

## **4.0 PRECEDENTS**

## 4.1 Vaughan Metropolitan Centre

Vaughan, Ontario

### FROM INDUSTRIAL LANDS TO A VIBRANT DOWNTOWN

The Vaughan Metropolitan Centre (VMC) Secondary Plan outlines the vision and principles to transform an area of mostly low-scale retail and industrial uses into a diverse and walkable downtown. There will be two rapid transit systems serving the area: an extension of the Spadina Subway line which is currently under construction and slated to open December 2017, and plans for upgrades to the VIVA service on Highway 7 as the area intensifies.

Similar to the VMC, the Golden Mile Secondary Plan (GMSP) Study Area features a significant investment in public transit which will be a major factor in driving change. Furthermore, the existing land use pattern in the Golden Mile is broadly similar to that in the VMC, featuring a mixture of retail, light industrial and office uses. Whereas the VMC Secondary Plan envisioned a more fulsome transition in land use, particularly with regard to industrial uses, the land use designations within the Golden Mile are fixed and there is a public interest in maintaining the various types of employment uses over the long term. Nevertheless, both the VMC and GMSP are slated to intensify and with this greater intensity of use comes the need for a new street and block network, new parks and open spaces and new community infrastructure. The VMC Secondary Plan is instructive in this regard, suggesting a finer-grain network of streets dividing smaller blocks, and a number of interconnected major parks and open spaces stitching together different precincts delineated by predominant use (see Figure 42).

For more information, see [Vaughan Metropolitan Centre Secondary Plan](#).

