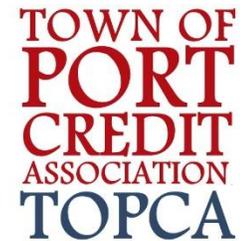


**Resident Feedback and TOPCA Executive Commentary
Related to Development of:
42-46 Park Street & 23 Elizabeth Street**

July 24, 2020



Overview

Members of the Town of Port Credit Association executive met with representatives from Edenshaw in February 2020, for a general discussion surrounding the development proposed for the northeast corner of Park Street and Elizabeth Street. At that time, it was agreed that we would meet again, when visuals and shadowing studies were available, and that second meeting took place on June 12. At that time, we viewed the preliminary architectural renderings plus visuals that showed the shadowing and impact of the additional height on the surrounding areas. These renderings included the amendments that had been made following the developer's earlier meeting with DARC and included more substantial setback from the condominium to the north.

We understand that:

- their request is for 22-storeys rather than the prescribed 15-storeys.
- there will be 258 units
- the application has been before DARC, with the recommended changes, made
- it will include 6 townhomes fronting Elizabeth Street (incorporated into the tower versus free-standing)
- service access will be gained off Queen Street
- underground parking will permit less than 1 space per unit in light of nearby transit
- section 37 money will be acquired by permitting the extra 7 storeys in height (but there has been no discussion as to how this translates into a community benefit)
- there will be no retail space
- there will be no office space
- an affordable housing component has yet to be addressed

Following our meeting in June, we reached out to the community via social media, our website and through email, to solicit comments. This, with the understanding that Edenshaw would coordinate a Zoom-style meeting at a later date, to include not only stakeholder groups, but a number of interested residents.

This virtual meeting is now scheduled to take place on August 6th, however in light of the July 24th deadline for comments related to this site, we are providing the following to the City of Mississauga's Planning Department.

Resident Feedback

Of major concern was that we are adding density without appropriate infrastructure in place. Traffic was an issue, lack of walkability to anything other than restaurants was also cited. As was an overall feeling, that the rapid intensification of the area was eroding the human-scale vibe

that initially drew home-owners (and development) to the area. This, notwithstanding of the province's Smart Growth plan and desire for densification around transit hubs.

Given the lack of public meetings at this time, and the distraction of summer in general, our social media response to the application gave a taste of community sentiment but cannot be interpreted as consensus. We look forward to more robust public engagement on key attributes of the proposed building, including height, materiality and architecture, size and number of units, mixed uses, and physical transition to adjacent properties. We also need more information on how well this building conforms to the *Port Credit Built Form Guide*.

TOPCA Observations:

Population:

In addition to the most recent Edenshaw development located at Park and Anne Streets, this will be the 3rd condominium constructed by this developer within a 6- block radius – all over the short space of 24-36 months. Combined, these 3 builds will bring approximately 830 new condo units to this area.

FRAM has applied to build a 22-storey tower on the North-West corner of Hurontario and Lakeshore. We estimate that 300-350 units will fill this building.

The GO Parking lot off Hurontario Street is zoned for intensification and will likely include two 25+-storey towers. Which will bring at least 800 more units to this area.

Combined, we're looking at an influx of over 2,000 new units within this residential area which could equate to 3,000+ new residents. **All this, with insufficient services in place to support them.**

Infrastructure:

While the developer has introduced optional parking spaces that will help lower the unit purchase price and support existing and planned area transit, this gesture will address the work-commute factor alone.

Affordable, walkable grocery stores do not exist in Port Credit, and we are not aware of any plans to introduce them.

Walkable services such as basic hardware stores, a community centre, and non-retail employment, do not exist in Port Credit in any manner close to the extent that they were originally planned.

In short, what we see is a proposal to bring upwards of 3,000 new residents into an area that is currently under-serviced in meeting the basic needs of both existing, and future community members.

Summary:

What our resident feedback has told us is that we need to be doing more than turning this area into another suburban, bedroom community that simply houses commuters.

What our experience with several recent developments in the transit hub area of Port Credit tells us is that we need to see development that incorporates a mix of uses. From office space, to live-work units, to community spaces such as daycare centres, or even low-cost start-up workspaces as we welcome a younger workforce with an entrepreneurial spirit. Where is that in any of the development taking place in this section of town?

We understand from a retail expert, that individuals will walk up to 500 metres to make a purchase. Beyond that, and they opt to drive. This tells us that we need to make it much easier for residents to stay out of their cars. One parking space can hold up to 15 bicycles – we need to see more of this at grade, in all new builds for this area.

There is an inherent inter-dependence between housing, transportation, and retail where one cannot simply change and grow, without the others being in place. We aren't there yet.

Doubling the density of an area requires sustainable infrastructure if it is to drive overall economic growth. Without it, you risk another downturn wiping out non-discretionary retail and in towns like Port Credit that are tourist destinations, a collapse of main street economy.

With all that said,

- we do not feel that this building can be evaluated in isolation of the additional condominiums planned for (or currently under construction) in this area.
- we need to better understand what the City of Mississauga considers to be affordable. Do smaller units at a lower price point, address the needs of the missing middle or of families requiring square footage?
- we need to build toward the 2020-2025 Economic Strategic Plan* that cites Port Credit as a Economic Growth Centre, by introducing innovative approaches to creating employment opportunities, delivering services, and offering a variety of housing options, that will actually allow our residents to live, work, and play in Port Credit, rather than simply sleep here and commute elsewhere.
- we need to require developers to help us achieve these goals by creating innovative spaces that are amenable to supporting community needs. Per our late Councillor Jim Tovey, new development must “earn the sky”.

When building within established neighbourhoods (which includes our many long-term rental apartments that will ultimately abut this new build), it's important it appeal to end-users versus just speculators. Residents who have a vested interest in actually living in the community. Families, single professionals, couples, first-time buyers. That's what adds to the fabric of any neighbourhood. And this is a position that we're hopeful all developers will take as we continue to develop the lands within this important segment of the town of Port Credit.

If not now, when?

**City of Mississauga, Economic Strategic Plan for 2020-2025 “Draw more people in to live, work and spend time and money in Port Credit by maintaining its accessibility, reducing traffic through its heart, offering affordable housing, securing low-cost start-up workspace, supporting more independent outlets and hosting cultural activities”.*