



# Christie's Planning Study Virtual Meeting

November 5, 2020  
6:30 - 8:00 PM

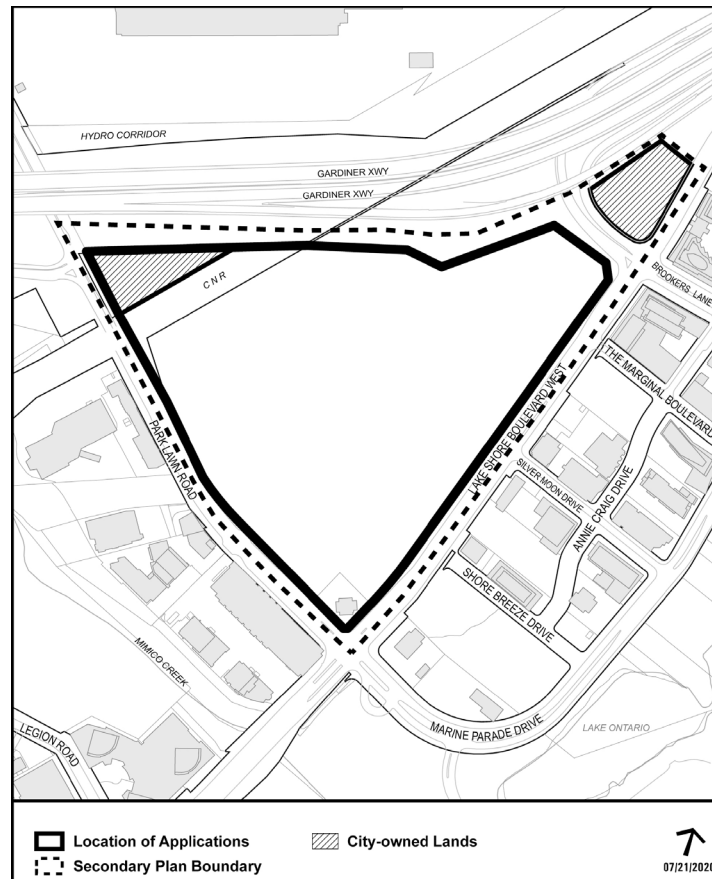


## Meeting Summary

*Prepared by Gladki Planning Associates  
for the City of Toronto,  
November 2020.*

## Background

In July 2019, City Council reached a settlement regarding a site-specific appeal to [Official Plan Amendment 231](#) for the former Mr. Christie's factory lands at Park Lawn Road and Lake Shore Boulevard West, which was subsequently approved by the Local Planning Appeal Tribunal in August 2019. In October 2019, City staff initiated a Planning Study with the goal of creating a comprehensive planning framework for the area, and resumed work on the [Park Lawn Lake Shore Transportation Master Plan](#).



The Secondary Plan area is approximately 12.1 hectares (30 acres), bounded by the Gardiner Expressway to the north; Lake Shore Boulevard West to the east and southeast; and Park Lawn Road to the west and southwest.

First Capital Realty owns 11.1 hectares (27 acres) of the study area and has submitted a development proposal that includes an Official Plan and Zoning By-law Amendment application and Draft Plan of Subdivision for their portion of the study area.

City of Toronto staff have continued working on a draft [Secondary Plan](#), [Zoning By-law](#), and [Urban Design and Streetscape Guidelines](#) as part of the Christie's Planning Study. City staff [reported](#) on these draft documents to Planning and Housing Committee on September 22, 2020, and welcome public input on the draft documents as well as First Capital Realty's development applications for the Christie's site.





## Meeting Overview

On Thursday, November 5, 2020, the City of Toronto hosted a meeting to present the vision for the Christie's Planning Study Area, provide an update on the status of the current development applications, answer questions, and receive feedback from the public. City staff were joined by Councillor Mark Grimes (Ward 3 - Etobicoke Lakeshore) and representatives from First Capital Realty's project team. Based on the expert advice of the City's Medical Officer of Health to practice physical distancing to help reduce the spread of COVID-19 and protect the health and safety of Toronto residents and City staff, the meeting was held online and phone-in only via WebEx Events. Simultaneous American Sign Language (ASL) interpretation was provided.

