

# Thorncliffe Park Transit-Oriented Community Engagement Summary Report



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# 1 Project Background

## 1.1 Introduction

This report provides a record of the first round of community engagement for the future Thornccliffe Park Transit-Oriented Community (TOC), anchored by Thornccliffe Park Station along the future Ontario Line.

The first round of community engagement was conducted between January and April 2024. The community feedback gathered through this engagement effort will help inform the TOC draft concept. The second round of community engagement is planned for fall of 2024.

## 1.2 The TOC Program Background

TOCs are part of the government's plan to build new, sustainable transit. The Province of Ontario's TOC program will create vibrant, mixed-use communities that will bring more housing (including affordable housing options), jobs, retail, and community amenities at or within a short distance of transit stations.

The TOC program will:

- Increase transit ridership and reduce traffic congestion;
- Increase housing supply (including affordable housing);
- Stimulate the economy through major projects and create jobs;
- Bring retail and community amenities within a short distance of public transit stations; and,
- Offset the cost of station construction, which will save taxpayers' money.

## 1.3 Thornccliffe Park Draft TOC Concept

The project team, in consultation with the City of Toronto, is working on a draft concept for the future Thornccliffe Park TOC. This draft concept will provide more housing, as well as office and retail space, and convenient connections to the subway service along the Ontario Line and a new TTC bus terminus.

The following map shows the location of the Thornccliffe Park TOC site as well as the major infrastructure within the community.

