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January 16 2023

Re: Jan 23 EY2.1 3353 – 3359 Lake Shore Boulevard West – Official Plan Amendment and Zoning Amendment Application – Final Report

Attention: Jaspreet Deol

The LBNA supports the City's plan to develop along the Lakeshore Corridor within the bounds of the broader plan and current by laws. The proposal for 3353- 3359 Lake Shore Boulevard West largely fits within bounds set by the City regarding the height and the number and configuration of units proposed. There are some good points with this application but as with all developments there are some items that can be improved, and some implications which are completely unacceptable to the residents impacted by the proposal.

This is the first development of its kind along this block of Lake Shore in Long Branch which abuts onto low density residential properties in a Neighborhood. This is the first that will in all probability be used as a precedent for future Lake Shore development proposals. As a resident of Ash Crescent myself, I appreciate that we keep this in mind when thinking about the fuller picture of development in the neighborhood and cumulative effect of development.

Retail Development:

The City has for years promised improved retail and residential development along Lake Shore. This development is supported by the SASP #21 where 6 store buildings are permitted along Lake Shore Boulevard West. We need to be confident that the City will hold to this standard of height 'fit' with the character of the neighborhood in its direction on this and future proposals.

Businesses have struggled along Lake Shore Boulevard for various reasons and new retail facilities will enhance the Boulevard and better service the growing population. We need more diverse and updated retail and services to service residents, reduce car traffic and add to the walkability and enjoyment of the area. We support the notion that the City should require a

coordinated design plan of this and future developers to create as much retail space as possible at street level. In this proposal we take issue with two matters:

- Much of the street view is entrance/ exit via a broad driveway. On a broad sidewalk where residents shop, walk pets and visit it is not evident how the safety of pedestrians will be addressed with this development.
- A further portion of valuable street level space is take up by the building entrance and lobby – a dead space that could be used for retail. While this is a common North American convention we suggest the developer and the City use the foresight of European models and instead create a pedestrian friendly driveway with entrance for residents at the side or more to the rear. While this may seem a minor space concession, consider the multiplier effect of future development along Lakeshore.

Protection of Trees:

Of prime importance to us is the protection of the tree canopy in Toronto and more specifically Long Branch. This is an issue we are quite familiar with in Long Branch given a string of broken commitments to protect trees on developed properties and their neighbors. In a time when the City promotes efforts to increase Toronto's tree canopy to 40%, Long Branch has over seen a reduction of our tree canopy to 15%, the most controllable factor being development. The conundrum of Long Branch is home buyers who want to live in a neighborhood with green treed vistas and the purchase properties that require the removal of trees that have taken a lifetime to mature. The compensation for lost trees is ineffective for this and even the next generation of residents.

Based on the current design and massing proposal, neighbours to the East and South will lose their trees (per the 'Tree Protection Plan' submitted to the city by the developer). The developer's proposal before includes removing three private trees in the rear yard on the property line of 18 Ash Crescent – without consultation with that home owner. Picture this, you purchase a property backing onto a commercial property but rationalize the dismal view with a 6 foot fence and three trees that for the majority of the year fill in the rear view with a sea of green. Then you learn that someone else is making plans without your knowledge to remove your trees. Perhaps they will be replaced with saplings of the same genre but the vista you bought is gone forever. The neighbours have not been informed of this intention. And by the time they are 'advised' the momentum and effort put into the existing proposal would be hard to stop. This is not just greedy design; it is disrespectful of private property.

For these trees to survive a mere 'tree protection zone' will be ineffective. The concrete structure and sloped driveway into underground parking will shear off any root system along

the way. The LBNA supports Forestry's objections to this proposal. The development will create a lot-line to lot-line hole for the foundation work. The plan for any underground structures and footings will need to be set back by at least six feet from the tree line to protect these trees. The plan for the parking entry and rear of the building needs to be revised. And, developers in future need to understand that in Toronto and Long Branch we understand the importance of the tree canopy and what parameters in development plans are required to protect the existing trees. Last, we need to demonstrate greater respect for private property.