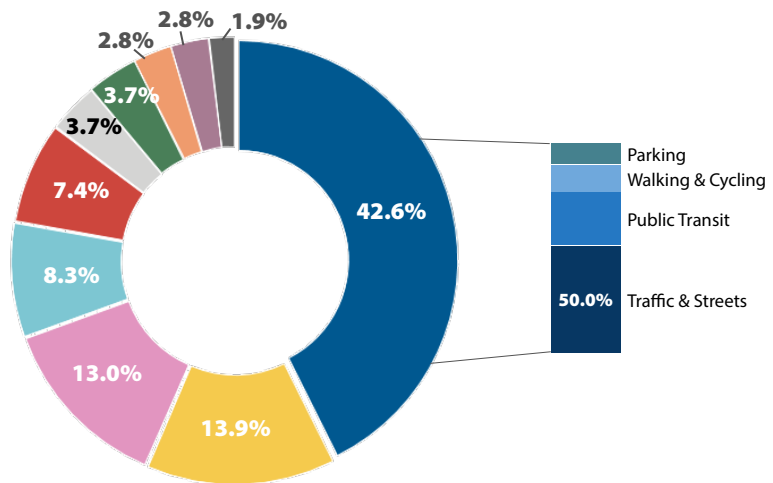
The meeting was promoted on the [Christie's Planning webpage](#), [City Planning Consultations webpage](#), and through Councillor Grimes' weekly e-newsletter, as well as through social media posts on Facebook and Twitter by Councillor Grimes and the City Planning Division. Meeting notices were also mailed to 22,800+ addresses including more than 700 that were on the project's Interested Parties list.

Over 280 participants joined the meeting, including 261 public participants as well as project team members and City staff from City Planning, Transportation Services, and Parks, Forestry, and Recreation (for a list of staff panelists in attendance, please see the Appendix on page 14).

Following opening remarks from Councillor Grimes, three pre-recorded videos were played, supported by closed captioning and ASL interpretation. The first video was a presentation by planner Laura Pfeifer and senior planner Sabrina Salatino, providing an update on the Secondary Plan, Zoning By-Law, and Urban Design Guidelines as well as First Capital Realty's development applications. The remaining two videos were submitted by First Capital Realty and outlined the developer's vision for the Christie's site. All videos were made available on the Christie's Planning Study Public Engagement website (EngageTO) for viewing before and after the meeting (October 29 - November 23, 2020).

Participants then had an opportunity to ask questions of the panel. Questions were accepted in writing through the Q&A function on WebEx, verbally through the Raise Hand function, and through American Sign Language. Over 100 questions and comments were received on the following topics:

**Figure 1: Distribution of Community Questions and Feedback by Theme**





## Questions & Answers

Questions submitted at the virtual meeting have been consolidated and answered by staff below, based on the information presented by the City and First Capital Realty on Nov. 5, the [Park Lawn Lake Shore Transportation Master Plan](#), and the [draft Christie's Secondary Plan](#), [Zoning By-law](#), and [Urban Design and Streetscape Guidelines](#). All suggestions and comments that are received will be considered as staff continue to revise the plans.

### Traffic & Streets

- ***This is a very long project. What are the implications for street closure?***

As part of most large-scale developments, a comprehensive Construction Management Plan would be prepared and submitted for City review. The plan would outline phasing of work to ensure that the transportation network can operate as smoothly as possible during construction. It should also be noted that this is a large site and the construction staging should be contained within the Christie's site.

- ***There is already congestion in this area. How will the plans manage/mitigate traffic from the increases in density?***

This is a transit-oriented plan that prioritizes infrastructure improvements and a mix of land uses that encourage people to use transit, walking, and cycling as their primary means of getting around. However, the City recognizes the surrounding area currently experiences traffic congestion and some people will still continue to choose to drive in the future, especially trucks for the movement of goods. The City's high-level policy direction focuses on managing and optimizing our existing street network capacity, rather than adding significant new auto capacity through the addition of lanes to streets, highways, and an over-supply of parking. We are also reviewing alternatives for creating new street connections over time to improve local circulation and connectivity for all travel modes. More information about transportation infrastructure improvements being reviewed is available on the [Park Lawn Lake Shore Transportation Master Plan website](#).