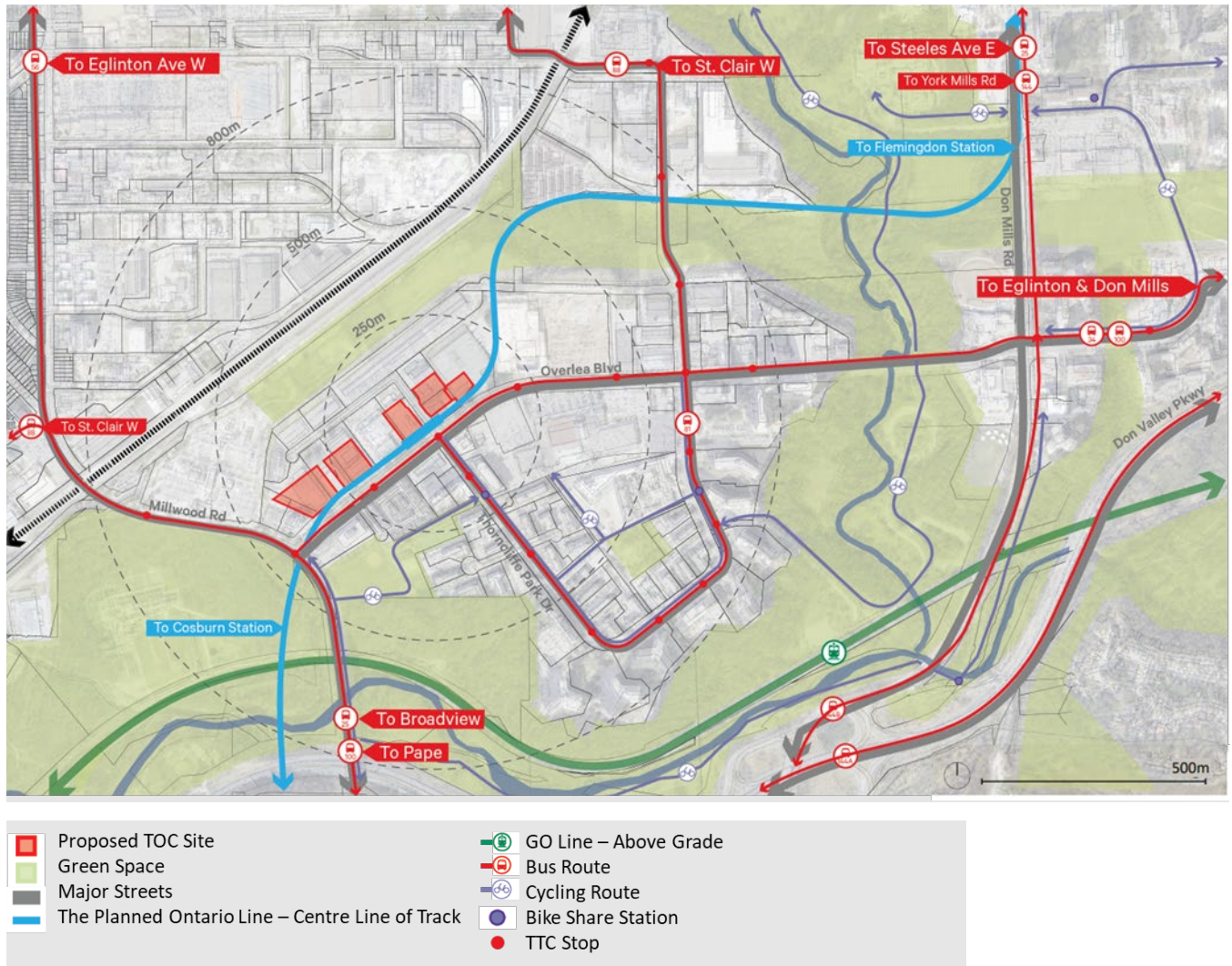


Figure 1-1. Thornclyffe Park TOC Site Map

### 1.3.1 Economic Activity

The Thornclyffe Park TOC will provide approximately 16,000 square metres (m<sup>2</sup>) of office space and 6,700 square metres of retail along Overlea Boulevard to preserve and support local economic development.

### 1.3.2 Environmental

The proposed draft concept supports sustainability objectives by:

- Adding housing and jobs directly adjacent to transit;
- Providing on-site bicycle parking spaces; and,
- Meeting or exceeding the requirements of the Toronto Green Standard.

### 1.3.3 Housing

The proposed TOC is anticipated to deliver approximately 2,665 residential units, which will include affordable housing. These units would be complemented by high-quality amenity spaces

that would act as an extension of personal living space, contributing to the well-being of residents and the overall livability of the area.

### 1.3.4 Connectivity

As part of the integrated transit planning of Thornccliffe Park Station on the Ontario Line, a new TTC bus loop, supporting bus routes 88, 72, 25 and 100, will connect directly with the station, improving the efficiency and accessibility of public transportation in the Thornccliffe Park neighbourhood.

The bus loop will be complemented by cycling infrastructure to allow for different modes of connections for users across the neighbourhood. In addition, transit-oriented and pedestrian-friendly streetscape improvements will contribute to the walkability of the area.

The proposed TOC will increase options for active transportation by providing more than 3,000 bicycle parking spots for future residents and visitors to the new community.

## 2 Engagement Overview

In October 2023, the province announced plans to build more homes near transit in Toronto and proposed the Thornccliffe Park TOC, along with four other TOCs across the Ontario Line and one on the Scarborough Subway Extension. Infrastructure Ontario worked with its consultants to prepare information to share with the public about the draft TOC concept design, which was submitted to MOI prior to the public announcement and submission to the City of Toronto.

The EngageIO website project page was launched in early 2024 and was used to capture early feedback from the public via an online survey. The first round of community engagement used a variety of communication channels and tools to inform community members about the TOC program and to gather feedback. The following section summarizes the engagement tools applied in the first round of engagement.

### 2.1 Community Engagement Objectives

Infrastructure Ontario, on behalf of the province, led a process to identify the community's priorities for the future Thornccliffe Park TOC site in accordance with the following objectives:

- Make information about the project available to the public;
- Build relationships with neighbourhood residents, commercial tenants, community organizations, and key stakeholders;
- Understand the aspirations, concerns and priorities of various stakeholder groups and various audiences;
- Refine the draft concept to integrate and respond to feedback, where feasible; and,
- Positively contribute to the growth and evolution of the City of Toronto.

## 2.2 Engagement Activities and Tools

### 2.2.1 Notifications and Resources

To kick off the community engagement, Infrastructure Ontario notified community members and stakeholders of the TOC program and upcoming engagement opportunities using:

**A Postcard** – An invitation to the virtual and in-person community engagement meetings was distributed to residents and businesses within a 500-metre radius of the proposed TOC site.

**Social media posts** – The Ministry of Infrastructure and Infrastructure Ontario shared social media posts to expand outreach of the upcoming virtual and in-person community engagement meetings.

**The EngageIO website** – Features a Thornccliffe Park TOC project page and offered an online survey at the start of the first round of engagement. The project page allows community members to find information about the TOC program, engagement activities to date, and the draft Thornccliffe Park TOC concept. The website domain is <https://engageio.ca/en/ThornccliffePark> and is updated throughout the engagement process.

