

Christie's Planning Study: Online Public Engagement Summary

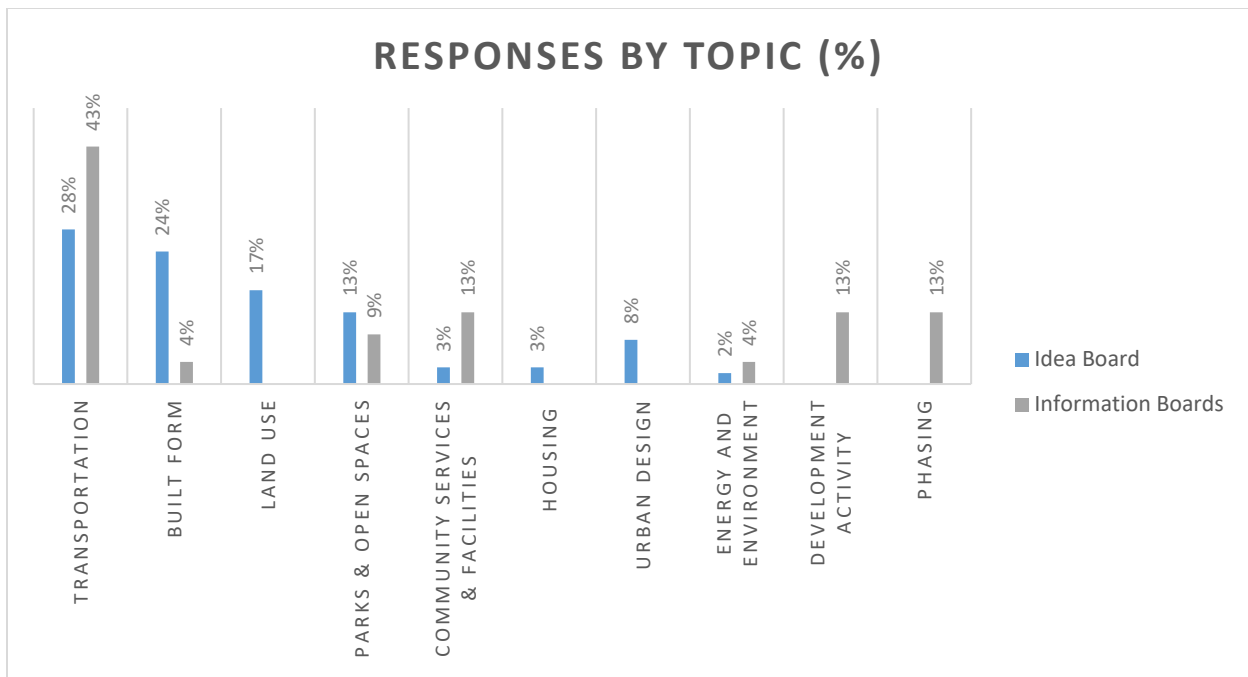
In fall 2020, City staff brought the Christie's draft Secondary Plan, Zoning By-law and Urban Design and Streetscape Guidelines, and First Capital Realty's current development applications out the public to receive comments and feedback. In addition to attending a virtual public meeting on November 5, 2020, members of the public were invited to visit the Christie's Planning Study: Public Engagement page (EngageTO) where they could view information boards and video presentations detailing the City's proposed plans and the current development applications. The Christie's EngageTO page also provided space for residents to leave their feedback.

The Christie's EngageTO page was promoted on the Christie's Planning Study webpage (www.toronto.ca/christies), via e-updates about the Study (668 email addresses), through the local Councillor's eNewsletter and it was posted on social media accounts for both City Planning and the Councillor. Additionally, over 22,500 notices were directly dropped to addresses in the Study area and to those on the Study's Interested Parties list, inviting residents to provide feedback at both the virtual meeting and on the EngageTO page. Commenting was open between October 29 and November 23, 2020. In that time, the Christie's EngageTO page was visited by over 800 unique users and over 280 people attended the virtual open house. A complete summary of the virtual open house can be found on the Christie's Planning Study webpage (www.toronto.ca/christies).