- ***How will the plan address/allocate space for deliveries and drop offs?***

The [draft Secondary Plan](#) encourages pick-up and drop-off, loading, and parking activity (including ride share hailing points) to be located off-street wherever possible and practical in order to free up curbside space.

- ***Does the City plan to include the relief road (Street A) on the north side of the site? Will it provide both east and west access to/from the Gardiner?***

The City is supportive of the proposed east-west Street A (a.k.a., relief road), between Park Lawn Road and Lake Shore Boulevard West. The draft Secondary Plan does not currently include



connections to the Gardiner Expressway from Street A, but does not preclude possible connections. The [Park Lawn Lake Shore Transportation Master Plan](#) will be undertaking further analysis and recommendations for Street A access options to/from the Gardiner Expressway.

- ***Aside from Street A, how will commuters access the north platform of the GO station from the south side?***

The City recognizes this access is desirable. Work is advancing to provide full access points from all directions to the GO station. This includes access from the City-owned parcel north of the GO station. A typical GO station design has a pedestrian underpass that allows passengers to move easily from one platform to another and handles the ebb and flow of passengers coming to and from the station at all times of day.

- ***What improvements are being made or proposed to Park Lawn Road (e.g., westbound Gardiner onramp, additional traffic lights)?***

A number of improvements on Park Lawn Road are being reviewed and considered as part of the [Park Lawn Lake Shore Transportation Master Plan](#) (TMP), including modifications to the westbound Gardiner Expressway on-ramp from Park Lawn Road (e.g., northbound dual left turn lanes), new signalized intersections on Park Lawn Road, and other improvements at key intersections (e.g., Lake Shore Boulevard/Park Lawn Road and The Queensway/Park Lawn Road). The TMP is also reviewing options to improve cycling infrastructure on Park Lawn Road.

## Public Transportation

- ***When is the earliest predicted year that the completed Park Lawn GO station will open? When will we see the plans?***

The design of the GO Station is being led by Hatch Consulting on behalf of First Capital Realty, who will be building the station on behalf of Metrolinx. We understand that the station is targeted to open in 2026. The detailed design of the station is being led by First Capital through a Transit Project Assessment Process. The public consultation on the station will be done through the TPAP process.

- ***Can the City require the GO station be operational before the first resident moves in?***

The City's Site and Area Specific Policy for this area ([SASP No. 15](#)) states that any form of residential uses may only be permitted once the Park Lawn GO station is approved and funded. The GO station is part of Phase 1 of any development on the site; Phases 2-6 will not be able to proceed until the station is in place. Metrolinx, which will maintain control of the station's operations, has indicated a need for the station and has entered into agreements with First Capital to build the station (see the [Initial Business Case for the Park Lawn GO station](#)).



- ***How will the new Park Lawn GO station affect service and frequency at the existing Mimico GO Station?***

Servicing at Mimico station will continue to improve as the GO Expansion Program is delivered to provide all-day two-way service every 15 minutes, or better, along the Lakeshore West Corridor.

- ***If Phase 1 includes the transit hub, does that include the streetcar loop and station?***

Phase 1 is infrastructure-heavy and includes the GO station, office buildings, and the access road (Street A) linking Park Lawn Road to Lake Shore Boulevard. In the current plans, the streetcar loop is part of Phase 2 along with construction of the internal loop road (Street B) where the streetcar will come into the station.

- ***Have the space allowances for the streetcar loop expanded? Will it be able to accommodate multiple lines and layover vehicles?***

The City is working closely with the TTC on the design of the loop going into the station, including how many stopped spaces are needed to ensure the loop is both operational and flexible. The TTC sees the Humber Loop as an important part of the system, including its ability to turn around, maneuver, and store vehicles, and it will remain in place as part of the overall TTC infrastructure in the area.

- ***Could the Humber Loop be reconfigured to allow buses to come through in addition to streetcars? This could connect the Christie's lands with surrounding neighbourhoods such as Stonegate.***

The [Park Lawn Lake Shore Transportation Master Plan](#) is considering ways to better connect the area with the broader community. Part of that work includes discussions with the TTC to determine future bus rerouting. The team hasn't landed on an exact network plan. The TTC has indicated that they would like to maintain the function of the Humber Loop to allow for increased flexibility in streetcar operations.

