

April 21, 2021

Planning & Housing Committee
City of Toronto
Sent via email: phc@toronto.ca

RE: Deputation for April 22nd Meeting, Item PH 22.1 – Christie’s Planning Study

Dear Madam Chair Bailão and Members of the Committee:

My name is Jodi Shpigel and I am leading this project to redevelop the former Christie lands on behalf of First Capital REIT.

Based in Liberty Village, First Capital is a leading developer, owner, and manager of mixed-use real estate in 150 neighbourhoods across Canada, primarily in large urban centres. In Toronto, we are proud of our track record of working with the City to achieve successful developments in many neighbourhoods.

Today, I have the pleasure of being before you again to speak about our proposal to develop a truly transit-oriented, complete, and pedestrian friendly community in Humber Bay Shores that achieves a variety of the City’s planning and policy objectives including delivering much needed services and amenities to the existing community and improving local infrastructure. The result is that all of Humber Bay Shores and its surrounding area - and not just our property – will be better served.

First Capital acquired this property in June 2016 and spent the next few years with a first-rate multi-disciplinary team undertaking integrated development and design work to realize the opportunity of this uniquely located large site. A key element of this work was community consultation: we met directly with local stakeholders and held two Idea Fairs where we introduced ourselves and sought input from community members. Over 1,000 people attended the Idea Fairs and had the opportunity to speak directly with members of our Project Team and leave us with their thoughts and suggestions.

In July 2019 Council accepted the City Staff Recommendation to re-designate the lands to Regeneration Areas and General Employment Areas at the location of a proposed GO station and Transit Hub, and ultimately initiated the preparation of, and set important goal posts for the city-led Secondary Plan that is before you today.

All of this led to FCR’s submission of complete applications for an Official Plan Amendment in October 2019 and Rezoning and Draft Plan of Subdivision in May 2020. Soon after the May applications (and because of the COVID 19 pandemic) we hosted a digital Town Hall meeting to introduce our refined proposal to the community and receive their feedback and input. Over 600 people virtually participated in that live interactive meeting and we subsequently responded in writing to more than 150 questions posed to us from residents and stakeholders using the Bang the Table platform.

From the outset of this process, the FCR and City staff teams have worked in a collaborative and integrated way to achieve alignment between the City led Secondary Plan and Zoning By-law and FCR’s private

development applications. This work has responded directly to community feedback received both through City-led and FCR-led consultation activities. I want to personally thank staff for their extraordinary commitment to this work. The resultant development will be a best-in-class example of the kind of progressive city-building that is possible through true public/private sector partnership.

The Secondary Plan and Zoning By-law being recommended by staff will enable FCR to deliver a truly complete new community that provides a number of essential missing elements for Humber Bay Shores that were identified by the community, including:

- A new Park Lawn GO station that will be constructed in the first Phase of our development;
- Evolution of the GO station into a fully integrated Transit Hub, with a streetcar loop that will connect directly to the GO station and facilities for connected bus services;
- Introduction of a new Relief Road along the northern edge of our site that will address the long-standing traffic concerns the Humber Bay Shores community has experienced along Lake Shore Blvd and Park Lawn Road;
- Creation of a significant employment hub that will generate at least 98,000 square metres of employment uses;
- A full complement of community facilities including two not for profit daycares, a community centre, a library, and a community agency space, as well as the opportunity for two new elementary schools;
- A substantive number of affordable housing units;
- A diverse range of residential units with a focus on family-friendly design, including a minimum of (combined) 40% 2-and 3-bed units;
- A plan that is founded on an extensive network of great public spaces that include two significant new public parks, urban plazas, wide boulevards and “largos”, which together result in over 40% of the site being provided as open space;
- A covered retail galleria is located at the heart of the community, providing extensive retail service and amenities that will help to animate the full Humber Bay Shores community during all four seasons;
- A true “pedestrian first” design that implements the City’s “Vision Zero” framework by focusing parking and loading below grade so our streets can be designed for people;
- Sustainable and resilient design including green infrastructure incorporated into the parks, open spaces, and green roofs to help manage stormwater throughout the site, and creating a walkable, transit-oriented community that encourages sustainable travel patterns in striving for a net-zero community;
- And a commitment to design excellence through engagement of the renowned international design team for both our master plan and full first phase of development.

We recognize that the draft instruments which are before you may yet require further review and evaluation before they are in a final form for adoption by City Council. With respect to the Draft Zoning By-law, we continue to review in consultation with our consultant team and City staff to ensure that the standards and requirements contained therein include a sufficient and appropriate degree of flexibility given the complexity, scale, and timeframe of the anticipated build out of the Site.

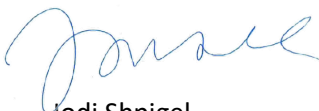
As of this deputation, additional review and modifications may be necessary to the Draft Zoning By-law to consider issues such as: size requirements for all dwelling units including those units not required to meet the agreed upon 10% 3 bedrooms and 15% two bedrooms; ensuring an appropriate range of employment uses continue to be permitted for the lands in both an interim and ultimate state; provision for exceptions to height measurements and building envelopes consistent with common practice to address architectural features, building mechanicals and other structural requirements; review of parking and loading requirements to ensure appropriate flexibility is provided for car share reductions and sharing of loading facilities where reasonable. Finally, and in light of the complexity of the zoning diagrams which are proposed to be included, a further review will be undertaken to ensure that the agreed upon heights, setbacks, step-backs and separation distances are accurately illustrated.

In conclusion, I would again like to thank the staff team sincerely for an intensive and exemplary planning process that enabled both the City of Toronto's and FCR's needs and aspirations for this key site to be met, actively reflecting the consultation that was held with the community throughout the process.

The FCR team has developed a carefully resolved implementation plan and is keen to begin construction as soon as possible to begin delivering all of the key elements of the community vision that has been defined for this pivotal site in a very timely way.

Madam Chair and members of the Committee, thank you for the opportunity to share these comments and to provide a deputation today.

Sincerely,



Jodi Shpigel
First Capital (Park Lawn) Corporation