop in the area. They suggested bringing stores closer to the street and adding streets and walkways to give the area more of a village feel and make it easier for pedestrians to access the retail.

A variety of residential options. Participants said they want to see a range of unit sizes in any future condos or rental buildings, especially units large enough to accommodate families, not just singles and couples.

Mid-rise and height limits. Participants said the study should identify building height limits for the area. Some said they would like to see more mid-rise buildings in the area. One participant suggested following the City’s Avenue Design Guidelines and limiting building heights to the width of the street they are on.

Providing affordable housing. Participants identified a need for housing that is affordable for the people that live in the area. There were concerns from some participants that “affordable housing” is not actually affordable for the people that really need it and suggested adding subsidized or Rent-Geared-to-Income housing options. Participants also said that rising rents and a lack of rent control makes it difficult for people to stay in their existing apartments, especially when an area is being redeveloped.

2. Feedback about Transportation & Servicing

Increasing and improving transit service. Several said existing buses are overcrowded and move very slowly, in part because it takes a long time for people to get on and off buses when they have large items from the big box stores in the area. Participants suggested increasing the frequency of buses and the number of express buses until the LRT is up and running. Specific express routes suggested included Victoria Park Avenue to Steeles Ave, and Kennedy Subway Station to Don Mills Road. There was a suggestion to use double decker buses to increase capacity. Participants also said they would like to see quicker response times to bus breakdowns and other delays.

Cycling and pedestrian safety. Participants wanted to see separated space for pedestrians, cyclists and vehicles to prevent conflicts and collisions between these groups. Participants also said they would like to see more designated crosswalks and traffic lights in the area to make area safer for pedestrians. Some suggested installing pedestrian overpasses and red light cameras at busy intersections to make crossing safer. Others said Eglinton Ave can be dangerous to cross on foot because it is so wide and suggested new streets be made narrower.

Congestion. Several participants said congestion is a big problem and makes it difficult for people to move around the area, whether they are travelling by car, transit, bike or walking. Participants said they want to see more strategies in place to reduce congestion caused by construction, especially with the construction of the LRT.

Parking for LRT users. Some said there should be parking available for people using the LRT and suggested providing space along the hydro corridor, similar to what has been done at Finch Subway Station.

Making transit fully accessible. Participants said existing transit stations and new LRT stations should be fully accessible with ramps, elevators, escalators and washrooms.

Other transportation issues. There was a range of opinions about customer service provided on transit with some saying it is quite good and others saying staff need to be more responsive and respectful. There were also suggestions to allow people to buy monthly transit passes at any point, not just the beginning of the month and provide free Wi-Fi at transit stations and in vehicles. One participant identified a sharp turn at Lozoway Dr and Hardcastle St saying there have been accidents in the past. They said it is particularly

unsafe because of its close proximity to Ionview Public School and suggested installing a guard rail. Some participants raised concerns about the Scarborough RT saying the vehicles are hot in the summer and cold in the winter, smell bad, and are noisy.

3. Feedback about Community Infrastructure

Locations and services that are working well. Participants identified different community services they use and feel are working well in the area, including: The Victoria Park HUB; Don Montgomery Community Centre; the Eglinton Square and Kennedy/Eglinton branches of the Toronto Public Library.

Safer and easier access to community infrastructure. Participants said it can be difficult to access different community services and facilities by foot or by bike. They suggested creating pedestrian and bike friendly routes to and from existing community services and facilities throughout the study area. There were also suggestions to locate a variety of services in a central location, like a “hub,” to make accessing the services more convenient.

A Community Centre with a variety of programs. Some participants want to see a large community centre in the area that offers a wide variety of programs for different age groups, especially children and seniors. Specific programs and services participants said they want to see, include: swimming; adult literacy and education; employment services; daycare; youth groups/clubs; and a variety of sports programs. Participants said the community centre and other facilities should be fully accessible for all users. Some said they want to see space and programming provided for intercultural celebrations.

Supporting employment and encouraging entrepreneurs. Participants said they want see services and facilities in the area that can help people (of all ages – youth, adults, and seniors) get training, find employment, and start small businesses so that they can earn a living wage. Participants also suggested the City explore ways to partner with Centennial College to offer programs and training for local residents.

