

Mobility Existing Conditions



More Buses!

Increase frequency of bus routes to subway lines (ex. 66B)

Improve bike access esp due to poor public transit.

Integrate biking/walking/GO train route connections ex. cycle to station

PLEASE ENSURE ENOUGH FREE PARKING AT GO

TTC-GO Fare Integration 1 fare + seamless transfers

Improve Shared pathway access along waterfront

IMPROVE TRAFFIC FLOW BY REMOVING B TURN FROM LAKESHORE TO MARINE PARADE DRIVE (7-9am) WE NEED AN ALTERNATE

WIDEN LAKESHORE @ HUMBER BRIDGE - THERE'S A HUGE BOTTLENECK BECAUSE THERE IS ONLY 1 LANE

more dedicated cycling paths
Improve TTC access - Too much \$ has been spent to focus on building new GO station.

GO! TTC! TRANSIT!

2 LANES OVER Humber ex # Must

GO station needed now!

Full Nketo refund for ceded cards would be good for the future. Oyster cards in London OK don't this

need more traffic lights on park lane. Drag out of car is usually an unsafe merge

PLS. conduct a traffic study of Lkshore/Parklane *DANGEROUS INTERSECTION

Bike lockers to encourage cycling (+ discourage need for parking)

Go Station Excellent plan
Install site at Gardiner's Park Lane Exit to block traffic going to Lake Shore during morning commute.

Need to account for seasonal conditions - winter, very strong winds in the area... affects active, on street mobility
- improve public transport!!
Get more people moving faster with less wait time.

Request for 7th step 5-6 ft center from 2nd Westboard here.
A go station will ↓ the need for cars/parking in the area

Mobility

Creating Complete Streets

KEY DIRECTION

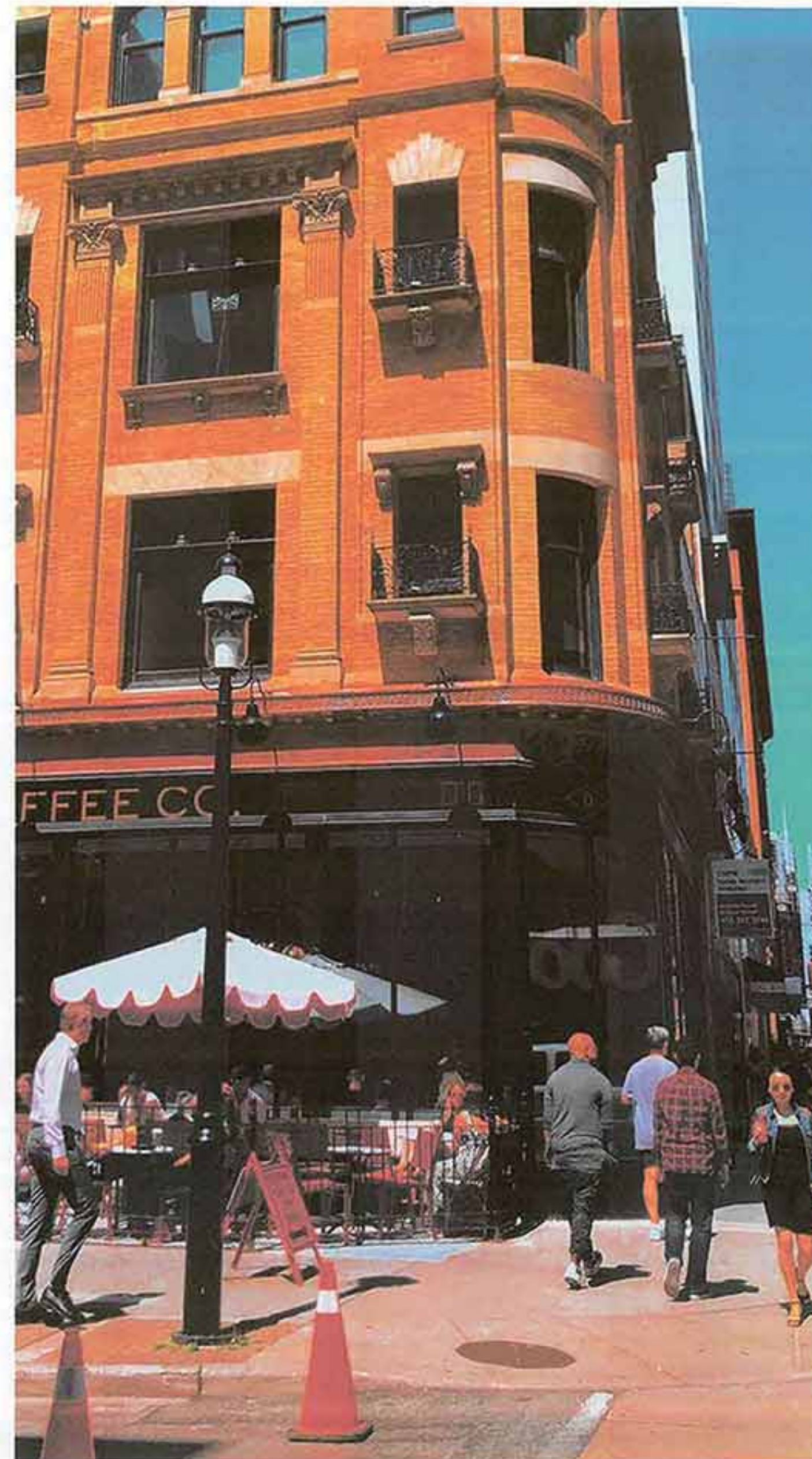
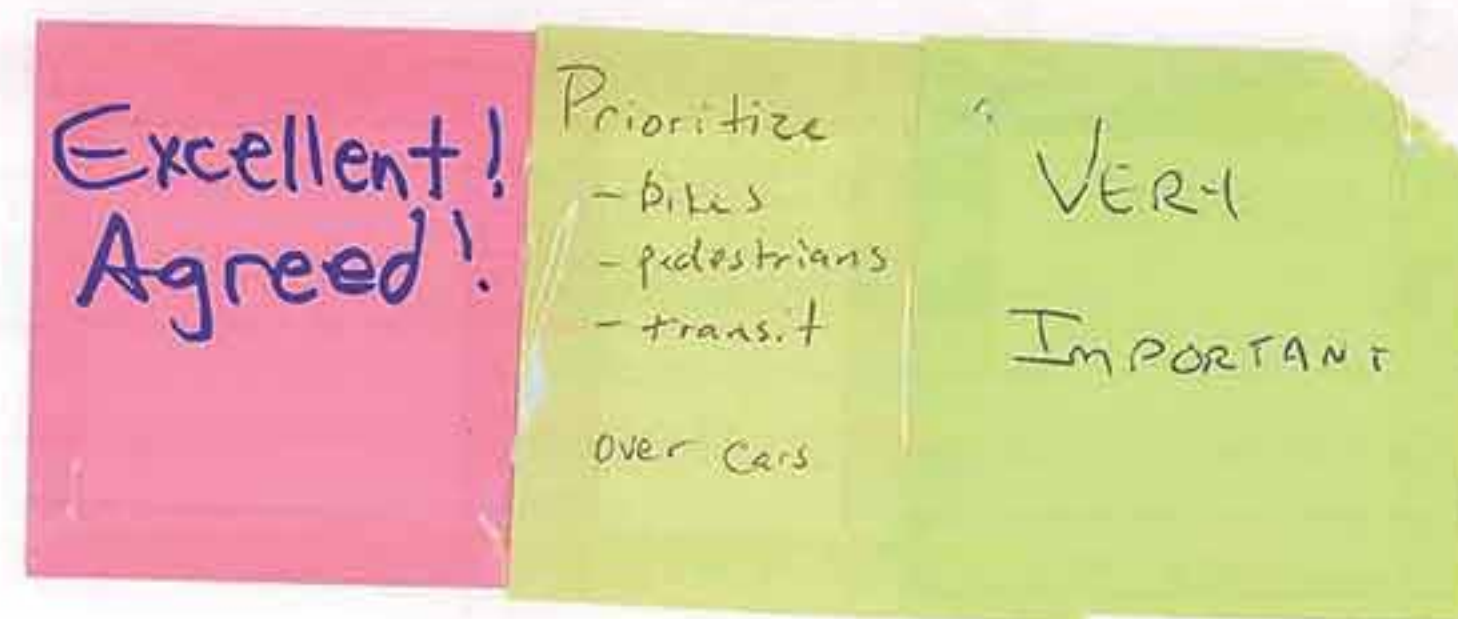
Creating a new public street network incorporating the directions in the City's Complete Street Guidelines

COMPLETE STREETS

People come to and move through the area in many different ways including walking, cycling, public transit and by car. The Christie's Planning Study will prioritize walking, cycling, and surface transit to provide a range of accessible options for people to move around the area.

"Complete streets" are streets that are designed to be safe for all users: people who walk, bicycle, take transit or drive, and people of varying ages and levels of ability. They also consider other uses like sidewalk cafés, street furniture, street trees, utilities, and stormwater management.

In 2017, the City developed Complete Street Guidelines which provide a new approach for how we design our city streets. The Guidelines build on many of the City's existing policies, guidelines and recent successful street design and construction projects.



STREETS FOR PEOPLE

Streets enable movement and circulation for a variety of travel modes, including pedestrians, cyclists, streetcars, buses, taxis, cars, delivery trucks, and emergency vehicles. Streets should be safe and universally accessible for people of all ages and abilities. Streets should promote healthy lifestyles by inviting people to be physically active.

STREETS FOR PLACEMAKING

Streets are important public spaces where people interact and experience public life. They should be beautiful, attractive and inviting. They should encourage investment and promote vibrancy and a sense of civic pride. Streets should create a setting for daily life as well as special events. They should be comfortable places with a healthy street tree canopy, protected from wind and with adequate sunlight.

STREETS FOR PROSPERITY

Streets support the city's economic vitality by providing pedestrian-oriented shopping streets that serve both the surrounding local neighbourhoods and visitors. They should promote street life by accommodating café seating and active uses. They should provide a range of transportation options to allow patrons and workers to move efficiently as well as ensure the movement of goods.

Mobility Integrating & Prioritizing Transit



KEY DIRECTION

Prioritizing investment in public transit and creating an integrated transit hub

Yes to Go Train
Service!
Humber Streetcar → D.C. Core
takes about 1 hr right now.
Go service would ~~bring~~
bring it much closer.

Yes!!
Need Park
Lawn GO
Station!!

Instead of waiting
25 years for LRT
project, create
Riverside and
Dufferin intersection
for GO streetcar.

Yes to ParkLawn
GO!! Lets make
this happen.
Also, we need a
continuous 501 streetcar

PARK LAWN GO STATION

In 2018, Metrolinx prepared an Initial Business Case for the Park Lawn GO Station. Since then, Metrolinx and First Capital have been working together to develop a strategy to deliver the new GO station.

Residential uses are not permitted within the study area until the GO station is provincially approved and funded.

The Secondary Plan provides an opportunity to develop an integrated transit hub for the neighbourhood, providing excellent connections between TTC streetcar, bus, and GO Transit services.

IMPROVING AND PRIORITIZING TTC SERVICE



TTC's Humber Loop serves as an important connection for transit service to southern Etobicoke. While Humber Loop will be maintained for operational flexibility, the Planning Study and TMP will explore opportunities to enhance TTC service for existing and future development through:

- a new streetcar loop in the Park Lawn Road and Lake Shore Boulevard area;
- integration of streetcar and bus service with Park Lawn GO Station;
- a road network that supports an effective local transit network; and
- transit priority on Lake Shore Boulevard, Park Lawn Road, and streets to/from Park Lawn GO Station.

GO + TTC (bus & streetcar)
hub at ParkLawn
& abandoning HumberLoop
(inconvenient location)
& adding
road connection
through Humber Loop tunnel.

Fastest, more
reliable transit
should be a
priority!
connect bus routes
coordinate connections
times,
improve bus service

YES!

Don't feel
comfortable
as a woman
taking Overw
because of Humber
loop.

Agree!

Any type of TTC
loop is less desirable
due to increased
wait times. We would
appreciate a
continuous 501 line

THE HUMBER LOOP
COULD BE A WONDERFUL
DISCRETE PARK
INSTEAD OF THE CLUMS
WHICH IT IS NOW

CONTINUOUS
501
LINE

+1 for making the
streetcar loop to SHOULD GO STRAIGHT
the new ParkLawn GO. TO INSTANTLY
- Humber Loop location is inconvenient
- long platform make through-traffic
501 streetcar slow (which behind
501 cars)
- platform not long enough for
ramp, longer waiting time
- need better waiting facilities (benches)

WATERFRONT TRANSIT RESET

The City of Toronto, in partnership with the TTC and Waterfront Toronto, has completed the Waterfront Transit "Reset" study, including an assessment of needs and options for transit improvements along the waterfront. The study area extends from the Long Branch GO station in the West to Woodbine Avenue in the East.

The Waterfront Transit Reset will be coordinated with the Park Lawn Lake Shore Transportation Master Plan to ensure a compatible transportation solution. A dedicated eastbound lane for streetcars was identified in earlier stages of work and is a potential "quick-win" project for near-term implementation.



Mobility Walking and Cycling

KEY DIRECTION

Promoting networks and connections for walking and cycling



IMPROVE WALKABILITY BY CREATING:

- A well-connected network of direct and convenient routes
- Wider sidewalks for pedestrian accessibility, comfort and safety
- A high-quality streetscape with seating, trees, restaurants and shops
- Convenient connections to parks and natural areas
- Clear and helpful signage



ENCOURAGE CYCLING BY PROVIDING:

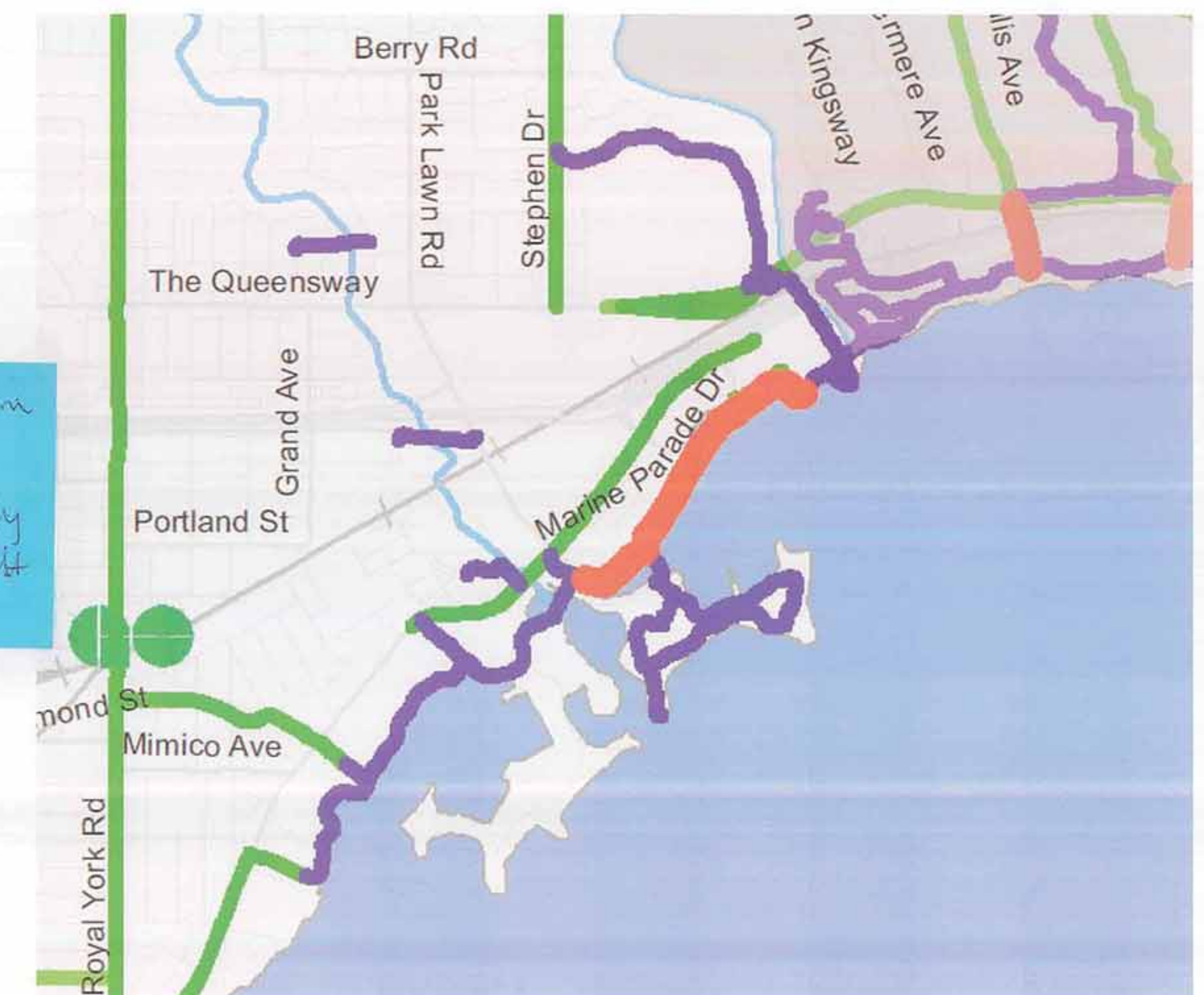
- An expanded cycling network
- Upgrades to existing cycling routes for greater comfort and safety
- Additional bicycle parking facilities and locations



INCREASE CONNECTIVITY BY IMPROVING:

- Street crossings and locations
- Connections across physical barriers such as the rail corridor and the Gardiner Expressway
- Connections to the waterfront and existing trail network

Cycling Implementation Program Etobicoke York 2019-2021



Trail connection
to historic
point community
is missing important
link - F1

SECURE

Program Type

- New
- Renew
- Study

Existing Cycling Network

- Trail
- On-Street Cycling Facility
- Signed Route, Arterial Sharrows or Edge Line
- GO
- TTC

Data Source: City of Toronto
Projection: NAD 1927 MTM 3
Cartography: Cycling Infrastructure and Programs, City of Toronto

Date: June 2019



DIVISION OF
PEDESTRIANS,
CYCLISTS +
CARS NEEDED!
LOOK TO
AMSTERDAM
YES!

