



Public Meeting Toronto and East York Meeting Summary – June 2022

Date & Time: June 1, 2022, 6:00 - 8:00pm

Total Registrants for the Meeting: 148

Total Participants in Meeting: 44

Location: WebEx Virtual Event

Project Team Attendees:

City of Toronto – Jeff Cantos, Janani Mahendran, Josh Wise, Candice Valente, Caroline Bucksbaum, Phillip Parker, Malcolm Duncan, 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 June 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, 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. Major Transit Station Areas
3. Employment Policies and Employment Area Conversion
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.

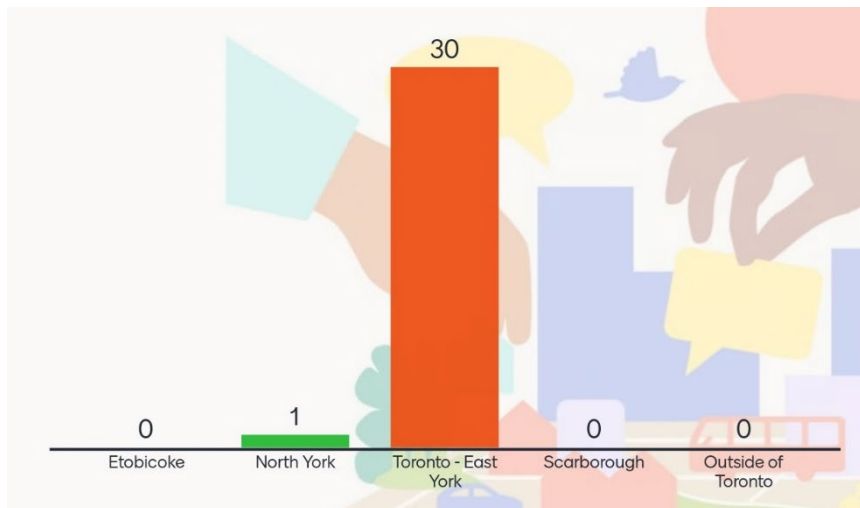


2.0 Polling Questions

As part of the open house, 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.

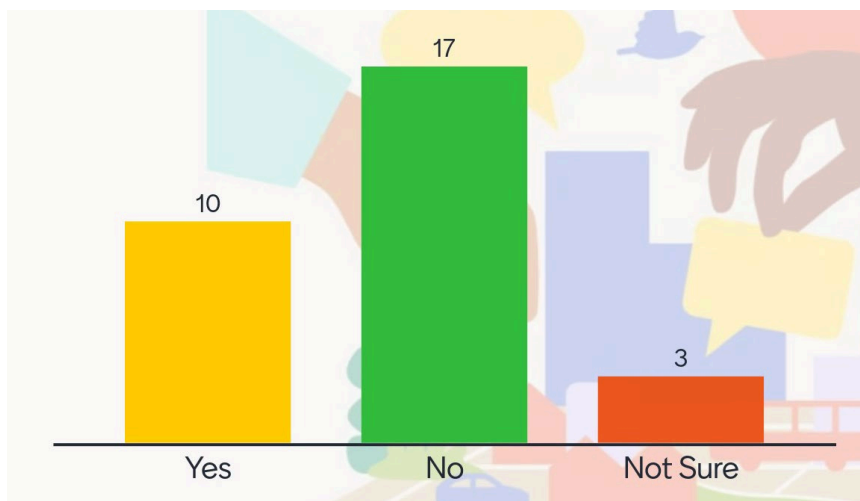
1. Where are you participating from?

31 participants contributed with 97% Toronto – East York and 3% from North York. No one from Etobicoke, Scarborough and outside of Toronto participated in this poll.



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

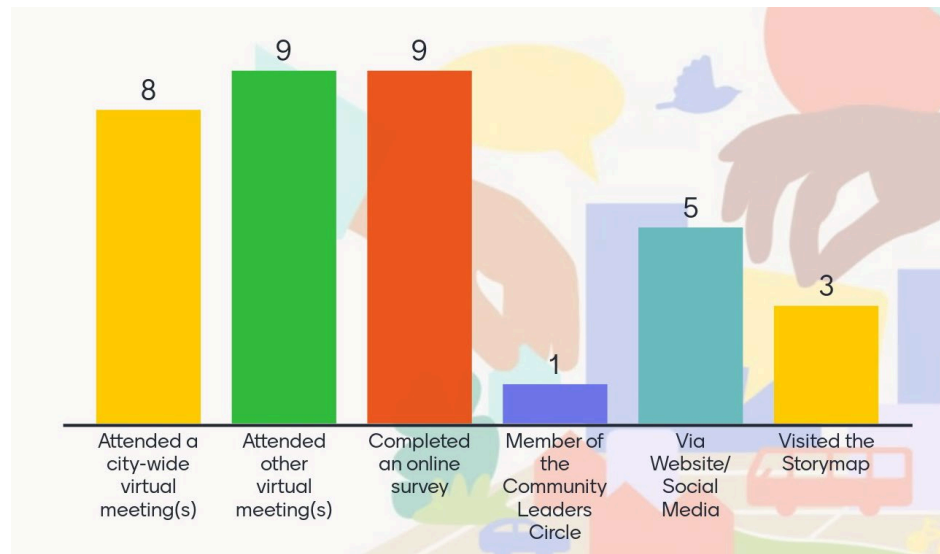
30 participants contributed with 57% being their first time, 33% having attended previously, and 10% not sure.





