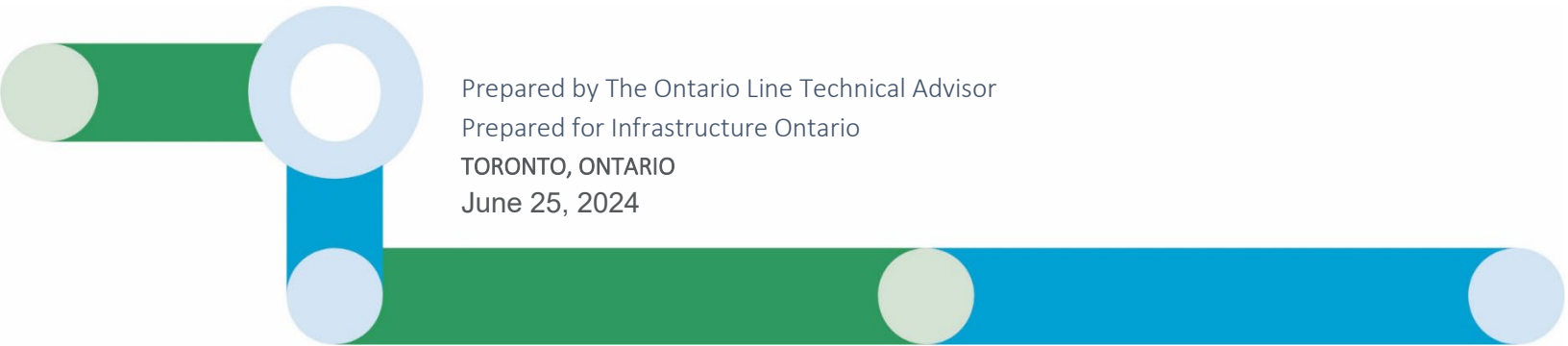


Cosburn Transit-Oriented Community Engagement Summary Report



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TORONTO, ONTARIO
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Table of Contents

1	Project Background	1
1.1	Introduction	1
1.2	The TOC Program Background	1
1.3	Preliminary Cosburn TOC Concept.....	1
2	Engagement Overview	3
2.1	Community Engagement Objectives	3
2.2	Engagement Activities and Tools.....	4
3	What We Heard	5
3.1	Housing.....	6
3.2	Zoning and Development Coordination.....	7
3.3	Density and Design Compatibility	8
3.4	Environmental Sustainability	8
3.5	Transportation and Transit Integration	9
3.6	Heritage	10
3.7	Community Services and Facilities	10
3.8	Public Spaces and Parks	11
3.9	Local Businesses and Economic activity	12
3.10	Other.....	13
4	Next Steps	14

Figures

Figure 1-1.	Cosburn Avenue TOC Site Map.....	2
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Appendices

Appendix A.	Cosburn TOC: Local Advisory Committee	A-1
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1 Project Background

1.1 Introduction

This report provides an overview of the first round of community engagement on the proposed Cosburn Transit-Oriented Community (TOC) near the future Cosburn Station along the Ontario Line.

The first round of community engagement was conducted from January to April 2024. Feedback gathered through this engagement will help inform the preliminary TOC 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's TOC program will create vibrant mixed-use communities that will bring more housing (including affordable housing options), jobs, retail, community amenities and entertainment 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 (for example, community centres) within a short distance of public transit stations; and,
- Offset the cost of station construction to save taxpayers' money.

1.3 Preliminary Cosburn TOC Concept

The project team, in consultation with the City of Toronto, is working on a preliminary concept for the future Cosburn TOC site. This concept will add housing and commercial space next to a planned station at Pape Avenue and Cosburn Avenue and will serve the surrounding neighbourhood with connections to bus and subway service along the Ontario Line.