PARK LAWN LAKE SHORE



TRANSPORTATION MASTER PLAN



Study Purpose

The Park Lawn Lake Shore Transportation Master Plan (TMP) will identify changes needed to improve transportation options for all users.

The TMP is an integrated approach to meet the existing and future needs of a diverse range of users by providing:

- New connections and better access to roads, transit, and pathways;
- Additional safe and convenient crossings of physical barriers;
- Planning for investment in public transit, pedestrian, and cycling networks; and
- High quality streetscape design.

Can tunnel to Humber Loop become a roadway?

Traffic Terrible in Parklawn

Better bike path access

Separate bike lanes!

Refer to European cities for ideas

The section of parklawn under the Gardiner is often flooded during rainfalls, it's a hazard to drive through

3 LANE PARKLAWN EXPANSION

LAKE SHORE TO QUEENSWAY CONNECTION VIA HUMBER LOOP

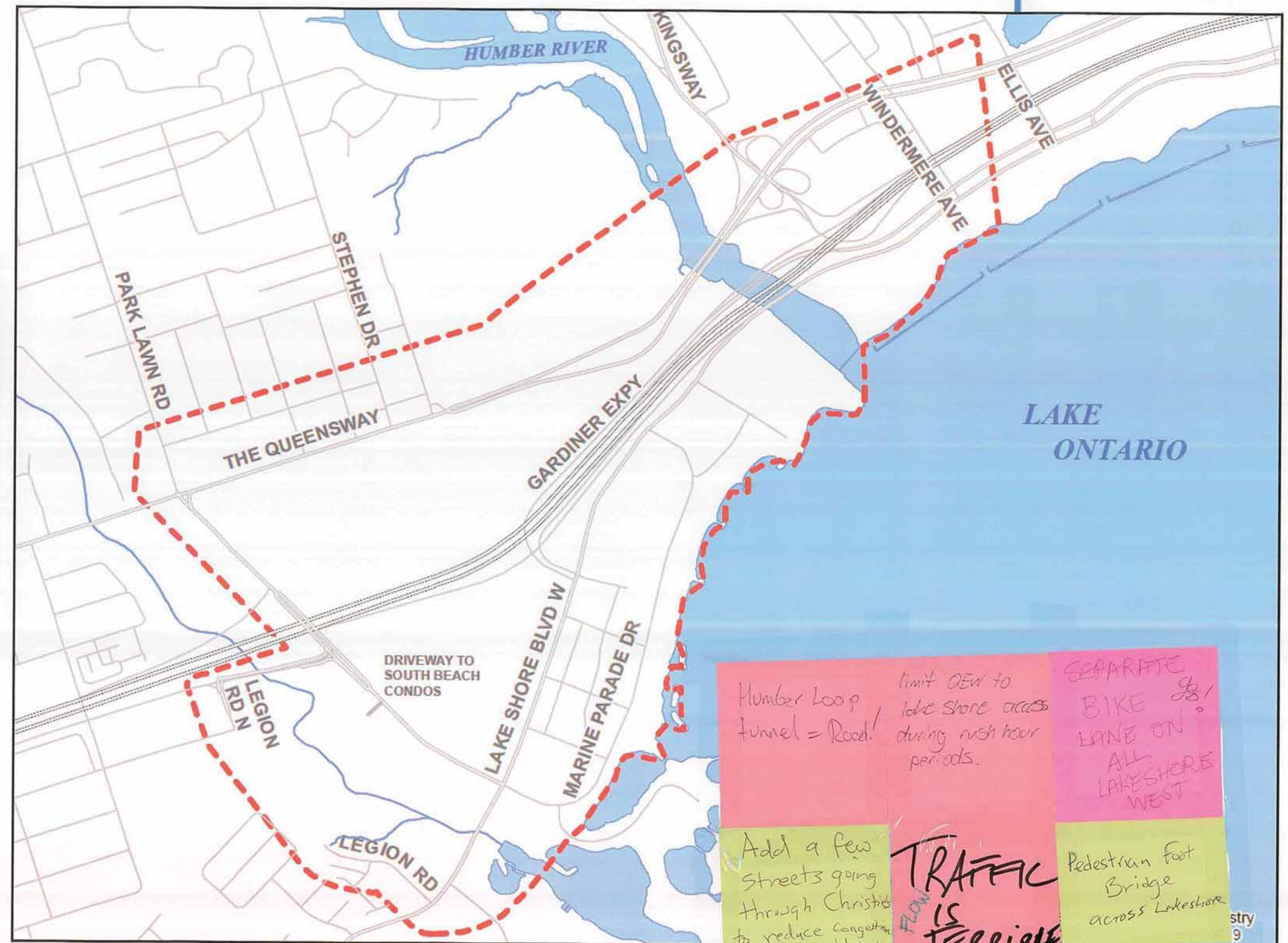
Humber Loop Tunnel
CONVERT TO ROAD CONNECTION!

above map):
Ellis Avenue,

IMPROVE HIGHWAY ACCESS. NO LEFT HAND TURNS!

Ticket people who turn left onto Lake Shore Blvd from the Metro Plaza. There is a NO left turn sign.

HOTEL Five Star Scary near metro entrance for cars + pedestrians



Humber Loop tunnel = Road!

Limit OEW to Lake Shore across during rush hour periods.

SEPARATE BIKE LANE ON ALL LAKE SHORE WEST

Add a few streets going through Christie to reduce congestion on parklawn & lakeshore

TRAFFIC IS TERRIBLE

Pedestrian Foot Bridge across Lakeshore

SEPARATE BIKE LANE. TOTAL BY THEMSELVES, NO CONTACT WITH CAR LANES. SAFETY FIRST FOR BIKERS

YES PLEASE

Investigate Gardiner grade separation (as per old photo!)

Open up Legion Rd connect North + south Open up N-S through humber loop tunnel

Transportation is #1 priority issue. Easy, safe access to downtown

What we heard in Phase 1

Activities included 2 public workshops, stakeholder meetings, an online survey, print and digital communications to reach all residents, businesses, and local community groups.

Public events were attended by 130 participants, and 415 responses were received to the online survey. A complete summary of Phase 1 consultation activities can be found on the project website www.toronto.ca/parklawnlakeshore.

TRANSIT

- Support for a new GO Station to service the study area while maintaining Mimico GO Station
- Create a new streetcar line LRT routes; optimize/add bus routes
- Consider other locations for a new transit hub / transit loop, or improve existing Humber Loop (i.e., access for cyclists and pedestrians)
- Improve service frequency; create an integrated fare structure

Consider making the walk to Mimico Sta. less threatening. More sidewalks & lights (fr. Music Point)

ACTIVE TRANSPORTATION

- Create a continuous east-west bike lane along Lake Shore Boulevard West
- Create separate cycle paths to reduce congestion on trails and pathways
- Enhance cycling and walking network through existing and future infrastructure

ROAD NETWORK

- Create new connections across the Gardiner Expressway and reduce 'choke point' across the Humber River
- Improve access to the Gardiner Expressway, Ontario Food Terminal, and other properties
- New turning lanes at Park Lawn and Lake Shore are working well; signal synchronization needs improvement

With every new Condo that opens the line up of cars to get on the Gardiner West gets much longer!

Turn lanes do not work well. over capacity & will get worse with this development. Maybe more controlled access?

If every light is green people will drive faster!

Additional road connections to North & Queenway are much needed as density increases

Additional comments related to:

- Construction impacts to quality of life
- Safety concerns for all road users
- Development & population increases
- Parking demands

Built Form

Pedestrian Comfort



KEY DIRECTIONS

Locating, orienting, and designing buildings to minimize shadowing and adverse wind conditions on adjacent streets, parks and open spaces, while providing weather protection along all streets.

SUNLIGHT ACCESS

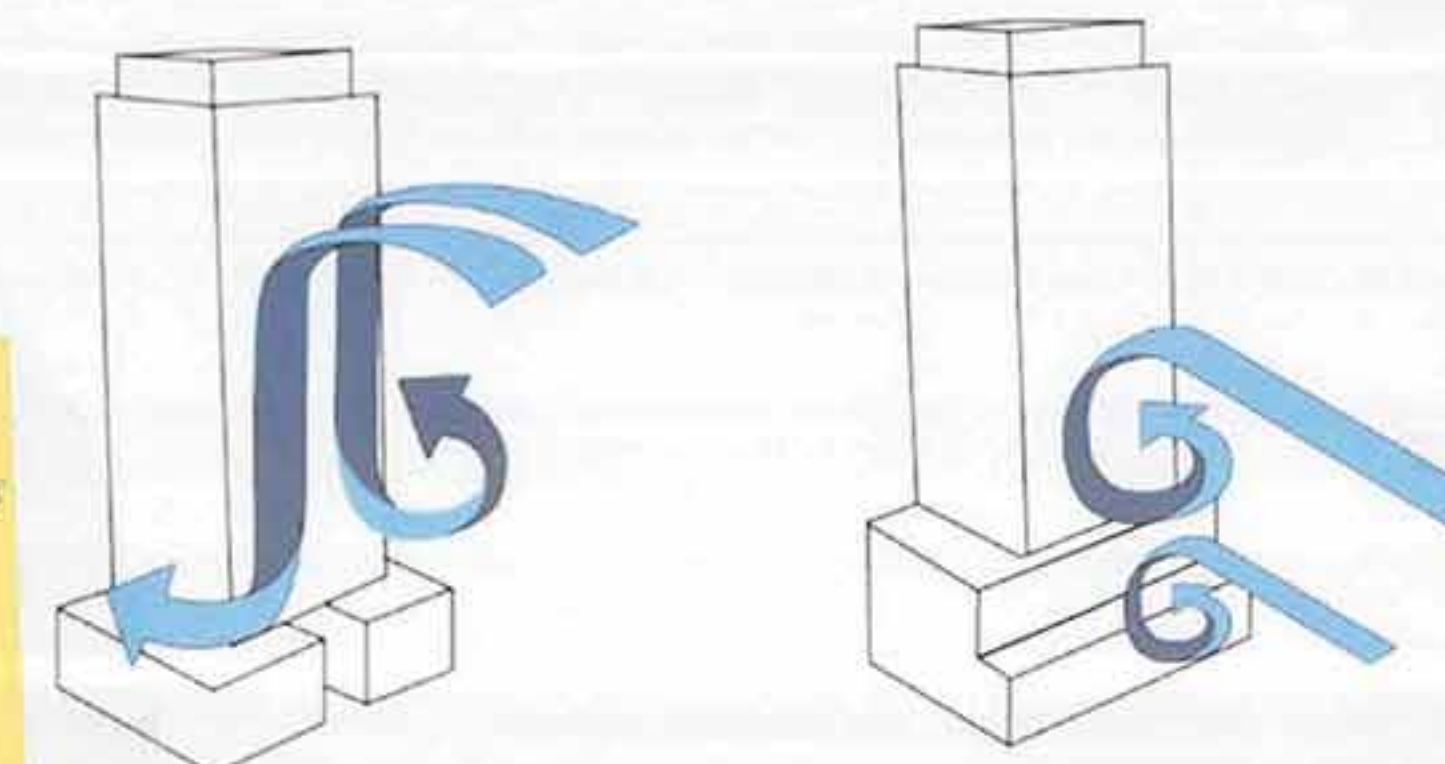


A minimum of 5-hours of sunlight on streets or open spaces between the spring equinox and fall equinox will ensure the viability of green spaces and comfort of pedestrians.

SIGNATURE
GATEWAY
MONUMENTS
ie. MUNICI-
VOLUME
ETC.

WIND EFFECTS

Step backs from base buildings can be used to reduce undesirable downward wind flows. The proportion of base building step backs and their influence on the wind is affected by the height of the surroundings. Base building roof areas that are inaccessible to pedestrians can be used to mitigate against downward wind flows and improve conditions at grade.



Noise pollution
is not being
considered in this
plan.
Study of streets
levels should be done
and plan developed to
decrease noise pollution.

please provide
enough space
to put greenways
b/w buildings

SEPARATION DISTANCE

Development will provide adequate privacy, sunlight and sky views for occupants of new and existing buildings by ensuring adequate distance and separation between building walls.



Yes please!
more regulations
on building
distance - we don't
want to become
downtown where no one
gets sunlight b/c of dense
buildings

Provide
alternate safe
pedestrian/
cycle route
to Queensway
from Lakeshore

NOISE
POLLUTION
FROM LOUD
VEHICLES +
MOTORCYCLES
AT ALL HOURS
NEEDS TO
STOP?

Pedestrian walkways should
be safe & have open views
People riding in buses
and cars need not make
for dangerous situations for
walkers needs to be
considered



WEATHER PROTECTION

Permanent pedestrian weather protection, such as overhangs or canopies will maximize pedestrian comfort.

will need a good
HVAC system to
counter pollution
from the Gardiner
Hwy.

ensure that
green planting
suits the
environment -
indigenous
species wildlife
friendly.

Built Form Conceptual Site Design

Trail along the rail track so people can move b/w GO stations.

House - large fenced courtyard / park in centre with cafe's / patios. Weekly Garage!

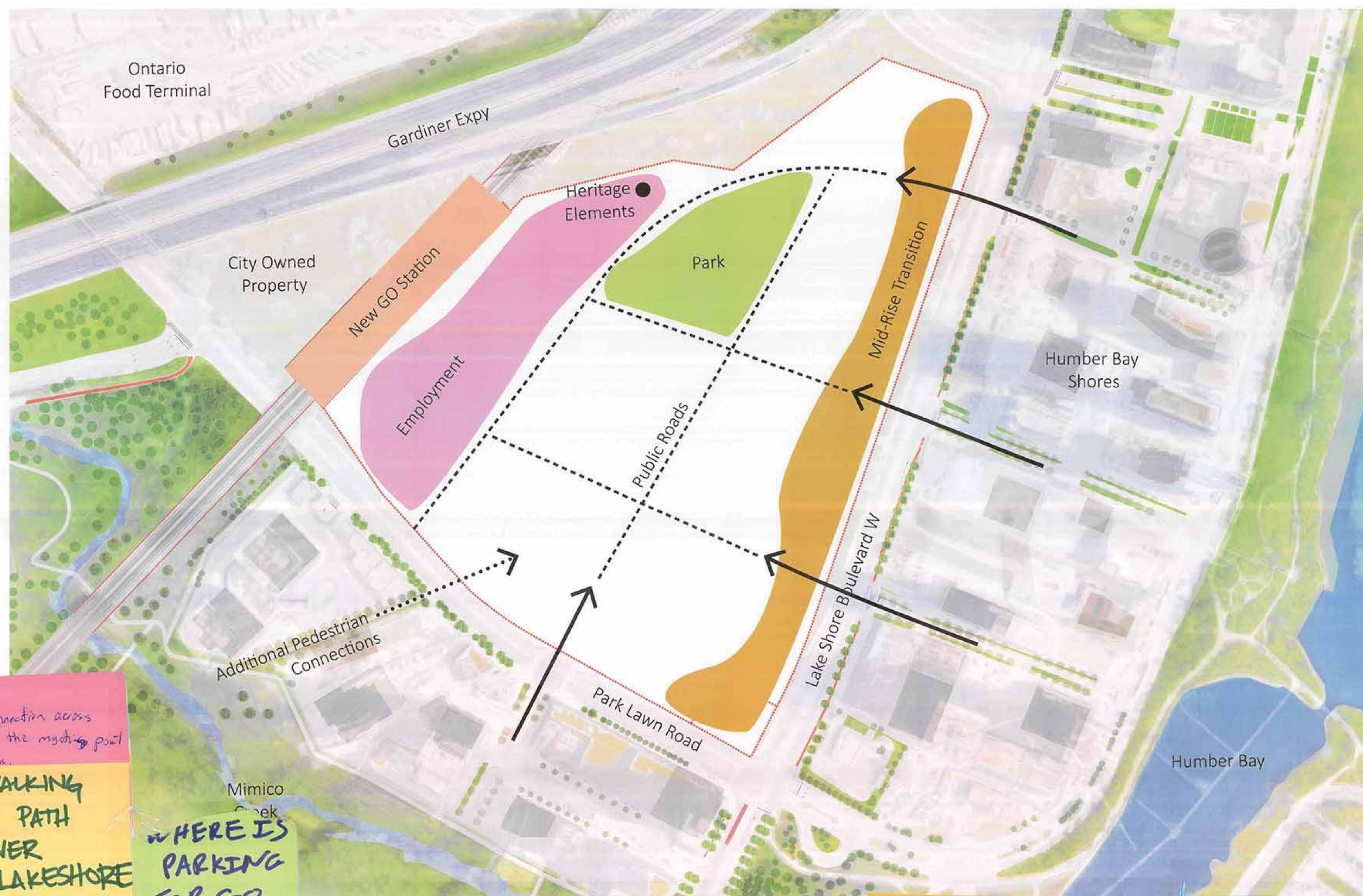
QUESTION

No residential can be built on Christie property until GO station is approved & funded.

