

Agincourt Mall Planning Framework Review Community Consultation Meeting #1 Summary

This summary provides a high level summary of participant feedback. It is not intended to provide a verbatim transcript of the meeting.

If you have any questions after reviewing this summary, please contact Jessica Kwan, Planner at Jessica.Kwan@toronto.ca / 416-396-7018.

Event Overview

The City hosted a community consultation meeting on Tuesday, February 20, 2018 at the Agincourt Mall (3850 Sheppard Avenue East).

The purpose of the community consultation meeting was to introduce and discuss details of the Official Plan Amendment application submitted by the applicant for the redevelopment of the Agincourt Mall lands, to provide information about the review process and seek feedback from the public.

The community consultation meeting consisted of an open house with information display boards prepared by both the City of Toronto staff and the applicant's consultant team. In addition to the open house, presentations were provided by both City Planning staff and the applicant's architect. The presentations were followed by a Question & Answer (Q&A) session. City staff from various Divisions, including City Planning, Transportation Services, Engineering & Construction Services and Parks, Forestry & Recreation were present at the event to answer questions and engage with attendees.





Approximately 250 people attended the community consultation meeting. People of different age ranges, from young adults to seniors and of diverse cultural and linguistic backgrounds attended. Attendees provided feedback by speaking directly with staff, providing feedback on comment sheets and during the Q&A session.

[Details of Development Application](#)

The City is currently reviewing an Official Plan Amendment application for lands municipally known as 3850 and 3900 Sheppard Avenue East and 2350-2362 Kennedy Road (the "Agincourt Mall lands"). The application proposes to amend the Agincourt Secondary Plan to permit the redevelopment of the Agincourt Mall lands in accordance with a proposed Master Plan submitted by the applicant. The Master Plan includes a new public road network, new public parks and open spaces, a mix of uses including residential, retail, office and community facility space. A maximum overall density of development of 4.2 times the site area is proposed, along with approximately 5,000 residential units. Redevelopment of the Agincourt Mall lands is proposed to occur in multiple phases. City Planning staff prepared a [Preliminary Report](#) on the Official Plan Amendment application which was considered by Scarborough Community Council on October 17, 2007.

Due to the complexity and size of this application, the City of Toronto has launched the Agincourt Mall Planning Framework Review to guide and inform recommendations on the application and surrounding area. The Framework Review will at ways to manage future growth of the Mall lands and the surrounding area to create a vibrant and complete community. For more information on the City-led Planning Framework Review, please visit the Agincourt Mall Planning Framework Review webpage at:

<https://www.toronto.ca/agincourtmallreview>

[Meeting Background](#)

The meeting began with opening remarks from Colin Ramdial, Community Planning Manager, followed by a speech from Councillor Norm Kelly of Ward 40.

Doug Muirhead, Interim Project Lead, provided a review of the agenda and background information related to:

- Why the City is doing a Planning Framework Review and its process;
- Summary of feedback received from Public Open House 1;
- How the Planning Framework Review will be conducted;
- Summary of feedback and outcomes of Local Advisory Committee (LAC) Meeting 1;
- Summary of outcomes of the Design Charrette Workshop;
- The policy framework, strategies and other considerations which will inform the Planning Framework Review and the review of the development application; and
- Details of the Agincourt Mall Development Proposal.

Through feedback received at the November, 2017 Public Open House, Provincial and City policies and input from Local Advisory Committee members, a series of principles were developed to help guide and inform how the mall lands should be redevelopment and how the redevelopment of the mall can best be integrated with the surrounding area. The following draft guiding principles were developed to guide the redevelopment of the mall lands:

- Creating a **Complete** Community;
- Creating a **Distinct & Vibrant** Community;
- Creating a **Connected** Community; and
- Creating a **Green & Sustainable** Community

Following the Staff's presentation, the applicant then presented their proposal to redevelop the Agincourt Mall site to the public, which followed with a Q&A session.

General Questions and Feedback

Below is a summary of comments and questions received from the public and corresponding feedback from City Staff and the applicant at the Q&A period after the presentation. Responses are provided in italics, where applicable. Not all comments were provided by answers from City staff or the applicant.

1. Will the central park shown on the concept plan be owned and/or maintained by the city by the developer?

City: The central park is proposed to be public park and will be maintained and owned by the city.

2. It was mentioned during the presentation that the redevelopment of the mall lands is proposed in six phases. When will the first phase occur?