- ***A Waterfront LRT was shown along Lake Shore. Is that the "Waterfront Reset" transit proposal? When will it be completed?***

The [Park Lawn Lake Shore Transportation Master Plan](#) is coordinating improvements with the [Waterfront Transit Reset](#), which includes a comprehensive assessment of needs and options for transit improvements for the waterfront area. City Council endorsed the overall Waterfront Transit Network Plan in January 2018. West of the Humber River, it was recommended that a new light-rail transit (LRT) right-of-way connect to a proposed transit hub at Park Lawn Road, and that streetcar operations be improved connecting to the Long Branch GO station. Council directed staff to proceed with more detailed follow-up planning and design studies according to priority.



- ***Have the rail safety measures, including the design of the crash wall, been resolved?***

The [draft Secondary Plan](#) specifies that any required rail safety structures or crash mitigation measures must be of a high design quality. Crash berms or deflection walls should be landscaped and well maintained, and opportunities for enhanced design, public art, murals, and community artwork should be pursued on the face of walls and other structures that are visible from the public realm. As part of each phase of development the developer will have to submit a Rail Safety and Risk Mitigation Study, which will be reviewed and need to be accepted by the City. As part of the current development application, the submitted Rail Safety & Development Viability Assessment Report is being peer reviewed by the consulting firm WSP. Only two of the building blocks (D1 & D2) are within 30 m of the rail corridor. Detailed policies on rail safety and risk mitigation are found on page 28 of the [draft Secondary Plan](#).

## Walking & Cycling

- ***How will we manage increased pedestrian and bike traffic in the surrounding area on the waterfront trails?***

The [Park Lawn Lake Shore Transportation Master Plan](#) will be recommending improvements to better connect and integrate the area with the surrounding active transportation network, including the nearby Martin Goodman and Humber River trail networks.

- ***Are there plans to increase connectivity between the Christie's lands and areas such as the Queensway or Mimico GO station?***

A number of improvements are being reviewed and considered as part of the [Park Lawn Lake Shore Transportation Master Plan](#), including a new north-south street that could connect Lake Shore Boulevard to The Queensway; upgraded cycling routes along Lake Shore Boulevard West, Park Lawn Road, and The Queensway; and improvements to the pedestrian environment such as missing links, streetscaping, and buffers from vehicle lanes.

## Parking

- ***What is the proposed parking provision at the new GO station, in the residential units, and for retail shoppers?***

The [draft Secondary Plan](#) stipulates that no dedicated surface parking or commuter parking will be provided to serve the Park Lawn GO station; any pick-up and drop-off areas at the GO station will be located below-grade (underground). In the broader Secondary Plan area, parking activity will be encouraged off-street wherever possible and practical to free up curbside space. Parking provision rates for residents and the retail space will reflect the high availability of transit and encourage mobility network initiatives such as bicycle share and car share. All development within the Secondary Plan area is intended to support and create pedestrian and cycling connections to and from the Transit Hub.



## Phasing and Implementation

- ***What are the rough timelines for the project phases? When will work begin?***

The City is currently in the consultation period for the Christie's Planning Study, seeking feedback on the draft documents prepared by City staff as well as the current development applications submitted by First Capital Realty. Please share your comments and ideas by contacting our project team directly. When staff have finalized the Secondary Plan, Zoning By-law, and Urban Design Guidelines, we will bring forward our final report and recommendations to Planning and Housing Committee and then City Council. This is targeted for March 2021. If approved by Council, the plan could still be appealed to the [Local Planning Appeal Tribunal](#) (LPAT) by the applicants or any stakeholder group or member of the public. It is too early to estimate when each phase will start and end since implementation of the plan will depend on the approvals (and potential appeals) process; however, the project is estimated to have a 20- to 25-year full buildout.

- ***Once development begins with Phase 1 and 2, will there be short- to medium-term use of the unused parcels of land before it is developed in later project phases?***

The [draft Secondary Plan](#) acknowledges that in some instances, future uses may be introduced on an interim basis prior to development of a particular phase or site. Interim or temporary uses can be used to animate the area and/or provide local amenities or activities. If interim uses are proposed, an Interim Development Strategy will be submitted. Permitted interim uses are outlined in the [draft Zoning By-law](#). The BMO Bank of Montreal branch that is currently located on the site will be retained for a minimum of 10 years based on its current lease.