What about built? completed?

KEY DIRECTIONS

New buildings will be located and scaled to fit with the existing and planned context. They will frame and support adjacent streets, parks and open spaces, and will improve safety, pedestrian comfort and interest.



- New GO Station to provide opportunities for Transit Oriented Development for new and existing residents.
- Extension of existing roads into the site as public roads to break the site into smaller blocks.
- Large public park as a focal point for the neighbourhood
- Over 90,000 m² of employment provided close to the new GO Station and provide accessible Transit Oriented Development.
- Incorporation of the water tower.
- Mid-rise buildings along Lake Shore Boulevard West to correspond to lower density on the south side of Lake Shore frontage.
- The view to Downtown from the Gardiner Expressway, through the site, framed by buildings in Humber Bay Shores will be protected.
- Building heights and massing will be determined through analysis of built form conditions.

Connection across to the existing pool area.

WALKING PATH OVER LAKESHORE

WHERE IS PARKING FOR GO NEED SPACES

A GO STATION REQUIRES A LOT FREE PARKING.

Traffic is highly congested in Parklawn. More residential must resolve the traffic problem

MIDRISE WOULD MAKE STREET LIFE BETTER

PUSH MID-RISE BUILDINGS BACK FROM LAKESHORE BLVD - ie. MOVE THEM NORTH & NEXT TO EMPLOYMENT AREA SO LAKESHORE DOESN'T FEEL LIKE A TUNNEL.

Midrise development along Lakeshore should be mixed use rather than residential. - It makes the street even livelier

All internal streets should be just for pedestrians. parking underground.

- higher and a green space than buildings

Fix THE TRAFFIC FLOW SITUATION LEFT TURN PARK LANE TO GARDINER BRIDGE PUTTING IN MORE LANE'S! 30 min wait to do left turn

"Existing context" has already way too many big, tall buildings

Mixed residential and commercial to create businesses such as restaurants, coffee shops & some night life.

Built Form Public Realm



KEY DIRECTION

Creating a unique identity for the neighbourhood through cohesive design of public and private spaces

LESS
WIND
TUNNELS
MORE SPACE
FOR SUNLIGHT



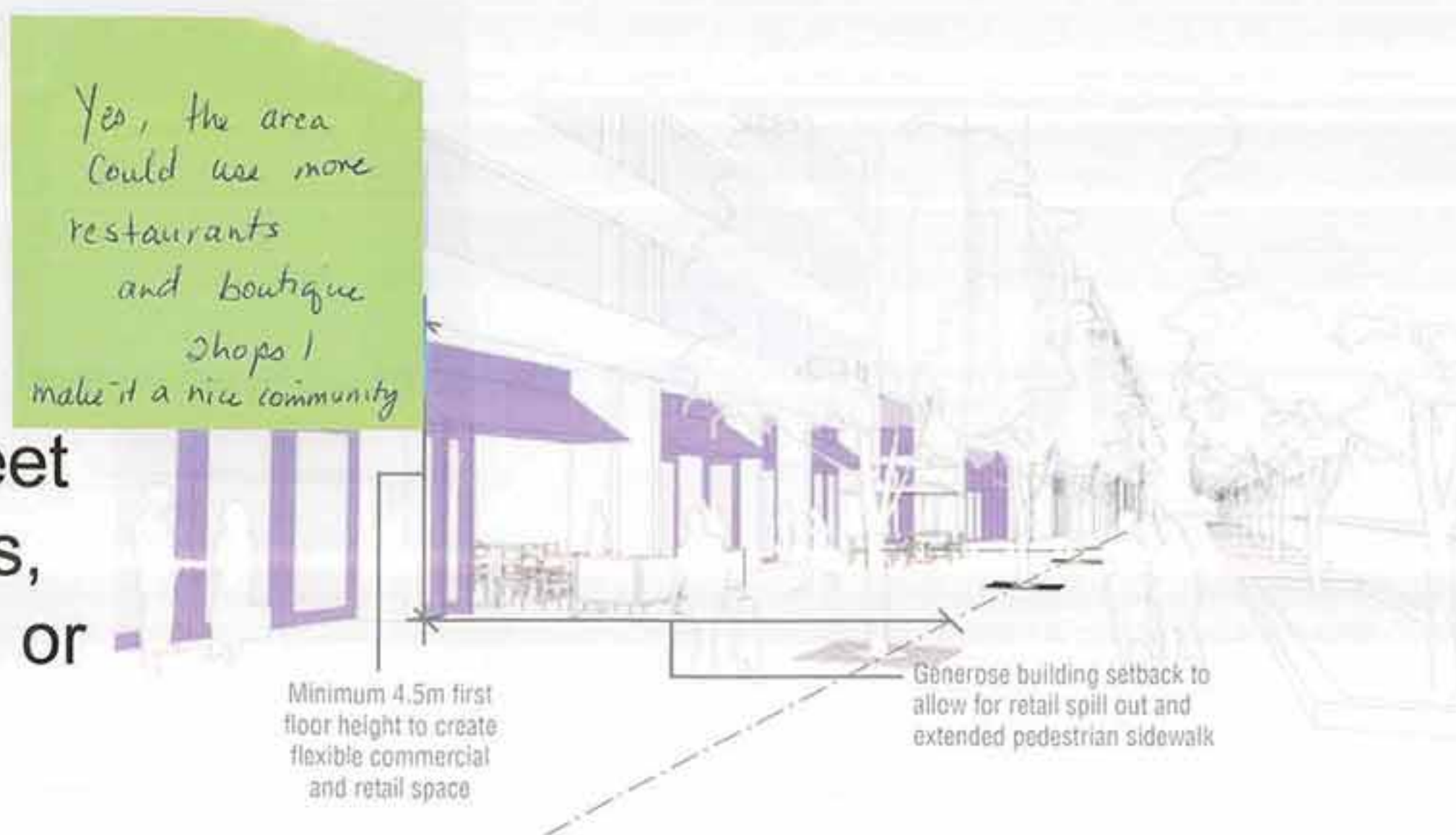
MID-BLOCK CONNECTIONS

Mid-block connections make travel more convenient, link public and private spaces, and open up interesting place-making opportunities between buildings.

BUILDING SETBACKS

Setting buildings back at grade to expand the sidewalk creates more space for pedestrians, healthy street trees and plantings, sidewalk cafes, marketing areas and other seating or gathering places.

Yes, the area
could use more
restaurants
and boutique
shops /
make it a nice community



People
scale:
- wide sidewalks
- room for outdoor
cafes &
seating

PUBLIC VIEWS

Buildings, including the CN Tower, which compose the Downtown skyline, must be viewed clearly from the eastbound lanes of the Gardiner Expressway at the bend just past Park Lawn (View 1b of the map). The view across Jean Augustine Park to the lake, framed by buildings in Humber Bay Shores, is also important.

Don't understand
why?

PRIVATELY-OWNED PUBLICLY ACCESSIBLE SPACES (POPS)

POPS are not intended to replace public parks, but instead are an important way to expand the public realm onto private property to increase outdoor space and local amenity.



Pop
Brooklyn
Lane
In my area
is an added
expense that
the city should
look after



Consider
winter
uses/program
ming

Plant
Trees!
Go
UNDERGROUND

underground
walkways
like the
path

Christie's Planning Study

Housing



TOO MUCH HOUSING AND TRAFFIC ALREADY

KEY DIRECTION

Requiring a range of unit sizes, forms, tenures and affordability to meet the needs of current and future residents

VERTICAL COMMUNITIES

A complete community, regardless of its form (low-rise, mid-rise or tall building), is one that meets the daily needs of its residents. It offers more than just a place to live, but a range of housing choices, access to higher-order transit, a high-quality public realm, community services and neighbourhood amenities.

These amenities have the same level of importance in newly planned vertical communities as in more traditional low-rise neighbourhoods.

WHY IS AFFORDABLE HOUSING IMPORTANT?

The Site and Area Specific Policy for the Christie's site requires the provision of affordable housing through either the conveyance of land or units to the City or the provision of affordable rental units. These statistics indicate the need for affordable housing in the area:

Nearly half (49%) of all renter households in the study area experience housing affordability stress (pay 30% or more of their pre-tax income on shelter). *

Approximately 39% of all households in the study area are renter households. *

The average asking rent for a condominium apartment in the study area is \$2,444 (compared to \$2,232 for the City of Toronto as a whole).

Based on all condominium apartments available for rent during the second quarter of 2019. Source: Urbanation Inc. Online Database

Construction of townhouses with affordable prices for families who work in the neighbourhood and who have been renting for decades.

How much affordable housing will there be?

"GROWING UP" GUIDELINES



The Growing Up: Planning for Children in New Vertical Communities guidelines aim to integrate family-oriented design into the planning of new multi-unit residential developments. The guidelines provide guidance on the proportion and size of lots and units recommended in new developments in order better accommodate the needs of families with children.

14% of all households in the area are family households with children. *



Approximately 5% of housing units in the area have three (3) bedrooms or more. Most housing units are 1-bedroom (50%) and 2-bedroom units (44%).

Condo units for families (3 bedroom).

There's already too much condo congestion in this area

No low-income housing

Please not just children. New vertical communities must be designed for ALL AGES

And building community must mean establishing ways/amenities/systems into the original building design

RGI AND SUPPORTIVE HOUSING

SENIORS HOUSING VARIOUS FORMS

Statistics Canada, Population 2016

Have a mix of affordable housing apartments in same building as those paying more

Consider senior housing options as well

In presentation Christie prop-3000 and non-residential minimum = 48000m2 VERY UNCLEAR what portion will be residential vs non-residential. Non-residential will only be about 10%

Conference Rooms/meeting rooms for people that work from home. Virtual conference Rooms/Computer Room



More Downsize Housing to have single family home owners move to smaller residence in same area

Community must not just be a word. It must be a true action plan.

Auto gridlock with too much housing in the area

Residential housing is at saturation in Humber Bay No more

Vertical Community Area: 10,780 m2 Storeys: 25 Units: 450

More housing units in this area is not acceptable. Too much density on critical older infrastructure already.

If housing is built, is there a way to secure some rental or affordable units?

+2 no more high density residential - insufficient infrastructure currently

Should not allow building of new 1 bed units - they stay empty or get rented by criminals. Need a lot of family-sized need 2 bedrooms etc. security drives to prior

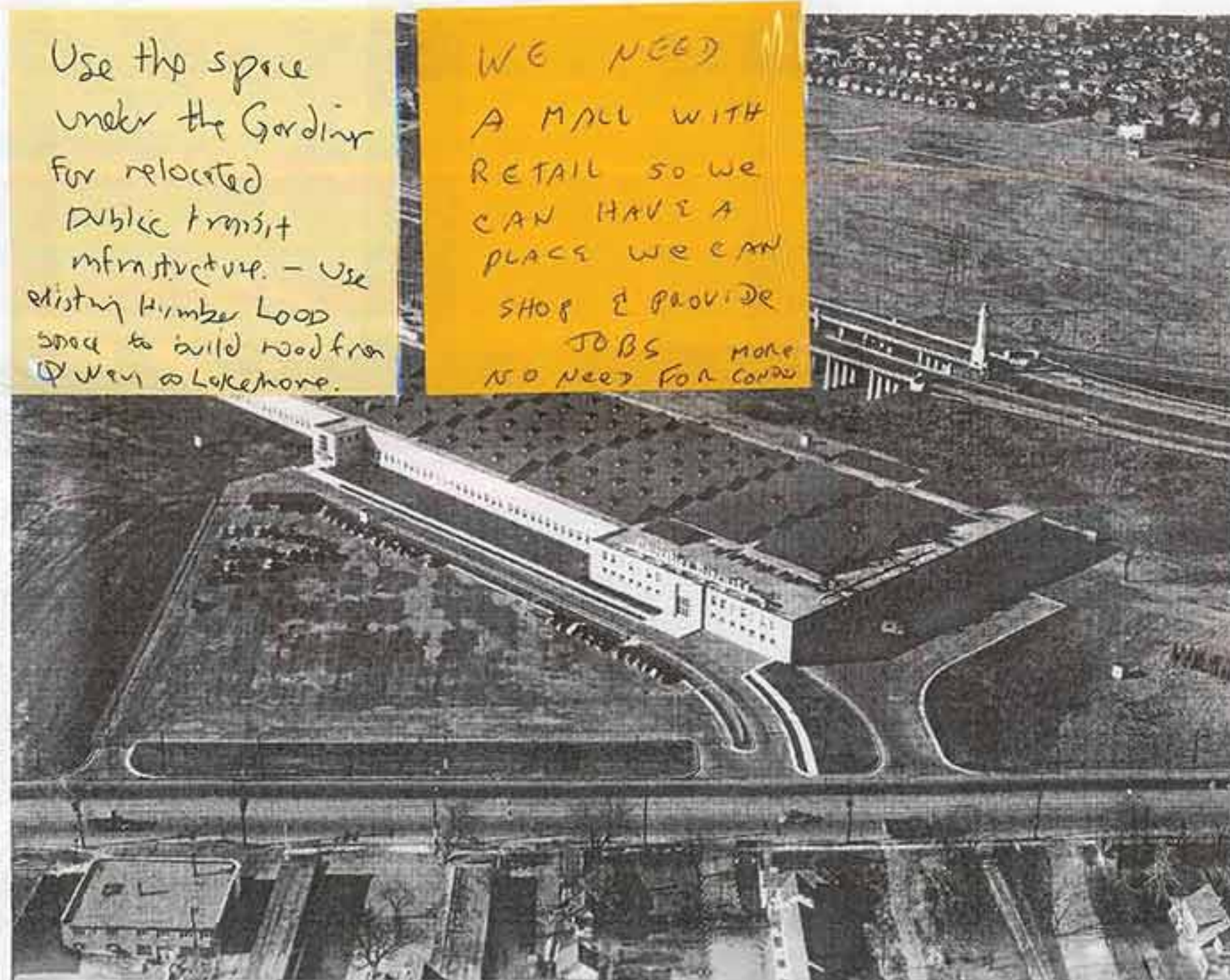
Christie's Planning Study

Heritage Preservation



KEY DIRECTION

Evaluating and conserving the cultural heritage value of the property, particularly the existing water tower.



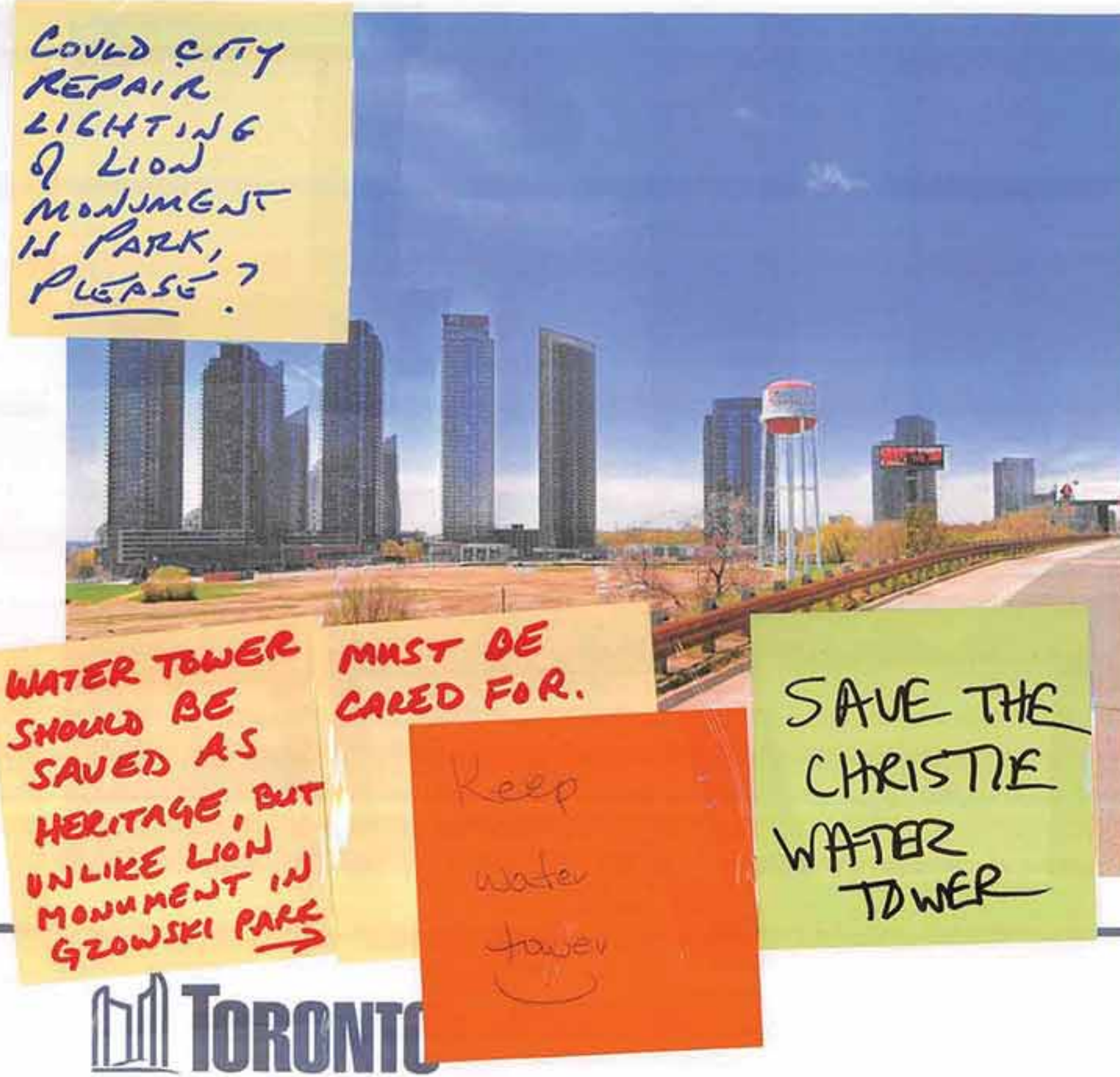
1950 – Aerial of Christie's Bakery
Source: Christie Brown Local Archives



1958 – Christie's Bakery taken from Lake Shore Boulevard West
Source: City of Toronto Archives



1963 - Aerial photo of the Christie's Bakery
Source: Christie Brown Local Archives



Constructed in 1949-1950, the Christie's Bakery water tower is the only remaining structure on the site and a city-wide landmark visible from all surrounding roads, including the Gardiner Expressway and Lake Shore Blvd. In November 2016, Etobicoke York Community Council adopted a request for City Staff to evaluate the water tower for inclusion of the City's Heritage Register.

