



Public Meeting Scarborough Meeting Summary – May 2022

Date & Time: May 26, 2022, 6:00 - 8:00pm

Total Registrants for the Meeting: 93

Total Participants in Meetings: 33

Location: WebEx Virtual Event

Project Team Attendees:

City of Toronto – Jeff Cantos, Ali Darouiche, Amie Chung, Pauline Beaupre, Phillip Parker, Jason Tsang, Malcolm Duncan, Josh Wise, Candice Valent

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 number of public meetings as interactive virtual meetings. This was to provide an overview of the draft employment policies, 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.

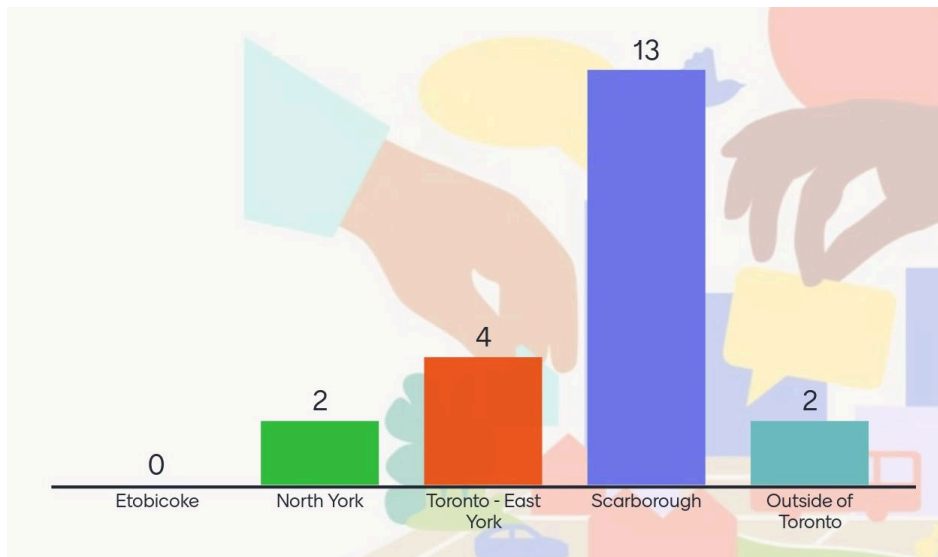


2.0 Polling Questions

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.

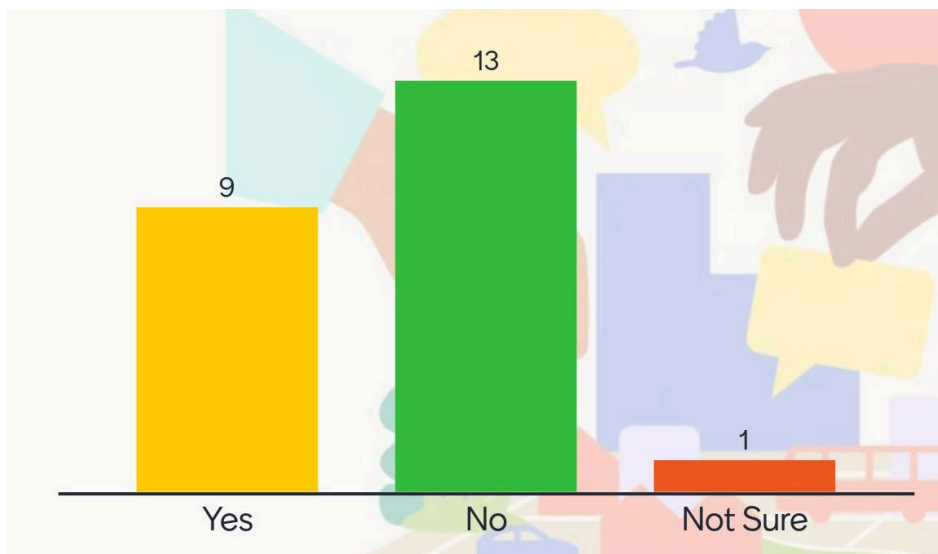
1. Where are you participating from?

21 participants contributed with 62% from Scarborough, 19% from Toronto-East York, 9% each from North York and outside of Toronto and with no one participating from Etobicoke.



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

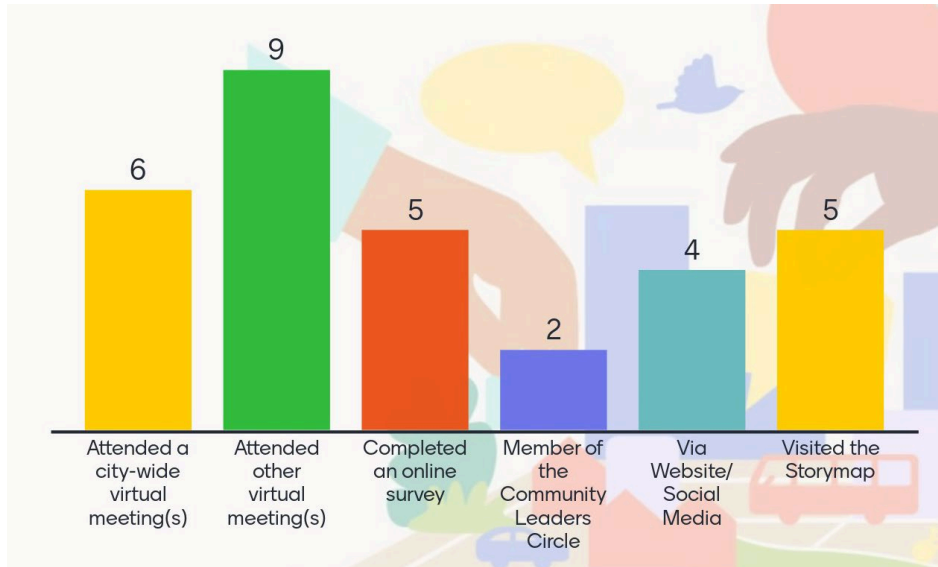
23 participants contributed with 57% expressing they had not, 39% did and 4% weren't sure.





