



Stakeholder Group and Community Leaders Circle Meeting Summaries

Phase 2 Consultation

October and November 2021



Table of Contents

1.0	Environment and Climate Change Meeting Summary	1
1.1	Meeting Overview.....	1
1.1.1	Meeting Format and Agenda	1
1.2	Overall Summary of Input	2
1.3	Summary of Facilitated Q&A Discussion	4
1.4	Breakout Room Discussions + Mural Boards.....	6
1.5	Polling Question Results	10
1.6	Meeting Close.....	10
2.0	Affordable Housing and Intensification Meeting Summary	11
2.1	Meeting Overview.....	11
2.1.1	Meeting Format and Agenda	11
2.2	Overall Summary of Input	12
2.3	Summary of Facilitated Q&A Discussion	13
2.4	Breakout Room Discussions + Mural Boards.....	19
2.5	Polling Question Results	24
2.6	Meeting Close.....	25
3.0	Future of Work and Employment Areas Meeting Summary	26
3.1	Meeting Overview.....	26
3.1.1	Meeting Format and Agenda	27
3.2	Overall Summary of Input	27
3.3	Summary of Facilitated Q&A Discussion	28



3.4	Interactive Discussion and Mural Board	39
3.5	Polling Question Results	41
3.6	Meeting Close.....	41
4.0	Neighbourhoods and Complete Communities Meeting Summary	42
4.1	Meeting Overview.....	42
4.1.1	Meeting Format and Agenda	42
4.2	Overall Summary of Input	43
4.3	Summary of Facilitated Q&A Discussion	45
4.4	Interactive Discussion and Mural	57
4.5	Polling Question Results	60
4.6	Meeting Close.....	60
5.0	More Neighbours Toronto Meeting Summary	61
5.1	Meeting Overview.....	61
5.2	Summary of Facilitated Q&A Discussion	61
5.3	Meeting Close.....	69
6.0	Community Leaders Circle – Meeting #2 Summary – November 2021.....	70
6.1	Meeting Overview.....	70
6.2	Overall Summary of Input	71
6.3	Summary of Facilitated Q&A	72
6.4	Summary of Facilitated Interactive Discussion.....	81
6.5	Meeting Close.....	84



1.0 Environment and Climate Change Meeting Summary

Date & Time: October 4, 2021 – 12:00-1:30 pm – 63 Participants

Location: Webex Virtual Event

Project Team Attendees:

City of Toronto – Jane Welsh, Jane Weninger, Josh Wise, Shayna Stott, Jeff Cantos, Kyle Fearon, Christina Heydorn, Caroline Bucksbaum, Janani Mahendran, Michael Hain*, Pauline Beaupre, Kristen Stein*

Dillon Consulting – Merrilees Willemse, Zahra Jaffer, Daniel Hoang, Ish Chowdhury, Ying Ye

Dillon Consulting, the independent facilitation team retained by the City of Toronto, facilitated the meeting and prepared this summary. Participants were encouraged to provide additional feedback to the project team by adding to the Mural Boards online or by emailing opreview@toronto.ca. This summary is intended to reflect the key discussion points from the meeting and is not intended to be a verbatim transcript.

1.1 Meeting Overview

The City of Toronto Official Plan (OP) Team and Dillon Consulting Engagement Team held an interactive stakeholder group meeting for Our Plan Toronto **focused on the review and update of OP policies related to environment and climate change**. This meeting was the first of four stakeholder group meetings held in October 2021 to discuss key areas of the OP policy review with stakeholders across the city. The four stakeholder group meetings were designed around the following key topics:

1. Environment and Climate Change – October 6, 2021
2. Affordable Housing and Intensification – October 7, 2021
3. Future of Work and Employment – October 14, 2021
4. Neighbourhoods and Complete Communities – October 15, 2021

1.1.1 Meeting Format and Agenda

The meeting was held via WebEx as a virtual meeting event. The format included presentations, polls, facilitated Q&A, active use of the Chat function and breakout room discussions.



There were four (4) breakout rooms to discuss expectations for environment and climate change policies.

The agenda for the meeting included:

1. Introduction: Welcome and Opening Remarks
2. Update: Where we are in the process
3. Reflect: What we've heard so far and what we're doing about it
4. Clarify: What the OP policies do now. Followed by a facilitated Q&A with all attendees
5. Listen: What stakeholders want the OP and City to achieve. (Done in breakout rooms)
6. Closing: Next Steps and Thank you

1.2 Overall Summary of Input

The following summary highlights the key issues and ideas heard during the event based on all of the input received throughout the meeting via Chat, breakout discussions and Q&A. More detailed documentation of the input received through the Q&A, Chat and breakout room discussions are provided in respective sections below.

- **City needs to be more aggressive with climate action and implementation of environmental policies**
 - Address implementation gaps – City has good policies and building requirements but they are inconsistently implemented, too many exceptions and site by site decisions. Committee of Adjustment and Community Councils need to be aligned with City policies and priorities.
 - Focus on implementing Net Zero Strategy.
 - Educate the public and developers on why and how to support the Net Zero Strategy.
 - Include policies and incentives to support green initiatives, including retrofitting and low impact development requirements.
 - Get more aggressive with policies for retrofitting and tree planting across city.
 - Include policies that support the investment in renewable energy and require more EV stations.
 - Increase green requirements for major expansions of single-family homes – the larger the single-family home, the more that should be required to achieve green/low impact development.
 - Educate Community Councils on how to better support Net Zero and the impacts of development approvals on site by site basis.



- Push construction practices to achieve Net Zero.
- Measure and monitor progress.
- **Continue to protect and enhance green spaces, natural areas, trees, ecological systems**
 - Preserve mature trees, plant resilient trees, encourage/require developers to plant more trees.
 - Protect trees in all areas and do not allow site specific tree removal – educate public, developers and Community Councils on this issue.
 - Address green space inequities in neighbourhoods, including street trees and distribution of quality park space.
 - Focus on re-naturalizing urban areas.
 - Expand ravine ecological buffers and green infrastructure to soft urban edges.
 - Encourage community gardens and naturalize un-manicured areas.
- **Link housing policy to environmental policy**
 - Recognize that housing policies are intrinsic to addressing climate change – make link between environment, intensification and housing policies to support better use of existing built up area.
 - Limit single-family homes; no iceberg houses.
 - Address the missing middle, encourage infill with duplex/triplex/multiplex.
 - Address housing affordability crisis as a key issue related to the environment as affordability forces people to leave the city.
 - Support intensification and increased density in Toronto to address sprawl impacts elsewhere.
 - Relax urban design rules to allow for passive-house design and net zero buildings.
- **Protect employment lands and support complete communities**
 - Protect employment areas and do not allow conversions.
 - Disperse employment centres to other areas along transit corridors to support more employment options throughout the city that are transit accessible.
 - Set goals for 15-minute communities with good range of employment options in order to reduce auto-centric commuting.
 - Green policies should be flexible and respond to different challenges in different neighbourhoods across the city.
 - Employment lands should allow for some mixed-use (amenities, day cares, etc.) and require green amenities.



- Require employment uses in employment areas to be denser so that we can fit more jobs/businesses into these areas; more than 1-2 storey warehousing buildings.
- **Improve active transportation and connections to transit**
 - Set vision for car-free communities that are walkable and bike-able in all areas of the city.
 - Address cycling, walking and transit inequities in Scarborough, Etobicoke, and North York.
 - Reduce parking requirements near transit and near protected cycling networks.
 - Encourage higher density around transit.
 - Require protected cycling connections to transit stations.
 - Require cycling and walking connections to employment areas.

1.3 Summary of Facilitated Q&A Discussion

The following summary documents the questions, comments and responses during the facilitated group discussion, including written questions/comments from the Chat box. Input in the Chat included comments and questions on the presentation content, questions regarding where to find information on different projects or initiatives discussed and who to contact regarding different issues. This summary is intended to reflect the key discussion points and is not intended to be a verbatim transcript. Participant questions and comments appear in bold text followed by responses shared by the project team when responses were provided.

With a number of themes being in conflict when implemented, how will they be prioritized? Will there be a hierarchy of themes, or will there be an overlap with a hope for the best? Particularly for net zero policies that we want new developments to achieve but are in conflict with some of the urban design requirements, such as requirements for angular plain that are costly and impact abilities for developments to achieve net zero. How will these themes be prioritized?

The goal is not to work towards a hierarchy, but rather take the inputs from this consultation and create a balance. The focus is to take on and update policies to the Official Plan.

You said that the population growth that the City must plan for is set by the province. Does the City have its own projections for population growth to 2050?



The City is currently conducting a study called, the Lands Needs Assessment - this will set out the City's population and job projections to 2051. This piece of the Municipal Comprehensive Review is also required by the Province. The Land Needs Assessment required by the Province and the method they set out for all municipalities can be accessed at this link: [Land Needs Assessment Methodology for the Greater Golden Horseshoe](#)

While you work on the Land Needs Assessment, how are the city planners protecting land zoned employment right now that developers are applying for zoning changes so they can build mixed residential developments? How are you ensuring lands don't get converted now before you complete employment land assessments?

Part of the Municipal Comprehensive Review is planning for employment. The City has received a number of employment area conversion requests that are evaluated against our employment area policies, and this review is being done concurrently with the MCR (including the Land Needs Assessment).

Do the policies on green buildings include improvements to current buildings? Such as addressing the lack of compost and recycling collection in many apartment/condo buildings.

The policies for green buildings and the Toronto Green Standard focus on new buildings subject to planning approvals and do not include improvements to existing buildings.

Is Toronto green building strategy looking at LEED building standards?

The Toronto Green Standard includes similar standards to LEED but applies them in the Toronto context, it's a made for Toronto version. This includes setting performance targets and guidelines that relate to site and building design that integrate existing City guidelines and targets with standards from private rating systems such as LEED and Green Globes. The Toronto Green Standard is specifically intended not to compete with rating systems like LEED, but to ensure that when there is a desire to "build green", local environmental objectives are met.

What Authority does Toronto have to enforce Toronto Green Standard, Net Zero Strategy and other Green Planning standards are given the ability of LPAT and the Province to override these planning Standards?

The authority for the TGS is outlined in the OP, under Site Plan Control (5.1.3). This policy has been approved by the Province. The City of Toronto Act and Planning



Act (both provincial acts) allow municipalities to implement policies related to sustainable design features.

This is also reinforced by the specific performance measures that Council has most recently approved for Version 4 of the Toronto Green Standard (July 2021). We have been implementing the TGS for more than ten years.

There need to be defined and transparent metrics that establish if the path to these various big picture goals is being achieved. How do we know we are on track in the future?

(Note: the question was received through the chat and no response was provided at the time)

Development must not simply concentrate around major transit nodes but spread out into residential areas. Otherwise, we will have many downtowns and no unified city with overdevelopment & underdevelopment.

1.4 Breakout Room Discussions + Mural Boards

Following the presentation and facilitated Q&A, participants were placed into four (4) breakout rooms at random. In each breakout room participants were asked the following discussion questions:

1. What are the 'big moves' that the City needs to make to advance on the following areas as we grow to 2051?
 - a. Getting to Net Zero
 - b. Resilience to heat waves and extreme temperatures
 - c. Protection and enhancement of natural areas, green spaces, and key hydrological areas
 - d. Other
2. How do you see land use changing/evolving to address the climate emergency?

Findings from all breakout room discussions were compiled and are documented below.

- Getting to Net Zero
 - The OP needs to support the City's Net Zero Strategy.
 - Educate public, developers and Community Councils on why we need to apply environmental policies and net-zero techniques on every site at various scales.
 - OP should identify priorities and incentives to address massive building retrofits – particularly inefficient old towers.



- Require more mixed-use buildings to reduce commuting.
- Encourage higher density around transit stations as well as diversity of density (i.e. more energy efficient mid-rise) and greater intensification along full length of transit corridors.
- Promote public transportation, active transportation, bike lanes, reduce parking requirements near transit, and discourage/disincentive car use.
- Require better bike parking everywhere and cheaper bike rentals with more bike options – three wheelers for seniors, trailers for kids and groceries, etc.
- Require EV charging stations in new developments and encourage implementation of EV charging stations in existing developments.
- Plan for car-free communities – OP should identify long term goals and opportunities to be protected for now. Identify how auto-oriented corridors should be repurposed – prioritize green space: tree planting, linear parks, bio-swales/rain gardens.
- Need to reduce/eliminate site by site exceptions to environmental policies.
- Strengthen park policies to improve neighbourhood parks.
- Require more greenspace and community space in dense neighbourhoods; use POPs towards creating more community spaces.
- Include policies regarding long term investment in renewable energy and district energy.
- Require construction industry to implement net zero construction practices.
- Limit single-family homes, no iceberg houses.
- Support better distribution of employment permissions/uses across city to reduce impacts of commuting and congestion; encourage/allow for more live-work spaces throughout city.
- Strengthen softscape requirements for new developments.
- Relax urban design rules to allow for passive-house and net zero buildings; prioritize net zero achievement over urban design.
- Limit permissions for large residential development, taller buildings allow for heavier traffic and cause negative environmental outcomes, city needs to encourage more sustainable development.
- Policies for green requirements should consider financial impacts to private/public developers.
- Resilience to heat waves and extreme temperatures



- Increase tree canopy goals that are specific to neighbourhoods that have been mapped to experience greater heat impacts. Plant resilient trees, preserve mature trees, encourage developers to plant more trees.
- Require green infrastructure and tree planting in rights-of-way to reduce heat island impacts of transportation network.
- Reduce impermeable surfaces and require permeable pavers.
- Enhance green building standards to reduce heat island effect (e.g., increase the minimum area required for green roofs on new developments and identify options for environmentally conscious AC solutions required in larger developments).
- Encourage naturalized un-manicured areas and more community gardens.
- Require nature-based solutions for new development, including deep water-cooling systems.
- Combine stormwater management and water with naturalized systems – water is a resource and provides a natural cooling effect.
- Identify a priority to address green space inequities in relation to low income tower neighbourhoods and areas where heat island effects impact racialized low-income communities.
- Naturalize public golf courses as green spaces and replant cleared areas with natural species.
- Build buildings over expressways and large rights-of-way (e.g. Sheppard Avenue) in order to limit the exposure to pavements – roads make up a large part of the heat island effect. This would also increase housing options and you can require green roofs.
- Relax planning policy to allow shadows.
- No more front yard parking pads and require permeable paving/design on all surface parking areas.
- Identify incentives for removing/reducing paved drive-ways and putting in trees. Lots of driveways in East York, North York, Etobicoke and Scarborough can fit more than 2 cars. Encourage them to reduce the parking area and plant trees.
- Get more aggressive with requirements to green surface parking lots.
- Implement a network of cooling and warming stations.
- Protection and enhancement of natural areas, green spaces, and key hydrological areas
 - Improve by-law enforcement to reduce environmental impacts.
 - Prioritize policies to enhance and naturalize degraded hydrological features and encourage nature expansion.



- Expand ravine ecological buffers.
- Increase policies related to nature-based solutions via green infrastructure.
- Include policies that protect for and encourage better use of hydro corridors.
- Put more attention on stormwater management and addressing flood risks.
- Include policies to require more regular updates to watershed plans.
- Limit any deforestation with redevelopment and include stronger language in OP to bring back nature into development – identify best management practices to enhance green spaces.
- Encourage naturalized un-manicured areas.
- Apply TRCA's Natural Heritage Systems approach for all development/redevelopment.
- Stronger policy focus on natural heritage revitalization, work with developers and the city to re-naturalize floodplains.
- Support urban agriculture across communities.
- Promote native plantings and trees instead of lawns, including pollinator gardens.
- General/Overall Comments
 - Concerns with Committee of Adjustment (C of A) decisions – C of A only thinks site by site and not cumulatively. C of A regularly allows reductions of environmental requirements for developments. Need an education program for C of A to implement sound environmental policies on every application; there should be few, if any, exceptions.
- Push construction practices towards net-zero. Require zero emissions maintenance vehicles and equipment in municipal fleet as well as in the construction industry.
 - Limit underground parking particularly when additional density is allowed within proximity to transit.
 - City needs to collect better data / work with academic institutions to help inform decisions, using parks and ravines for educational purposes (engaging students).
 - Convert some streets to non-car, green space and public areas.
 - Reduce transit costs.
 - More public washrooms.
 - Reclaim Billy Bishop Airport and turn into greenspace.
 - Provide property tax reduction for greener developments and raise taxes on mega-houses.
 - Do not limit density on narrow lots, allow narrow lots to increase density.

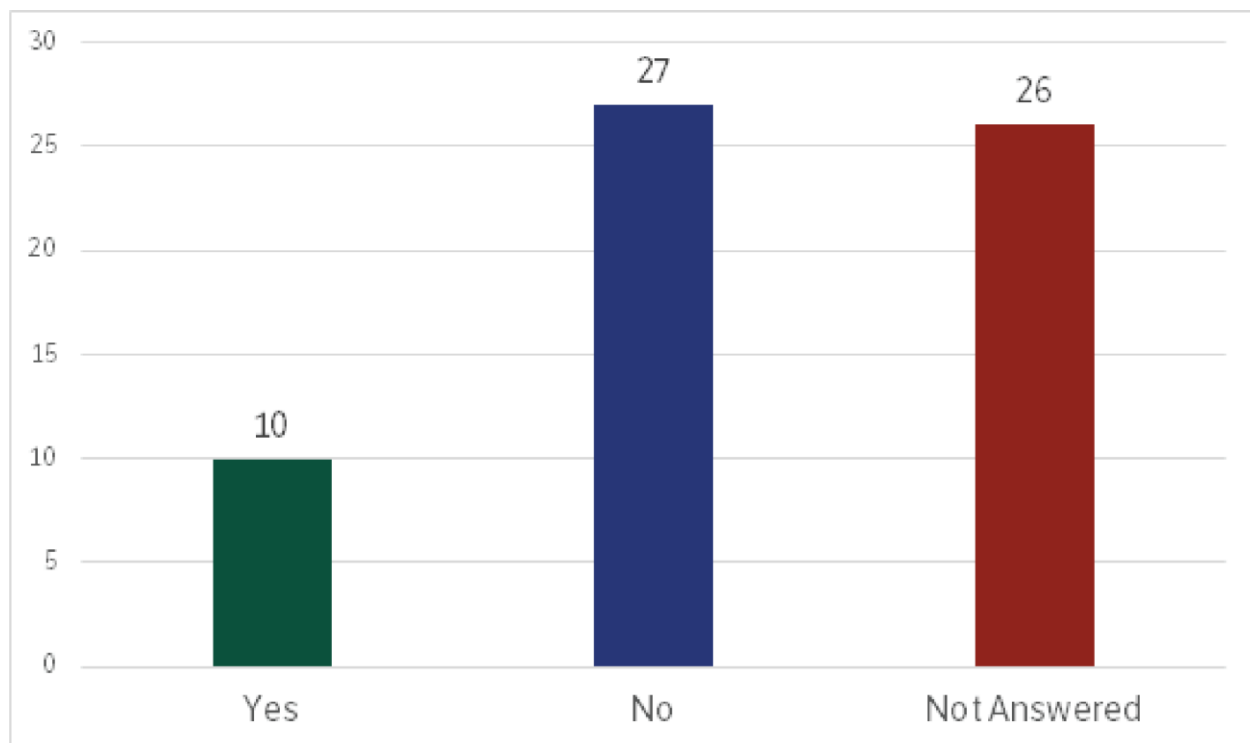


- Identify opportunities to partner with other levels of government towards incentivizing green development.
- Study how long-term remote work will affect climate change and efforts to achieve Net Zero.
- Green policies should be flexible and respond to different challenges in different neighbourhoods across the city.