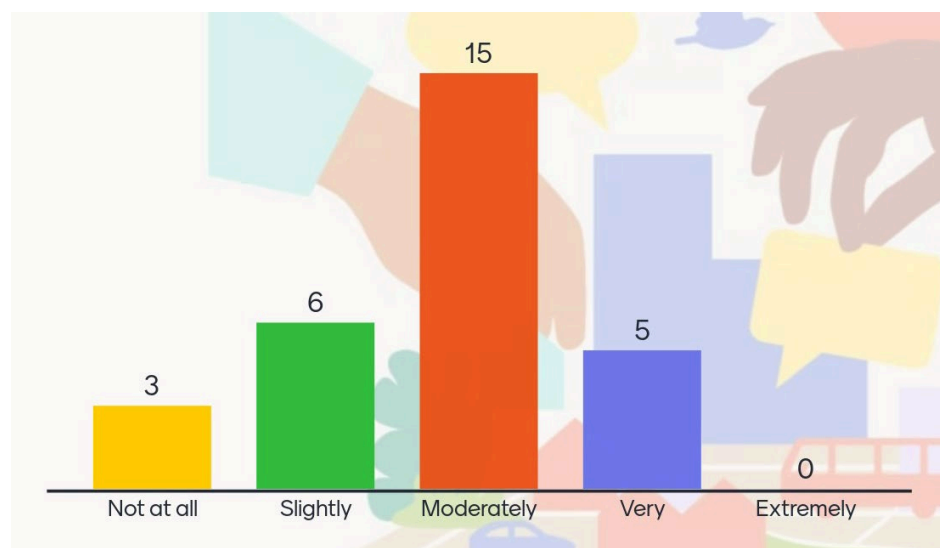
3. How did you previously participate?

16 participants contributed with 56% having attended other virtual meetings and also completed an online survey. 50% had attended a city-wide virtual meeting. 31% participated via website or social media. 19% participated by visiting the storymap and 6% through the Community Leaders Circle.



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

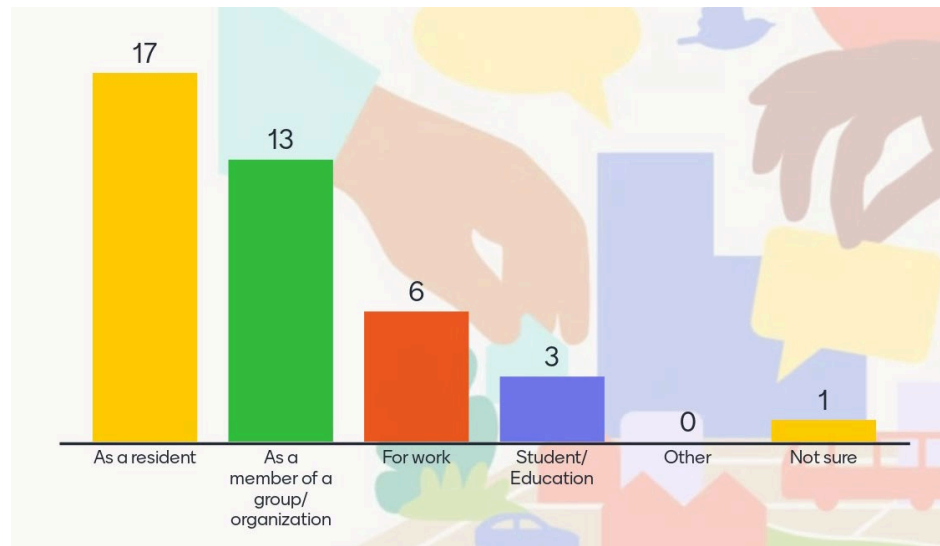
29 participants contributed with 51% for moderately, 21% for slightly, 17% for very, 10% for not at all, and 0% for extremely.





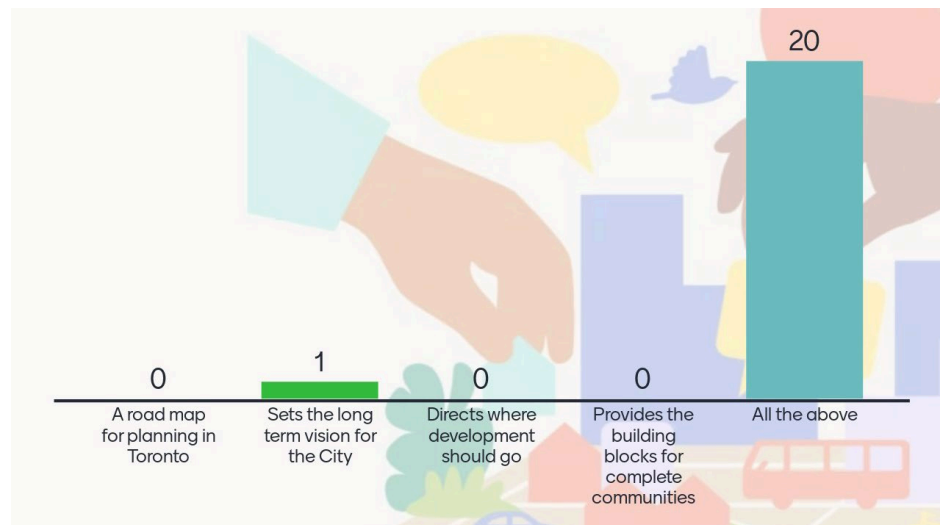
5. How do you currently use the Toronto Official Plan?

27 participants contributed with 63% as a resident, 48% as a member of a group/organization, 22% for work, 11% student/education, and 4% not sure.