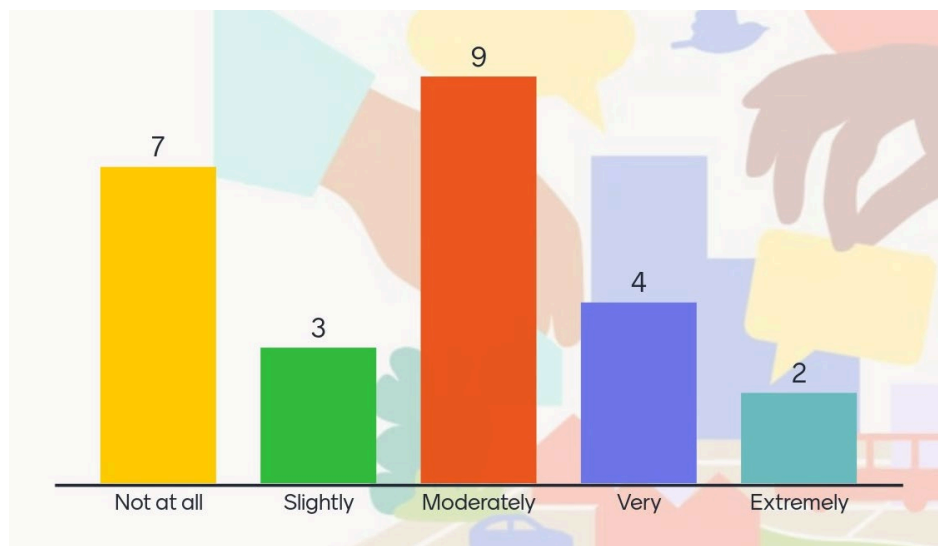
3. How did you previously participate?

15 participants contributed with 60% had attended other virtual meetings, 40% attended city-wide virtual meetings, 33% each was to visiting a storymap and completing an online survey, 27% were to website/social media and 13% came from Members of the Community Leaders Circle.



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

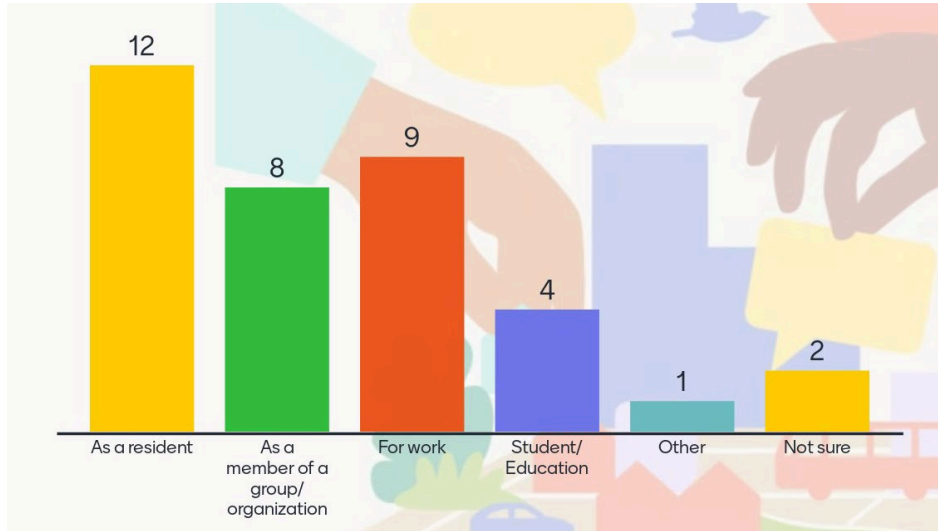
25 participants contributed, with a majority of them being moderately familiar at 36% followed by 28% who were not at all familiar. 16% were very familiar, 12% were slightly and 8% were extremely familiar.