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

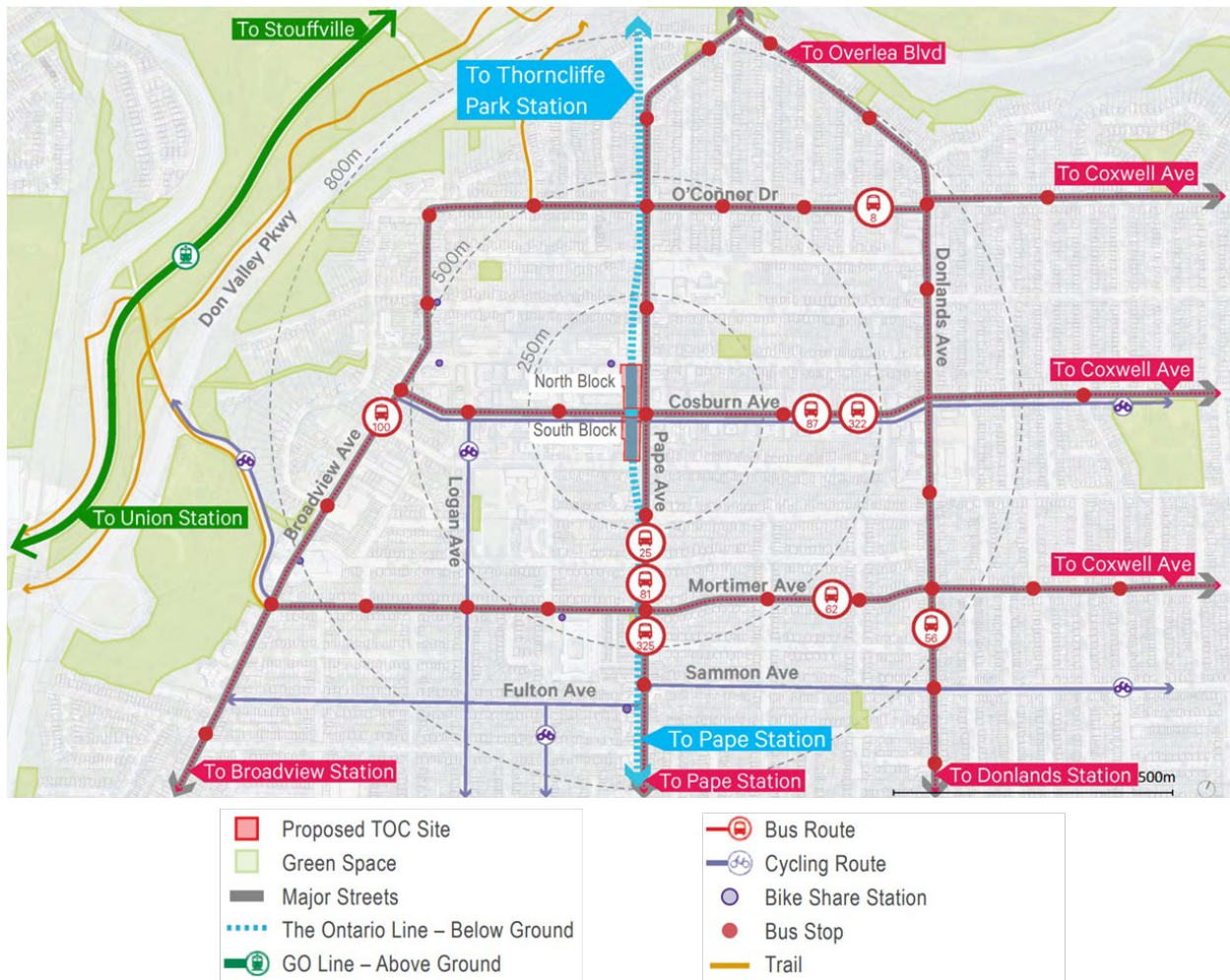


Figure 1-1. Cosburn Avenue TOC Site Map

1.3.1 Economic Activity

The Cosburn TOC will include over 2,200 square metres of retail space – accommodating about 55 jobs – that will support small-scale and micro-retail opportunities, contribute to the existing character of Pape Avenue and support the local economy.

