



Mimico Estates Tenants' Association

May 4, 2021

City Council May 5 PH 22

WE MUST HAVE THE TRANSPORTATION MASTER PLAN FOR MR. CHRISTIE

To you caretakers of Toronto's future:

We citizens of Toronto agreed long ago that it is better to build up than out, thereby enabling the retention of our Green Belts and Wetlands.

I believe many of us can also agree that we are not in control of our own destiny primarily because of interference in City Planning by the Province in the form of LPAT, the Local Planning Appeal Tribunal, formerly the OMB.

But we still have some control and must fight to keep what we can to ensure some measure of excellence and practicality to house our rapidly growing population.

We have that ability at this moment, if we choose to take it.

The Secondary Plan approved by LPAT is very specific for The Christie Development. It says The Plan must be carried out expressly in conjunction with The Transportation Master Plan.

But we don't have one.

The reasons for this stipulation are sound and the Mr. Christie plan does not comply. We are told that the omissions are small and can be jiggled along the way. That is simply not possible.

We have a GO Station with no means of dropping off passengers. We have parking allotments which do not take into account that there is no street parking and never will be. We have a development which ignores existing traffic issues and makes no references to assuaging obvious existing deficits in traffic management. For example, the Parklawn-Lake Shore northeast corner is dangerous for both vehicles and pedestrians and yet a "Tall" building is proposed where an additional turning lane for traffic should be proposed.

Granted, much of the traffic issues already exist because of the same lack of diligence when planning Humber Bay Shores.

That is the point.

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If Toronto had accomplished due diligence in the planning of Humber Bay Shores, our challenges would not be so great. But they didn't.

We should also be mindful of what happens when we use a band-aid fix. Not far from the Mr. Christie site, despite objections about traffic congestion at the railway underpass at the Mimico GO Station, we killed a cyclist on the first day of the new traffic signals designed to fix the major traffic problems there just over a month ago.

LPAT has given us the opportunity to make the Christie site into a world-class development.

Press The Pause Button and ensure The Master Transportation Plan does its job.

LPAT was clear. The Secondary Plan must be executed in conjunction with the TMP.

I would like to close by stating that the objections that the TMP are about streets and access and not about parking is smoke and mirrors. The two are inexorably linked. I have mentioned just two issues but there are many more which have not been discussed.

The biggest example is that by the final phase, one quarter of Torontonians will be Seniors. Only one small concession has been made for their right to travel.

Presentations keep alluding to the numbers of residents consulted. What is not stated is a large percentage of these respondents were totally against the project.

With The Master Transportation Plan and its examination of infrastructure, City Council can go a long way to creating excellence that Torontonians can be proud of in this landmark development.

Vote to postpone passage of The Secondary Plan until it can move forward -- as ordered by LPAT -- with The Transportation Master Plan.

In the big picture, what is a few months when we are building a City within a City over the next 25 years? The TMP should be finished by Summer.

Please vote to postpone.

Sincerely,
Starr Smith
Chair

To create a community for social interaction, networking and enhancement of our Neighborhood and to communicate with the Landlord in one voice for the betterment of the quality of life for the tenants of Mimico Estates