

Agincourt Mall Planning Framework Review Public Open House #2 Consultation 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, Project Lead at Jessica.Kwan@toronto.ca / 416-396-7018.

Event Overview

A public consultation meeting for the Agincourt Mall Planning Framework Review took place on Wednesday, March 6, 2019, at the Scarborough Civic Centre (150 Borough Drive). An open house format was used which included a presentation delivered by Jessica Kwan, Project Lead, Sasha Terry, Senior Urban Design Planner, and Alan Filipuzzi, Transportation Planning Manager.

The purpose of the Open House was to:

- Provide a clear overview of the Agincourt Mall Planning Framework Review (AMPFR) process.
- To present and seek feedback on the Emerging Preferred Development Option for the Agincourt Mall site.

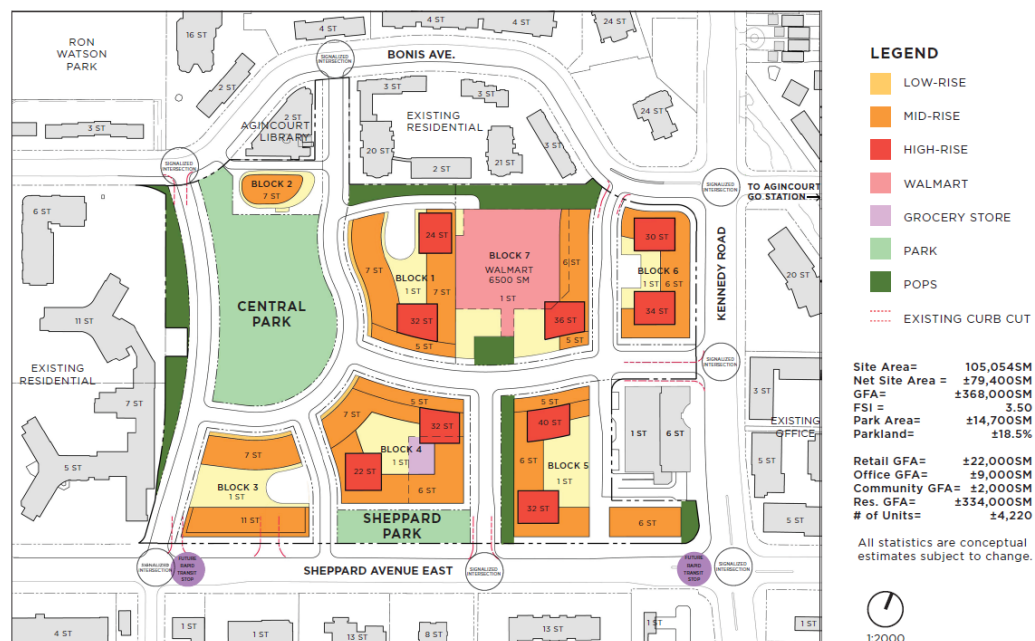


Figure 1 Agincourt Mall Planning Framework Review - Emerging Preferred Alternative

This event was part of the third phase of the Agincourt Mall Planning Framework Review. 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.



Figure 2 Images taken by staff at the Public Open House that took place in the Scarborough Civic Centre

Event Engagement Activities

Approximately 250 people attended the open house. People of different age ranges, from children to seniors and of diverse cultural and linguistic backgrounds attended. Attendees provided feedback by speaking directly with staff, providing feedback on comment sheets, and placing post-it notes on display boards. Comments were also received through emails and mail.



Figure 3 Image captured by staff at the Public Open House that took place in the Scarborough Civic Centre



Figure 4 Images captured by staff at the Public Open House that took place in the Scarborough Civic Centre

Public Notice

Notification for this Open House was provided in a number of different ways. Notices were mailed to over 56,000 addresses within Ward 22 Scarborough Agincourt. 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 22 Councillor Jim Karygiannis' E-Newsletter and posted on City Planning's Twitter account. Notices were also sent to local residents associations and community groups.

Presentation

Jessica Kwan, Project Lead, started the presentation by introducing the agenda and provided background information on the AMPFR process, policy framework, public consultations completed to-date, as well as council's direction to complete the work on the AMPFR as per the Status Report dated May 16, 2018 that was presented to Scarborough Community Council on June 6, 2018.