1.5 Polling Question Results

During the event, one poll was administered to gauge participation in previous meetings.

Poll Question #1: Have you been to a previous Our Plan Toronto meeting?



Of the 59% of participants that voted through an online poll, the majority had not attended a previous Our Plan Toronto meeting.

1.6 Meeting Close

Following the breakout room discussions all participants were brought back together. The City and Dillon project team identified the next steps of the project and ongoing consultation. Participants were thanked for attending the event and provided links to the Mural Boards to continue contributing ideas.



2.0 Affordable Housing and Intensification Meeting Summary

Date & Time: October 7, 2021 – 10:00-11:30am – 78 Participants

Location: Webex Virtual Event.

Project Team Attendees:

City of Toronto – Jeff Cantos, Kirsten Stein, Deanna Chorney, Christine Ono, Graham Haines, Adam Kebede, Christina Heydorn, Pauline Beaupre, Cate Flanagan, Janani Mahendran, Gerry Rogalski, Kyle Fearon

Dillon Consulting – Merrilees Willemse, Zahra Jaffer, Nicole Beuglet, Ish Chowdhury, Ying Ye

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2.1 Meeting Overview

The City of Toronto Official Plan (OP) Team and Dillon Consulting Engagement Team held an interactive stakeholder group meeting for Our Plan Toronto **focused on the review and update of OP policies related to affordable housing and intensification**. This meeting was the second of four stakeholder group meetings held in October 2021 to discuss key areas of the OP policy review with stakeholders across the city. The four stakeholder group meetings were designed around the following key topics:

1. Environment and Climate Change – October 6, 2021
2. Affordable Housing and Intensification – October 7, 2021
3. Future of Work and Employment – October 14, 2021
4. Neighbourhoods and Complete Communities – October 15, 2021

2.1.1 Meeting Format and Agenda

The meeting was held via WebEx as a virtual meeting event. The format included presentations, polls, facilitated Q&A, active use of the Chat function and breakout room discussions.



There were four (4) breakout rooms to discuss expectations for environment and climate change policies. MURAL was used to document input as an interactive virtual white board.

The agenda for the meeting included:

1. Introduction: Welcome and Opening Remarks
2. Update: Where we are in the process
3. Reflect: What we've heard so far and what we're doing about it
4. Clarify: What OP policies do now. Followed by a facilitated Q&A with all attendees
5. Listen: What stakeholders want the OP and City to achieve (done in breakout rooms)
6. Closing: Next Steps and Thank you

2.2 Overall Summary of Input

The following summary highlights the key issues and ideas heard during the event based on all of the input received throughout the meeting via Chat, breakout discussions and Q&A. More detailed documentation of the input received through the Q&A, Chat and breakout room discussions are provided in respective sections below.

- **City needs to prioritize the development of more housing overall, including affordable housing**
 - Need more housing of all kinds in all areas of the city
 - Need more affordable housing units, rental and ownership
 - City needs to grow by more than what the Province is forecasting and there needs to be significantly more housing to support that growth
 - Support for City's changes to definition of affordable and work on inclusionary zoning
 - Need a wide range of models to support affordable rental
 - Need to expand inclusionary zoning permissions beyond the identified PMTSAs so far
 - Need more housing in Toronto in order to curb sprawl in the Greater Golden Horseshoe
 - Need to address housing restrictions in neighbourhoods and allow for a greater variety of multi-unit housing
 - Do not just build towers, also need homes for families so are not forced to move to suburbs



- **City needs to intensify in more areas connected to transit and along corridors**
 - More height and density are needed around transit, including around future stations that are under construction / being planned along Finch, Eglinton, etc.
 - More height and density are needed on major streets with good bus service
 - Connections to transit need to be improved/more direct pedestrian routes in order to increase walkability, accessibility and broaden MTSA delineations
 - Focus more intensification in areas outside the downtown
- **Address infrastructure and servicing needs to support intensification**
 - Communities need proper infrastructure and servicing to support growth, including schools and daycares
 - Do not grow in areas where infrastructure and servicing are not available
 - Coordinate with service providers to support growth
- **Build complete communities**
 - Communities need to have everything in walking distance – jobs, retail, schools, daycares, medical, etc.
 - Support for the MTSA's that are developed as complete communities and not bedroom communities
 - Focus on complete communities in inner-suburbs of Etobicoke, Scarborough, North York
 - Work with neighbouring municipalities to coordinate complete communities along borders
- **Minimize impacts of intensification on existing neighbourhoods and natural environment**
 - Reduce shade impacts of tall buildings
 - Protect natural areas, habitat and wildlife
 - Do not lose heritage of communities

2.3 Summary of Facilitated Q&A Discussion

The following summary documents the questions, comments and responses during the facilitated group discussion, including written questions/comments from the Chat box. Input in the Chat included comments and questions on the presentation content, questions regarding where to find information on different projects or initiatives discussed and who to contact regarding different issues. This summary is intended to reflect the key discussion points and is not intended to be a verbatim transcript. Participant questions and comments appear in bold text followed by responses shared by the project team when responses were provided.



To what extent does the City's affordability calculus take into account a different aspect of the housing issue which is that people being priced out of Toronto is the main driver of sprawl in suburban GTA neighbourhoods. The premise of the growth projections in the Growth Plan for the Greater Golden Horseshoe (GGH) is that Toronto is going to refuse to accommodate more single and semi-detached housing in existing neighbourhoods. So, people who don't want to live without a car are priced out of the city. People would like to find housing in Toronto, but they're only resorting to the suburbs as a secondary choice. Toronto's failure to absorb as much housing as people want here, is driving sprawl and is the main environmental problem in the GGH. Toronto's history is of absorbing a share of the population that is less than its current share of the GTA population. Will Toronto commit to absorbing at least the same share of the GGH's population as it has now in population growth? Toronto should go to the Province and express that it can absorb 40% of population growth over the next 30 years. Why are you not committing to exceed the provincial projections? The projections build in the premise that the city is not going to absorb more and this impacts growth planning in the rest of the GGH. Toronto should bare its share of the burden of growth proactively as this is the premise of sprawl and impacts broader growth plans in the GGH.

- We do have minimum projections that the Province sets for us, and the city always exceeds these projections. On top of the projections, the City is doing a lands needs assessment (LNA) which is the City's identification of growth projections. The work is still underway and we will report next year on the population and employment projections from the City's LNA.

I like the Major Transit Station Area (MTSA) idea; it seems like it could result in small villages scattered around the city. How large in terms of size will the MTSA be? How many hectares will these areas be? How complete will these areas be in terms of jobs and walkability? Concerned that these could be bedroom communities? So how big will they be and how complete and walkable will they be?

- An MTSA is theoretically around 800 metres from a station. The city's geography is diverse, so the size and walkability of that station area depends on the context surrounding the station. Some stations are near large green spaces or water bodies. Every MTSA is individually delineated given that they have different geographic contexts, so the sizes are different. If there is a specific MTSA that you'd like to talk about, please raise it in the breakout room discussions. Regarding whether the MTSA will be complete walkable communities, we are striving to plan for complete communities. This includes a spectrum of housing, jobs, and destinations close to transit that are walkable. So yes that is the intent.



How many Stakeholders were invited to this meeting from the Affordable-Housing & Coop operators and developers?

- We will be posting a list of all invited stakeholders, which was a blanket invite to all 4 sessions - last I saw, there was a list of 400+ stakeholder groups

Where does safety and servicing fall?

Toronto cannot be sustainable, equitable, green, affordable or inclusive without getting all its existing neighborhoods up to densities that support active transportation modal share in excess of 60%. It's clear that means densities >90 people & jobs per hectare.

For Affordable units, which number is 40K or 400K please?

- The City has a target to build 40,000 affordable rental units within the next 10 years, by 2030. This is part of the HousingTO Action Plan, you can read more about it on the City's page here <https://www.toronto.ca/community-people/community-partners/afford>

Inclusionary Zoning will make market housing even less affordable than it already is.

Is the City going to expressly recognize that the status quo in most yellow-belt neighborhoods is unsustainable, and needs to be remedied by bringing those neighborhoods up to 90-100 people and jobs per hectare minimum? Are we committing to ensure that there is housing for people in every income tranche in every neighborhood, and to ensure there are no elementary school catchments (e.g.) where almost all of the housing available is single- or semi-detached?

- The City is working on the Expanding Housing Options in Neighbourhoods (EHON) project, which is looking at how to increase the types of housing available in the Neighbourhoods designations in the City. This work will be coming out for consultation soon.
- Staff have also provided draft delineations for the downtown PMTSAs to Planning and Housing Committee. These outline the planned densities in the downtown areas around transit stations: [Planning and Housing Committee consideration on April 22, 2021](#)



To add density TO should encourage up to 6 stories of residential on perimeters of main streets to gain density vs garden suites. Garden suites and laneway houses will lead to abuses from Committee of Adjustment (C of A) decisions. Based on the C of As' record of decisions, they will approve massive variances for garden suites and laneway houses.

- The Major Streets team of EHON is looking into what should be permitted on these main streets. This work is ongoing and you can find out more here: [Expanding Housing Options in Neighbourhoods Toronto Webpage](#)

What's the difference between MTSAs and PMTSAs?

- Major Transit Station Areas (MTSAs) are all the subway, LRT and GO rail stations across the City (and their delineated areas which include a 10 minute walking area from the station). Protected Major Transit Station Areas (PMTSAs) will become a subset of those MTSAs. The identification of a PMTSA is where the market area supports Inclusionary Zoning. Inclusionary zoning is a planning tool that will enable the City to secure new affordable housing as part of the development review process.

Regarding what the slides show for affordable rental units, assuming all those rents would also be eligible for Rent-Subsidy / Rent-Vouchers to lower the out-of-pocket rent for tenants? As those "Affordable-Rent" & "Affordable-Ownership" bands are currently proposed, is there a link to that City proposal?

- Units secured under the proposed definition would also be eligible for Rent-Subsidy / Rent-Vouchers to help further increase their affordability
- Link to the work: [Updating the Definitions of Affordable Housing](#)

Regarding the rents and ownership numbers your showing, how many people would not be able to afford that template?

- The City is outlining the units secured using the affordable rent and affordable ownership definitions that form part of a spectrum of housing approaches. The City also has a Housing Action Plan that discusses how to address housing across the entire spectrum: [Housing TO 2020 - 2030 Action Plan PDF](#)

Has there been any effort made to define affordable housing by metrics other than just rent, for example proximity to public transit, which in turn helps define reasonable commute time to work and access to other public assets such as hospitals, libraries etc.? Assuming that the goal would be optimizing the number of units created with functionality of location.



- The affordable housing definitions focus on price, however existing policies also prioritize building complete communities that include affordable housing as well as access to public amenities.

Proposed policies appear based on current dollars; there may be need to adjust for inflation; current figures based on a stable economy.

- The new affordable rents and ownership prices are projected to grow with incomes. They would be updated annually based on the most recent census results, adjusted for inflation.

Toronto should be using tools other than inclusionary zoning (e.g., per-unit floor space caps that are substantially less than the max FSI for a lot) that are calculated to drive the inclusion of low-cost units in neighborhoods outside PMTSAs, as well.

Housing would be much more affordable in all areas perhaps, if housing were for homes, not investors. As the interest rate is low, housing investment is very attractive as an income stream for investment. Need some better controls here, otherwise all this fine planning might be thwarted. Are there any studies that outline the impact housing / condo investors have had on price? I feel like this is a real issue but haven't see anything that speaks to it.

Why are areas along the northern portion (north of Danforth) of the Ontario Line marked as "No" for IZ / PMTSA? Why does inclusionary zoning not apply to northern Etobicoke, along the entire Finch-West LRT?

- The areas where inclusionary zoning is proposed are based on the results of a financial impact analysis, looking at areas where land markets could support affordable housing requirements and 5-year trends in the housing market.



It seems that this growth plan is poised for aggressive continuation of "business as usual" and not reflecting on the imperatives of climate biodiversity crisis. Projected pop growth by province by 2051 would add more than 30% of pop above current population. This is very aggressive pop growth projection. Currently central TO is experiencing very high density and rising scarcity of green spaces which are essential to human health as we know now. Our natural heritage areas designated according to provincial standards in the PPS 2014, is suffering a lack of protection, threatened by development and transit expansion. At the same time, sprawl is threatening to undermine the Greenbelt, farmland and further erode the Southern Ontario Ecosystem that is in crisis already. Recent a report by IPPC declares a climate/biodiversity emergency. This is red code for humanity.

The Province needs to help fund improvements of infrastructure to support any increased development. Developers do not provide affordable housing. More large expensive condos won't improve affordability.

There's lots of talk of walkability, what about those who can't walk? Walkability or wheelability (i.e. accessibility for folks using mobility aids like wheelchairs or scooters) around MTSA's?

- The analysis of walkability and accessibility of MTSA delineated areas took into account the connectivity to stations using existing streets, pedestrian access, limitations or constraints that could impede walkability/mobility (e.g. steep ravine, impassable infrastructure, impact of a back facing lot), and any unique or special characteristics of the local area. The language in the Growth Plan speaks to an area "within an approx. 500 to 800 metre radius", "representing about a 10-minute walk".

We should be changing street patterns (with expropriated pedestrian walkways, etc.) in order to increase connectivity and eliminate barriers to pedestrian access to transit.

Will the primarily single-detached residential neighbourhoods be opened up to "missing middle" housing?

- This is being looked at through EHON work which looks at a variety of "missing middle" housing in neighbourhoods and that will feed into the OP review. This



work is ongoing and you can find out more here: [Expanding Housing Options in Neighbourhoods](#)

If 700,000 more people is largely through immigration, that will impact development won't it?

(Note: the question was received through the chat and no response was provided at the time)

2.4 Breakout Room Discussions + Mural Boards

Following the presentation and facilitated Q&A, participants were placed into four (4) breakout rooms at random. In each breakout room participants were asked the following discussion questions:

In each geography of the city (Etobicoke, Scarborough, York, East York, North York, Old Toronto, All/City-wide):

1. What are the intensification opportunities? Where should intensification focus?
2. What are the risks or concerns for intensification? (Infrastructure needs? Access to jobs? Etc.)
3. What are some key ideas to consider to increase access to affordable housing as we grow? E.g. commitments to particular affordable housing related goals
4. Are there different affordable housing issues across geographies that need to be reflected in the OP?

Findings from all breakout room discussions were compiled and are documented below.