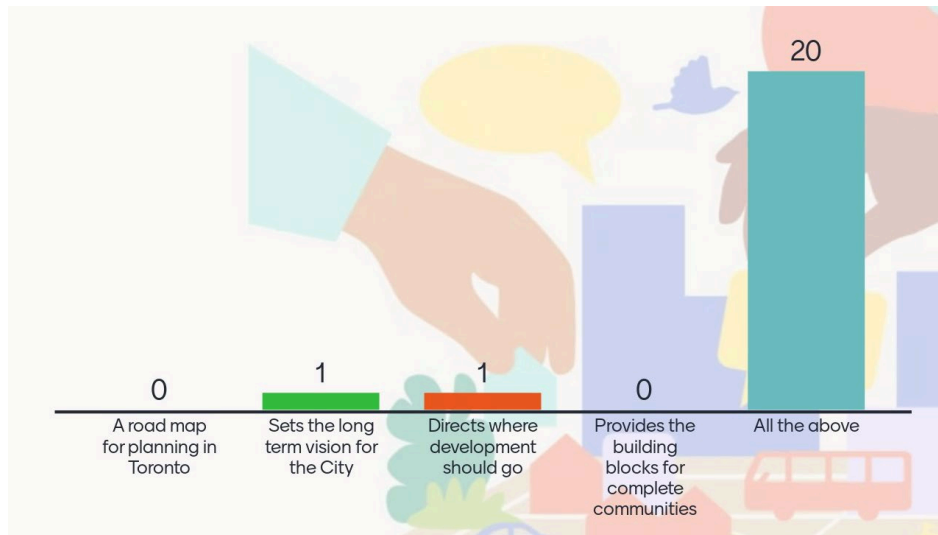
5. How do you currently use the Toronto Official Plan?

24 participants contributed, with 50% use it as a resident, 38% use it for work, 33% as a member of a group/organization, 17% as student/education, 8% weren't sure and 4% as other.



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

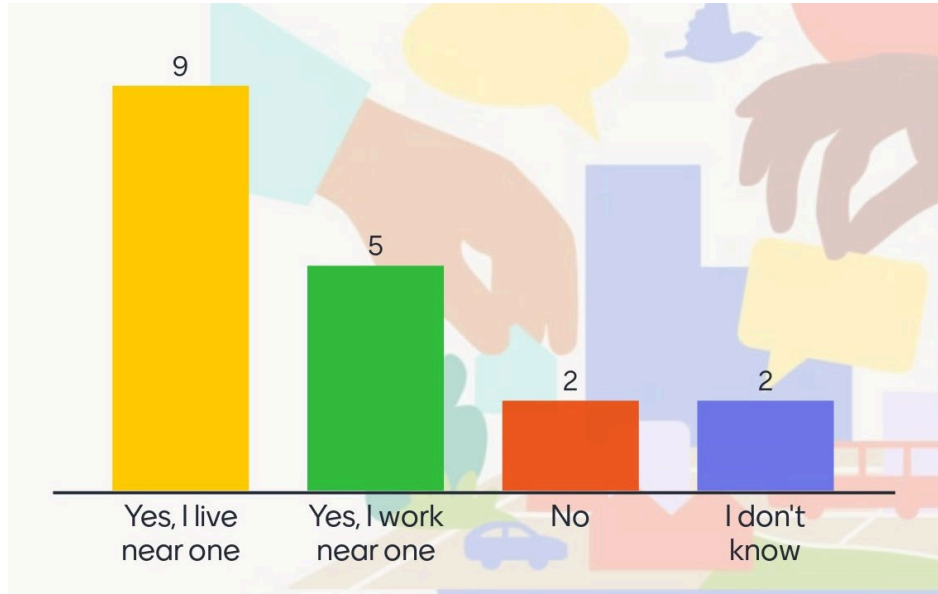
22 participants contributed, with 91% felt the Official Plan was aligned with all of the above, with 5% each to setting the long term vision for the City and directing where development should go.





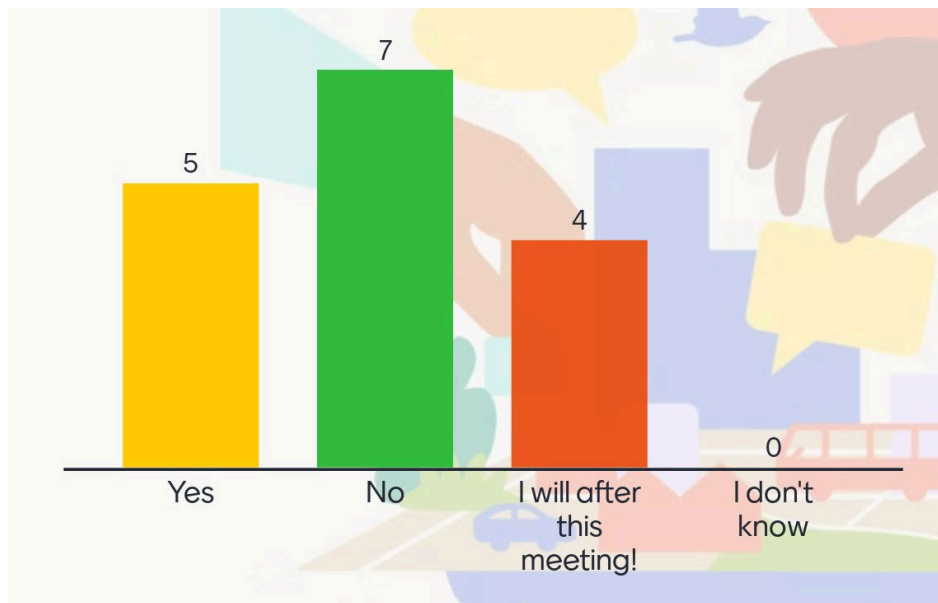
7. Do you live or work near or within an identified MTSA?

18 participants contributed, with 50% live near an MTSA, 28% work new one and 11% each did not know and didn't live or work near an MTSA.