A conservation strategy for this resource will be part of the Secondary Plan process.

Tower does NOT REFLECT

Current or future community? PAST is imp!

Is the Gardiner still elevated here? Is there room underneath?

CAN THE WATER TOWER BE MADE USEFUL PERHAPS TO RECYCLE WATER AS WATERING THE PARK AS AN EXAMPLE?

Similar to Famine to Rose or milk bottle in Montreal were while.

Keep water tower + make it more visible.

What other uses can be put on the water tower?

Existing water tower to city ownership to be used w/ City watermain to increase water pressure & meet area water needs.

KEEP THE WATER TOWER!

WILL WATER TOWER BE OWNED BY CITY OR CAN IT BE LEASED BY GRO UPS INTERESTED IN USING IT?

Zero Emissions Development

KEY DIRECTIONS

1. Target zero emissions for all new development (TGS Version 3 Tier 4).
2. Design energy systems to access renewable thermal energy from municipal infrastructure.
3. Evaluate options for energy sharing between buildings through a thermal network (district energy system).

This is a fantastic direction. The area should be built up with a long term green plan in mind!

TORONTO GREEN STANDARD (TGS)

The TGS specifies sustainability requirements for new development, including energy performance and GHG emissions.

Tier 1 represents the minimum requirements; other Tiers are voluntary, with an incentive for higher performance. By 2030 all new development will be required to achieve near-zero emissions.

2018 Version 3	2022 Version 4	2026 Version 5	2030 Version 6
Near-Zero GHG Emissions Performance Level			
Tier 4	Tier 3	Tier 2	Tier 1
Tier 3	Tier 2	Tier 1	
Tier 2	Tier 1		
Tier 1			

If Tier 1 is achievable and affordable now, why allow delay to 2030 for implementation? - should be required earlier.

URBAN VERTICAL FARM BUILDING:
→ \$ POTENTIAL
→ UTILIZE PROXIMITY OF FOOD TERMINAL
→ ENTRY LEVEL / SPECIALIZED JOBS
→ LOW WATER USE / STORM MGMT?

ebikes
- rental bikes

WHAT IS ZERO EMISSIONS DEVELOPMENT?

A zero-emissions development is where buildings are designed to use as little energy as possible and any energy that is required comes from low-carbon, renewable sources.

To achieve a low-emissions development energy efficiency must be integrated into all elements of the building design including building orientation, massing, envelope, insulation levels and minimized air leakage.

preserving trees along Go train transit corridor specially west of park lawn

Publicly accessible EV charging on site

- Sustainable resilient buildings
- 0% Carbon footprint Developments.
- Consider pollution from GREW highway capture emissions build noise barriers

Green Roofs on Condo rooftops
+ Community gardens
+ Condos w/ EV charging stations
+ condos to not supply water as in maintenance no that people use water more wisely

What sustainability features are most important to you?

Proximity to the lake would make this an ideal site for R+D related to thermal exchange. Learning will be applicable to future development + retrofit

new buildings should have sufficient hook ups for people to charge electric vehicles

NEW BUILDING CODE SHOULD REQUIRE MORE AGGRESSIVE ENERGY CONSERVATION GOALS
e.g. no halogen bulbs as building standards

bike lanes!
YES!

This is good!!
Ditto!!
Let's Do It!

ZERO EMISSION BUILDINGS TO OFFSET GREENHOUSE GAS EMISSIONS

LOW VEHICLE USAGE
LOWER CONSUMPTION OF HYDRO/HEAT
BETTER USE OF NATURAL ELEMENTS

Each Building should supply sufficient power for itself. Wind, Solar

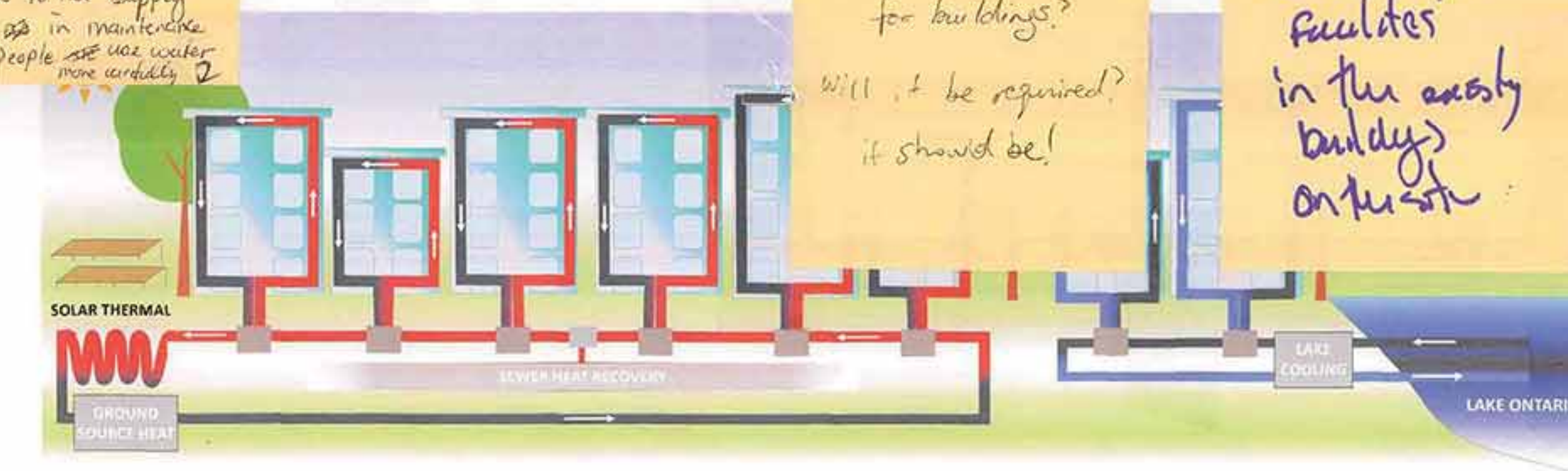
Good Direction

LEED Certification for buildings? Will it be required? it should be!

EV charging facilities in the early buildings on the site

RENEWABLE THERMAL ENERGY

The key to achieving zero emissions new development is using renewable thermal energy for heating and cooling. Examples in Toronto include solar thermal heating, geo-exchange (i.e. ground-source), sewer heat recovery, and lake water cooling. Energy Developers are relatively new actors in Toronto that are implementing these systems by partnering with real estate developers on projects.



Climate Resilience



KEY DIRECTIONS

1. Design streets and development sites to absorb, retain and detain 90% of rain and snowmelt
2. Enhance the quality and quantity of biodiversity by providing opportunities for refuge, food, resting areas and by planting a diversity of native species.
3. Provide adequate space and soil for healthy tree growth.
4. Design to prepare for future weather events, for example ensuring minimum back-up power is provided in the event of a power outage.

CLIMATE RESILIENCE

The climate is changing and Toronto must adapt. The City expects hotter, drier summers with more heat waves, warmer and milder winters, and fewer but much more intense, spring, summer and fall rainfall events.

These new weather patterns will affect how buildings, landscapes, infrastructure and the public realm are designed to be resilient. The Christie's development offers an opportunity to lay a foundation to not just survive future shocks and stress, but to thrive with a resilient community.

TORONTO GREEN STANDARD MINIMUM REQUIREMENTS

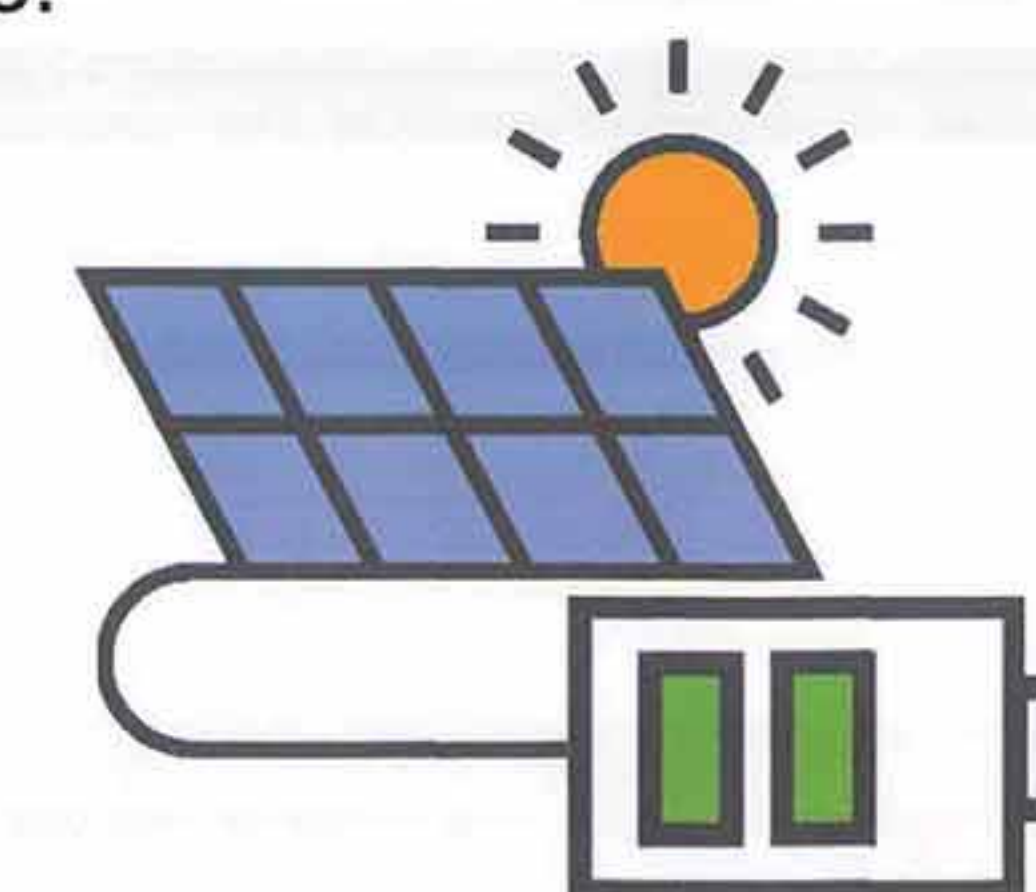


- Improved Energy Efficiency
- Green roofs
- Cycling Infrastructure
- No invasive species
- On-site storm water re-use
- 'Cool' paving

MINIMUM BACKUP POWER

Backup power for essential services in residential buildings (e.g. water pumps, elevators, common areas) allows residents to remain in their buildings and better cope with power outages.

Solar PV with battery storage can reduce demand on the electricity grid and provide renewable backup power during outages.



Toronto's Future Weather: Past, Present, and Future

	VERY HOT DAYS (≥30°C PER YEAR)	ANNUAL PRECIPITATION (MILLIMETRES)	HEAVY PRECIPITATION DAYS (≥10 MILLIMETRES)
RECENT PAST 1976-2005	12.2 days	786 mm	6.6 days
IMMEDIATE FUTURE 2021-2050	30.7 days	817 mm	6.9 days
NEAR FUTURE 2051-2080	54.9 days	854 mm	7.8 days

Think about the birds + creatures

Happy to see these considerations

Site should be LEED gold or platinum certified. that will assure all buildings planned are sustainable and green.

Design to include trees - not concerns

Why not have use of solar for general usage

more pollination gardens

lots of trees - diversity, - native - crucial

Buildings equipped with solar panels as an environment

indigenous plant green space

If it's bird and insect friendly then it's friendly for all humans.

This site is a clean post. Start to show case best of design

Christie's Planning Study

Pipes & Wires



KEY DIRECTIONS

1. Ensure the adequate provision of municipal infrastructure to meet the needs of a low-carbon climate resilient community.
2. Linking infrastructure improvements to development through the phasing of the project.



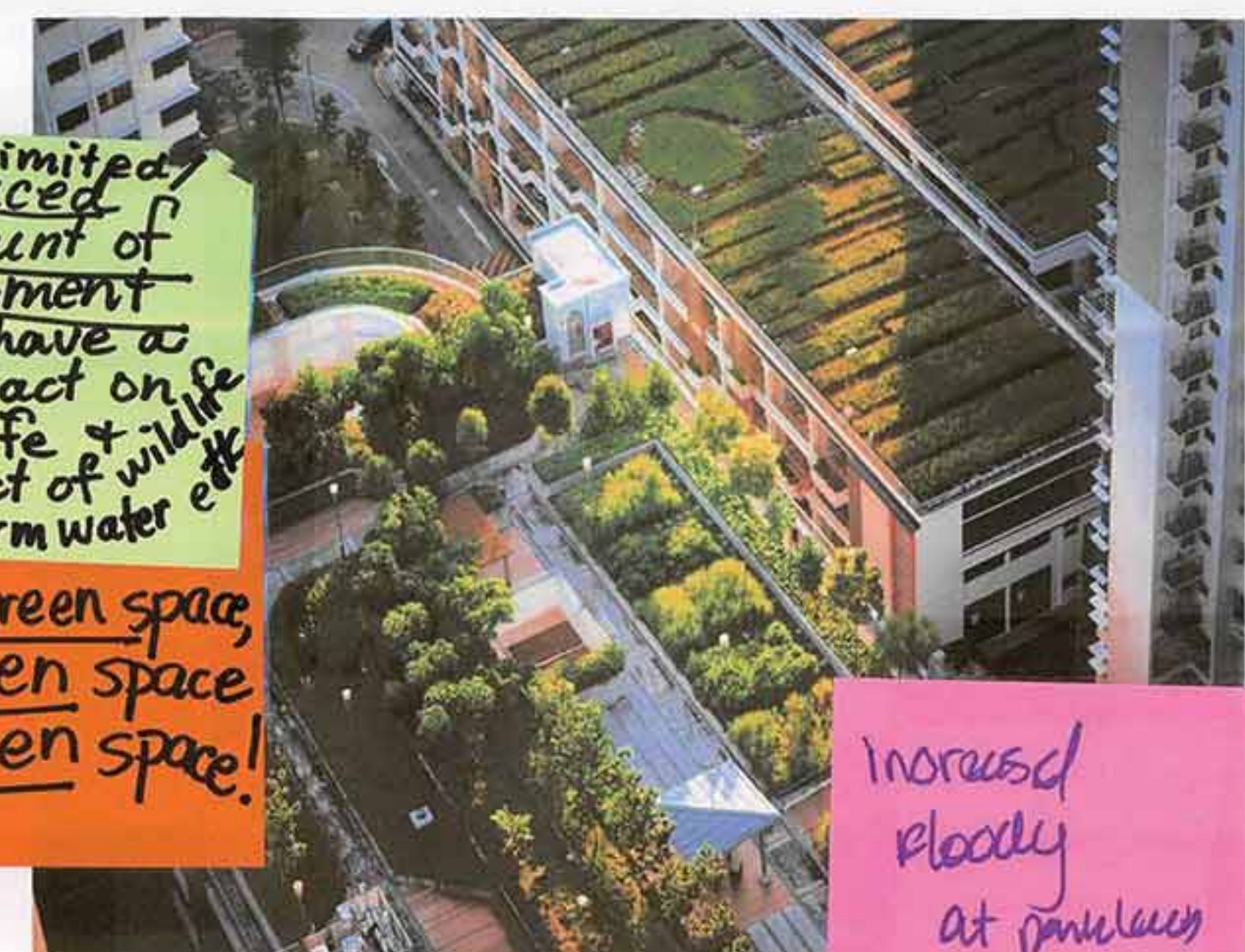
DRINKING WATER

Toronto Water operates and maintains over 6,000 km of watermains which supply drinking water to the City. Linking necessary infrastructure upgrades to development is a priority for Toronto Water.