1.3.2 Environmental

The proposed TOC supports sustainability by:

- Locating homes and jobs directly adjacent to transit;
- Providing on-site bicycle parking spaces in excess of by-law requirements; and,
- Meeting requirements for green roofs and the Toronto Green Standard.

1.3.3 Housing

The proposed community is expected to include about 623 residential units and provide a range and mix of housing options, including affordable housing. Approximately 40 per cent of the proposed residential units within the Cosburn TOC are currently planned as two- or three-bedroom units suitable for families or larger households.

These units would be complemented by high-quality communal indoor and outdoor amenity spaces, which would act as an extension of personal living spaces, contributing to the well-being of residents and to overall livability.

1.3.4 Connectivity

The future Cosburn Station will offer direct connections to existing TTC bus routes along Pape Avenue and Cosburn Avenue. Located on the northwest corner of the intersection, the station will serve the surrounding neighbourhood, adding a north-south subway option for residents and commuters.

The proposed TOC promotes healthy and active lifestyles by providing over 750 bicycle parking spots with dedicated spaces for transit users. A shared rear laneway will also be established across the site, providing an alternative for pedestrian, vehicular and cyclist use.

2 Engagement Overview

In October 2023, the province announced plans to build more homes near transit in Toronto at the proposed Cosburn TOC, along with four other TOCs on the Ontario Line and one on the Scarborough Subway Extension. Infrastructure Ontario (IO) launched the [EngageIO project webpage](#) in early 2024 and captured 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 objectives and tools applied in the first round of engagement.

2.1 Community Engagement Objectives

IO, on behalf of the province, led a process to identify the community's priorities for the proposed Cosburn TOC site, guided by 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 audiences;
- Refine the preliminary concept to integrate and respond to feedback, where feasible;
- Maintain a two-way dialogue with engagement partners; and,
- Positively contribute to the growth and evolution of the city.

2.2 Engagement Activities and Tools

2.2.1 Notifications and Resources

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

- **Postcards** – An invitation to the virtual and in-person community engagement meetings was mailed to residents and businesses within a 500-metre radius of the proposed TOC site.
- **Social media posts** – The Ontario Ministry of Infrastructure and IO shared social media posts to expand outreach of the upcoming virtual and in-person community engagement meetings.
- **The EngageIO project webpage** – A dedicated Cosburn TOC project webpage and online survey were launched at the start of the first round of engagement. The project page allows community members to learn about the TOC program, the engagement to date and the preliminary concept. The webpage is <https://engageio.ca/en/cosburn> and its content will be updated throughout the engagement process.

2.2.2 Local Advisory Committee (LAC) Meeting

A LAC was convened on March 21, 2024, to gain insights from local community stakeholders and to help inform the province's preliminary TOC concept for the Pape and Cosburn sites. 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 on the TOC concept.

A joint Pape and Cosburn LAC was established for this process. The LAC is composed of 11 representatives from several organizations or community groups within about one kilometre of the proposed TOC site. IO 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.

The project team and the City of Toronto met with the LAC representatives. The meeting included an overview of the TOC program and high-level presentations of the preliminary TOC concepts, followed by questions and a discussion to gather feedback.

All 11 members attended the first LAC meeting virtually for one-and-half hours from 3 p.m. to 4:30 p.m.

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

2.2.3 Virtual Public Engagement Meeting

On April 4, 2024, from 6:30 p.m. to 8 p.m., the project team held a public meeting for the Cosburn TOC to share information about the proposed TOC site and identify community needs and priorities related to the preliminary concept. The one-and-a-half-hour virtual session, which was attended by 59 people via Zoom, included an overview of the TOC program, a detailed presentation of the concept for the Cosburn TOC site, and a question-and-answer session.