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

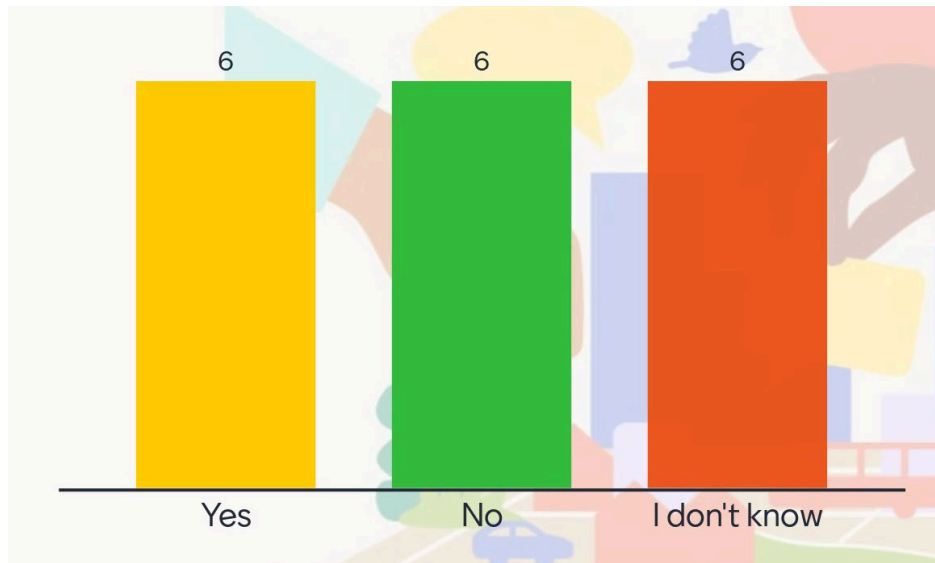
16 participants contributed, with 44% did not, 31% did and 25% will after the meeting.





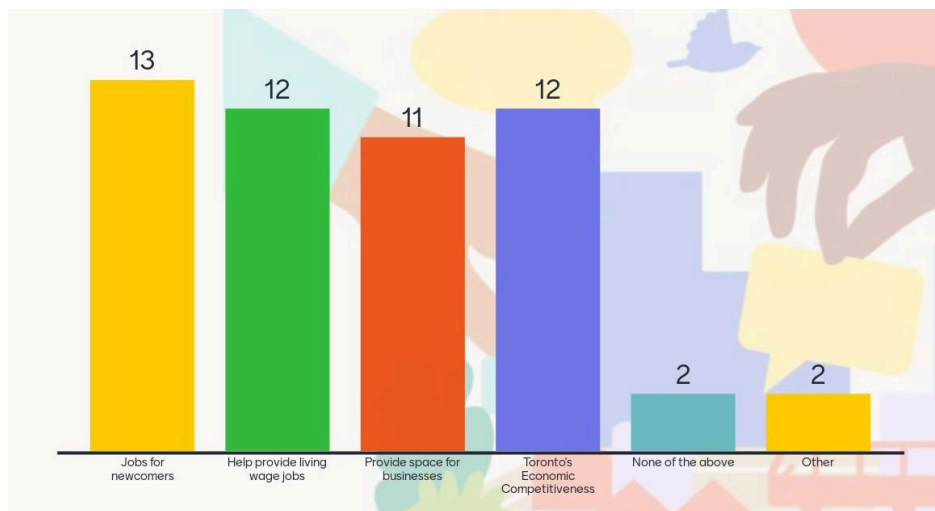
9. Should the minimum people and jobs density targets be increased?

18 participants contributed, the results were even across the board with 33% going to each.



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

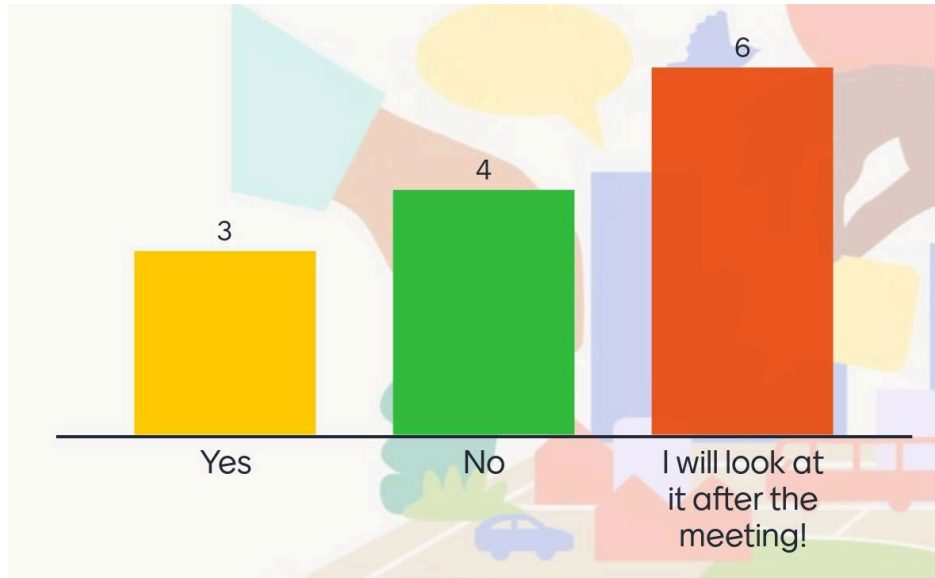
16 participants contributed, with 81% expressed jobs for newcomers, 75% each went to helping provide living wage jobs and to Toronto's Economic Competitiveness. 69% was to providing space for businesses, and 13% each was to none of the above and other.