Alan Filipuzzi, Transportation Manager, presented the results of the Transportation Network Analysis. The analysis, amongst other things, indicated that the proposed mixed-use development generates fewer trips than the as-of-right (as currently permitted in the Zoning By-law) retail potential of the Agincourt Mall site.

Sasha Terry, Urban Design Lead, discussed the process of how the Evaluation Framework was used to develop the Emerging Preferred Alternative. The Emerging Preferred Alternative is a demonstration plan to inform the review and recommendations of the Official Plan Application. The Emerging Preferred Alternative also meets the objectives of both the Vision Statement and the Guiding Principles which were adopted by Council and were developed in consultation with the public and key stakeholders.

Jessica Kwan then advised that the applicant had resubmitted a revision to their proposal for the Agincourt Mall on February 15, 2019 and noted the key differences as per Figure 5 below, including a decrease in the following: gross density (from 4.15 to 3.9), the number of residential units (from 5007 to 4725), maximum tower height (from 52 to 48), etc.

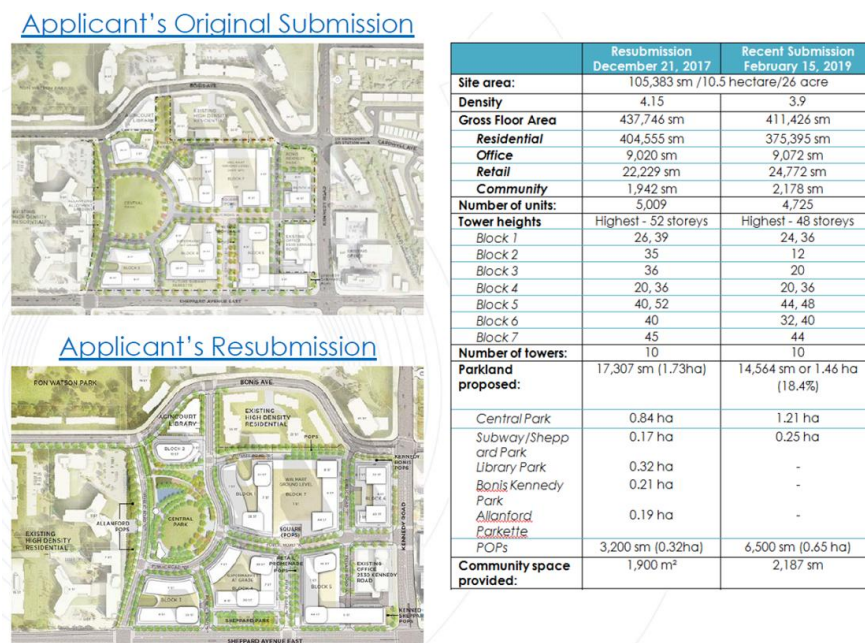


Figure 5 Comparison of key differences between the Emerging Preferred Alternative and the Applicant's Submission

The key differences between the Emerging Preferred Alternative and the Applicant's Resubmission were also outlined as shown on Figure 6 below. The Applicant's proposal has been revised to become more similar to the City's Emerging Preferred Alternative Development Option, however, there are key differences between both plans, including density, maximum tower height and number of units.