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

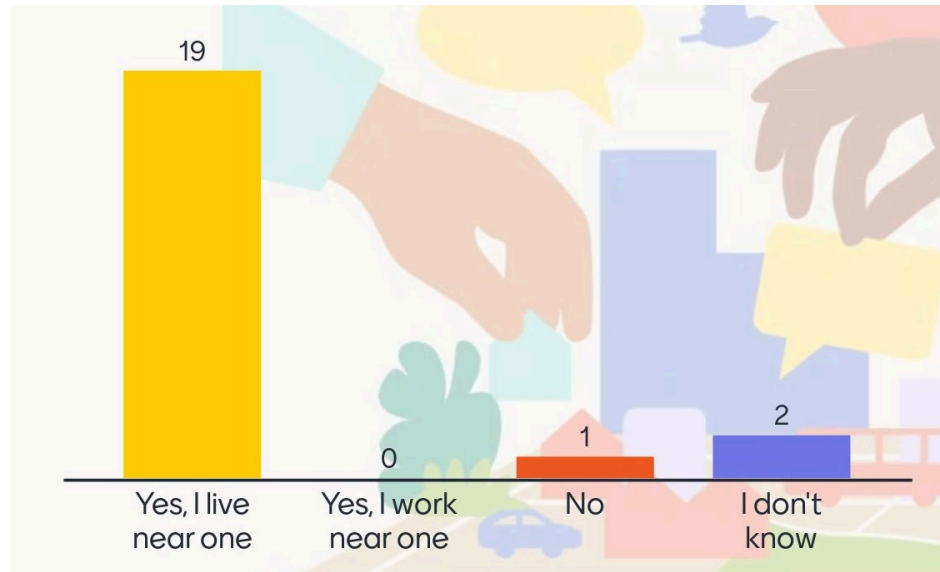
21 participants contributed with 95% all the above and 5% sets the long term vision for the City.





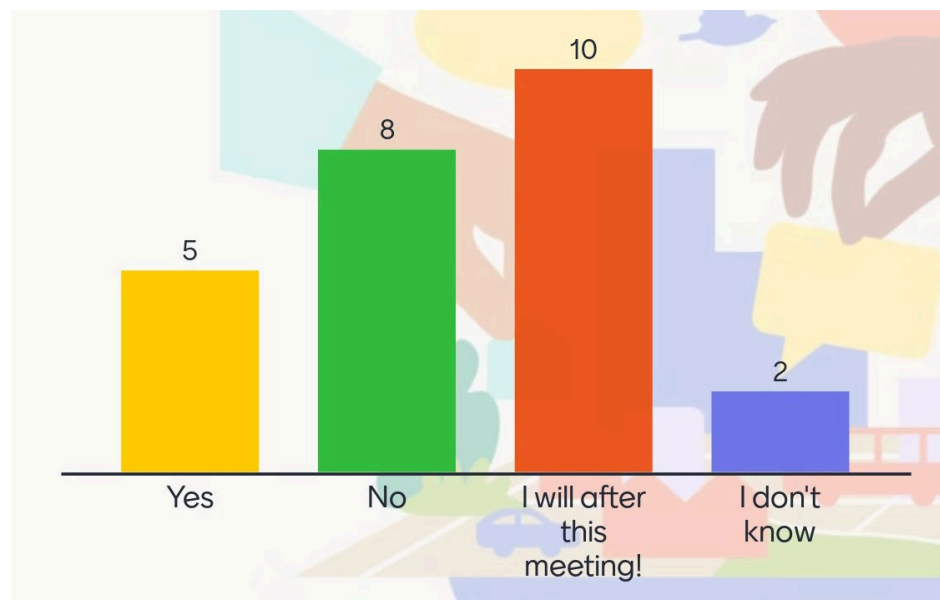
7. Do you live or work near or within an identified MTSA?

22 participants contributed with 86% live near one, 9% were not sure, and 5% did not.



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

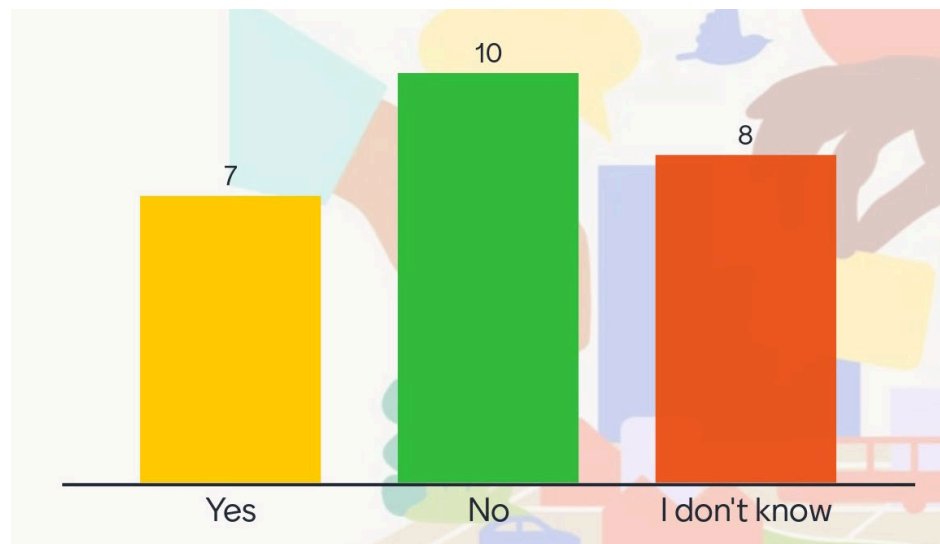
25 participants contributed with 40% expressing they would after the meeting, 33% for no, 20% for yes, and 2% didn't know.