**Thornccliffe Park TOC Fact Sheet** – A high-level summary of the TOC program including background information, timelines, and the benefits of the TOC and the Ontario Line to the community was prepared in English and translated into Arabic, Farsi, Gujarati, Pashto, and Urdu. Print copies of the fact sheets were made available during the in-person session and are online on the EngageIO website project page. The factsheets included the contact information of the project team.

### 2.2.2 Early Engagement Meetings

The project team hosted two early engagement meetings with community groups in Thornccliffe Park ahead of the first Local Advisory Committee to involve groups of similar interest or geography who may be affected by the project. The purpose of early engagement meetings is to introduce the TOC team and community members to each other and raise awareness of the TOC program at a high level to gain an understanding of the community's main priorities. On February 8, 2024, the project team met with three representatives from the Leaside community. On February 12, 2024, the project team met with nine representatives from IAMTHORNCLIFFE. These sessions were each convened on Microsoft Teams for one-and-a-half-hour periods and included an overview of the TOC program and draft TOC concept, and discussions with the community members.

### 2.2.3 Local Advisory Committee (LAC) Meeting

A Local Advisory Committee (LAC) was developed to gain insights from local community stakeholders to help inform the province's TOC draft concept for each site. The LAC's mandate is to provide collaborative discussions, feedback, guidance, and advice to the project team at key points during the public engagement process for the TOC concept. The Thornccliffe LAC is

composed of 17 representatives from several organizations or community groups representing a diverse range of community members, organized groups, and interests in the vicinity (one km approx.) of the proposed TOC site. Infrastructure Ontario reached out to the Ontario Line Technical Advisors, City of Toronto, and the local Councillor's office for their input on community stakeholders who represent a range of voices.

On February 22, 2024, the project team and the City of Toronto met with the LAC. The meeting format included an overview of the TOC program and high-level presentations of the TOC draft concepts, followed by questions and a discussion to gather feedback. All 17 members attended the first LAC meeting virtually from 2:00 p.m. to 4:00 p.m.

See **Appendix A** for LAC membership list.

## 2.2.4 Virtual Public Engagement Meeting

On February 29, 2024, from 6:30 p.m. to 8:00 p.m., the project team held a public meeting for the Thornccliffe Park TOC with members of the public to share information about the proposed TOC site and identify community needs and priorities related to the draft concept. The session, which was attended by 101 people via Zoom, included an overview of the TOC program, a detailed presentation of the draft concept for the Thornccliffe Park TOC site, and a question-and-answer session.

## 2.2.5 Engagement Survey

On February 29, 2024, the online survey portal was made available on the EngageIO website, to further foster engagement and collect feedback from the community about the Thornccliffe Park TOC. The survey was open for 30 days and focused on feedback on the TOC's proposed built form, sustainability, community services, economic activity, housing, mix of uses, and public realm among others. Overall, 27 surveys were submitted.

## 2.2.6 In-Person Open House

On March 7, 2024, the project team hosted an in-person open house for the community to gather feedback, identify priorities, ideas, and concerns about the proposed future Thornccliffe Park TOC. The open house was hosted at the Cypriot Community Centre and was attended by 97 members of the public. The open house format included 11 project information boards that displayed the neighbourhood context, proposed concept overview, and design objectives of TOC project. Members of the project team and city staff were present to respond to questions, record comments from attendees, and inform the public of the online survey portal. No formal presentation was made.

# 3 What We Heard

The following is a summary of participants' feedback gathered from the first round of community engagement events (from January to April 2024) outlined above. Community members provided feedback and asked questions, many of which were addressed at the meetings. However, there were some inquiries that the project team is still assessing and will be addressed through the next steps of the engagement and TOC design process. Below is a summary of the community

feedback and any general responses provided at stakeholder and community meetings, grouped and organized into key themes.

### 3.1 Housing

Respondents through all the engagement platforms sought clarity regarding the type, size, and tenure of housing being proposed and especially highlighted the demand for pathways to affordable homeownership and affordable rental housing for long-term residents. A respondent asked how significant affordable housing, (for example 30 per cent of units or more), will be included in the economic model of the TOC if the cost of station construction is offset by the sale of the TOC. They also asked if the building partner can afford to build affordable housing in the TOC.