## 4.2 Newmarket Secondary Plan

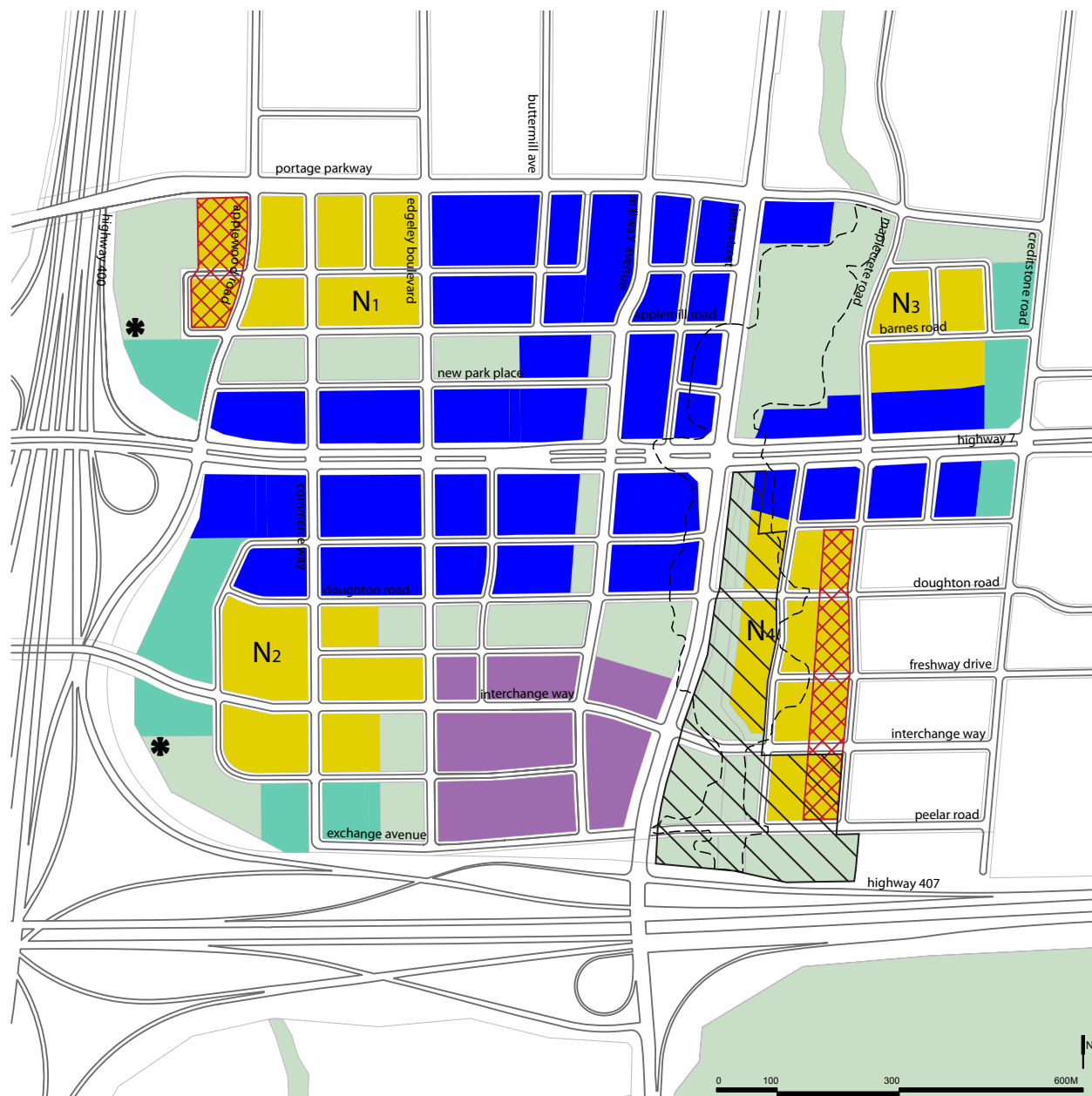
Newmarket, Ontario

### GROWTH ALONG A CORRIDOR

The Town of Newmarket's Urban Centres Secondary Plan lays out a detailed land use plan and policies to guide development in the Secondary Plan Area. The area is designated as an Urban Growth Centres in the Growth Plan and it covers approximately 290 ha (716 ac) of land, an area mostly dominated by underutilized sites of vast surfacing parking lots and pad retail. It also has VIVA Rapidway along Yonge Street and Davis Drive, which will spur growth and transit-oriented-developments in the long term. The predominant recommended land use is mixed-use, with a varying mix of residential, commercial, employment and institutional uses in different character areas.

The Newmarket Urban Centre Secondary Plan is similar to the GMSP Study in number of respects, including that there are many underutilized, deep parcels along a major corridor, many of these parcels feature auto-oriented retail and commercial service uses, and there are existing low-rise residential neighbourhoods immediately adjacent to these large parcels, necessitating careful consideration of edge conditions. A key facet of the Newmarket Urban Centre Secondary Plan is the new network of streets and blocks it proposes, linking both existing streets to the Study Area as well as existing large parcels and blocks to one another, effectively providing a greater number of options for moving to and through the Study Area by multiple modes, providing new frontages, and consolidating site access (see Figure 43).

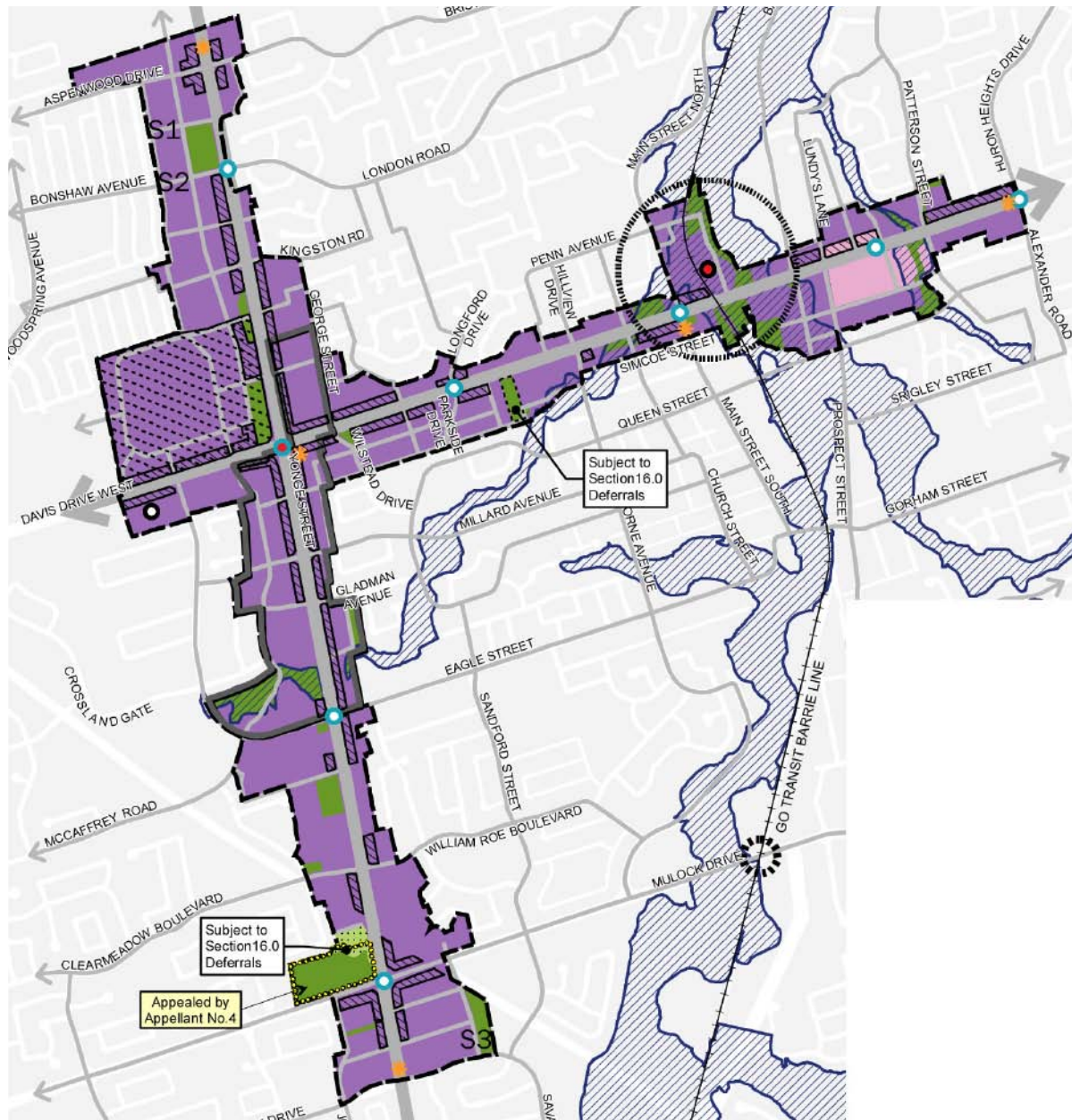
For more information, see [Newmarket Urban Centres Secondary Plan](#).