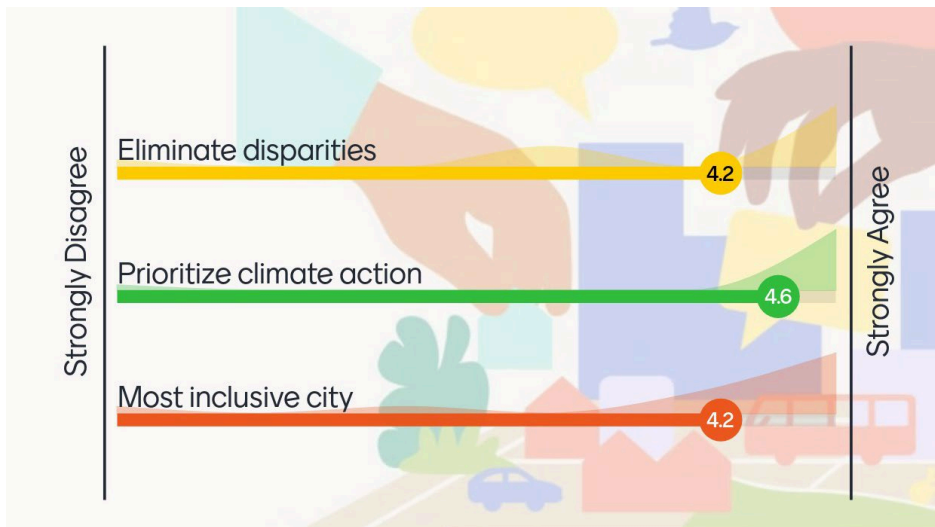
11. Are you familiar with the City's Reconciliation Action Plan recently adopted by City Council?

13 participants contributed, with 46% expressed they would after the meeting, 30% were not and 23% were.



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

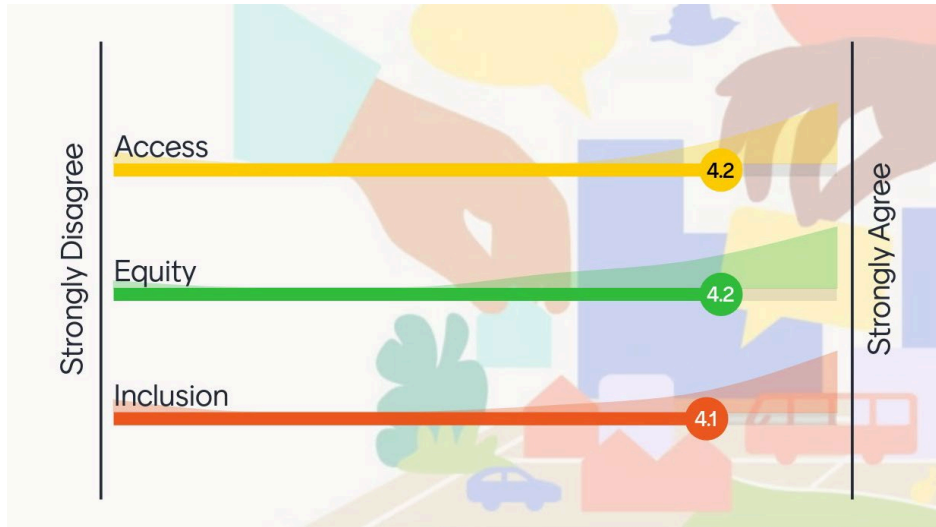
14 participants contributed with 4.2 lining up with eliminating disparities, 4.6 to prioritizing climate action and 4.2 to most inclusive city.





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

16 participants contributed with 4.2 aligning with access, 4.2 to equity and 4.1 to 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:

You may cover this later in the presentation. Could you please comment about what changes/tweaks/new considerations have been added to the OP Review as a result of these many consultations?

- The presentation will speak to more of the specifics of what policy areas are potentially being tweaked/changed as both a result of provincial policy requirements and what we've heard so far through consultation.

How will the Official Plan actually guide the on the ground change that the City and communities want to see. Things that have come up such as affordable housing, climate action and net zero, having become an important topic during COVID? How will the Official Plan help guide this actual change?

- The Official Plan is intended to be the document that sets a long term vision to 2051. The province requires the City to plan for growth, a minimum of 700,000 units and a minimum of 450,000 jobs. We know that we're going to continue to grow and we're required to demonstrate in our reporting how we're going to achieve that growth. So the Official Plan



that we are reviewing is intended to set the roadmap to 2051. We're not focusing on the numbers of how much we're going to grow, but how we're going to grow and it's about principles of equity, access and inclusion. The OP is to set that vision and as we do it, it helps guide decision making and helps guide the discussions that we have on a site by site basis on an area study basis.

You mentioned "Community Led Solutions". How do you ensure that this is not led just by the loudest voices?

- The City embarked upon this process just as COVID hit and as a result the first engagement meetings were all virtual. The City was able to design engagement programs that sought to include Torontonians, who might not otherwise be able to attend a meeting in a community center. We created what's called the Community Leader Circle. We connected with community representatives, or individuals who work with equity deserving groups across the city. As an example, we didn't directly consult with homeless youth, but we did put together 30 or 40 representatives including someone who worked at a homeless youth shelter to better understand their challenges. There were a number of different groups that we were able to engage with that we don't think we would have been otherwise able to engage with if not virtually. With the Community Leader Circle there was a Scarborough base meeting, with the Scarborough Community Renewal Organization, where we worked to set up a meeting specifically in Scarborough.