The project team explained that the primary focus of the engagement process is to understand and balance community needs, including targets for affordable housing, which will then be subject to further discussions with the city. A zoning envelope for the site will help define the overall building form and the types of spaces a building partner may accommodate. This envelope includes guidelines for existing and future streets, setbacks, and height restrictions. Discussions on detailed design elements, such as the floorplan layouts, unit types, sizes, and tenures will occur at the site plan stage and/or through the agreement with the building partner and the Ministry of Infrastructure.

Respondents from the early engagement meetings highlighted the need for housing that accommodates families and seniors as the neighbourhood adopts more density. Respondents in these meetings also raised concerns about potential evictions in the surrounding developments due to the renovation and demolition of older existing rental buildings in Thornccliffe Park during the construction of the proposed TOC.

The project team explained that the TOC is delivering approximately 2,600 units; however, the project team does not have influence on the landlords outside of the TOC. The city is currently studying the effects of higher-order transit investments on existing tenants at Jane and Finch. Mitigative measures identified in this study may potentially be applied to the Thornccliffe Park neighborhood in the future.

### 3.2 Density and Design Compatibility

Respondents shared varied opinions on the proposed density. Some attending the in-person open house expressed concern about the proposed TOC's scale, fearing it may be out of proportion with the surrounding area, while others appreciated the use of setbacks to mitigate the impacts of the TOC's height.

The project team highlighted that Thornccliffe Park is an increasingly dense neighbourhood and, like recent developments along Eglinton Avenue, the TOC presents an opportunity to foster more density following the introduction of transit. The city typically determines the size of communities through planning studies, including secondary plans given the significant neighbourhood changes, and noted that there are active discussions about whether such plans and studies for Thornccliffe Park will be conducted in the future.



Open house respondents expressed positive reactions to the proposed mix of uses, especially if they are used throughout the day. Respondents also expressed discontent with the poor and unreliable internet infrastructure in the community and requested improvements. Survey respondents appreciated the proposed mix of uses of the proposed building, comparing it to the mid-rise building at 18 Thornccliffe Park Drive, which accommodates diverse residential and community services.

Survey respondents also asked that the building heights be reduced to ensure a harmonious integration of the built environment with the surroundings and to prevent overshadowing of the Thornccliffe Park neighbourhood. The project team informed participants that a shadow study had been conducted and the results showed that generally shadows do not cross Overlea Boulevard towards the community until the shortest days of the year, where they get close to the mall site.

Respondents at the open house expressed interest in incorporating an homage to 1960s architecture into the overall design.

### **3.3 Environmental Sustainability**

Through the TOC open house and online survey, respondents emphasized the importance of sustainability of the TOC, advocating for new buildings to be as environmentally friendly as possible with high green standards in construction and design. Suggestions included the use of vegetated buildings and district heating and cooling system powered by geothermal heat pumps for servicing buildings.

The project team noted that they will be complying with Toronto Green Standard requirements, which will be further worked out in later stages of development.

Respondents criticized the past loss of natural heritage sites like Walmsley Brook and Crothers Wood, along with previous destruction of natural habitats and wildlife. They expressed dissatisfaction with the loss of trees along the north side of Overlea Boulevard because of transit works, and raised concerns about the loss of, birds, trilliums, trout lilies, and apple trees.

Survey respondents sought clarity on the types of environmental considerations that will be used to maintain a healthy living environment near the Maintenance and Storage Facility (MSF) and the strategies to counter transit-related pollution.

The project team explained that a Land Use Compatibility Study is underway, which will look at the impacts from adjacent uses and determine potential mitigation measures.

### **3.4 Heritage**

At the TOC open house, respondents expressed a desire to capture more heritage elements in the proposal, particularly highlighting the plinth announcing the entry to Thornccliffe Park facing Millwood Road at Overlea Boulevard. A respondent expressed satisfaction with the preservation of the Islamic Centre, which would be moved from 4 Thornccliffe Park Drive to 20 Overlea Boulevard.

## 3.5 Transportation and Transit Integration

During the virtual meeting, respondents inquired about the future of existing bus routes, specifically routes 81 and 88. The project team explained that while route 81 will be replaced by the Ontario Line, route 88 will remain operational and conclude its route at the new Thorncliffe Park station. Additional TTC services will be introduced, such as the extended service of route 72 to Thorncliffe Park station and the existing route 25 A/B which overlaps along Pape Avenue.

