



Etobicoke York Community Council

December 2, 2024

Dear Members of Etobicoke York Community Council

Re: EY18.7 – 220, 230 and 240 Lake Promenade and 21 and 31 Park Boulevard – Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision Applications – Appeal Report

The Long Branch Neighbourhood Association (LBNA) supports the city staff recommendation that the City Solicitor with the appropriate City staff attend the OLT hearing to oppose the application in its current form and to continue discussions with the applicant to resolve the many outstanding issues.

This application is so inappropriate on so many levels that it is hard to know where to begin. This development might be appropriate on a major arterial road near a subway station, but not in the middle of a low-rise residential neighbourhood, 500 metres from the nearest major roadway.

The Staff Report details many concerns shared by local residents. The report speaks for itself, but the LBNA would like to elaborate on a few points. The existing 7-story apartments are already the maximum height recommended for this site, and some people feel that even they are too much. This would increase the number of units by more than three and a half times. It would more than quadruple the height of the buildings. A development of this scale would destabilize the neighbourhood.

The application meets its parkland dedication requirement, but not by enhancing the existing adjacent parks. The open space is simply there to create a 45-degree angular plane from the tops of the oversized buildings while crowding Long Branch Park and the Waterfront Trail. The setback from Lake Promenade might be appropriate on a major urban roadway, but not opposite a waterfront park on a narrow neighbourhood recreational street that serves as the Waterfront Trail.

Traffic and parking are major concerns. The site is accessed by narrow local streets. After enduring 11 to 13 years of construction access up and down those streets, with all the noise and dust that brings, the neighbourhood will face dramatically increased traffic volume and demand for on-street parking for many blocks in all directions. The application proposes 1307 vehicle parking spaces for 2021 residential units. That means 35% of the units will have no parking space on site. That might be reasonable for a building on an arterial road with good access to public transit, but this is minimally a 10-minute brisk walk to the streetcar, a 15-minute walk and streetcar to the GO station (assuming the streetcar arrives on time), and a 40-minute walk and

bus to the subway. There will be hundreds more vehicles vying for street parking on narrow residential streets, many of which have no sidewalks and heavily used by pedestrians, bicyclists, joggers, dog walkers and more.

The LBNA has been helping the City, and this community, to increase our tree canopy to support the City's targets, but 141 trees will be removed to accommodate this development. 89 of them are large enough to require permits for removal.

We are also concerned about the fate of the people currently living on this site – many of whom have strong ties to the community. The existing 548 rental units will be replaced, but many current tenants will be forced to find alternative accommodation before the replacement units are available. When and if they return, none of them will have the lake views they previously enjoyed.

This application, in its current form, is the wrong kind of development for this site. It would have a devastating effect on the neighbourhood and the people who live there. We fully support the City staff recommendation that the City Solicitor with the appropriate City staff attend the OLT hearing to oppose the application in its current form and to continue discussions with the applicant to resolve outstanding issues.

Sincerely



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