



## Town of Port Credit Association (TOPCA)

Presentation re: Lakeshore Rd. / Benson Ave. / High St.  
INDIAN HEIGHTS - BLOCK DEVELOPMENT PROPOSAL

'The Shores of Port Credit' Community Meeting  
Wednesday, January 21, 2015 at Clarke Hall, Port Credit

Presentation by: Mary Simpson, TOPCA President

We're here tonight to understand what recent changes have been made to the Benson / High development application in late 2014, subsequent to the Community Meeting a year ago.

To provide a very brief context for residents who have not been following this development, in the Spring of 2011 (nearly 4 years ago), TOPCA, along with a number of other ratepayer group representatives were invited by the developer to meet prior to holding a series of community meetings that summer.

TOPCA expressed concern about the height, density and traffic implications to the Benson area neighbourhood as well as the already heavily congested Lakeshore Road. Our recommendation was that the proposal not be presented to the public without modifications to address these issues.

The Benson area neighbours also approached TOPCA in Spring 2011 to assist against what they felt was an inappropriate development being parachuted into their modest, established, family-oriented community. We have had an amazing local neighbourhood committee for nearly 4 years now which has been very active and vocal!

We have seen a series of changes over the past four years! Originally two 15-storey condominium towers and 17 townhomes, by the second meeting the plans had changed to a 12-storey monolithic horseshoe design and just one month later the plans had changed yet again to essentially what you see now.

What is actually intended here? And more to the point, why are WE still here? After nearly four years, and countless meetings, the answer is that the development is **inappropriate**. More meetings won't make it so. The 3 focus group meetings ended in impasse.

At each of the public meetings, height, density and traffic came through as serious and valid concerns by the residents, together with the proposed (for how long?) retirement use. And while the built form changed from one meeting to the next, these issues have never been satisfactorily addressed.

In spite of numerous meetings with the developer, we are only seeing changes in the vernacular, for instance "campus use". We are left with a complex block development that is substantially larger in scope and scale than is prescribed by the Port Credit local area plan.

Of particular concern:

1. That the two-to-four-storey main street height restrictions are being ignored in favour of eight-storeys.
2. That development more appropriate to the Province's call for increased intensification at mobility hubs (i.e. GO train stations) is being proposed for a location that is not a mobility hub.
3. That land assemblage has taken place and is being used to claim "special site" concessions in a bid to circumvent area plan guidelines.
4. That a developer can cite "economics" as the reason he cannot build in accordance with our local area plan guidelines AFTER he has gambled and spent too much buying up properties.
5. That we are considering an application to over-build at a crucial section of Lakeshore Road when we know that an comprehensive Transportation Corridor study - that acknowledges the gridlock situation in South Mississauga - has been commissioned for 2015. The outcomes will ultimately guide how we grow and develop our area. Knowing this, why would we not restrict current applications to only those that conform to current guidelines?

**Now for the Good News!** Within recent years we have seen a number of developments installed along equally valuable stretches of Lakeshore Road and in each case the Planning Dept has guided them in.

They include the four-storey VanDyk condominiums in Clarkson, the four-storey Queenscorp stacked townhomes across from Marie Curtis park in Lakeview, the 3-storey live-work units built by FRAM at Hurontario Street and most recently the Godfrey's Lane condo townhomes going in virtually across the street from this proposed development

at Benson / High. Even the new Walmart retail development in Lakeview is consistent with the mainstreet height restrictions. The battle at the BriarWood site was ironically for authentic 2-storey buildings instead of 1-storey big boxes, but the point holds: the mainstreet height requirements are in the Plan for a reason, and SO FAR WE'RE WINNING.

In each instance the developer has taken prime Lakeshore Road real estate, and **ultimately** (sometimes after a LOT of public consultation!) worked within the Official Plan guidelines to create spaces that complement our mainstreet village character and established neighbourhoods. It can be done. THIS IS GOOD NEWS -- LET'S KEEP IT UP!

As a result, we ask that the City Planners uphold the Local Area Plan by requesting the scale and scope of this project be adjusted appropriately, as it has been for every other development along Lakeshore Road.