Feedback

Idea Board

After viewing video presentations outlining the City's plans and the development applications, participants were asked to respond to the following: "We want to hear your thoughts on both the City's proposal and the development applications. What do you like? What would you like to see change?" A total of 86 responses were submitted to the Christie's EngageTO Idea Board. Over half of the responses related to built form and transportation (28% and 24% respectively), followed by land use (17%), parks and open spaces (13%), urban design (8%), housing (3%), community services and facilities (CSF) (3%) and energy and environment (2%). A table of all the responses received is available in Appendix A.



Information Boards

City staff prepared 17 information boards, outlining the various elements of the Secondary Plan and highlighting the similarities and differences between the City's plan and the development applications. Participants were invited to post comments on the boards, similar to an in-person open house event. A total of 23 comments were posted on the information boards. Most of the comments related to transportation (43%), followed by community services and facilities (CSF) (13%), development activity (13%), phasing (13%), parks and open spaces (9%), built form (4%) and energy and environment (4%). A table of all the comments received is available in Appendix B.

Comment Summary

Most comments received on both the Idea Board and Information Boards related to transportation and built form. Comments about transportation largely focused on concerns about traffic congestion, connections to the Gardiner Expressway and the need for improved transit service in the area. The responses related to built form were mixed. Many comments highlighted concerns that the proposed building heights and densities would add additional pressure to existing transportation and servicing infrastructure. Other built form comments were supportive of the heights and densities and noted that the integration of employment and mixed uses, as well as the presence of the GO station, might result in less commuting pressure. Many noted the need to secure community services and facilities, affordable housing and high quality parks and open spaces in a timely manner as part of the development. Respondents were supportive of including unique architecture and a high-quality public realm as part of any development. Lastly, a number of comments highlighted a desire for the Christie's site to be a destination for the area instead of just a residential district including retail, cultural and entertainment uses.

Question and Answer

In addition to comments, some participants also posted questions on the EngageTO page. Many questions were similar in nature. The questions have been simplified and consolidated with responses provided below:

Transportation – Traffic & Parking

- *With this development and other new developments in the area, traffic will only get worse, particularly in constrained areas (i.e., when Lake Shore Boulevard goes down to one lane as it passes the Humber Loop). How is vehicular traffic going to be managed?*

This is a transit-oriented plan that prioritizes infrastructure improvements and a mix of land uses that encourage people to use transit, walking, and cycling as their primary means of getting around. However, the City recognizes the surrounding area currently experiences traffic congestion and some people will still continue to choose to drive in the future, especially trucks for the movement of goods. The City's high-level policy direction focuses on managing and optimizing our existing street network capacity, rather than adding significant new auto capacity through the addition of lanes to streets, highways, and an over-supply of parking.

The Park Lawn Lake Shore Transportation Master Plan (TMP) being undertaken in parallel with the Christies Planning Study, is examining a range of transportation infrastructure improvements in a larger study area to help address existing and future challenges. General categories of improvements being considered include improvements to the major streets (e.g., Park Lawn Road, Lake Shore Boulevard West, The Queensway), modifications to the Gardiner Expressway accesses, and potential new public street connections. The TMP is also undertaking comprehensive traffic modelling to help inform the evaluation of potential improvements.

More information about transportation infrastructure improvements being reviewed is available on the [Park Lawn Lake Shore Transportation Master Plan website](#).

- *Will there be a new street connecting to The Queensway? The only access points to this area from the north (Swansea) are short segments of sidewalk from the Gardiner/rail underpass on Park Lawn Road and the from Humber Loop tunnel. How will people from the north side of the community get here?*

The TMP is evaluating potential new street connections to improve local circulation and connectivity for all travel modes, including a new north-south street between Lake Shore Boulevard West and The Queensway.

The TMP is also evaluating pedestrian and cycling network infrastructure improvements, both along the major streets in the area, including Park Lawn Road, and within the off-street trail system (e.g, Martin Goodman Trail, Humber River Trail, Mimico Creek Trail).