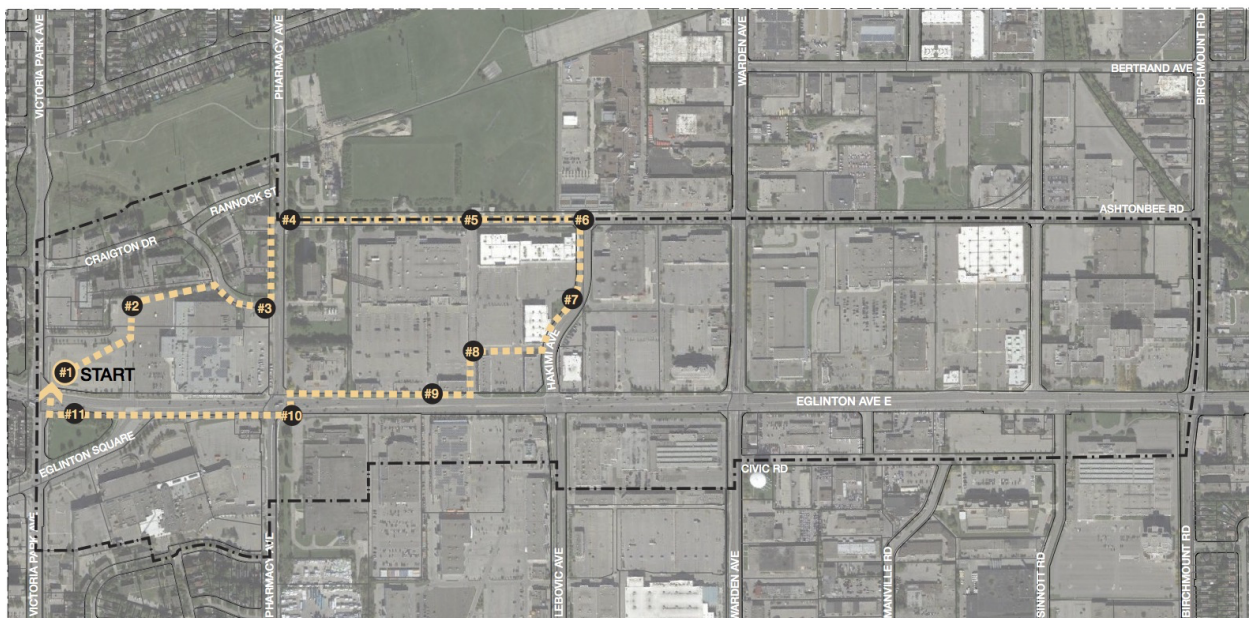
Next steps

The City and consultant team thanked participants for their feedback and encouraged them to visit the project website (www.toronto.ca/renewgoldenmile) to find out more about the Golden Mile Secondary Plan Study, take the travel survey, sign up for the Visioning Workshop scheduled for the fall of 2017, and stay up to date on future consultation activities.

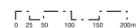
Renew Golden Mile
Moving Conversation Notes
Monday, September 25, 2017
5:30 – 7:00pm

Overview

On September 25, 2017, the City of Toronto (City Planning) and SvN (planning consultants to City Planning) hosted a Moving Conversation in the Golden Mile Secondary Plan Study Area with members of its Local Advisory Committee (LAC). The purpose of the Moving Conversation was to use the local environment to engage LAC members in a discussion of existing conditions and the potential opportunities within the study area.



WALKING TOUR



The walk began at corner of Eglinton and Victoria Park Avenue, then moved east along Craigton Drive and north on Pharmacy Avenue to the corner of Pharmacy and Ashtonbee Road. The group then walked east along Ashtonbee, pausing at private driveways and Hakimi Avenue before heading south on Hakimi to a private driveway. From there, the group walked west through lands owned by Smart Centre and then south, to Eglinton Avenue. Finally, the group walked west, concluding on the south-east corner of Eglinton and Victoria Park. Throughout the walk, participants, consultants, and City staff shared thoughts and reflections about the area's existing conditions and potential future opportunities. 12 members of the LAC participated.

These notes are a summary of the feedback received. This summary is intended to complement the LAC Meeting #1 Summary and was prepared by Matthew Wheatley and Ian Malczewski, independent facilitators with Swerhun Facilitation.

Key themes

The following represent key issues and topics from the Moving Conversation and is meant to be read in conjunction with the more detailed, place-specific highlights presented below.

Traffic congestion is a big issue. The study should look at ways to improve connections and address traffic flow, potentially by adding new streets.

Pedestrian safety and connectivity need to be improved. If the area was more walkable, fewer people might drive. Some areas feel unsafe because of the speed of traffic (like Eglinton) while others feel unsafe because of a lack of lighting or visibility (such as Ashtonbee east of Pharmacy). Adding street trees, more crosswalks, or a “+15” (elevated walkway) could improve connectivity and safety. Pedestrian connections between shops are fewer and often feel unsafe.

Improve the access to, and condition of, Ashtonbee Park. The lack of free parking means people must pay to access this public park. There could be clearer separation of uses in the park to prevent conflicts between users (e.g. cyclists and pedestrians). The park sometimes gets full of garbage, and the condition of the cricket pitches should be improved.

Infrastructure needs to meet increased demand. Both hard infrastructure (roads and sewers) and soft infrastructure (such as schools) should be increased in capacity as demand increases. The City should consider putting a cap on development until this infrastructure has enough capacity.

Protect existing identity and icons. The Golden Mile has places that are symbolically important, for example, the parcel of land that forms a triangular open space at the intersection of Victoria Park and Eglinton. This area and other important symbols within the Golden Mile should be preserved and/or enhanced so the area’s character remains.

Place-specific highlights of feedback

The feedback below summarizes the points raised by participants on the walk. Responses from the City and study team are identified *in italics*.