Since the City only plans for a minimum forecast of 700 thousand people, isn't there a large downside risk if we don't accommodate supply for a greater number of units if there's greater than expected demand?

- The Province sets for the City a minimum forecast of 700,000 people for 2051 and in the past, when the Province sets these minimum forecasts, almost always do we surpass that minimum. We plan for the minimum knowing full well that will exceed it. We believe that we're going to be able to accommodate more growth than what the Province has set for us. So, there's a parallel process that's happening, where the Province requires all municipalities to do what's called the Land Use Assessment, and it's a very numbers based exercise. It demonstrates the potential for the City to grow, and to demonstrate that we can meet 700,000 and undoubtedly exceed that number as well.
- While provincial policy states we need to plan for the population and employment forecasts provided by them, they are a minimum forecast. The City does also acknowledge these are minimums and can plan to exceed these.

The existing OP says Toronto is a city of neighbourhoods, and residents want community led solutions. Why then is EHON trying to fit all neighbourhoods into one box, with little consideration for individual neighbourhoods and their character?

- Expanding Housing Options in Neighbourhoods (EHON) is made up of a number of different sub projects and each particular project may have a slightly different approach. But as a general rule, EHON is going for city wide solutions that what we were directed to do by council. One of our principles is to recognize that access to housing is a human right that the City of Toronto has acknowledged and the Government of Canada has acknowledged and we're using that to improve access to housing across the city and



across neighborhoods. That being said, the project that we're working on is the multiplex project, where we are looking at permitting duplexes, triplexes and four-plexes in neighborhoods citywide, but there will be provisions in the zoning bylaw that respect the individual neighborhood character. It's not a one size fits all solution in terms of built form. We're not saying that everywhere in the City you need a certain amount of meters in height as an example. We're respecting the existing zoning in these neighborhoods, but the permissions to be able to build two, three or four units will be applied city-wide.

Summary of discussion on MTSA:

When does Step 2 (Local Area Based Study) happen?

- The timing of step 2, the additional local area studies will vary depending on area. Those studies will happen as they are requested by Council, when an existing framework needs a review, or in response to large development applications.
- In some cases, Step 2 has already happened like for the recently completed Golden Mile Study and the Danforth Study.
- Other examples of this kind of study are the ongoing Scarborough Centre Review and Agincourt Mall Planning Study.

How does a community get identified for a local area study, for transparency?

- There are many areas currently under study. How they are determined is based on many different factors including development pressures, changing context - for example new transit. Here is a link to the current studies underway <https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/>.

I am wondering if adding density to Sheppard Ave E would be less of a priority since the Sheppard LRT is no longer Provincial priority and would not be brought forward in this MCR?

- New development along Sheppard E should reflect the existing planning framework and the existing (and planned) transit access. As mentioned the City will have a chance to re-assess whether these areas can be identified as Major Transit Station Areas at the time of the next MCR.

Are these going to be permanent jobs or temporary?

- The policy requirement is to plan for this job density in people and jobs. While we do use data to understand the types of jobs that are there (permanent or temporary), the policy requirement is to ensure the planning framework meets these targets but does not differentiate between tenure.

Are the MTSAs for the planned Scarborough Stations like Lawrence East on Line 2 been planned for this growth plan?

- We will be planning for all of the planned Scarborough Subway extension. So far, we've released the drafts for Scarborough Centre and the McCowan Station, but the Lawrence East Station is still undergoing additional study right now.



- We have done draft delineations for what would be the McCowan and Lawrence East stations. Until we have more specific data from the Province or from the transit authorities, we won't be able to provide delineations before committee, so there are some where some of the work has been done because there was overlap with old stations, but in many cases, we need the detailed information and so it'll be part of a future municipal comprehensive review.

How will these affordable housing units be allocated? How does the City ensure these units go to low-income families/individuals?

- The City works with non-profit housing providers that do income tests to inform the eligibility of people/families to these units. For further information on this, visit City of Toronto Affordable Housing Partners Webpage.

What's happening with the Agincourt Mall planning framework review? It just looks like nothing has happened since March 2019.

- The final report for the Agincourt Mall study was approved by Council in 2019. The link to the final report is here, if you are interested: [City of Toronto Report for Action](#)

Can you talk more about the Sheppard subway extension vs the LRT now being as you said is no longer a priority? Is the LRT on hold and does this mean that the planning prior is the Sheppard extension?

- The Province has notified the City that they are not currently funding the Sheppard E LRT and have shifted their priority to the Scarborough Subway extension. There is currently no major funding source for the Sheppard E LRT.

What is the definition of affordable housing?

- Prior to the new definition of affordable housing, affordable housing in Toronto was pegged at average market rent. Canada Mortgage and Housing Corporation (CMHC) set out an annual market, average market rents across the city, and affordability in Toronto was defined as 70% of the average market rent. It was based on a proportion of what CMHC told us was the average market rent in the city. But the city has changed our affordable housing definition to be pegged at somewhat an individual's ability to pay. It is more income based, as opposed to being based on the market after average market rate. It's based on someone's ability to pay versus as it was before, a percentage of what the average market rent was.

How does city planning ensure that transit is built where development is happening and vice versa? How is development being coordinated with transit expansion?



