



Public Meeting Etobicoke York Meeting Summary – May 2022

Date & Time: May 25, 2022, 6:00 - 8:00pm

Total Registrants for the Meeting: 100

Total Participants in Meeting: 43

Location: WebEx Virtual Event

Project Team Attendees:

City of Toronto – Jeff Cantos, Angela Stea, Christina Heydorn, Dan Godin, Gerry Rogalski, Matthew Premru, Phillip Parker, Rafael Mejia Ortiz, Jason Tsang

Dillon Consulting – Kristin Lillyman, Nicole Beuglet, 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 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.

1.0 Meeting Overview

In May 2022, the City of Toronto Official Plan Team and Dillon Consulting Engagement Team hosted a series of public meetings as interactive virtual meetings. This was to provide an overview of the draft employment policies, *Employment Area* Conversion Requests, Major Transit Station Area (MTSA) delineations and Chapter 1 directions as part of Phase 3 of the Our Plan Toronto project. The format included a presentation, Q&A, polling questions, and the active use of the chat function to guide discussions.

The meeting was designed to provide an overview of the Our Plan Toronto project and also include an opportunity to receive feedback and input from the public, identify next steps and outline further opportunities to engage. The meeting focused on the following items:

1. Official Plan Refresher
2. MTSA's
3. Employment Policies and Employment Area Conversions
4. Indigenous Planning Perspectives
5. Official Plan Vision Statement and Directions, and
6. Wrap-up and Next Steps

A copy of the presentation is included on the Our Plan website.

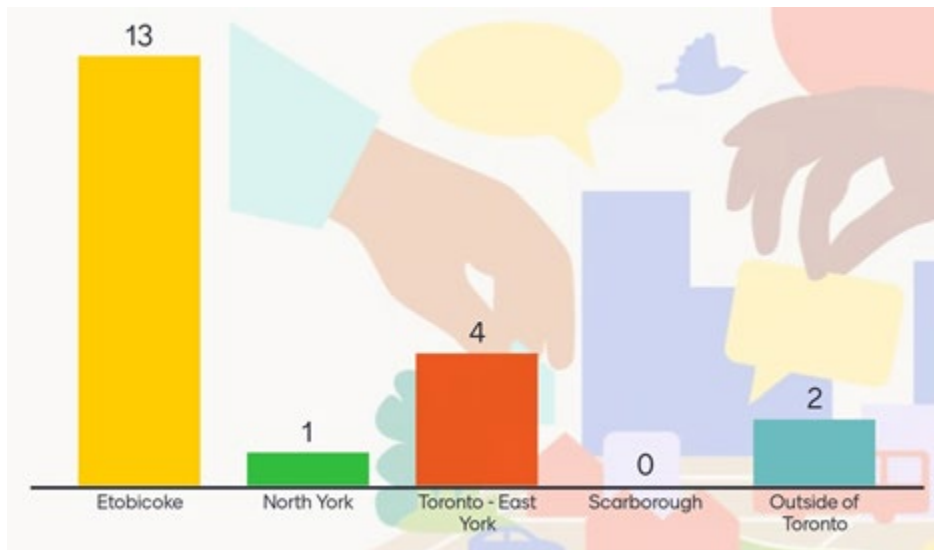


2.0 Polling Questions

As part of the public meeting, questions were prepared and provided to participants in the form of a poll through Mentimeter. Participants were able to log in through their phones, tablets and computers to engage through either the link or a QR Code. This provided an interactive means to engage participants in real-time and allowed others to gain insight to the data.

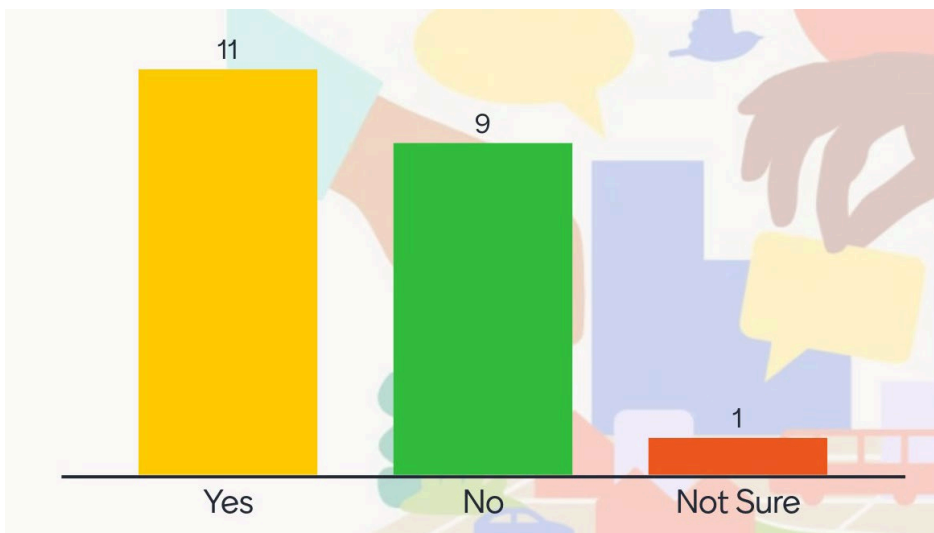
1. Where are you participating from?

20 participants contributed with 65% from Etobicoke, 20% from Toronto – East York, 10% from outside of Toronto, 5% from North York. No one from Scarborough participated in this poll.