When respondents asked for more details on the connection between each site and the station, the project team explained that there will be a transit plaza and Privately Owned Public Space (POPS) along Overlea Boulevard which will establish a continuous public realm and facilitate barrier-free access to the station.

Open house respondents raised concerns about traffic congestion and highlighted the need for measures to address it, and to ensure smooth traffic flow in the area. The project team described its Transportation Impact Study, which was prepared to examine road capacity (as well as pedestrian and cycling trips) and the area's overall level of service. This study encompasses neighbouring developments near the TOC site and found that there is sufficient capacity to support the future travel demand. The project team acknowledged that road traffic could still move more slowly and anticipates the subway will help to moderate some of the traffic impacts. The project team indicated that there are ongoing discussions with the city regarding traffic mitigation.

Regarding underground parking, the project team clarified that the proposed TOC would include approximately 1,200 parking spaces, with the maximum depth reaching three levels below ground, varying by building. A key objective of the TOC project is to reduce reliance on automobiles and promote transit use by locating the TOC near the subway station, providing minimal parking ratios, and offering the proposed active transportation network including cycling lanes and trails.

Respondents inquired about the project team's effort to prioritize pedestrian access, pedestrian-friendly design, and safety for cyclists through the physical separation of bike lanes. A respondent also asked about the possibility of building a pedestrian bridge over Overlea Boulevard to access the East York Town Center.

## 3.6 Community Benefits

At the TOC open house, respondents highlighted the importance of a robust agreement to ensure culturally sensitive and inclusive community services and facilities. They emphasized using the Community Benefits Agreement as a tool to advocate for local employment opportunities during and after construction, guaranteeing that agreed-to service needs are met, and ensuring that neighbourhood governance and economic activity address the residents' needs.

The project team noted the community's interest in having a Community Benefits Agreement as part of the TOC Program and having ongoing discussions about it.

### 3.7 Community Services and Facilities

Respondents from the early engagement and LAC meetings raised concerns about whether the draft concept considers the local schools, which seem over capacity. The project team discussed the collaborative efforts being made with the Toronto District School Board (TDSB) and the Toronto Catholic District School Board (TCDSB) to address capacity challenges in schools. Considerations from the school boards include busing students between schools based on capacity. The project team discussed how community needs may evolve over time, especially as the TOC will follow the Ontario Line construction and may begin in the late 2020s. Furthermore, the project team explained that the TOC will provide levies to fund services such as schools. The project team is also completing a Community Services and Facilities (CS&F) Study, that assesses the school capacity in the area, along with childcare, human service organizations, and parks.

The city also highlighted the dependence of school planning on demographic trends. While the proposal has been shared with the school boards, the city emphasized the importance of monitoring demographic changes over time. Additionally, there was mention of the possibility of accommodating a school within one of the TOC podiums, a design approach seen in other mixed-use and high-rise projects across the city. Through the various engagement activities and tools, respondents expressed a need for more and improved local amenities. Suggestions included renovating the existing pool at Leaside Park and expanding community centre spaces, as current facilities like the Jenner Jean-Marie Community Centre are too small. The closure of popular local spots like the Tim Hortons, which provided informal community gathering spaces, was highlighted as detrimental, especially as youth are resorting to gathering in less safe environments like underground garages. Respondents from the open house stressed the need for safer, inclusive spaces such as medical facilities, training centres, community centres, and dedicated areas for seniors within new developments, with an emphasis on safety related to crime and security in community spaces.

The project team elaborated that in accordance with city policies, buildings of this scale are required to provide indoor and outdoor amenity space and the indoor space can often fulfil a recreation function for that building. From that perspective, an element of the recreation needs can be accommodated within a building through these spaces. The public park itself meets the requirements for parkland dedication and is complemented by the Privately Owned Public Spaces (POPS) as well as the guideway public realm.

Broader community benefits and feedback from public engagement are crucial to shaping the project's design and amenities. Although the project team is not responsible for off-site facilities like nearby pools, they will forward such community feedback to the city. Additionally, future building partners will contribute to a Community Benefit Charge used by the city for community improvements, with strong input from the local councillor. The project team clarified that no building partners were onboarded or signed, and the TOC has not been taken to market.

Respondents at the virtual meeting emphasized the importance of community support as the cornerstone of the planning process and raised concerns regarding the impact of high-density development on community support systems, including the impacts of increased crime on emergency services. Area demographics show that family sizes in Thornccliffe Park tend to be larger than average family sizes in Toronto (2.92 in Thornccliffe Park versus 2.42 in the city at

large). Respondents also noted that traffic congestion has worsened due to the presence of a local Costco and frequent closures of the Millwood bridge.