2.2.4 Engagement Survey

On April 4, 2024, the online survey portal was launched on the EngageIO site, to further engage and collect feedback from the community on the Cosburn 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, 26 surveys were submitted.

2.2.5 In-Person Open House

On April 15, 2024, the project team hosted an in-person open house for the community to gather feedback, and identify priorities, ideas, and concerns on the proposed future development of the Pape and Cosburn TOC sites. The open house was hosted at the Royal Canadian Legion Branch 10 and was attended by approximately 200 members of the public over one-and-a-half hours from 6:30 p.m. to 8 p.m. The open house format included 13 project information boards that displayed the proposed neighbourhood context, preliminary concept overview, and design objectives of both TOC projects. Members of the project team and city staff responded to questions and recorded comments from attendees, as well as informed 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 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 that will be addressed during the second round of public engagement in the fall of 2024.

3.1 Housing

Throughout all the engagement activities, respondents asked about the amount and distribution of affordable housing units. Open house respondents underscored the need for increased housing and various affordable housing options, including rental properties. Concerns were raised about affordability, particularly for long-standing residents who might face challenges affording housing because the rental or ownership price of the new developments will be higher than the current prices that they pay. Respondents suggested maintaining the current affordability levels for working-class residents, immigrants, seniors and families in the neighborhood to mitigate gentrification.

The project team acknowledged that housing affordability is one of the most pressing matters raised by the community. The province is working with the city and will work with the future development partner to determine affordable housing targets, the types of affordable housing that the province can provide, and how housing affordability can be achieved. The city committed to consider the role of the provincial government, federal government, not-for-profit and philanthropic sectors when discussing the city's affordable housing approach, even if the commitments from these partners have not been established.

The proposed Cosburn TOC is still in the early stages of concept development, and the priority through this first round of engagement is to understand and balance the community's needs, including community benefits and affordable housing targets.

LAC respondents asked about the type and tenure of residential units that the developer will be mandated to produce. The project team explained that the tenure of residential units will be decided later, and may or may not be mandated, although there have been discussions about mandating the tenure for one of the proposed TOCs on the Ontario Line South. The Cosburn TOC proposal will meet the city's requirements and guidelines for a variety of unit sizes, including units for families, although the specific details on the number of units will still be open to amendment by the developer.

The TOC proposal features many family-sized units that take into account municipal policy direction and will be sought-after by developers and future residents. 259 of the 623 units are proposed to be two- or three-bedroom units, constituting 41.5 per cent of the total. The project team acknowledged that the affordability period and affordability levels of the proposed units has not been determined, but that opportunities to integrate affordable units will be explored through ongoing conversations with the city and stakeholders.

Survey and virtual meeting respondents sought clarity on how IO and the city can ensure that the developer will agree to meet the future affordable housing target. Respondents emphasized the importance of developers committing to affordable housing units, proposing specific percentages and assurances for such accommodations within developments. These respondents also advocated for mixed-use development, senior housing, rent-geared-to-income units and purpose-built rentals

to address the diverse housing needs of the community and to ensure that residents from different income brackets are integrated into the community.

One survey respondent also recommended introducing quadruplexes and townhouses to intensify housing within the residential areas.

3.2 Zoning and Development Coordination

LAC respondents inquired about the extent to which the developer will be required to conform to this proposal and the project team explained that these details, which are typically secured through zoning, are being defined now. This includes the allocation of space for uses at grade, the amenities, the width of the street, etc., which the developer will be required to honour. More details such as the specific number of units or layout of the units will be defined when a developer partner is on board and the site plan process is conducted.

During the LAC meeting, the project team stated that IO does not have a firm schedule on the selection of a development partner yet. This selection will follow the engagement process with both the city and the community to determine the massing and zoning certainty. The proposed Cosburn TOC is integrated with the station and will be developed after the subway construction is completed.

