**Second Submission**

**CIVIC HOSPITAL NEIGHBOURHOOD ASSOCIATION**

**INPUT TO**

**COMMITTEE OF ADJUSTMENT (CoA) APPLICATIONS**

**D08-01-16/B-00220 & D08-01-16/B-00221**

**D08-02-16/A-00223**

 The Civic Hospital Neighbourhood Association is offering the following additional comments on the above application.

 While CHNA does not oppose the Owner’s request to sub-divide the property in question at some point in the future, we continue to have serious concerns about this application.

**Preston-Carling Secondary Plan:**

 At the time that the Preston-Carling Secondary Plan was under consultations, our then City Councillor Katherine Hobbs assured the community that we would have “an increased enjoyment of our neighbourhood, even with the additional density”.

 In the Report to Planning Committee on June 13, 2014, city staff wrote: “One of the key objectives of the Secondary Plan is to ensure that there is a broad range of housing choices for existing and future residents. The housing policies of the Secondary Plan augment the Official Plan and support this objective, focusing specifically on the issue of affordable housing and the protection of existing rental housing.”

 This Application will likely result in the forced exodus of many long-term residents of our community who live in rental accommodation. This does not constitute “protection of existing rental housing”.

**Intensification:**

 CHNA does not oppose intensification, but it has long pushed for intensification that is linked with the existing community. During consultation on the Preston-Carling Secondary Plan, CHNA argued that the city has an obligation, as noted in the Report to Planning Committee, that developers offer a “broad range of housing choices” to create vibrant and healthy communities. We would like to see buildings that offer more varied types of housing, not just high-rise buildings.

 Little Italy has historically been a low-rise, ‘family” community and we feel that more family-friendly housing options would also be effective in increasing density in our community – options such as the low-rise units by Campanale Homes for its Longfield’s Station (called The Station), which includes town homes, or low rise rental maisonettes such as those in Skyline.

 The city has a minimum density target (floor) for the Preston-Carling district. CHNA would like to know if the city has or is considering a density maximum (ceiling) that our small community and its infrastructure can or is expected to absorb.

**Parking:**

 CHNA has only recently come to learn that there’s a big difference between new developments with reduced parking and eliminating parking from residents who have had it for years, perhaps decades.

 The commitment to retain parking until the site plan is approved offers no real benefit to residents, as the timing of the sale of the severed property and the timing of the approval of the site plan is uncertain.

 It is essential that residents have information on the sales agreement with the buyer of the severed property and the specifics on the actual site plan before they can adequately comment on this application.

**StreetScape / Site Plan:**

 It is our view that the level of development on this small block on this small street far exceeds what would be considered appropriate for Little Italy and its small streets.

 CHNA expects the city to carefully study the potential for Champagne as a liveable street before any new site plans are approved. For example:

* How will the building impact (light, wind) Ev Tremblay Park?
* The long-term Public Realm and Mobility Plan associated with the Secondary Plan envisions a woonerf on Champagne, at the corner of Champagne and Beech. Is an over-intensified street a safe location for a woonerf or will this be a public realm improvement abandoned because of safety issues related to intensification?
* What are the increased implications and impact on the pedestrian & cycling entrance to the Hickory Street bridge/MUP?

**Parking entrances and exits:**

 CHNA’s continues to be concerned about the number of below-ground and ground level (sometimes hidden) parking Entrances/Exits onto Champagne. Safety concerns and the context of this small street, bookended by a park at one end (with a woonerf) and a pedestrian/cycling entrance to the Multi-Use Pathway at the other end, must be taken into consideration in reviewing this application.

**Traffic:**

 The traffic study provided by the applicant states that “Intensification typically comes with a potential increase in automobile traffic, however developments with mixed use walkable neighbourhoods that are in proximity to rapid transit generally have the least impact.” CHNA wants to know what is being compared with respect to “least impact”?

 As for the traffic counts and speeds, CHNA has been reviewing traffic studies for years, where we are consistently assured that a new development will have a minimal impact on the volume of traffic in our community. However, these counts do not look at issues such as cars rolling through stop signs, cycling or pedestrian safety. They are taken at a point in time that can be misleading.

 For example, there is currently construction on Champagne, and that activity temporarily diverts and slows traffic. Residents are now noticing increased traffic on Loretta, as cars move to the next available unimpeded street to find a quick shortcut to Carling.

 Meanwhile, the traffic increases and Civic Hospital neighbourhood residents report to us that they are having trouble getting out of their driveways, and report that cars are speeding down their streets.

 There is no doubt in our minds that, without intervention from the city, Champagne and the other small local streets will increasingly be used as a cut-through for cars wanting to bypass the congestion on Preston Street and the crowded corner of Preston & Carling.

 Unless the city does something to protect these streets, this situation is expected to get worse and the potential for safety issues will increase.

 CHNA continues to recommend against these applications.

Prepared (with resident input) by:

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