1. What are the intensification opportunities? Where should intensification focus?

- Opportunities include:
 - Intensify only where services and open space exists that can support more people
 - Provide better transit connections for intensification and expand transit to other areas of the city to achieve intensification
 - Coordinate with intensification in Vaughan
 - Avoid encouraging skyscrapers
 - More mid-rise housing and appropriate density along major streets like Danforth
 - Provide mid-rise housing along Bloor to create more supply and lower prices
 - Protect viable buildings from demolition (along Front Street)



- Protect employment areas in the Downtown
- Avoid building condos right next to the Gardiner and industries (health concerns)
- Provide missing middle housing and gentle density in low-rise/single-detached neighbourhoods
- Intensification should occur throughout the city and should not be centralized
- Coordinate intensification around municipal borders with neighbouring municipalities
- Build over expressways like Berlin's approach
- Provide at least 90 people per hectare
- Intentionally increase density in areas with unused school capacity
- Provide clarity on the definition of a complete community
- Provide clarity on the type of intensification residents are comfortable with
- Focus areas identified for intensification:
 - Eglinton West LRT stations
 - Along Dundas St. West
 - Older shopping plazas along the Queensway
 - Etobicoke Civic Centre
 - South Etobicoke (3-6 storeys and co-op housing)
 - Scarborough GO station parking lots
 - Finch West LRT stations
 - Downsview lands and Allen East
 - Danforth Stations
 - Ontario Line Stations
 - Throughout the yellow belt neighbourhoods
 - Use City parking lots
 - Over highways

2. What are the risks or concerns for intensification?

- Adequate transit connections across neighbourhoods as they grow. Particularly need to provide more access to rapid transit that travels north/south in areas like Etobicoke and Scarborough
- Concern with diminishing/impacting heritage and history in older neighbourhood
- Need to take into account the quality of the public realm, many areas have poor public realm
- Provide adequate transition from high-rise to low-rise to mitigate impacts on visual aesthetic and sunlight



- Loss of small neighbourhood commercial/retail stores like corner stores
- Concern with overdevelopment without supporting infrastructure and services
 - Risk of concentrating poverty that leads to unemployment, crime, and overcrowding of services
- Growth should pay for growth
- Affordability concerns: Intensification needs to address deeply affordable housing to create more mixed income housing
- Waste concerns: Provide composting and recycling facilities in condos
- Risk of only creating “shoebox” condos – a wide range of housing should be provided
- Need to maintain the diversity and history of built form without building only glass towers
- Risk of low maintenance over time (tower decline) – operational needs should be part of planning
- Concern with shading over residential areas from tall buildings
- Concern with debris blowing off of tall buildings
- Concern with overdevelopment and overburdening already intensified areas
- Infrastructure concerns
 - Intensification needs to take into account supporting features like transit, employment, utilities, sewage, water, roads, wide sidewalks, schools, childcare, parks, green space, parking, bike lanes, community centres, medical offices, grocery stores, and public realm
- Lack school facilities – developers should provide tall building podium facilities for schools

3. What are some key ideas to consider to increase access to affordable housing as we grow?

- Convert hotels with unpaid taxes to affordable housing
- Apply inclusionary zoning to all new condos – Inclusionary zoning should expand beyond MTSAs
- Achieve a better balance in consultation, making sure to hear equally from those who need affordable and deeply affordable housing and neighbourhood residents/resident associations
- Bolder leadership at City Council



- Have development applications go to Planning and Housing Committee rather than to Community Councils in order for decisions to be made based on city-wide interests
- Public and private partnership could better achieve affordable units for the Downsview area
- Affordable housing should be a priority in the hierarchy of planning considerations
- Provide wider range of options and more affordable units for new developments
- Stronger rent protection for existing affordable units – need 99-year lease options that can be passed down to family members – New York City does this.
- Support the rent to own model so that eventually renters can own their units – option for newcomers who may never be able to afford to buy a house or condo
- Limit for-profit role and investment in the rental housing market
- Reduce operating costs with well designed and built energy efficient buildings
- New developments should have a percentage of Toronto Community Housing
- Convert underused office towers for housing
- Create walkable and complete communities everywhere so that there aren't certain areas that are so much better (and less affordable) than others. All areas need transit, service centres, schools and parks
- Direct more mid-rise growth to existing neighbourhoods
- Reduce “not in my back yard” mentality that slows down development
- Process considerations
 - Minister's Zoning Order is too overreaching
 - Reduce development approval times
 - Engage stakeholders early
 - Review definition of affordable housing regularly as communities change
 - Provide tools to support affordable housing development where inclusionary zoning does not apply
 - Plan regionally as neighbouring cities have an impact on us
 - Revisit Official Plan language that focuses on maintaining the stability of existing neighbourhoods over other city needs
- Financial incentives should be considered, including:
 - Density bonusing
 - Waving development charges
 - Offsets
 - Community benefits



4. Are there different affordable housing issues across geographies that need to be reflected in the OP?

• Etobicoke

- Residents are over housed because it is not financially viable for them to downsize to expensive condos with high maintenance fees – need better aging in place options for people to move into in their own communities

• Scarborough

- Find smarter ways to develop land
- Affordability comes at a cost in Scarborough – buildings and units are not well maintained, public realm is bad, transit takes forever. It's more affordable because it's not as nice and City doesn't improve it
- People get pushed out when things get improved and transit connections get put in because rents go up. Need to protect affordability in existing units as areas get improved
- Large parking areas, driveways and low-density commercial strips need to be better utilized and should require affordable units if parking lot is being redeveloped

• North York

- Provide adequate infrastructure along with affordable housing
- Balance development across areas of the city that have more capacity
- Areas with affordable housing need better transit connections, but not at the cost of maintaining affordability

• East York

- Educate and create awareness around how services will be provided to support the building of more affordable housing
- Don't allow NIMBY perspectives, East York has lots of room

• Old Toronto/Downtown

- Need more services like community centres and daycares

• City Wide

- Need to consider how affordable housing relates to the environment – how to protect the environment in the broader GGH by limiting sprawl which requires that Toronto build more units of all types that are more affordable overall
- Provide a range of housing options to fill the “missing middle” in the yellow belt
- Growth should also help fund schools
 - Partner with school boards to allow conversion of land holdings to schools and housing

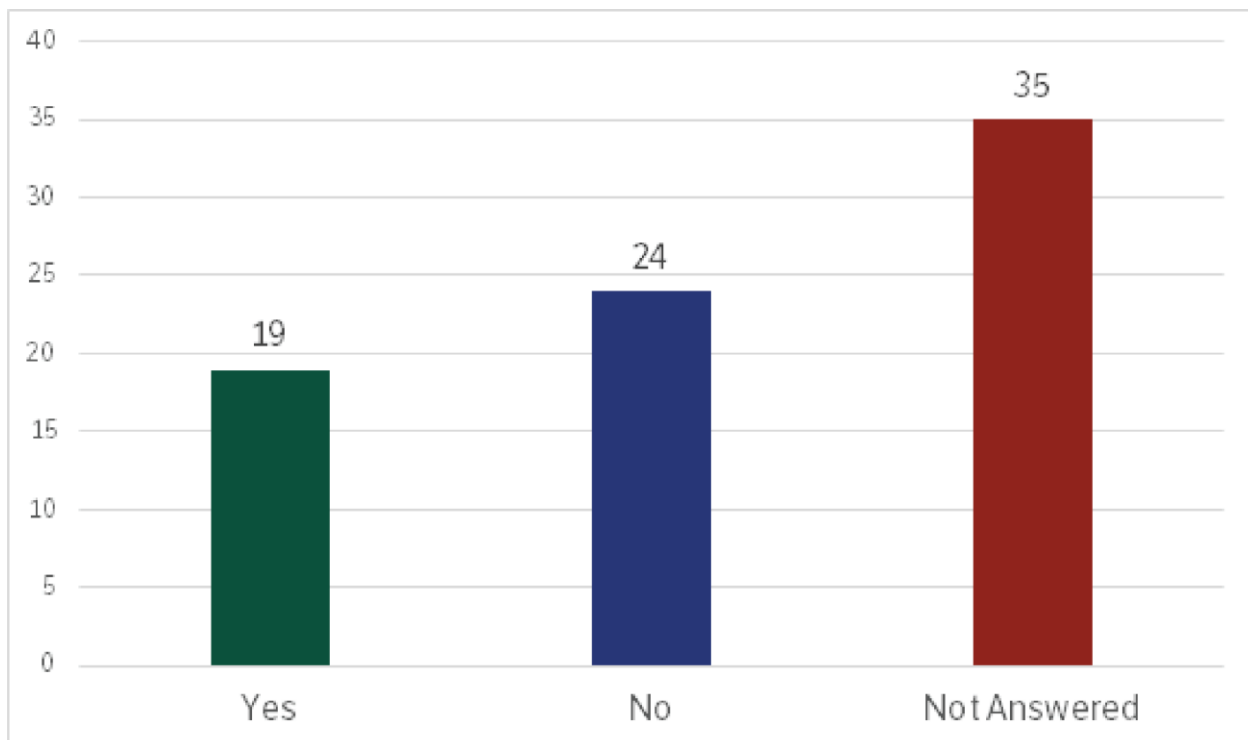


- Build community infrastructure before building new developments
- Prioritize development in areas with gridded streets
- Address pedestrian connectivity issues that come with intensification and affordable housing developments
- Concern with the rise of the luxury housing market that is impacting overall affordability as developers prefer to build luxury
- Concern with the speed of the development approval process – concern that new affordable housing units are getting pushed through without due process

2.5 Polling Question Results

During the event, two polls were administered to gauge participation in previous meetings and grow interests.

Poll Question #1: Have you been to a previous Our Plan Toronto meeting?

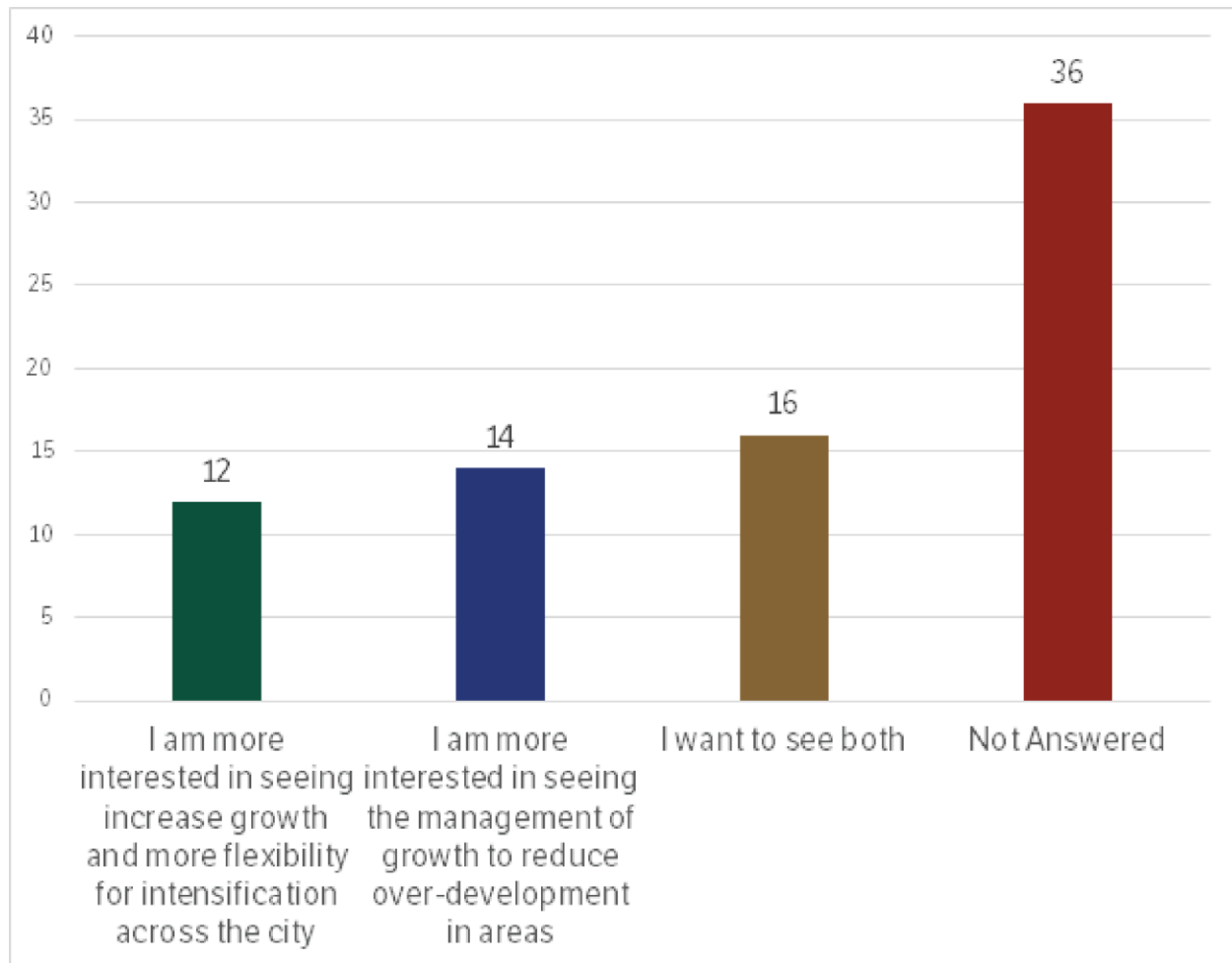


Of the 54% of participants that voted through an online poll, the majority had not attended a previous Our Plan Toronto meeting.



Poll Question #2: How do you want to see the city grow?

Of the 54% of participants that voted through an online poll, the majority want to see both increase growth and more flexibility for intensification across the city and management of growth to reduce over-development in areas.



There were comments in the Chat that people disagreed with the framing of this question given that the city needs to grow and that it would be managed.

2.6 Meeting Close

Following the breakout room discussions all participants were brought back together. The City and Dillon project team identified the next steps of the project and ongoing consultation. Participants were thanked for attending the event and provided links to the Mural Boards to continue contributing ideas.



3.0 Future of Work and Employment Areas Meeting Summary

Date & Time: October 14, 2021 – 12:00-1:30 pm – 53 Participants

Location: Webex Virtual Event

Project Team Attendees:

City of Toronto - Jeff Cantos, Kyle Fearon, Christina Heydorn, Janani Mahendran, Pauline Beaupre, Rebecca Condon, Jason Tsang

Dillon Consulting - Merrilees Willemse, Zahra Jaffer, Ish Chowdhury, Ying Ye

Hemson Consulting - Tom Ostler, Russell Mathew, Adam Mattinson

Dillon Consulting, the independent facilitation team retained by the City of Toronto, facilitated the meeting and prepared this summary. Participants were encouraged to provide additional feedback to the project team by adding to the Mural Board online or by emailing opreview@toronto.ca. This summary is intended to reflect the key discussion points from the meeting and is not intended to be a verbatim transcript.

Hemson Consulting was retained with the City of Toronto to lead the Employment Study in support of the Municipal Comprehensive Review.

3.1 Meeting Overview

The City of Toronto Official Plan (OP) Team and Dillon Consulting Engagement Team held an interactive stakeholder group meeting for Our Plan Toronto **focused on the review and update of OP policies related to employment and the future of work**. This meeting was the third of four stakeholder group meetings held in October 2021 to discuss key areas of the OP policy review with stakeholders across the city. The four stakeholder group meetings were designed around the following key topics:

1. Environment and Climate Change – October 6, 2021
2. Affordable Housing and Intensification – October 7, 2021
3. Future of Work and Employment – October 14, 2021
4. Neighbourhoods and Complete Communities – October 15, 2021



3.1.1 Meeting Format and Agenda

The meeting was held via WebEx as a virtual meeting event. The format included presentations, polls, facilitated Q&A discussion and active use of the Chat function.

The agenda for the meeting included:

1. Introduction: Welcome and Opening Remarks
2. Update: Where we are in the process.
3. Reflect: What we've heard so far and what we're doing about it.
4. Clarify: What the OP policies do now. Followed by a facilitated Q&A with all attendees.
5. Listen: What stakeholders want the OP and City to achieve.
6. Closing: Next Steps and Thank you

3.2 Overall Summary of Input

The following summary highlights the key issues and ideas heard during the event based on all of the input received throughout the meeting via Chat and facilitated discussions. More detailed documentation of the input received through the Q&A, facilitated discussion and Chat are provided in respective sections below.

- **City should review permissions for business operations in residential areas**
 - Support people working from home – allow some customer/client activity
 - Support more mixed use and small scale retail/commercial in residential neighbourhoods (with more people working from home, neighbourhood retail/commercial is more viable and create more walkable communities)
- **Protect employment areas and employment lands**
 - Limit or eliminate employment land conversions
 - Consider how employment areas work together and the impacts of changing one employment area on the other employment areas
- **Allow for more dense employment uses in employment areas**
 - Allow for / require taller buildings for warehousing/distribution and manufacturing uses
 - Better utilize the employment land that we have by requiring taller buildings
 - Consider impact automation will have on employment density in employment areas
- **Address digital communications/internet access issues**



- Ensure there's high-speed internet across city, particularly Scarborough as there is a growing digital divide
- **Address transportation equity to support employment and mobility in Scarborough**
 - Need safe cycling infrastructure throughout Scarborough and a transit network to support movement within Scarborough
- **Coordinate with surrounding municipalities**
 - Municipal coordination is needed for transportation systems and connections between employment areas in order to support employment growth and better transit and transportation access
- **Improve transit and active transportation connections to and in employment areas**
 - Improvements are needed within and to/from employment areas
- **Support small businesses and affordable work spaces**
 - Provide incentives and tax reductions for small businesses
 - Protect small businesses from displacement due to gentrification
 - Have policies for affordable work spaces – need policies to support and protect for affordable small/medium business locations the way we do affordable housing
- **Improve support system for people to find employment and housing**
 - Coordinate programs for more training and credentials recognition in order to support employment growth
 - Develop dedicated workforce housing strategy for low and middle income workers

3.3 Summary of Facilitated Q&A Discussion

The following summary documents the questions, comments and responses during the facilitated group discussion, including written questions/comments from the Chat box. Input in the Chat included comments and questions on the presentation content, questions regarding where to find information on different projects or initiatives discussed and who to contact regarding different issues. This summary is intended to reflect the key discussion points and is not intended to be a verbatim transcript. Participant questions and comments appear in bold text followed by responses shared by the project team when responses were provided.



What can be said for employment lands with regards to warehouse and distribution center types of uses? There has been a concern that a move towards automation could lead to low job density in the next 10-15 years in areas where these uses exist that will become automated.

- Warehouse and distribution have been around for a very long time. It has become more automated in recent times and will continue to do so, but organizations such as Amazon are still very labour intensive overall. The necessary uses are to deal with the goods we deal with; the land has to be provided for that in order to have goods to market. It may not create as many jobs as one might like, but that's a necessary economic activity and is a necessity of employment areas particularly. Density targets in these areas need to consider these uses.
- Employment areas have proven to be extremely flexible and adaptable and can accommodate economic changes. This can be seen when comparing the 1980s to now, where buildings were more aligned with manufacturing than distribution, and even less to tech space. The space hasn't changed much over time, instead it's adapted and been used as a result of the economic activities we have. While Amazon may become automated over time, others will as well; this is virtually true in all sectors who have experienced automation for decades.

Many people are working from home but prior to the pandemic, bylaws in certain areas restrict people from operating at-home businesses that include client/customer visits. Will restrictions be loosened to allow clients/customers to attend services provided by those operating from a home business?

- There isn't a direct answer right now. With land use, the concerns are to people coming and parking on streets and the potential of compatibility issues with home occupations. This is something that can be taken back as part of the Official Plan Review.

With employment lands being converted to mixed use and more pressure for housing, what will become of boutique neighborhood employment areas like Geary Avenue area? Will they be overwhelmed and pushed to allow for residential?

- It helps to show the challenges to balance the demands of a very finite amount of land. The City can't expand its boundaries and it has to accommodate growth. This has to be done in a balanced way that ensures affordable options for housing and protects jobs while contributing to a complete community.
- The window for conversion requests had closed on August 3, 2021; this opportunity is provided for those who wish to convert their lands into another use, mainly residential, but can also be educational or recreational. The City's received



over 150 requests. These requests require more fulsome reports including a compatibility mitigation report. This is where an engineer would describe what's in the area, and how nearby businesses would affect residences, and how residences would affect nearby businesses. This would then be peer reviewed by outside peer reviewers.

- No decisions or preliminary decisions will be made until the beginning of the New Year. This allows time to hear what people think the future of work is and may help play into policies and the result of land use assessment. While still too early to comment on the conversion reports, the Province and the Official Plan informs us that it's important to preserve and protect our places of employment and that's a starting point.
- Part of the reason for protecting and preserving comes from an equity lens. Manufacturing and distribution jobs provide lower barrier for entry jobs for newcomers. This particularly important for newcomers who haven't had their professional designations accepted right away. These jobs allow for a diversity of jobs into our economy, for all Torontonians, existing and new.

