

Thorncliffe Park Transit-Oriented Community Final Engagement Summary Report



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TORONTO, ONTARIO

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1 Project Background

1.1 Introduction

In October 2023, the Province of Ontario announced that a Thornccliffe Park Transit-Oriented Community (TOC) would be developed near the future Thornccliffe Park station on the Ontario Line. TOCs are part of the government's plan to build new sustainable transit. The 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 Thornccliffe Park TOC site consists of five blocks, which will be developed in line with the following objectives of the province's TOC program:

- 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, which would save taxpayers money.

This report provides a record of the first and second rounds of community engagement activities that were conducted for the future Thornccliffe Park TOC.

In chronological order, the Thornccliffe Park TOC development process involves the following steps:

- Development of an initial Reference Concept Design (RCD), which was shared with the City of Toronto (the City) in fall 2023.
- Delivery of a public engagement program (conducted between January and November 2024) to share information and gather stakeholder and community input to help inform the updates to the RCD and input into the Market Offering.
- Finalizing the TOC rezoning process with the City, based on the results of the previous two steps.
- Ongoing construction of the Ontario Line Thornccliffe Park station that is overseen by Metrolinx.
- Selection of a Building Partner (a private sector developer) to deliver a TOC, using an open, fair, and competitive bidding process.
- Securing all necessary approvals for construction of the TOC to begin by the building partner.

Matters of built form and permitted uses will be covered by the rezoning process, with community input incorporated. The selected Building Partner will pursue City approvals, including site plan approval and building permits.

1.2 Revised TOC Concept

Infrastructure Ontario (IO) and the Ontario Line Technical Advisor (OLTA), in conjunction with the City of Toronto, conducted two rounds of public engagement in 2024 to present the TOC concepts to community members and stakeholders in the Thorncliffe Park area and solicit their thoughts, feedback, questions, and suggestions.

The project team (which includes IO and the OLTA), in consultation with the City of Toronto, is working on the revised concept for the future Thorncliffe Park TOC site which builds on the draft TOC concept which was shared with community members during the first round of community engagement. The revised TOC concept includes more than 16,000 square metres of office space and more than 6,000 square metres of retail space along Overlea Boulevard. The development will also provide 2,600+ residential units, including affordable housing, to enhance the availability of housing in the area. These units will be complemented by high-quality amenity spaces that act as an extension of personal living space and contribute to the overall livability of the area. An integrated transit plan will connect a new TTC bus loop at Thorncliffe Park Station with multiple bus routes and cycling infrastructure, improving accessibility and active transportation. Streetscape improvements will enhance the walkability of the neighbourhood. The proposed development will increase options for active transportation by providing more than 3,000 bicycle parking spots for future TOC residents and visitors.

2 Round One Engagement

From January – March 2024, the project team conducted their first round of community engagement for the Thorncliffe Park TOC. The purpose of the engagement was to share the draft TOC concept and gather public and stakeholder feedback.

IO, on behalf of the province, led a process in consultation with the City of Toronto to identify the community's priorities for the future Thorncliffe Park 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 draft 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 of Toronto.

2.1 Engagement Activities and Tools

The engagement tools used during the first round of community engagement are summarized below.

Notifications and Resources

- **The EngageIO Website project page:** A Thorncliffe Park TOC project page and online survey were launched at the start of the first round of engagement. The project page allows community members to find information about the TOC program, the draft concept, and the engagement to date. The website domain is <https://engageio.ca/en/ThorncliffePark> and website content has been updated throughout the engagement process.
- **Postcard:** IO notified residents and stakeholders of upcoming meetings through various channels, including the distribution of a postcard inviting residents and businesses within a 500-metre radius of the proposed TOC site to the virtual and in-person community engagement meetings.
- **Social media posts:** The Ministry of Infrastructure and IO published social media posts to expand outreach of virtual and in-person community engagement meetings.

Early Engagement Meetings: The project team hosted two early engagement meetings with community groups in Thorncliffe Park to introduce the TOC team and community members to each other, provide an overview of the TOC program, and to gain an understanding of the community's main priorities. The project team met with three representatives from the Leaside community on February 8, 2024, and with nine representatives from IAMTHORNCLIFFE, a local community organization, on February 12, 2024. Both meetings occurred virtually on Microsoft Teams for one-and-a-half-hour periods.

Local Advisory Committee Meeting #1: A Local Advisory Committee (LAC) was formed to gather community stakeholder input. The LAC, composed of 17 representatives from various local organizations, community groups, and stakeholders within roughly one kilometre of the proposed TOC site, aimed to provide collaborative feedback and guidance throughout the TOC's public engagement process. IO consulted with the OLT, City of Toronto, and local Councillor's office to ensure diverse community representation. On February 22, 2024, the project team and City of Toronto held the first virtual LAC meeting, where all members joined to review TOC program details and provide input on the draft concepts. See **Appendix A** for LAC membership list.