The city acknowledged these concerns and highlighted the importance of comprehensively assessing the community's structure and needs through a broader planning study for the entire area. A similar study is underway in the Jane and Finch area to evaluate the impact of a higher-order transit network and development proposals on issues such as gentrification, displacement, school availability, and community services. The policy direction resulting from this study can inform the framework used for Thornccliffe Park.

Survey respondents emphasized the need for an Islamic school in Thornccliffe Park and educational services for the large proportion of immigrants in the neighbourhood. Survey respondents also highlighted the need for improved wet utility infrastructure to support the growing community.

### **3.8 Public Spaces and Parks**

The early engagement meeting group wanted to see the trees and green spaces in their community protected and expanded upon. They expressed disappointment with the removal of trees and with the current amount of park space in the TOC proposal. Open house respondents asked for more dedicated parkland and green space as they anticipate a significant increase in density will increase demand. They also inquired about possible connections to neighbouring areas like Leaside. A survey respondent expressed a desire for more active transportation infrastructure including cycle tracks, parks, plazas, and pedestrian-friendly streets.

The project team shared that the public park will be conveyed to the city and while the proposed space appears small in renderings, it is more than 80 metres long and 30 metres deep. It fits the park typology desired by the city and meets Planning Act requirements. The project team clarified that the proposed park would span approximately 2,596 m<sup>2</sup>, complying with the city's parkland requirement established by the province. Furthermore, the site incorporates 3,400 m<sup>2</sup> of planned Privately Owned Public Space (POPS), resulting in over 30 per cent of the site area being allocated to new parkland and POPS space.

In addition, there will be complementary small open spaces to contribute to an integrated public realm. The connections to the ravines are recognized as an asset in the community, which is noted by the project team.

Community members were interested to hear about the space under the guideway. The project team shared that consideration is being given to paving treatments, public art, planting, lighting and colour so that the space functions as a high-quality corridor for movement and is safe and accessible. The provision for future uses under the guideway is outside the scope of the TOC and is still in development by Metrolinx.

### **3.9 Local Businesses and Economic Activity**

The early LAC meeting and open house respondents asked the project team to ensure that the TOC program creates employment opportunities for members of the community, especially to help keep young people in the neighbourhood safe. They also discussed plans to involve

community members in securing the 977 jobs identified in TOC materials, suggesting initiatives like job boards and job training to prepare residents for these opportunities.

The project team clarified that the number of proposed jobs associated with the TOC will be new type of positions. There are no requirements at this time to mandate a building partner to enforce local hiring. However, the feedback will be relayed to the government. Additionally, the project team identified the potential for employment opportunities through the office tower and retail spaces, although decisions on specific uses will be determined by the future building partner in the tenant agreement. Furthermore, the MSF will also bring employment opportunities to the community once the Ontario Line is in service.

During the LAC meeting, the project team explained that commercial relationships and lease negotiations will be at the discretion of the building partner. The employment space is expected to cater to a variety of jobs and will be zoned for a mix of retail space, potentially including a grocery store, and office space suitable for professional offices.

Respondents emphasized that commercial rental rates are very high for local businesses and asked that the proposed TOC support existing stores, businesses, and jobs serving low-income residents. The local MPP also expressed a desire for individuals and businesses displaced by construction to return to the community upon completion of the TOC.

Respondents in the virtual meeting inquired about the potential impact of the TOC on the nearby Costco on Overlea Boulevard and whether it would undergo redevelopment. The project team confirmed there have been no talks with Costco about changes to its location, noting the grocer's current designation for employment use. However, changes to this designation could be considered, given the city's trend around mall redevelopment.

Respondents raised concerns about the need for medical offices, walk-in clinics, and diagnostic facilities to provide essential medical care and about future access to the local OHIP-funded physiotherapy clinic, especially for seniors.

### 3.10 Other

A LAC member asked about the TOC's interface with the MSF and the project team clarified that the MSF will feature its own controlled entrance. Residential areas of the TOC will be separated from industrial activities within the yard. Various elements such as building orientation, fencing, and landscaping will be employed to mitigate the visual impact of the MSF on the TOC. The section of the MSF yard adjacent to the TOC will solely store trains, with activities expected to be less disruptive compared to freight yards .