- ***Why is the bypass road to access the Gardiner scheduled for Phase 2 and not sooner, in Phase 1?***

The bypass road, Street A, runs from Park Lawn Road to Lake Shore Boulevard West along the north edge of the site and will be delivered in Phase 1 of development. The City's plan does not include connections to the Gardiner Expressway from Street A, but does not preclude possible connections. Work being done as part of the [Park Lawn Lake Shore Transportation Master Plan](#) will review and ultimately decide if there should be a connection. The loop road, Street B, is internal to the site and will be delivered in Phase 2 of development with streetcar access to the GO station.

## Community Services & Facilities

- ***Will there be a community service study done in conjunction with this development and incorporated into development approvals?***

A study of community services and facilities has been completed for the Christie's Planning Study and for the development applications. It has identified the need for local facilities including daycares, a community recreation centre, a library, schools, and space for non-profit community-based organizations. The delivery of these facilities will be spread throughout the Secondary Plan area (see Map 46 - 9 of the [draft Secondary Plan](#), page 43) and funding will be secured through various planning instruments. Additionally, many City divisions such as Parks, Forestry and





Recreation have recently done facility updates or facility master plans that consider development and prioritize the location of new facilities across the whole city (see [Parks, Forestry and Recreation Facilities Master Plan](#) and [Toronto Public Library Facilities Master Plan](#)).

- ***Has there been any discussion with school boards to establish public schools on site?***

Both the Toronto District School Board and the Toronto Catholic District School Board have expressed interest in having an elementary school on the site. The City has encouraged the school boards and First Capital Realty (FCR) to discuss the opportunities for locating school(s) on the site. Discussions are ongoing. Through the Secondary Plan, the City is protecting space in Phase 3 for both school boards. The provision and funding of schools is a provincial responsibility and the school boards must secure funding from the province in order to purchase the land from FCR and construct the schools.

- ***Is there room for a fire station on site? Existing stations are far away and the heights of the towers concern me.***

To support the City's provision of emergency services, the [draft Secondary Plan](#) indicates fire, paramedic, and police services will be considered as part of future development to serve the local area. Fire Services and Toronto Paramedic Services is circulated on all development applications and City staff have had conversations with both agencies about the necessary service for this neighbourhood. Block 7 has been identified as a potential location for emergency services on City-owned land within the Secondary Plan area (see Map 46 - 9 of the [draft Secondary Plan](#), page 43).

- ***How will nearby hospitals accommodate this increase in population density?***

The City is currently reviewing/processing a development application for one hospital (Trillium Health Partners – Queensway Health Centre at 150 Sherway Drive) in order to permit expansions to this hospital.

- ***Would the schools and a community centre be built in the final phase, 20-25 years out?***

The City has dedicated space for schools in Phase 3 of the development, and the community centre currently shown in the plans is a part of Phase 5. The community centre is planned for the optimal location that includes an appropriate building footprint, great visibility, proximity to all of the buildings on Lake Shore Boulevard, and adjacency to the new park to the north.

- ***What exactly was the decision for [Section 37 money](#) and where is it being invested?***

The [draft Secondary Plan](#) indicates that Section 37 of the Planning Act may be one of various planning instruments used to secure funding for public benefits in the Secondary Plan area. The priorities for the area have been listed as a community centre, library, daycares and space for human agencies.



## Affordable Housing

- ***Has there been any agreement between the developer and the City on the percentage of affordable housing on site? What details have been decided?***

[Site and Area Specific Policy No. 15](#) secured obligations on this site to provide affordable housing. Specifically, First Capital has three options for delivering a minimum amount of affordable housing: conveying land to the City to accommodate 20% of the residential gross floor area (GFA, the sum of the total area of each floor level of a building, above and below ground), providing 10% of the residential GFA as purpose-built rental units with affordable rents, or conveying to the City 5% of the residential GFA as purpose-built rental units or affordable ownership units, which the City would then take over. We are targeting to include affordable housing in all phases of development.