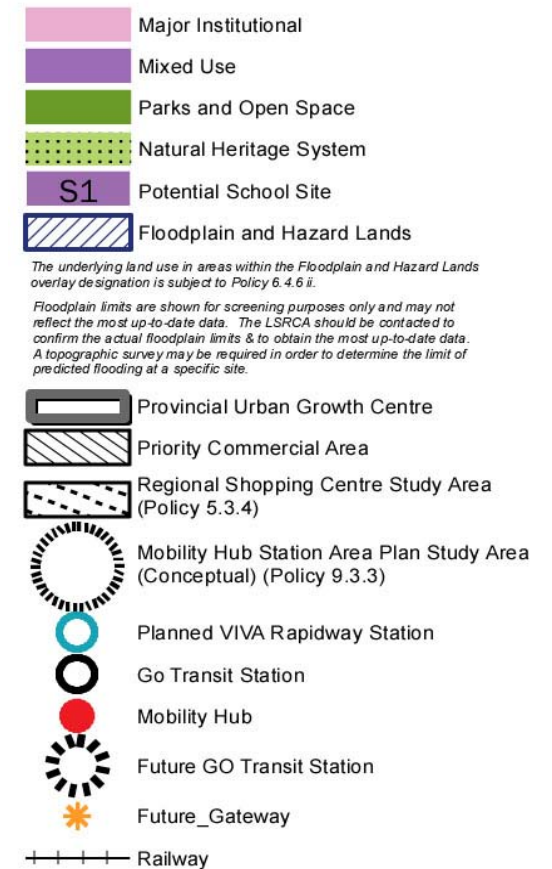
**Figure 42** Vaughan Metropolitan Centre  
Secondary Plan, Schedule F  
Land Use Precincts

**LEGEND**

- station precinct
- south precinct
- neighbourhood precincts
- west and east employment precincts
- major parks and open spaces
- land use designations subjected to the results of the VMC Black Creek Renewal EA (Stages 3&4) (see also schedules D and J, and policies 5.6.4 - 5.6.10, 8.1.6, 8.2.4 & 8.4.2)
- existing floodplain (see policies 5.6.4 - 5.6.10)
- office uses permitted (see policy 8.4.3)
- see policy 6.3.2



**Figure 43** Newmarket Urban Centre  
Secondary Plan, Schedule 3  
Land Use



Note: The proposed streets network is shown conceptually on this Schedule and will be determined in accordance with Policy 8.3.2



## 4.3 No. 3 Road Corridor

Richmond, British Columbia

### RAPID TRANSIT AND ENHANCED STREETSCAPE

Richmond's City Centre had been an area of large blocks and fragmented street networks with a commercial spine on No.3 Road. The City Centre Area Plan of the Richmond Official Community Plan (OCP) outlines the plan to manage growth of this area for the next 100 years (see Figure 44).