Many areas in Scarborough have low quality Wi-Fi and have seen the situation worsen due to COVID-19. This issue comes from the last mile problem, with many students and businesses struggling due to poor connectivity. Businesses are often having to accept the heavy costs associated to connecting to the network or forced to leave the area. What solutions can come from this issue?

- This is something to take back for review, and while the Official Plan speaks to access, it does so generally and more in line with transportation access. It's a different age where we need to be looking at digital access. This is a very good point, and one that needs to be addressed from an equity lens.
- There is a working group examining internet connectivity across the city--one part looking at employment areas as well.

Very supportive of Eglinton East LRT; this a key for growth in Scarborough. However, there is no rapid transit being planned to connect areas within Scarborough; much of the transit plan is to move people from Scarborough to downtown. With many working from home, the Scarborough LRT system is very important for connecting communities, taking cars off the roads and spurring economic development. Scarborough would like to see more cycling and accessibility to bicycles. It would be a great option, but there currently is no accessibility towards cycle safety. With no bike lanes, many are forced to cycle on the sidewalk if not on the streets with no guarded areas.

- Within the Official Plan, there is a section that talks to the efficiencies and importance of linking economic activity with transportation investments. This is



reflected in the Official Plan now, but maybe this language needs to be strengthened. Because of COVID, it became evident that there are a lot of routes, higher order routes, with a lot more attention paid to getting people downtown to jobs and less so to our east west corridors. Whether it's bus, LRT, or subway, it became apparent during COVID the weaknesses in our system, and that's something being explored as well. Understanding the specific issues to support jobs geographically, we're hearing in Scarborough there is a transportation lens that needs to be applied as well. Another is to Eglinton East LRT and supporting movement in Scarborough and not just transit connections to get people downtown. Similar to cycling support and connected networks, maybe even speaking to transportation network in supporting jobs and employment in the Scarborough context is needed.

Employment lands should not be taken away to accommodate mixed use; there is a lot of land in Toronto that is zoned for single family homes. Many of these lands can accommodate growth by allowing for duplex, triplex or rooming houses. Sacrificing employment lands to accommodate 700,000 new residences is a false choice.

- The City does have in place a compatible mitigation policy and these policies are intended to count for this careful consideration to our employment areas. If a sensitive use such as residential is being proposed outside of, or near our employment areas, the careful consideration we need a developer to do is to submit a compatibility mitigation study to ensure that the sensitive use will not impact the operations of the existing or permitted industry. We're doing this same careful consideration for all conversion requests that have been submitted. We acknowledge operations to continue operating and to continue to provide jobs for Torontonians. Careful consideration is ensuring that residential near employment areas won't impact operating industries.

The framework provided for the next 30-year period is to add 450,000 new employment opportunities across the city, while at the same time dealing with conversion requests to accommodate 700,000 new residents. If employment areas are being converted to allow for housing, it would go against the objective of creating complete communities where a strong component is to allow for a broad range of employment opportunities.

- With regards to protecting employment areas in order to protect and grow jobs, conversion requests introduce residential but it would be required that these developments introduce jobs in the first phase of development. We can set required gross floor area number of jobs within the first phases of construction. The same went for the former Celestica land, at Don Mills Road and Eglinton Avenue East, where the carefully considered conversion had expressed 15,000



square meters of office needed to be developed in the first phase of construction along with residential. This is the bar Council has set to ensure that it's not 100% residential.

What are the City's thoughts on the notion of live/work planning environments in the suburbs (and other areas)?

- With live/work, the concern is with previous experience granting permissions, what happens is live/work turns into live only. It can be used as an entry to conversion of employment lands to primarily residential uses under the guise of live/work. That's been our experience to date, so we're cautious. We do agree that it's time to refresh and take another look and see if that's something to take back.

Why is it that live-work becomes live only? If we get to the why, then we can find solutions to mitigate it.

- Part of our challenge is that there is no current tax class for live/work. We have residential tax rate and commercial tax rate. What we have found in the past (e.g., Carlaw/Queen live/work units) is that the owner pays the lower tax rate and eventually uses the space as fully residential. There are multiple reasons for this such as limited housing options, the transient nature of employment with people changing jobs or switching careers. We haven't studied this in detail to report on. In addition, there is no mechanism to track whether registered businesses are occupying the space.
- Currently buildings are not required to be built with "work" characteristics. This is reflected in unit size, elevators, separate lobby space, etc. This limits the work options in live/work spaces.

Then, what can staff do to address those concerns? Is it design, coordination with other agencies to cross – check, require reference info?

- This is something many cities have been struggling with across North America in terms of mixed uses (both work/live and office/industrial) where a more expensive land use is paired with another use. There are very few legal tools at the municipality's purview to manage the actual mix that occurs over time.

Looking to the impacts brought on from global supply chains, and the talks of bringing back industry to North America and Toronto, is staff looking at opportunities to enhance the industrial network within the city and the areas of land needed for that? This hopefully driving more jobs and employment with the revitalization of manufacturing.



- One of the biggest challenges we have now for accommodating businesses is just the lack of land. Our economic development officers are going out and promoting that Toronto is a place to work and live, and they're having a hard time to help businesses to locate somewhere. Industrial rates are 1%, the lowest in history, so land is the key for broadening or improving that issue right now. The City is looking at that and what could be done.

In the past there was a push to have office employment in certain nodes which had good transportation outside the downtown core. We're experiencing a number of employment lands being converted into residential. Where are people going to work? The lands that could be for office accommodation are being threatened to be converted to residential.

- The offices are under threat, and it's a reiteration of that conversion. The City is taking careful consideration to these discussions that are looking at conversion of a loss of potential office space. The team will note that further concern, that the City will keep that under consideration, and we need more conversation as the City reviews the land where the various employment version requests are located.

The issue with land conversion is having speculators driving up the costs of employment lands in hopes of developing them into condominiums. When the City allows for conversion, the price for these lands get too high and the prices get out of reach for industrial users. By stopping conversion, it sends the message that speculators can't drive up the value of the land, and that it remains protected for industrial use.

- The only thing to mention is that the conversion requests are only received during a Municipal Comprehensive Review as policy of the Official Plan. So any conversion since 2013, was a result of that decision of 2013, or a hearing that's happened since. We're still in the Ontario Municipal Board to defend Council's decisions to not allow permits for conversion request that are outstanding. Of the 150 conversion requests this time around, the Minister's decision will not be appealable once made. The process is that Council will make a decision on conversion requests after City Planning makes a recommendation, and then we submit to the Ministry of Municipal Affairs and Housing and the Minister makes a final decision which isn't appealable. The Province also acknowledges that conversion does threaten employment lands. The opportunity for conversion tests have stricter policies that we're using for this review.



The need for affordable housing is prioritized over industrial lands. Often employment lands get transformed to allow for commercial use at grade with residential on top. While affordable housing and rapid transit go hand in hand, one of the challenges with rapid transit is that pressure falls into turning commercial areas into residential. If there is to be transit, there has to be something put in to protect industrial areas so that policies don't override and so that these areas have transit connections.

- These are all excellent points. Through the work with Hemson Consulting we are looking at where growth is going and the pressures on employment lands from growth. This is why we look at employment at a city wide level and looking at conversions only during five year reviews. We can't be looking at them incrementally and picking off and making a decision off small sites as we go along. It has to be a fulsome and carefully considered exercise, and that's why we're going about it now. Any decisions about employment lands have to correspond with transportation investment and housing.
- In terms of the follow through, when staff and Council support these conversions of employment land, the gross floor area (GFA) for employment has to be higher or concurrent to the residential GFA. That has to be clear when there's a proposed conversion for a larger site. If there's staff support and it's recommended to Council, the recommendation will only be provided if the employment gross floor area is higher or concurrent with residential GFA. There is a level of certainty that jobs are coming with the conversion.

Employment is being redefined in many ways and consideration needs to be placed to how jobs are made, the types of activities and the form that buildings can take now and in the future. With warehousing, even as jobs within that sector are being automated, it still remains a necessary component for a functioning economy. Can we intensify employment uses in employment areas? Things don't have to be 1 and 2 stories in employment areas. The City of Toronto should not hesitate at all in demanding very parsimonious uses of land for these purposes. Denser, smaller footprint models have been proven for Amazon etc. in other jurisdictions, and there's no reason we shouldn't insist on their application here. Multi-storey warehouse & distribution centres (12-22 storeys) are quite common in Asian jurisdictions, and insisting that operators use this format would mitigate the risk that employment lands we allocate for these uses will wind up with relatively low job densities.

- This related to how the City can support denser employment within employment lands. As automation occurs and other forms of employment come in, there may be an opportunity to have warehousing/distribution facilities that are more than two stories. That is something for the City to consider. There are only a few large



sites available now for this type of use and with escalating prices there may be a natural move to multi-storey.

- The current, more modern (often highly-automated) warehousing is much denser in terms of useful economic space. 1970s industrial buildings were typically 0.30 to 0.35 FSI with 12 foot or 14 foot ceilings; today they are often 0.50 FSI.

A lot of Hemson's suburban land needs assessments vastly overestimate Employment Land needs because they are premised on single-storey formats for warehousing and distribution, which would require a great deal of land. Municipalities can and should be mandating multi-storey formats for warehousing, distribution and logistics, thereby avoiding squandering large amounts of land long-term for ever-diminishing number of jobs.

Given the city's transportation challenges, we have to take a serious look at the transportation grid between the employment areas that are being reviewed for conversion. This should be considered in relation to the connections to employment areas in surrounding municipalities as well.

- We are hearing the interest in this and thoughtful consideration will be given to transportation connections to jobs and to different neighborhoods and between employment areas so that there is an opportunity to better utilize that network and better utilize the land.
- Regarding coordination with neighbouring municipalities. We do speak with and meet with neighbouring municipalities and this includes discussions of transportation and transit service and employment across areas. As much as the City has a boundary, other people don't have that when people have cross boundary concerns.

Environmental Defence is concerned about the less than parsimonious use of employment lands for warehouse and distribution centre uses. That is because the stated intention of many if not most clients or customers attending warehousing and distribution premises is for a.) Consultations; b.) Receiving services. But if employment lands are locked down on the pretext that jobs will be created, and the facility is automated ... the land continues to be used up, but the jobs disappear. So yes, there's adaptation from the operators point of view. But there's not adaptation in terms of lost jobs being replaced.



Research that I conducted with Cheryl Case, and Diane Dyson through Woodgreen back in 2018, many of Toronto's neighborhoods have been hollowed out as purely residential, losing the neighborhood retail uses like corner stores, greengrocers, small restaurants, etc., that used to make them very easy places to get by car free. This is a real problem because the network of commercially zoned main streets isn't tight enough to put all residential lots within easy walking distance of the essentials. This is the sort of thing produces a lower walk-score. The reason for these businesses closing is that outside of pandemic times, there simply aren't enough people in residential areas in the middle of the day to keep them afloat. There's a reason for this: it's quite clear there are a large number of small business owners, in particular, who would like to run their businesses from their homes. However, there are many of them, especially consulting type professionals like lawyers, notaries, accountants, who can't do it outside of COVID times because the bylaws for Home Occupations prohibit them from having visitors. Daytime visits use parking that's vacated by residents during the day. If you allow more at-home businesses then the local small retailers can open up again. This in turn would increase walkability and support complete communities.

City should be allowing some level of in person consultations or similar at-home business service provision in residentially zoned properties. This should have knock-on effects for designated avenues and main streets themselves. That is because, when small start-up consultancies are unable to start-up in the core, they often end up far away from the consultant's home and this all affects travel patterns and the demand for small business spaces on main streets.

- Appreciate the comments and understand the interest in reviewing permissions for business activities of certain kinds in residential areas.

There are further limitations to at-home business permissions. The City of Toronto allowed home occupancy but did not allow persons not related to the self-employed person to be there acting as employees. This would also need to change for at-home businesses.

One of the foundational elements of this growth is the creation of 450,000 new jobs. We have no plan to expand employment areas to accommodate the employment growth?

- The city is built out and will not be expanding boundaries so the effort we focus on is intensification in underutilized areas.



The fact that about half of Toronto's employment lands are not protected by Provincially Significant Employment Zone (PSEZ) designation is concerning and giving real impetus to conversion requests. Another issue is the conflict between non-industrial sensitive uses and industrial operations. An example of this is the Keele-Finch area where more housing is proposed to be placed beside the Fuels Terminals complex, which is an essential service.

- City Council requested that the Province identify 95% of our employment land base as PSEZ. Only 67% of our employment areas are identified as PSEZ. We agree on the importance of these lands.

The future seems to be less about the car and more about transit. We need to reduce parking for new builds.

As surplus government lands are released for building affordable housing, will we have land inventory for future equity lands and infrastructure?

- Part of the City's municipal comprehensive review is to undergo a land needs assessment. This exercise will determine how much and where lands are needed to accommodate both the population and employment forecasts.
- The City's work is looking at equity as well as land needs for infrastructure to support growth.

How are you reconciling such plans as Hwy 418 with livable communities?

- We haven't taken into consideration Hwy 418.

Can section 37 support the resolution of any of these issues?

- The Province is removing section 37 of the Planning Act and replacing it with a Community Benefits Charge and specifies what the City can secure through the new CBC regime.

What is happening with the former Lilly plant at Birchmount and Danforth?

- You can find out what's happening with the Eli Lilly property at: [First Gulf, Stack Infra JV to build 56MW Toronto data centres](#)



With respect to the employment profile, where is the construction industry included? The figures in the slides are surprising because a key driver of the Toronto economy, construction, is not highlighted.

- The employment categories shown here are based on the Toronto Employment Survey's Land Use Activity Codes, which lump sectors together for ease of presentation. Most construction based jobs are grouped under Manufacturing and Warehousing category.

Is there an "affordable workspace" policy similar to the affordable housing requirements? We are seeing a lack of diversity of businesses moving in and affordability is one key reason.

(Note: the question was received through the chat and no response was provided at the time)

Amazon says complete automation is 10-12 years away. [Amazon says fully automated shipping warehouses are at least a decade away](#)

The City can support employment growth by developing programs that aim at bringing businesses to the area. This includes support for job seekers to upskill and get micro-credentials.

It's important to mitigate displacement to support jobs and business growth. The City should support existing businesses and opportunities and make lands/spaces accessible (affordable) to local or smaller businesses.

Traditional employment lands are laid out along rail lines. Is rail still being used? Should other areas be considered for jobs? Should the port lands be converted to residential as currently planned?

(Note: the question was received through the chat and no response was provided at the time)

Is anyone addressing the political implications of such unilateral actions as Minister's Zoning Orders?

(Note: the question was received through the chat and no response was provided at the time)

A neighbour recommended the policy that the lowest 7 storeys be residential. Anything above that be employment or hotel, etc. Has this been considered? Is there a downside?



(Note: the question was received through the chat and no response was provided at the time)

Need to ensure vertical farming is permitted in employment lands.

3.4 Interactive Discussion and Mural Board

Following the Q&A, a facilitated discussion was held that offered participants an opportunity to share input on the following discussion questions:

1. How can the City support job and business growth in strategic areas?
2. What infrastructure or other uses are needed to support job and business growth?
3. Are there specific locations that need more attention to improve access to jobs and support employment equity?
4. General/other comments re. growing and supporting employment in Toronto

A virtual Mural whiteboard was used to document input. The results are summarized below

- **How can the City support job and business growth in strategic areas, including Employment Areas?**
 - Support wage increase, affordable insurance, loans, and affordable spaces
 - Create a platform to support emerging business
 - Establish policies that encourage land ownership by the employer that are invested in long term employment activity
 - Promote employment in complete communities to establish live, work, and play environment
 - Ensure there is a mix of employment options/land use types in areas
 - Create long term policies that reduce speculation of employment land conversions by protecting them outright (PSEZs)
 - Promote active transportation and transit to employment and business areas
 - Protect existing employment lands
 - Expand permissions for home occupation and home businesses
 - Expand permissions for commercial uses in residential areas
 - Expand permissions for multi-storey formats for warehousing, distribution, and logistics
 - Provide support for job seekers to acquire skills and credentials



- Improve conflicting land uses between sensitive uses and non-industrial uses (e.g. Keele-Finch area)
- Support small businesses
- Support employment uses in residential buildings
- Provide policies that guarantee space replacement at the same cost when businesses are displaced due to gentrification and demolition
- **What infrastructure or other uses are needed to support job and business growth (e.g. improvements to transportation, more housing options, etc.)?**
 - Improve electrical, public utilities, telecommunications, internet services (e.g. Golden Mile area)
 - High speed internet
 - Provide childcare, social services near employment
 - Promote active transportation and transit to employment and business areas
 - Protect and enhance road network for trucks and transport vehicles
 - Allow use of daytime parking that is vacated by residents in residential neighbourhoods
 - Develop dedicated workforce housing strategy for low and middle income workers
 - Enhance transit fare and service integration for commuters from other municipalities
 - Plan complete communities with employment and greenspaces that is integrated into the building
- **Are there specific locations that need more attention to improve access to jobs and support employment equity (e.g. main streets, specific neighborhoods, etc.)?**
 - Golden Mile area needs improvement for electrical and public utilities
 - Scarborough needs better range of jobs and more jobs and better internet
 - Low-income neighbourhoods need more employment opportunities and infrastructure improvements
- **General/other comments (e.g. growing and supporting employment in Toronto)**
 - Promote employment in complete communities to establish live, work, and play environment
 - Ensure there is a mix of employment in areas
 - Create long term policies that reduces speculation of employment land conversions

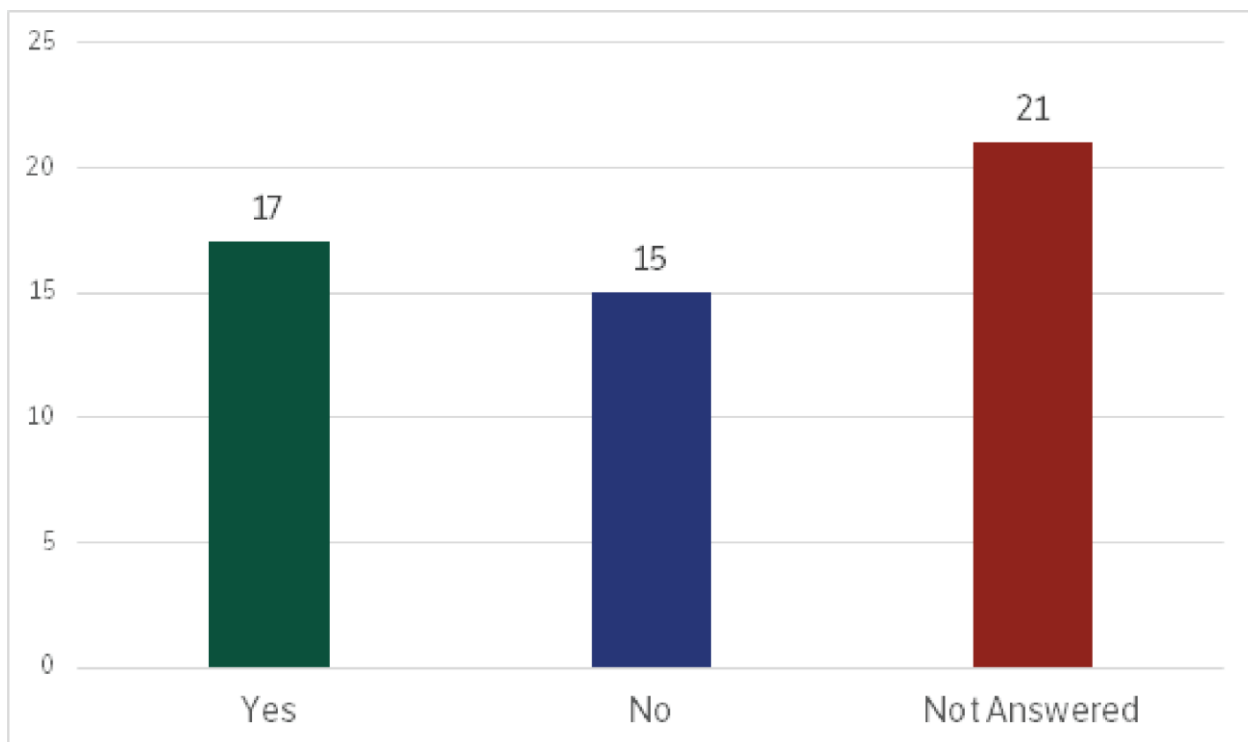


- Promote active transportation and transit to employment and business areas
- Explore replacing office uses to manufacturing and industrial uses from COVID impacts

3.5 Polling Question Results

During the event, one poll was administered to gauge participation in previous meetings.