- Through the Major Transit Station Area (MTSA) work, we are making sure that the planned density is where planned and existing transit stations are or will be built. More broadly than that, Toronto is not necessarily new to this. There are many secondary plans and local area studies that consider access and walkability to major transit as a fundamental component when they're looking at height permissions, density permissions and things like that. As through the planning process, as rezoning applications and official plan amendments come through, access to transit is a major consideration through transportation studies and other elements. This is always a consideration for the City and when reviewing development applications, especially doing any large development applications that result in secondary plans as well. It's considered at the site specific level and more broadly, with larger studies.

How is the City and Official Plan helping to ensure we're building complete communities to have services like retail, schools, sewer capacity and things of that nature? How is all that coordinated to ensure that complete communities are built?

- The Official Plan is a big document; intensification is a very important part. We know that bringing people close to transit, having more people close to jobs, having more residences close to transit allows people to get out of cars, allows people to use transit more often, which we know is a cleaner, more efficient way to move people throughout the city. So that is one major priority of the City. But all the other elements are also important considerations in the planning process and the Official Plan guides all of these different elements. A major component of local area studies in secondary plans is to ensure that we have the sewer capacity, the transit capacity to have higher levels of density, etc. So, the MTSA work that we're speaking to reflects the local context and reflects the existing planning context and in most cases, it's at the secondary plan level, the local area study level where changes in the density level is considered.

Summary of discussion on employment policies and employment area conversions:

Will there be an opportunity to submit comments on these conversion requests and when will the final reports and final decisions be made?

- Yes, we will take comments. When you go to the Our Plan Toronto webpage, you can scroll down, and go to the tab that says "considering requests to convert employment areas". You'll see the list of them by address and if there's one in particular that you have a question about and you want to give comments on, please feel free to email us.
- On July 5, the City will present to the Planning and Housing committee, recommendations on a handful of the conversion requests that will go to City Council for adoption on July 19. The Minister of Municipal Affairs and Housing is the approval authority of our Official Plan review. With the final decision, the Minister has 120 days to make the decision. There is a bit of a process, the City staff does their due diligence, giving recommendations to City Council. Council then adopts, and then we bring it up to the Minister for approval. You're more than welcome to email us and we can talk to you about the process a bit more, if you want to know more about it.



My other comment relates to Amazon warehouses and I wonder how our society's excessive consumption is compatible with climate change solutions.

- From a land use planning perspective, having jobs close to where people live, where they can take transit, is consistent with climate change objectives to get you to decrease the reliance on private automobiles. So, ensuring that we have jobs on transit lines so that people don't have to rely on driving to work. It's one way that we can make climate change objectives.
- We do have a lot of policies that relate to new development and how they're built and ensuring that new development is as energy efficient as we can make it; that we're reducing the amount of waste in new construction. So, there's a lot of pieces that we are trying to address in terms of reducing waste and as well as reducing our greenhouse gas emissions. And so, a lot of those updates are being considered in the climate change environment policy updates. Through this official plan review, we're taking all the steps we're able to, through our legal authority, to push the bar on climate change and reducing consumption where we can.

How will the Official Plan continuously adapt to this kind of changing economy that we're seeing today and probably continue to see in the future?

- In the next two presentations, it will talk about proposed changes to the Official Plan that speak to future forward thinking, future protecting for lots of different possibilities. For example, ensuring that we can still have jobs, many jobs and different types of jobs here in the city. When you're talking about Chapter One of the Official Plan, it is about setting a vision for 2051. The Official Plan is intended to be aspirational. The goal would be fulfilled by needing to be the roadmap of how we get there and the choices that we make today for 2051.

To do with creative space, whether it has to do with artist's space or people who work in creative industries, there is opportunity for Scarborough and also in the inner suburbs for music/rehearsal space. Is there any conversation at the City about implementing this here?

- The City has been and continues to look at music venues and where they are permitted. There's a lot of discussion about maker spaces across the city, along with incubator spaces where creative things can happen in spaces as well.
- This is a theme that we've sort of seen across the city. The question of studio rehearsal/recording space is considered an employment use, generally speaking. There may be, in Scarborough, some areas that have zoning requirements based on Scarborough specific zoning that existed prior to the city wide zoning. So, if there's a specific site that you have questions on, we'd be happy to help address that.
- We do work with the city music office on a lot of these issues, but the focus lately has been on venues and there's been a lot of work done on that. I do think that this is an interesting conversation and one we're having in all parts of the city. We would be happy to touch base with you on any Scarborough specific stuff that you want to explore, but it's definitely the creative industry that sort of finds a niche in formerly industrial spaces.

How will the city ensure equity seeking groups have a fair chance to access good jobs with neighbours and how will the city create good jobs in some of these neighbourhoods?



- Part of our analysis, and Hemson's report, found that the jobs in our employment areas serve residents in our Neighbourhood Improvement Areas, as well as newcomers to Canada, and those seeking low barrier employment, at a greater proportion. Part of our MCR process is putting forward employment policies that help to protect those areas. Our office (Business Retention and Expansion) also works with local businesses looking for space throughout the City.

Summary of discussion on the Indigenous planning perspectives:

Speaking of place-making, the Ravine Infrastructure update brought forward to the Infrastructure and Environment committee on May 25, 2022 aims to ensure the protection and stewardship of these irreplaceable lands is balanced with the city's growth and evolution, so that they continue to function and flourish for the next 100 years and beyond. Gates Gully – has long provided a link between the shoreline and the top of the bluffs by Indigenous peoples. Why was there not one mention of Scarborough?