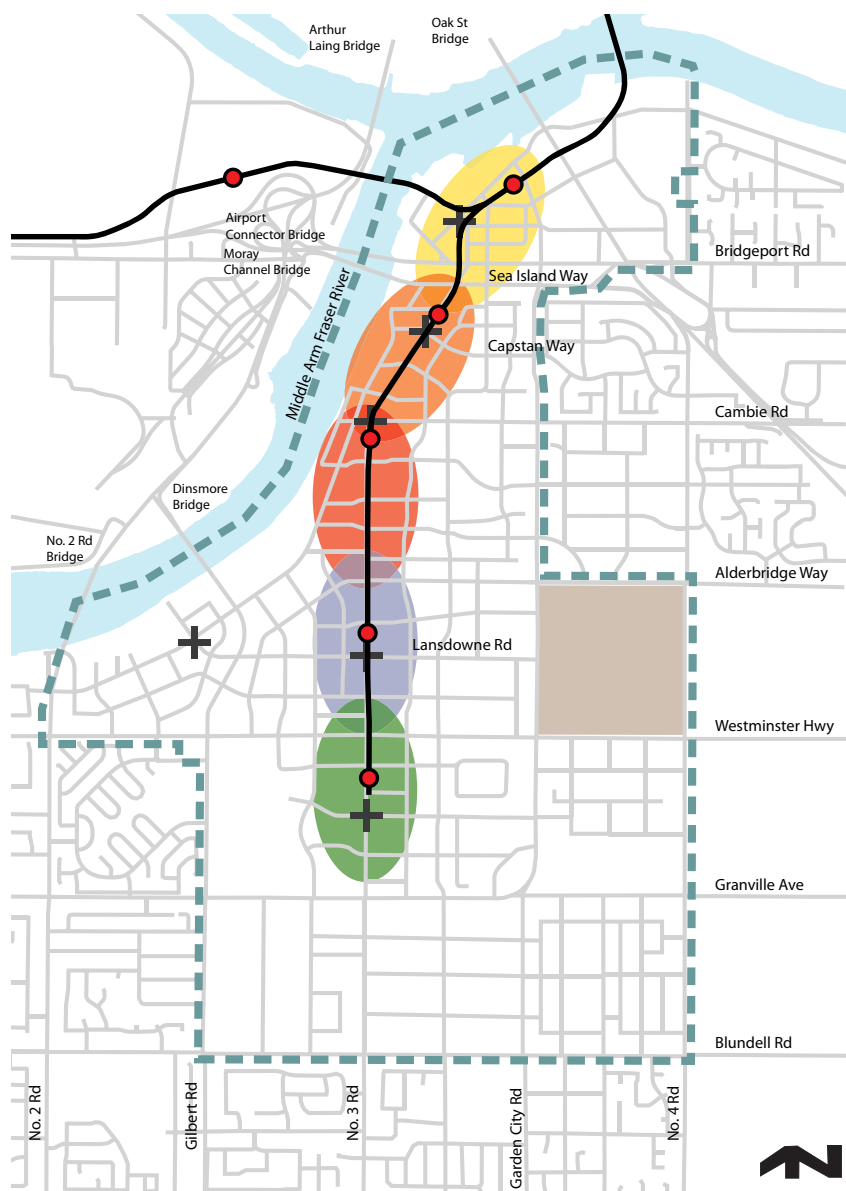
Construction of two rapid transit systems - a median busway and Canada Line of TranLink's SkyTrain (elevated rail) - have spurred transit-oriented-developments along the No. 3 Road. A significant improvement has been made to the streetscape and the overall urban design of the corridor, transforming it from a car-oriented suburban arterial to a walkable and vibrant urban street (see Image 19).

The introduction of rapid transit, the presence of industrial uses, anticipated transit-oriented-developments, and direction for streetscape improvements are also factors important to the GMSP Study. The No. 3 Road Corridor is perhaps most instructive in how redevelopment occurs over time, with the first wave of change following the introduction of the median bus lanes, and the second wave of change being influenced by the extension of the SkyTrain. This second wave is still underway and thus the current state of the corridor presents an example of how change is phased in with new transit-supportive uses existing side-by-side with pre-existing auto-oriented uses.

For more information, see *Richmond Official Community Plan - City Centre Area Plan*, and *No.3 Road Restoration Preliminary Design Report*.



**Image 19** Photos of No.3 Road streetscape improvements



**Figure 44** City of Richmond Official Community Plan No.3 Road Corridor Map - Five Character Zones

- City Centre Boundary
- Canada Line Station
- Village Centre
- Garden City Lands  
(Further Study Required)

- Bridgeport Village
- Capstan Village
- Aberdeen Village
- Lansdowne Village
- Brighthouse Village

## 4.4 Dufferin Wilson Regeneration Area Study

Dufferin Wilson Regeneration Area Study examined an area near the TTC Wilson subway station - east of Dufferin Street, south of Wilson Avenue, and north of Billy Bishop Way. It is a neighbourhood that is transitioning from *Employment Areas* to *Regeneration Areas* under Official Plan Amendment 362.

The SASP sought to provide a vision and policy framework to establish a connected community that balanced various uses while supporting local businesses to thrive. It also aimed to capitalize on the area's proximity to the Wilson Subway Station and encourage transit-oriented-development at an appropriate scale for the neighbourhood, along with public realm improvements.

The Study followed a similar process to GMSP Study in regards to providing a final preferred design option. It looked at several key elements (or building blocks): Land Use, Connections, Greening Strategy, Community Improvement Strategy, and Environmental Policies. It sets out 10 guiding principles that helped shape four Design Options, after which a preferred emerging option was derived based on public and stakeholder feedback.