- *Will there be more signalled intersections? Will there be street lights on streets B, C and D? The TMP will be identifying additional signalized intersections along Lake Shore Boulevard West and along Park Lawn Road, where new streets are proposed as part of the development application. They will likely be implemented in phases, as development proceeds over time.*
- *How will Street A work in conjunction with Lakeshore Blvd.? Is it projected to reduce traffic at the Park Lawn and Lake Shore intersection?*

The TMP is evaluating various street network options for the broader area, including a new east-west street connecting Park Lawn Road with Lake Shore Boulevard West (e.g., Street A). The TMP is also evaluating the potential relocation and reconfiguration of the Brookers Lane/Gardiner ramp access at Lake Shore Boulevard West to Street A. The TMP is also evaluating possible improvements at the Park Lawn and Lake Shore intersection. The TMP

will be undertaking comprehensive traffic modelling analysis to help inform the evaluation of street network options.

- *The Gardiner is gridlock past Park Lawn in the morning - is the air going to be clean for residents inhaling car exhausts?*

First Capital's proposal for the Secondary Plan area is structured around multi-modal, sustainable travel that minimizes emissions and smog (e.g. energy-efficient public transit, active transportation facilities, electric vehicle charging stations). By the time the project is implemented, it is anticipated that mobility and transportation will be different than it is in 2020. First Capital is proposing to meet the highest level of the [Toronto Green Standard](#). Further information can be found in their [Energy Strategy](#) and [Environmental Impact Study](#).

Transportation - transit

- *How would the Waterfront LRT serve this area/where would it go? What is the timing of the LRT in relation to the transit hub?*

The Park Lawn Lake Shore Transportation Master Plan is coordinating improvements with the Waterfront Transit Reset, which includes a comprehensive assessment of needs and options for transit improvements for the waterfront area. City Council endorsed the overall Waterfront Transit Network Plan in January 2018. West of the Humber River, it was recommended that a new light-rail transit (LRT) right-of-way connect to a proposed transit hub at Park Lawn Road, and that streetcar operations be improved connecting to the Long Branch GO station. Council directed staff to proceed with more detailed follow-up planning and design studies according to priority. The timing of the extension of the Waterfront LRT from Exhibition Place to Park Lawn Road is likely a minimum of 10 years away.

- *How will transit passengers living outside the proposed build access the GO station? Is there a large car park for users?*

The objectives of the Secondary Plan and Transportation Master Plan primarily focus on people accessing the GO station via public transit, cycling and on foot. A new TTC streetcar connection is being proposed from Lake Shore Boulevard West to the GO Station to help provide increased access to people living outside the immediate station catchment area. The TTC is also reviewing bus routes to determine how best to plan the surface bus routes in the broader area to help serve the new GO Station. The draft Secondary Plan stipulates that dedicated surface parking or commuter parking will not be provided to serve the Park Lawn GO station; any pick-up and drop-off areas at the GO station will be located below-grade (underground). There will also be appropriate amounts of secured, protected bike parking at the station.

Transportation – active transportation

- *Does a multi-use trail (identified on Map 46-6 of the [draft Secondary Plan](#)) include cycle tracks?*

The TMP is reviewing different types of cycling facilities that would be recommended on key streets in the area, including Lake Shore Boulevard West, Park Lawn Road and Street A. Potential physically-separated facility types may include: uni-directional cycle tracks on each side of the street, bi-directional cycle tracks on one side of the street, and multi-use trails within the boulevard that accommodate both pedestrians and cyclists.

Built form

- *Block 7 is shown on the maps as "TBD" and "not subject to phasing" what exactly is planned for this block?*

Block 7 is located on City-owned lands and has been identified as a potential location for emergency services. The draft Secondary Plan has indicated that these lands would be a good location for a possible future Fire Station, as Fire Services have indicated their need for a station in the general area. It is possible that development could be included on top of a Station.

Parks and Open Spaces

- *What is proposed for the central section of Block 2 fronting onto Lake Shore Boulevard?*

The Secondary Plan proposes that this area be developed as a public park. The development application proposes this area as a public square that connects to the Galleria.