- ***How is the City taking advantage of federal funding for affordable housing in the first phase of the First Capital proposal?***

This is typically directed to projects that are approved and under construction, which is not the case here yet. In addition, through [SASP No. 15](#) the City has already secured a requirement for affordable housing on the site that will be provided by First Capital Realty.

- ***Is there a legal method under the Planning Act to ensure that the affordable housing units are front-loaded in the early Phase 1 and 2 residential buildings?***

The City aims to have affordable housing present throughout the development, available in all phases across the site. Residential development in the area will result in a complete and inclusive community by providing a range of housing options including a mix of unit sizes, tenures, and types.

## Height, Density & Built Form

- ***What is the existing Humber Shores population?***

There are approximately 20,000 people in the area. The City anticipates that the Christie site will add another 12,000 people. This will bring the total to somewhere between 30,000 and 35,000 people in the immediate area.

- ***Is the tallest tower in the area 66 floors right now?***

Yes, the tallest tower is 66-storeys at 2183 Lake Shore Boulevard. Heights of towers in Humber Bay Shores and along Park Lawn Road are between 27- and 66-storeys.

- ***How is a tower defined: 12 storeys and higher? How are other buildings defined?***

The [draft Zoning By-law](#) considers buildings over 12-storeys to be towers. Other buildings are considered mid-rise buildings unless they are a podium of just one or two-storeys. The [draft](#)



[Secondary Plan](#) proposes mid-rise buildings and tall buildings for the Christie's lands.

- ***What is the total number of towers and units planned to be built?***

The [draft Secondary Plan](#) proposes 13 towers. First Capital's [proposal](#) includes 15 towers with a total of 7,139 units. More information about the separation/space between towers can be found on page 19 of the [draft Secondary Plan](#).

- ***The maximum density zoning allowed in Mimico is a floor space index of 1.5, and this proposed density is 6.0. Why are we allowing so many large towers to be built in such a large area?***

Creating a plan for the Christie's site provides an opportunity to help meet the needs of our ever-growing city. The neighbourhoods surrounding the Secondary Plan area have been experiencing a significant amount of development over the last decade, mostly in the form of mid-rise and tall buildings. With the provision of the Park Lawn GO Station, planning policies encourage transit-supportive development that is compatible with the existing and planned context and create a walkable, pedestrian-oriented, mixed-use community. Building massing will be controlled through measures including minimum setbacks, stepbacks, and separation distances, as well as maximum floorplate sizes and appropriate tower separation distances to ensure adequate space between buildings for sky views, privacy, and sunlight access. Staff have reviewed other large-scale master plans in the city and an overall density of 5-6 times coverage is a typical density.

- ***When are the residential Phase 1 pre-construction buildings expected to be released?***

This is a long-term planning process. First Capital has submitted [its proposal](#) for review by City staff and the public, but the development has not yet been approved. Please [contact First Capital](#) for more information.

## Servicing & Infrastructure

- ***How will infrastructure like hydro, water, sewage, and telecommunications accommodate an additional 12,000 people here? Are there plans to improve or increase service/capacity?***

New development will not be permitted to exceed the capacity of municipal servicing infrastructure within the Secondary Plan area. The [draft Secondary Plan's policies](#) require any service improvements and/or upgrades to be coordinated and phased. Where infrastructure capacity is inadequate to support proposed and planned growth, development is required to provide upgrades and/or improvements to municipal servicing infrastructure. These upgrades and improvements will be secured before development is approved.



## Parks & Open Spaces

- ***Will any of the public parks include an ice rink similar to the Bentway or Colonel Samuel Smith Park?***

The Secondary Plan identifies two new public parks to be conveyed through the development approvals process: a community park (1.2 hectares) and a local park (0.3 hectares). These two parks will be programmed according to their location and shadow conditions to support civic and community activities and a variety of recreational uses. A public process will be launched to define the program and design of the parks prior to their construction. Staff welcome suggestions from the community.

- ***Which spaces are currently designated as POPS?***

Privately-owned publicly accessible spaces (POPS) will be strategically located (see Map 46 - 8 of the [draft Secondary Plan](#) on page 42) and designed to accommodate a wide range of potential uses and amenities. POPS are different from, and would be provided in addition to, public parks.