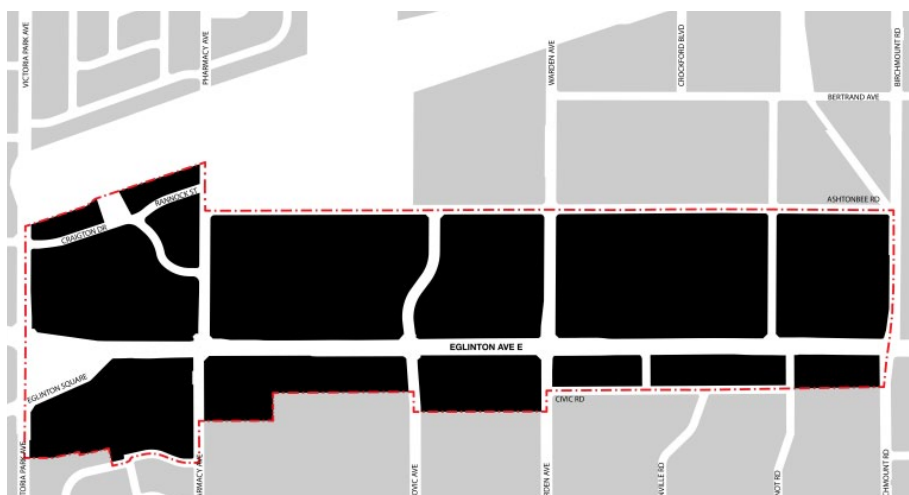
The Study is good example of how the City established a planning framework to support the transition of a neighbourhood from employment to a mix use development. Policy direction allowing height increases to employment areas provide intensification options for employment uses. Furthermore the Study provides directions on transitions through appropriate scale, limits on shadow impacts and means of stimulating the pedestrian environment.

## 4.5 Comparison of the precedents

The figure ground maps (see Figure 45) is a scale analysis to compare the Golden Mile Secondary Plan (GMSP) Study Area with three of the precedents. The boundary of the Study Area is overlaid onto precedent sites to illustrate the scale.

Upon examining the four figure ground maps, it is clear that the existing block structure of the GMSP Study Area is much larger than those of the precedents, hinting at the deep, large parcels with limited opportunity for small scale developments. Due to the large block size, the street network is not very dense with sparse points of connection for modes of active transportation.

This provides further guidance for the GMSP Study towards the introduction of a finer-grain network of streets and connections resulting in smaller, more easily phased and developed blocks.



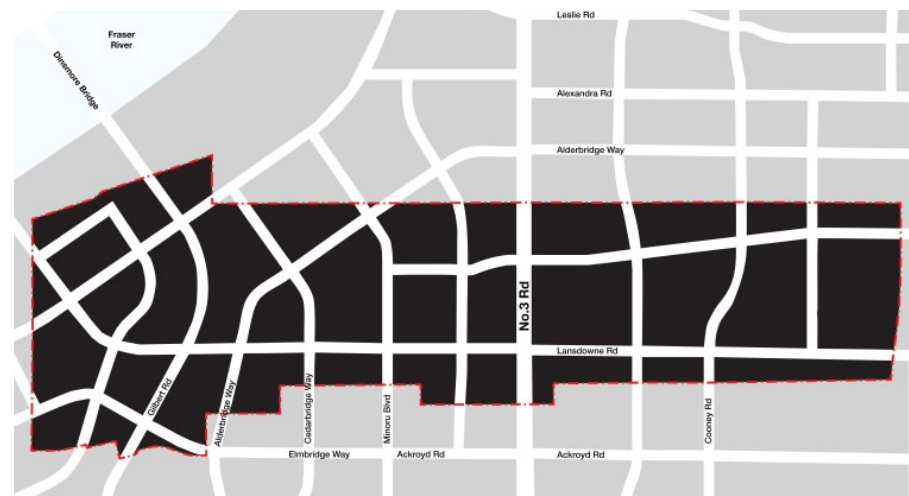
Golden Mile, Toronto, ON



Vaughan Metropolitan Centre, Vaughan, ON



Newmarket Urban Centre, Newmarket, ON



No.3 Road Corridor, Richmond, BC

**Figure 45** Figure ground comparison of precedents

Through an overlay of the Study Area onto three of the precedents, this Figure illustrates how large the existing blocks within the Study Area currently are and the lack of fine grain street network that would provide a greater amount of transportation options.