LID
low impact
development
principles

STORMWATER

The City has implemented many projects to help manage stormwater and improve water quality in local waterways, including Lake Ontario. Investments in green infrastructure and green streets will greatly improve stormwater conditions while providing co-benefits such as reducing the impacts of heat, providing habitat and creating safe walkable environments.



limited
reduced
amount of
pavement
will have a
+ impact on
wildlife +
impact of
wildlife
on storm water

↑ green space
green space
green space!

increased
flooding
at parkade
or water
to see

These may include a range of low impact development stormwater management technologies, including bioswales, trees, permeable surfaces and green roofs, to increase the rate of water infiltration and decrease the volume of stormwater diverted to municipal storm drains.



White
concrete
so sun is
reflected

put all
wiring
underground
to protect
from weather

NIMICO CREEK
WETLANDS



WASTEWATER

Toronto Water operates and maintains 4,000 km of sanitary sewers which convey wastewater. Existing sanitary sewers within the vicinity of the study area divert the wastewater to the Humber Wastewater Treatment Plant, which is the City's second largest wastewater treatment plant. The Study will ensure that sufficient wastewater capacity is available as development occurs.



HYDROELECTRICITY

In 2018, Toronto Hydro's distribution system was valued at \$5.1 billion. Due to the massive growth in this area, hydro is already stressed to the max. This site will put an additional burden on this system. The infrastructure in this area must be improved.

underground
powerlines

WE HAVE LIVED IN
MIMICO FOR 40 YEARS
HYDRO INFRASTRUCTURE
IS GROSSLY
UNRELIABLE AT
THE WATER FRONT
FIX THE PROBLEMS
BEFORE ADDING MORE

Underground
wiring -
need a space
to fix kids

outages are
already a
problem in
the area -
infrastructure
already needs
to be improved

power outages
common

All good ideas
Let's Do it!

Need to move
wires underground
Most of our
outages are
caused by tree
limbs

I agree!!
How will adding
additional density
to the area
reduce existing
outage issues?

Christie's Planning Study

Parks & Open Space

Existing Conditions

What parks do you use? Place a sticker on your favourite spaces.

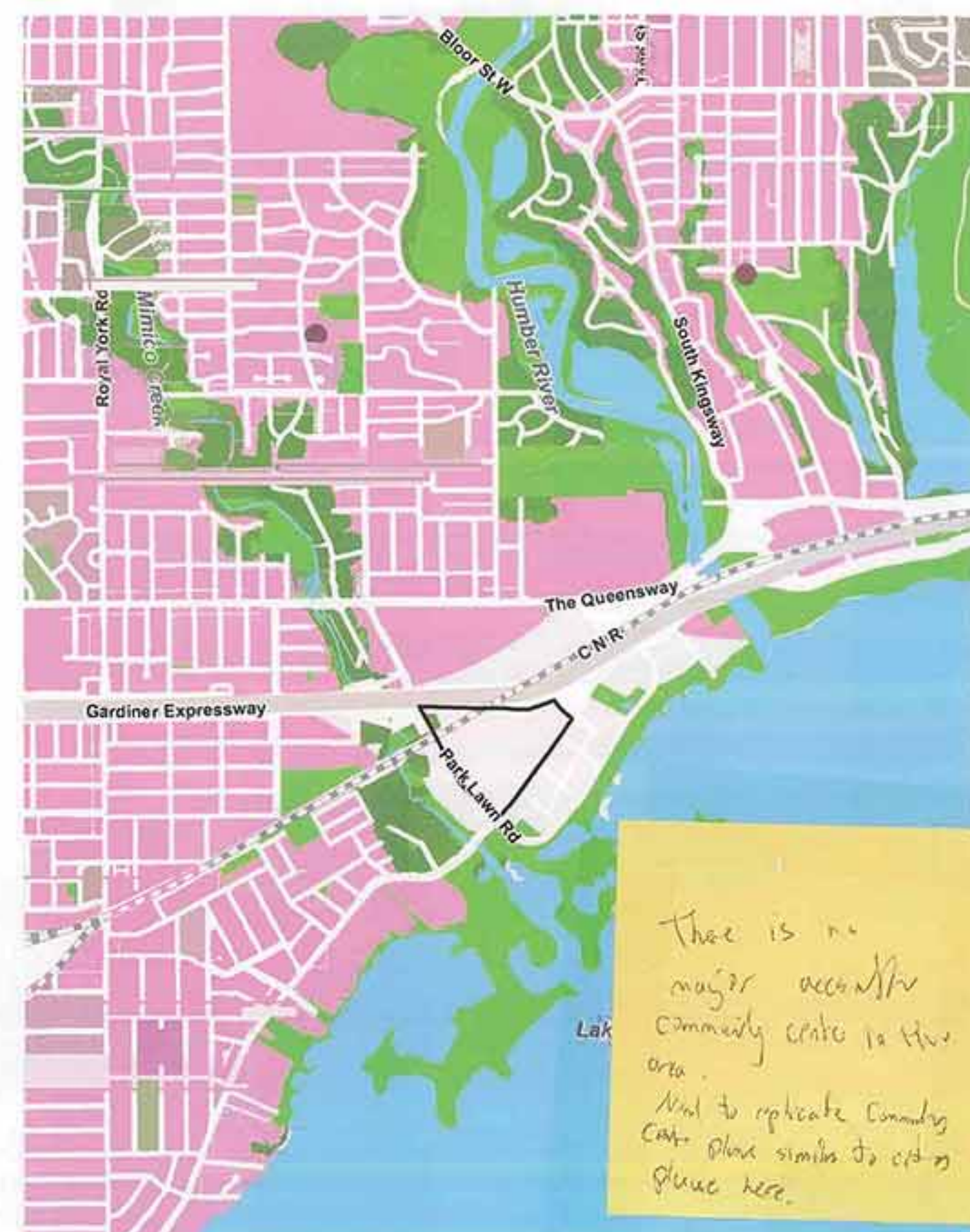


No.	Park	Size (m ²)	Outdoor Recreation Facilities/Amenities	
1	Jean Augustine Park	8,053	<ul style="list-style-type: none"> Pathways Ornamental fountain 	Note: Also known as Newport Beach Park
2	Humber Bay Park East	206,893	<ul style="list-style-type: none"> Fieldhouse Pathways and trails Picnic area 	<ul style="list-style-type: none"> Washrooms Garden
3	Humber Bay Park West	258,221	<ul style="list-style-type: none"> Trails Washrooms Dog Off-Leash Area 	
4	Humber Bay Shores Park	73,577	<ul style="list-style-type: none"> Garden (butterfly habitat) 	
5	Humber Bay Promenade Park	8,527	<ul style="list-style-type: none"> Trails Shade structure Ornamental fountains 	
6	Superior Park	3,910	<ul style="list-style-type: none"> Trail 	
7	Amos Waites Park	14,485	<ul style="list-style-type: none"> Outdoor pool Splash pad Table tennis 	<ul style="list-style-type: none"> Pathways Washrooms
8	Sir Casimir Gzowski Park	128,784	<ul style="list-style-type: none"> Playground Wading pool Fieldhouse Fitness equipment area 	<ul style="list-style-type: none"> Dog Off-Leash Area Ornamental fountain Picnic area and shelters Trails and pathways
9	Alexander Park	1,049	<ul style="list-style-type: none"> Playground 	
10	Flora Voisey Park	724	<ul style="list-style-type: none"> Playground Shade structure 	
11	Manchester Park	23,271	<ul style="list-style-type: none"> Tennis courts Playground Pathways 	
12	Grand Avenue Park	-	-	Note: To be renamed Grand Manitoba Park
13	Jade Park	-	-	
14	2183 Lake Shore Blvd. W	-	-	
15	South Mimico Trail	-	-	Note: (Phase 1 to be completed in 2020)

Parks & Open Space Recreation Facilities Inventory

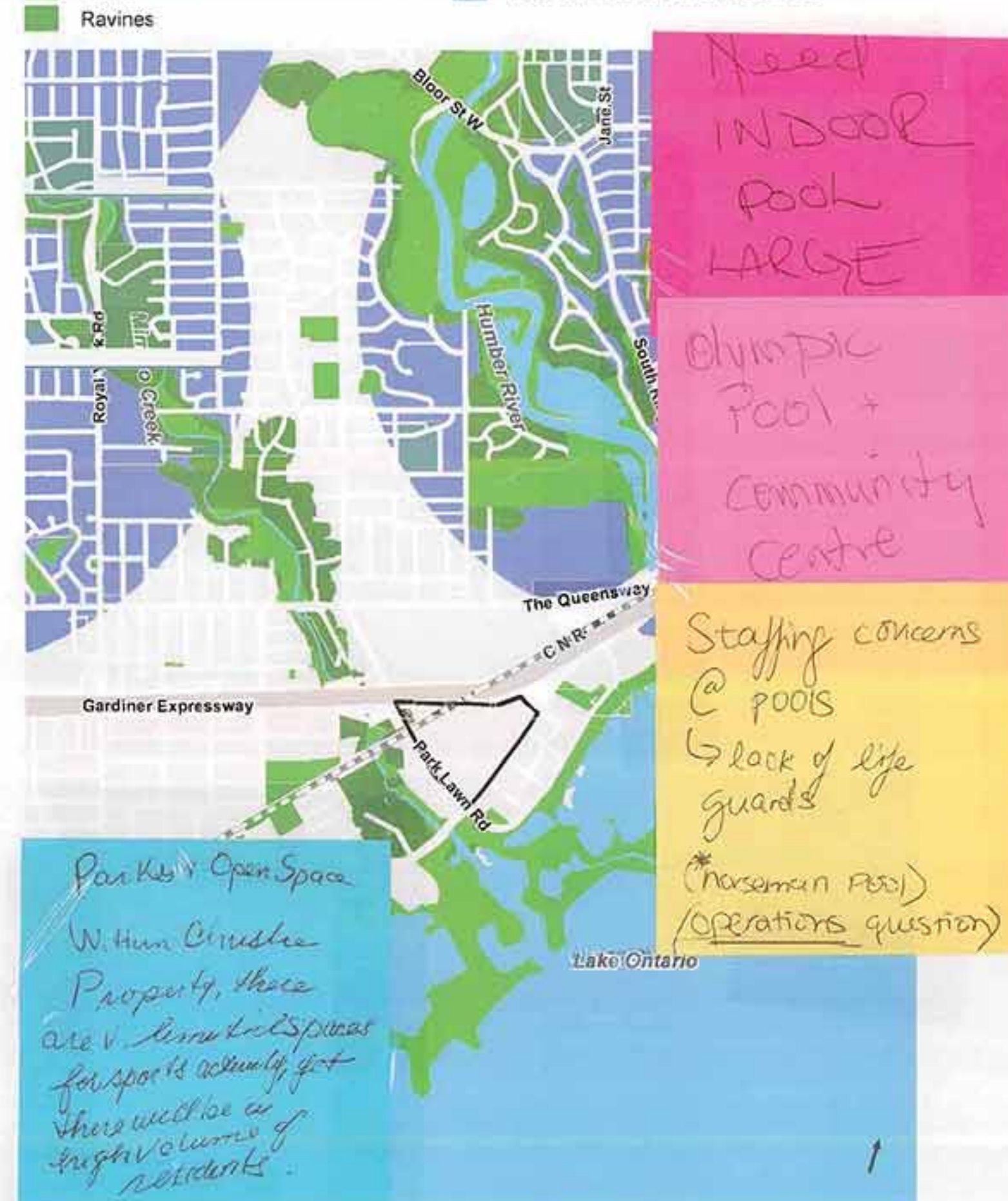
Community Recreation Centres (CRC)

- Christie's Secondary Plan Study Area
- Parks
- Ravines
- Mid-Sized Community Recreation Centre
- Community Recreation within a School
- Area within 2 km of a CRC



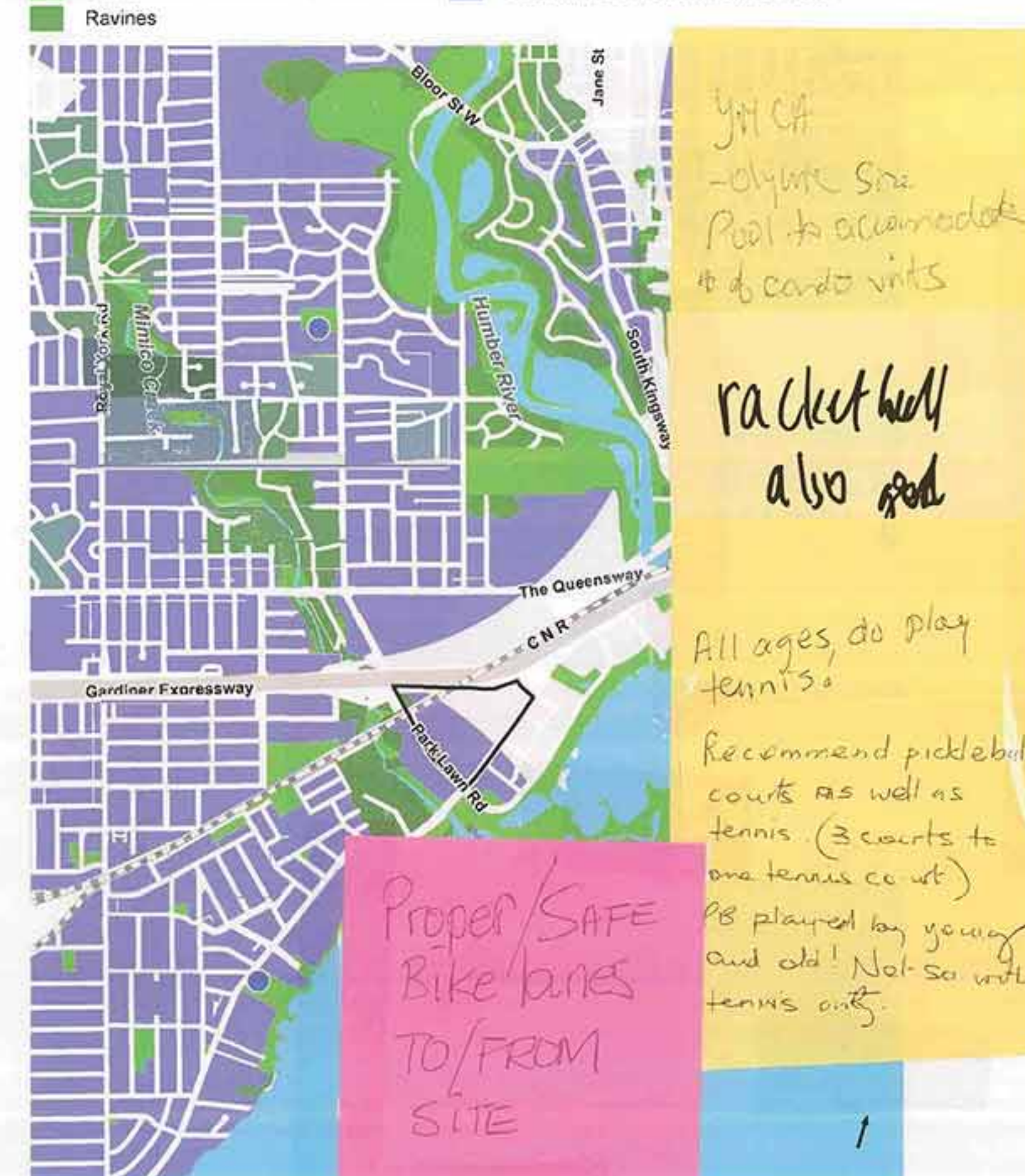
Indoor Pools

- Christie's Secondary Plan Study Area
- Parks
- Ravines
- Indoor Pool
- Area Within 2 km of an Indoor Pool



Outdoor Pools

- Christie's Secondary Plan Study Area
- Parks
- Ravines
- Outdoor Pool / Indoor Pool
- Area within 2 km of an Outdoor Pool



Splash Pads and Wading Pools

- Christie's Secondary Plan Study Area
- Parks
- Ravines
- Splash Pad
- Wading Pool
- Area within 2 km of a Splash Pad or Wading Pool