2. Have you participated in other Our Plan Toronto engagement activities?

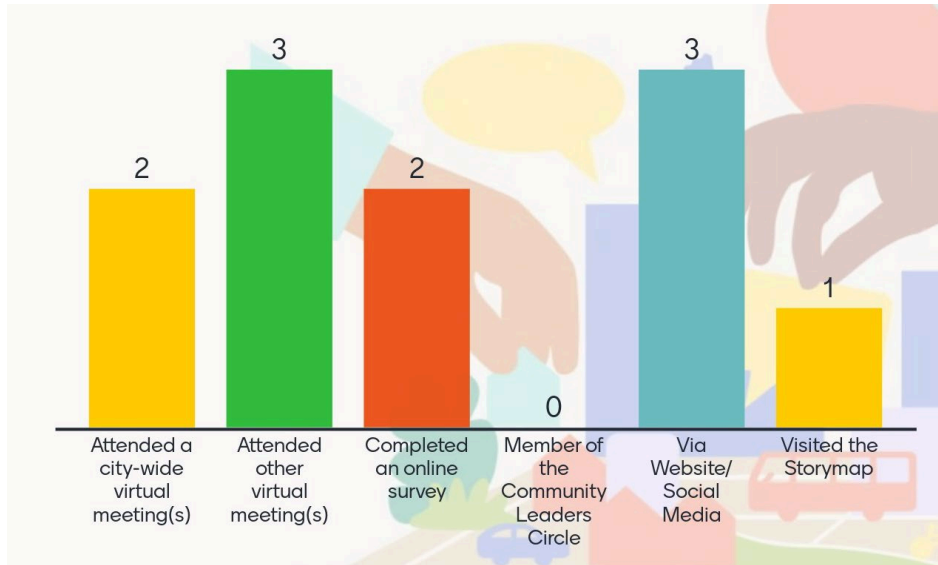
21 participants contributed with 52% being their first time, 43% having attended previously, and 5% not sure.





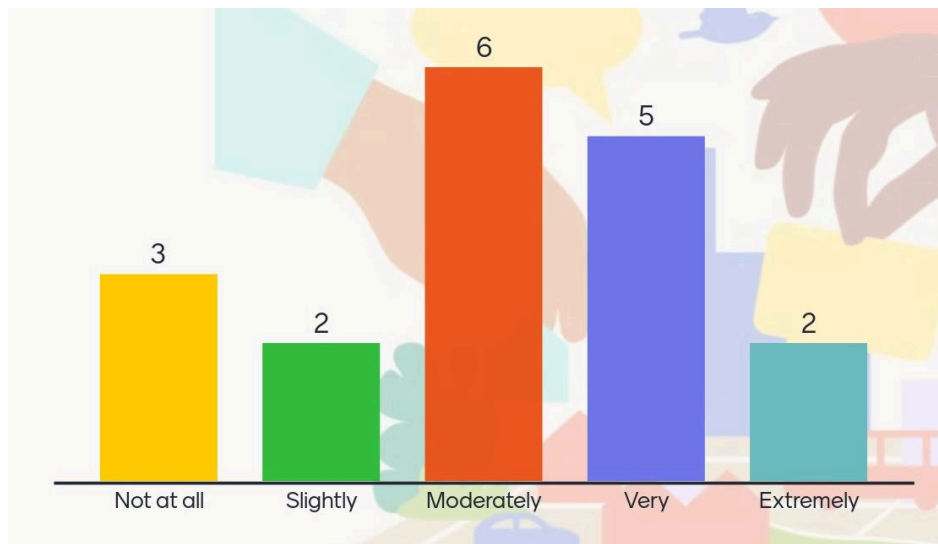
3. How did you previously participate?

11 participants contributed with 27% attended other virtual meetings and visited website/social media. 18% attended a city-wide virtual meeting and completed an online survey, and 9% visited the Storymap. There were no participants from the members of the Community Leaders Circle.



4. How familiar are you with the Toronto Official Plan?

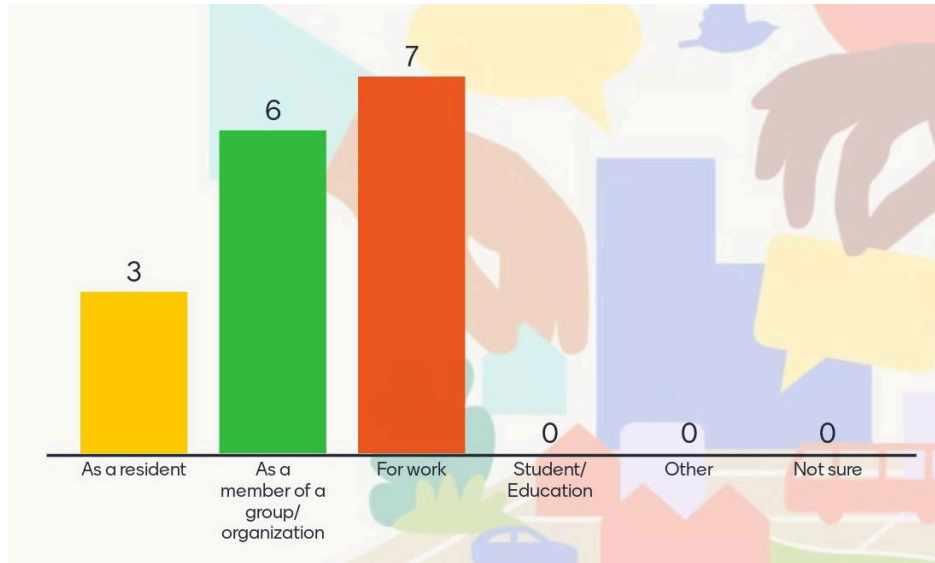
18 participants contributed with 17% for not at all, 11% for slightly, 33% for moderately, 28% for very, and 11% for extremely.