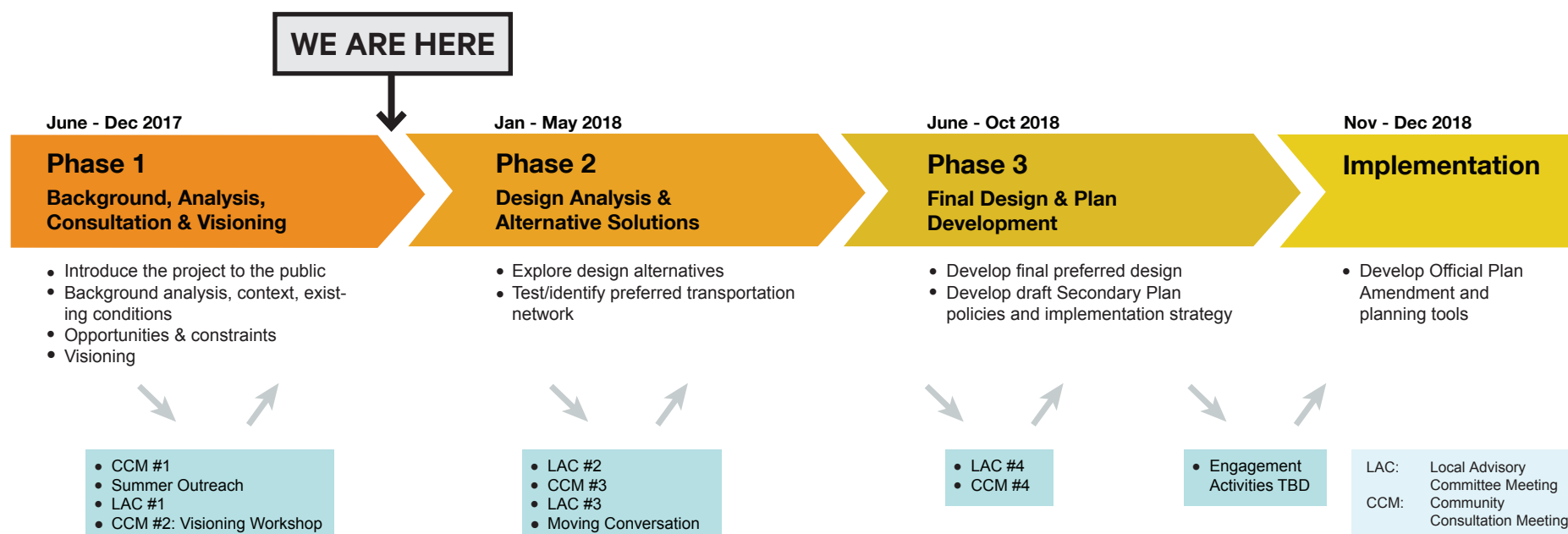
# **5.0 PUBLIC AND STAKEHOLDER ENGAGEMENT OVERVIEW**

## 5.1 Phase 1 Engagement Process

The GMSP Study features a three-phase engagement process that closely aligns with the technical analysis that is being undertaken by the consultant team. Each phase of the process features multiple engagement meetings for specific audiences, including City staff, external stakeholders, and members of the general public. Feedback from each of these meetings will serve as an input into the development and refinement of the background analysis, the development and testing of alternatives, and the development of the draft plan. Figure 46 provides an overview of the three-phase engagement process.

The engagement process for Phase 1 of the GMSP Study focused on presenting and seeking feedback on existing conditions, opportunities and constraints and guiding principles, building towards the creation of the vision for the future of the Golden Mile. Phase 1 ran from June - December 2017 and involved a series of different meetings, including in sequence:

- Community Consultation Meeting 1 - Study Launch (June 28, 2017)
- Summer Pop Up Events (July-August 2017)
- Moving Conversations Walking Tour (September 25, 2017)
- Local Advisory Committee (LAC) Meeting 1 (September 28, 2017)
- Community Consultation Meeting 2 - Visioning Workshop (October 14, 2017)



**Figure 46** Study and Consultation Process Overview

Many participants were engaged through these meetings (see Table 7 for a detailed breakdown).

Events	Number of Participants
Community Consultation Meeting #1 & Study Launch	140 +
Moving Conversation #1 (with LAC members)	12
Local Advisory Committee Meeting #1	25
Pop-up Events (3)	100 +
Travel Survey	143
Community Consultation Meeting #2 Visioning Workshop	35 +

**Table 7** Number of participants at engagement events

At Community Consultation Meeting 1 and at the Summer Pop-Up Events, participants were asked for their feedback on what's working well and what could be improved in the Golden Mile area.

Key messages shared by participants at Community Consultation Meeting 1 include the following:

- **Infrastructure needs to keep pace with growth.** The Golden Mile's infrastructure — its sewers, parks, transit, streets, and community services — need to keep up with growth, especially with new development and the Eglinton Crosstown Light Rail Transit (ECLRT) coming.

- **Concerns about construction.** The construction of new development and the ECLRT will have big impacts on the area, especially on traffic congestion.
- **Congestion, pedestrian safety, and accessibility are big concerns.** Many of the streets are badly congested. Because of the area's wide streets, 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.

Key messages shared by participants at Summer Pop Up Events include the following:

- **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 ECLRT.

- **Improving transit service.** Some participants said they are looking forward to having the ECLRT 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.

Key messages shared by participants at the Community Consultation Meeting 2 included the following:

- **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.

Detailed summaries of each of the above engagement meetings are available in the appendices to this report.



## **6.0 VISION AND PRINCIPLES**

## 6.1 Vision and Principles

### TOWARDS A VISION

The development of a Vision for the Golden Mile ultimately starts with the drivers of change (see Section 2) and an analysis of existing conditions, opportunities and constraints organized by the five building blocks (see Figure 47 - for more detail see Section 3). This analysis was informed by and tested with stakeholders and members of the public through engagement sessions (see Section 5). This analysis, shaped by participant input, was then distilled into what is working well, what could be improved, and what does this mean for the future of the Golden Mile. These key findings formed the basis of the Draft Guiding Principles, which seek to promote what is working well and establish a base for improvements. Lastly, the Draft Vision synthesizes the Draft Guiding Principles into a statement that can serve as a touchstone around which planning and development decisions can be made with respect to the Golden Mile.

