

We're here today, to speak to the application to develop the site at 900 Lakeshore Road West. Realizing there are many voices, we'll keep our deputation to the key points that show why this application for an OPA and rezoning needs to be rejected in its entirety. It's not about tweaking or rejigging.

As noted in the **Corporate Report** on today's Agenda, "The proposed development does not conform with the current official plan designation or zoning." For residents of the Lakeshore Corridor, which encompasses Clarkson, Port Credit and Lakeview, the policy development journey dates back to May 7, 2012 when citizens held The Lakeshore Corridor Public Meeting attended by the Mayor, Councillors, City Planning staff and over 100 citizens. The result of that full day workshop was the **Lakeshore Layering Model**, and inspiration for the City's **Lakeshore Connecting Communities** project, with policies approved by Council in 2019 and integrated into the **Mississauga Official Plan**. This development proposal flies in the face of the Green Corridor concept, the Waterfront Corridor, the Transportation Corridor and the Neighbourhood Corridor which even then, recommended density centred on the three village transit hubs, which has subsequently been **mandated** by the province.

City-building is about development that is strategic. It takes an intentional approach to how we grow out communities. It overcomes pushback to development with the use of gentle intensification where neighbourhood and community well-being is impacted. And to use the words of the Ontario Land Tribunal when they rejected a request to over-develop a site alongside the Port Credit GO train – it's about optimizing our land, not maximizing it.

Let's start with location.

There are frequent references by the applicant to the MTSA. However, this site lands several kilometres away from both the Clarkson and Port Credit GO stations. So, not only is it situated well outside of the prescribed 500 to 800 metre parameters to qualify for additional height, its also not located within a Strategic Growth Area nor a Special Purpose Area. It's also not walkable nor safely bikeable, so, we're looking at an isolated, car-based structure that doesn't meet any of the above-noted requirements.

Next is context.

The applicant has pulled several examples of other new builds of a similar height, yet again, they are located at the previously mentioned MTSAs. So, we're comparing apples to oranges in this instance. And one of the references (128 Lakeshore Road East) that lands just blocks from the Port Credit GO station has already been turned down by the OLT for 11 storeys, in favour of 8 storeys. Yes, there are **Special Sites** along Lakeshore Road, for instance Brightwater in Port Credit, but the site at 900 Lakeshore is NOT Special, does NOT Reinforce the Lakeshore Corridor Vision, does NOT Contribute to a Complete Community, does NOT Reflect the City's Missing Middle housing policies for neighbourhood infill. It is a residential lot in a neighbourhood, too small for what is proposed.

Infrastructure

Access to the basics – grocery stores, pharmacies, restaurants, higher-order transit are simply not there. To say that they are “encouraging active transportation to reduce resident reliance on cars” - which by the way, the applicant has implied the city will step forward with in the form of additional bus service - suggests they have not put sufficient consideration into what this site does and does not provide.

Housing Affordability

The City of Mississauga has identified housing that is affordable to a range of low- and moderate-income households as being a critical priority. However, the applicant attempts to redefine affordable by stating “Given the high cost of the average home sold in the surrounding area, we believe this development will increase affordability on average.” No, that’s not how affordability works. And we need to be careful we’re not drawn into self-serving justifications of this urgent need. Our focus needs to continue to be on a range of housing stock that speaks to variety of income levels and family sizes.

Environmental impact

Overshadowing and overlook on existing homes is minimalized with a suggestion that trees will help create a buffer. That may be the case for two seasons, but we live in a four-season province and to trivialize the impact on established neighbourhoods suggests a distinct disinterest in the community it’s proposing to build in. Gradual transition in any manner is simply not possible here given the small lot.

Further, this site is located in a vibrant, environmentally sensitive area of Mississauga. It abuts Richards Memorial Park, the natural woodland of Lorne Park Estates, with Jack Darling Park and the “environmental gem” Rattray Marsh Conservation Area which is a mere seven-minute walk from the site. The applicant’s solution after introducing a massive concrete footprint into this important site, is to “green the space with a rear courtyard, paths down to the lake and the “potential” of re-naturalization”. At best, this is woefully inadequate and shows a distinct lack of understanding of the area. It has the effect of **Privatizing** the public parkland behind it, and visually obscuring green sight lines with a building the perceived length of a city block.

South Mississauga has been hit with tremendous flooding in the recent past. Basements, roadways, and the Dixie underpass that has just recently been repaired after having been washed out. This area needs its green spaces, it needs permeability, and it needs to grow in a manner that recognizes that greater intensification needs to remain, as originally prescribed, at MTSA sites. And with discussions around the Urban Heat phenomenon taking place across the globe, it’s the ideal time for Mississauga to take a progressive, forward-thinking approach to lead in how we grow.

We anticipate there will always be inappropriate development applications along the Lakeshore Corridor, which is a desirable location precisely **because** of long-established policies to preserve the three villages and enhance a destination corridor. There is money to be made **even by simply** rezoning and flipping residential or commercial properties to high density. But as we have seen at the OLT, the Lakeshore Corridor policies are indeed defensible. We encourage the city to stand firm and developers to try harder.

Thank you on behalf of the Town of Port Credit Association and its community members.