



May 4, 2026

Dear Residents of Etobicoke Centre,

I am writing to provide you with a number of updates and recently identified local concerns. I hope that you find this information helpful and encourage any questions or comments you may have about these matters or anything else happening locally.

3838 Bloor Street – New Women’s Shelter

As I have outlined in previous communications, 3838 Bloor St. is a Toronto Public Service-led project to construct a new women's shelter in the Six Points area. On Thursday, the City's Planning and Housing Committee will consider a staff report which recommends approval to modify the City's Official Plan and the Zoning code at 3838 Bloor St. These changes are required to expand the existing former retirement home building on site and to permit a larger shelter facility which meets the functional and spatial requirements of the planned (approximately) 60 beds.

There are two main approval parts the report which I may summarize as follows:

The first is a change to the City's Official Plan to exempt this location within the Six Points Etobicoke Centre planning area from the requirement for retail at-grade along the Bloor Street West frontage. This is an important change because the Secondary Plan calls for pedestrian oriented streetscape and retail at the ground floor level to help ensure a vibrant main street shopping area for the community into the future. As a shelter, this facility will be residential in nature, and its main entrance does not qualify as a storefront.

The second change is a zoning By-law Amendment required to vary certain performance standards including for maximum building height, minimum setback, lot coverage, and landscaping requirements for the front and rear portions of the lot. This is to allow for a larger building with two additional stories beyond what currently exists with the retirement home on the site.

The architectural design of the shelter calls for a 13.9 metre tall building, yet the staff report recommends approval of 19 metres of height. This is a mismatch, and raises additional questions about why the additional height permission is being recommended even though it exceeds the plans for the building. The report suggests that the amendments have also been drafted to ensure the site could become supportive or affordable housing as community needs evolve in the future. In my view, the City should

go through a new public consultation process if additional changes are sought in the future.

Only three parking spaces (2+1 accessible) are provided in the rear, and this presents a practical issue because it is unlikely to satisfy the needs of the staff or the shelter residents. Unlike downtown areas, long term or overnight on-street parking on nearby streets is prohibited, and any public parking lots are a long distance away. There are also concerns about how garbage and recycling will be handled through the rear laneway, and where the bins will be set out for collection.

I have a number of concerns about the redevelopment proposal. I expressed these earlier in the process and asked that the project be paused to allow for robust public consultation. Regrettably City Council took a position to allow the process to move immediately ahead without securing public consultation. Involving the public in the Official Plan and Zoning change approvals at this point is mandatory, and comes at a late stage after the City purchased the property, commenced redevelopment planning work, and partnered with a third party shelter operator.

There are mixed views on the establishment of a shelter at this location from residents, with the majority in opposition. However this approval is only about changes to the building size and form, and not the shelter use of the site. Many residents have similar concerns about the changes and the practicality of the particular site as a shelter location even with the proposed modifications. If you would like to be involved, you may write to the Committee or you may register to speak at the Committee meeting through link below. If approved, this item will be considered for final approval at City Council on May 20, 2026.

<https://secure.toronto.ca/council/agenda-item.do?item=2026.PH30.3>

Illegal Wire Frame Plastic Bag Advertising Signs on Public Property

With the arrival of spring, it is the start of another season of illegal plastic bag advertising signs popping up mysteriously overnight, and creating visual pollution to our streets and distractions to drivers. They often advertise home improvement or maintenance services, and may not even have a company name on them.

Residents should be aware that these signs are illegal. If someone has placed one in the public boulevard in front or beside your home, you can take it down and dispose of it. You may also call 311 to report a sign, including the variety that are mounted on a utility pole.

Of note, the City does allow certain exemptions for open house signs, garage sale signs, and official Toronto “Slow Down” signs. There are also other exemptions for temporary signs you authorize on your own private property, for example home service signs for work done at your home in the last 30 days.

Sneaky advertisers rely on confusion over rules and through high volume placement of these cheap signs. An overview of temporary sign rules is found on the City’s website

here: <https://www.toronto.ca/services-payments/permits-licences-bylaws/temporary-signs-licence/>

Residents may wish to consider carefully before patronizing a business advertised through illegal signs. These overnight signs create an unfair advantage over local service providers that follow the rules.

Changes to the Rules Which Protect Private Trees

Toronto City Council made several recent changes to the rules protecting trees growing on private property in the City. Although there were several technical changes, some key changes include:

The first change is to create a new category of distinctive large trees, over 61 cm / 24” in diameter. Application for a permit by private property owners to remove or destroy their Distinctive Tree will face greater scrutiny from the City.

A publicly funded City pilot program at a cost of \$50,000 is under development to pay out grants to owners of distinctive trees. While the details are still under review, 20-25 sites are envisioned to receive up to \$1,500 to help offset tree maintenance costs. Certain areas of the City are anticipated to receive priority including neighbourhood improvement areas and those with low equity scores.