- We will take it back to the team and find out.

With regards to place-making or place-keeping that can achieve some health or well-being goals, are there examples that you can provide of where this has happened and how this has been implemented in the city?

- There is a new community center and library in North York was recently in partnership with the Huron-Wendat First Nation named a Wendat word called, “Ethenonnhawahstihnen,” which when you translate means, “Where they had a beautiful life”. This community center and library once they are built, can accommodate opportunities for indigenous peacemaking, peacekeeping, programming and story sharing can happen. It's a really good example of place-making that has happened very recently.

I'm really interested in a recent midrise development approved at St. Clair and Kingston Road. There is not one inch of green space in this condo development, and I just wonder how you can say that you're concerned about indigenous people and place making, when you can't abide by your own policies, which says there should be green space.

- Your comment is site specific, and I don't think we have the staff on the call tonight to respond to that directly.
- At a high level, the Official Plan is intended to inform land use decisions. So, we're here at a bit of a higher level and we're here about setting priorities and setting goals and being aspirational for the future.
- More broadly, especially those looking to increase the tree canopy, we know it is a city-wide established goal. With the newest Toronto Green Standard, which just came into effect in May of this year, we now are trying to address this issue. It does happen infrequently, but it does happen sometimes that there are inadequate tree planting at sites and there are different reasons at different sites. We've now integrated this into the zoning bylaw amendment process.
- We can't speak to the specifics of this site, but this is something that the Toronto Green Standard is certainly trying to address head on. There is a mandatory requirement for soil volume and tree planting for all new developments across the city. We're working with colleagues at forestry and across planning to make sure that these are implemented at



every site and trying to identify where some of these issues do exist and if they exist sometimes because of conflicts with different utilities and other issues. We're hoping to catch these issues as fast as we can and as early as we can so that trees and green space can be accommodated for on sites.

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

Why is that the vision that you just presented? Why is that not the vision for today? Rather than something for 2051?

- It should be the vision for tomorrow, not just for 2051. If we can get it adopted by Council, it will become part of the Official Plan. So that can actually help land use decisions right after it gets adopted and approved. Once it becomes part of Chapter One in the Official Plan, then it can help guide the decision making process moving forward.

How are you planning for inclusivity to be in all sectors with, what yardsticks will you use to measure this progress?

- City planning has developed an equity toolkit, and it's a toolkit that ensures our planners or frontline staff who are working with communities and developers are able to apply their equity lens and make sure that they are being inclusive. There are many mechanisms that we are using at city planning along with the Community Leaders Circle and equity deserving groups that we've been consulting with as a best practice.

With Scarborough expressing transit as a number one priority, and it now showing up here, curious to how representative the engagement you've done so far has been. How is transit reflected in the Official Plan today?

- We did very much care about access to transit and access to better transit access to more frequent transit. The whole discussion on Major Transit Station Areas is about bringing people in jobs close to transit and it was more of a discussion of the access to it, and how some people need better access, more seeking access. Part of what the Official Plan is seeking to do is to highlight accessibility to transit and the MTSA work is about looking at the lands around transit.

MTSA is about existing transit. No access to transit for Scarborough. The City Planners are not listening.

- Major Transit Station Areas are about existing and planned transit, but we can only plan for transit that is planned and funded. Decisions on funding are a political matter, not staff.

Unattended input/issues/ideas raised through Chat:

- How is City Planning ensuring that higher order transit built and functioning as condominiums are being built? i.e. condominiums are being built now along Sheppard Avenue Don Mills to Brimley yet the Sheppard LRT that was budgeted and promised was cancelled! When will Sheppard Avenue receive higher order transit?



- How will the OP guide the on ground changes and communities and the city wants to see? Things like affordable housing, climate change, and our thriving main streets that have been part of COVID?
- There is a housing crisis in Toronto because there is not enough housing is a false narrative. Through an incredible amount of development activity over the last two years, the supply of units/dwellings (in place and approved) now matches if not surpasses the forecasted need. The problem is not the number of units, it is access to housing. As this data comes to light, how is the OP Review reflecting this evidence and managing the development?
- With all due respect, Scarborough SW lacks transit capacity and sewer capacity and oversized developments continue to be approved.
- Densification and intensification must be planned to ensure communities are functional and complete (e.g., retail, services, schools, sanitary sewer capacity), and add to the city's resilience to the ever-increasing climate change impacts (this includes problems like basement flooding, erosion of the Bluffs, heat waves, loss of tree canopy, loss of biodiversity, etc.). We are not experiencing this in Scarborough.
- Scarborough Village is an NIA. The City has made no investments for decades. Condos are eliminating our commercial and retail spaces and infills are replacing small bungalows with mansions. We have no planned transit or community service improvements. We have a village of the haves and have nots. It is being shifted to investors. These presentations for us are all words on paper. Any development charges go into the coffer and never come back to the communities impacted. The Toronto OP is losing purpose.
- Scarborough has a lot of talent, musically, visually and culturally - let realize that artists and storytellers contribute to the city's economy and ensure more storytellers can afford to live/work in the city. Traditionally many artists make much lower than 50k, which is not enough to survive in the city so we end up having no incentive to stay.

4.0 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.