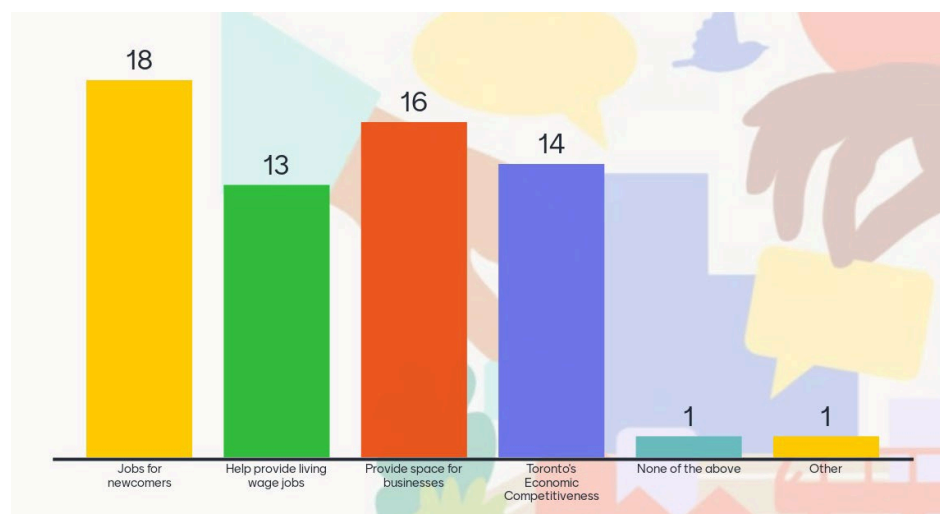
9. Should the minimum people and jobs density targets be increased?

25 participants contributed with 40% expressing no, 32% not being sure, and 28% saying yes.



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

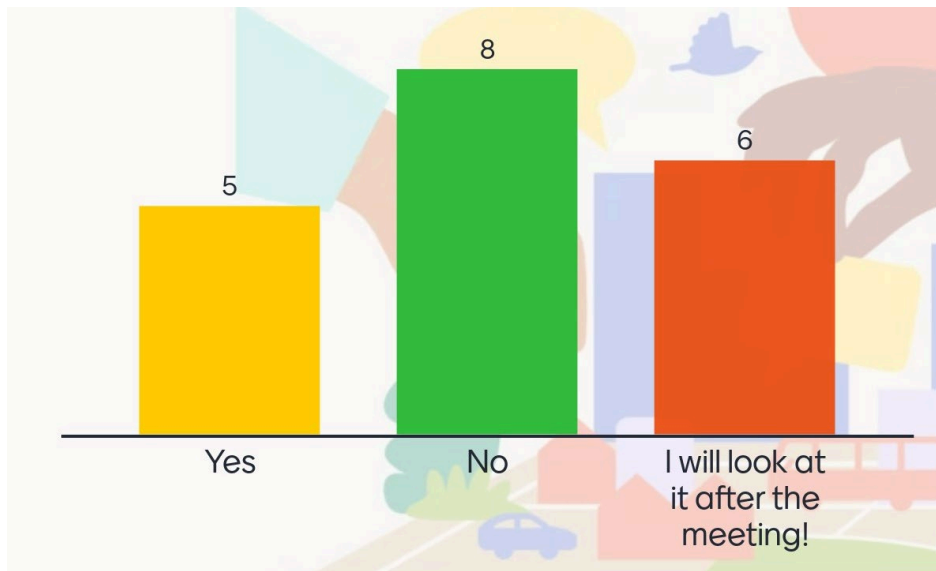
22 participants contributed with 81% for jobs for newcomers, 72% to helping provide living wage jobs, 63% to providing space for businesses, 63% to Toronto's economic competitiveness, and 5% to none of the above and other.





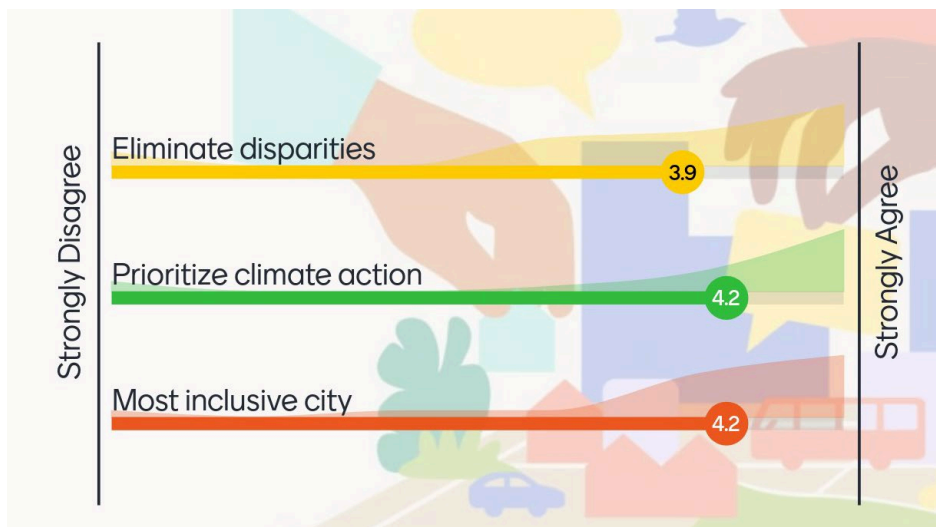
11. Are you familiar with the City's Reconciliation Action Plan recently adopted by City Council?

19 participants contributed with 42% for no, 31% would look into it after the meeting, and 26% said yes.