LAC respondents sought clarity on how the province works with existing landowners and new developers. The project team explained that when the sites for transit construction were identified, the province worked with the landowners to see if they were interested and capable in partnering to develop TOCs. This is the case for [Gerrard-Carlaw North](#), where the province is working with the existing landowner instead of conducting an open market process. However, for the Cosburn TOC where there isn't a developer, the province will seek a development partner through an open market process.

One survey respondent sought clarity on the process through which the TOC and its development applications will be approved. The respondent was also unsure of how the TOC relates to the Site and Area Specific Policy (SASP) 766. The proposal adheres to SASP 766 which designates the area as a Major Transit Station Area (MTSA) with a minimum density target of 200 people and jobs per hectare.

When asked about the Open-Door Program, the project team clarified that it is a city program that provides incentives for developers who propose to include affordable housing within their developments. These incentives include relief from development charges, some tax deferrals, and waiving of fees and other charges. The Cosburn TOC is proposed through a separate province-lead program and is not a part of the Open-Door program.

3.3 Density and Design Compatibility

Some respondents at the open house and virtual meeting expressed a desire for more density on the site, while others questioned the need for tall developments on the TOC site and suggested that they be scaled down to midrise buildings. These respondents preferred shorter buildings, suggesting a height similar to the nearby 15- to 20-storey apartment buildings, due to concerns that the ambiance of the area would transform from that of a small town to a crowded big city.

The project team noted that the floor-plate dimensions will match the 750 m² requirement of the city of Toronto's Tall Building Guidelines. There will be 10 units per floor on both towers; the north tower will be 21m x 35.5m, while the south tower will be 20.4m x 37m. A respondent then asked if the floor plates requirement could be relaxed to accommodate more units without the need to increase the overall heights.

The TOC towers would limit shadows on surrounding neighbourhoods (low-rise residential areas), parks and open spaces; due to the slender point tower form, shadows move quickly and are narrower.

3.4 Environmental Sustainability

LAC respondents asked if there are plans for the development to feature sustainable low-carbon buildings. The project team stated that at this early stage, details about building materials and other sustainable elements have not been defined. Instead, the current proposal describes the density and general form of the site. Sustainability elements can be incorporated into a developer agreement and will ultimately either be imposed on the developer or will be an option for the developer's consideration.

The city has also imposed some of these sustainability requirements on such developments through the Toronto Green Standard. As the city updates these requirements periodically, it's expected that when these TOC buildings are developed, the standard for sustainability will be higher. The city's Green Roof bylaw will also help reduce the heating and cooling load of buildings, along with the buildings' urban heat island effect.

Open house respondents made positive remarks regarding the environmental benefits of concentrated density and mixed-use development, including the use of green roofs and reduced parking requirements. Respondents suggested incorporating environmentally friendly features such as ground-source heat exchangers in buildings.

Open house and survey respondents voiced concerns about the environmental consequences of predominantly using concrete in tall buildings and advocated for minimizing the ecological footprint of new developments. Suggestions included using sustainable materials, promoting biodiversity through landscaping, and integrating heat pump HVAC systems instead of natural gas heating systems. Respondents also

expressed worries about the heat island effect associated with the proposed development.

3.5 Transportation and Transit Integration

LAC respondents asked about the amount and distribution of bike parking in the building for residents and visitors. The project team confirmed that there will be bike parking options available for both short-term/visitor parking and long-term parking. The number of parking spaces for both options are calculated based on the quantity of residential and retail uses. Based on this formula, the north site will have 316 long-term and 40 short-term parking spaces, while the south site will have 352 long-term and 48 short-term parking spaces.

A portion of that short-term bike parking is provided outdoors in the form of rings and posts along the street or within a covered setting closer to the building. Long-term parking will be provided within the building and, like short-term parking, will be protected under the city's zoning by-law for bicycle parking space. The by-law also describes minimum dimensions of bicycle parking spaces and whether biking amenities such as shower and change facilities and bike repair stations, will be required based on the amount of bike parking provided. Additionally, the site will feature more bicycle parking than is required by the city's by-law.