Stop 3 – Craigton Dr. & Pharmacy Ave

[Feedback regarding connections and transportation](#)

Participants said that the Golden Mile Study needs to consider how traffic patterns in the area work — if there is an increase in population by 50,000, it will be difficult to get around unless there are new roads and/or a different road network. It was noted that, if the area was more walkable, fewer people might drive.

Feedback regarding land use and built form

Some participants said there should be a transition in the height of buildings from higher to lower in neighbourhood areas.

Feedback regarding development and construction

Some participants said there should be measures in place during development to prevent buildings intended for demolition from becoming unsafe. Others asked about the status and details of current development applications. *The City responded that, at this point, there are three applications which require Official Plan Amendments (OPA). The applicants have agreed to work with the City as the City develops a Secondary Plan for the area. There is an opportunity for the community to say what the community should/could look like. Because the applications are at the OPA stage, the applicants have only submitted Concept Plans, not specific plans where the buildings would be or the exact number of units.*

Stop 5 – Ashtonbee Rd (behind Walmart)

Feedback regarding connections and transportation

Participants said some cars fail to stop at the stop sign behind Walmart, which makes the area feel unsafe. They also suggested finding a way to add free parking back to the area or adjusting the hours of paid parking: the retail lots used to have free parking but, since students would park there, it was changed to paid parking. The result has been people looking to visit Ashtonbee Park have to pay to park.

Feedback regarding parks and public space

Participants said that conditions at Ashtonbee Park need to be improved. They noted that Toronto lost an opportunity to host a global cricket tournament in this park because the fields were in such poor condition. Others said the green wall on the south side of Ashtonbee makes the sidewalk cooler and more pleasant, but it doesn't create a safe area to walk at night.

Stop 6 – Ashtonbee Rd & Hakimi Ave

Feedback regarding parks and public space

Some participants said garbage is an issue in Ashtonbee Reservoir Park because there are not enough garbage bins. Other said that, when the City adds new bins, they are vandalized and/or set on fire.

Stop 7 – Hakimi Ave and southern driveway into retail

Feedback regarding connections and transportation

Participants noted that it should be easier to move between retail stores, especially as a pedestrian (though it is also difficult for cars). They also said pedestrian wayfinding signage would be helpful. One suggestion was for the City to consider creating a +15 system (similar to Calgary) – an enclosed, elevated walkway that helps people walk from store/mall to store/mall.

City Planning said there are pros and cons to this approach –elevated walkways are good for weather protection but can also create a sterilized pedestrian environment at street level.

[Feedback regarding parks and public space](#)

Many participants felt the area needs more trees, saying that, when existing trees die, they are not replaced.

[Questions regarding growth and the overall study](#)

Participants asked if Emergency Services are involved in understanding how to accommodate growth. *City Planning noted that, as part of the Official Plan, the provision of Emergency Services is planned along with the growth of the City. With a Secondary Plan process like this Golden Mile study, the City reaches out to Emergency Services so they can plan proactively.*

Participants also asked how hard infrastructure increases to meet increased demand. *City Planning responded that the Secondary Plan Study includes an infrastructure study to assist the City in determining what infrastructure is needed. There is also a Community Infrastructure Study looking at soft infrastructure.*

Stop 8 – Inside Smart Centre parking lot

[Feedback regarding connections and transportation](#)

Participants said there needs to be improved connections between destinations. Currently, a vehicle must do three U-turns to get from Petro Canada at the north-east corner of Eglinton and Pharmacy to other stores.

Stop 9 – Eglinton Ave (in front of Smart Centre)

[Feedback regarding connections and transportation](#)

Several participants noted that, for pedestrians, Eglinton seems to feel dangerous to walk along. They suggested there should be a study to look at the number of pedestrians who cross Eglinton where there are no traffic lights.

Stop 11 – Eglinton Square Parkette

[Feedback regarding public space, heritage, and identity](#)

The triangle of land at Eglinton and Victoria Park is iconic and tied to the history of the area. For some, this area indicates that “they’ve arrived at home.” Keeping the triangle land is important to the identity of the area — perhaps it could be completely forested or have a tower on the site to provide a look out. It could be the “Central Park” of the Golden Mile.

Participant List

- **City of Toronto City Planning.** Russell Crooks
- **City of Toronto City Planning.** Xue Pei
- **City of Toronto City Planning.** Thomas Schwerdtfeger
- **LAC Member.** Kathy Black
- **LAC Member.** Michael Halpern
- **LAC Member.** Su Langdon
- **LAC Member.** Elena Floros
- **LAC Member.** Mike McGivery
- **LAC Member.** Paul Charbonneau
- **LAC Member.** Jenn Spence
- **LAC Member.** Laura Dijana Higgins
- **LAC Member.** Mimi Lau
- **LAC Member.** Nancy Collins
- **LAC Member.** Michelle Colley
- **SvN.** Alex Heath
- **SvN.** Jason Petrunia
- **SvN.** Shonda Wang
- **Swerhun Facilitation.** Ian Malczewski
- **Swerhun Facilitation.** Matthew Wheatley