Applicant: There is an approval process that we need to follow and we are respectful of that process. We would like to get started as soon as possible. Once we obtain approvals, Phase 1 will probably take 2 years to construct which will include demolishing a portion of the mall.

3. A maximum density of 1.5 permitted in the Agincourt Secondary Plan is based on a future subway station in the area. The proposed development on the Agincourt Mall lands results in a density of 4.2. What's the justification for tripling the density permissions?

Staff: An applicant is entitled to make a request for a higher density but not will not necessarily be granted the density they are seeking. It is not the City's responsibility to justify the density that is being sought. The premise of the 1.5 density permissions in the Secondary Plan on the mall lands was envisioned in the 1990's and was based on the Sheppard Subway, however it did not consider the GO station improvements. It is now important to also take into consideration on the Stouffville GO improvements that are currently taking place when determining the appropriate density for the mall lands. It is also important to note that density is not the sole determinant in this development. How buildings, heights of buildings and other elements of the development are distributed throughout the site should also be considered.

4. When will the Light Rail Transit (LRT) be built? How will the area be able to handle the proposed development without the LRT being realized?

Staff: LRT is the form of transit that is currently planned vision along Sheppard Avenue. Construction for the LRT is forecasted to commence in 2021(best case scenario). Through the review of the application and the Agincourt Mall Planning Framework Review, there will be significant considerations regarding the redevelopment of the mall, including density due to investments on the GO line, how to break up the site, as well as considerations into other matters such as hard and soft services (traffic, municipal services, school accommodations, etc.)

5. Not everyone agrees with density of the proposal (5,000 units). Younger generations will likely be buying and living in this development but they will all own a car. For example, 90% of the people living in the Love & Joy condo are younger. How will the city propose to solve traffic problems in the area which will be exacerbated by the proposal? There is a large population of seniors that live in this area. With over 5,000 units, do you really think it is safe for the senior population? I do not disagree with the proposed park, but how will traffic and safety concerns be addressed which is the main issue in this neighbourhood?

Staff: Traffic is one of the key issues that we are reviewing on this application and as part of the Planning Framework Review. Parking spaces will mostly be

located underground. The applicants' consultant is conducting a traffic study which will look at impacts to the study area. Staff will provide recommendations once we have completed reviewing the traffic study.

6. Can you elaborate on parking proposed for the development?

Applicant: Retail parking will be realized overtime as the development is being built. The proposed development will be built in phases. The city is not interested in creating more suburban parking lots. Parking should be easily accessible to support retail longevity. We are currently not at rezoning stage as we have not yet submitting a rezoning application where the required number of parking spaces is specified.

7. The young and old generations of this community would like indoor mall. Can this be incorporated in the proposal?

Applicant: Retail is changing and public realm is important. We need to think about creating spaces for the young and old. Most retailers want to be on-street which results in exterior store types. We intend on designing retail stores that are well-covered, lit and safe.

8. The applicant's concept plan shows a community space beside the library. Can you give an idea of square footage because if there are 5,000 units using this space, what would you imagine going in this space?

Applicant: We are in the early stages and have not yet gotten to discussing details of the community space. It is not up to the applicant to decide what goes into the community space. The city, including staff, councilor and the community contributes to this process. The size of the community facility would be an important discussion with the city and a great opportunity to create community space beside the library.

Staff: We agree that we are still in the early stages. We need to ensure that hard and soft infrastructure is sufficient and how much would be required to support proposed and existing residents. Through the Planning Framework Review, we are trying to determine what are the priorities and the needs of the community. The Technical Advisory Committee (TAC) for the Planning Framework Review involves a range of service providers. Through future meetings and ongoing conversations with members of the TAC, we will be able to find out what are the priorities for this community. A Community Services and Facilities Study was submitted by the applicant and we are in the process of reviewing it. Once we have reviewed the Study and have met with members of the TAC, we will be able to determine the priorities moving forward. Affordable housing is first priority that has been determined by Council.

9. With an addition 5,000 units, traffic and safety are my primary concerns. While construction is taking place, will some of the existing retail stores be opened and available for residents to shop?

Applicant: We intend to keep the food store opened until the new food store is opened. We are also committed to keeping portions of indoor mall opened until Wal-Mart is built. Wal-Mart is very interested in this community. Our first strategic move is to demolish the existing Wal-Mart and rebuild it to serve the community.

10. Both the new Wal-Mart and supermarket are proposed to be smaller in size. How will the community which will have a larger population due to the proposal be properly served by smaller retail stores?