Before any further approval, please request that the developer revisit this plan to reduce the footprint on the back of the lot. Before shovels are in the ground, consider how the City will monitor the protection of these trees. These are healthy trees that need protection. (See Photography included). Please require an effective above and below ground tree protection zone based on the city's guidelines. Waiting for the developers to make proposals to protect trees after this level of approval will be ineffective.

**Figure 1 - Trees to the East
the South**



Figure 2 - Trees to



Parking:

The proposal offers reduced parking while offering few other alternat methods of travel for the resident without a car. Long Branch is located near several easy accesses to north, east and

west onramps to 400 series highways. Residents are service by region rail (GO station) and a street car line that is oriented to deliver residents downtown, with poor connections going north or west to Mississauga. Long Branch is not on a subway line.

The developer proposes 30 parking spaces instead of the 60 that was previously required by the City's guidelines. The City's faith that condominium residents will not have cars in the next decade is unlikely to be rewarded. There is not enough infrastructure to support shopping, daily activities and commuting to work from Long Branch without using a car. Those who do not work in the downtown core will still have one car if not two. 9 visitor spaces are unlikely to service 60 residents adequately.

We can anticipate that as people do today, these residents and visitors will park in the adjacent neighborhood – one that does not have sidewalks on the majority of its streets and does not based on by-law allow daily parking. Ash Crescent ends at James S Bell Community school and is a major route for children and families each day. Adding parked illegally parked cars is a safety risk and flouts the City bylaws. We recognize that the City has placed the burden for reporting parking infractions on the residents. This is a fruitless effort as the we all acknowledge the City does not have enough resources to enforce the by-law. While the City does not have resources to enforce the by-law, they should require more parking and not put residents in jeopardy when it is in their power to make things safer.

Until the City has a better comprehensive plan to support transit or provide parking while discouraging car traffic, we ask that:

- the developer propose additional onsite parking spaces with their plan,
- the City require residents or purchasers of a unit to acknowledge in their contracts that parking in excess of 3 hours, and overnight parking is not tolerated in the neighbourhood.
- the City direct parking enforcement resources to the planned development corridors until sufficient transit, bike paths and parking infrastructure is available
- as part of ongoing street construction and maintenance install broad sidewalks, narrow the streets or install bike lanes to allow only two way traffic, and completely abolish street parking in the majority of neighborhoods, particularly in school zones and school walking routes.

We know this will require commitment by the city, but this commitment is only supporting rules in place. While we appreciate the intention of reducing car traffic, placing the burden on neighborhoods is putting the proverbial cart before the horse. Further allowing street parking only encourages new homes to build inadequate driveways to achieve a large massing of homes on their lots. The strategic long-term intent needs to be reflected in all aspects of City Planning.

This is only the first of many new developments along Lake Shore – set standards we can all live with now.

Privacy of residential neighbors:

What we appreciate about this design is the distance created from the abutting residential properties to the rear of the lot on Ash Crescent achieved by massing of the building along Lakeshore and the stepped back balconies. This allows residents a modicum of privacy from a six-story building that will tower over their back yards and any treed privacy they currently have or plan.

What we do not appreciate is the proposal for a terrace on the roof absent from the first proposal but now present in this revised version. At the previous community consultation, the neighbours were assured there would only be ground level and inside amenity space. While I can appreciate the desire to advertise a property ‘with a lakeview’ it does not respect the consultation process or privacy of neighbours. This residential structure should be held to the same standard as in the neighborhood. Rooftop terraces and balconies positioned to look directly into neighbours’ private yards are not allowed. Our request is to only build amenity space at ground level and include sound dampening features to in the design.

The proposal for 3353- 3359 Lake Shore Boulevard West largely is a positive proposal for Long Branch and its residents. Our request for changes to the current proposed design is key to informing that direction and maintaining the enjoyment of both current and future residents both within neighborhoods and along the corridors. Future generations will thank you for walkable, safe streets, improved street level retail, and a tree canopy that benefits everyone. Be that future with your decisions today.

Regards,

Venita Indewey
Co-Chair
Long Branch Neighbourhood Association
Resident – 59 Ash Crescent