Local Advisory Committee Meeting #1

Thursday September 28, 2017

6:30pm – 9:00pm

Scarborough Civic Centre

150 Borough Drive, room M41/42

Draft Summary

OVERVIEW

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

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

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

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

SUMMARY OF FEEDBACK

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

"Report Back Notes" – From Discussion Tables

Table 1 (facilitated by Shonda Wang, SvN)

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

Table 2 (facilitated by Jason Petrunia, SvN)

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

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

Table 3 (facilitated by Alex Heath, SvN)

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

Table Notes

Table 1 (facilitated by Shonda Wang, SvN)

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

Table 2 (facilitated by Jason Petrunia, SvN)

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

Table 3 (facilitated by Alex Heath, SvN)

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

NEXT STEPS

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

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

Appendix A: Meeting Agenda

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

Meeting Purpose

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

Meeting Agenda

6:30 Welcome & introductions

City of Toronto

6:40 Review agenda & Terms of Reference

City of Toronto

6:50 Overview Presentation

SvN

Questions of clarification

7:30 Discussion

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

8:30 Report back

8:55 Wrap up and next steps

9:00 Adjourn

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

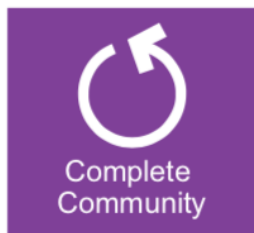
This summary provides an overview of the feedback participants shared with the City and consultant team. It synthesizes feedback shared in group discussions, in workbooks, and in written correspondence provided to the team after the meeting (see Appendices D and E for written feedback). The feedback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

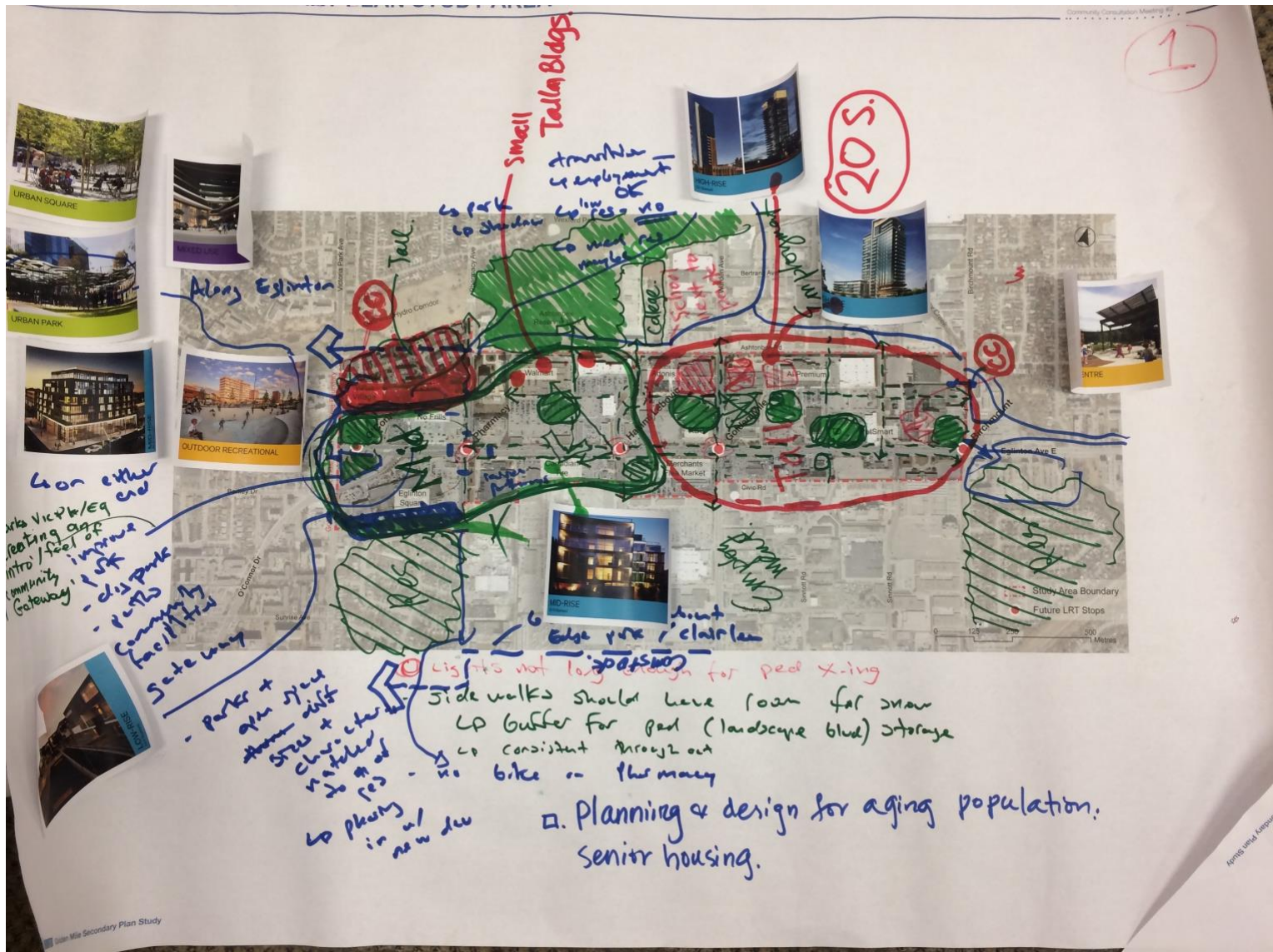
- 9:30 Welcome, agenda review, opening remarks, introductions
City of Toronto
Swerhun Facilitation
- 9:40 Overview presentation
SvN
Questions of clarification
- 10:10 Discussion: Draft Guiding Principles and Vision
1. What are your thoughts on the draft Guiding Principles? Is there anything missing that 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