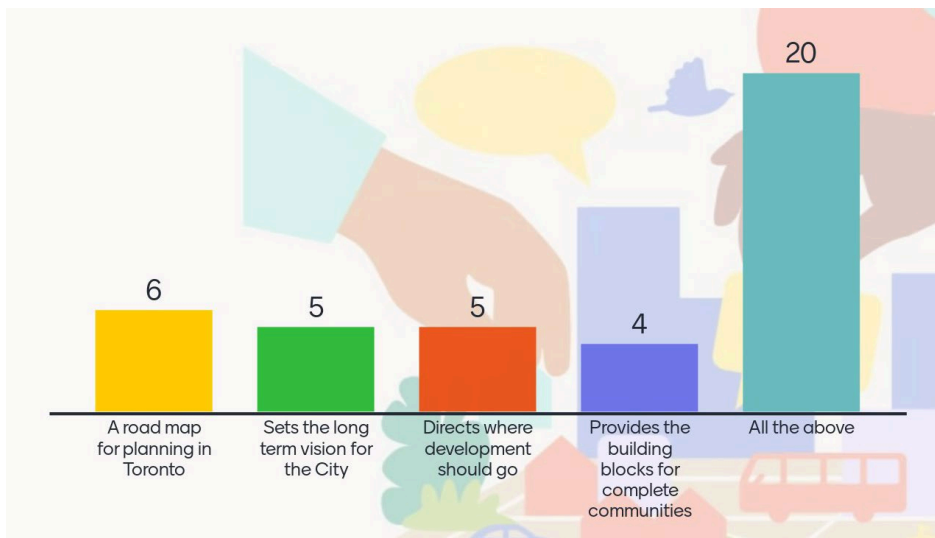
5. How do you currently use the Toronto Official Plan?

16 participants contributed with 44% for work, 38% as a member of a group/organization, and 19% as a resident. There were no participants from student/education, other or ones who were unsure.



6. The Official Plan is (select all that apply)

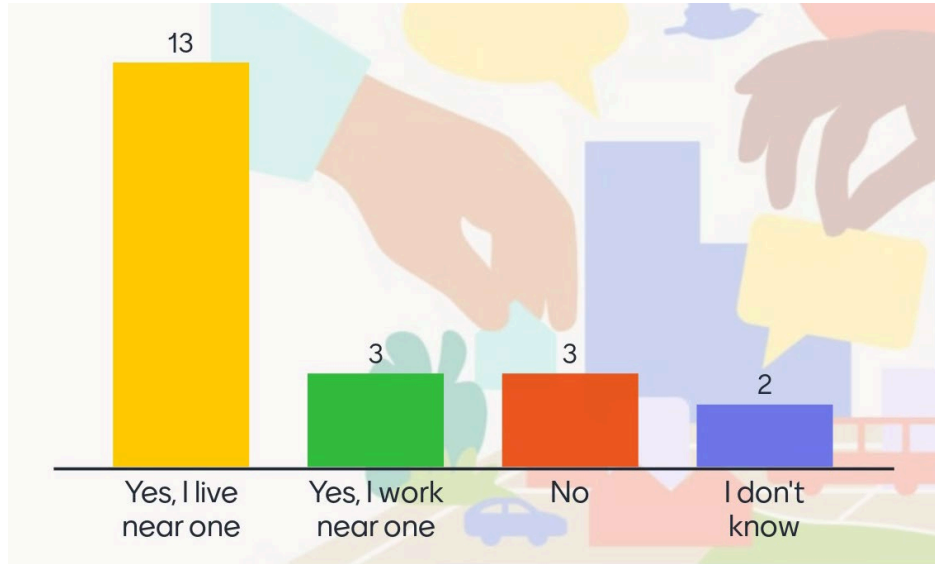
22 participants contributed with 27% had aligned with a road map for planning in Toronto. 23% felt both setting the long term vision of the City and directing where development should go best aligned with the Official Plan. 19% felt the OP provided the building blocks for complete communities, and 91% felt the Official plan encompassed all the options options provided.





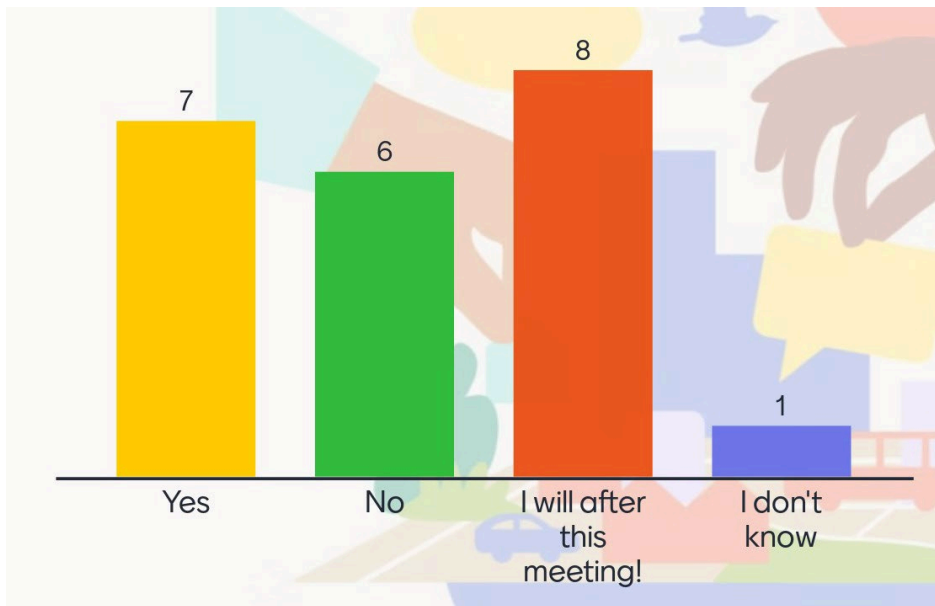
7. Do you live or work near or within an identified MTSA?