Virtual Public Engagement Meeting #1: On February 29, 2024, the project team hosted a virtual public meeting attended by 101 people to present the draft concept for the Thorncliffe Park TOC. The one-and-a-half-hour session was facilitated on Zoom and featured an overview of the TOC program, a detailed presentation on the Thorncliffe Park TOC draft concept, and a Question-and-Answer segment to address community needs and priorities.

Engagement Survey: For a 30-day period, starting on February 29, 2024, IO offered an online survey on the EngageIO website to gather community feedback on various aspects of the Thorncliffe Park TOC, including design, sustainability, services, economic impact, housing, and public spaces. The survey link was shared with attendees at the virtual and in-person open houses and promoted on the postcard delivered to residences within a 500-metre radius of the TOC sites. Overall, 27 responses were received.

In-Person Open House #1: On March 7, 2024, the project team held an in-person open house at the Cypriot Community Centre where 97 community members attended and

provided feedback on the draft Thornccliffe Park TOC. The one-and-a-half-hour open house featured 11 project boards displaying the neighbourhood context, concept overview, and design goals. The project team members and city staff engaged with community members in conversations one-on-one or in small groups about different aspects of the TOC - project. Community members' feedback was recorded, and they were encouraged to share any further feedback using the online survey portal or by completing the written survey, available at the open house.

Translations of TOC factsheet: A high-level summary of the TOC program including background, timelines, and benefits of the TOC program and the Ontario Line is translated from English into five of the main languages spoken in the community including Arabic, Gujarati, Urdu, Farsi, and Pashto. Translated materials are available on the EngageO website and were made available at the in-person open house.

2.2 What We Heard in Round One

The first round of community engagement gathered participants' feedback and questions on a wide range of topics, including housing, transportation and transit integration, density, community services, local businesses, and much more. These topics are captured in detail in the first [Thornccliffe Park Transit-Oriented Community Engagement Summary Report](#).

Housing

Participants throughout the engagement process sought clarification on the type, size, and tenure of housing proposed for the Thornccliffe Park TOC, emphasizing the need for family- and senior-friendly housing, affordable homeownership options, and deeply affordable rental housing. Participants also emphasized the importance of ensuring long-term residents of the neighbourhood have priority access to the new housing. The project team clarified that the engagement's primary goal is to understand community needs, including expectations for affordable housing targets, which will be further discussed with the city. Decisions about zoning for the site will be made first and will outline the building form and space expectations. Details about unit layouts, types, and tenures will be determined later, at the site plan stage or through building partner agreements with the Ministry of Infrastructure.

Density and Design Compatibility

Participants voiced mixed opinions on the proposed density of the Thornccliffe Park TOC. While some were concerned about the scale of development and its potential to overwhelm the area, others appreciated the use of setbacks to reduce height impact. The project team explained that Thornccliffe Park's density is growing, similar to developments along Eglinton Avenue and in other parts of the city, and that the provision of rapid transit can support increased density. The city shared that they are considering further studies to support growth at Thornccliffe Park.

Transportation and Transit Integration

Participants asked about bus routes changes, specifically for routes 81 and 88. The project team clarified that route 81 will be replaced by the Ontario Line, while route 88 will end at Thornccliffe Park station. Other TTC services, including an extended route 72 and the existing route 25 A/B will stop at the new station. The station will connect to a transit plaza and Privately Owned Public Space along Overlea Boulevard, providing barrier-free access.

Traffic congestion concerns were considered in a Transportation Impact Study, which found sufficient road capacity to handle current and future demand. Though the area will still see a notable amount of traffic because of its connection to the Don Valley Parkway, the subway will help to moderate some of this traffic impact. Underground parking for about 1,200 cars and trucks across three levels is contemplated in the RCD (the design proposal that is currently on the Engage!O website), however the intention is to prioritize pedestrian-friendly design and a proposed active transportation network, including cycling lanes.

Community Benefits

At the TOC open house, respondents stressed the need for a strong Community Benefits Agreement (CBA) to ensure culturally sensitive and inclusive community services and facilities. They emphasized that a CBA should advocate for local employment opportunities during and after construction, guarantee the fulfillment of service needs, and address the residents' involvement in economic activity. The project team acknowledged the community's interest in having a CBA as part of the TOC program and noted that discussions on this topic are ongoing.

Community Services and Facilities

Participants raised concerns about local schools, which are perceived to be over capacity. The project team explained that they are working with the Toronto District School Board (TDSB) to address these capacity issues. Considerations for busing students will be determined by the school board. To address concerns around school capacity, childcare, and other community services, the project team prepared a Community Services and Facilities (CS&F) Study. Participants also expressed a need for improved local amenities, including renovated community spaces, an Islamic school and, inclusive facilities for seniors, medical services, and youth. The project team elaborated that in accordance with city policies, developments 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. Broader community benefits and community feedback are crucial to shaping the design of the development and its amenities. The future TOC building partner will support community improvements through the Community Benefits Charge.