- *Is there a percentage of privately owned publicly accessible spaces (POPS) that are required to be dedicated as park space?*

Section 42 of the Planning Act allows the City of Toronto to require all new development to contribute to the expansion and enhancement of the city's parks and open space system. This can be in the form of land dedications, cash-in-lieu of land or a combination of the two. On large sites, like the Christie's site, 20% of the land area (1.5ha) is subject to this requirement.

Privately-owned publicly accessible spaces (POPS) will be strategically located and designed to accommodate a wide range of potential uses and amenities. POPS are different from, and would be provided in addition to, public parks.

Community Services and Facilities and Housing

- *What is the proposal for affordable housing?*

[Site and Area Specific Policy No. 15](#) secured obligations on this site to provide affordable housing. Specifically, First Capital has three options for delivering a minimum amount of affordable housing: conveying land to the City to accommodate 20% of the residential gross floor area (GFA, the sum of the total area of each floor level of a building, above and below ground), providing 10% of the residential GFA as purpose-built rental units with affordable rents, or conveying to the City 5% of the residential GFA as purpose-built rental units or affordable ownership units, which the City would then take over. We are targeting to include affordable housing in all phases of development.

- *What is the proposal for a community centre and schools?*

A community centre is currently planned for phase 5 of the development (15-20 years). The Phase 5 block is the best location to accommodate the building footprint required for a large community recreation centre, it is highly visible and it provides access for the community and proximity to the park and other buildings along Lake Shore Boulevard.

Both the Toronto District School Board and the Toronto Catholic District School Board have expressed interest in having an elementary school on the site. The City has encouraged the school boards and First Capital Realty (FCR) to discuss the opportunities for locating school(s) on the site. Discussions are ongoing. Through the Secondary Plan, the City is protecting space in Phase 3 for both school boards. The provision and funding of schools is a provincial responsibility and the school boards must secure funding from the province in order to purchase the land from FCR and construct the schools.

Appendix A: Responses posted to the Christie's EngageTO Idea Board question:

Built Form

- 2208... Metro LCBO... A traffic mess and wind tunnel. If forced to be built so dense, should have no ground parking unless separated from retail. Take out and reduce height to reduce wind tunnel. E.g. Two of N.W towers.
- Palace Pier/Place are 48 & 44 floors. Most other buildings in this area are 8 to 50 floors. Adding 7 buildings which are over 50 floors is unacceptable. 70, 68 AND 66 FLOORS IN ETOBICOKE? Common...bring it down to 50 max
- Major streets could be rebuilt with low rise housing along them. Say 4 to 10 stories (like New Toronto clock tower-better insulated brick), on Lake Shore side. A few tall towers by highway.
- Build the GO station ASAP. Less parking in all of the towers. Upgrade utilities to handle the new residents. Install noise and pollution barriers on the Gardiner in this area.
- How does the proposed density compare to the widely criticized density of Liberty Village?
- Greater density and more employment linked to transit will mean less traffic for the region as a whole as people won't have to commute from far-flung suburbs. Proposed number of towers + mix of mid-rise is about right.
- The maximum density zoning allowed in Mimico is R4 (Fourth Density Residential), which allows a max FSI (Floor Space Index) of 1.5x. The proposed FSI is 6.0, these Condos are 4x too dense, remove 8 more buildings.
- Keep some of the tall building heights and density as proposed by Allies and Morrison. Etobicoke will have more high rises years to come and even though it looks scary, we shouldn't be afraid of change in the city.
- Don't fear change, or even density. But those who want the project downsized probably abhor excessive growth in an area that already takes 50 percent longer to pass through. As 'presented', plan is okay built elsewhere.
- This area needs density, if people just keep saying 'reduce density', Toronto will just have no room to grow as a world city. Toronto needs to keep the building heights, stop minimising/downscale every ambitious project.
- I really like the building heights and sizes. People need to embrace density in Toronto otherwise the city will not be sustainable when growing in the future. Toronto has been known to be afraid of embracing density
- Think about it, the Gardiner is gridlock past Park Lawn in the morning, is the air going to be clean for residents inhaling car exhausts? Do not allow any buildings on block's 6, 7 and 8, save it for GO and public parking.
- Follow the cities recommendations for less density, fewer towers, lessen the heights of the towers, more green space and increase the parks. Include affordable housing and townhouses.
- Blocking the lake and sky destroys the setting. Like Paris, nothing over 6 floors to create a safe neighbourhood on a human scale where a person can breathe. Covid proved no one wants to live in a filing cabinet.
- Include more elevators per building in case of pandemics (current or future). Waiting in line for 15+ minutes while elevators shuttle just three people at a time is not a pleasant way to spend ones time.
- Some concerns. Area is over used along the lake with cyclists and pedestrians in conflict and the influx of summer visitors. Too many towers in any plan. Streetcars has simple path. Add turns in congested area? Not good
- The density of high towers - up to 70 storeys - is far too much for the space.