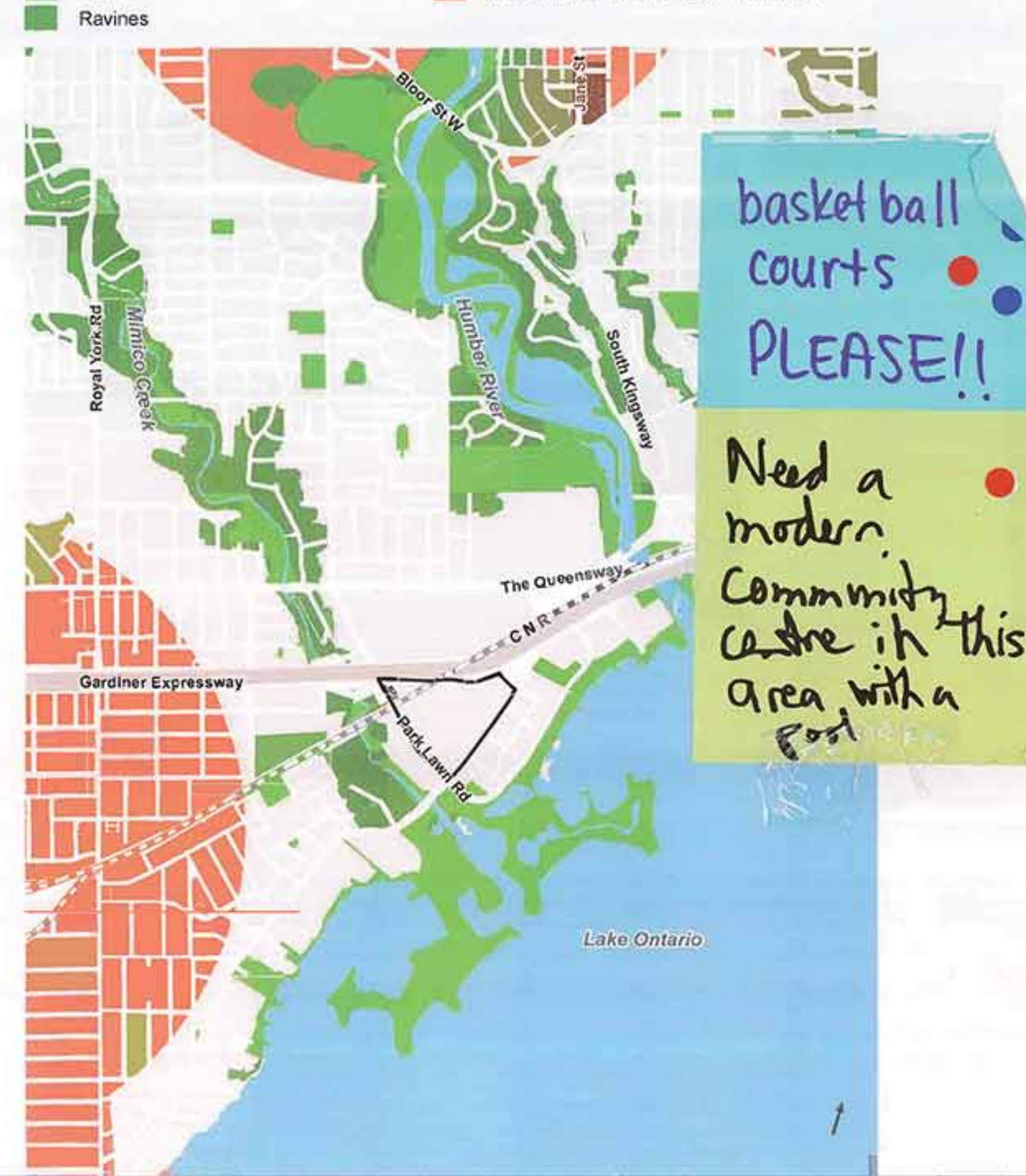
Gymnasiums

- Christie's Secondary Plan Study Area
- Parks
- Ravines
- Gymnasium
- Area within 2 km of a Gymnasium



Basketball Courts

- Christie's Secondary Plan Study Area
- Parks
- Ravines
- Basketball Court
- Area within 2 km of a Basketball Court



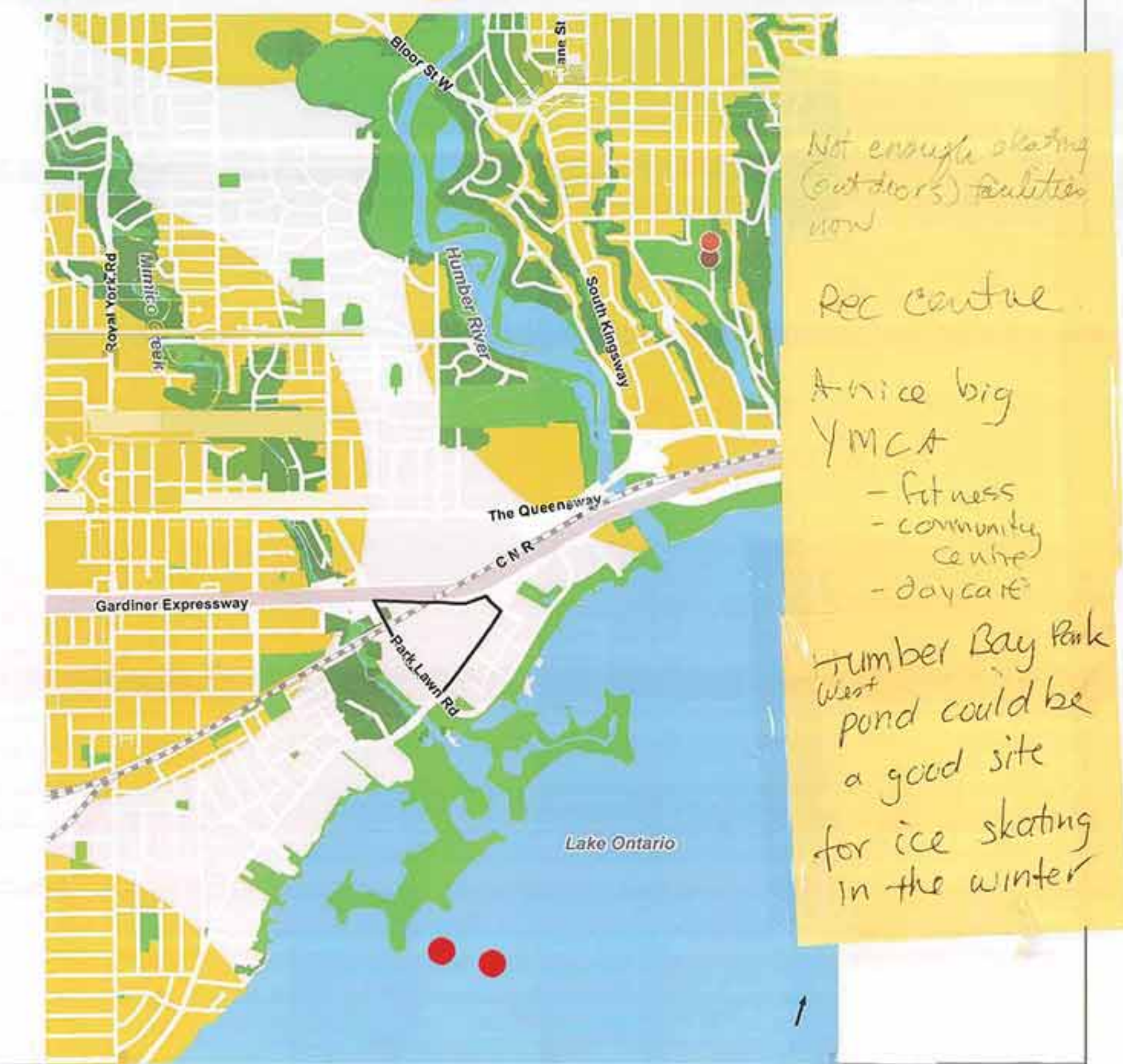
Tennis Courts

- Christie's Secondary Plan Study Area
- Parks
- Ravines
- Tennis Court
- Area within 2 km of a Tennis Court



Outdoor Ice Rinks and Skate Trails

- Christie's Secondary Plan Study Area
- Parks
- Ravines
- Outdoor Ice Rink
- Skate Trail
- Area within 2 km of an Outdoor Ice Rink or Skate Trail



Indoor pool.

Normal speed signs (like on roads) for cyclists who speed!!!!

Food amenities within parks along waterfront (cafes, food vendors, gathering space)

Public Washroom

4x4 PPL Martin Gossling trail - Nelson with black hard surface - kids/pets/black are staying.

Trail connection down from Jeff Healey Park (along Mimico Creek)

More Washrooms (especially Humber in Bay West Park)

Community garden

POOL Olympic size

All weather gathering space

OUTDOOR EXERCISE space

dog park

Need an adult Recreation Center in Pool/ more grass/ public sitting/coffee areas. Good Clean Public Washrooms.

Do NOT NEGOTIATE OUT - PARK LAND DEDICATION HOLD YOUR GROUND PARKLAND NEEDED

OFF-LEASH DOG PARK. (FENCED IN) DOESN'T NEED TO BE HUGE

DESIGN 8/80 CITY 20 AGE IN PLACE

WALKING STREETS AND PARKS AND SPACE. ACCESSIBLE FOR SENIORS MOBILITY

Need for an indoor pool (25m → many (8+))

PUBLIC WASH ROOMS ARE ESSENTIAL EVEN IF WE HAVE A USER FEE.

Convert pond in Humber Bay Park into a skating rink in winter

Better regulation of Humber Bay Shores trail usage → signage for max cycling speeds → occasional enforcement → clear delineation

Splash pads exist yet stonegate is to have another at huge wasted expense

dog off leash Area (DOLA)

Dog amenities (dog fountain)

Performance space / stage

Put buildings (commercial uses) near highway and rail road tracks which isn't a good area for any park usage - too noisy, too polluted.

Public Lit Tennis Courts and a swimming pool would be great (and needed)

Place to fly kites / plant trees

tennis courts & sports facilities (adult activities)

Tranquility/ sensory garden

WHAT KIND OF PARK AMENITIES WOULD YOU LIKE TO SEE



Playground



Splash Pad



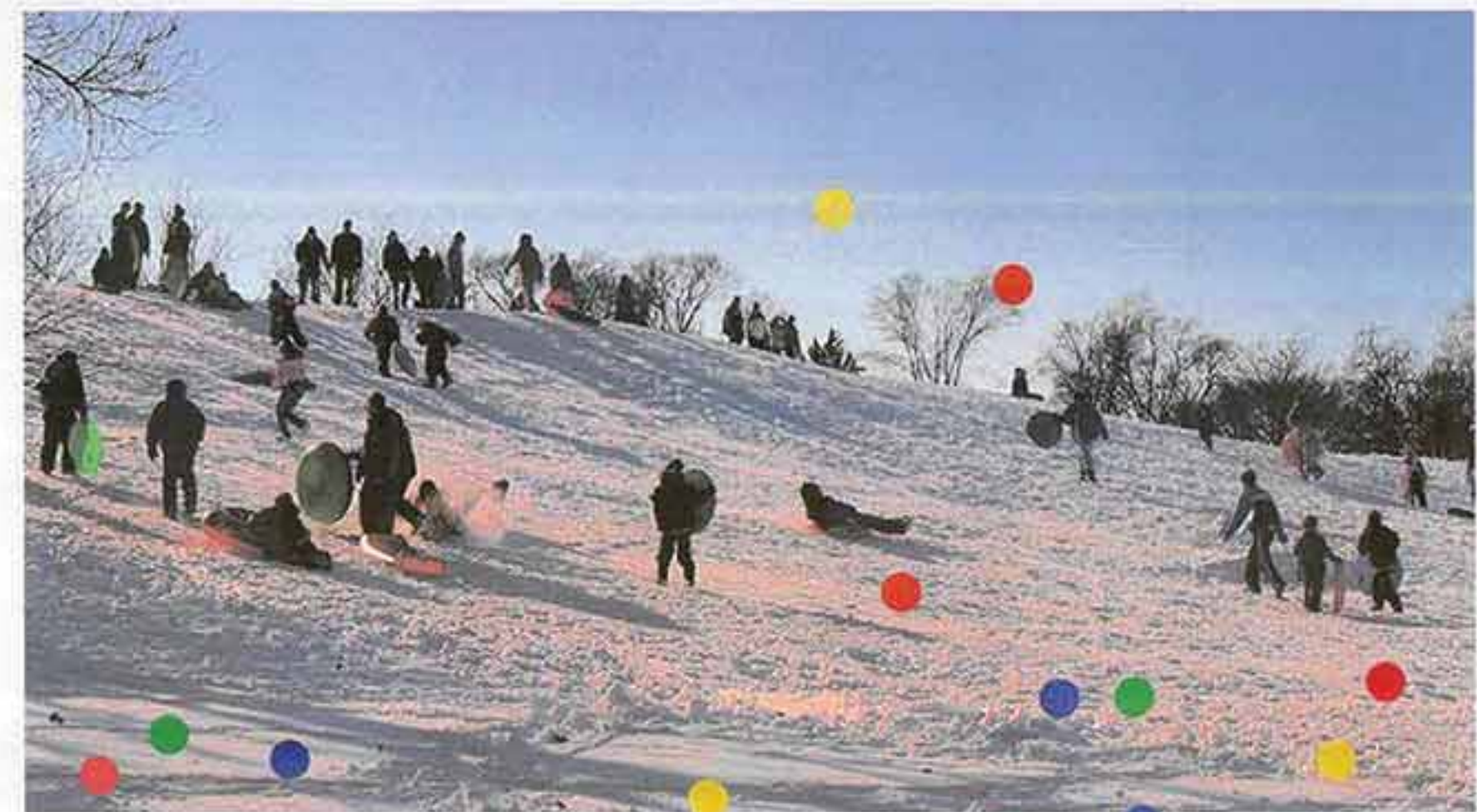
Skate Spot (skateboarding)