2013/11/20 - 04/11/2013

3

GOLDEN MILE SECONDARY PLAN STUDY AREA

④

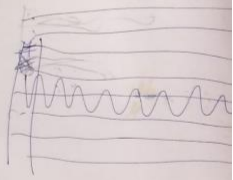
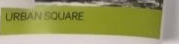
How density / height in the centre of study area



Plays



↑
all 100 ft



5



— Lower/high rise developments better suited Adjacent to existing residential

green spaces/parklets around stops for transit

— pedestrian way to 10091 the Golden Mile

— Additional Bioswales, adds green connections

— Community vegetable gardens near residential buildings

parking for retail services: - build below grade



community gardens throughout the City, more near residential buildings captures water from storms and open spaces



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:

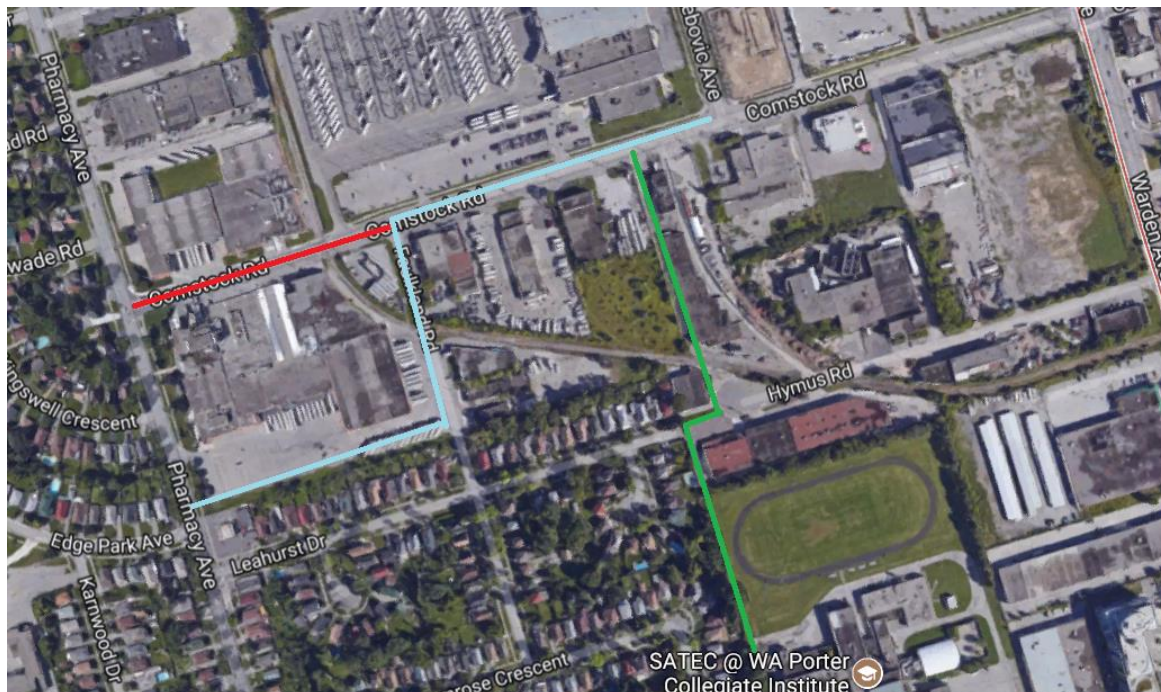
The sentiment has been expressed that the following is true:

- 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

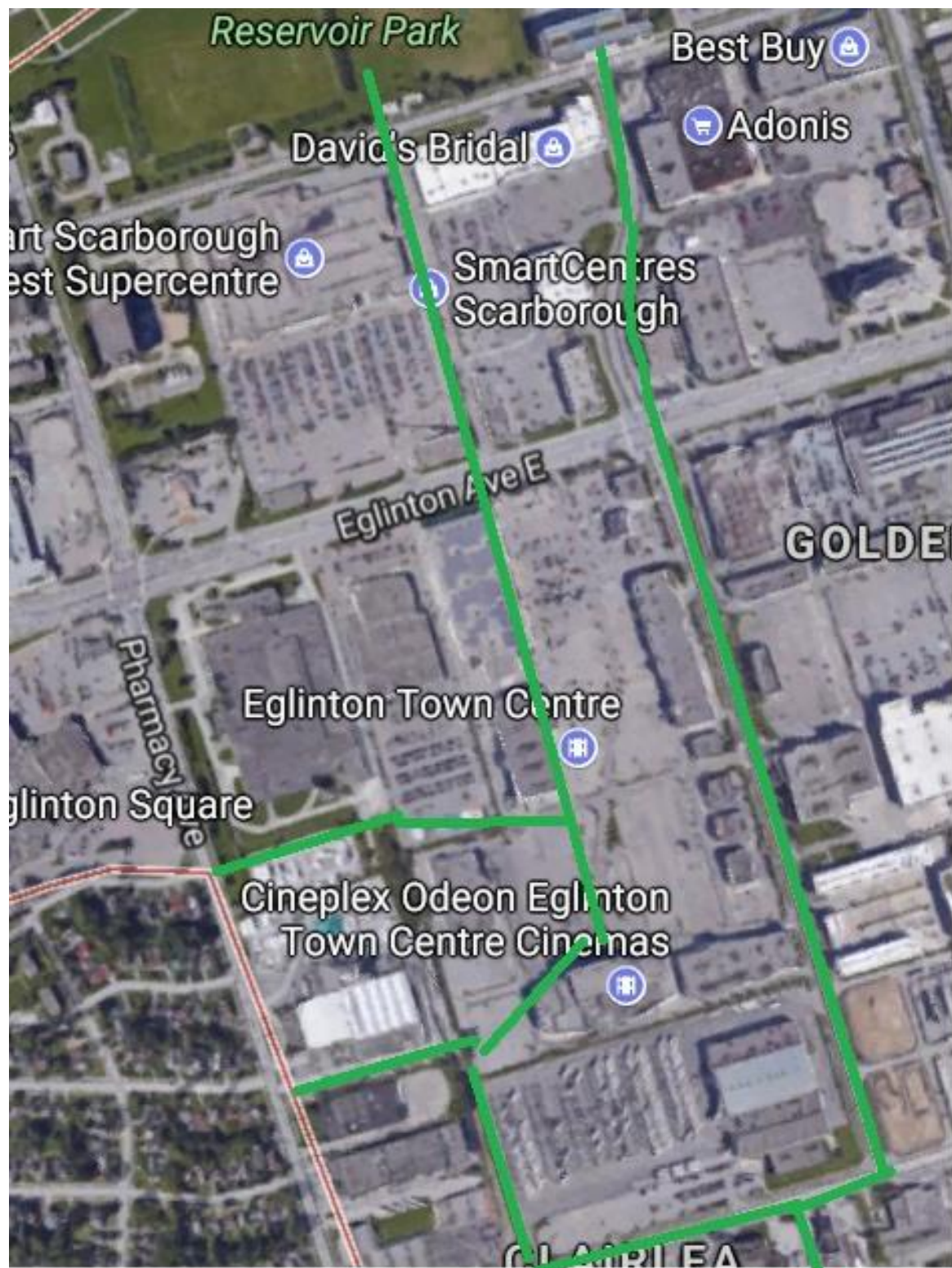
- that the scope of the Golden Mile land study is so narrow so as to purposely exclude residents other than the two rental properties north of golden mile and south of Eglinton Square
- that land appropriation is already planned to create new roads and that this process is meant to try and garner support 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?