## Sustainability & Environment

- ***What will be done to offset increased smog, car exhaust emissions, etc?***

First Capital's proposal for the Secondary Plan area is structured around multi-modal, sustainable travel that minimizes emissions and smog (e.g. energy-efficient public transit, active transportation facilities, electric vehicle charging stations). By the time the project is implemented, it is anticipated that mobility and transportation will be different than it is in 2020. First Capital is proposing to meet the highest level of the [Toronto Green Standard](#). Further information can be found in their [Energy Strategy](#) and [Environmental Impact Study](#).

- ***How is sustainability being considered in plans for the site (e.g., carbon neutral, solar panels, green roofs)?***

Development within the Secondary Plan area offers an opportunity to establish a resilient community. The [draft Secondary Plan's policies](#) support environmental sustainability and guide future development to ensure that streets and buildings are designed to absorb storm water, improve the quality and quantity of biodiversity, expand the tree canopy, and ensure power is continually available for essential services. Development is required to meet or exceed the highest performance level of the [Toronto Green Standard](#). In addition, the draft policies support the inclusion of sustainability, resilience, and energy performance in all design matters.

## Urban Design (Architecture & Public Realm)

- ***What are the differences between the City's Urban Design Guidelines and the developer's?***

The Christie's [draft Urban Design Guidelines](#) follow the City's scheme for development as outlined in the draft Secondary Plan, and include site-specific guidelines that correspond to the [City](#)





[of Toronto City-wide Urban Design Guidelines](#). The guidelines were built upon best practices and studies of similar type and scale of development, and include sections of the Applicant's guidelines that were deemed necessary and appropriate. The Applicant's Urban Design Guidelines are based on the proposed design submitted by the applicant and their proposed landscape, built form and sustainability strategy. As both processes develop further, it is intended that these guidelines inform each other and will share more similarities in their principles of design.

- ***Will the affordable housing aesthetic fit with the rest of the area?***

Housing types, tenures, and units should mix smoothly and seamlessly to result in a complete and inclusive community. The City will draw on its recent experience in neighbourhoods such as Lawrence Heights and Regent Park to integrate affordable housing within the Christie's lands meaningfully and mindfully. Further, affordable housing units will be spread throughout the phases of development and will not be consolidated into one building.

## Heritage

- ***What will it cost to maintain and move the water tower? Will these dollars come from a community benefits/ Planning Act charge?***

First Capital has indicated its intentions to retain the water tower as an iconic landmark on the Christie's lands. More information can be found in the conservation strategy outlined in the applicant's [Heritage Impact Assessment](#). The final amount and allocation of community benefits has not been determined.

- ***What considerations are being made to acknowledge the Indigenous history of the land?***

First Capital's [Heritage Impact Assessment](#) outlines a history of the site from pre-contact to present day, as well as suggestions for an interpretation program designed to convey stories associated with key historic and cultural themes (see page 39-47). Later in the planning process, it is anticipated that the land's Indigenous history will be acknowledged through public realm and urban design elements.



## Next Steps

This report is not intended to be a verbatim transcript of the Virtual Meeting, but instead provides a high-level summary and answers to consolidated questions from participants. You can continue to contact City staff to provide your comments or ask questions directly:

### **Christie's Planning Study**

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### **Development Applications**

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Please visit the [Study website](#) for more information, materials, and meeting notices. You can also subscribe [here](#) to receive periodic e-updates about project milestones and opportunities to participate throughout the duration of the Christie's Planning Study.



## Appendix

The following City staff were panelists at the meeting:

### City Planning

#### *Strategic Initiatives, Policy, and Analysis*

Sarah Phipps, Project Manager

Laura Pfeifer, Planner

Zahra Joseph-Wilson, Assistant Planner

#### *Community Planning - Etobicoke York District*

Sarah Henstock, Manager

Sabrina Salatino, Senior Planner

#### *Transportation Planning*

Richard Beck, Program Manager

Joshua Bassett, Senior Planner

#### *Urban Design*

Maryam Sabzevari, Planner

### Transportation Services

David Hunter, Project Manager

### Parks, Forestry, and Recreation

Desi Simova, Project Officer