Applicant: Wal-Mart has requested to downsize its store size to 6,500 square metres at this location. There will not be a food component in the new Wal-Mart because there is already a supermarket on-site and therefore inefficient to build a bigger Wal-mart. North American Group is a retail-focused developer. It is their intention to open, maintain and operate the retail components in this development. The food store is a vital component and we will make sure it stays on-site to serve the community.

Staff: We have repeatedly heard how important a food store is to the community. We will use whatever mechanisms we have to ensure a food store will be retained on-site.

11. It appears as if the City has already approved the applicant's proposal. If so, what's the point of having this community consultation meeting?

Staff: There is no good reason for anyone to believe that this proposal is pre-approved. There is a sequence of applications to be submitted and approved by the City. This only the beginning of the process and we are nowhere near the end. The Official Plan Amendment application that is currently before us only deals with a request to increase density permissions on the mall lands and the proposed Master Plan is being reviewed to ensure that it integrates with the City's visions. The City is conducting the Planning Framework Review which is intended to provide guidance and recommendations on the appropriateness of the Master Plan. Other applications such as a rezoning application, draft plan of subdivision and site plans still need to be submitted and approved.

12. We have experienced a number of approved developments along Sheppard Avenue that have fallen through and unbuilt which resulted in derelict buildings / sites. When will the preliminary plan be approved and what is the timing of

construction? How can we ensure that the proposal will be constructed completely?

Staff: We have spent a lot of time consulting with the community (stakeholders, residents, etc.). This is the beginning of a very long process. Even if the Official Plan Amendment application is approved by next year, that does not get shovel in the ground. Other development applications such as a rezoning application, draft plan of subdivision and site plans still need to be approved. We cannot control when these applications are submitted to the City. It is premature to talk about timing of construction as lots of planning work still needs to be done. This work includes continuous meetings and consultations with the community and stakeholders. We may be able to get a final staff report by 2019 for a decision on the Official Plan Amendment application, but there is long way to go and there will be multiple phasing to realize the entire proposal.

For example, the Metrogate subdivision has been on-going for 10 years with no commercial component and has approximately 2600 to 2800 units. Similar to the Agincourt Mall lands proposal, the Metrogate site is a large site which proposes new public streets, a new park, and connections to the community. It has been 10 years since the first approval and construction is still ongoing. Similar to other Master Plans, it takes time to complete and will be constructed through multiple phases. An applicant has the right to submit a Master Plan, but it's the city's responsibility to ensure that the Master Plan is reviewed appropriately and to determine how and when do we get certain services to serve the community. The manner in which a Master Plan is executed and fully realized will be a long-term process through a number of years.

Applicant: We have committed to advancing the first step which is submitting a Master Plan through the Official Plan Amendment application that is currently before us. This Master Plan was developed through series of consultation processes with the community led by the developer.

13. Has the City looked at the proposal from a quantitative point of view? Density/height is an issue in terms of traffic. Can the GO line accommodate additional 10,000 residents? Can you show us some comparables in similar projects that you have already approved? Show us comparables with similar proposal with a proposed density of 4.2 and how it works.

Staff: Due to the scale and magnitude of this application, the City is conducting the Planning Framework Review to analyze a number of factors which includes traffic, appropriate density, built form, etc. It is important to note that it is not the City's responsibility to justify this level of development/density. The purpose of tonight's conversation is to inform you how is this application best assessed with the existing adjacencies. The technical reports that were submitted by the

applicant which deal with a number of factors, including traffic, servicing, etc. require a critical level of review.

14. Is it the applicant's responsibility to justify those numbers (density, height)? What informed their request for this level of development? What is their justification for their proposal?

Applicant: We have submitted this proposal with supporting studies, including a Planning Justification Report. All of these studies have to be reviewed by the City. It's our right to request for this density. We think there is sufficient credibility to support the proposal.

15. Your focus was on the park and how important it was to you (developer). But there was no mention about the tall buildings proposed as part of this development. We do not need a park. We already have Ron Watson Park, Inglewood Heights Park and the track and field at the Holy Spirit Church, which is ¼ mile away. The new park will only cater the new residents moving into this development. It's not for people in the existing community.

Applicant: There is an ambition and desire from the City to build more parks. The City's Official Plan requires 20% of the Mall lands for park purposes. My beliefs on whether this community should have a new park or not do not matter. It's about the location of the park and where we think it's most ideal and how it will create a wholesome experience for the community.