- Toronto is losing many small businesses because of Covid. This also pertains to music venues, in which Toronto has lost a ton of. Please make this place a game changer in local businesses, entertainment and culture.
- The plans, city and developer contain too many buildings for such a small area. Needs more green space, more area for people to walk and enjoy the outside. Building height should be staggered considerably.
- I may be wrong, but I believe the city owns much land near Sheppard w. and Wilson Stations near soon to be closed Downsview Airport. Trade lands and build density where almost none. Not here.
- Did we all just waste our time actively participating in community meetings? It seems like neither proposal makes any real effort to address traffic or density. 2 towers less? How about 6-8 towers less and all shorter?
- Canary Wharf in the UK comes to mind with respect to design, architecture, and efficient Transit Hub access. Creating a must see location similar to the Galleria in Milan. Educational Campuses and Business Towers are useful.
- Density per se is not problematic granted there are parks, public recreation centres (pools, skating rinks, gyms) and plenty of commercial space on the ground floors. Secondly transit and traffic need to be addressed
- With building heights as proposed, the wind tunnels created will funnel the predominantly SW winds through the narrow gaps between the buildings. Walkways/Open public areas will be uncomfortable/unusable on windy days.
- Agree with city Plan

Community Services and Facilities

- The GO station should be built and operational, not just secured and funded, as part of phase 1. Schools will surely be needed before phase 3 and a community centre before phase 5 (20 to 25 years from now).
- 7139 units, plus the other 7,000+ units in other buildings and no schools in the area. Closest public high school is Lakeshore, which is 3.5km away, and local elementary schools are small or full. Please build schools.
- A high school, elementary school, old age home and community centre should be adjacent to each other to share facilities and create opportunities for community learning experiences.

Energy and Environment

- Equip ground-level parking spaces with chargers for electric vehicles. Build underground parking with built-in EV chargers for residents and visitors as all vehicles will soon be electric.
- Buildings should produce green energy and have plants incorporated into the design to have net more greenspace than there would have been on the same surface if flat.

Housing

- Why isn't there a proposal for affordable housing? Why isn't there a proposal for a community centre and schools? As the relics of a working class industrial era continue dissipate, shameful condos replace
- I prefer the city's plan, but would like more detail on what % of affordable housing will be available in the new units.
- Need affordable housing. If one has any full time job one should afford, clean, safe, comfortable and private housing-not in separate buildings. 20 years ago this area was amazing for immigrants w/o deep pockets. No long