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

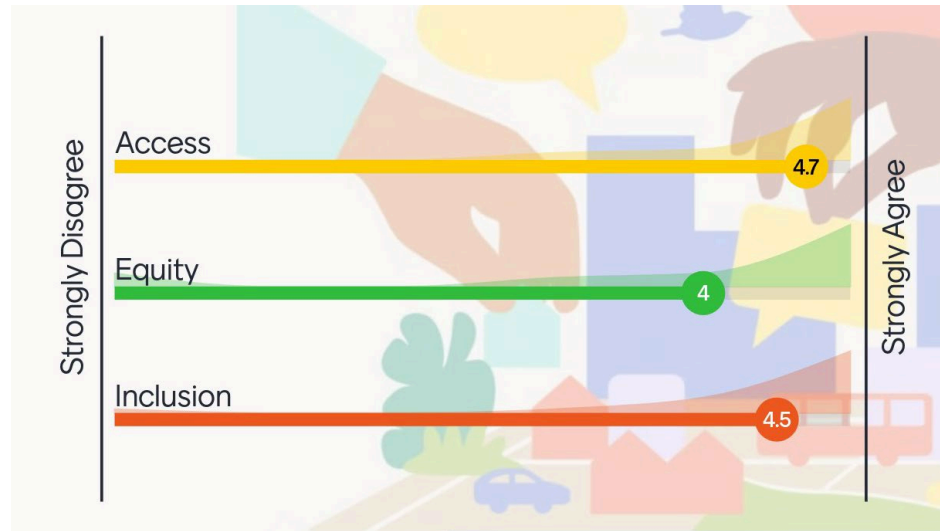
20 participants contributed with 3.9 for eliminating disparities, 4.2 for prioritizing climate action, and 4.2 for most inclusive city.





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

22 participants contributed with 4.7 for access, 4.0 for equity, and 4.5 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:

So how would I, as an individual resident (not city employee), use the plan?

- The Official Plan is the Council adopted document that speaks to the city's future and long term vision for how the city is going to develop and grow. An individual resident can inform themselves of the future vision for their surrounding area and other parts of the city. Learn about the environment and climate change policies; there are economic and human economic health policies as well. There's a slew of policy related issues encompassed in the Plan. So as a resident, you can inform yourself about how the city vision is articulated in the Official Plan.

Thanks for this process. Delighted with our meetings with you. When will we see the draft language?

- The Municipal Comprehensive Review is coming through in multiple parts. That said, the Planning and Housing Committee adopted recommended updates related to environment and climate change on May 31st, 2022. These will go to City Council on June 15th. You can access the report here: [Planning and Housing Committee consideration on May 31, 2022](#)

It doesn't seem like resident associations were consulted.

- At the beginning of the Our Plan Toronto process, an extensive contact list was developed that included all of the residents associations that we were aware of and/or added through research and they were invited to all the meetings and included on the email list for e-bulletin updates. Then there were specific stakeholder meetings in phase two of Our Plan Toronto with residents associations, and these were where the city planning team attended the resident's associations meetings to help build awareness of the project and answer some questions about the work.
- Members of the City team spoke about the Our Plan Toronto during development application meetings if it was relevant to that specific application. We also did a mail out to about 400 resident associations that we know about in the city, that were sent out for all of our phased meetings

Where are the 700,000 + population growth expected - in which specific areas?

- The 700,000 population growth projection is a minimum. The Official Plan does not target are ravines, utility corridors and parks for growth. Where growth can be accommodated includes our Centres, Mixed Use Areas, etc. and the Official Plan directs how the growth



will be spread out across the city. We'll be talking about how we would like the city to grow; how we're proposing the city to grow and not in any specific geography but the principles of how this growth can occur across the city.

Roads take up 19% of the land in Toronto. Can you speak a bit more about how roads are managed?

- While the Official Plan specifically identifies the roads, our colleagues in transportation services manage the roads. There is a chart in the back of the OP where it talks about road widths, future road widths and which roads are expected to be widened in the future. So if a development were to occur on a road that's planned to be widened, then the road would be widened. There's also a map in the OP that speaks to the classifications of roads, whether they're major, minor or arterial.

How can the plan support housing growth during a crisis without eliminating the stable neighbourhoods language? Isn't maintaining stable neighbourhoods just caving to NIMBY? In how long are these 700k people moving to Toronto?

- It's about the balance, where we grow and how we grow.
- To answer the question about how long for 700,000 people to be moving to Toronto; the province requires municipalities in Greater Golden Horseshoe to set a planning horizon of 30 years. So that's to 2051. It is about getting a balance. It is about accommodating growth across the city, equitably. We will talk about that in our policy themed meetings of how we would like to see the city grow.

How does a business owner use the plan if we are planning for the next 10-years to find a location that will not turn into condo buildings?

- The Official Plan sets out the land use designations across the City. Our Core and General Employment Areas are those where sensitive uses are not permitted (such as residential); currently we are reviewing requests to convert those lands (the MCR process). Generally speaking that review occurs every 5 years. Although businesses are encouraged to locate across the City, these land use designations provide the most security for employment uses.
- Please feel free to reach out directly to our office (Economic Development & Culture) if you have specific site-related questions for your business needs (email is candice.valente@toronto.ca).

What about the fact that many (most?) residents' associations represent some vocal homeowners when almost half of Torontonians are renters?

- We included diverse communities from across the city in our engagement program. One way was through the Community Leaders Circle (CLC). The CLC was a group of representatives and leaders of over 30 community-based and city-wide organizations, the CLC was established to share perspectives and help lead outreach to communities and audiences across Toronto. The CLC helped us to reach marginalized communities and audiences that might not typically participate in city-wide planning processes.



