

Over the past several years, Town of Port Credit Association and our members have been actively involved in the evolution of the above-noted site: Brightwater. We have supported a number of the requests made by Port Credit West Village Partners (WVP) to the Committee of Adjustment, have challenged rationale on some issues, and have stepped back from commenting on those that we felt had minimal impact on the surrounding communities.

As a result of having a strong, transparent relationship with the WVP team, we appreciated their making us aware of the intent to increase heights and unit count at the Brightwater site. While we understand that developments seem to be shifting toward a mode of unchecked growth that allows for infinite intensification, we were still surprised and quite frankly, disappointed at the size of increase being proposed. Particularly since the community had been so heavily involved in so many stages of this key development site in the heart of Port Credit.

Rather than a few hundred extra units, we were advised that WVP were now looking at a close to 30% increase in units – 894. As well as additional heights that would reach 35 storeys.

Below are our five key concerns:

1. Proposing to convert office space to condominium units may make sound fiscal sense however it flies in the face of the area's economic strategic plan that identified a goal of 2:1 resident-to-employment ratio. The site was to make significant strides in meeting this target. If they're saying that office space is not economically viable, why would we accept such a substantial increase in unit count that will simply widen the resident/employment gap?
2. How many condominium units will be carved out of the relinquished office space? Are we talking 20 or 30? 100 to 200? Can this creative conversion not preclude the need for so much extra height?
3. Speculation is an issue on many minds and has added to the lack of housing stock and leap in housing prices. The goal is to draw in both end-users and families that will keep the Port Credit area schools populated and our retail corridor vibrant and successful beyond the summer months. Of these 894 additional units, how many will be sized to meet the needs of couples and families? Can that be a requirement from the city?
4. An electrified shuttle will be used to move residents between the Brightwater site and the GO train. This effort recognized that there was to be a substantial increase in the number of individuals moving in and out of the site. This, before adding 894 units. How will the lack of infrastructure handle the additional load?
5. From the community's standpoint, we're still wondering where the tangible benefit is going to be. Initial discussions surrounded a YMCA and were met with tremendous support from the community. We heard the words daycare, potential university campus, etc. However, funding seems to be a challenge and the commitment to this type of residential benefit feels like it's evaporating. What do the residents of Port Credit get from all of this?

As stated by one of our members, “If Fram can’t sell office space in a town that’s just 30 minutes out of Toronto by GO train (with service going back up to every 15-minute, all day service later this year) then perhaps they’ve got the wrong people promoting Port Credit as a great place to do business.”

This type of increase is a big decision that needs to be strategic. TOPCA is not saying “no” to increasing the unit count, but it must be done with an end goal in sight – one that meets our economic objectives. And in a range closer to 10 to 15% range.

On behalf of our members and the residents who have voiced concerns, TOPCA looks forward to greater discussion surrounding the above noted concerns.

Thank you on behalf of,

Town of Port Credit Association board members