Land Use

- This should not just be another residential district with just condo towers, there should be more attractions like music venues and bars and cultural activities that will attract people to live and work here.
- Please try to limit big box stores/encourage local options. Toronto's turning into chain after chain. Local businesses cannot afford to commit in advance to giant retail spaces below condos. The city is losing its soul.
- Create an arts Mecca where creativity and events are the main identity here. Create an identity - Toronto is losing this because of high rents and property tax - People visit a city for its culture, not its towers.
- Make sure quality "Main Street" shops people could easily walk to/from are clustered - butcher, baker, cheese, small grocery store (Bruno's, Cheese Boutique?), local hardware, bank machines, liquor/beer, etc.
- Create a world-class hub, not just residential hub. Support local businesses but also attract visitors here. Engage with growing arts/cultural industries, as Toronto lacks in cultural events in comparison to Montreal
- I am not scared by density, just make sure to create this place as a destination and not just a condo/living space. ModernTO is already reducing office space in downtown, relocate space here. Unique design is important
- Area for a local farmer's market
- A big box store (e.g. Home Depot) as well Whole Foods or Organic Gara and Home Sense to create employment for the community along with ample parking...preferably underground. Replace mature trees that were removed.
- In spirit of community feel, please lease retail space to local shop owners, family-run restaurants (not chain) local businesses rather than big box/commercial businesses/chain restaurants. We want to support local.
- Humber Bay area is a bedroom community. That's inefficient- e.g. no lunch crowd for restaurants, GO/streetcar are empty in one direction, infrastructure not used at night. And it's boring.
- To balance the usage of infrastructure and support local employers, more commercial, recreational, or entertainment spaces are required to build a community that can live with comfort within Humber Bay Shores.
- Every community consultation meeting has been very clear, we DO NOT WANT more residential buildings, instead, add more parks and recreational space is what the community demands. Transit at present is already chaotic.
- Stick to small local merchants, possibly one larger organic one like Purple Potato; area desperately needs a high quality organic meats butcher; better connection with Go train and streetcar
- Toronto is losing its soul because gentrification. Create more places for festivals, music venues, film studios, maker-space and galleries. More Local shops, not chain stores. Support growing Music/film/arts scene.
- Concerned that this area may have long term viability issues since many more people may work from home and shop online. Office beside homes may be not needed. Galleria shops may have problems. Ghost town towers, anyone?

Parks and Open Spaces

- The expanded park that was proposed in its latest submission is large enough and is enclosed. Removing buildings would discourage the developer from carrying through this amazing vision. Please add the building back!

- POPS should be thoughtfully designed to provide pleasant, welcoming and functional spaces for all types of users. Consider adjacent street-level retail/use context. Use colour & art to brighten spaces between buildings.
- 7139 units, and on average 1 dog per 10 people in Toronto. That's 700+ dogs, and only a small public park for them to poop.
- Local square for gathering, meeting friends, having a gelato, hosting artisan market, local artists/buskers/musicians
- If the zoning requires 1.5 hectares that should be respected.
- Need a lot more green space with outdoor fitness elements, more trees, decrease the density and more importantly stick to mostly lower rise building; the existing Lakeshore along Marine Parade Drive is an ugly mess.
- Toronto needs large, stable forested areas, especially in this area. Picture Kew Gardens on N.W. corner. Humber bay park is good, but trees are sparse and smaller. Parks, forest, infrastructure then homes.
- Please consider making a park/path behind the condo's at 2208 Lakeshore, along Mimico Creek. There is space for a path all the way to Norseman and Royal York, it would make travelling to this area safer & more enjoyable.
- Build a playground for kids. Two closest playgrounds (Amos Waites Park and Sir Casimir Gzowski Park) are each about a 25-minute walk away.
- No more ugly glass towers. No more car traffic. The environment requires more nature, more trees, bike and pedestrian walkways. Low rise buildings only. Do something radically beautiful for the health of the community.
- Year round public access to washrooms independent of a retail store is planned, I hope. A tasteful building where people engaged in outdoor activity can relieve themselves, wash hands and use water fountain is important.

Transportation

- 2208 Lakeshore Blvd W (Metro, LCBO) only have about 30 above ground parking spaces which are always taken. Please include an above ground parking lot so people can exit the Gardiner and enjoy the area.
- Activities me Transportation must be given space for all modes of micro mobility of the future. Surplus width and protected parking facilities for bicycles, scooters, adult tricycles and e-cargo bikes.
- Please build a go station ASAP. This would greatly improve the area, reduce car traffic and increase accessibility. Building another condo would be disastrous to an already high traffic and busy area.
- Currently, not enough public transportation options. Mimico station is too far to walk to and current street car lines are not enough. Priority should be given to transportation options and parking.
- Make sure the station entrances span the north side of the neighbourhood. I disagree with Metrolinx's plan (new business case) and think that the station's location should maximize connectivity.
- Please ensure sufficient GO station parking for nearby residents, and places to lock bicycles. The current plan appears to require a walk across uncovered greenspace between parking and the GO.
- Build full interchange for Gardiner at Park Lawn, drivers can go north to Queensway, south to Lakeshore. Continue Lakeshore Blvd with streetcar around Humber Bay connected to local roads. Single off ramps at each end.
- The area is already heavily trafficked. If construction, including the necessary infrastructure, continues for two decades roads and transportation will have to be expanded to be liveable.