The following is a summary of the key findings that have informed the development of the Draft Guiding Principles and Vision:

- Improve built form through appropriate scale and orientation of buildings that aligns with transit investment, public realm improvements and relationships within existing uses;
- Better reflect the history and identity of the Golden Mile and prominence of Eglinton Avenue East as the “Golden Mile” corridor;
- Improve the relationship and transitions between uses and integration of open space within the Golden Mile;
- Improve the health, safety and security of the Golden Mile for current and future residents;
- Improve the balance of employment, residential, commercial, open space and community uses to accommodate future growth in the Golden Mile;
- Ensure housing and amenities remain accessible within the Golden Mile and ensure the type and level of services are consistent with needs of its current and future residents;



**Figure 47** The five building blocks of the Study

- Improve the connectivity of the street and block network and provide better access and circulation for all transportation modes;
- Improve the relationship of frontages to the public realm through appropriate set backs and edge treatments;
- Limit hardscaping, increase green system of parks and tree canopy and improve wayfinding;
- Better balance all modes of travel within the transportation network and improve connectivity including from future ECLRT to periphery of the Golden Mile; and
- Retain a range of businesses and jobs through transit, service and amenity improvements.

### **DRAFT GUIDING PRINCIPLES**

From the summary of key findings, the following Draft Guiding Principles emerge (see Figure 48):

#### **1. Towards a Complete Community**

Golden Mile will be a liveable, vibrant neighbourhood with a balance of development and open spaces, diverse mix of housing types, different scales of retail, and a range of employment uses while retaining its historical identity as a commercial retail centre in the region.

- Pair growth with public investment in transit, the public realm and in services
- Create distinct and identifiable districts
- Within districts, balance new development with new streets, community facilities and open space
- Encourage a mix of housing forms and ensure future housing is accessible
- Encourage a mix of residential, employment and community uses within a range of building heights and massing that respects existing residents and business
- Ensure that existing employment uses are supported and promote new employment uses as the area transitions over time

#### **2. Towards a Connected Community**

Golden Mile will offer improved connections for all modes of travel, providing enhanced travelling experience as well as safety for all users of the road. It will be an accessible, green and pedestrian-friendly area for residents, businesses, and visitors.

- Improve network capacity and provide multi-modal mobility choice to existing and future residents and business
- Provide well-designed, convenient, safe and accessible connections

between the new ECLRT stations and key destinations within the Golden Mile

- Ensure safe, green, convenient, comfortable and well designed pedestrian connections

### 3. Towards a Responsive Community

Golden Mile will be flexible, responsive, and resilient to the changing needs of the community. It will have the basis to provide wide range of facilities, services, and programs that suits the diverse neighbourhood while anticipating and accommodating change over time.

- Ensure community services and facilities keep pace with growth and changing demographic demands over time
- Plan, phase and build infrastructure and facilities in alignment with community need, market readiness and municipal resources
- Provide community services, programs and housing initiatives that support a diverse and inclusive neighbourhood

### 4. Towards a Prosperous Community

Golden Mile will provide an opportunity for prosperity for all. It will have enhanced competitiveness of the existing employment, while providing opportunity for new types of businesses to grow and flourish.

- Leverage investment in public realm, infrastructure and transit in building the competitiveness, brand and reputation of Golden Mile as a place of opportunity, commerce and innovation in Scarborough
- Ensure compatible land use and balance transportation needs with the existing industrial uses within and adjacent to the Golden Mile
- Promote opportunities for innovative business development including urban agriculture, food-based enterprise and innovative start-ups and small-scale industry
- Continue the story of the Golden Mile as a key destination within the GTA and tell the story of its history and place in Scarborough.



**Figure 48** Draft Guiding Principles



**DRAFT VISION**

Based on the Vision elements and Draft Principles, the following Draft Vision emerges:

*The Vision for the Golden Mile is for a connected, accessible and diverse mixed-use community that is a place of economic and social activity throughout the day. A balance of residential, commercial and employment uses is anchored by community services and an improved network of parks and open spaces that invites residents, workers and visitors to explore and interact within its neighbourhoods. Immediately identifiable as a distinct place, the Golden Mile is both a community and a destination, providing for the daily needs of all its residents while also attracting business where people can work and shop, maintaining its role as an important economic driver within the east end of Toronto.*

