

To the Township of Scugog Mayor and Council:

I understand that in the June 24, 2024 Council meeting, the council is being requested to Support the application of an MZO for the EQUUS/SCUGOG development, and by extension, we as tax-paying residents of Port Perry are being asked for our support. To gain such support, we must have our concerns addressed. Below are some initial concerns at this point, that do not appear to be addressed in the document:

- The Developer, Avenu Properties Corp has acquired Lalu Peninsula a company that owns the subject property. Apparently their newly acquired company has a very questionable background. The new Developer company Avenu is a property investment and management firm and is not a developer. They have never done what is proposed or anything like it before. This is a pilot project. According to the document, they are proposing a revolutionary approach, that has rarely been done.
- This pilot project is not being done on a farmer's field but on one of the most environmentally sensitive areas in the Township. These are wetlands, bordering on waterfront that is very wild-life friendly. The Development is completely out of character with the surrounding estate and single family dwelling homes. When asked at the meeting "why have you chosen this particular environmentally sensitive area to build", the Developer answered "because we acquired and now own the land".
- The Township is being asked to consider an MZO, meaning turning the keys over to the Province to approve all zoning requirements. Note that it is the same Provincial department that is desperate to achieve its aggressive 1.5M homes target and using the MZO as a means to fast track doing so.
- What are the protections and confidence that the best interests of Port Perry residents will be served, as the Township will become engaged once the Province completes all zoning approvals and the ball is rolling, with the inertia broken, making it very difficult to stop or even slow down the ball.
- The document states that the MZO process is required to cut the normal 2-3 year Township planning cycle to 3 months and be done by end of 2024.

This begs the question of what tried-and-true normal planning process is being fast-tracked or eliminated in this high risk pilot project. Is it proper Planning Department process and reviews or necessary assessments that are short changed?

- All of these above matters, make this a high-risk decision for Port Perry.
- The document while voluminous, conveys the Developers “Vision” only. It is a concept and does not deal in details or plans. It is a one-sided document extolling the virtues of the Vision with no real details to properly assess.
- Giving the Developer credit, they have hired some experienced consulting firms. The document has feasibility statements from the firms. Having reviewed the feasibility documents, there is little substance to the documents. They simply conclude that on the surface it is feasible, subject to further detailed planning. We need to keep in mind that these firms were hired by the Developer with the objective of concluding that it was conceptually feasible. It is hard to place any credibility, despite statements of non-conflict, given that they each seek the big contract to do the actual detailed planning work. I have experienced this many times in business.
- The Transportation feasibility was based on a 1 day AM and PM study in February, in the middle of winter. Modeling was done but the key to modeling are the baseline assumptions. Their stated assumptions were hard to decipher, only reflecting a forecast of 53 inbound vehicles and 174 outbound vehicles during the AM peak hour, and 151 inbound and 97 outbound during the PM peak hour. I’m not sure how that was derived given that there will likely be 1,000+ new vehicles. Does it take into account for the increase volume from our existing community (200+ vehicles) potentially utilizing a new traffic light to get on to Simcoe Road? It is already difficult to get onto Simcoe at various times of day. Have they considered the implications for other neighbourhoods such as Canterbury Commons that will have a difficult time accessing Simcoe southbound with this substantial increase in traffic volumes. Their assumption is that 82% of the traffic from the development is southbound in nature.
- The report speaks of two entrances, one off Castle Harbour, that is not an arterial road and is not currently supportive of this traffic load. The second mentioned is a new road connecting to Simcoe. However, this appears to need to cross the restricted wetlands to build.

- The document does not appear to address the plans for backfill given that it is a low lying wetland area. What is the impact going to be with 1,000's of truck loads of new fill from other sites, varying from the content of the current sensitive site.
- Parking at the facility is an unanswered question, especially if they intend as stated to add commercial space for a potential list of stores, including convenience store, bar and restaurants.
- As we all know, Port Perry does not have sufficient infrastructure to support its current population, let alone this high-density growth, especially in Healthcare, Transportation, Police, Fire and Education. What is the tax-payer cost going to be to provide the necessary infrastructure upgrades that will obviously be required to support the growth from this development?
- The document states that the population in 2021 was 11,880 with a forecasted growth by 1,060 residents over the next 10 years to 2031. This development alone exceeds the town's growth expectations of the next 10 years, and hence is a sizeable and risky undertaking.
- The document states the benefit that this development will allow Port Perry to get itself into the high-density growth game with mixed mass housing and not single family homes. They state that this will make us more like our sister cities of Pickering, Ajax, Whitby and Oshawa. This begs the question of "Is this really what the residents of Port Perry want – to become like those cities?"
- I may have a small sample set, but those people I know here love the uniqueness of the rural feeling and the culture and character that exists today. This would require public consultations to determine how they feel.
- If council chooses to ignore the above concerns, and wishes to proceed with the MZO, then what assurances do we have that by turning over the keys to the Province, that the Port Perry community will be protected? How do we stop the Provincial ball if needed and what conditions do we place on the MZO approval? How do we stay protected to ensure our Township Planning department has final say on the critical development considerations.
- I would encourage council to take proper time, complete proper due diligence and not be driven by developer request. Their document does not

have the answers, in fact it only raises tough questions. Let's make sure that we have the proper answers and that we put in place a process that provides sufficient Township control to ensure that Port Perry tax-payers get what they really want and need.

- In the future we need the proper details to be provided to the public with ample time to assess and not like this time with a 400+ page report arriving 3 business days before Council Meeting and with only a day or two to request speaking time at the Council Meeting.
- There have been no Township public consultation meetings to-date, only a series of individual Developer consultations – with one-sided minutes of meetings that don't reflect the true "temperature" of the meeting and extent of concerns.
- The resident tax-payers of Port Perry require the proper details, time to assess and proper Public Consultation before such a high-risk, critical decision such as this MZO, and before this unique, high density, environmentally sensitive and out of character pilot development is approved.

Thanks for your consideration.

Regards,

Mel Steinke

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Port Perry,

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