21 participants contributed with 62% lives near one, 14% work near one and also don't live/work near one, and 10% I don't know.



8. Have you used the MTSA Storymap on the Our Plan website?

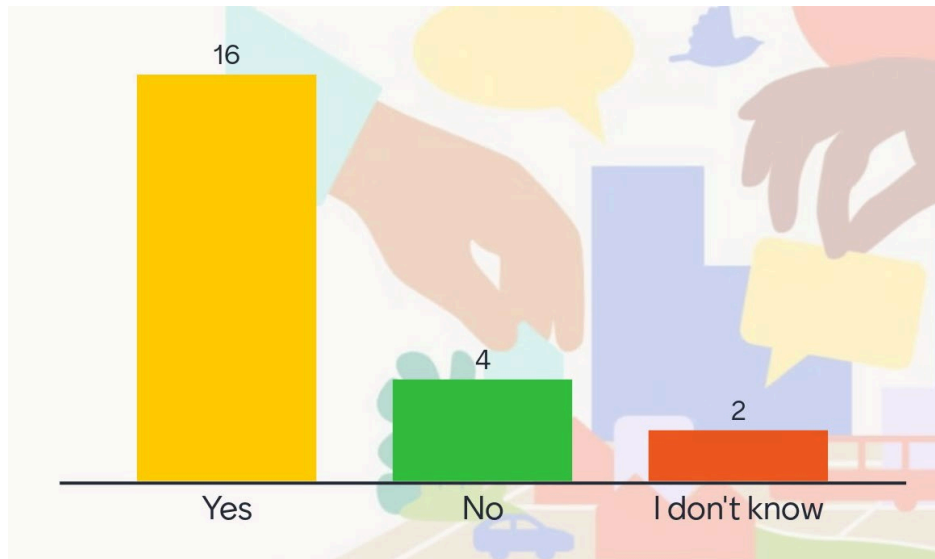
22 participants contributed with 32% for yes, 27% for no, 36% for I will after this meeting, and 5% for I don't know.





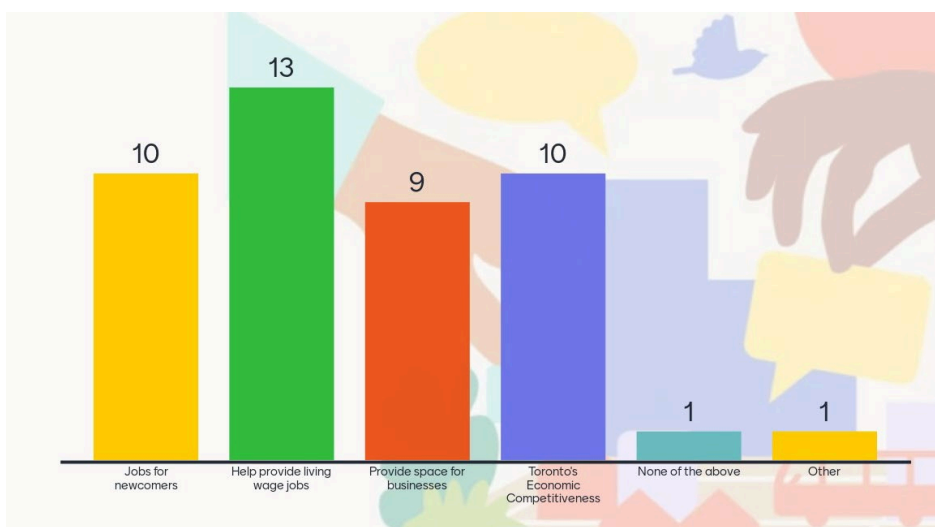
9. Should the minimum people and jobs density targets be increased?

22 participants contributed with 77% for yes, 18% for no, and 9% for I don't know.



10. Protecting employment areas will help the following (select all that apply)

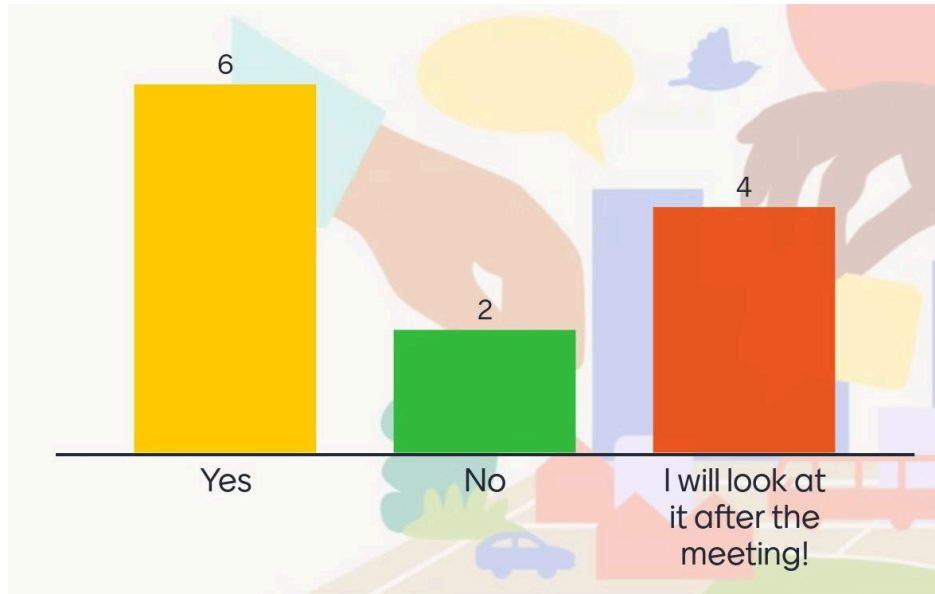
15 participants contributed with 87% felt it would help provide living wage jobs, 67% each were to jobs for new comers and Toronto's economic competitiveness and 60% to providing space for businesses. 7% for none of the above or other.