- This plan will be a huge improvement - if it doesn't make traffic issues a lot worse. How confident are city planners that the new roads will handle the new traffic?
- Can we have a new street connecting to Queensway? A new street would be great connecting residents to the large Sobeys on Queensway and alleviate the congestion at the Park Lawn/Queensway intersection.
- Per plan: 7,139 units have 3,256 parking spots with 1,169 for non-residents.
- Look at the existing parking lots in summer, they are packed, how will they be with another 15000 people living and their friends visiting
- Glad the community is envisioned as having a transit HUB -- but auto traffic in the Humber Bay Shores is a reality (even if it's not a popular topic) and the plan doesn't address how traffic concerns will be addressed.
- To make access to this area's shops safe and convenient for the Humber Bay Shores residents south of the Lake Shore, a pedestrian bridge or shuttle bus would bring the new and old together as one cohesive community.
- The park lawn/lake shore intersection is already dangerous. Adding more residents means more need for dedicated paths for pedestrians and cyclists to get around that do not conflict with vehicle traffic.
- Create a transit hub, transit and local access should be the priority. Various public transit options all connect and walking and biking corridors connect as well. Limit driving to pick-up / drop-off to reduce congestion
- How will transit passengers living outside the proposed build walk through or park car area will become congested. No direct route from lakeshore for these users to station... is there a large car park for users?
- There is an existing TTC streetcar, that with more trains, could provide better transit. Please make a TTC substation alongside the GO station, similar to Kipling Station. Maybe extend the Ontario Line out here.
- The lake is underutilized. NYC has free Staten Island ferry, Hong Kong has a cheap ferry Bangkok has a cheap river boat. Let's develop ferry service from downtown to West and to East.
- How is vehicular traffic going to be managed? Right now the way Lakeshore is setup as it passes Humber Loop it goes down to one lane - that lead to absolute anarchy with traffic. How will this be managed?
- Although Street A is planned to be a main vehicular thoroughfare, this street should also prioritize safe and pleasant pedestrian and cycling facilities consistent with the vision of rest of this development.

Urban Design

- Please make sure to mandate good architecture (as was shown in First Capital's Urban Design Plan) and create beautiful public spaces & streetscapes. Please make sure this development gets built as is now presented!
- Embrace the density, but only if adequate resources are made to support it. More opportunities for arts/culture as this area misses that. Keep buildings unique and different, add more colour and variety rather than grey
- This project should aim high with the design of the buildings and the identity. Toronto needs a better standard for architecture. Incorporate variety of buildings that will look beyond our time.
- The design of buildings should be inspiring and create something different than the bland, glass box condo common in Toronto. A mix of materials, colours and forms is needed in Toronto that will create a cool identity.
- Make sure to be creative, ambitious and unique in the design of buildings. No more glass, cookie cutter buildings, Etobicoke needs colour and variety. Add murals/ public art/ creative space to create identity/soul.

- Keep the same standard of architecture as done by these architects, no matter the result, they have the most stunning and variety in architecture that Toronto needs.
- Looks exciting, as long as the developer isn't allowed to make drastic changes to the plan moving forward. It would be nice if the vision that is put forward originally and that these comments are based on is kept true

Appendix B: Comments Posted on the Christie's Information Boards

Built Form

- These buildings should not be taken as "context" for the area. They are too high, provide little to no public benefit and do not add to the livability of the area. Developers must be kept to the guidelines that were established for proper development of the lakeshore.