A virtual meeting respondent inquired about the provision of public parking lots in the north or south block of the TOC. The project team clarified that there will be no public parking on either TOC block, emphasizing the transit-oriented nature of the development. A respondent from the open house emphasized the necessity of including parking within buildings, particularly for individuals with disabilities, while others advocated for limited parking to mitigate congestion and enhance walkability.

The project team discussed the challenges of providing underground parking due to engineering constraints and highlighted that providing surface or podium parking would be inefficient and would not follow good planning principles. There will be limited surface parking provided to support residential visitors and ground-floor retail; the local community is expected to walk or cycle to these retail uses instead of using cars.

The project team reiterated that the development is aimed at those who do not own or wish to own vehicles. The local councillor confirmed that there will be no on-street parking permit assigned for the buildings' residents. A respondent from the open house commended the City of Toronto's policy of not issuing street parking permits to residents of the new buildings in the Cosburn TOC, which helped alleviate concerns about parking challenges in the area.

A respondent inquired about the availability of passenger drop-off areas to support elderly residents that need help to get to Pape Avenue. The project team confirmed designated locations on Gamble Avenue or Gowan Avenue for paratransit pick-up and drop-off. The city also confirmed that this drop off will be free and available most of the time. The project team noted that car-share programs will operate in the neighbourhood,

although the details, such as placing a car in one of the limited surface parking spaces, will be addressed at a later stage.

Virtual meeting respondents appreciated that the TOC concept prioritizes pedestrians. These respondents voiced concerns regarding the prevalence of jaywalking and the danger of cycling along Pape Avenue, and inquired about the possibility of introducing a cycling lane to mitigate these issues.

There are currently no city plans to install bike lanes along Pape Avenue, which is outside the TOC's purview, but having heard the concern for pedestrian and cyclist safety, the project team stated that these issues will be discussed with the city. The city confirmed that Transportation Services staff will follow up on these concerns to ensure safety for pedestrians and cyclists along Pape Avenue.

Open house respondents raised concerns about traffic congestion, noise and safety. They also underscored the importance of implementing traffic calming measures and enhancing infrastructure such as walkable sidewalks and bike lanes. Respondents emphasized the importance of supportive bus services and suggested enhancing transit connectivity by extending the King 504 streetcar route to Cosburn and collaborating closely with the TTC to address other transportation needs.

Respondents asked whether the project team is considering introducing a crosswalk at Pape Avenue across Gamble Avenue and how the project will ensure safe transit and pedestrian or cyclist access to the site besides the subway. Respondents also asked that the project team bolster pedestrian traffic accessibility during construction because there is a concentration of daycares, schools and seniors in the community.

3.6 Heritage

Certain open house respondents stressed the significance of safeguarding heritage buildings, particularly those of architectural significance, and ensuring that new commercial units harmonize with the scale of existing structures. Some voiced uncertainty on how heritage preservation will be upheld within the TOC project, indicating a requirement for clearer information regarding heritage on the site.

While none of the buildings or spaces on the TOC site are designated under the *Ontario Heritage Act*, the province is looking to hear the community's ideas on heritage interpretation as a part of the design and programming.

3.7 Community Services and Facilities

A respondent from the virtual meeting asked how the project team will ensure that the developers who will own and profit from the land adequately serve the Pape Village community. The community priorities that are collected through this engagement process will inform zoning requirements and be integrated into the development

agreement, which the developer will be required to follow during site plan approvals. The city will also be involved at the site plan approval stage and reviewing the construction management plan.

Survey and open house respondents also raised concerns about the potential strain on local schools should the development increase population density. The city emphasized that the proposal has been shared with local school boards and that school planning depends on local demographics and changes in these demographics.