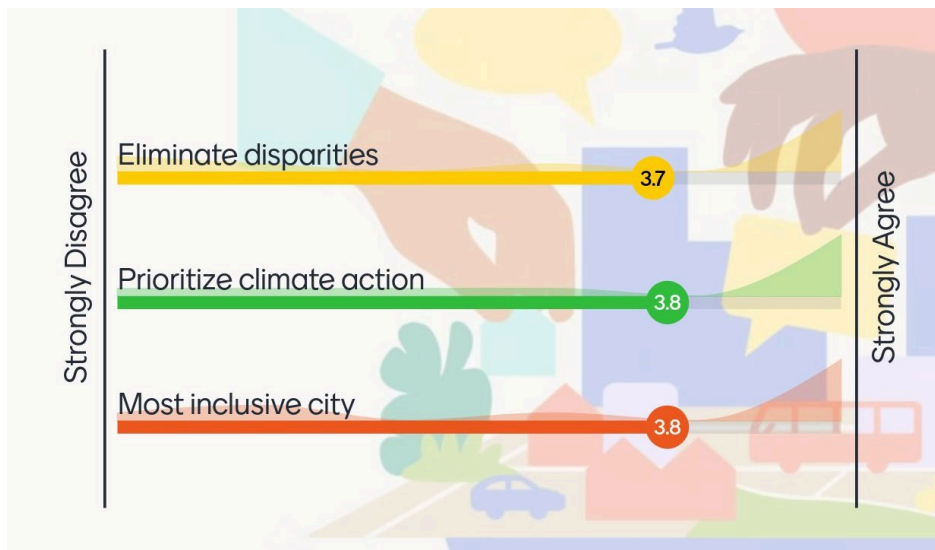
11. Are you familiar with the City's Reconciliation Action Plan recently adopted by City Council?

12 participants contributed with 50% for yes, 17% no and 33% for I will look at it after the meeting.



12. How supportive are you of the Official Plan Vision?

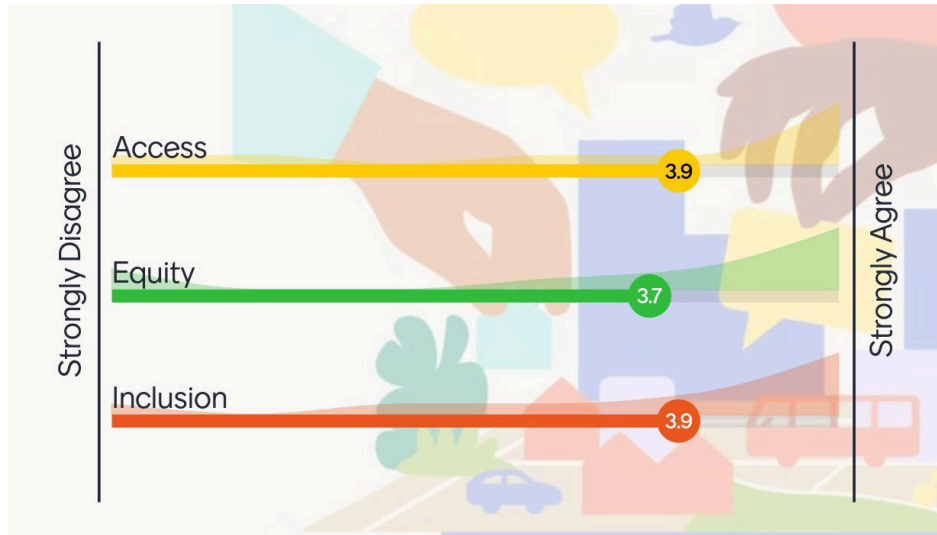
12 participants contributed with 3.7 for eliminating disparities, 3.8 for prioritizing climate action and 3.8 for most inclusive city.





13. How supportive are you of the Official Plan Principles?

11 participants contributed with 3.9 for access, 3.7 for equity and 3.9 for inclusion.





3.0 Summary of Facilitated Q&A Discussion

Throughout the presentation, attendees were provided the opportunity to ask questions after each section. Contributions were provided by participants through a mix of verbal and written questions and commentary pertaining to issues and ideas discussed. 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.

Summary of discussion on the Official Plan refresher:

Who creates the plan? Ultimately? Approved by whom?

- The City's Official Plan, for which we are reviewing, was approved in 2006. That Plan is being reviewed now to ensure that it conforms to Provincial Plans and also reflects the interests of the community.
- The City of Toronto Official Plan was approved by the Local Planning Appeal Tribunal (LPAT) in 2006. The first statutory Five Year Review subsequently began in 2011. Updated policies have been adopted by Council for a number of thematic policy areas and are either in effect, being reviewed by the Province, or are being adjudicated at the LPAT.

Is the City still obligated to meet the July deadline set by the province?

- The province has set what's called a conformity date, which is a date the Official Plans must conform to the growth plan for July 1st, 2022. City staff and City Council requested an extension from the Minister of Municipal Affairs and Housing for the City of Toronto for about six months. Despite the additional time to finish, the City has not yet heard back due to the Provinces being in their election mode. In terms of getting the work done, the City is going to do it in a phased manner. The City is going to bring findings to the July meeting of City Council and will bring the remainder of it in early 2023 When City Council resumes after their election.

