



Dear Planning and Housing Committee,

On behalf of the Humber Bay Shores Residents Association, I am submitting our feedback regarding Christie's Planning Study for your consideration. The study has incorporated some of the feedback for which we and the community have been advocating since the beginning of the community engagement process; however, it falls short on a number of key areas of concern.

We are pleased to see the following provisions in the recommendations:

1. **Humber Bay (Park Lawn) GO Station** - The plan must be centred around transit, since the community is in urgent need of high order transit. Ensuring this GO station is built in Phase 1 is of paramount importance to the community. It is reassuring that the City has a number of development holding provisions to enforce the creation of this GO station including: securing funding and approval of the GO station before the development of Phase 1 residential, and additional holding provisions around completion of construction and operational readiness of the GO station prior to Phase 2 of the development. We would like assurances from the City, the Province and Metrolinx around their commitment to the timely operation of this GO station prior to completion and occupancy of the new residential properties on the Christie's land.
2. **Transit Hub** - Connection with the other TTC services in the neighbourhood as well as dedicated rights of way for streetcars and the future Waterfront West LRT is critical for the community.
3. **Community Amenities** - One of the major concerns of the community was lack of community facilities in the plan. We are pleased to see a number of community facilities including: two schools, two public day care centres, one public library, one community agency space and one community centre, along with strong holding provisions to ensure timely delivery of these facilities within the neighbourhood. School shortages in the area currently dictates the prioritization of these facilities over others, as the community continues to grow.
4. **Park and Open Spaces** - While we are pleased to see the increased parkland dedication from the original 0.5 hectares to 1.25, the current parks in the neighbourhood are a local and regional destination, and are already quite congested. Additional green space is critical to support the additional population growth that will come with this development, and the even more people from outside of the neighbourhood that such amenities are likely to attract.
5. **Pedestrian and Active Transportation** - Building complete streets with a focus on pedestrians and active modes of transport in the entire site, as well as maintaining a human scale in the design with the build form of the buildings by maintaining lower height transitions on Lake Shore, Park Lawn and within the streets on the site, will make the overall development more walkable and appealing.
6. **Employment & Retail** - Maintaining some employment lands on the site, in addition to promoting a mix of retail uses across the site, will bring more services and employment to the area.
7. **Mix of Housing Units** - A focus on 2- and 3-bedroom units for families, as well as some affordable units, will create a healthy and inclusive community. We continue to encourage the committee to consider adding housing for seniors into the mix, given the high interest of senior residents in the area.



We continue to be concerned about the following areas of the proposal:

1. **Transportation Plan** - We have received only minimal meaningful updates on the TMP for the area. Transportation is already a major issue in the neighbourhood today at our current level of population, and continues to be the primary concern in all community consultations regarding this application. It is important to fully address all concerns around transportation before making any final recommendations.
  - a. The currently proposed Street A in the plan does not fully meet the needs for mitigating traffic in the neighbourhood (as indicated by studies in the application).
  - b. The connection to Marginal Road does not fully bypass the neighbourhood.
  - c. A direct connection of Street A to the Gardiner Expressway and, more importantly, a direct connection to the Lake Shore ramp, is required to mitigate traffic from the local roads.
  - d. In addition, a new north-south road connecting to the Queensway continues to be missing from the plan (even though it was identified in earlier TMP studies).
  - e. Managing parking spaces in the new development would be a key strategy for addressing traffic concerns, yet the proposal has only taken the moderate measure of indicating a 40% minimum residential parking space ratio to units and a higher minimum for commercial units which results in 4,000 spaces. We would like to see lower minimums considered in line with trends in downtown neighbourhoods.
2. **Density** - The proposed density for the site is higher than the Province's density guidelines for areas around high order transit. The new proposal increases this density by another 4.9%. This new proposal also ignores the City's last round of recommendations for a lower level of density. We urge the Planning Committee to review these levels, and make the necessary adjustments to achieve a responsible level of density.

Thank you for your time and consideration.

Regards,  
Kasra Zokaei  
Humber Bay Shores Residents Association