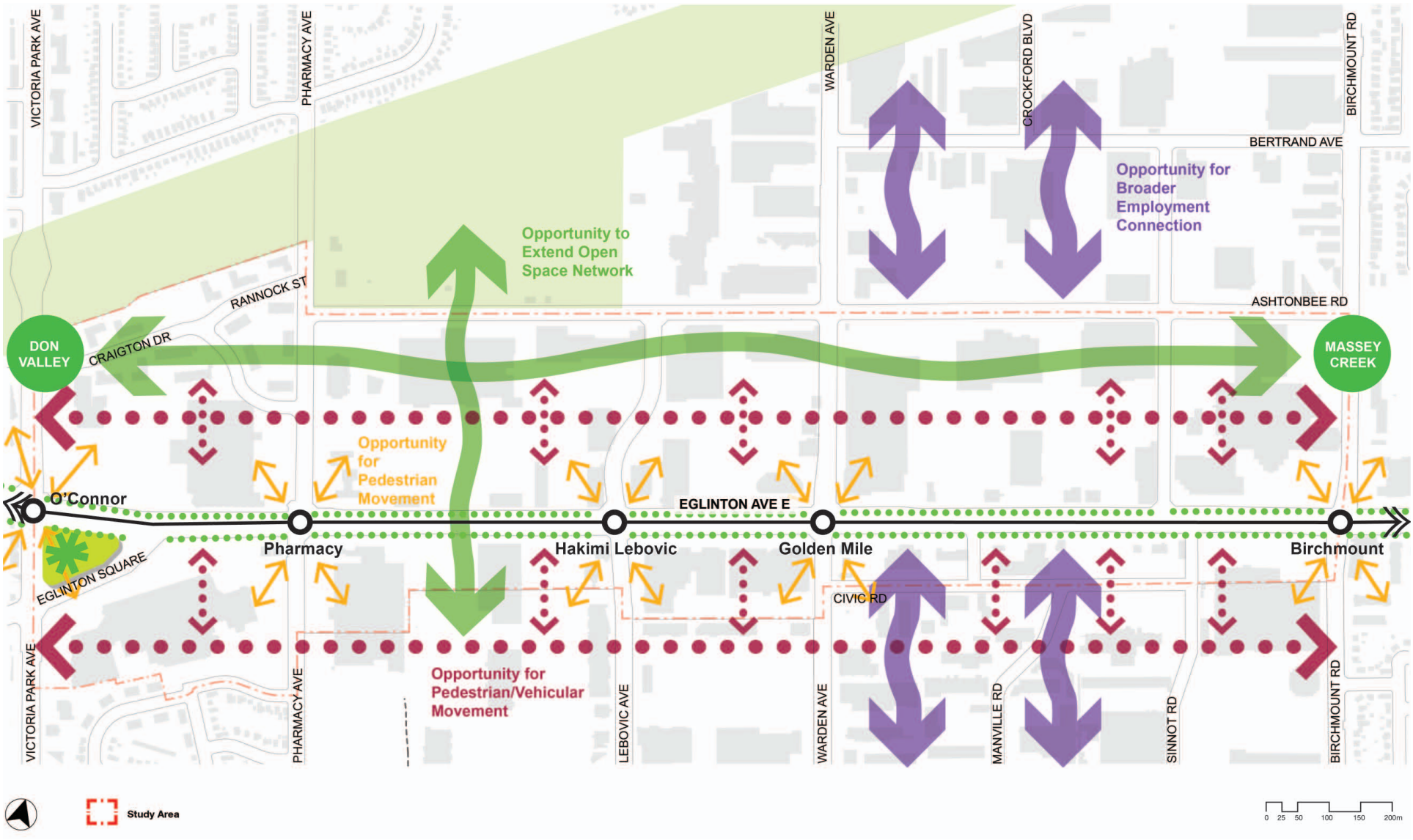
Appendix F. Community Visioning Workshop Booklet