It is incorrect to say the OP was developed in 2006. It has been updated since then. Can you please provide when the last updates were done to the plan?

- The previous municipal comprehensive review was also done in a phased manner. The City embarked upon that process in 2011. The City looked at heritage policies, neighborhood's policies, the built form and public realm and urban design policies. The City looked at secondary plans for the Downtown and for the Midtown neighborhoods and centers. There were also a couple phases of transportation. So with the most recent amendments, the last again phased and themed Official Plan review was in 2018. We don't have the days off by heart but what we can do is someone on the team can put the link in the chat that has the thematic policy reviews and the amending OPA numbers and links to them that the City has listed.

With the phased approach, what parts are being presented to council in July and what will be presented in 2023?



- In July, we will be reporting on some Major Transit Station Areas, citywide Employment policies, some employment conversion requests. We will continue engagement on the draft vision statements and principles that I will be presenting on shortly.

Summary of discussion on MTSA:

Concerned about high density at Islington Bloor Dundas. What plans are in place to support that growth?

- Islington/Bloor Dundas area is within the City's Etobicoke Centre, one of five Centres identified in the Official Plan.
- The Etobicoke Centre Secondary Plan provides the framework for this area. Here is the link:
 - <https://www.toronto.ca/wp-content/uploads/2017/11/9a29-cp-official-plan-SP-12-EtobicokeCentre.pdf>
- As part of City's Planning review of development applications, capacity and servicing is reviewed. The new Etobicoke Civic Centre will also include new community infrastructure such as parks and daycare.

I don't see Royal York in the list?

- The draft policies for Royal York are still being worked on. There are a few stations remaining and those will be added to the website when the drafts are brought to Planning and Housing Committee.

Is active transit part of the metrics for transit stations? Bike parking?

- Unfortunately, we don't have active transit metrics available on the website.

Given the secondary planning around Etobicoke city center density targets, they have set out about 400 jobs and people per hectare and it looks as though the plan density is under development targets for the MTSA around that area is significantly lower. Why haven't we tried to meet the targets there?

- The Etobicoke Centre secondary plan is also what's known as an urban growth center. In the provinces growth plan, to which the minimum density targets are 400 and people and jobs per hectare, so it's a bit higher than the MTSA and they're treated a little bit differently.
- The geographies are slightly different, so the Islington station and the Kipling station MTSAs are a bit larger than the center as a whole. And so that 400 people in jobs per hectare target doesn't apply to the entire geography and the major transit station area densities that we've chosen, kind of reflect the fact that it's a mix of the higher density center and a bit of the lower, slightly lower density areas outside of the center.

Are we going to cover Expanding Housing Options in Neighborhoods (EHON)?

- This will be covered in neighborhoods and complete communities that will take part in June.



- We're not going to explicitly talk about EHON at this meeting today, but there is a policy focused meeting in the near future. There will be three different policy focuses that we'll talk about our next steps. One is about employment, one to neighborhoods and communities and the other is housing and intensification. And so EHON will be covered off in that second one, neighborhood complete communities.

In some stations, the density is lower than the provincial requirement. Why? eg: Long Branch. I guess the city plan cannot include residents in Mississauga in the density calculations, as Long Branch station is on the border.

- The province's growth plan allows municipalities to ask the Minister for lower targets, provided that we can demonstrate that development is constrained in such areas. So the City requested the province six lower targets. Part of the rationale of why the City requested more targets is for example, within the delineating boundaries that the City drew, there may be impassable areas. The purpose of the intent to be MTSA's is about walking to the station or getting to a station so there might be a ravine without bridges, or Old Mill station in Etobicoke is cantilevered over the river where there's only very few ways to get to the station. So, when you do the boundaries, there is not developable land to be able to make the target that the province establishes. So, there's six stations where the City has asked the Minister for lower targets for such circumstances.
- Another similar one is Sunnybrook Park Station which is on the Eglinton LRT, which is meant for access to Sunnybrook Park so I think three out of four corners of the intersection are ravined. So, in that case, the City is able to ask for lower and target because the idea is not to develop on the ravine.

How flexible is the City on Proposed MTSA boundaries?

- The boundaries have to conform to the Growth Plan definition of major transit station areas, but within those constraints we are open to feedback on the boundaries

Are you going to have actual real public meetings because relying on the technology actually eliminates them or residents and so therefore, they don't get to say this is a quasi-public meeting and it's not a real public meeting. And I'm just not in lieu of a public meeting. So therefore, I would say public meetings hadn't really occurred at this point. Everything was COVID and stuff. I mean, gatherings can happen. You got things like big box stores, so you can't rely on this technology and claim that as a public meeting.

- We did primarily move to online at the start of the pandemic for many meetings across many municipalities and that continues to be the case but we do think you will see that shift. It has been an opportunity for some to attend when it's virtual, it does actually open it up to accessibility and to some who may not be able to attend. For example, parents who put their kids to bed so they can attend from home or people with mobility challenges who may not be able to make it to a public meeting in person are able to attend a virtual meeting. So, we have in some cases seen increased participation. When we move to virtual it's not to discount the value of in-person meetings and we think we will see a shift at the City of Toronto and other municipalities for a potential hybrid



approach in the future or in person engagements as well. Thank you for raising that, it is a time where we may be shifting, and we'll add this contribution.

- As we've shifted over to the Virtual Engagement, what we've also done is as much as possible to post the videos and put closed captioning and put those on to our website. And we put the stakeholder summaries on the website as well, as well as those that couldn't make the virtual meeting are able to watch the presentations on YouTube.

In areas where there's greater density than is required, how does that influence planning decisions around development applications or targeted growth? If it's significantly higher, will the City approve more in that area, or how does that play into decisions around development and increase housing in areas where the current development and current density is much higher than provincial minimums require?