Summary of discussion on MTSA:

How can the city ensure that there won't be so much density that we overload the public transit systems or are we still far away from that concern?

- The planned densities for MTSA/PMTSAs are intended to show that the minimum density requirements set by the province can be met.
- It's definitely different across the city. Transit capacity is kind of a constant topic and a very important topic across the city. As we speak to density near transit, we're just setting out minimums; the process to set out how much density is possible at different stations. That's done through a local planning review. Whether it's a local area study or a new development application, the impacts of transit is all reviewed through that process. We know there is a lot of investment occurring right now in transit and the idea behind that is the Growth Plan policy, that we're conforming to, is to make sure that as this investment is coming for more and more transit in the city that we have the density nearby to support all of those new stations.

Will there be maximum density targets to ensure added density is fairly distributed throughout the city?

- No maximum density targets, but existing zoning generally sets out maximum density limits for each site.
- Not through this process. The Major Transit Station Area work plan is about setting minimums to demonstrate conformity with the Growth Plan. It is part of a two-step process. So right now, we're ensuring that we're in conformity with the Growth Plan. We're implementing Protected Major Transit Station Areas and with that inclusionary zoning. Moving forward, maximums may be considered in different local contexts. So as new studies and new secondary plans come forward, appropriate maximum density is something that can be reviewed through that. And as existing studies are wrapped up, they're ensuring that they're consistent with this ongoing work as well.

My very local concern is can our aging water main handle it? Otherwise, come on in!

- Toronto Water, as well as many other city divisions, comment and review all new development applications and are part of any type of secondary plan or local area study. So the capacity of water systems, similar to the capacity of different community services, are reviewed throughout the process. In certain parts of the city, the capacity is something that needs very close consideration. and other parts of the city where the capacity is much higher.

How does Toronto compare to cities worldwide? How does the City of Toronto approach addressing increasing intensification compared to some of the other cities of similar size and scale across the world?

- What makes Toronto quite unique is our position as an economic hub for the broader region. We need to recognize that Toronto has a role to play in the growth of the entire province really, and the Greater Golden Horseshoe; that's what makes us quite unique. The Greenbelt Plan protects a major swath of land surrounding the city for farmland and for natural spaces. This can only really be supported through intensification and density



in cities like Toronto. It's become part of our responsibility as Torontonians to ensure that we have planning in place to promote density in places that can support it, and near transit areas where we can often support additional density. This way, we're not continuing the legacy of the 60s and 70s type of planning, where we were sprawling out into natural areas and farmland.

I'm noticing that the MTSA outlines are typically smaller than the 500m or 800m radius. Are there mechanisms for increasing the radii on these transit centre areas? Increasing the density in the transit centre areas? Or has the boat sailed on that?

- No, we're looking for that feedback. It's really based primarily on walkability. So, it is 500 to 800 meters from your door to walk to a station. It's going from the center point of the station outward. So depending on the configuration of the street network, whether there are accessible crossways and roadways, sidewalks, things like that. Those are all important considerations in the analysis. So we tried to make them within the context of this 500 to 800 meters, 10 minute walkability. We tried to make them as large as possible. In many cases, they won't stretch out all the way from the station center point to 800 meters away, just because of the nature of the zigzagging of roadways, natural features, and things of that nature.

Summary of discussion on employment policies and employment area conversions:

Can you expand on equity lens and employment areas?

- When applying an equity lens to 13% of the city, the link is about the opportunities that these lands provide to a segment of the population who may not otherwise be your typical nine to five office worker. They may not speak English, they may not have professional credentials recognized upon arrival to Canada. While there are a lot of office workers, not everyone is an office worker. These lands provide jobs for people who aren't office workers, like manufacturing and warehouse jobs. Torontonians have a diverse skill set and these lands can provide pathways to prosperity and employment opportunities, and we have to ensure that these lands can provide those jobs.

Have industrial building permits been increasing or decreasing since 2009?

- We don't have the answer on hand. It has been a pretty constant vacancy rate; and employment areas are at all-time lows. The last time we heard, they were around 0.9% vacant. So they're being used quite a bit.

How can we ensure that people can live close to their jobs even if they're in these employment lands and ensure that they can get to those jobs without necessarily needing that extra cost burden that is associated with having to own a car?

- The employment study that was put together by our consultants, Hemson, included employment area profiles paired, which included a very deep dive using census data to determine how people got to work.
- There was also an analysis of where people live and their place of residence. So there's like some maps that show a very strong relationship between people living in close proximity to where they work in a number of the City's Employment Areas As well, there



are maps that show people that commute quite a distance to get to work and some employment areas.

- It's a pretty broad range of people's choices of how they get to work. The goal with the different transit stations across the city is to ensure that there is good, reliable transit connecting people to and from work so people don't have to always be stuck on highways.

Doesn't it make sense to have residential areas close to employment areas to minimize distance between work and home?

- We want to make sure that the uses that are causing noxious gas, that are noisy, stinky, smelly are separated from where people live and other sensitive land uses. Our Employment Areas are the only places in the city that heavy manufacturing, warehousing, impactful industries are permitted. Allowing sensitive land uses, like residential, close by could compromise the industry's ability to continue its operations or expand.

Will the city planning staff be considering any exemptions to the 20 key recommendations from the Hemson Study? Or is the general plan to follow all of the recommendations from the study?

- Some of the recommendations are more long term, some of them are immediate and some are things that we should think about. When thinking about the recommendations, we don't believe there are any that we're discounting or ignoring. We're going to be taking in their recommendations, but how they get implemented, will be very different based on the recommendations themselves.