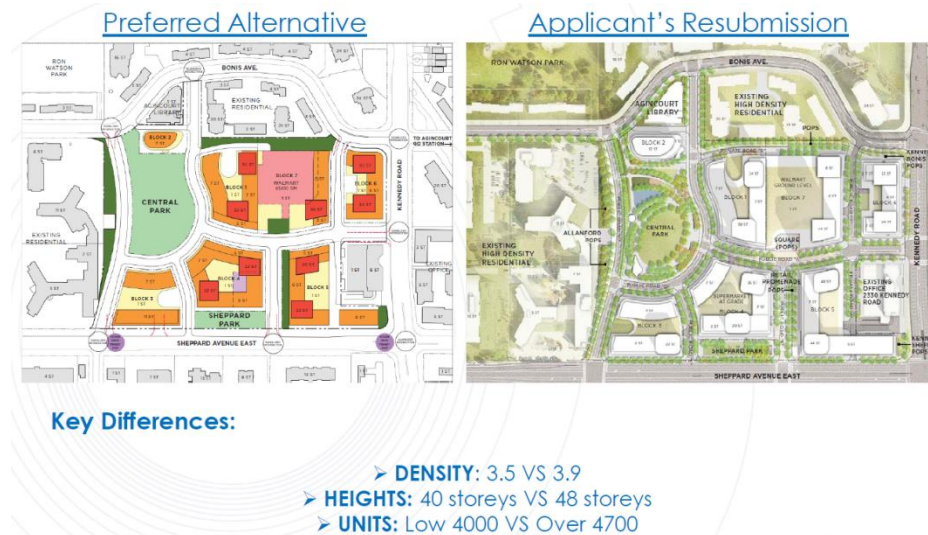


Figure 6 Comparison of key differences between the Emerging Preferred Alternative and the Applicant's Resubmission

The presentation was concluded with an overview of next steps including finalizing the framework review and presenting a Joint Final Report on both the AMPFR and the Official Plan Amendment application to Scarborough Community Council at a targeted date of June 25, 2019.

Summary of Feedback on the Emerging Preferred Alternative

Density and Built Form

A range of views related to proposed density and height were provided but most participants preferred the Emerging Preferred Alternative over the applicant's proposal in terms of the density and heights (see Figure 2). However, many were still concerned about the proposed density and height of the preferred alternative and its implications on potential traffic congestion, quality of living, and crowding. Positive feedbacks were received about the complete community considerations of having a mix of uses, heights and built forms within the site.

Transportation

Many participants were concerned that the proposal would worsen existing traffic conditions and create more congestion and potential vehicle accidents. Almost all participants were in support of transit expansions along Sheppard Avenue. Many preferred the Sheppard subway over the LRT, however a few suggested that the proposal should be able to withstand the traffic demand even if the transit plans are not implemented. Safety of pedestrians, particularly for families and seniors, was another issue that was raised. Participants recommended lowering traffic speeds using speed bumps and provide safe signalized crossing for residents crossing

onto the mall site from Bonis Avenue and from Allanford Road. Some participants showed support for pedestrian-oriented complete streets shared between pedestrians, cyclists, cars, and transit throughout the site. The proposal should also provide sufficient parking spaces for commercial and retail visitors.

Parks, Open Space and Public Realm

Participants recommended introducing more park spaces and to be utilized for family friendly social gathering spaces by incorporating elements such as dog parks, water fountains, foot paths, and public art structures. Additionally, attendees suggested integrating year-round design and programming in Central Park.

Community Services, Facilities and Amenities

A number of participants voiced concerns about school capacities in the area and acknowledges that the city will continue to work with the school boards to accommodate students stemming from new developments in the area. The seniors in the area will also require additional services and social gathering spaces with the loss of Agincourt Mall. Various other community services were recommended to be built or improved including a youth service hub, health care services, day cares, social services, library expansions, community meeting spaces, cultural gallery, Agincourt museum and public recreational facilities such as skating rinks or swimming pools.

Retail and Commercial Amenities

The existing mall, particularly the Wal-Mart and the No Frills, serves as an important commercial amenity for the immediate area as well as for the broader community. It has been suggested that the proposed retail should be in an enclosed space or the stores should be connected through a PATH system for ease of shopping during all seasons, especially for the seniors in the community.

Housing

Various participants had concerns about the future affordability of the area in terms of rents of existing buildings and prices of the proposed units. Affordable housing was identified as an important component of this project. Additionally, family sized units and fully-accessible units, and energy efficient designs should be incorporated.

Servicing

Participants were concerned about capacity of city infrastructure to be able to support the proposed number of new units. There were also concerns about the appropriate measures to

manage storm water and drainage to avoid flooding in the area. Residents also stated that the current low water pressure issue still needs to be further resolved.

Construction Impacts

The construction may be disruptive for the neighbouring community and it was recommended that mitigation measures for the noise, dust and access should be reinforced. A recommendation was that the demolition of the existing mall facility should occur in appropriate phases to ensure that the important retail amenities, especially the No Frills or Wal-Mart, are accessible during all phases of construction.

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

Interested attendees were provided with an opportunity to sign-up for future public engagement events and project updates. Additional opportunities to participate and provide feedback will be provided as the Planning Framework Review advances.