16. The proposed density is an issue especially for a relatively small area (Agincourt Mall lands). When will the City arrive with recommendations and results of the Planning Framework Review and when can we hear from the City as to what is the appropriate number (density) for development?

Staff: The Planning Framework Review is being studied in 4 phases. We are currently in 2nd phase where we are "generating ideas". At the next phase (Phase 3), we will be looking at and analyzing the appropriateness of density on the Agincourt Mall lands. We will look at different development levels and analyze them. We will also use the applicant's proposal as the worst case scenario when testing different levels of development.

17. Will there be another meeting so we can understand the City's analysis and determination of what is appropriate?

Staff: Yes. We will present the results of the draft concept/framework to the community. We will not put forward a Final Report to Council on a concept that we have not showed you.

18. Is there any information regarding the golf course? Is the golf course being redeveloped in connection with this proposal on the Agincourt Mall lands?

Staff: There are no applications or development proposed on the golf course. It is owned by the City.

19. Why are there no other illustrations for shadows other than the month of June?

Applicant: Shadow studies can be found online on the City's Application Information Centre (AIC) website.

20. I am really worried about the proposal. Shops at Don Mills absolutely killed the seniors across the road. You (the developer) say that the design for the proposal is wonderful and is designed similar to the Shops at Don Mills, however, our climate is different from those of Texas and Barcelona. There are ways that retail can be accessed from both indoor and outdoor. Although we are moving away from indoor malls, there tend to be trends from what works from the past. If you want to retail work, you have to work something that is accessible from inside. Perhaps a covered overpass could be incorporated into the development.

21. Traffic congestion is a major issue in this community. The crosswalk across Bonis Avenue is very treacherous. Adding a traffic light between Sheppard Avenue and Bonis Avenue will not alleviate traffic. It will be like driving on Yonge Street. I cannot imagine going through this intersection with such dense intensity of uses which includes a Wal-Mart, a supermarket, 5,000 additional units, as well as an LRT line. I disagree that the GO line will reduce traffic. The GO line helps the residents living in the 905, but not the residents living in this area. Transportation issues really need to be considered in this area. Transit in Toronto is 50 years behind. No transit improvements are being made along Sheppard Avenue.

22. The proposed density of 4.2 is too high. Five thousand units will result in ten thousand additional residents in the area. The increase in density has the potential of overwhelming existing services in the area. One of the proposed buildings is 52-stories high which you will be able to see from miles away. There needs to be serious consideration about the number of people and residents in such a small area.

23. When we shop at Wal-Mart, we presently walk through the indoor parts of Agincourt Mall to get to No Frills. The proposed concept plan shows that Wal-Mart and No Frills are not located closer to each other and there are no covered walkways to access one another which will lead to a far commute to access these two stores one after another. It is not practical. We are in Canada, and there are

- many seniors in this community. Wal-Mart and No Frills should be located closer together.
24. Agincourt Mall is a community hub. People currently do tai-chi and line dance, meet friends, and walk their babies and in the mall every day. The architect mentioned that there will be a few parks as part of the proposal. I am not sure whether the proposed green space is enough to serve new residents stemming from 10 additional tall buildings and the existing community. This is Canada where half of the year is winter. Where will residents of the community go for the rest of the year if the indoor component of the mall is being removed? I hope the proposal would be reconsidered to incorporate a shared community space where we can still do line dancing, sidewalk sales and other activities throughout the year.
 25. If the LRT is constructed by 2030, then the proposed development might be viable. I will not go to Shops at Don Mills because they have destroyed that whole mall. The retail businesses at Shops at Don Mills are failing. If the development as submitted is approved, retail here will also be unsuccessful.
 26. It will be extremely unsafe for seniors to access retail and other amenities with the proposed Allanford Road extension. There is no proposed direct access which connects the seniors to the proposed development. Furthermore, you are moving all the retail shops further east. This is a hazard to anyone living in Shepherd's Village. We already have a lot of open spaces in the area. We need covered areas and walkways for people to purchase their groceries. Traffic is already so bad and an addition of 5,000 units will add to the traffic congestion. We will have no safe accesses to get in and out of the area.
 27. I have not heard any positive feedback on the proposal. I feel uncomfortable with the proposal. I hope the applicant will respect the community and revise their plans with a more decent proposal. The developer should not only be thinking of their deep pockets. The developer/applicant needs to work with the City for a viable development to serve the community.
 28. This proposal will exacerbate existing traffic issues in the area. With this proposal, vehicular traffic will multiply at all entrances and exits. There are presently lots of left turns coming in and out of Agincourt Mall along Sheppard Avenue and 4 lanes of traffic will be reduced to 2 lanes because of the LRT dedicated lane. There will be major vehicle conflicts with the LRT. Ten (10) additional high-rise buildings will cause huge traffic problems.
 29. The proposal will result in the removal of existing parking spaces and be replaced with park(s), residential and retail buildings. Structured / underground parking is 8-10 times more expensive than surface spaces.