Poll Question #1: Have you been to a previous Our Plan Toronto meeting?



Of the 60% of participants that voted through an online poll, half had attended a previous meeting and half had not.

3.6 Meeting Close

Following the facilitated discussion, the City and Dillon project team identified the next steps of the project and ongoing consultation. Participants were thanked for attending the event and provided a link to the Mural Board to continue contributing ideas.



4.0 Neighbourhoods and Complete Communities Meeting Summary

Date & Time: October 15, 2021 – 11:00-12:30 pm – 75 Participants

Location: Webex Virtual Event

Project Team Attendees:

City of Toronto - Jeff Cantos, Kyle Fearon, Christina Heydorn, Caroline Bucksbaum, Janani Mahendran, Pauline Beaupre, Phillip Parker, Jason Tsang, Graig Uens, Chris Hilbrecht, Josh Wise, Melanie Melnyk

Dillon Consulting - Merrilees Willemse, Zahra Jaffer, Ish Chowdhury, Ying Ye

Dillon Consulting, the independent facilitation team retained by the City of Toronto, facilitated the meeting and prepared this summary. Participants were encouraged to provide additional feedback to the project team by adding to the Mural Boards online or by emailing opreview@toronto.ca. This summary is intended to reflect the key discussion points from the meeting and is not intended to be a verbatim transcript.

4.1 Meeting Overview

The City of Toronto Official Plan (OP) Team and Dillon Consulting Engagement Team held an interactive stakeholder group meeting for Our Plan Toronto **focused on the review and update of OP policies related to neighbourhoods and complete communities**. This meeting was the fourth of four stakeholder group meetings held in October 2021 to discuss key areas of the OP policy review with stakeholders across the city. The four stakeholder group meetings were designed around the following key topics:

1. Environment and Climate Change – October 6, 2021
2. Affordable Housing and Intensification – October 7, 2021
3. Future of Work and Employment – October 14, 2021
4. Neighbourhoods and Complete Communities – October 15, 2021

4.1.1 Meeting Format and Agenda

The meeting was held via WebEx as a virtual meeting event. The format included presentations, polls, facilitated Q&A discussion and active use of the Chat function.



The agenda for the meeting included:

1. Introduction: Welcome and Opening Remarks
2. Update: Where we are in the process
3. Reflect: What we've heard so far and what we're doing about it
4. Clarify: What the OP policies do now. Followed by a facilitated Q&A with all attendees
5. Listen: What stakeholders want the OP and City to achieve
6. Closing: Next Steps and Thank you

4.2 Overall Summary of Input

The following summary highlights the key issues and ideas heard during the event based on all of the input received throughout the meeting via Chat and facilitated discussions. More detailed documentation of the input received through the Q&A, facilitated discussion and Chat are provided in respective sections below.

- **City should consider differences across neighbourhoods and across districts when planning for growth**
- **Different communities have different needs and require different approaches to growth**
- **What is needed in neighbourhoods at the edges of the city is different from neighbourhoods downtown**
- **Scarborough needs infrastructure investment, transit connections, improved walkability and cycling connection in order to support growth and complete communities**
- **North York needs better east-west transit service to support growth and relief for Yonge subway line which is full**
- **Need more jobs as well as local commercial/retail options in neighbourhoods in order to support more residential growth that is walkable**
- **City needs to protect environment and address climate change while also intensifying/growing**
- **Concern with the impacts of growth and neighbourhood intensification on the environment, trees and stormwater**
- **Trees need to be protected**
- **Need to limit paving over green areas and yards**
- **Conflicting opinions about protecting neighbourhood character and allowing more multi-unit housing in neighbourhoods**



- **Some people want neighbourhoods protected from too much infill that is impacting privacy, views, trees, green space and traffic**
- **Some people want more housing options in neighbourhoods. More housing in neighbourhoods will support affordability, provide housing in areas where there is transit and this is seen as an equity issue related to making low density neighbourhoods less exclusive**
 - **Affordability needs to be addressed through multiple approaches**
- **Need more housing of all types overall in order to increase housing stock and improve affordability**
- **Need more affordable and protected rental units**
- **Need multi-generational housing options that are affordable**
- **Look at alternative approaches like co-ops and land trusts**
- **Rent to own should be an option**
- **Affordable commercial spaces are needed for small and medium businesses**
 - **Need more quality public realm and walkable communities**
- **Complete communities need to be walkable with good pedestrian connections and destinations within walking distance**
- **Public realm needs to be improved, particularly in the areas outside the downtown where public realm is neglected. This is important for walkability and for economics to support local businesses**
 - **Address gaps in implementation of policies and enforcement of bylaws**
- **Concerned with decisions made by Committee of Adjustment or at the LPAT – they can be inconsistent with planning and environmental policy**
- **Decision making bodies only look at applications site-by-site and do not consider cumulative impacts of changes. Need to have a more holistic approach to reviewing development applications and the impacts of multiple changes to a community**
- **Bylaw enforcement is needed for short term rentals as well as for tree removal**
 - **Need to coordinate across municipalities**
- **City needs to coordinate with bordering municipalities in areas where growth is along a shared corridor**
- **Includes transportation coordination to improve mobility and transit connections**



4.3 Summary of Facilitated Q&A Discussion

The following summary documents the questions, comments and responses during the facilitated group discussion, including written questions/comments from the Chat box. Input in the Chat included comments and questions on the presentation content, questions regarding where to find information on different projects or initiatives discussed and who to contact regarding different issues. This summary is intended to reflect the key discussion points and is not intended to be a verbatim transcript. Participant questions and comments appear in highlighted text followed by responses shared by the project team when responses were provided.

As we fill in more areas in the neighbourhoods, we lose the permeable space, potentially backyards that have grass and gardens. Not only will trees be lost, but also concerns to storm water management; where the water goes as you start to fill in these spaces. What is the City considering for that impact?

- It is something that comes up with laneway suite work. With that initiative, there was a requirement of having a certain amount of green space between the suite and the house that maintains or exceeds what was required by the zoning by-law. We also have seen cases where there were people who had entirely paved backyards that had to introduce soft landscaping along with building the laneway suite.
- The laneway suite takes up the footprint of the detached garage, and also allows the opportunity to build green roofs that would help with storm water management. There are concerns about impacts on trees and greenspace, and as a result we are working closely with the forestry and environmental planning team to inform recommendations. There isn't a conflict between infill housing and greenspace; there are cities that have shown you can do both. It comes down to how to structure the requirements to protecting and enhancing tree canopy as well as protecting green space while also allowing for infill housing. It is possible; other cities have done it and it is something we will discuss and provide information on how to achieve.

It seems like EHON is the driving force for the Official Plan Review. Are you going to use the OP to make sure that the neighbourhoods aren't overwhelmed with intensification? And can you put heavier emphasis on preserving neighbourhoods? Can you also make sure that there is a plan to ensure that these laneway suites and garden suites are used for long term residential rather commercial benefits such as short-term rental AirBnB? Can you make sure that the character of the neighbourhoods would be preserved?



- The Expanding Housing Options in Neighbourhoods (EHON) work that the City is doing will feed into the Official Plan (OP) but it is not the primary source of completing the OP review. The OP review, the Municipal Comprehensive Review, is a process that is required by the Province for municipalities to undertake, it is not being done as a result of EHON. The Province sets the growth projections and we have to meet those as a minimum. There are certain things that we have to look at in this work. This includes reviewing intensification policies as well as environmental policies and mobility policies to name a few. So EHON is one component of the multifaceted work program that we are undertaking.
- In the OP, the policies regarding neighbourhood character are primarily about the physical character of buildings in neighbourhoods. It is an ambiguous term given that neighbourhoods have been changing gradually over time. When talking about physical character and the OP policies, with expanding housing options we are looking at forms of housing that are similar in scale to existing buildings in neighbourhoods and will continue the trend of the physical character of the neighbourhood. A good example is converting an existing single building to a multiple unit building, like a duplex or triplex. This is something we are looking at as an option that can be done often with very little change to the exterior, while accommodating new interior units that are needed in neighbourhoods. We are going to have a conversation about neighbourhood character and if it's the right term to provide clarity to everyone involved in neighbourhood change. I don't think it serves people well on either side, whether its people proposing new housing or living in existing neighbourhoods and have respect for their existing character to have ambiguous language. We can try to make the language more explicit in the OP; and allow more options and more efficient use of space in neighbourhoods.
- In the case of Laneway Suites, as well as all residential units in the city, the City has a short-term rental bylaw applied to all kinds of units across the city. Generally, units are providing additional housing that's why there is a short-term bylaw that is applied throughout the city.

Please define "similar scale" when talking about EHON work. What height in meters?

- For multiplexes within Neighbourhoods, we're looking at 4 storeys. For major streets, there might be an opportunity for larger buildings depending on context. We haven't yet landed on an absolute height limit in metres.



Planning for the growth that is happening is not a question of do we want growth, but about how do we absorb it. The information presented on how some neighbourhoods have declining populations is very illuminating. That trend needs to reverse to accommodate growth. Offering strong support for EHON and would actually like to see bias towards multi-unit homes over single detached. This is a needed aspect to densify to repopulate declining areas. With the raising concern of a housing and climate crisis, is there an opportunity through the OP to revisit some urban design guidelines such as the set-back policy which produces more energy inefficient buildings and limits the number of units we can accommodate on sites?

- Regarding reviewing the urban design guidelines in the OP, right now the urban design guidelines are not the focus of conversations as there are certain requirements provided by the Province that we have to address by summer 2022 that we are focused on completing. However, through this commentary and other inputs we are getting, we are hearing that we need to look at other requirements within the OP such as the urban design guidelines, which we can focus on once we have addressed what the Province has asked of us. Based on these conversations we are having, we can set the next work program which is slated for scoping out in Spring 2022. So first and foremost we need to check that we're aligned with what the Province is asking, and then we can consider what was expressed through the consultation that people want reviewed. We want to do the analysis and consultation on very specific things such as this (intensification), and while we may not be able to tend to urban design specific items this round of consultation, we can aim to look into it later in 2022.
- We understand that the step backs add to the environmental load of the building. We want to do the analysis on this. We can look at how to address this in second round of conversations related to the OP once we have the mandatory Provincial items done.

With coordination with the neighbouring municipalities, what can be said with regards to people who are living in communities that are right on the boundaries of the municipalities? What conversations are being held between and within municipalities with regards to the growth that is beginning to affect these areas?

- We are speaking with the upper tier municipalities, such as York, Peel and Durham as they're completing the same exercise that we are doing. The lower tier municipalities such as Mississauga, Markham and Pickering, they get another year to work on something like this. There is a lot of coordination on issues of growth. For example, in terms of major transit station area delineations, we have to look at boundaries. With respect to two stations that relate to neighbouring



municipalities, Long Branch and Pioneer Village, we see half of Long Branch in Mississauga and half of Pioneer Village in York Region. These station area delineations require coordination across municipalities. When working with regions, there's lots of coordination to ensure that once you cross a boundary and it becomes a different place, that coordination is happening.

Toronto should innovate, and do what some other municipalities have done, and build over expressways. Expressways reflect heat and could be locations where you build dense neighbourhoods over highways. This would take a lot of coordination and money but this is all dead space that we can use better and can address the issue of intensification in areas where we don't want more density.

- That's something to consider. There was a plan to build a park over the railway downtown and utilize the space, Rail Deck Park, which the City defended but was not successful with.

The Committee of the Adjustment is a major challenge to implementing many of the goals and initiatives of the city and goals that are important for greening the city. They seem to make decisions that don't align with the goals for the greening of the city, including they approve variances that remove trees. The decisions of the Committee of Adjustment seem to undermine important climate and green goals. With garden suites the Committee of Adjustment will just ignore tree protection. What credentials does the Committee of Adjustment have when making decisions? Do they have the qualifications to make decisions with regards to Laneway and Garden Suites?

- With the Committee of Adjustment, specifically with the Laneway Suites, there were great lengths taken to train staff and the city building departments. Findings were presented to members of the Committee of Adjustment on several occasions to make sure members were informed with regards to city planning reports as well as the intent of bylaws and policies. This should continue.
- Regarding addressing climate change and supporting the greening of the city, it's one of the key priorities in the MCR as well as for EHON. These priorities are impactful ways to tackle climate change in efficient ways. It's very impactful to increase density in areas, create more walkable communities and allow for more housing options to support more complete communities. This is a great way to combat the impacts of climate change.
- The Provincial Growth Plan requires municipalities to develop policies that will reduce greenhouse gas emissions and address climate change, and this OP review process will address those requirements. We're doing this through updating the plan's environmental policies specifically, but it will also be applied as a lens across all of the plans' policies. Some of the broader work the City is



doing on climate change is being done through TransformTO, you can read more about it here: [TransformTO](#)

Can you speak to multigenerational housing? There are aging populations with parents, as well as younger family members looking to transition into different housing. What considerations are being made to support multigenerational households?

- In expanding housing options in neighbourhoods (EHON), one of the principles that we are looking at and why it's so important, is that it provides opportunities for multigenerational families to live on one property. It would allow for people to downsize on the same lot they're in by moving into the garden or laneway suite and remaining within the community they're living in. It's important to support multigenerational living, it's a key component to what we are looking into for this report.
- With newcomer families, households are growing, and multigenerational units is a lived experience in Toronto. We need to accommodate synergies that come with multigenerational families. Grandparents are taking care of children as their parents head to work; we know they exist amongst Torontonians and housing needs to support these approaches.

Talking about open space, it has to be accessible and quality space; it has to incorporate pedestrian use and green space. The BIAs can help with this as they do raise dollars for capital improvement projects for streetscape. It's important to engage BIAs in these discussions. The quality also involves the question of aesthetics; we notice a deterioration from the downtown core to the peripheries of the inner suburbs. There needs to be more attention outside of the downtown on these issues. Need to plan for areas with proactive approaches to give more local control on area plans rather than have developers drive the process based on sites that want to redevelop. In addition, successful space needs anchors and destinations, including commercial space. You can't impose a plan without a walkable city. What can be said about adding local bodies to help advance the needs of different communities across the city, including Community Councils?

- In terms of quality space and paying for this space, there is an ongoing conversation that the City is having regarding growth funding tools. This is based on the principle that growth pays for growth and involves Provincial considerations. The idea that growth is happening and will pay for services, tools and parks and all the things that we need to complete a community is part of this discussion. That's happening right now, talking about how we get these quality spaces as we grow now and into the future. This is an ongoing change that is happening. This may include changes to the Official Plan.



- The quality of public space and walkability throughout the city is a critical part of the considerations.
- In terms of local bodies to help advance the needs of different communities, we have Community Councils, they do play an important role in planning issues that are local.

City needs to consider unique situations of different communities across the city. The City is using a one size approach by implementing city wide bylaw zoning approaches; it's a blanket approach to rezoning of all neighbourhoods. Can we address the viewpoints and recommendations on changes to the Laneway Suites bylaws that are being considered by the City right now that will affect the soft landscaping of sites and the height of the units?

- With Laneway Suites, there is a recommendation for a marginal reduction of landscape between the suite and the house in cases where lots are over 6m. It can be challenging to build an accessible hard surface walkway in those spaces, it is not to reduce green space but to allow for construction for accessible Laneway Suites, and to encourage construction with people with different abilities. We are talking about a marginal decrease to allow for building.
- With the height, we haven't determined if we are going to recommend an increase in height. The changes to height that the consultant recommends are marginal, but we haven't landed on what is going on and are presenting this to the Planning and Housing Committee.
- The changes overall can be reviewed when they go to Planning and Housing Committee; there will be opportunity for people to comment.
- Regarding green spaces and trees, if you are now to propose a tree removal, that process is more stringent for the type of dwelling than any type of building you're building.