Respondents also expressed concern about the potential strain on existing community services and facilities, and expressed the need for the maintenance and/or enhancement of these amenities. Many respondents at the open house emphasized the need for an expanded community centre, revitalized library, childcare centres, fitness facilities, senior community spaces, and/or pools within the TOC to accommodate the growing population. There was widespread support among respondents for mixed-use developments, which will help enhance the neighbourhood's vibrancy if the needs of current and long-term residents are considered.

3.8 Public Spaces and Parks

A virtual meeting respondent proposed changes to the development, including the addition of a parkette on Gowan Avenue next to the former Scotiabank, the addition of outdoor restaurant seating on Pape Avenue, the removal of seating on Gowan Avenue and Gamble Avenue, and having servicing and loading access off those roads. The respondent also suggested removing the rear laneway, and the project team explained that it was needed for servicing and loading access.

The project team confirmed that the city will maintain trees on public property, while private property owners are responsible for maintaining trees on their properties. They also confirmed that the TOC concept will meet the city's requirements for bird-friendly design, to which the developer will need to adhere.

A respondent voiced concerns about the lack of local parkland and suggested appropriating land in the local area for a park and possibly underground parking to better serve community needs. The project team's ability to expropriate land is limited to what is necessary for station construction and housing development, but the concern about the need for more park space is valuable and will be considered in consultation with the city's Parks, Forestry & Recreation department.

The project team defined a privately owned publicly accessible space (POPS) as an area on private property that is open to the public to enjoy. POPS must have appropriate signage so visitors can easily identify them as publicly accessible. A respondent flagged concern on one of the TOC design objectives, which is to create spaces to pause and gather, and inquired about what will constitute loitering instead of a "pause" in the proposed POPS.

Despite acknowledging the current limitations, respondents expressed dissatisfaction with the proposed amount of public space, and advocated for more accessible and inviting public realms, particularly along streets like Pape Avenue with narrow sidewalks. Many respondents at the open house stressed the urgent need for additional green space, expressing worries about the current parks' ability to accommodate increased usage, and asked for a commitment to provide more public spaces and parks. Respondent suggestions included repurposing parking lots into green spaces, wider sidewalks, more recreational areas, multiple shaded seating areas, commons/park space on the ground level, and enhanced landscaping with less concrete and pavement to improve the overall experience, particularly for families.

Open house respondents raised concerns about accessing parks and open spaces without relying on vehicles and advocated for more pedestrian-friendly areas, potentially with amenities like elevators to improve access. Some respondents expressed concerns about the potential impact of development on community cohesion, stressing the importance of creating inclusive spaces that foster community engagement beyond commercial activities.

Respondents at the virtual meeting inquired about what "off-site" park spaces would look like, how they would be accessible to the elderly or disabled, and how large these park spaces will be.

3.9 Local Businesses and Economic activity

Open house and survey respondents expressed concerns about the potential for TOC commercial spaces to favour corporate retail over small independent businesses. Some respondents inquired about prioritizing the return of previous tenants and reserving commercial spaces for local/independent businesses. There were conflicting opinions on a few items. For example, a respondent suggested that commercial spaces align with existing sizes and scales, and to avoid big-box store tenants as they could make spaces too expensive for local residents. At the same time, another respondent suggested allowing for store sizes larger than the proposed 10-metre width.

Respondents stressed the importance of supporting existing small businesses, particularly in light of the challenges posed by COVID-19, by renting spaces to current businesses at existing/close to existing rates in the new buildings. They were also concerned about job losses during construction and advocated for higher-wage job opportunities, particularly for essential workers.

Survey respondents were skeptical of the impact of economic activity generated by the TOC and sought clarification on the details of the new jobs created. They asked how introducing 55 new jobs in small-scale retail uses will adequately replace the existing 23 small businesses on the site.

Respondents expressed a desire to see a diverse array of small businesses, such as laundromats, bakeries, doctors' offices and pharmacies, in the TOC commercial spaces, especially considering the significant number of older adults residing in the

neighborhood. In terms of retail services, respondents proposed increasing the number of grocery stores and food establishments to meet the needs of the growing population in the area, underlining the significance of retail services for residents.