What is happening to the nature of work post-COVID, work at home, etc. Do we need to know that? It doesn't apply to manufacturing.

- Part of Hemson's report looked at the nature of work post-COVID. However, in large part, there are still trends to keep an eye on going forward and how permanent those trends are.
- The shift has now been in manufacturing and what Hemson found very clearly is that a big shift that's happening in Toronto, is the need for logistics centers. These are what helps with the last mile delivery of all the things that we're ordering online. With manufacturing, regarding products that are made in Toronto, the number of jobs have decreased. The number of jobs in logistics and in the last mile, the fulfillment centers, have increased. Some of those values, from building permits we saw, can be attributed also to automation. So less people are working, but more money is being spent to automate things happening in these manufacturing buildings. So in terms of manufacturing, there's a very clear shift towards the need for these logistics centers around the city. And in terms of the office, we're still looking at it. It's too soon to know how we all will be working; hybrid or at home or if we will come back. We are going to be monitoring the return to office and hybrid and try to understand what it means moving forward.



Where will new religious and faith based uses be permitted? These should also be close to residential areas to reduce travel.

- In the OP map that we showed, employment areas, parks and utility corridors are where they're currently not permitted in the Official Plan. All the other land use designations permit new religious and faith based uses.

How will the city help those kinds of businesses start up in that area?

- The City has a number of programs to help start-up businesses, as well as, small business services for those looking to expand or relocate.

In the April 11 Draft Official Plan Employment Policies report (<https://www.toronto.ca/legdocs/mmis/2022/ph/bgrd/backgroundfile-224430.pdf>), 3 principles are referenced on page 23 - access, equity and inclusion.

How can local communities receive access to good jobs and local economic opportunities?

- The OP sets out our priorities and vision for development, but local workforce development happens at different levels - having access to community agencies, connecting with stakeholders such as our post-secondary institutions, etc. Part of our team's goal is to protect those areas of the City that provide access to good jobs for all of our communities.

How does the city know where the "Employment Areas" are? Is this something a business need to disclose these points as their practice?

- The Employment Areas are outlined in the OP. Each individual parcel may not have a business on it at the moment, but the idea is to generally protect the ability to operate a business in these areas.
- Typically areas designated Employment Areas are historically associated with commercial use that's "heavier" than lower impact/scale retail, but there is not a perfect overlap and there's several exemptions across the City to uses permitted within the Employment Areas.
- The term "Employment Areas" are designations in the OP. That doesn't mean business doesn't happen in other designations, just that sensitive uses are generally not permitted in those properties. City Planning does a Toronto Employment Survey annually, as well, to understand where our businesses and their employees are located.

Okay so it is basically the zoning that defines the employment area, right?

- Zoning should ideally match the land use designation in the OP, in further detail.
- We would say that the zoning and OP designations have a reciprocal relationship. Generally speaking, however, the OP designation will determine the zoning, not the other way around. The historical use of an area is typically reflected in the zoning, e.g. historically industrial uses will be zoned industrial, but the zoning does not directly determine the Employment Area designation for a property.



Summary of discussion on Indigenous planning perspectives:

How can place-making and place-keeping contribute to health, well-being and reconciliation?

- The new community center and library in North York was named in conjunction with the Huron-Wendat First Nation, called “Ethenonnhawahstihnen,” which when you translate means, “Where they had a good, beautiful life”. So this community center and library will be named this and once it is built, they can accommodate opportunities for future place making and peace keeping. This includes programming areas for getting together, sharing and learning. It also is for those that live in the area to also learn the Huron-Wendat name. It is another piece of us settlers and immigrants learning about those who were here before us.
- Another good example, in the downtown area is Trillium Park. This is by Ontario place, and when you walk underneath that bridge, there are a pair of moccasins that are carved into the walls beneath that footbridge. Those indigenous markings were features designed in consultation with Mississaugas of the Credit First Nation. If you spot them, it's where the trail goes up and down hills, you'll see marker trees. These marker trees were used for directional purposes by First Nations and to point to where the water is, and there are about two or three of them around the park itself.

How can the Indigenous community have a major role in the planning processes, not just place-making and place-keeping?

- When it comes to a major role, it is a) amplifying indigenous voices as we plan for the future, and b) making sure that we continue to amplify them and it doesn't become just a land acknowledgement at the beginning of meetings. Anyone who reads Chapter One, if it gets approved by Council, will learn more and maybe want to learn even more about their existence, their current communities, and the history of different parts of the city. It's about this idea of cultural competency; about understanding the worldviews of Indigenous people as it relates to the land, sea and air. It's very different from how we traditionally see and plan for the land, sea and air, so it is something that we think can play a big role in the future planning of the city. To have Torontonians educate themselves on truth and reconciliation and the objectives of reconciliation in Canada for the future.

Are there currently any land claims in Toronto that need to be considered in a planning process that is considering reconciliation?

- We have met with and continue to meet with treaty rights holders. In terms of land claims, that's a good question, but we don't have the answer to at the moment. If you would like to get in touch, we can take that conversation offline because we truly don't have the answer today.

Dr. Lillian McGregor Park is inspired by the Turtle Clan, this new park should be opened soon. It would be nice to have more parks created that have indigenous roots.



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

Increasing density will also mean increasing demand for green spaces for rest and recreation. How does the OP address the creation of new green spaces equitably throughout the city?

- Through new development, the city seeks either parkland dedication that is a portion of private land that becomes parks or parkland contribution, which is monies that go towards acquiring land for new parks or improving existing parks. There's an entire section in the OP on how this is done, or how it enables us to go about it. It also speaks to areas that are deficient in parks, and those that are not. There is an entire section of the Parks, Forestry and Recreation division dedicated to exactly this: How can we get more new parks across the city, especially where green spaces and parks are deficient.