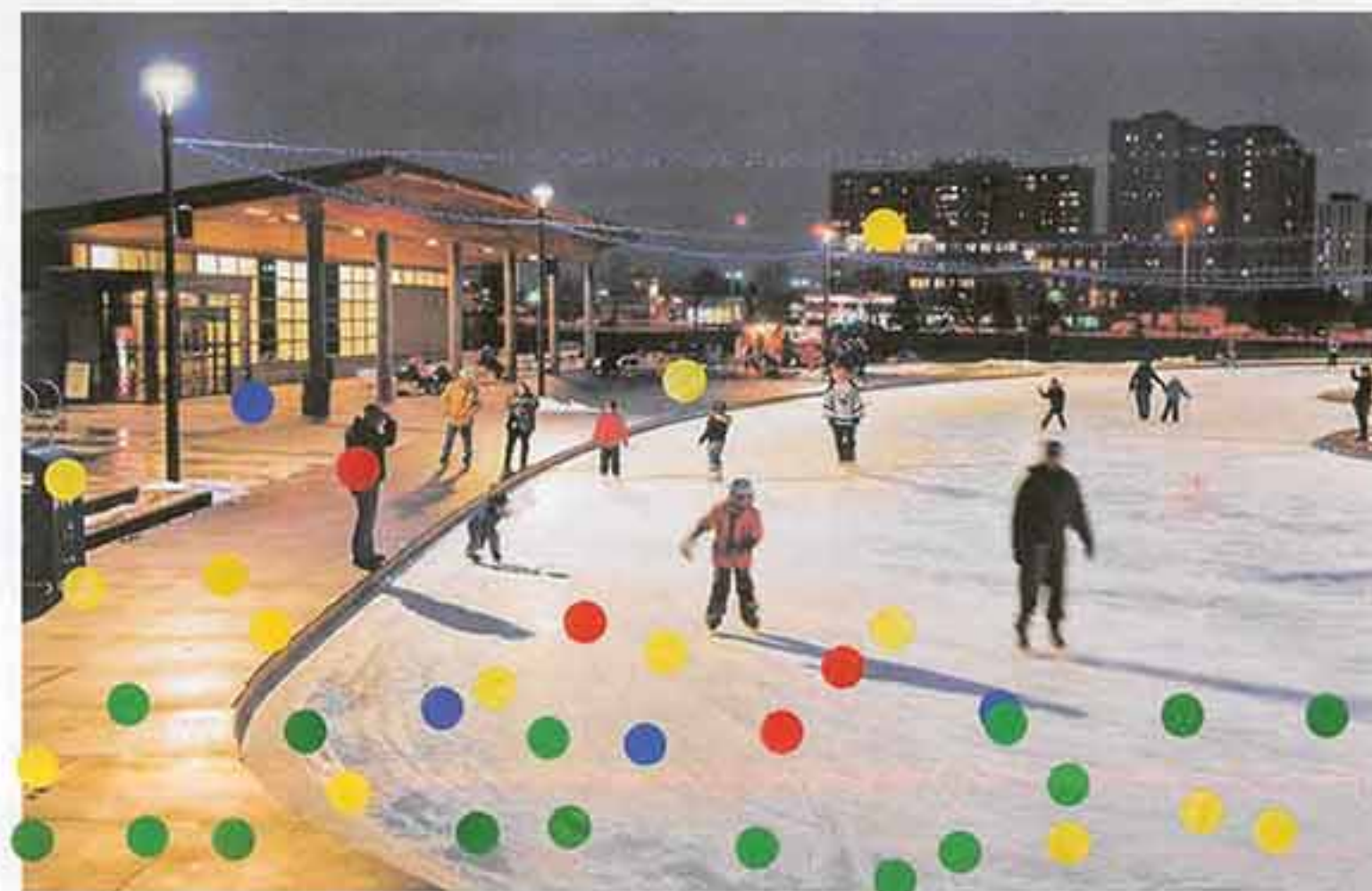
Multi-Use Court



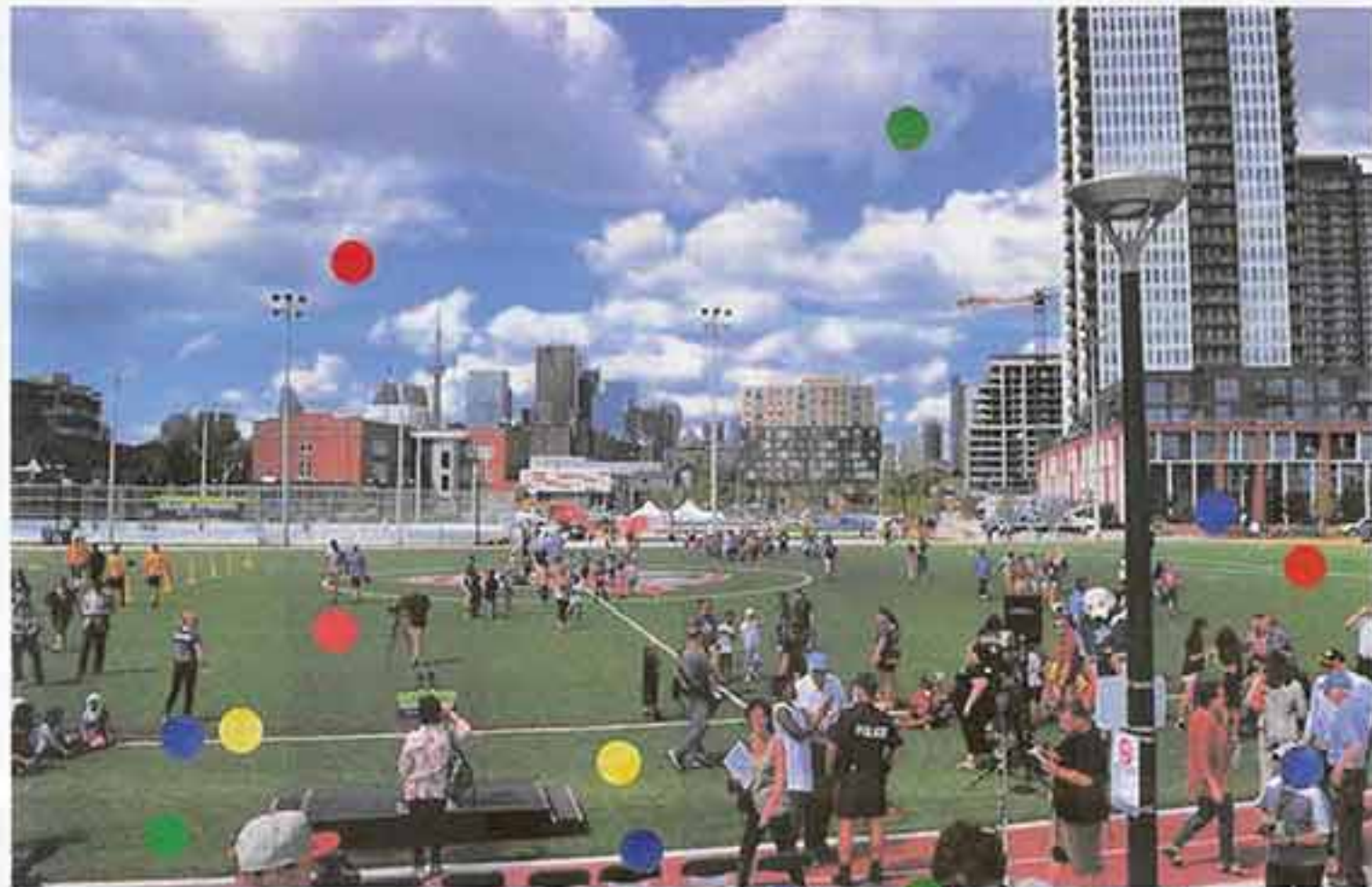
Exercise Equipment



Toboggan Hill



ICE Skating Trail



Soccer Field



Multi-Use Trail



Gathering Space



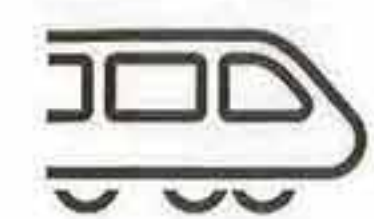
Open Space



Community Garden

Mobility Questions & Feedback

HOW DO YOU GET TO WORK?



GO Transit



Car/Carpool/CarShare



Cycling/Skateboarding



TTC



Walking/Rollerblading



Vehicles-for-Hire (taxis, Lyft, Uber, etc.)

GO TRAIN
TTC BUS
TTC STREETCAR
HUB

Continuous lane of 501 Streetcar. Instead of changeover on Humber Loop.

Need GO Station ASAP.

Will the BMO building remain? If it does it will hinder widening the road on Lake Shore.

The 508 King streetcar is very unreliable. Yes to Park Lawn GO. Quicker, accessible to DT. CORE

All day 10 minute service on GO

It takes about more than an hour for people to get to 4 from downtown by transit or car, so GO station is very necessary.

Is Legion off Lake Shore, & the Legion on the north side connect? Traffic can then be rerouted from Park Lawn.

Pleasant walking space, divided from traffic for safety & security for pedestrians.

MENTS? Please write

Increasing the # of lanes is VERY important. Before any building goes up.

improved walking paths/ areas include artists in beautifying areas - like NY Highline

Park Lawn GO station will make commuting to work more convenient

streetscapes that look like more downtown (sidewalks) vs. suburbia car-is-king

GO STATION #1

GO STATION SHOULD BE PRIORITY #1

NEED GO STATION!

Need GO STATION! COMMUTE IS TOO LONG!

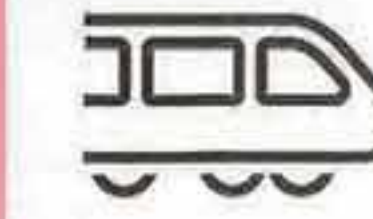
I WOULD TRANSIT IF OPTIONS WERE BETTER & MORE CONVENIENT

BETTER BUS Scheduling Coming South from the Subway.

YES

Analgamated transit hub! TTC + GO =

HOW DO YOU RUN ERRANDS?



GO Transit



Car/Carpool/CarShare



Cycling/Skateboarding



TTC



Walking/Rollerblading



Vehicles-for-Hire (taxis, Lyft, Uber, etc.)

GO Train station on all the Humber Loop to make a transit hub! M. Walker

TTC + GO fare integration & 1 fare

GO Station at Park Lawn / Lake Shore *ASAP*

BUILD TRANSIT QUICKLY BEFORE MORE HUNDREDS MOVE IN TO MONSTROSITIES LIKE EMPIRE AND START USING THEIR CARS!

I GOT FED UP WITH THE AMOUNT OF TIME NEEDED TO GO TO WORK AND RETIRE. I ONLY GO OUT AFTER RUSH HOUR

Pedestrian access to streetcar is VERY Dangerous. Explore measures for stop signs, speed limits, HIGHER FINES for over speeding.

GET A DIRECT BUS NIAGARA FROM THIS POINT

There is a proposed ferry between downtown & "Mimico Harbour" where yacht clubs & sailing schools are. Every had a public meeting was for the ferry, but against the location. It should go in next bay to the east of boat launch.

How about a Seniors Bus not TTC for downtown.

Car paths, walking routes into/out of current places is terrible - congested, unsafe, disorganized, too tight, etc.

This is a great area to live if you work at airport but transit commute time is too long so drive. Commute time to downtown via TTC similarly too long.

Need designated turning lanes from Lakeshore to get to Christie site. This will back up TTC & cars if not created.

MAKE IT ALL WALKABLE FOR RESIDENTS

During Rush hour times, platform length at Humber Loop is an issue. Rolling Stock is lengthier now but platforms still same. 508 gets blocked behind several 501 trains.

The one lane to go across the Humber River (eastbound Lakeshore) needs a plan to widen it. Too much congestion / back up on Lake Shore before that River. YES!

Controlled / limited access from GO to Lakeshore / Park Lawn exit to limit morning traffic during morning rush hour.

If there is a new station here - do we still need to expand/renovate Mimico?

improve infrastructure to encourage walking, public transport, biking etc. & to reduce car use.

GO TRAIN STATION WITH ACCESS TO BOTH PARK LAWN AND HUMBER LOOP

Traffic volume increasing continually in Lakeshore / Park Lawn area. A transit hub could significantly reduce this.

Transit Hubs most important. Thousands of people are trapped in neighbourhood with very little public transit options.

Need more parking for retail in this area.

NEED GO STATION

GET ME OUT OF MY CAR!

Feel up to congestion, clean Park Lawn Lakeshore. Need GO TRAIN but situation to not create more traffic jams. Be a station where car traffic would come from?

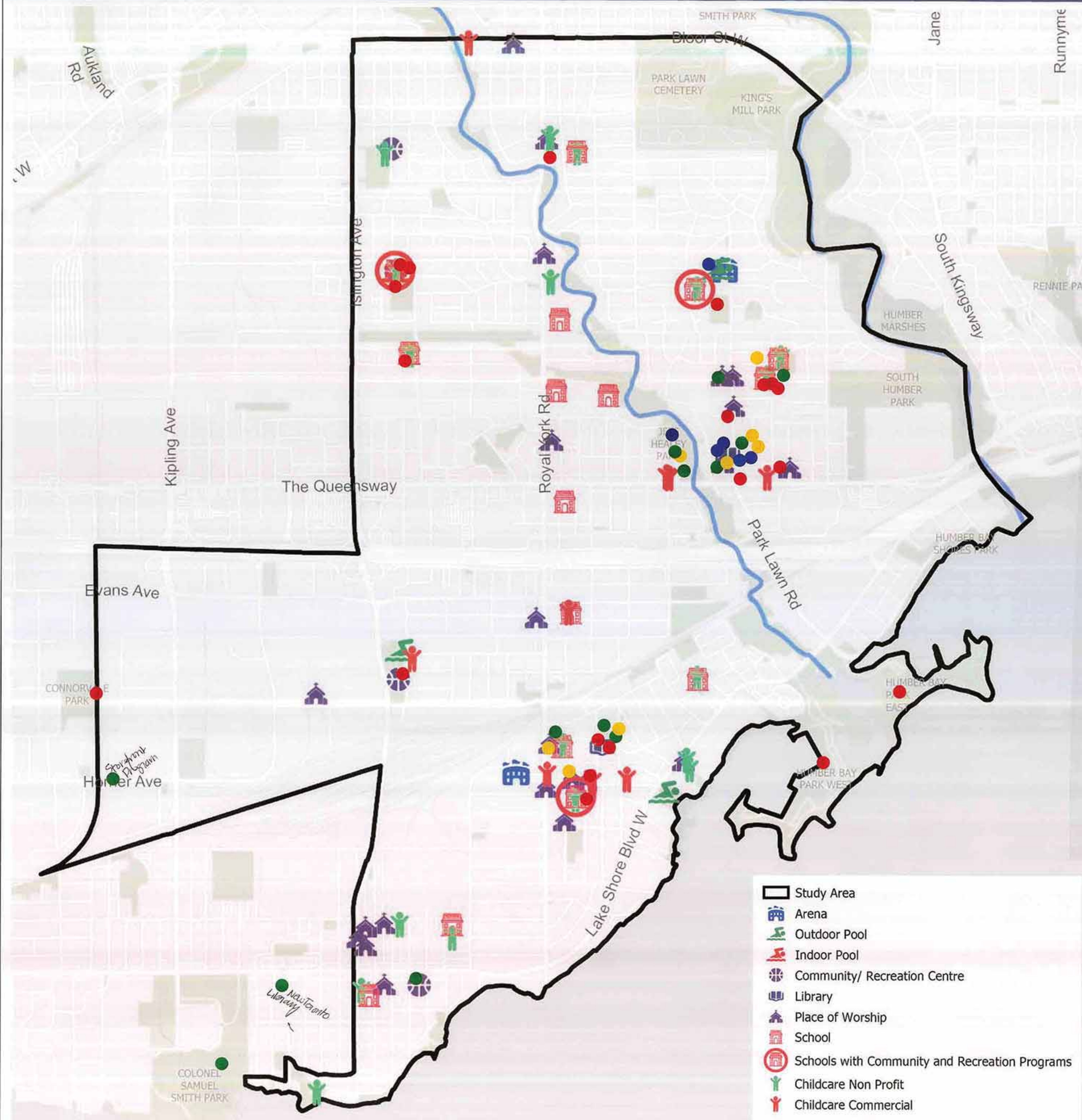
Currently drive only be there is no GO system near-by. PRIORITY

Bus 145 runs only during 9-5 hours, but people work all different shifts and want to go downtown near work as well.

There is no direct route Niagara QEW is full of cars travelling to Niagara we need at least a bus direct to Niagara region.

Christie's Planning Study

Community Services and Facilities Feedback



What community services and facilities do you use in the area?
Put a dot on the map.

What additional community services and facilities do you think are needed in this area?

Grab a sticky note, place it on the board.

Doctors Office
Lots of Green Space
Include Large Library at New Site
YES! Day Care Centre
Intensified services at 1 stop Area.
JR. School
Need New Library in Humber Bay Shore Area

Education resources are inadequate for future changes in the demographics south of the Queensway for K-8. There is no open high school in the study area. ESA for selected students only.
* Go Transit at Park Lawn
* YMCA Community Centre
* Need Daycare
* School
* Green Space
We need: Community centre with indoor pool
art spaces for artists like Artscape
It should be mainly a public space, not a place for retail - very limited

Well Westway links plan affect the plan. It shouldn't. Humber Bay is a great area for GTA!
Sports facilities for youth are needed
We Need A School
COMMUNITY CENTRE
ATHLETIC, ARTS, MUSIC
Community space
Rec Centre
Worship space

Indoor Pool Facilities
- there is no pool space left in west Toronto
- 2 swim teams are lost. For pool space, and less. Fundraise for it.
- we need indoor pools - 25m in length or so on
Park Lawn area does not have schools!!
No mention of schools to accommodate this population
WE NEED EXPANDED PUBLIC LIBRARY (HUMBER BAY TOO SMALL FOR INCREASED POPULATION)

Community centres for children and youth
eg YMCA
to be active in the area
Schools/Daycare
Small Businesses with Green Space
Small community spaces
Coffee shops
Boutiques
Amos waits pool - need another indoor/outdoor community pool

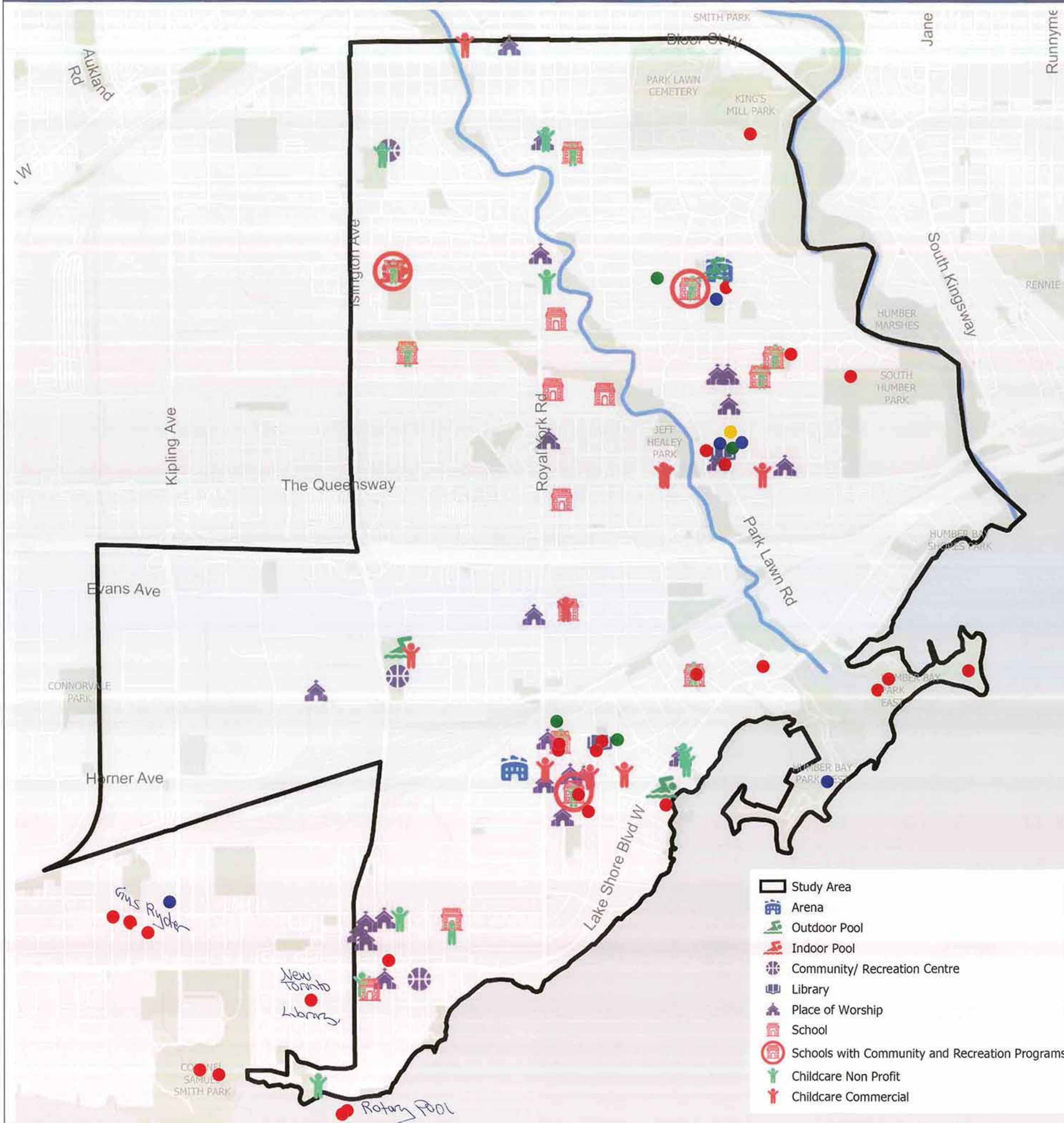
*Would like community programs to be available at Park Lawn
Humber Bay Shore Area
Day Activities for older adults, disabled adults & children
for general population who lectures & mentoring*

What do you use to visit community services and facilities?
Grab a sticky note, place it on the board.