Environmental Sustainability

Participants stressed the importance of sustainability, advocating for environmentally friendly building practices with high green standards, such as green-roof buildings and

geothermal district heating. Participants also raised concerns about the environmental health of residents living near the Ontario Line Maintenance and Storage Facility and inquired how transit-related pollution would be addressed. The project team indicated that it is preparing a Land Use Compatibility Study to assess and mitigate potential impacts from nearby land uses.

Public Spaces and Parks

Participants emphasized the need to protect and expand green spaces, expressing disappointment with tree removals and the limited park space in the TOC proposal. Open house participants requested more parkland and green spaces to accommodate increased density and meet the community's needs, as well as improved connections to neighbouring areas like Leaside. Some survey respondents also called for more active transportation infrastructure, including cycle tracks and pedestrian-friendly streets. The project team explained that the proposed public park, which meets city requirements, will be 2,596 square metres and will be given to the city. Additionally, 3,400 square metres of Privately Owned Public Space will be included. Combined, they'll result in more than 30 per cent of the site being dedicated to parkland and open space that is available for public use.

Local Businesses and Economic Activity

Participants urged the project team to ensure that the TOC project creates employment opportunities, particularly to keep young people safe and engaged in the community. They suggested initiatives like job boards and training programs to prepare residents for the jobs described in the TOC draft concept. While the project team clarified that these employment opportunities are new positions and local hiring requirements are not yet mandatory, they emphasized that the feedback would be relayed to the government. Respondents also expressed concerns about high commercial rental rates and the impact of the development on local businesses, especially those serving low-income residents, and requested that displaced businesses return post-construction.

2.3 Addressing Feedback from Round One

Feedback from the first round of engagement for the Thornccliffe Park TOC site was organized into a set of key themes. Those themes were further divided into three groups by the project team:

- Changes to revise the concept;
- Changes that are still being assessed or will be resolved in the future by a building partner;
- Details that will not change.

All three groups of themes were addressed ahead of the second round of engagement activities.

2.3.1 Revisions to the Fall 2023 Concept

Public Spaces and Pedestrian Experience

The design adjustments in the revised TOC concept include increased building setbacks in areas around Overlea Boulevard to expand public spaces. This approach provides additional space for pedestrians, trees, and public use, enhancing the community realm.

To further support pedestrian comfort, the additional setbacks create space in planting zones for tree growth along the subway guideway, allowing trees to reach a good size while maintaining safety and operational functionality for both buildings and transit. This design aims to offer shaded areas, important for pedestrian comfort, especially in warmer weather.

Increased setbacks in the TOC concept will pull back building edges, providing more room for trees and pedestrian movement between the proposed buildings and the guideway. This revision is especially evident around the Thornccliffe Park station, enhancing the public realm and addressing the community's request to prioritize pedestrian-friendly design.

2.3.2 In-Progress/Future Updates

Local Businesses

Local business and employment space within the TOC highlight designated retail areas and are strategically positioned near parks and plazas to enhance the public realm with complementary services. An office tower could support various professional services, potentially including medical or community offices. These features will preserve nearly as many jobs as currently exist in the area.

The TOC's future retail and office tenants would create ongoing employment, which could benefit the community over the long term. The project team acknowledges the need for retail spaces to attract local businesses both big and small and the footprint will accommodate the options.

Although final tenant selection lies with the building partner, the team intends to communicate community preferences for local businesses. This approach seeks to balance local needs with future commercial flexibility.

Framework for Community Services

Specific community services have not been finalized however the zoning framework allows for a wide range of potential services without restrictions, supporting future decisions on community benefits within the TOC. A portion of the site's allocated floor area will be dedicated to non-residential uses, including retail and office spaces to support living and working within the community. Additionally, amenity spaces like gyms

and meeting rooms in residential buildings will adhere to typical city requirements, ensuring they meet standard expectations without imposing additional constraints.

The project team noted that key community services identified as priorities include daycare, community agency spaces, and school facilities. As such, the project team is currently assessing if and how these can be incorporated into the TOC. While final decisions about community services have not been made, updates will be provided on EngageIO.ca. The team also clarified that future building partners will have access to the engagement summary report that captures the community's priorities, ensuring these needs are communicated and considered in the final development plans.

Housing

The province, city, and project team are collaborating on the potential for affordable housing delivery. Part of this effort involves the Value Allocation Framework, an agreement between the province and city to fund community benefits like affordable housing.

Additionally, the city is addressing a council motion from May 2024 to explore strategies to maximize affordable housing in TOCs, with a focus on achieving 20 per cent affordable units. Working with a consultant, the city is conducting a feasibility analysis involving financial assessments of various TOCs citywide. The findings were presented to the [Planning and Housing Committee on December 5, 2024](#).

The TOC design reflects the character of Thornccliffe Park, where many households are larger than average. The revised TOC concept for Thornccliffe Park currently proposes a higher percentage of two- and three-bedroom units than the city's minimum requirement of 25 per cent for these unit types. This approach is intended to better accommodate larger households in the community. Although the unit mix may be adjusted by future building partners the team aims to address the needs of Thornccliffe Park's diverse household sizes in the TOC's design.