How can these visions be met with the high cost of rent and cost of real estate?

- One way is that if Council adopts this draft vision moving forward, it can act as the lens to which we all seek to achieve these long term visions and vision statements. There is a strong understanding that housing is unaffordable here in Toronto. In crafting the vision statement, it was about noting land use decisions moving forward and to take into consideration those that are most negatively impacted by the decisions we're making on our land use and development. So that's the hope and the aspiration that went into writing the draft chapter one.

What about 'liveable' and building communities inclusive of all necessary infrastructure?

- The principles and the vision statement is about improving access to those infrastructure and where they are not. Hopefully, our land use decisions and the decision of future Council is also rooted in these overarching principles and these lenses, so that it can potentially help inform future decision making. Council's decisions on planning matters are required to conform to the Official Plan.

Has the OP considered any provision for protection of lands for Places of Worship? People's expressions of faith are core to their lives and livelihoods, and religious organizations are constantly being priced out of any zones they are allowed to function in by residential and multi-use developers.

- Places of worship are allowed in most land use designations; about 80% of the city's land base, which includes neighborhoods, apartment neighborhoods, mixed use areas, institutional areas and areas outside of parks and hydro corridors. Places of worship are permitted in most of the city.

What is the difference between dealing with eliminating disparities and being inclusive- they seem similar on the surface.

- These are very aspirational comments that are open to interpretation. Being the most inclusive city, put simply is actually about being a city that is very diverse. Toronto is one of, if not the most diverse city in the world. The evolution from that diversity, is being the most inclusive and being welcoming to newcomers. Being the most inclusive city versus eliminating disparities across the city is about acknowledging that there are marginalized and vulnerable communities in the city that need access to affordable and more dignified



housing. Our homeless are not at these meetings and to engage with homeless people usually is not that easy. So what we've been doing is consulting with those that work with homeless Torontonians to understand their greatest challenges. Acknowledging their disparities and that this disparity exists; that there is not enough dignified housing. Land use decisions should be moving towards ensuring that we can eliminate that disparity and hopefully by 2051, Toronto is going to be very different than it is in 2022.

Can the Official Plan protect rentals? We still seem to be losing rentals to condo conversions, and giving tenants the right to return (even continuing to rent) does not make up for it.

- Our proposal right now is to legalize multiplexes. So that would be duplexes, triplexes and four-plexes for plexes over two, three or four units across all neighborhoods in the city. We have a draft OP Amendment out for consultation right now on the website.

Inclusive means by proportion of population? In the various groups?

- Inclusive meaning for all, including those who live in the City now and those will be making Toronto home in the future.

Unattended input/issues/ideas raised through Chat:

- How can this density be evenly distributed, rather than concentrating where the developers 'prefer' to build?
- Ensure that the infrastructure is there for the density.
- I can say in the St. Lawrence as chair of the Development Committee I can't keep up. Happy to SHARE development and then there is TOCs with OL
- What are the expected timelines to prepare the local plans for transit areas, i.e. to provide the maximum density targets?
- It seems everywhere you go you see the same cookie-cutter condo buildings that are repeated all over the city - helping to lose the identity of each of the local community. Why is the review process allow the same boring styles - that adds nothing to look and feel of Toronto.
- There is no other place in the developing world where the same cut/paste condo is allowed and it really doesn't help the architecture of the world class city.
- Outside of the downtown core, please make developers provide sufficient parking for future residents. Bike lanes are great, but are only usable in the summer and most people who can will still own cars and can't rely on street parking alone.
- For what it's worth, I would greatly encourage that staff attempt to maximize the MTSA areas/boundaries and maximize the minimum density target within the MTSA's to ensure that we're housing the most people within the areas with the best existing/future transportation infrastructure.
- Specifically one of the recommendations was to not add any sensitive uses to employment lands, but there are some sensitive uses that have been proven to add sustainability and economic development to cities (other than residential) IE - daycares, places of worship



- Is there any insight into whether the sq. footage of buildings associated with light and heavy manufacturing is on a downward, upward or stable trend?
- Do you know have the statistics that show how many old heritage/Victorian buildings that have been torn to build high-rise buildings?
- Unfortunately one of root causes for new comers not utilising their skills appropriately revolves around recognition of foreign credentials, so while it is great to provide temporary work, we are not benefitting fully from the skills landing on Canadian shores.
- Can the official plan allow downtown employment areas to grow with developments?
- The real question is how to imbed them in the process so their consciousness becomes part of ours?
- What about working towards resolving increasing traffic problems? more and more people are returning to work and traffic has become insane
- The problem with this plan is that what actually gets built are luxury condo's that push up the floor price\$/sq. foot as encourages more luxury condos to be built. Your premise is that building more luxury condos will increase supply but reality is that weather people from Canada and around the world purchase these condo. This pressure forces the middle-class is forced to go into debt in order to keep up. This has been going on for the last 10 years. For the amount of condo built - you would/should realize a decrease in housing prices - it has not and your plan will not help since condo developers have no interest in building rental or affordable housing.
- Legalize more multiplexes across the city, not just in a few pockets.
- Thanks for answering but I was wondering if the OP would address this. I'm aware of the City of Toronto rules and feel they are inadequate. The rental housing is lost even is current tenants are accommodated.
- Can the official plan identify areas of broad density increase rather than staff choosing small density-enclaves? The current model only works for huge developers. I know many small developers who would gladly build 4 unit buildings, but the zoning doesn't allow it.

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 or the City if there were ideas to share following the meeting.