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

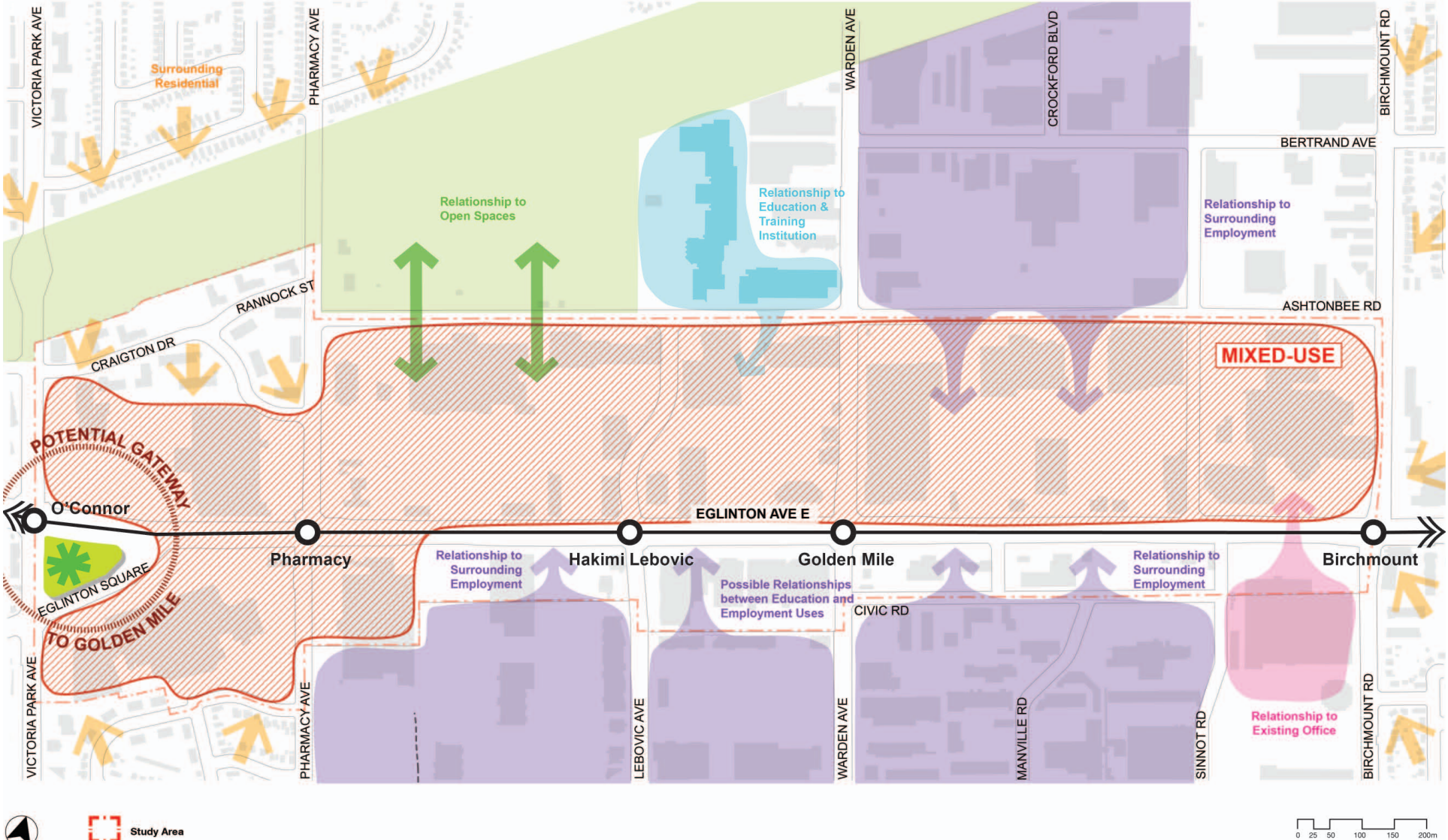
SAFETY

- 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?)

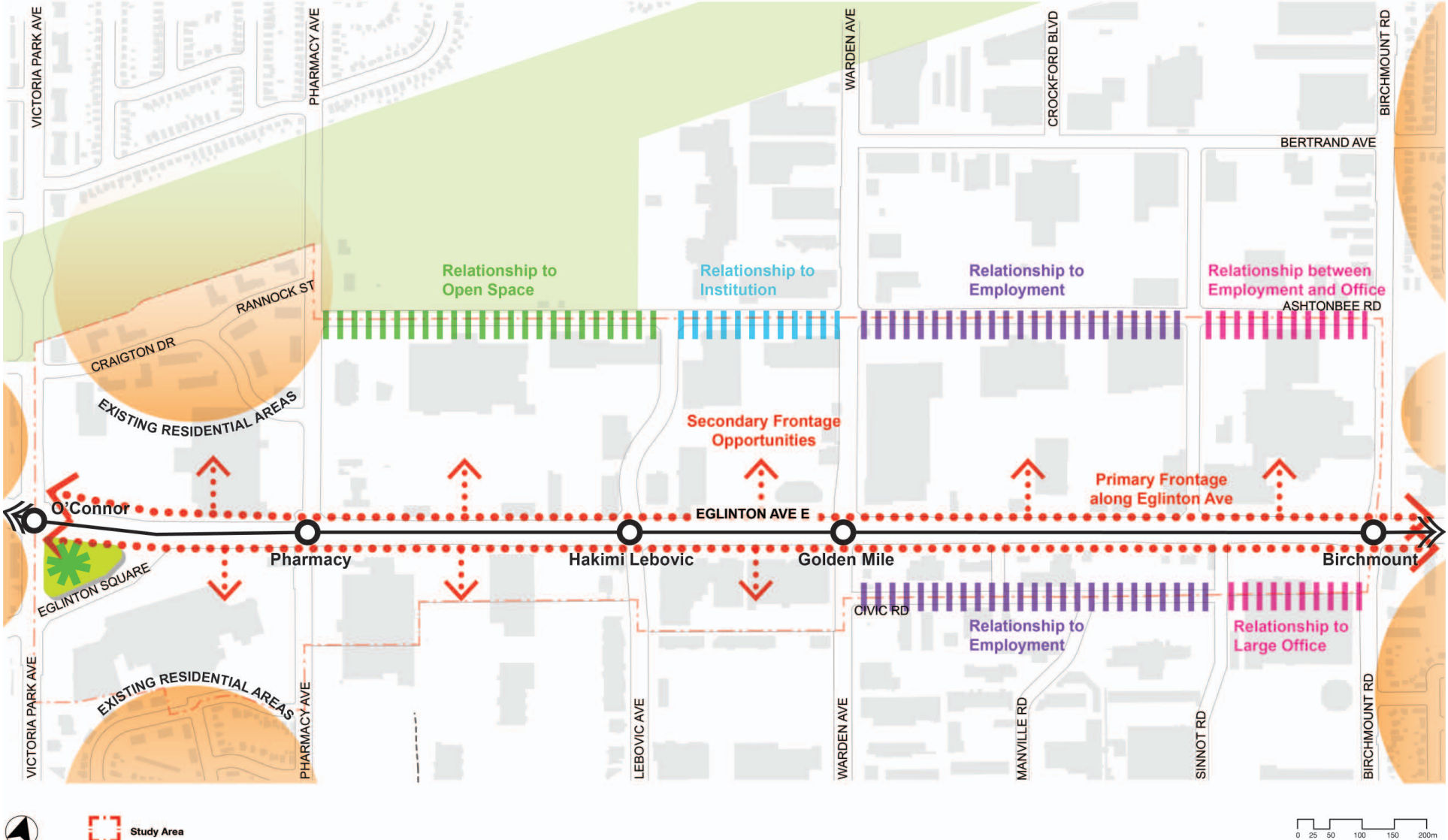
OPEN SPACE

- 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?