The climate crisis and the housing crisis are coming out as big issues. My concern is that many proposals or larger ones that go to the LPAT or Ontario Land Tribunal, the Province steps in and it gets approved. They tend to be very site specific and they're not looking at the whole neighbourhood, just looking at the site specific issues. This sets a terrible precedent. Can we start looking at intensification in neighbourhoods as a whole and look at what the total permeable surface in a neighbourhood is? There is a growing decline of permeable areas in neighbourhoods and this should be looked at in total and then when a neighbourhood maxes out on the non-permeable area then there are no more approvals. Also, the enforcement of bylaws is an issue at the City. There may be bylaws but they aren't followed. There needs to be more stringent enforcement, for example on short term rentals and AirBnB. We are losing affordable housing and areas like ours are becoming "luxury ghettos".

- We look at the OP for city wide, but there is site specific context that needs to be addressed. The permeable surface comment will be passed to the team and we will take it into consideration. This is one small way that we can start to address the bigger issue with climate change. With site by site decisions, no one is looking at the bigger cumulative impacts and we'll make sure that it is part of the record for consideration.

This issue of looking at development applications on site specific versus cumulative review is a problem. There used to be neighbourhood design guidelines, it appears this approach has fizzled out but this needs to be brought back. One other point was about how neighborhoods are losing populations but this isn't happening everywhere. When looking at the Yonge Street corridor, from Steeles Avenue to Lake Shore Boulevard, those neighbourhoods are growing. There are some neighbourhoods not growing and others that are increasing. The declining neighbourhoods really has to do with transportation; you're restricted to the car and there is need for revitalization. EHON should also look at avenues and main streets. The EHON policies has to be more than Laneway and Garden Suites.

- With neighbourhood and population change, there is a report coming out that City Planning is putting together for the November Planning and Housing Committee Agenda. It speaks to neighbourhood housing trends, and is something to keep an eye out for as it will comment on the trends of certain neighbourhoods with declining populations.
- With neighbourhood guidelines, the intent of guidelines and character guidelines is to help give some clarity to the policies and implementation of policies and zoning that applies to areas. The neighbourhood character guidelines don't



supersede any of those policies and zoning policies in the area, but flesh out those pieces.

- With the Municipal Comprehensive Review, it is possible that the policies will change, so once these pieces of work are completed, that is the time to look at the neighbourhood character guideline documents can be considered. Each one of those documents, no matter what neighbourhood they are in, have to align with the OP and Provincial policy. It is an open conversation that will likely continue happening when considering the expanding housing options.
- With the major streets growth, we agree, we have a group of staff looking at development opportunities on major streets. There are about 250km of properties on major streets that present great opportunities for growth because of services and proximity to transit, etc. We are looking at that as part of the expanding housing options work that we are doing.

The biggest challenges Toronto's planning and growth faces is the Provincial government's extensive control over the City's planning policies, areas of growth, population growth targets, and the OLT that favours developers over Planning policy. It has reduced the amount of parkland developers are obligated to contribute while reducing their financial contributions to Toronto. The city's infrastructure, including transit, schools etc. are insufficient to serve the development.

One size will not fit all. So, consideration to a template that the community can reflect what it is looking for from densification would help communities reflect a consensus on expectations and at the same time save developers time and hopefully create more transparency and better balance & outcomes. Also, does the work include looking at multi-generational housing?

- We've been hearing more about the need to encourage and support multi-generational households, given the supports they play for families with children. We will incorporate this important component of Torontonians lived experiences into the OP review.
- Laneway suites and Garden Suites are examples of project that support multi-generational households as well. A lot of public feedback on garden suites included people who wanted to provide suites for family members at various life stages.

For complete communities we need design of safe streets (rather than through routes for cars).



When will you incorporate the updated population numbers in your data. You are still using extremely outdated data from the 2016 Census.

- The City will be updating our analysis when the 2021 Census numbers are released, likely in early 2022.

Where are the projected 700,000 increase of population coming from? Where are the 450,000 jobs coming from in the city of Toronto? Perhaps in the 905 but where in the 416?

- The forecasted increase of 700,000 people is anticipated to occur over the 30-year time horizon and is a combination of natural increase in population and inter-provincial and international immigration. Growing population will bring more jobs and businesses to the area.

Neighbourhood Planning policies and Committees of Adjustment decisions (over 90-95% approvals of zoning variances) are unnecessarily raising single family house FSIs and lengths. I am concerned that Planning and the Committees of Adj. will grant similar generous zoning variances for "Garden Suites", Laneway Houses and lot splits. The result is that green space will continue to shrink while stormwater loads increase and residents will continue losing natural light and privacy. I don't believe Planning and Planning and Housing Committee members take these negative consequences seriously.

There are 47 high rise condos proposed along Steeles Ave from Yonge St to Dufferin with about 30,000 new residents about the size of Stratford Ontario in a 4.3 km stretch of roadway. Some are already approved. The expansion of the Yonge St subway will not resolve this obscene densification. Traffic is bad for the climate, bad for the economy and bad for the health.

With garden suites, what protection is proposed for neighbours? Setbacks, shade, privacy?

- The regulations for Garden Suites are still being developed but the City planning team is working to address location, setbacks, form, density and scale of suites



including heights. These issues are being considered in the development of standards for Garden Suites. You can see proposals in this report: [Planning and Housing Committee consideration on June 28, 2021](#)

Along with housing intensification you do not show new open spaces to support the intensification. This is concerning. Cash in lieu for parkland does not provide expanded parks.

Much more is needed for a "complete" community than just housing.

City should stop supporting monster homes in low density areas and instead support semi-detached units - it seems that new housing is either very tall high rise buildings or monster homes.

The best/easiest locations to add housing would be along avenues and main streets, but zoning should be changed in some areas to allow larger housing units like 4 plexes in older neighbourhoods.

With the infill along the avenues with condos replacing affordable apartments, we are displacing marginal people from their community. Can the city not entice development of condos with affordable apartments for the life of the building? I'm also concerned about the intrusion of these 12 storey structures causing a lower land value of adjacent homes with the new development.

I would like to see the MTSA's have the active transportation routes on separate streets from the car/truck streets - for comfort and safety.



Preservation of character of neighbourhoods is being used to argue for continued income divisions between areas. Further concentration of high rises intended for vulnerable in already vulnerable areas is already happening - especially in Downtown East - while it was clear yesterday that jobs for people who could escape poverty if given a chance and support will face a community dedicated to office buildings. How is this equitable?

- We appreciate the highlight of equity issues. We know there is an affordable housing crisis across the city and we are looking at different options across the city to help vulnerable Torontonians have access to housing options. We also know that access to employment and a range of employment options is important and have heard input on that too. We are looking at the issues and how to focus the OP to address equity issues. The City recognizes the importance of having a range of employment opportunities for all residents and the importance of non-office jobs and this is captured in our review of employment areas as well.

The Province needs to pay / provide infrastructure funding. Setting housing and population growth without funding to support transit, affordable housing, schools, etc. is not realistic.

As your focus is planning for housing how are you working with City Transportation planning to ensure public transportation improvements, i.e. subways and LRT's are built prior to community intensifications? At present Sheppard Avenue from Victoria Park to Kennedy Road and Kennedy Road at the 401 is presently undergoing high rise condominium intensification with no subway or LRT. Scarborough communities are being negatively impacted regarding lack of multi modal transportation.

- The OP planning team is working closely with our colleagues in Transportation/Transit units. We will pass along your comments re. Scarborough impacts.

In my opinion, builders are not knowledgeable about renovation of existing housing interiors, such as what is done on the show "My Home Town". Perhaps the City can find an approach to 'educate' builders and contractors to support renovations as opposed to tear down.

How can you keep prices affordable and not develop only high-end expensive units?



- We are exploring the role the City can play in reducing charges and fees for modest intensification, and streamlining the process to make units easier and faster to build in order to reduce costs and increase affordability which can then be passed on to the buyer/renter.

What communication links are currently established with the City of Vaughan Planning to coordinate new development along Steeles Ave., the arterial road that serves as the municipal boundary between Toronto and Vaughan?

- The City works with Vaughan planning through several channels - one is through the circulation and review of development applications along the Steeles corridor, where we circulate to one another, and the other is through area studies that are in locations around borders.

A key consideration of this work must be the provision of parking and commercial uses for mid-rise and high rise builds in suburban areas. Daily travel will require a vehicle for a long time still. <0.75 cars per unit is simply a boon for developers and overflow parking causes issues of access and safety.

- The City is currently reviewing the requirements for parking in new developments. There's a survey on the website here: [Review of Parking Requirements for New Development](#)

New housing units could be provided in office buildings that may no longer be needed due to people working more from home. Office to residential conversions have been implemented successfully in quite a few American cities to revitalize downtown cores.

There needs to be a Condominium "Community" vision/ policy as these towers are effectively neighbourhoods...it is not wise to leave this type of neighbourhood planning entirely up to the condo developer, who sees a swimming pool and a big community room as the 'ultimate' for an ideal lifestyle.

Beyond missing middle, the City should be looking at options to support less traditional forms of housing and different ownership models such as cooperatives and community land trusts.



Culturally, home ownership is the preferred form of tenure and there is a stigma on renting. There needs to be a significant increase in the rental stock since home ownership is becoming increasingly out of reach for many young Canadians. Further, home ownership provides an asset value which is not taxable; but taxation policy for renting can be modified to provide some similar liquidity benefits in the form of tax refunds. Please also don't forget the lived experiences and realities of renters and that our neighbourhoods need a good mix of rental and ownership.

Are renters a focused stakeholder group in the engagement strategy, similar to the focus on resident associations?

- Yes, there are tenant-based organizations and groups represented on the stakeholder list. Through the engagement strategy for Our Plan, we're reaching out to several tenancy associations like Advocacy Centre for Tenants Ontario and Federation of Metro Tenants' Associations.

Support small business transfers to help preserve communities as well as housing transfers/sale to allow for long term tenants to purchase property.

City staff have a tough job of balancing the need to plan for the pop growth that will come with balancing calls for protecting neighbourhood character. Careful attention needs to be paid to this to prevent potential gatekeeping to some neighbourhoods and the potential discrimination that follows. Unfortunately, most of the participants represent more affluent communities. Marginalized communities are under-represented. The City needs to speak on their behalf.

4.4 Interactive Discussion and Mural

In conjunction with the Q&A, input from participants was sought on the following discussion questions:

1. What do you think would be the best locations for additional housing options?
2. What opportunities do you anticipate with expanding permissions for different housing options in neighbourhoods?
3. What potential issues do you anticipate with expanding permissions for different housing options in neighbourhoods?



4. What land use changes are needed in different areas of the city to achieve complete communities?

A virtual Mural whiteboard was used to document input. The results are summarized below.

1. What do you think would be the best locations for additional housing options?

- Housing should be provided along avenues and main streets
- Near transit stations and along transit routes
- Near commercial and entertainment centres where there are destinations for walkable communities
- Near universities and colleges – especially need more affordable student housing options across the city
- More in low-rise neighbourhoods like the Danforth and Little Italy that are also walkable areas connected to transit
- Explore building on top of commercial buildings, institutional buildings, and religious buildings
- Areas where multi-generational housing is needed and where people can age in place – where seniors want to transition out of larger homes into something smaller

2. What opportunities do you anticipate with expanding permissions for different housing options in neighbourhoods?

- Allows for more people to access areas that are well serviced
- Allow for multiple types of housing that support rental and ownership in a wide range of communities
- Allow permission for laneway suites, co-ops, and community land trusts
- Generally supports more diversity and addresses economic exclusion in neighbourhoods
- Support retrofits and renovations of housing instead of tearing down existing homes
- Support active transportation and transit activity
- Provides more opportunities to access supporting services in neighbourhoods
- Growth of businesses and more desirable for new business growth



- Opportunity to support retrofitting of homes with sustainable practices while also adding units – make old houses more energy efficient and with more units
- Opportunity to visit urban design policies
- Opportunity to build a template with standards and goals for affordable housing
- Opportunity to coordinate development along municipal borders where permissions will be changing

3. What potential issues do you anticipate with expanding permissions for different housing options in neighbourhoods?

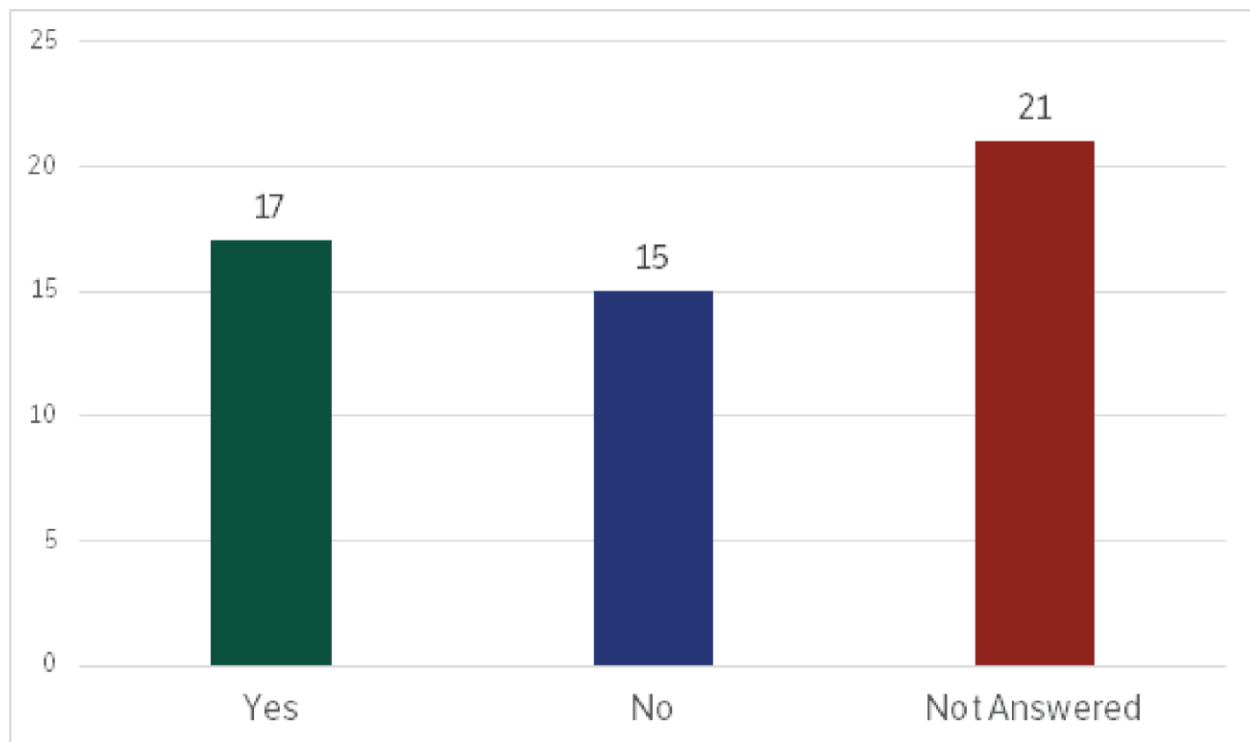
- Impact to existing residents – shade, traffic, privacy, heritage
- Impacts to environment, including tree removal and removal of permeable surfaces which impacts stormwater flow
- Lack of supporting infrastructure, green space and services in these areas that would be needed to support more people
- Concern with “not in my back yard” mentality that slows down development
- Lack of coordination with active transportation and transit connections which would increase auto traffic
- Lack of affordable housing and housing types, these units could still be very expensive
- Concern with neighbourhood character being used as a reason to slow down development
- Concern with neighbourhood character being changed/threatened
- Concern with Committee of Adjustment role in development decisions and lack of compliance with policies

4. What land use changes are needed in different areas of the city to achieve complete communities?

- Build mixed-use areas and establish parking minimums to minimize car dependency
- Provide more than adequate green space
- Provide active transportation connections that are safe and near transit
- More support for small businesses and retail mix in neighbourhoods
- More walkable neighbourhoods with destinations like schools and grocery stores
- Adopt up to date zoning policies that direct intensification to areas with servicing



4.5 Polling Question Results



During the event, one poll was administered to gauge participation in previous meetings.

Poll Question #1: Have you been to a previous Our Plan Toronto meeting?

Of the 59% of participants that voted through an online poll, just over half of the people attended a previous Our Plan Toronto meeting.

4.6 Meeting Close

Following the facilitated discussion, the City and Dillon project team identified the next steps of the project and ongoing consultation. Participants were thanked for attending the event and provided a link to the Mural Board to continue contributing ideas.



5.0 More Neighbours Toronto Meeting Summary

Date & Time: October 6, 2021 – 6:30-8:00 pm – 41 Participants

Location: Webex Virtual Meetings

Project Team Attendees:

City of Toronto – Jeff Cantos, Kyle Fearon, Caroline Bucksbaum, Janani Mahendran, Phillip Parker, Graig Uens

Dillon Consulting – Merrilees Willemse, Ish Chowdhury

Dillon Consulting, the independent facilitation team retained by the City of Toronto, facilitated the meeting and prepared this summary. Participants were encouraged to provide additional feedback to the project team by emailing opreview@toronto.ca and attending other organized stakeholder and public meetings. This summary is intended to reflect the key discussion points from the meeting and is not intended to be a verbatim transcript.

5.1 Meeting Overview

The City of Toronto Official Plan Team and Dillon Consulting Engagement Team attended and participated in an interactive stakeholder meeting for Our Plan Toronto with More Neighbours Toronto, a community organization focused on housing advocacy in Toronto. The meeting and agenda was organized by More Neighbours Toronto. Members of More Neighbours Toronto and their community networks were invited to attend the event. The meeting included a presentation from the Our Plan Toronto team, followed by a presentation from More Neighbours Toronto. Presentations were followed by a facilitated Q&A discussion related to planning policy and housing.

5.2 Summary of Facilitated Q&A Discussion

The following summary documents the questions, comments and responses during the facilitated group discussion. This summary is intended to reflect the key discussion points and is not intended to be a verbatim transcript. Participant questions and comments appear in highlighted text followed by responses shared by the project team when responses were provided.



There is an increasing need for multi-generational living and housing that allows families to live with aging parents. There are concerns with long-term care coming out of COVID. There is the need for more units and more affordable options for a range of households. Want to make sure multigenerational housing is included in the OP and make sure that's being considered.

- Absolutely, this is a lived experience of many Torontonians. Yes, we are going to work to make sure that lived experience including multi-generational housing is planned for the future and accommodated.

