



TOPCA Deputation – July 29, 2019

To: Planning & Development Committee (PDC)

Re: **West Village Port Credit** – Application & Approval

Presented by: Dorothy Tomiuk, Vice-President *on behalf of the*
Town of Port Credit Association (TOPCA) Executive

TOPCA last presented at PDC in February 2019, where we updated at a high level what we considered to be **‘The Top Ten Issues re: West Village Port Credit’**. Many, but not all, of those issues have been further worked on and resolved.

We have attended approximately 27 Stakeholder Focus Group meetings and subcommittee meetings with West Village Partners over the past three (3) years, and have presented at least six (6) TOPCA Town Hall meetings concerning the project, including the kick-off in March 2011 entitled ‘Ramping-up the Port Credit Vision’ where one of the guest speakers, Ed Charlton from Imperial Oil, became convinced that the community was indeed ready for the Port Credit Brownfield lands to be cleaned and developed.

There has not been a blade of grass, a brick or a bollard proposed on the site that has not been discussed since.

Now, after many years and dozens of Concept and Design meetings, we find ourselves at the Approval Phase for the West Village PC development Master Plan.

Please note that we are collaborating with the Lakeview Ratepayers Association (LRA) on mutual development issues, given we are sister volunteer citizen groups engaging with transformative waterfront sites, and this helps inform our ongoing processes.

As we enter the Implementation Phase for West Village PC, we will now look at the 'Issues' in a different way, taking a Systems Engineering approach, and that is the structure of our comments tonight.

OPERATING SYSTEM:

This is the policy level. The Provincial Policy Statement. The Mississauga Official Plan (MOP). Inspiration Port Credit. The PC Local Area Plan (PCLAP) – with further amendments stemming from this approval process. The Community Vision: “Evolving the Urban Village” is our guiding star.

With the Province, Builders and Municipalities all grappling with the issues of affordable housing, livable urban space, gentle density and transportation hubs, the West Village site is clearly at the nexus of the urban design revolution (and resolution).

HARDWARE:

Tonight's main focus is here, on the physical aspects of the Master Plan. Density, Massing, Site Configuration, # Units – we've been through it all. We're pleased that Building T has been removed altogether for better structuring of waterfront access and views. The highest tower is now 29 storeys, but compensated by more open space, and one less building overall.

The benefit of a comprehensive (holistic) site plan is clearly apparent, over piecemeal infill development, and the City Planners have clearly ensured that the unique opportunity has not been squandered on this well proportioned, well positioned site.

We would still appreciate City-generated 3-D views of the Master Plan revisions, and updated visual perspectives as the individual buildings are designed and approved.

We mentioned our collaboration with the Lakeview Ratepayers, who have provided us with a comparative chart of the Densities of our two waterfront sites: Lakeview Village and West Village PC.

LV: 9700* units 479 persons per hectare (**proposed*)

PC: 2965 units 240 persons per hectare (*final*)

The lower density (1.4 FSI) across the PC site is a significant achievement, especially on a **Mixed-Use** site where the return on investment will be uneven and less predictable than building all-condos. We applaud our Planning Staff for stickhandling the Application '**Hardware**' in keeping with the Port Credit village context and input resulting from significant public engagement.

CONNECTIONS:

Transportation: The design of the West Village site anticipates a multi-model way approach to mobility, which can be modelled on this massive site, and incidentally, used as a huge marketing feature. Bike paths, the Shuttle Bus to the Port Credit GO Station, reduced Parking, and a central Woonerf (living street) all contribute to changing mobility patterns. Watch out for scooters!

We also like the strengthening of the internal roads to support Complete Streets principles and provide stronger connections to Lakeshore Road, thus further reducing the need for motorized Mississauga Road access through the Heritage District.

The *Lakeshore Connecting Communities Report* (May 2019) is a timely future-forward study with recommendations for moving thousands more people through Port Credit along the now-congested Lakeshore Corridor. Let's get on it!

Nature: West Village PC is a good 'test case' for authentic modern development with wild areas, in addition to formal parkland. The significant public green space at the waterfront doesn't all need to be 'manicured'. Allow people to connect to the natural environment where possible.

We will continue to push for maximum naturalized elements on the West Village site. Innovative ways to handle storm water management could feed a wetlands feature, for instance. We note Peel Region's promotion of Low Impact Development (LID).

We applaud the full-sized trees and abundant landscaping on the Lakeshore Road, Pine Avenue and Mississauga Road edges.

We are eager to participate with the City in concept planning for the connected public green spaces, as soon as possible.

Neighbourhoods: TOPCA is on record as supporting preservation of the established character of *all* Port Credit's distinct neighbourhoods, which are not only pressured by local infill development, but by through traffic and street parking issues.