Parking

For parking, the project team plans to follow the city's zoning standards, which do not mandate minimum parking requirements for residential or commercial spaces. Building partners will have flexibility to decide on parking provisions based on assessments of need.

2.3.3 No Change/Additional Information Provided

Height and Massing

The area around the future Thornccliffe Park subway station is ideal for increased housing density due to its accessibility to transit. Most of the TOC area is within a 400-

metre radius or five-minute walk of the station, making it a prime location for higher-density, mixed-use development. The proposed towers will have smaller footprints than existing towers in the area, which helps to minimize their visibility in the skyline and reduces the duration of shadows they cast.

A shadow study has been conducted using the autumnal equinox as a reference point, which provides a median level of shadowing for the year. The study shows that generally shadows do not crossover Overlea Boulevard towards the community until the shortest days of the year, when they move closer to the mall. It also shows that shadows primarily fall west of the site, mainly affecting transmission lines, rail lines, and the future maintenance and storage facility (MSF). The study shows that shadows move quickly throughout the day, which is beneficial for nearby parks and streets.

To further mitigate shadow impacts, the team strategically placed shorter buildings on the southern and western edges to limit shading on adjacent townhouses and commercial areas as shown below. The proposed public park will receive ample sunlight throughout most of the day and is expected to experience some shading in the late afternoon, ensuring it remains a well-lit and pleasant space for the community.

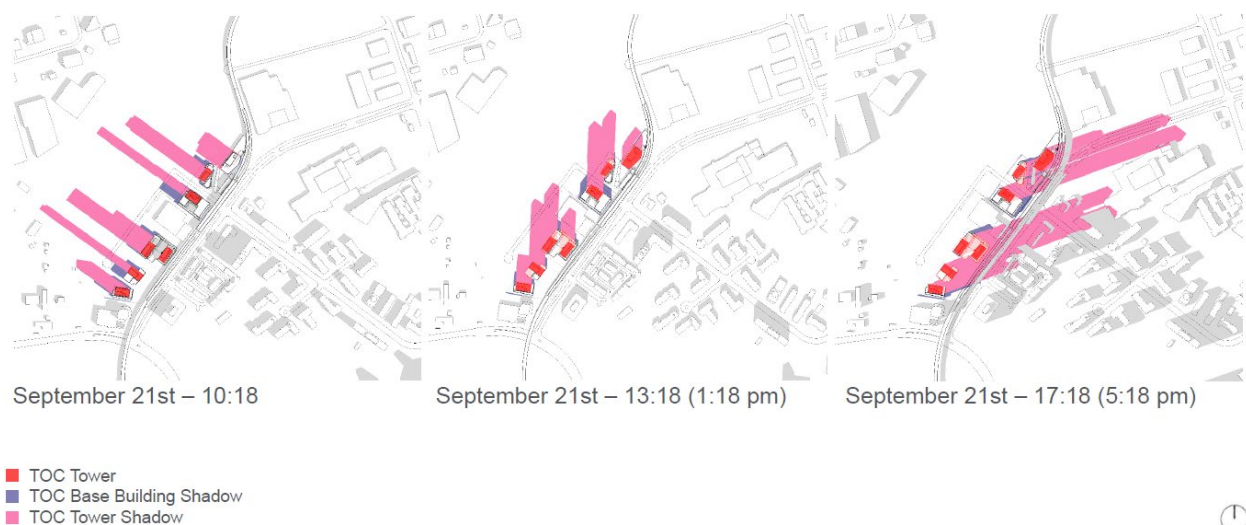


Figure 1 – Proposed Shadow Impact

Public Spaces and Pedestrian Experience

The TOC will include about 2,500 square metres of public park space on the west block to fulfill the parkland dedication which complies with the Provincial Planning Act and the City's Municipal Code. Privately-Owned Public Spaces will provide extra gathering areas, further enhancing the public realm. There will also be a bus loop and a transit station plaza, which is an open space that is in front of the entrance of Thornccliffe Park Station.

Thorncliffe Park is in proximity to several existing parks, such as Ernest Thompson Seton Park, R. V. Burgess Park, and Leaside Park, which are within a 10- to 15-minute walk from the TOC site. The space under the future Ontario Line elevated guideway will be under Metrolinx's jurisdiction, and as such Metrolinx is exploring public realm improvements for it.

Environmental Sustainability

The TOC design promotes sustainable development through detailed guidelines on transportation, energy efficiency, water management, and tree integration. Although the project is in the early stages, initial sustainability considerations have been incorporated, with the future building partners being required to meet applicable standards.