Community Services and Facilities

- Section 37, as far as I understand is what developers pay when they ignore by laws and building guidelines. How can this be built into the planning stages and yet still claim to uphold the bylaws and guidelines in other areas of this document? If Section 37 is built in, of course they will build higher, more dense and not of the diversity that is required by the city.
- More of this is needed, this must be maintained and delivered upon!
- More section 37. This should not be allowed!

Development Activity

- What is proposed for this area? The Secondary Plan proposes a park; the Development Application has left it blank. With this many new residential units, there is going to be a strong need for green outdoor spaces -- I hope this area will be used for that purpose.
- Developers are private entities with maybe good plans but the bottom line is always most important. Cities should care for the residents and the physical area and make decisions accordingly. Guidelines that are put in place before a development proposal should be adhered to, without question or opportunity to pay to get out of it (Section 37) as that is what is deemed appropriate and beneficial for all.
- Please avoid private street and POPs. Let everyone share the cost through city taxes and we only have one management body to work with!

Energy and Environment

- I hope this includes green roofs, landscaping and streetcar tracks that absorb water and more native plantings that assist pollinators and migratory bird species.

Parks and Open Spaces

- Is there a proportion/percentage of POPS flexible areas that are required to be dedicated as park space?
- POPS is not a good idea. I would rather pay more taxes and have all public spaces managed by the city. When the garbage is full or we have a need to report problems, a person near the POP between 58 and 68 Marine Parade Drive has to call 3 different organizations to alert them to a problem - the park, the city, and the POP manager. I didn't even know that they'd be managed by different people. IN high density neighbourhoods, more by-law officers need to be made available incl. weekends

Phasing

- The station and streetcar tracks should be built first to serve those in the community before more residences are added. The system is already at capacity and needs a release valve. Next should be the services that the community lacks like the community

center, schools, library and day cares. Then add more people into the mix. They don't want live around construction, so put the infrastructure in first.

- The community Center should be built earlier than phase 5. I think that it will provide the need for larger spaces to be available to rent - make the space available in connectible sections for smaller or larger rental but please make sure there is separate ventilation and good sound barriers between them. Condos cannot accommodate larger meeting needs.
- Block 7 is "TBD" and "not subject to phasing"
- what exactly is planned for this block?

Transportation

- Are there going to be street lights at streets B, C and D?
- Is there any more information regarding the proposed timing of the WT LRT, in relation to the transit hub?
- Does a multi-use trail include cycle tracks? Also how will this road work in conjunction with Lakeshore Blvd.? Is this projected to reduce traffic at the Park Lawn and Lakeshore intersection?
- I live at NXT and there are two large condo developments at Windermere and Lakeshore. One is going up now and the other in the planning stages. How are these developments being incorporated into the plan? The left turn from Lakeshore onto Windermere is already a problem, more development and more traffic funneled through Street A will only make this worse.
- How would the LRT serve this area? It almost looks like a duplication of the Go Train line. Where would it go? I agree that more public transit is required, but is there not a way to use the existing infrastructure more efficiently rather than building more?
- This area will be mayhem without some major consideration to the off/onramp of the Gardiner. There is also the streetcar tunnel that should be widened to allow pedestrian traffic.
- How will people from the north side of the community get here? Currently there are no other accesses other than maybe at total of 8 feet of sidewalk between the Gardiner/rail underpass on Park Lawn and the streetcar tunnel from the Humber Loop combined! You cannot leave out the Swansea area for this development!
- The bike lane on Lakeshore should be extended past Brookers Lane, and continue on Lakeshore ALL THE WAY into downtown. The Martin Goodman trail is a nightmare for anyone who is commuting. Anyone that can move greater than 25 km/hour should get their own lane on Lakeshore in both directions.
- It is important that there are adequate spaces for drop off and pick up below grade or in front of buildings for vehicles and taller delivery trucks with access to cell signals and designed for safety - adequate lighting, security monitored if it's below grade. Above ground may be needed for mobility challenged people so you need to make sure a shelter is provisioned for above ground pick up as well. Right now on Marine Parade Drive, delivery trucks or pick up often can't find spot to stop.
- Will there be more signalled intersections?