## 6.2 Next Steps

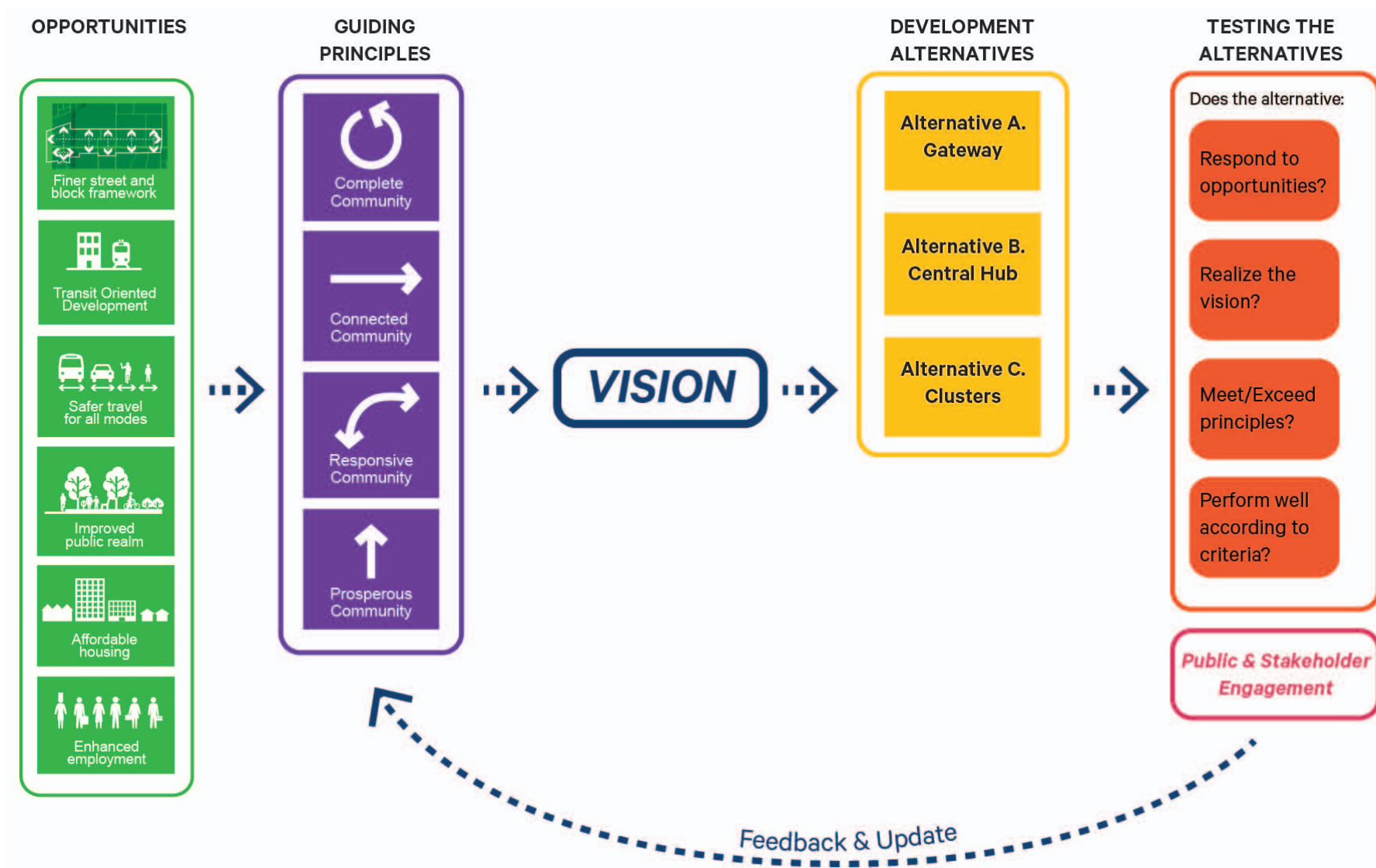
**FROM PHASE 1 TO PHASE 2**

During Phase 1 of the Golden Mile Secondary Plan Study, the following elements were defined and analyzed: building blocks, drivers of change, existing conditions, and constraints and opportunities. These helped to form the Draft Guiding Principles and Vision. In conjunction with public and stakeholder feedback, the Vision and Principles will help create and differentiate development alternatives to be prepared in Phase 2 of the GMSP Study. Phase 2 will also provide an opportunity to examine and potentially refine the GMSP Study Area.

Each development alternative will follow the guiding principles, but highlight or focus on different mix of opportunities to provide a variety of development alternatives. They will be assessed in terms of:

- Does it respond to opportunities?
- Does it realize the vision?
- Does it meet or exceed the guiding principles?
- Does it perform well according to the criteria?

In addition to the above, a set of qualitative and quantitative criteria will be developed to measure the performance of each alternative. The public and stakeholder groups will provide feedback on these criteria and alternatives, which will then be used to refine the alternatives and establish the final recommended alternative (see Figure 49).



**Figure 49** Process from Phase 1 to Phase 2

The opportunities and Draft Guiding Principles help shape the Vision for the Golden Mile. These not only help inform the development alternatives, they also act as a checklist to measure the performance of each alternative. Public and stakeholders are engaged to provide their feedback on the alternatives, which is reflected in the refinement of the alternatives, resulting in one preferred alternative at the conclusion of the Study.



# APPENDICES

- A. Transportation Master Plan - Existing Conditions Report
- B. Master Servicing Plan Study - Existing Conditions Assessment Technical Memo
- C. Community Infrastructure Strategy - Existing Conditions Report
- D. Community Infrastructure Strategy - Focus Group Summary
- E. Market Analysis & Economic Strategy
- F. Engagement Events Summaries