A Noise and Vibration report has also been prepared; it assesses the prospective impact of the noise and vibration levels from the Metrolinx OMSF (Operations, Maintenance and Storage Facility) on the community as well as recommends means to mitigate these disturbances. While these facilities are typically low-noise, design recommendations (such as building orientation, material choices, and unit layout) aim to mitigate potential noise impacts, drawing on similar examples elsewhere in the city. The recommendations in the Noise and Vibration report will be provided to future building partners.

Roads and Infrastructure

The project team conducted a traffic analysis for both current and future conditions, factoring in future traffic trends and secondary plans, such as the Don Mills Crossing Secondary Plan and the Laird In Focus Master Plan. The analysis also accounted for public transit use based on the existing bus-only services which is significant; about two-thirds of the population use transit, walking, or carpooling rather than driving when traveling. The proposed development will continue this trend, with a focus on transit-oriented living and non-motorized modes of transportation that require human physical activity such as walking or cycling.

The project is replacing car-centric uses with developments favoring transit and active transportation, which will help manage future growth in trips without causing major congestion. Strategies to manage traffic include limiting parking, providing car share and bike share services, adding bike lanes, and optimizing traffic signals. These efforts, combined with the area's existing road network, will ensure that traffic can flow efficiently as the community grows.

The project team conducted a functional servicing report and a comprehensive analysis of the water and wastewater systems for the Overlea-Thorncliffe area to ensure they could support the additional development. The project team's analytical approach included creation of detailed hydraulic models to examine whether the water and wastewater infrastructure could handle the increased demand from the new towers and their residents.

The team evaluated the capacity of the sanitary system, which drains into a large wastewater treatment plant, and confirmed that it could accommodate the increased flow from the new development. Similarly, they analyzed the drinking water system, extending their assessment to include Don Mills Road and Leaside areas, and found that the system could provide sufficient flow and pressure to support the new development.

3 Round Two Engagement

From June to October 2024, the project team conducted a second round of community engagement to update the community on what was heard, share the revised concept, verify the feedback received during the first round of engagement, and gather feedback on the revised TOC concept.

The second round of community engagement for the Thornccliffe Park TOC site included two LAC meetings and one virtual public open house.

3.1 Engagement Activities and Tools

The following section summarizes the engagement tools used in the second round of community engagement.

Local Advisory Committee (LAC) Meeting #2: On June 24, 2024, the project team held the second virtual LAC meeting with 13 LAC representatives to review what was heard from stakeholders and community members during the first round of community engagement and verify the key themes heard from the community.

Local Advisory Committee (LAC) Meeting #3: The project team held its third and final LAC meeting with nine LAC representatives on October 3, 2024, to present updates to the concept plan for the Thornccliffe Park TOC. This included changes that are reflected in the revised concept, changes that are still in progress or may come in the future, and areas where no changes have occurred because they are out of scope or have been accounted for already. Members of the LAC were asked to share the presentation and minutes within their community networks.

Additional Stakeholder Meeting: IO met via Microsoft Teams with representatives of A77, a local grassroots organization that is interested in revitalization projects. While A77 had missed the opportunity to participate in the public engagement activities that occurred between January and October 2024, IO connected the organization with Metrolinx so they can find out how to get involved in stakeholder discussions underway for the Ontario Line.

Virtual Open House (VOH) #2: To conclude the public engagement process, on October 10, 2024, the project team hosted a virtual public meeting for the Thornccliffe Park TOC. The project team distributed postcard invitations within a 750-m radius, increasing the distribution area in response to stakeholder feedback to increase the

distribution zone. The two-hour engagement session was attended by 57 members of the public. It was facilitated on Zoom and featured an overview of the TOC program objectives and timeline, detailed presentations of the updated TOC concept, and a discussion with community members.

3.2 What We Heard in Round Two

The following is a summary of participants' feedback gathered from the second round of community engagement events, which discussed the revisions outlined in the Addressing Feedback from Round One section.

3.2.1 Affordable Housing and the Risk of Gentrification

VOH participants inquired into the city's definition of Affordable Housing and its application to the TOC. The city representative verified that affordable housing is defined by Official Plan Amendment (OPA) 558, with details available on the city's website. As TOC plans proceed, the city will ensure building partners adhere to this definition as it may apply to the TOC and while the project team has not yet committed to a specific affordable housing target, they recognize its importance to the Thorncliffe Park community. The project team noted that affordable housing is a recurring theme across all TOC engagement events, and community feedback has been shared with provincial policymakers to guide affordable housing considerations in the TOCs.

Protections against "renovictions" for tenants with low-cost rent and rent protections for new rentals were also a topic of interest. The project team clarified that rent control policies are provincially regulated. The city further explained that provincial policies protect rental units built before 2018 unless they undergo renovations and referred to the City of Hamilton's renoviction bylaw and the Jane and Finch Community Development Plan, which addresses similar issues, as potential models that could be considered for Thorncliffe Park.

3.2.2 Tenure and Size of Units

The composition of unit tenure in the TOC was requested, and the project team explained that this decision will be up to the building partners and is outside the current project's scope. Another participant inquired if the city would advocate for more two- and three-bedroom homes during final plan approval, emphasizing that these decisions will impact the community long-term and raise concerns about building partners' control over plans. The city clarified that building partners would need city approval for their plans, meaning the city will retain authority over the final designs, with guidelines for family-friendly units enforced.