There were a number of technical changes to support tree bylaw enforcement. For example, the stump diameter in the ground may be used to determine a protected tree where the trunk has been cut down and already removed.

There is a new permit application fee for Ravine Bylaw protected trees, found within certain defined areas of the city near ravines and natural areas.

Finally, City Council provided support and direction to set a new lower threshold to establish bylaw protected private trees. Currently the protection bylaws apply to private trees 30 cm (aprox. 12”) trunk diameter and above, measured at breast height. The new threshold is proposed at 20 cm (aprox. 8”). This means that if you have a tree between 8”-12” in diameter, the City is considering enforceable bylaws to prohibit you from injuring or removing your tree. Permit applications to remove trees face great scrutiny, and are routinely refused. A report for final consideration will come to Council likely in 2027.

This last point represents the City government exerting control over 300,000 trees across this city located on private property. I have significant concerns with this change and it appears to be a solution to a problem that does not exist. There is little evidence that there is an issue with too many people cutting down small trees in Etobicoke Centre. I opposed this report at Council as it is government over-reach and can have serious consequences and great costs to homeowners in certain circumstances.

New Crosswalk on the East Mall

City Council approved the construction of a new crosswalk on the East Mall just north of the intersection with West Dean Park Drive. This is a difficult location for pedestrians, and the new crosswalk provides an opportunity to make TTC stop accessibility improvements along the western side of the road, against the highway sound wall.

The TTC stop improvements on the East Mall are well supported by the West Deane Park community, and particularly along Beaver Bend Crescent. The TTC had previously planned to re-route the 111 East Mall bus away from the main road and through the internal narrow streets. The new stop improvements mean that the bus can stay on the original route, and save time for riders.

250 Wincott Dr. / 3650 Eglinton Ave. W. Richview Square Development Proposal

Back in 2021, City Council approved a redevelopment proposal at the Richview Square Plaza site to provide three infill apartment buildings of 11, 11 and 13 storeys in height while retaining much of the original plaza, and through the sale of City land fronting Eglinton. To the dismay and frustration of myself and many residents, a new application was filed in 2023 with several changes including to dramatically increase two of the buildings in height, revising them to tall towers of 24 and 29 storeys, and eliminating the new grocery store.

From 2023 to 2026 the community and I once again mobilized to resist the over ambitious development proposal and to protect the long-term viability of the local shopping plaza.

Following the publishing of a supportive staff report, the Etobicoke York Community Council recommended approval of the new application along with a crucial amendment on February 18, 2026. My revising motion made for better planning and community improvements by changing the new proposed internal private laneway to a proper public street, complete with appropriate building setbacks.

In a shocking turn of events, the developer appealed the application to the Ontario Land Tribunal (OLT), on March 19, 2026, citing City Council's failure to make a decision on the application within the time period prescribed under the Planning Act. After three years of work by the various stakeholders on this application, it was appealed just three days before final consideration by Council, and with provisional approval recommendations from Community Council.

City Council supported my amending motion to ensure that the City Solicitor works to secure a public street in the new development proposal as it is considered by the Ontario Land Tribunal approval authority. The timing of this decision is unknown at this time. In the meantime, the developer has several pre-existing approvals for the eastern-most building and may proceed with that revised 14 storey building independent of the tribunal process.

My heartfelt appreciation goes to the Richmond Gardens Ratepayers and Residents Association and community members of the Richview and Princess Anne Manor

neighbourhoods who worked tenaciously to influence positive changes to this proposal, and provided me grass roots support to underpin the Council decisions.

Martin Grove Transit Oriented Community Development Proposal

The Ontario Government had previously announced their intention to create Transit Oriented Communities at several of the subway station locations along the new Eglinton underground transit line. Recently the Ontario Government filed an application with the City of Toronto for a new Transit Oriented Community development located at the north east corner of the intersection of Eglinton Avenue and Martin Grove Road. The overall process for finalizing approvals for Transit Oriented Communities is different than a typical private development proposal facilitated through the City's approval system. The Province of Ontario is planning public meetings in June to provide additional details about their development proposal. The information published to date mentions that there are approximately 680 new homes and 30 new jobs in new retail and general commercial space planned for this location. Furthermore, it is known from other nearby developments that there are height limitations due to the airport flight operations, and these will affect the final form of the building envelope limit. The Province maintains a website with some of the details of this proposal located [here](#) and another website [here](#). The Province will be advertising their public meetings through their own processes. A mail-out meeting notice is anticipated to go out to the community in the area of the proposal in the coming weeks.

Additional Transit Oriented Community Developments are contemplated near Islington Avenue, and near Royal York Road. However, these are in preliminary stages and there is no immediate activity anticipated.