Respondents raised concerns about construction impacts on Thornccliffe Park residents along Overlea Boulevard. The project team clarified that TOC construction will start after the completion of the Ontario Line construction in the late 2020s, once the lands are no longer required to support transit construction. There are plans to minimize disruptions and coordinate efforts with other projects through Metrolinx's process and coordination with the city. Furthermore, after selecting a building partner through an open and competitive process, the building partner will engage with the community to comply with bylaws to minimize disruption from the associated construction activity.

Another attendee inquired about compensation for residents enduring construction impacts over the coming years. The project team advised respondents with questions about the Ontario Line to contact Metrolinx, which is overseeing construction activities for the new subway line.

Respondents inquired about waste management measures during construction, expressing concerns about tree protection structures being used as waste receptacles and construction signs left on roadways. Noise pollution from the rail line was raised as a concern, with questions about measures such as sound panels or enclosures. The project team provided the contact information for Metrolinx to address their concerns.

At the TOC open house, respondents raised concerns about the fairness and transparency of the acquisitions process, especially regarding informing property owners about planned land use. They also suggested consulting with Indigenous communities for environmental considerations and involving local youth and students in the development plans.

Respondents expressed concerns about the proposal's integration into a larger community masterplan. The city acknowledged these concerns and shared that there are active discussions about whether plans and studies to address the broader community master planning for Thornccliffe Park will be conducted in the future.

Additionally, concern around transaction structure with the building partner, and community protection in case of project abandonment, was noted. The project team shared that the market offering process provides for multiple checks and balances to ensure project delivery.

Respondents in early engagement meetings and LAC meetings expressed concerns about the impact of the TOC on emergency services, particularly regarding lane closures on Overlea Boulevard and the Leaside Bridge and potential delays in emergency response times. They also raised concerns about noise pollution from sirens and suggested considering a new hospital in the area. The project team informed respondents that emergency services providers are part of the development review process to determine and address where additional capacity is needed to ensure emergency response capabilities are maintained.

## 4 Next Steps

Throughout the first round of public engagement, the project team collected feedback and comments from various stakeholders and members of the public through various engagement activities, as mentioned above. Next, the project team will review the feedback summarized above – alongside formal city comments and those from organizations or offices responsible for enforcing standards and codes – and will explore options for refinement of the draft concept. The project team will engage with the city to confirm alignment on features of the TOC, including the scale of retail units, public realm improvements, heritage conservation, etc. Finally, the project team will report back to the public on its progress by sharing the refined TOC concept and responding to key feedback heard from the public in the second round of engagement.

Upcoming planned engagement activities include:

- A second LAC meeting to be held in the summer of 2024, as an interim check-in on the project team's progress;

A second virtual open house scheduled for the fall of 2024, at which the team will present its responses to public feedback and the refined TOC concept plans; and  
A third LAC meeting to share the final, refined TOC concepts with local stakeholders in the fall of 2024.

Throughout all stages of public engagement, the team will continue to publicize all project-related materials and recordings from public engagement activities. These materials are available on the EngageIO webpage at <https://engageio.ca/en/ThornccliffePark>.

For any TOC-related inquiries, please contact the project team through the EngageIO contact webpage at <https://engageio.ca/en/contact>.

## Appendix A. Thornccliffe Park TOC: Local Advisory Committee Membership List

For the Local Advisory Committee (LAC), Infrastructure Ontario reached out to 25+ community stakeholder organizations within one kilometre of the Thornccliffe Park TOC site. The current LAC membership includes the following stakeholder groups:

- Don Valley Community Legal Services
- East York Town Centre
- Green Community of Toronto
- Leaside Business Park Association
- Leaside Resident Association
- MTCC 1213
- MTCC 1262
- The Neighbourhood Organization (TNO)
- The Salvation Army
- Thornccliffe Parenting Groups
- Thornccliffe Park Community Hub
- Thornccliffe Park Women's Committee
- Thornccliffe-Flemingdon Residents Council
- TNO Special Projects/Flemingdon Thornccliffe Inter-Agency Network
- Toronto Catholic District School Board
- Toronto District School Board
- Trades Connect
- Youth Hub

**Note:** The City of Toronto facilities are not included in the LAC membership list, as the city coordinates consultation with its recreational facilities including libraries, arenas, and community centres.