Highlighting the community's need for more than the minimum 25 per cent of two- and three-bedroom homes, another participant pointed out that many multi-generational families in Thorncliffe Park cannot fit into a one-bedroom unit. The city agreed, stating they would consider this need during the review process, though the final outcome will depend on the chosen TOC building partner.

3.2.3 Community Spaces and Facilities

The city shared that when it comes to community spaces, they look to see if there is community agency space available for non-profit groups to operate in. This could be a community kitchen, a meeting room space, or some other place where local organizations can gather and organize. There are city standards for the specifications and sizes of these spaces, and the city sees this TOC as a prime opportunity given its considerable size.

Concerns were also raised that the Thorncliffe Park recreation centre is over-capacity, under-resourced, and smaller than other city facilities, lacking amenities like indoor pools and standard-sized basketball courts. It was also highlighted that there is a need for more youth recreational spaces, such as gyms, pools, and hockey rinks, along with public seating spaces. More benches along sidewalks were also requested to help pedestrians rest during walks.

3.2.4 Height and Density

When discussing the compatibility between the existing buildings and the proposed towers, the project team explained that there is a range of tower heights along Thorncliffe Park Drive with many that range from six- to eight- storeys and some that reach about 30 storeys tall. In comparison, the shortest proposed building within the TOC is 13 storeys tall. The proposed density is appropriate for the type of transit infrastructure being constructed. Reducing the building heights on the sites would decrease density below the level required to justify higher order transit (i.e., subway, LRT) and reduce the amount of housing that can be provided. While lower buildings could be constructed, there is a strong commitment to creating much-needed housing within the community, as well as across the city and province.

3.2.5 School Space Allocation

Participants throughout the public engagement process expressed concern about the potential for a significant increase in population density in Thorncliffe Park, noting that it could triple the number of people from just under 70 people per hectare to a targeted 200. They questioned the availability of new schools, social services, healthcare facilities, parks, and infrastructure to support this increased density. The project team clarified that the targeted density of 200 people per hectare includes both residents and jobs.

Participants raised concerns about possible overcrowding that might force students to attend schools elsewhere, potentially widening divisions between current and incoming residents. They emphasized the need for equity, preventing segregation, and ensuring fair distribution of school populations.

Design and feasibility studies are underway to explore providing a school in Thorncliffe Park TOC. The school board is responsible for evaluating school capacity needs within a community and reviewing demographic trends to guide future planning.

3.2.6 Connection Between the TOC and the Leaside Business Park

In the second LAC meeting, participants expressed satisfaction with the progress made after the first round of engagement and inquired about efforts to increase connectivity between Thorncliffe Park and the Leaside Business Park, given the closure of the Beth Neilson Drive-Thorncliffe Park Drive link. The project team explained that connecting these areas is challenging due to barriers like the CN rail line, the Maintenance and Storage Facility for the Ontario Line, and the Hydro Corridor, as shown in the TOC site plan below. While Millwood Road offers the an access point to Leaside that is close to the TOC. , The city noted that no new connections are currently planned, but it would consider the possibility of future links.