The current TOC design aims to reinforce the main street character of Pape Avenue, which functions as a local commercial destination for people to meet their daily needs. Retail storefronts are designed to be between 10 to 11m wide to retain the fine-grain retail pattern that is characteristic of Pape Village and which can accommodate smaller businesses. However, the ultimate size and configuration of retail units will be determined by the future development partner to balance community needs with the market conditions at the time of development.

3.10 Other

When LAC respondents asked about mapping of residential and commercial displacement in the transition to TOCs, the project team explained that Metrolinx has been responsible for expropriating the land for the subway construction and has a robust process around relocating tenants during construction.

The province wants to make sure that the economic livelihood, safety and cleanliness of the area are prioritized during construction of infrastructure projects. IO will share feedback from these engagement events with Metrolinx. The project team reiterated that the sites are currently under Metrolinx's control and that Metrolinx is committed to addressing local impacts of the Ontario Line construction. Metrolinx has the subway developer on board, so demolition and construction will begin soon.

Virtual meeting respondents expressed concerns about the TOC construction and its impact on adjacent buildings, its timeline and associated disruptions, citing experiences with the Eglinton Crosstown LRT project. The project team clarified that TOC construction will begin after either station or transit construction is completed, which is targeted for the early 2030s. The developer will be required to prepare, submit and adhere to a construction management plan that addresses construction mitigation measures, such as debris mitigation, noise mitigation and coordinated construction timing.

The province is seizing a unique opportunity to build complete communities around transit, to make life more convenient for Ontarians and while the disruptions from this construction can be impactful, the project team is prioritizing efforts to alleviate these impacts. Coordination with Metrolinx and the city will be ongoing throughout construction to minimize disturbance to the community as much as possible. Specific concerns with transit construction in the area can be directed to Metrolinx's community engagement teams to discuss further steps that can be taken.

Respondents asked for clarity on how this project saves taxpayers money and the project team explained that the province will be selecting a building partner through an open market competitive process, which will generate value associated with the future development. The specifics around the value created will be subject to that process and

market conditions at the time. It will also be affected by the total package of requirements that eventually become obligations of the building partner. The total value created will be used to offset the cost of transit construction, which would save taxpayers money.

4 Next Steps

Throughout this first round of public engagement, the project team collected feedback and comments from various stakeholders and members of the public through various channels, as mentioned above. Next, the project team will review the feedback summarized above alongside formal comments from the city and Authority Having Jurisdictions (AHJ) to help refine the revised concept. The project team will engage the city to align on the TOC's features, including the scale of retail units, public realm improvements, heritage conservation, etc. Finally, the project team will report back on its progress at future community engagements, sharing the refined TOC concept and providing a response to the main themes heard from the public.

Upcoming engagement activities include:

- A second LAC meeting in summer of 2024, as an interim check-in to provide an update on the project team's progress with local stakeholders;
- A third LAC meeting to share the final, refined TOC concepts with local stakeholders in the fall of 2024; and
- A second virtual open house scheduled for the fall of 2024, where the project team will present its responses to public feedback and the refined TOC concept plans.

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

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

Appendix A. Cosburn TOC: Local Advisory Committee

Membership List

For the Local Advisory Committee (LAC), Infrastructure Ontario reached out to 20+ community stakeholder organizations within one kilometre of the Pape and Cosburn TOC sites. The current LAC membership includes the following stakeholder groups:

- Nisbet Lodge
- Calvary Church Toronto
- ACORN Canada
- Lippert Music Centre Inc. & East York Music Festival
- Danforth Mosaic BIA
- Pape Village BIA
- Eastview Neighbourhood Community Center
- Pocket Community Association
- Toronto District School Board
- Danforth Residents for Appropriate Development
- Sisters of St. Joseph of Toronto

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