



DATE: December 14, 2017

TO: Sean Kenney, Secretary, Committee of Adjustment
City of Mississauga

COPIED: Jim Tovey, Councillor, Ward 1
Ben Phillips, Development Planner

FROM: Town of Port Credit Association (TOPCA) - Executive

SUBJECT: 115 High Street West (HIGH BENSON HOLDINGS INC)
File: 'A' 533/17 (Ward 1)
Request for Reduction in Parking on the Subject Property

In regard to the above, the Town of Port Credit Association (TOPCA) wishes to be on record as supporting the neighbouring residents in asking that you **decline** this request.

Issues initially raised during the 2011-2012 proposal process for this development included neighbourhood concern about the height, density, land use, local volume of through-traffic and overflow parking on neighbouring residential streets.

By permitting a reduction in the prescribed parking standard for not only assisted living, but independent living and also apartment living, the Committee of Adjustment would reinforce the belief that development in Mississauga can simply “work out the details” **after** approval.

Traffic and parking throughout our City is a major concern to residents and officials alike and has prompted many in-depth studies to learn what steps we can take to make it work. To support the City and to remain in sync with these exhaustive investigations, we need to also be looking at how development can best integrate the additional parking and traffic issues they bring, in a manner that supports the City’s objectives, including preserving the character of our neighbourhoods.

To allow "minor" variances that will see more cars opting to park on neighbourhood streets versus being housed in the development’s own parking facilities does not reflect what we understand to be the City’s plan and sets a concerning precedent.

We would note that the Notice of Public Hearing (**APPENDIX 1**) was sent just to a few houses around the property (see the map in the Notice), but most of those houses are vacant since the residents around the Benson/High property sold their houses and moved away disappointed with what is happening to their neighbourhood.

In our previous Deputation to PDC (**APPENDIX 2**), TOPCA highlighted the value of community collaboration between residents, developers and the City in dealing with the many complex and contentious elements of the High Benson development, which is clearly lacking in this instance.

Mary Simpson, President
On behalf of the TOPCA Executive

Town of Port Credit Association (TOPCA)

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APPENDIX 1 - Content of the Notice of Hearing for December 14, 2017 @ 1:30 pm

HIGH BENSON HOLDINGS INC is the owner of 115 HIGH ST WEST being Lot 8, Registered Plan G22, zoned H-C4-59 - Commercial. The applicant requests the Committee to authorize a minor variance to permit a reduction in parking on the subject property proposing:

1. to provide parking at a rate of 0.30 spaces/unit for assisted living; whereas By-law 0225-2007, as amended, requires a minimum of 0.33 spaces/unit in this instance;
2. to provide parking at a rate of 0.30 spaces/unit for independent living; whereas By-law 0225-2007, as amended, requires a minimum of 0.40 spaces/unit in this instance; and,
3. to provide parking at a rate of 0.95 spaces/unit for apartment living; whereas By-law 0225-2007, as amended, requires a minimum of 1.00 spaces/unit in this instance.

This notice is sent to you because you are the applicant, the authorized agent or the assessed owner of one of the neighbouring properties within 60m (200ft) of the subject property. Should you have any comments on the application, you are invited to attend the public hearing to express your views. If it is inconvenient for you to attend the hearing, signed written submissions shall be accepted by the Secretary-Treasurer by fax at (905) 615-3950 or by e-mail at committee.adjustment@mississauga.ca. Please include your name, your address and application number or address of the property you are providing comments on.

The Agenda is available at www.mississauga.ca/portal/residents/cofa. General information about the Committee of Adjustment is available in our Citizens Guide to the Minor Variance Process at [Citizens Guide to the Minor Variance Process](#). Information is also available between 8:30 a.m. and 4:30 p.m., Monday to Friday at the Mississauga Civic Centre, Committee of Adjustment Office, 2nd Floor, 300 City Centre Drive, Mississauga, Ontario L5B 3C1; for telephone inquiries call 3-1-1 or (905) 615-4311 (if outside Mississauga) or fax inquiries 905-615-3950.

If you wish to be notified of the decision of the Committee you must submit a written request to the Secretary Treasurer of the Committee of Adjustment to receive notification of the Committee's decision. This will also entitle you to be advised of any future Ontario Municipal Board proceedings.

Your comments are collected under the legal authority of the Planning Act R.S.O. 1990, Chapter c.P.13, as amended. Your comments regarding this application become the property of the City of Mississauga and will become part of the decision making process of the application. Pursuant to Section 27 of the Municipal Freedom of Information and Protection of Privacy Act, R.S.O. 1990,

APPENDIX 2 - Remarks by Mary Simpson, TOPCA President, at the Planning and Development Committee of Mississauga Council (October 26, 2015). *[Note that at the time, the development met the Parking Standard and therefore this was not raised as an issue.]*

The Corporate (Planning) Report issued October 2, 2015 was understandably disappointing to the residents of Indian Heights and while I realize they will be speaking to this in more detail, I would be remiss if I did not provide some context to what is certainly a collective frustration.

I cannot think of many other developments in the Lakeshore Road area that have brought so many residents out on so many nights and over so many years.

When we were first introduced to proposed development for this site in the summer of 2011, it was pitched as two 15 storey towers with a vague reference to a mid-rise bridge between the two with a purpose that the developer had never really sussed out in terms of use. I believe the architect said that it could be "anything".

This design immediately converted to a 12-storey seniors home after the very first public meeting. So we have either a highly responsive developer, or we received a pitch for a grossly over-sized build intended to make the alternatives much more acceptable to those living alongside it.

Make no mistake, these residents know development is coming and are not adverse to seeing appropriately-sized new builds in their area. Many smaller bungalows are coming down to be replaced by larger semi-detached homes. The residents understand and accept this.

As mentioned by Ben Phillips, there were three public meetings held at the Port Credit Arena, as well as a fourth meeting with the developer, his support team (including Michael Spaziani), and the Benson neighbourhood sub-committee, followed by three more sub-group focus meetings with Councillor Tovey which were hoped to drive some form of consensus. None was achieved.

Over these years, the citizen position remained that the build was too tall to back onto modest, single-family homes, would drive traffic through their neighbourhoods as cars attempt to turn east on Lakeshore Road, and would essentially parachute intensification the size of their entire neighbourhood into one partial city block.

While the planning (corporate) report of October 2, 2017 references public meetings, it is not clear where any citizen input or concern was ever factored into the decision-making process. At the final focus group meeting held May 27, 2014, lower heights were discussed and we were told this could not be done due to economic reasons. The developer also mentioned that he had \$100 million invested in this project. My guess would be that he can no longer afford for it to be less than eight storeys. And concessions that included a step back and increased site-lines were gained by simply massaging square footage into other areas of the structure. It was never reduced in scope and size.

We need to be cognizant of developers who over-pay for land and then attempt to recoup their costs through builds that may be larger than they really need to be.

We need to be careful that – as referenced in 3.0 of the Official Plan which speaks to promoting community collaboration, that when our residents are heavily engaged in a process, that their input carry some consideration. There is no question that this development will overshadow many of their homes. There is also no question, that it will increase traffic flow substantially in spite of the fact that of the site's residents won't drive; their caregivers, staff, family members and support systems such as ambulance and fire, will unquestionably add to traffic activity in this single-family community of Indian Heights.

This is not about sending a message to developers. It is about sending a message to our residents that their concerns are heard and that their voices are valued.

END OF APPENDIX 2