Why is the City planning to do the minimum for growth?

- We're checking the provincial box, to ensure that we've done our homework for the Province. We know that we're going to grow greater than 700,000, but the focus of our consultation is on **how** we grow, it's less focused on the specific number. The Province has set a number, we're going to demonstrate that we're going to meet it at a minimum. The baseline was on how do we plan for 700,000, but we're going to do that easily, and we are going to grow beyond that. We understand the Province's plan, and if we only accommodated 700,000 more people in Toronto, then it would likely lead to sprawl into the 905. We understand that. So we want to make sure we're planning for the infrastructure, for the most vulnerable, addressing exclusionary packages that past policy framework has put into place and preparing for growth that would be 700,000 at a minimum. We want to talk about how we can do it better.

Housing sprawl has massive macro-economic implications for our economy that planning needs to consider when thinking about housing policies that restrict development in certain areas. There are opportunities for employment and economic growth that are not being considered in the decision making and should be.

Students have significant housing challenges for affordability and proximity to school and transit. It should be easier for property owners to build more units on a site. Regarding pre-approval building types or as of right kinds of building processes, in terms of development processes and approvals, is the City's consideration these kinds of things which would support more development that would be more affordable to build?

- Looking at expanding housing options in neighborhoods, one of the things that the City is looking at is preapproved plans. It can work well with a number of housing options being looked at. As they're getting a bit more clarity about what types of zoning policy changes might be put in place next year, the opportunity to



look to pre-approved plans is something the City wants to look at for as many varieties of housing as they can. It's a great idea, and other cities have done this successfully as well.

The City needs to consider a frequent transit development area designation. This wouldn't be as dense as a Major Transit Station Area (MTSA) but would recognize decent transit corridors that could support more density, such as along good bus service corridors. This would support more housing options for students connecting to institutions along bus corridors. Beyond MTSA's and PMTSA's, is the City looking at this idea of frequent transit development areas, looking at increasing the density potential of corridors with good transit connections?

- In neighborhoods, there is a team of staff looking at opportunities for more development in neighborhoods along major streets. There is a map on the Official Plan that indicates all the major streets, and a lot of those are served by transit at some capacity. But they also represent opportunities for growth and a larger form that you might see in other areas and neighborhoods, that's on our radar as well.

If you work any kind of shift work at all, you're unable to make it to stakeholder meetings. Is it possible to have meetings that start a little later? Are those who show up to these meetings given more attention or as valid as other methods of public consultation?

- We haven't had the shift work issue raised yet to us but appreciate that and based on the feedback we get, we adjust. One of the things we try to do, is encourage people to participate, given that these are all virtual and they're recorded, that they can see these and reach out. If there are groups or interested people that want to meet at a different time, we suggest to get in touch with our team to set up a meeting; we're open to these. If it's one on one, we're available this way as well, we encourage this. We're open and we're trying to have as many avenues for these conversations as possible.
- We will take that away and see how we can accommodate. The recommendations we've received from the City, is to maintain virtual. Virtual does give us more flexibility, and we'll take this comment back and make sure we can figure something out.
- The virtual consultation during COVID has resulted in a wider variety of participants than we have received previously. The responses through surveys have been very supportive and much more enthusiastic than in the past. There is a lot of various conversations that give different perspective on issues, and has been very interesting. Having the meetings virtually has given everyone a lot of options to contribute.



Is the City addressing equity and how? Is that through an application of an intersectional lens; from equity, diversity and inclusion from the policy reviews and recognizing the multiple layers of factors that come to play across communities? How are those suffering as a result of the issues of inequity going to benefit from this proposed official plan?

- We are doing our best to apply an equity lens. What is going to be the outcome? We're not certain, but our teams are consulting inter-divisionally. We all meet and have discussions, and they're all eye opening. We are having this conversation internally, to figure out how to do it as a corporation as a City, so that the Official Plan reflects these values that we are all striving for and are committed to achieving. We are having these conversations, we just don't know what the outcomes will be just yet.
- This is a mountain of a challenge that the City is committed to climbing. Part of the work is the recognition of where the disparities are across the city, and what the range of the disparities are for different populations. Through the Community Leaders Circle (CLC), we are having conversations with a range of people in communities with diverse interests that are facing specific issues related to different populations. For example, in the CLC, we have people who are working with youth transitioning out of group homes, and what we are asking them is "what does better look like" for those people? In that, the responses range, sometimes it's to do with employment and jobs. In other cases it can be about services, and locations of services in proximity to where they live. We're trying to have conversations that allow us to understand the various populations and issues in the city, across the broad range, and what would better look like. The City then is doing the work to figure out if the issues raised are something that would be addressed in the planning policy, or if it's to do with something else that the city manages like transit, or maybe urban design or policing. There is an effort to have these conversations at the forefront of the considerations for the Official Plan. We're not yet there to be able to say what the outcomes may be, and where the direction may land, but there is concerted effort to continue to grow these conversations. This way the City is learning from peoples' lived experience. There is a lot of data that maps the inequities across the city and this data is important and powerful; but personal stories are also powerful. So, we are making the effort to connect with communities through the CLC to find out how to do things better.



Regarding the missing middle and when new developments are proposed in a neighbourhood, we notice that the value of the voices of homeowners and landowners in neighbourhoods and who are in resident' associations have more of a voice at the development meetings versus the rest of the community. Many people are getting priced out of the city and their voices aren't getting heard at these meetings. Even if you get a good job out of school and getting paid well, you still have to live in bad apartments because there are no middle options and you can't afford a home in the city, there's not mid-sized options if you want to start a family. We are forced to move if we want to start a family unless we give up quality housing. People should be able to buy their first home/condo once they find a job after being a student but it's not possible and we're being forced to live elsewhere. If you are a student or an immigrant you are considered transient. And the new condos getting built are so small compared to the apartments built in the 60s that had bigger units. The option is to move out. In our successes we don't get to participate as someone in the middle. We're talking about community degradation; how do we get these voices heard and address housing transition in neighbourhoods for people that don't yet own or live in the neighbourhood?

- In terms of getting your voice heard, being here now is part of that. We hear you loud and clear, it's not just current owners and residence associations that need to be the voice at the table. We're recognizing that and trying to reach quite beyond those established and organized voices with a lot of power. We're trying to address this question of housing transition that many people need support for.
- We're working with the expanding housing options in neighbourhood (EHON) project, specifically to address the multiplex housing piece in neighbourhoods and help address some of the transition housing needs. That is the missing middle in the neighbourhoods. The EHON project is trying to get at these questions that are being asked, and fix that problem that there aren't enough places to go and grow families. There aren't enough livable large units in the city. Some issues and questions that the City is considering related to the creation of these large size units include what design considerations need to be talked about to make them livable. Please do follow the expanding housing options in neighbourhoods pages on the City website.
- The survey is coming out within the next week, and we highly recommend signing up for the updates on the website.



Two questions. One is, realistically what things are in scope that could be suggested for change during this review? Can we take OPA 320, the stable neighbourhoods stuff from 2015 and terminate that? Are urban design guideline standards available to be relaxed considerably during an OP review? Are the tower design guidelines allowed to be relaxed?

Part two is, even if you do a perfect job, and do all the right things towards the perfect plan, we saw a really good plan that came out of the Finch West major transit service area. It got to Council, on the floor of Council, the Councillor removed heights and density from blocks and blocks of land that City planners worked years on. What is the process for the OP review, when it gets to Council? Will we see Council floor modifications like we've seen in the past?

- In terms of the first part of your question regarding what is in scope and what's out of scope: the Province has a scope for us, and we're going to do what the Province requires us to do. The Minister of Municipal Affairs is the approval authority for the scope they created for us. Then, beyond what the Province requires, there are other amendments to the Official Plan that can be included. Either we'll put those under the same umbrella with the Provincial requirements so the Minister is the approval authority or we will keep it in house to go to Council. These discussions are all happening at once, as much as possible is in scope, but what we choose to bring to the Minister is a choice that we will be making as staff.
- In terms of your second question, what happens on the floor of Council we are professional planners providing our professional recommendations to Council and the decision makers; we're going to do the best we can to recommend good planning.

Can you give us an example of an ambitious policy proposal that never saw the light of day due to lack of political will?

- One quick one, there was this tool that the Province had given all municipalities, called the development permit system. This system is where you create a framework for all as of right development for a specific area. The Province says that in order to implement the development permit system, you have to have a section in the Official Plan that speaks to development systems. We did that, Council approved that, but it went to the Ontario Municipal Board, and got stuck in the appeals process. So the ability to use that tool would've been great, it's planning upfront, you put the planning framework for a neighborhood forward; then amendments are very difficult. It sets the stage.



What are some rules and regulations as planning staff that you want to recommend removing when you propose it to Council. Any rules you have in mind that the City would be better without?

- There are many policies that could be considered exclusionary. There are many, but we are looking at the policies through EHON. We are questioning "Neighbourhood Character". We are looking at that. It's a problematic term, to guide choice in the future of neighbourhoods. If we talk about character, the idea of prevailing building types or fit; it would be challenging to advance the expanding housing options work the way we'd like to if policies are written the way they are, with regards to prevailing building types. This is one of the conversations we have to have – if the policies continue to appear in the Official Plan with regards to how we guide development in the neighbourhoods in the future.

There was mention a few times that the consultation process isn't representative, and doesn't take into account those who would want to move into neighbourhoods, or those who got priced out of Toronto and had to move away. For this Official Plan Review, how, if at all, are you taking into account the perspectives of those who have been priced out of Toronto, or people who don't necessarily live in certain neighbourhoods that want to protect the character of that neighbourhood?

- From consultation perspective, in terms of what you've identified, we're not reaching out to people everywhere who have moved away or have the ability to do that or understand why and further understand what their interests are. The City is considering all of the data around people migrating to and from the city. That includes the data considerations made by the City regarding why people are moving to and from the city.
- The City is looking at updating its engagement process for the City Planning Division. There was a report, from late last month that got Council approval that is now going to open up the consultation process for review. The City wants to hear from everyone as they undertake the review process on what is valuable in terms of consultation. The City wants to identify what works for people in terms of consultation in order to reach different groups, and to reach people who we don't usually hear from. It would be great to have people on this call get involved in that. The City wants to hear perspectives on virtual meetings and if this format is valuable. So if you have thoughts on that, please share. We will put the link to the report to Council on this item in the Chat and encourage you to get involved.
- In terms of the data that the City considers regarding people moving in and out of the city – the Lands Needs Assessment that's happening now and informs the OP



review, looks at the out-migration, in-migration, immigration, and growth trends in the city. They are going to identify projections based on the City's analysis of future growth, which is probably going to be greater than 700,000. That work is underway, at some point in the early New Year, updates will be available and likely posted on the Our Plan website which will inform the policies.

What does the City think is the main cause of the expensive housing in our city? I would assert it's restrictive zoning and can the City please consider the restrictive zoning in the impact of housing costs?

- There are a lot of factors that go into cost, whether its supply or demand, but it is difficult to answer.

We should get away from the duopoly of online versus in-person engagement, because there are other ways to engage too. It's great that there are more surveys, links on websites, I see consultation stuff online and City planners are going to equity seeking groups. But if I'm a mom and I want to comment on something and my day is busy, the City says that I can always email them but e-mailing isn't an inviting way to communicate with the public. City planning has to think of more appealing ways to invite people to engage. It's also a marketing exercise. And spend time getting the data on who's participating and what they are saying. The City needs to be able to provide cross-tabulations on participants and perspectives to be able to share with Council and decision makers. You should be able to identify who is saying what, such as identifying what the perspective is of young people or issues raised by specific demographic groups. It's difficult to base a plan purely on the number of people showing up at a meeting. This is important from the engagement side and from the data side and is something that needs to be considered.

- We do collect demographic and personal data on the surveys, to a degree. We don't necessarily do it in public meetings, it's difficult through virtual meetings. This is perhaps an appropriate thing to do, to conduct public meeting surveys as registration or before people sign in.

Is there a link to the next Inclusionary Zoning meeting on the 21st?

- The link has not yet been activated, but should be made available by the end of the week.



Will density be affected by a multi-modal station?

- The Province doesn't require additional density for a multi-modal station beyond the targets that exist for transit station areas, but the City has the ability to set a higher target than what's required by the Province. This is part of the review of planning around major transit station areas.

5.3 Meeting Close

Closing remarks were made by More Neighbours Toronto to thank participants for their involvement. The City and Dillon project team shared information regarding ongoing consultation and the upcoming public meeting on October 20, 2021. Presentation slides and the meeting recording will be shared with participants.



6.0 Community Leaders Circle – Meeting #2 Summary – November 2021

Date & Time November 2, 2021, 1-3pm and November 10, 2021, 5:30-7:00 pm

Total Participants in 2 Meetings: 18 (13+5)

Location: Webex Virtual Meetings

Project Team Attendees:

City of Toronto – Jeff Cantos, Kyle Fearon, Jason Tsang, Pauline Beaupre, Janani Mahendran, Gerry Rogalski

Dillon Consulting – Zahra Jaffer, Merrilees Willemse, Faith Oloruntoba, Ish Chowdhruy, Ying Ye

Dillon Consulting, the independent facilitation team retained by the City of Toronto, facilitated the meeting and prepared this summary. Participants were encouraged to provide additional feedback to the project team through continued conversations and outreach with the Dillon team. This summary is intended to reflect the key discussion points from the meeting and is not intended to be a verbatim transcript.

6.1 Meeting Overview

In November 2021, the City of Toronto Official Plan Team and Dillon Consulting Engagement Team hosted two identical interactive virtual meetings with members of the Community Leaders Circle (CLC) for the Our Plan Toronto project. Two meetings were held to provide alternative scheduling options for participants. This was the second round of CLC meetings for the project as part of Phase 2 engagement. The CLC provides an equity and community lens on engagement and planning as part of Our Plan Toronto. The format included presentations, Q&A, facilitated interactive discussions, active use of the Chat function and polls to guide discussions on outreach and engagement.

The meeting was designed based on feedback from CLC members at the first CLC meeting and content that the City is seeking input on for the review of Our Plan Toronto. The meeting focused on the following items:

1. Capacity Building: What does the OP do and what is the City updating?
2. Reflect: Reflect on what we've heard to date through consultation?
3. Share: What does better look like? What is needed to support living with dignity?
4. Collaborate: Gather ideas for community outreach and engagement



6.2 Overall Summary of Input

The following summary highlights the key issues and ideas heard during the CLC meetings based on the input received during the Q&A and interactive discussions. More detailed documentation of the Q&A and interactive discussions are provided in respective sections below.

- Focus planning and policies on happiness and well-being indices over financial prosperity
- Equity, anti-discrimination and inclusion are top priorities amongst the communities that CLC work with, which include racialized and marginalized communities
- Need more affordable housing and broader range of housing in all communities, including housing for families and rental and basic housing to lift people out of homelessness
- City needs to review and take input from past engagements as over-consultation with limited action is an issue, both with Indigenous people and with community members
- Concern with historic lack of action to address Indigenous interests and priorities: housing, education, employment, healthcare
- Interest in seeing more information on actions towards reconciliation and bringing forward Indigenous perspectives and voice
- City should learn from other municipalities that are addressing inequities and exclusion; take what others are doing and apply to Toronto
- Bring forward tackling poverty as a priority
- Need to achieve complete communities, particularly in suburbs of Etobicoke, Scarborough, York-west (Jane-Finch) and North York
- Improve broad access to transit
- Increase employment options and higher paying employment options (office uses) in suburbs
- Particular attention is needed related to quality of green space and quality of housing in apartment neighbourhoods and in newcomer areas
- Require coordinated approach to development in communities when there are multiple applications that will impact a community – bring developers together and require coordinated plan
- Address implementation issues and lack of trust that the vision and priorities will be implemented
- Focus on building community cohesion and connections in NIAs to support community pride
- Address safety for all through environmental design
- Improve mix of employment uses around transit in suburbs, particularly Scarborough



6.3 Summary of Facilitated Q&A

The following summary documents the questions, comments and responses during the facilitated Q&A following the presentation, including written questions/comments from the Chat box. This summary is intended to reflect the key discussion points and is not intended to be a verbatim transcript. Participant questions and comments appear in bold text followed by responses shared by the project team when responses were provided.

Can you talk about how you apply the best practices research on what other cities are doing to address disparities and equity? For example, the Minneapolis plan describes a utopia. Why wouldn't you just use that and apply the same approach or are you thinking of something different for Toronto?

- What the City would like to mirror is the boldness that they have taken. American cities have a very different history in planning cities, including the use of redlining in order to overtly exclude black people from certain areas. We don't have that same redlining practice to be addressed. But the boldness and creativity of some of the plans we've looked at is something that we want to replicate. We are consulting and talking about what the priorities are for communities around the city that are facing barriers and discussing how land use policies can address those barriers. We want to make these goals clear. It's a made for Toronto road plan to address disparity and exclusion experienced by people in our city.

What about the Minneapolis plan would be different from what we are looking for here in Toronto? All those point Minneapolis made are the ones we are talking about here. Why go to the trouble of trying to recreate when it's already there. You can just expand this for us.

- Yes I see that and we are looking at other cities as well to figure out what the best approaches are to apply most directly to Toronto in order to address nuances in the city. We are looking at what we can replicate and apply in Toronto while also looking at our context and apply the piece that make sense for Toronto.

We shouldn't focus on equality of outcome, we should focus on equality of opportunity which focuses on reducing and removing barriers. If you focus on equality of outcome then you set up to fail. Equality of opportunity will help people thrive.



Can you explain the community benefits charter and what you see as it's potential for city planning in comparison to Section 37, especially when we are trying to build more housing, green spaces, community services, etc.

- We don't have the experts on the call here that know the most on this item but what I can tell you is that Section 37 was done on a site by site basis and was not considered to be very transparent and was inconsistently applied which means outcomes were very different in different parts of the city. Section 37 was the density bonusing permission that allowed the City to negotiate with developers to get financial contributions to community services/spaces for extra height and density in a development. Some people considered this "let's make a deal" planning. The Province has eliminated this and proposed a new method for cities to obtain funding for community benefits from development through the Community Benefits Charge. This will be a more transparent charge set out by the City that can be applied to development. It is not a tax, it would be a charge related to new development. The City has to determine what the charge should be across the city and what development it would apply to. This will be a more consistent approach once the charge is set up. That money will then go towards more community services, parks, etc.