30. As a consumer, I would rather go out of my way to shop at a bigger Wal-Mart and supermarket where I can make my purchases all at the same time. I am not going to compete with all of the new residents to shop at a smaller Wal-Mart and a smaller grocery store as well as needing to go underground and find an elevator. I will not shop at a place where my car is a mile away.

31. There are currently about 300 students enrolled at Tam O'Shanter Public School. With the additional 5,000 units, there will be an increase in the number of children enrolling into neighbouring schools. Who will pay to expand these schools and for additional teachers?

Summary of Written Feedback

Built Form

- Proposed buildings are too high
- Concerned that tall buildings will block sunlight and cast shadows to lower units on Bonis Avenue
- Concerned that tall buildings may cause a wind tunnel effect
- Too many tall buildings
- Proposal represents overdevelopment of the mall lands
- Proposal of 5,000 units and density of 4.2 is too high
- 52-storey building will not blend in with existing tall buildings in the area

Parks, Open Space & Public Realm

- One large park is desired
- Linear strip next to the library isn't practical
- Need more open spaces and less buildings

Transportation

- Proposal will cause additional traffic problems to an already congested area
- Additional traffic lights and pedestrian crosswalks are needed
- Sheppard Avenue and Kennedy Road is an accident zone. Vehicular and pedestrian safety needs to be improved at this intersection
- Concerns regarding traffic during construction
- More parking spaces are needed
- Implement accessible above-ground pedestrian ramps at intersections or underground walkways
- Dedicated bicycle lane(s) are needed
- Transit (LRT/subway) must be completed to accommodate increased population density in the community
- The Allanford Road extension should not align with the existing Allanford Road and should be relocated more easterly, closer to Sheppard Avenue. Traffic

restrictions should be applied so that vehicles are not allowed to enter southerly into the existing neighbourhood via the existing Allanford Road.

Servicing

- Sewers and water infrastructure need to be improved and upgraded to accommodate increased number of residential units

Community Services & Facilities

- Daycare(s) for the community are needed
- Public amenities such as gyms and playgrounds should be implemented as part of the proposed development
- More community and recreational facilities to accommodate growing population are needed
- Additional schools are needed or alternatively, schools should be expanded to accommodate additional students stemming from the proposed development
- Indoor community public space should be provided
- Dedicated art gallery / exhibition space should be provided
- Public art should be implemented as part of the redevelopment

Retail and Commercial Amenities

- Larger Wal-Mart and supermarket are needed to serve the growing community
- Not enough grocery retailers in the area
- The community needs an enclosed mall
- There should be covered pathways to access retail. The mall has been a meeting place since the 1960s and has been historically been used for socializing / gathering space
- Concerns about access to and viability of smaller stores during construction. These stores could go out of business and the community would lose access to local retail amenities
- An indoor mall should be incorporated as part of the redevelopment to cater for the winter climate, seniors living in the area and for socializing.

Housing

- The proposal should be designed to create more family-sized units
- Affordable housing is needed

Public Notice

Notification for this Open House was provided in a number of different ways. Notices were mailed to over 21,000 addresses in the local area. The event was also posted on the City's Agincourt Mall Planning Framework Review website, promoted by an email notice from the City Planning Division, Ward 40 Councillor Norm Kelly's E-Newsletter and

posted on City Planning's Twitter account. Notices were also sent to local residents associations and community groups.

What Happens with the Feedback Received?

All feedback will form part of the public record and is an important part of this review. Other key considerations will include provincial and City planning policies, additional inputs from the community and local stakeholders, City Division and external agency comments, as well as research and required technical evaluations. City Planning staff will consider all feedback during all phases of the Framework Review.

Next Steps

The next event is the 2nd Local Advisory Committee (LAC) meeting where staff will present and seek feedback on various development options on both the mall site and the larger corridor area (along Sheppard Avenue between Birchmount Road and Brimley Road). Based on feedback received from City Divisions and LAC members, the various development options will be further refined and will be presented to the Community Council in June, 2018 through a Status Report.