Walk Drive
666, which has a very convenient timetable
We need improved increased TTC service - more frequent to subway stn - 501 streetcar stopping at Humber Loop & changing cars take has increased travel time - more frequent departures at Humber Loop, East-bound especially needed.

RECREATION
HUMBER BAY PARK
WALK/BIKE
HUMBER RIVER
BIKE/KAYAK
SHOPPING:
FOBEYS (WALK)
METRO (WALK/DRIVE)

Community Services and Facilities Feedback



Where do schools fit into this framework?

Proposal for second splashpad at Stonegate Plaza at huge cost should be reduced to affordable grocery store

Affordable food store No frills

Services involving health - mental health - physical exercise - yoga, mindfulness - mobility

+ LIBRARY + technology centre incubator

A REAL COMMUNITY RECREATION CENTRE

Support services for seniors mental health, cultural, ethnic cultural support

Counselling Services - seniors support - arts + culture

Industrial kitchen for community nutrition - medical + clinical services

nutrition advisory support - housing support - childcare - community meeting space

Need indoor pool with rec centre + Art classes

more social playing space rather than sports focused CC.

a local community centre at the heart of the site can bring the community together

Need CHILDCARE + school NOW!

I'd like to see a new Rec Center w/ various sports facilities/classes - Indoor Pool

YMCA 2 more votes Library with Community centre + Pool

Lakeshore Swim Club interested in involvement president@lakeshore-swimclub.com

Need day care + schools

More schools needed in immediate area of Christie land.

+ central one stop mental health centre

All ages factored into the design of a Community Centre.

LARGER LIBRARY/ LEARNING CENTRE/ THEATRE SPACE

Indoor pool with state of the art facilities ST GIRENS FRANCE

Restaurants - Go Station - Water fountains - Coffee shops with outdoor seating - Local businesses - Entertainment Venues (bar, theatre, pool, ballroom)

WHEELCHAIR ACCESSIBILITY IS VERY IMPORTANT

What method to services and facilities?

Grab a sticky note, place it on the board.

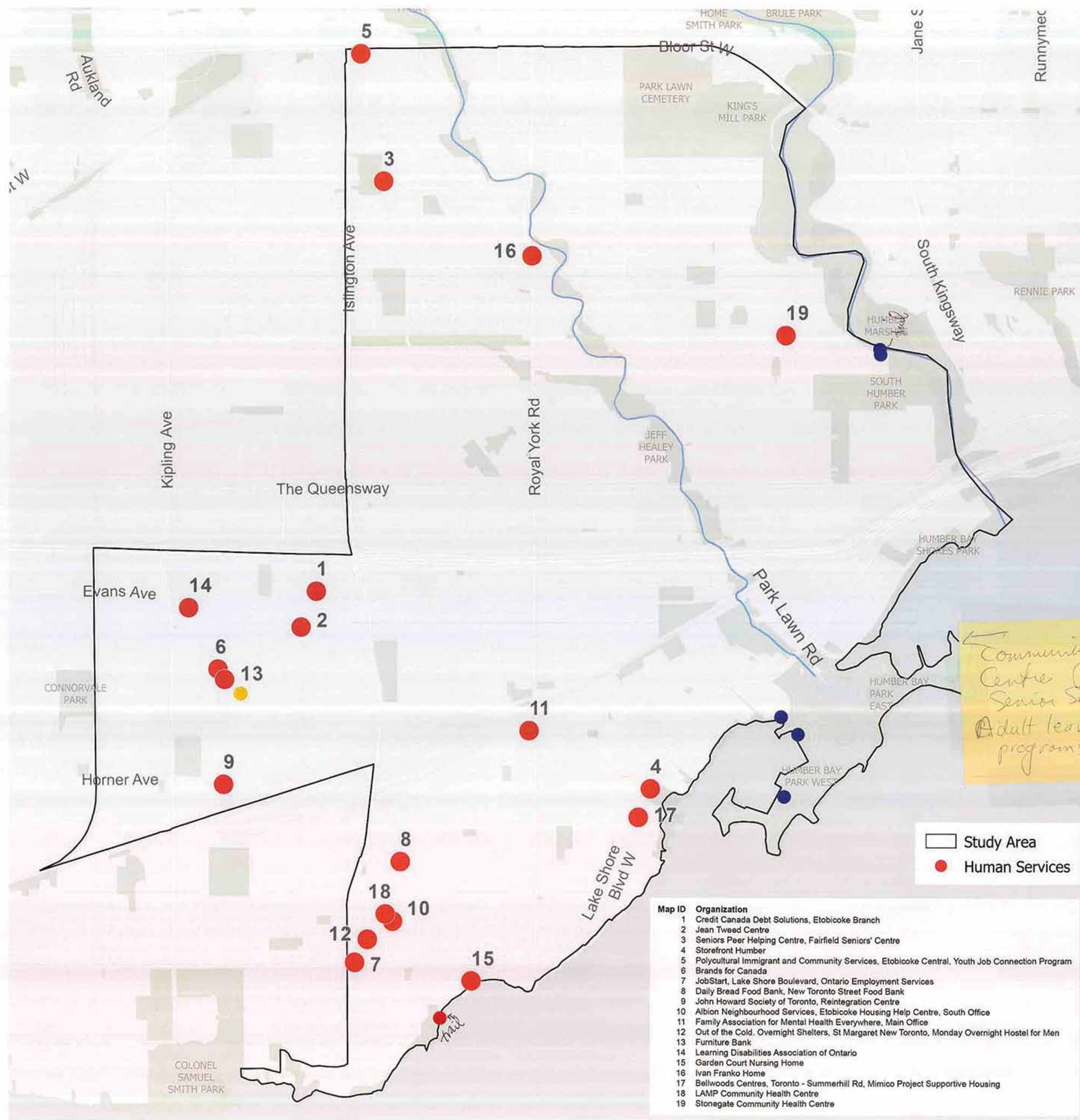
We usually drive. Still need parking

Parking trails leading to facility for winter + summer use

Walk or take transit

TTC

Community Services and Facilities Feedback



What community services and facilities do you use in the area?
Put a dot on the map.

What additional community services and facilities needed in this area?
Grab a sticky note, place it on the board.

COMMUNITY HALL
LAMP
School TDJB
ELEMENTARY SCHOOL (TDSB)
We need a non traditional community centre eg fitness equip basketball courts
Community Centre Senior Services
Adult learning programs

- ICE RINK
- PARK
- GREEN SPACE TO HAVE YOUTH MEET / HANGOUTS -> CROQUET

PICKERIL
BALL
COURTS
LAMP
Arena
Suggestion
YMCA or YWCA

MEETING SPACE FOR
COMMUNITY ORGANIZATIONS
Mimico Adult Centre - car
Humber Bay Parks walk
Health care Centre. Variety of services.
Community centre
Full Recreational Facility
Comparable to THE OLYMPIUM

Go TRAIN!
Downtown by TTC
* An Economic School \$15 NEEDED
* MORE PEOPLE ARE RAISING CHILDREN IN CARDOOS
Indoor Community Gathering spaces during colder months are needed

Churches
Elementary School
Daycare
Community Centre vital for this community
Community Centre for Seniors programs such as:
exercise classes
dance classes
aerobics
yoga, etc
Library
Ice Rink for SKATING + CURLING

SAILING SCHOOL
YACHT CLUBS (YOUTH SAILING)
WATERFRONT TRAIL PARKS
Sponsored to get people to water
Hospital medical services
Restaurants
COSTA FARE
Restaurants/Cafes
back onto outside patios
Banquet Facility
1) Private Functions
2) Wedding
3) Seniors Club
4) Youth Club etc

What method of transportation do you use to visit community services and facilities?

Grab a sticky note, place it on the board.

GO STATION OR STOP AT THE TUNNEL LOCATION

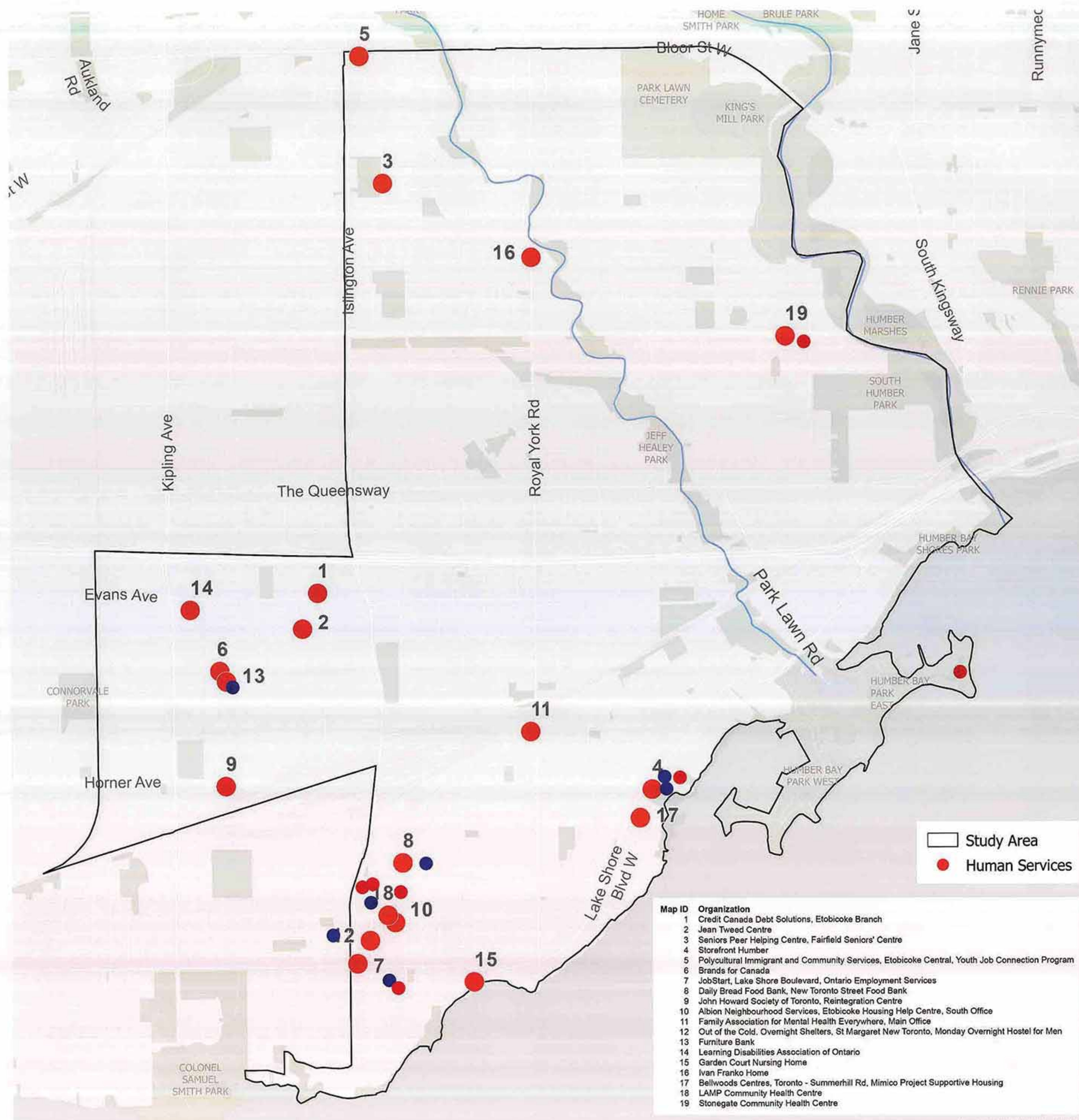
CAR CAR
We use buses, streetcars and would love a Go Train stop at the Christie Site.

TTC Express Routes to Go Train station or downtown.

Go Train

my daughter drives me - pick up service
TTC Bus + Streetcar

Community Services and Facilities Feedback



What community services and facilities do you use in the area?
Put a dot on the map.



What method of transportation do you use to visit community services and facilities?

Grab a sticky note, place it on the board.



Thank you for comments

PLEASE ENSURE FREE PARKING AVAILABLE @ GO. MEXICO GO HAS NO FREE PARKING LEFT

GO STATION IS A MUST.

Business Center
NO MORE CONDOS

No MORE CONDOS
Better Roads

GO STATION
Please!

No More Building
Go Station

ACCESSIBLE TRANSIT
INCLUSIVE SCHOOL

TRANSIT PLEASE AND SCHOOL

GO station, restaurants, community. More housing if transit is built.

GO! GO! GO! STATION Please! + Transit Hub

GO STATION Please
NO more condos "Too much"

No CONDOS

No CONDO'S!

READ MY ~~HOUSING~~ PEN
NO MORE, CONDO'S.

NO MORE HI-RISE CONDOS (MAX 6 STORIES)

DON'T REPEAT MISTAKES ALREADY MADE WITH OVER-POPULATION + CONGESTION ALONG MAKING PARADE DR.!

MAKE IT A DESTINATION
- PLACE FOR FESTIVALS
- PARKS
- ICE RINKS
- SHOP (CATER/REST)

Need a new Recreational Center for the area w/ Pool.
NO MORE CONDOS

HELLO, if housing is (will be) built, please make a community/open space. Man may NOT live on condo alone.

comment miss anything?

No more Condos! Bars, restaurants, and other quality of life improvement needed!

No more housing! too busy now!

Pedestrian area! no cars! restaurants, bars, art, etc.

Disagree. unrealistic.

TRANSIT

ROAD EXPANSION

GREEN SPACES

What happens if the ownership changes before everything is built?

GO TRAIN DAY CARE SCHOOL COMMUNITY CENTER
NO CONDOS X

No more condos
Improved traffic
GO Station

SCHOOL SHOPS REC. CENTR COMM. CENTER

No more HOUSING. TRANSIT FIRST.

No Housing

LINKAGE BETWEEN GO TRANSIT COMMITTEE FIRST CAPITAL Planning Secondary zoning.

GO STATION IS A MUST.

Community centre
- GO sta with connection to Humber loop

GO Station PLEASE

GO station

Please provide parkland and a community centre with a pool.
M. Waters

Public indoor Swimming facility

TTC transit

Must HAVE DEDICATE FREE SHORT TERM COMMERCIAL PARKING FOR METRO + 31 PARK LAWN!

GO STATION PLEASE

NO MORE CONDOS!
"smart cities"
Has there been consideration of what "smart" integration has been?

Why? our kid population is declining

Retail to Bars to coffee shops to restaurants

ABSOLUTELY TRANSIT FIRST!!

Primary School Needed badly NO CONDOS

SCHOOLS please

Better connection to hloor subway. (better scheduling?)

TRANSIT strategy A MUST!

no more high density residential

The area needs Schools! are children not impatient? They are our future!

Humber Bay needs a larger, updated library. ? a possibility here?

2 LANES OVER HOUSING A MUST

Agree Schools or community center!!

Go system/transit

NO HOUSING!

NO MORE CONDOS

CAFE Bakeries

Shops, bars, restaurants, NO HOUSING!

RUN A TTC TRAIN ON THE TRACKS. GO IS TOO COSTLY. WHO SAYS YOU CAN'T RUN TTC ON TRAIN TRACKS?

Need an all age structured community centre.

More schools needed! The area has a great need!

Community Center. Square for activities

Ymca/ w/ community/ recreational center integrate w/ school? with Indoor Olympic Pool

No More Residential Space! even with transit!

* Go Train Station at Park Lawn

* Need a Community Centre with daycare facilities

* School

How is traffic to be managed?

No More Condo's Business is needed. go A MUST

NO more residential without a GO station (not just approved + funded)

Conference Center/Virtual offices for people who work from home. (OR) Hotel Rentals for Condo guest.

Parkland & commercial use!

address traffic issues - already not manageable

TRANSIT OFFICE (EMPLOYMENT) SHOPS + CONDOS THAT ARE LIVABLE w/ TERRACES.

No more housing!! This is employment land

TRANSIT HUB

NO MORE HOUSING!!!

GO STATION PLEASE!

Area has been left behind in terms of transit strategy. Does not meet current needs, falls below future needs. GO STATION IS A MUST!

LINE walking trails

more schools community centre

No more Condos.

Bars + Restaurants + retail

TRANSIT School

GO Station Affordable housing Parkland Toboggan Hill

ADDRESS TRAFFIC ISSUES AS PART OF THIS PROJECT

Enough retail, transit + jobs as well as open public space to support the already huge community.

TRANSIT, TRANSIT, TRANSIT GO!

TRANSIT