With the planning that your doing have you guys ever thought about using or considering using the Happiness Index that other countries use? When we talk about being successful or being a thriving community a lot of the time the focus is on economics and I don't agree with that. The idea of a thriving community and a community that has equality seems to be focused on money and financial success. We support a system where the more money you have the more you're able to enjoy things. I'm wondering if we can get around this focus on money and take other metrics and apply them to Toronto that look at other measures of happiness. Can we take metrics from Sweden or Norway or other places like that which consider other measures of happiness in quality of life?

- I think this is a really interesting approach that we will look into. One challenge is that the countries that you mention are very homogenous. This is quite different from Toronto which is very diverse. We have many different people living in very different ways throughout the city and have different considerations as to what is happiness. But I hear you that we need metrics that aren't about financial prosperity.



Some of you may already be very familiar with the Canadian Index of Wellbeing (CIW). This gets at some of what you are talking about. It doesn't specifically reference happiness but it does get into nuances of appreciation of culture, health and well-being, social engagement, civic engagement. I like what's been done in Happiness Index but I think that the CIW maybe better in scope for us and may have some good nuances to consider. This would be a really good starting point.

- Thank you we will consider this.

Thinking about the fact that we cannot house those we have now and most cannot afford to live here. Does growth make sense?

- Toronto will continue to grow which reflects the fact that people want to live in Toronto and in Canada. The Federal Government sets numbers for immigration and many new immigrants want choose to live here. There are many people who want to live here, whether through immigration or migration. People will continue to choose Toronto so the real question is how do we support this and plan for this? What's needed? What can we do better? So we have to ask how do we grow and how do we plan for the services needed to support this?

How much has been achieved since the last OP review?

- The plan we are reviewing has been successful in directing growth to the areas we planned for growth. So we have seen the policies achieve what set out in terms of the locations for growth.

How might you implement some of the goals and priorities that you've outlined and that people have identified through consultation – such as the need for affordable housing, better community space and equitable outcomes. How is the City thinking of turning developments into actions when development hits the ground. These seem to be all the right directions but how do you have the power to enforce and what can communities do to push these priorities forward as well?

- First off, we need communities to stay informed and to be engaged in civic discussions to make sure decision makers here your voice. Involvement in projects like this, input on development proposals and sharing your thoughts with City Councillors who are the ultimate decision makers.
- In terms of the big changes that will be part of implementing these goals – we are expanding the implementation tools and these include things like inclusionary zoning to support affordable housing, Community Benefits Charges, development charges, these are all things we are implementing which bring in more housing



and provide around \$750 million a year in revenue for the City to then address servicing, transportation, green space, housing and equity issues.

- Planning makes recommendations to Council so everything we are hearing from people in communities will help inform the recommendations we make.

In your experience so far with the OP, how does the City track and measure implementation? And how do you know if you are succeeded?

- The two bulletins we work on annually are the Development Pipeline Bulletin which shows where the development industry is proposing to grow. We track where development is concentrating based on applications to the City. This is one lens on the Official Plan outcomes as where development is being proposed is typically tied to where the OP policies direct growth. However, there are also negative outcomes of this. Where development goes also influences inequities between communities whereby the areas that get a lot of development tend to result in more spin-off investments in those communities. This means that areas with less development interest are left behind. This is also an outcome of the OP directions on growth. So this analysis and understanding is part of our work now. What's needed to direct policies that will support all communities and not create the divided city that David Hulchanski's research demonstrates?

On the subject of connected communities – for me regarding the question “what do we want it to look like?” – I’m wondering how far we can go in the OP in terms of the tools and levers to get there? I don’t think there’s a lot of disagreement on what outcomes we want (more affordable, more equitable, etc.). It’s in the tools/levers and principles that guide the implementation of the OP. So how does implementation get strengthened? Is that or can that be part of the focus?

- The process is first to establish the goals and principles and policies in the OP. Setting the vision will be based on these conversations. Following this we will review and set the implementation tools required to achieve what's in the OP which relate to zoning bylaws. If the OP is very strong in addressing inequities and reconciliation then the implementations will have to be updated to do this. I believe that if the OP is strong enough, the review of implementation tools that comes next will have to be revised to do the same.

As the CLC, are we going to get beyond the questions of what does a livable community look like and into more details? At what point do we move beyond the vision and into sharing deeper ideas, such as all new housing has to have an analysis of the existing community and identification of plans for equitable access.



- What I am hearing is that there is general agreement that we are heading in the right direction regarding focus on equity and inclusion. The process is that the City is taking all of the input we are hearing now and we are going to write draft policies based on this. In the New Year we will bring draft policies to the CLC and get input on whether we went far enough. The homework is on us to reflect on our conversations and identify approaches to get there in the OP. Then we need the CLC to review with us and identify where we need to do more or less.
- This consultation process is also an opportunity for you to give us your input now on ideas for what the City needs to do to get to “better”. We are definitely hearing an overall agreement across discussion groups that the goals are in the right direction but that implementation is a bigger concern and is a much more challenging issue. Ideas for addressing implementation are welcome now.

As a person that lives and works in downtown west Toronto which is an area of significant development, and as a medium sized social service agency, we are seeing repercussions of being unsuccessful with getting affordable housing and green space. These issues are being raised with us as families have little option for outdoor areas and the building people are living in are not providing the space or the green areas that people need. In addition, many of these condos are owned by people who own multiple units in the city and have them as income properties. So they are charging exorbitant prices and not invested in the health and well-being of the community. We have found that the community can get some successes in getting more improvements as new development comes in but these successes have only been when the community is really well organized and is aggressive and fearless in pushing for what is needed for healthy communities. So how can we address this better? So that as we grow we are still getting the green spaces and the housing options that people need and so that we focus on the Happiness and health of communities as was shared earlier. This includes built form that doesn't have only tiny condos. It's not just about affordability but about the size of units and how people live each day. There need to be some concrete measures to support well-being for people.

- I think our team needs to look more closely at the Wellbeing indices and the Happiness indicators that were mentioned. We do understand that communities and people need to have the happiness and health of people considered as these are important ingredients to complete, healthy communities and quality of life. We are hearing this and we will take this back to think about how we can progress the OP so that we also identify these important parts of happiness in planning the city.



How was the public poll done? The list of priorities identified seems concerning as it doesn't reflect my community's priorities. How are the other voices being heard? How are we listening to different priorities? There are only certain people who would fill out a poll and so there are also limitations to polling people and that is reflected in who you are hearing from and what you are hearing. Cycling is not something that would make the top five in my community. Issues of safety and security are more important. I'm concerned that the poll is not the way to reach the community that I serve and so you will be missing their input. So how are you going to get that input?

- The public poll is only one avenue/tactic for consultation and only one reflection of input. We don't value that over other input and we don't just look at the public poll as the driving input to inform direction. Meetings with the CLC and stakeholders are also important sources of input and the other outreach we are doing including speaking with community organizations stakeholders, staff of various other initiatives in the city, etc. We are taking in a wide range of input that is not just from the poll. We recognize that the poll only presents certain input and we will consider it with that in mind.
- One issue that may stand out in the poll is that the poll is about the Official Plan and land use policies. The core of the question demonstrates the limitation of what an OP can do. Items in the poll are focused more on what topics are considered in land use planning and this has inherent limitations. For example safety is addressed through other policies and initiatives that the City is work on, such as Toronto Strong Neighbourhoods Strategy. There are many other policies that address much more than what the OP can address.

Regarding the Golden Mile area, although there has been a secondary plan for the Golden Mile and there are 10 development applications – how do you bring developers together in a community and work together rather than looking at each application separately. There needs to be cohesive development of the community. Can you do something in the OP so that we look at a community as a whole in the redevelopment process rather than looking at individual applications because the impacts are community wide?

- This is a reality of the planning framework that we work within which can be adversarial. Development applications can come in without a community area plan in place. Then the planners and community react and then there are appeals, etc. This pattern happens and what it lacking is a notion of shared interests, shared values, shared vision without consideration of the impacts of all the development. There needs to be a better approach with a partnership with developers/land owners that are necessary to plan communities. I think we can



look at how to bring the concept of partnerships into the plan in order to support communities as they change.

There are challenging power dynamics because there are a lot of different people and decision makers who have power. There are different people with power who don't always care about the community. How can the OP manage the power dynamics to bring community ideas/vision forward in decision making?

- City Planning is undertaking a review and training of staff on approaches to address equity in the planning process and in decision making. Training is occurring regarding how to be more equitable and consider equity issues in projects and development proposals. One item that is becoming clear is that planners need to be more proactive in seeking input from people who are not represented in meetings or typical consultation activities. Planners will have to go out and seek specific input from communities that are underrepresented in order to balance those power dynamics that we are seeing.
- In addition, communities are starting to bind together to purchase buildings from redevelopment through things like land trusts and co-ops. This is giving communities more power but it takes the communities coming together.

In terms of power dynamics, how do we get some kind of collaboration between municipalities in order to talk about and somehow think about the impact that Toronto prices have on other cities. Everywhere is increasing in price as a result of people being priced out of Toronto. Is Toronto talking to places like Guelph or Brampton or other cities on how the market in Toronto affects others and vice versa and what to do about it? How do you coordinate with Brampton and Mississauga etc. or consider the shared issues? If Toronto isn't taking into account issues in surrounding adjacent municipalities and vice versa then how will things improve overall? The issues don't stop at the borders so having independent plans to tackle things like affordability seem like they won't work if it's not something that all the municipalities are talking about and addressing in a coordinated manner.

- The City is in close contact with other municipalities because we are all doing this OP review and update at the same time and we are sharing our priorities to understand the range of approaches being taken that may address what is a regional issue of rising costs and affordability. We are in regular contact as our plans progress.
- You are bringing up a really interesting and good point in terms of shared priorities across municipalities to align efforts. I am also going to bring this to the table with the other municipalities. This is something that we can talk about. Is



there a collective vision that we need to come together on? I can't guarantee what will come of this but I will bring it to the table.

There is a disconnect between high paying jobs concentrated in the downtown and low paying service jobs concentrated in suburbs like Scarborough. Scarborough has a lot of new comers that want opportunities of higher paying office jobs. There are a lot of people who are well educated who want access to more employment options in the suburbs. Can the OP support a broader range of employment opportunities in the suburbs so we don't have to commute so far and so that we have a broader range of options in Scarborough?

- There are transit plans in Scarborough that will assist with this. Transit will bring in more high density jobs like office spaces that are located near transit. We see this happening in the market. So from a planning perspective we can help direct this market by working with and applying minimum density targets for employment uses near transit. An untapped resource where we can do this are the existing GO stations, where we can require more higher density jobs in those areas.

Right now the development going in around transit are condos, not employment. This is a missed opportunity that the City should address.

- Agreed. The City will look more at this.

We have seen that the City has been progressing Indigenous housing opportunities in the downtown core. There are many Indigenous people living in Scarborough. Is there a strategy for providing more Indigenous housing opportunities in Scarborough and Malvern?

- There is some work being done on this in Scarborough but not enough. We will follow up with the Indigenous Affairs Office who knows more about this and get back to the group. This is important.

How is the City working towards Indigenous Reconciliation through this project? How is the OP review being conducted in a way that causes this review to be any different?

- We are conducting an in depth Indigenous consultation program that includes outreach and meeting with Treaty Rights Holders and Indigenous organizations. This presentation didn't get into the details of this. We can include more on this in the next CLC meeting.



- Some key items that we are talking about in Indigenous focused meetings include rewriting Chapter 1 of the OP to include acknowledgment of Indigenous land and apply the Indigenous lens throughout the OP.
- We are also exploring ideas like applying Indigenous lens to development proposals and applications. For example, an Indigenous planner could report on how a development proposal meets Indigenous objectives and/or speak to the Indigenous perspectives on the application. The report would be similar to a planning justification report and would need to be peer reviewed. We are talking about this idea right now and having a dialogue about this.

Does the developer choose an Indigenous planner or will the City provide specific planners?

- At the moment, we are still exploring whether we should pursue this idea and if the idea would work and how it would work. There are many steps and conversations involved to thinking this through. We would need to talk about and determine what's needed to support Indigenous planning capacity as it relates to this. Right now the first step is to talk through the idea and get support to explore it further. Then we need to look at who would be involved, who would complete the studies, etc. That is all to come.
- Appreciate the questions on this, recognizing that there is a lot to consult on for Our Plan Toronto and we did not include a lot in this presentation regarding the Indigenous outreach and engagement and issues being discussed. We can share more on this. We are learning through this process a range of Indigenous perspectives and ideas around how Toronto grows and just planning in general. Including input on how we consider the land, water, wildlife and people in our city to support health and well-being. These are ongoing conversations that are important and we can share more on.



Indigenous communities has been consulted on a lot of projects and issues and the answer is always the same: we need better housing, education, jobs and healthcare. It's the same answer with no change. The City needs to read the Toronto Aboriginal Research Project (TARP) report which was sent to all elected officials at all levels of government. Results are that we need affordable housing with enough space for families to grow (2, 3, and 4 bedroom apartments). We need access to education and jobs and better healthcare. We are no different from other communities but we were the first here and we don't get any compensation for it. This is still an issue and has been for years. We are currently in process of developing TARP 2 and the report will be out shortly. There were hundreds of people involved in this and consulted on this. TARP 2 will go out to everyone and the City needs to review and use those recommendations to inform this project. The City also needs to review all of the previous consultation reports that have been done as a result of consultation with Indigenous people rather than go out and consult on the same issues again.

- Thank you. We appreciate this and will look into the reports and previous recommendations.

6.4 Summary of Facilitated Interactive Discussion

Following the Q&A, participants were facilitated through a discussion on what is needed to improve lives and support living with dignity in communities. This component of the session was facilitated with the use of a virtual Mural whiteboard. The discussion questions provided to guide the conversation were:

1. How Do We Build Back Better – What Does Better Look Like?
 - Consider: What does living with dignity mean?
 - Consider: What does equity mean to you and your community? Related to housing, employment, complete communities and the environment.

Summary of responses and Mural board contributions:

- **Focus on** well-being and happiness indicators to measure the success of the city over financial prosperity
- Need more affordable housing with a range of housing types
- Provide basic access to housing to pull people from homelessness
- Provide more affordable rental housing for families: units with 2, 3 and 4 bedrooms
- Need larger units – new condos are too small for families and have little to no outdoor space
- Improve the quality and quantity of green spaces – important for children living in towers and even more so with the pandemic



- Require coordinated approach to development in communities when there are multiple applications that will impact a community (e.g., Golden Mile) – require a community approach to manage the impacts and bring developers together to work with community to coordinate a plan
- Include community members in decision making on development proposals that are not typically represented through current consultation approaches
- Focus on implementation of the goals and priorities identified through these discussions
 - Implementation is a concern. There is alignment on the goals of addressing affordability, sustainability, complete communities and equity but implementation is harder
- **Better** includes safer communities from a holistic point of view – safety for all
- Focus on public realm design alternatives to crime prevention through environmental design (CPTED) to improve safety without hostile infrastructure or policing
- For Indigenous people the issues have been highlighted before and remain constant – need more attention on actions to address these: affordable housing, education, employment, health care, Indigenous placemaking
- Enhance natural and green spaces in a meaningful way for Indigenous communities, including land based healing for people in urban spaces
- Provide Indigenous reflection with Indigenous worldviews in the Official Plan. Want to see languages, ways of being and ingenuity better represented – Indigenous worldviews should be upheld as equally important as westernized worldviews
- Need more equitable employment options and range of employment opportunities in different parts of the city. White collar jobs should not be concentrated **downtown**.
 - Address employment gaps in Scarborough. Need more equitable distribution of employment options.
 - Includes improving opportunities for racialized women.
 - Includes opportunities for equity seeking groups in the planning profession itself.
 - Includes more youth opportunities for employment
- Within NIAs, particularly in Scarborough, there's a need to focus on supporting community cohesion and community pride, including improving range of community services that support and connect newcomers. This is part of addressing the transient nature of some neighbourhoods where people are not as invested or connected to the community.
 - In transient neighbourhoods, need to do a better job of connecting community so that people have pride in their community.



Engagement in Communities:

The final portion of the meeting focused on how to engage with underrepresented and equity seeking communities for Our Plan Toronto. The following questions were asked in order to take engagement out into communities that CLC members are connected to.

1. How would you like to bring forward opportunities to engage in the Our Plan Toronto process to your community(ies)? Please select all applicable items from the list below.
 - a. Share information electronically and promote participation in City-led engagement opportunities (80% of responses)
 - b. Participation in related ongoing City-led initiatives that connect to the Our Plan Process (20% percent of responses)
 - c. Include content from the Our Plan Toronto process as a component in planned events that the community is already organizing/part of (80% of responses)
 - d. Organized separate dedicated engagement events/online opportunities tailored to community needs (15% of responses)
 - e. Other (0)
2. How can we best support you in sharing and collecting feedback from your community?
 - a. Attendance to support information sharing/presenting (80% of responses)
 - b. Facilitation and note-taking support (50% of responses)
 - c. Virtual or physical meeting setup (public health guidance permitting) (25% of responses)
 - d. Other (0)



The CLC participants then discussed approaches and ideas related to these two questions:

- Most CLC members want the OP team to provide materials that can be shared – lower effort and recognizes that people are over consulted on many issues and have limited capacity / time
- Indigenous communities are consulted extensively. Read previous consultation reports that are available to find the recommendations. The recommendations and actions have already been shared and the City should use that information.
- We need consultation that is Indigenous, by Indigenous. So you need to hire Indigenous people.
- We have all kinds of data from communities and we have endless consultation and really good consultation and input. This includes people in NIAs, the Downsview area, etc. The City needs to mine the data already collected so that we aren't consulting over and over again in communities that will share the same input.
- If you get the people who are making the decisions (elected officials, members of decision bodies) to come talk to us directly we would show up. If you had them consulting us, we could hold them accountable. This has been going on for a long time. Set up an honest meeting so that we can push for action and they can hear directly from elders and communities.

6.5 Meeting Close

Following the presentation and discussions, the City and Dillon project team said that they would be in touch with the CLC to organize one-on-one sessions to identify steps/opportunities to engage with local communities. CLC members were also encouraged to reach out to Dillon if there were ideas to share following the meeting.