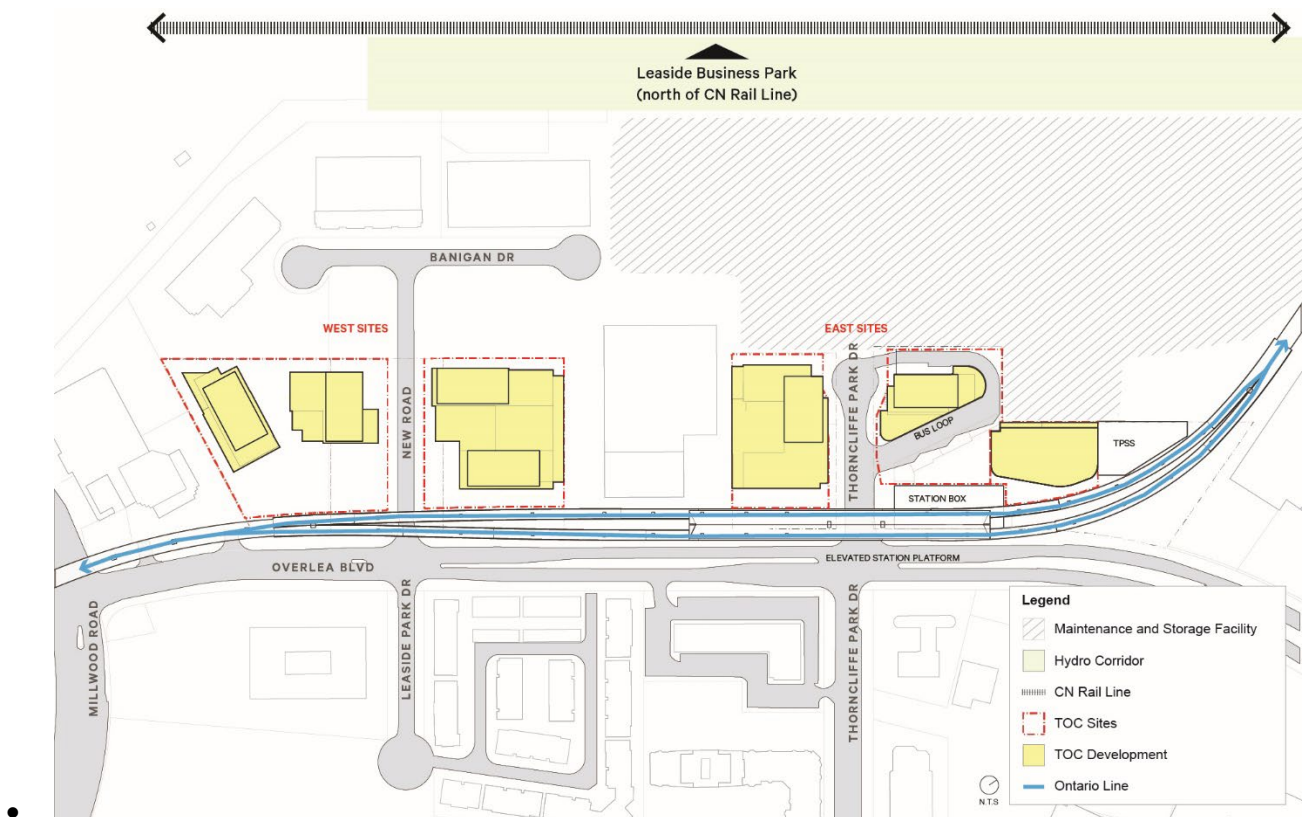


Figure 2 – TOC Site Plan

In the final LAC meeting, after evaluating the feasibility of a physical connection between Thorncliffe Park and Leaside Business Park, the project team and the city concluded that it is impractical at this stage. Factors include the distance between areas, barriers like the hydro corridor and railway, and the non-complementary uses of each area. Additionally, establishing this link is outside the TOC scope and would require complex property negotiations with Canadian National Railway, Canadian Pacific Railway, and Hydro One. Instead, the existing Millwood Avenue connection will remain the primary link and it will provide future enhancements for pedestrian and cyclist accessibility.

3.2.7 Construction Impacts and Delays

A VOH participant expressed concerns about the impact of prolonged TOC and subway construction (e.g., disruptions, noise) on local property values. The project team acknowledged these concerns, noting that while large-scale construction can be disruptive, the TOC program is expected to bring long-term benefits and enhance property values. To manage potential delays, the team explained that contractors are motivated to stay on schedule, though unforeseen issues can arise. City staff highlighted that a construction management plan with measures to reduce disruptions is in place for the Ontario Line and is overseen by Metrolinx. The construction management plan applies lessons learned from previous projects like the Eglinton Crosstown. Construction of the TOC at Thorncliffe Park will mostly occur off major roads thus minimizing community impact. Additionally, building partners must coordinate construction activities per the city requirements.

Another participant questioned the impact of construction on local businesses, asking if these businesses would be prioritized for new retail spaces post-construction and whether construction hours would be limited to reduce noise. The city acknowledged the business displacement issue and noted that while Metrolinx has approval for 24-hour construction for transit, the TOC development would adhere to the city's noise bylaw, which restricts construction hours from 7 AM to 7 PM on weekdays and shorter hours on weekends.

3.2.8 Traffic Management and Transit Integration

Concerns were raised regarding the traffic study's assumption that only 30 per cent of Thorncliffe Park residents use cars, citing heavy traffic on Millwood Bridge, which is regularly used by commuters. While the Ontario Line may ease downtown travel, this participant questioned its impact on east-west travel. The project team clarified that the 30 per cent figure reflects current driving habits based on a resident survey and explained that Millwood Bridge serves not only Thorncliffe Park but also other neighbourhoods, with traffic from drivers diverting from Don Valley Parkway and other arterial roads. They emphasized that the Ontario Line, along with connections like the Eglinton Crosstown and Scarborough Subway Extension, will improve transit access across the city and make it a more attractive travel option than at present.

A participant also inquired about Leaside Park Drive, asking if it will be a dead-end at Banigan Drive or connect to Millwood Road, given the congestion at Overlea Boulevard and Millwood Road. The city responded that there are no plans to extend Leaside Park Drive due to land ownership issues with Ontario Hydro's substation and transmission tower corridor as shown in the TOC site plan above.

Participants asked whether buses would remain in the neighborhood to help older residents reach the local station and whether there will be below grade access to the station. The project team confirmed that a bus loop would be included in the new station design and that route 81 will be replaced by the Ontario Line, while route 88 will end at Thorncliffe Park station. Other TTC services, including an extended route 72 and the existing route 25 A/B will stop at the new station.

