



Re: PH22.1 – Christie’s Planning Study - City-Initiated Secondary Plan and Zoning By-law and Urban Design and Streetscape Guidelines - Final Report

To Planning & Housing Committee members,

On behalf of the Mimico Lakeshore Community Network, I would like to express our appreciation to staff for all the work done and progress made on this project. While the negative implications of so much added density in an already congested area are difficult to ignore, it is exciting to welcome substantial investments in transit and community infrastructure. This is very important for this redevelopment, but also helps to meet longstanding demand for such services in the surrounding community.

Our remaining concerns regard the TTC facilities and school proposal, and are listed below:

1. **Physical TTC Track Separation on Street B:** While we have seen the Urban Design & Streetscape Guidelines suggestion that Transportation will continue to be consulted on certain elements of road design, it is imperative that there be maximal (as appropriate) physical and/or grade separation for the streetcar lane along Road B to minimize any vehicular impacts on streetcar and loop/station operations. There is enough history in the area, notably in the Westlake plaza, to plan for and mitigate vehicles not respecting the streetcar lane.
2. **Maximizing TTC Loop Capacity:** As the process continues and holds on phases are to be lifted, the City and TTC must push for the most robust loop possible. With the planned but delayed Waterfront West LRT coming—which will now serve as an Ontario Line and Union connection—loop planning needs to support multiple routes, some of which may terminate at the station. There have been discrepancies between TTC plans and City plans regarding future service for the area, but that can not be reason for limited transit infrastructure investments in this intensifying community.

Avoiding problems seen at Humber Loop with layover vehicles backing up and cutting off access to the rest of the route is key. We are hopeful that the land allocations and designations for and surrounding the loop consider these concerns and are adequate enough to allow for any needed expansion in the future.

3. **Ensuring TDSB Funding Prior to Phase 3:** While we fully appreciate the provincial jurisdiction over school funding—and we are glad to see TCDSB support and hope their school planning concerns are addressed—we implore the committee and any relevant parties to advocate strongly where appropriate for needed school funding. TDSB elementary schools in the area are at or near capacity, and a complete community this dense should have access to a public school that does not require bussing and parents/caregivers driving. This is a need the TDSB has recognized, however their challenges in securing capital funding are well known.

We can not let this opportunity to secure such a needed asset pass us by, and no time can be wasted: *that funding must be secured before the Phase 3 hold is lifted or the space will be used for a different purpose.* We hope the City will push as hard as possible to ensure this does not happen.

Thank you for your consideration, and thank you again to staff for the opportunity to participate in this secondary plan process.

Marabelle McTavish
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