- There are a lot of places where it is higher than the potential minimums, with the MTSA's the City is proposing, they reflect the existing planning permissions, and often as is the case, with our downtown in particular. There's a lot of areas where the planning permissions allow you to go much higher than 200 people and jobs per hectare already. Then in the future, the next phase of this, that's when we look at, is it appropriate in this particular MTSA or PMTSA to up that density further. What you see today with the MTSA and PMTSA is they reflect the existing planning framework. Our next step is really to look at places where we might increase that density further.

Want to clarify that in the planning report they touch on that EHON expanded housing will not factor in prevailing housing types in the neighbourhood. How will the by-laws and current policies affect this? How will it be looked at going forward in terms of FSI, lot coverage?

- The general intent is that the zoning that's in place now, generally will stay the same in terms of the built form regulations, where necessary, we're going to insert the permissions for multiplexes into those zones. That's the idea, but generally the built form will stay the same scale as what it is today. The July 5th report will have more details on the direction we are heading in.

Summary of discussion on employment policies and employment area conversions:

Why is the Islington/Bloor area approved for densities so much higher than other areas along the transit routes? We are not being treated equally. Why not Old Mill, Royal York etc.?

- Thank you for your question, Bloor/Islington is located within the Growth Centre promoting higher densities

Toronto needs to protect and improve upon in a creative way employment areas for example the food terminal is or should be declared untouchable as this is a key location for food supply for the GGH



- So, using that specific example of the food terminal, when the Province identified the provincially significant employment zones they identified about two thirds of our employment areas to be provincially significant. We, our staff and city council requested that the province identify the food terminal as provincially significant and given the big role that it plays in providing produce across the city; the multiplier effect that the food terminal provides for the city is enormous. So, we requested that the products do that. We met with people at the food terminal to understand the importance of understanding how it works to ensure that Ontario adds the food terminal as a proficiency component. So, we had members of the economic and development team in the economic development and cultural division assigned to the protection of employment areas that they left careful consideration.

How can residents provide input and feedback before the July 5th planning and housing committee meeting for the employment conversations applications?

- Contact the OP team, Christina Heydorn is the project manager. When you go to our website, Our Plan Toronto, there's the tab that says concerning employment area conversions.

How will the Official Plan continuously adapt to the changing economy? Like we saw the growth of E-commerce and now we see the shifting retail sector. How will the Official Plan continuously adapt to these changes in our employment?

- What we are doing at the City is continuously monitoring. We're looking at the trends, the vacancy rate or whatever industrial or employment areas, for industrial purposes are at like ultimate, all-time lows. I think they're looking at 9.7% which we haven't seen. We are monitoring what the city of Toronto does. It's basically a census of jobs across the city. We send out a bunch of students over the summer, they go door to door to ask how many people are employed here. Working from home is a big game changer in terms of how we work, how we communicate, how we consume, where we eat, where we shop. So, there's lots of monitoring going on.

What are the tests? Where are they written?

- With conversion of employment areas, there are policies in the Province's Growth Plan that address this, as well as the City's Official Plan, where there are Conversion and Removal Policies for Employment Areas.
- Conversion and Removal Policies for Employment Areas are provided in Chapter 2 of the Official Plan (Policies 2.2.4.14-2.2.4.18) located online: [City of Toronto Chapter 2 of the Official Plan](#)

Summary of discussion on Indigenous planning perspectives:

Do you have any examples of indigenous place making or place keeping that have achieved some of those goals around health and well-being and how these are implemented?



- If anyone has ever been to Trillium Park, this is the new park at the foot of Ontario Place right on the lake. This park, when it was designed, was designed hand in hand in partnership with Mississauga's of the First Credit. The design features if you go through the park and the trail, there are some markers like the moccasins. There are etchings, engraved in stone under a footbridge and then these and there's marker trees, these trees that are bent to a 90 degree angle. Those marker trees were used by indigenous peoples in the past to help for directional purposes, and there's a number of them located within the park.
- Another more recent example is in North York. There's a community center and library that the City worked hand in hand with the Wendat First Nation in the naming of the Community Recreation Center and library. It was named Ethennonnhawahstihnen which means where they had a good, beautiful life. And once built this Recreation Center Community Recreation Center and library can accommodate opportunities for more indigenous peacemaking and peacekeeping in programming.

Summary of discussion on the Official Plan vision statement and directions:

How will the new official plan vision that you just outlined and the principal, how will they actually be integrated into future studies or projects or plans?

- It's a question about implementation and how it gets implemented. So first and foremost, we have to get it approved and then refined prior to getting approved by City Council. The City is going to continue to engage on chapter one principles and vision over the course of the next couple months prior to going to finally important in early 2023. And when and if it does get approved, it becomes a replacement chapter one to chapter one that we have. It is a strict shared future for 2051 that helps to inform planning studies that helps to inform dialogue at community meetings for development applications that helps people to better understand challenges that indigenous peoples are facing in Toronto, and helps to understand how you can do reconciliation for land use planning. There's certain ways in terms of peacemaking and peacekeeping, but it's also about educating, having a shared vision, a shared understanding of how we get to 2051 that eliminates disparities, climate, climate action, net zero, and the most inclusive city in the world. It's a roadmap for how we get to a shared future.

Who is actually buying these houses and who actually have interest in the single family home buying and all that stuff and distorting the market? Using a term of affordable housing, well, all those houses are affordable, a lot of individuals can't buy them.