The project team also explained that Thornccliffe Park station would be on an elevated guideway, with no significant underground infrastructure to connect to, as tunnels would be financially challenging, hinder future redevelopment and could create safety issues. Instead, creating lively street fronts to link to the station is preferred for promoting community interaction.

3.2.9 Parking Provisions

In the second LAC meeting, the project team confirmed that while they are considering refinements to the TOC, the parking ratio has not changed significantly. The revised concept for the TOC has a range of parking ratios from 0.3 to 0.4 per unit of housing, which is supported by the Traffic Impact Study that indicates an overall reduction in car use with the proposed new subway and bicycle infrastructure. However, a LAC participant pointed out that despite the fact that this will be a Transit-Oriented Community, many residents will still need parking spaces and may park in inappropriate areas, such as business or mall parking lots. They highlighted existing parking issues behind 1 Leaside Park Drive where traffic overflows from the park and other public amenities and damages property. The respondent expressed concern that having fewer than one parking space per unit, especially for larger units housing multi-generational families, could worsen these issues.

Other LAC participants inquired if further studies had been done on the project's impact on traffic and safety beyond the Thornccliffe Transit Impact Study and whether there were plans to enhance parking at Leaside Park or build a parking structure at the mall, similar to one at the Shops at Don Mills. The project team explained that the parking being considered aims to accommodate projected transit users and avoid undue parking impacts. The expansion of parking at the mall or Leaside Park is outside the TOC scope, but city staff will check with the parks department about any such plans for Leaside Park.

In the final LAC meeting, a participant asked about parking infrastructure for the influx of new residents and whether a traffic management plan would address local congestion. The city clarified that there is no minimum parking requirement for the site, and parking provision will be determined by the future building partner. Based on similar sites, the current transportation study estimates that 35 per cent to 40 per cent of units may have parking, reflecting the connectivity of the nearby Ontario Line station and local pedestrian and cycling paths, which support lower vehicle ownership and parking rates in the TOC.

3.2.10 Support for Employment Opportunities and Small Businesses

Once a building partner is selected through an open and competitive process, small businesses will have opportunities to connect with them regarding potential business opportunities. Metrolinx also has a community benefits program that may provide small businesses with additional chances to participate in the subway project.

The revised TOC concept includes employment space designed for a mix of retail and office uses, aiming to support a variety of jobs. While there are currently no requirements mandating local hiring by building partners, the feedback from the community has been

relayed to the government. During the virtual open house session, a participant asked whether the project's job density would lead to a net gain or loss of jobs due to land expropriations. The city responded that the TOC proposal includes a substantial amount of non-residential space, which is expected to replace jobs lost at close to a one-to-one basis.

3.2.11 Other

A participant inquired about measures to mitigate bird collisions with large glass areas, particularly if the construction site is located on a major migration route. The city responded that the TOC will follow bird-friendly design guidelines requiring glass facades to incorporate visible markers that help birds recognize solid surfaces. These markers can consist of patterns or artwork. The guidelines have been in place for several years and have significantly decreased the frequency of bird collisions in developments that implement these measures.

A LAC participant raised concerns about an odour coming from the nearby North Toronto wastewater treatment plant and asked if the scope of the TOC includes an odour mediation plan since there will be a significant influx of new residents. The project team explained that the assessment of water and wastewater systems looked at the capacity of the sanitary system to convey the flow of water for the Thornccliffe Park community. The flows from this community do not go to the nearby treatment plant but instead go down to the Ashbridges Bay wastewater treatment plant. The project team will flag this concern with Toronto Water and strongly recommends that residents in the local community directly engage with Toronto Water as it is responsible for addressing this issue.

4 Next Steps & More Information

The community engagement process was designed to collect input from the community and key stakeholders to inform the design development. The process resulted in the community's identification of key themes, priorities, and benefits, which are summarized here. The Thornccliffe Park Final Engagement Summary Report will inform the direction of future plans and designs of the Thornccliffe Park TOC. Now that the engagement process is complete, the project team will move towards concluding the TOC rezoning process. Metrolinx will continue to construct the Thornccliffe Park station, elevated guideway and other required infrastructure as part of the Ontario Line subway project. During the subway construction, IO will conduct an open, fair, and competitive bid process to identify a development partner to deliver the Thornccliffe Park TOC. After a development partner is selected and required approvals are in place, TOC construction may begin following the completion of the Ontario Line's transit infrastructure.

All project-related materials and recordings from public engagement activities are available at <https://engageio.ca/en/ThornccliffePark>.

For any TOC-related inquiries, the public can 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
- Leaside Park Terrace Condominium Corporation Board
- Leaside Green Condominium Corporation Board
- 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
- IAMTHORNCLIFFE
- **Note:** The City of Toronto recreational facilities, such as libraries, arenas, and community centres, are not included in the LAC membership list, as the city coordinates consultation with them.