We note traffic mitigation is already taking place north of the West Village site, in the Wesley Avenue neighbourhood where increasingly, vehicles are cutting through to avoid the Lakeshore-Mississauga Road intersection. It is anticipated that the West Village development could further contribute to this issue; it is good that needed measures are being taken now.

The Cranberry Cove neighbourhood to the west of the site is well-buffered with landscaping and a continuous impermeable boundary (i.e. no through roads).

In the case of the Heritage District to the east, there are additional considerations tied to the *Ontario Heritage Act* and the updated *Port Credit Heritage Conservation District Bylaw*.

The Planning Report tonight includes three significant points regarding planned through-roads into the Heritage District: Phasing, Mitigation and Consultation. This approach needs to be a commitment, and TOPCA will stress the importance of this at the LPAT Settlement Hearing on August 7, 2019.

Community Benefits: Most of the discussion has pertained to the '**Connections**' system element, vital to the site's success.

We have previously suggested that transportation DCs accruing from the West Village site be directed to local infrastructure needs (which are compounded by this new development) as recommended by the *Lakeshore Connecting Communities Report*, and sooner rather than later.

There is far more money and potential for significant community improvement with the WVP site compared with smaller developments, and there should be an enhanced process to ensure the funds will be used to meet the needs of the local community which is bearing the development impact.

WVP monetary contributions listed in the Planning Report for the Pedestrian/Cycling Bridge into the GO Station, traffic mitigation in the Heritage District, and the Shuttle Bus, reflect the importance of '**Connections**' to the site.

SOFTWARE: The Uses and Programming of the West Village site are set out in broad terms in the development Master Plan.

If we had to identify one element of the Master Plan which is crucial to achieving success, it is the **Mixed-Use** component. If this site was merely a condo enclave, it would contribute nothing to the surrounding community and become similar to other one-dimensional developments, lacking vibrancy and interest.

Residential: For the community, the most interesting residential elements are the 150 subsidized affordable housing units to be conveyed to Peel Region, plus the 150 purpose-built rental units, enabling people at all income levels to reside at West Village.

School: This use indicates that West Village will be family-oriented. We understand that Riverside Public School will remain as well – something we have long advocated. An elementary school is part of the Complete Community concept, and in this case also creates physical buffering for the Heritage District.

Parkland: With 25% combined parkland and publicly accessible open space on the ground where the site will be experienced, the promise of Inspiration Port Credit has been met, and the waterfront setting has been honoured. We note the possibility of upgrades at the adjacent J.C. Saddington Park, e.g. elimination of the surface parking lots, with underground parking to be provided under the Campus area, thereby creating an extended continuous swath of waterfront parkland from the Harbour to Cranberry Cove.

Retail: TOPCA recently held a Town Hall meeting: ‘Port Credit Mainstreet Retail: What’s in Store?’ (June 12, 2019). Residents welcome more local retail to help meet the needs of everyday life without having to drive elsewhere, and have made suggestions...

Independent, non-chain, and unique retail outlets are particularly prized. The conceptual Master Plan for the West Village site is seen to support this aim.

Commercial / Office: The provision for 1,000 FT jobs on site must be reinforced and increased as possible. Even a Hotel use has been suggested, which could provide/support even more jobs. We can't let commercial use be diminished in the build-out. Encouragement should be provided to help achieve/increase the targets. The Shuttle Bus to the GO Station is such an incentive.

Community Centre: Port Credit is lacking a comprehensive all-year community facility. Current Section 37 negotiations to deliver this use to the site (i.e. a YMCA) have the support of many residents who would no longer have to drive to Cawthra or Clarkson. This Centre would support 'aging in place' and provide other needed services such as children's day care.

In summary, **Mixed-Use** throughout the West Village will make the site tick. Without it, the magic is gone.

PEOPLEWARE: How will people experience the new development, now known as 'Brightwater'? Currently the site only has piles of dirt and roaming coyotes, but ongoing planning needs to reflect the human aspect.

This of course includes meeting the requirements of the *Accessibility for Ontarians with Disabilities Act (AODA)* along provision of outdoor comforts such as street furniture, safe pavements, shading, interesting views, a variety of experiences and opportunities for both social interaction and privacy.

Citizen Engagement: Meanwhile, TOPCA will continue to utilize our communications platforms to solicit residents' opinions and help anticipate the needs of future residents and visitors.

We will continue to collaborate with other community groups and provide input at the WVP stakeholder consultations (sure to continue) as the implementation steps proceed.

TOPCA is a Participant at the OMB / LPAT Hearing on August 7, 2019 where we will affirm this Deputation and the need for ongoing processes to resolve the '**Connections**' issues in particular, as mentioned above.

CONCLUSION: To be successful, the West Village development must be economically and environmentally sustainable, compatible with its natural waterfront and village setting, and help Port Credit further achieve its Vision. As we get into the implementation details, these will continue to be our three measures. And as the Planning Report affirms, true **Mixed-Use** throughout the site is vital to achieving this success.