- On your comment or question in terms of what is affordable. Recently, the City adopted a change to the definition of what is affordable housing. Previously, the definition of what is affordable housing was pegged to the 70% of the average market rent. So, Canada Mortgage and Housing Corporation, CMHC, defined affordable housing as 70% of the average market rent. So, based on what was out there, and what the City did, is that we created a new definition for affordable housing based on someone's ability to pay. And



so it's more income based versus what the market is. In terms of affordable housing, the City has set a new definition that we can put a link in the chat for that as well.

Over development, will there be a meeting to discuss?

- We have a meeting on Housing and Intensification scheduled for June 23.

Did you say this meeting is being videotaped and will be put on the Toronto website soon?

- We will crop out the discussion points and add closed captioning, which does take some time before we can post it.

Please comment on how overdevelopment at the west end of the subway line addresses balancing disparities.

- Increased density in strategic locations (such as the areas around transit stations) will allow more people to access affordable housing options, allowing people of all income levels to live in our City.

A process question - how are new draft policies proposed (e.g. the draft policy for e-commerce)?

- please see Attachment 2 of the Staff Report - **Report for Action**

Unattended input/issues/ideas raised through Chat:

- As far as I'm concerned the density here is already unacceptable. Emergency vehicles and sirens are already too high. What can we do?
- Great information yes welcome the you tube review and you folks hopefully will send us the emails to make comments as the time schedule you folks set up most occur on Wednesday and with congestion in the city I just made it to catch the last section of this meet up so wish you could have given more variety of the time slots
- Sorry hiding behind technology does not make it a public meeting. You can do hybrids so in reality much of the public have had no say as they don't have access to the technology. Sell off city staff computers so they can understand not having access to technology gives you no voice! This is not a public meeting.
- Also allow podiums in high rise station areas more than just residentialexample I heard recently is allowing satellite schools in podiums please expand podium uses to mix uses with the thinking of ancillary uses, new age jobs, etc. so much potential for mix uses around station areas
- This virtual meeting leaves out a number of residents due to the reliance of technology so they are not really public meetings open to all.
- Eglinton and Islington were at a meeting with Toronto real estate dept. I believe that staff said that the area would or could be used for higher density that was few years ago also Co-op housing was discussed. Any idea what happen to those thoughts



- There are a lot of concerns from those living in the West Mall and East Mall areas due to the expanding new developments that are at different planning stages. Our roads, schools, and other infrastructure can barely hold our current population; what are your plans for those who already are living in the area who see things only getting worse? Should our issues not be fixed before you add 1000+ new units?
- With the transit station areas some I am familiar with have just high density residential use with really no improved pathways to the transit station so with just one area I can relate too has 3,000 units and very little mix use to work towards jobs, and other ancillary uses for the community. Areas like this should not allow density above and beyond what is allowed instead going way above and beyond permitted as of right use. What are your thoughts as if they don't follow the complete village walkable within the transit station density formula should not be allowed?
- The city staff on this webinar cannot claim they did public meetings as virtual meetings are not a substitute to real public meetings they can be in addition to a public meeting but City staff are trying to eliminate public voices.
- Why are we paying for consultants? Do we not have City staff qualified to do this work? If they are not, why are we paying them?
- Context, land uses, road network, planning framework are not the same for all subway stations. Generally, Centres will carry more density and height across the city. We do note that growth centres in Toronto are seeing many development applications with densities beyond what approved secondary plans were anticipating. TO core and Yonge Eglinton are seeing much more development pressures.
- Transit stations could be considered employment areas for the new age jobs and improve connections for these tech jobs potential
- How about new age jobs, services business who are moving out of the GTA who can no longer afford to locate in the city
- mix use is the way to go... for every project application think live, work, play, walkable, complete village
- There is excellent Employment Land near Caledonia station and along the Finch West LRT corridor that is well-positioned and should be densified. Think office towers, live-work spaces, art studios, and so on
- But we also understand that these lands are in great demand and vacancy rates are low. This is leading to such things as interest in multi-level warehouse facilities and more efficient use of land.
- Yes, Dufferin below and above 401. Honest Ed site is a good inner city mix use
- the applications for high density around the food terminal is not a good sign
- an analogy would be say free trade zones like they have all over the world... would that type of approach



- Developers are buying up many single family homes in anticipation of multiplex housing being allowed on them. This drives house prices up and existing home owners will have greatly raised thus forcing seniors to sell due to higher taxes. This planning option is only to benefit developers.
- What's the solution... don't allow developers to buy up these single family homes? This is happening huge by a Toronto company in the USA
- Simple solution is to keep single family homes as is since in fact zoning already allows two families in the current housing so no need to expand to multiplex housing.
- Yes, but I don't see this in play currently will you walk the walk instead of talk the talk?
- Great statement on inclusivity yet in reality this is paid for by some while others get it at no or very little cost. So, a financial burden shift onto a few taxpayers.
- Thank you, very often many residents in Ward 2 miss meetings due to lack of advertising of them. I will make a note and pass that info on to many other concerned residents.
- Thank you for these presentations. I live at Islington/Bloor and am supportive of increased density in my neighbourhood.
- Please comment on how overdevelopment at the west end of the subway line addresses balancing disparities.
- sounds good... how about each application think complete village, whatever variable can't be accommodated then move that variable to fit in on the adjacent area like air rights shifting in the old days
- ask those folks who moved out of Toronto like my daughter family to Waterloo....as just 1 example... also artist who had studios not moving to Paris, Ontario and other small communities
- I think some of the concerns around Islington is there is no more room, residents are very concerned!
- Will these meeting will also be hybrid public and virtual or are you going to continue to block residents who don't have technology access?

3.0 Meeting Close

Following the presentation and discussions, the City and Dillon project team provided the participants with the next steps in the process. Participants were also encouraged to reach out to Dillon if there were ideas to share following the meeting.