

MINUTES



LAKEVIEW LOCAL ADVISORY PANEL

THE CORPORATION OF THE CITY OF MISSISSAUGA

www.mississauga.ca/lakeviewportcreditreview

THURSDAY, OCTOBER 8, 2009

MISSISSAUGA SENIORS' CENTRE
1389 Cawthra Road

Members Present

Councillor Corbasson, Chair
Charles Sousa, MPP
Jim Tovey, Vice-Chair
Lucy Cameron, Recording Secretary
Junie Ang
Alex Banks
Professor John Danahy
John McKenna
Andre Lill
Bill Logar
Jamie Pugh
Mark Tutton

Members Absent

Raya Shadursky

Staff Present

Susan Tanabe, Manager, Community Planning, Policy Division
Karin Phuong, Planner, Community Planning, Policy Division

Additional Staff Present

John Hardcastle, Planner, Development and Design Division

1. Welcome

- Opening Remarks by Councillor Corbasson, Chair of the Panel

2. Introduction to Workshop

- **Purpose of Workshop** – City staff indicated that the proposed boundary of the Lakeview node as outlined in the Growth Management Strategy is not intended to be the final boundary. The discussions of the Lakeview Advisory Panel (“LAP”) will provide input into the policy formulation for the node. This workshop exercise is intended to review four options for a community node, including: Lakeshore and Cawthra, Lakeshore and Ogden; Lakeshore and Dixie; and, along Lakeshore generally from Cawthra to the Toronto boundary.
- **Elements of a Community Node** - City staff discussed the definition of a community node, indicating that it is an area that directs where intensification can occur. It is a gathering place, and provides employment opportunities, housing, medical offices, places of religious assembly, parks, libraries and other community uses. It is intended to meet the day to day living needs of the surrounding community. Once a node is established, the exercise will not preclude development elsewhere, if it is good planning.

Staff noted that Transportation and Works staff will be reviewing Route 8 (Cawthra) as part of their transit review in 2010.

- **Background Information** – provided to each group, including population, employment, existing land use, designation, density, and transit routes.

3. Workshop Presentations by Three Groups

Each group was requested to review the background information provided by staff and to review the issues, constraints and opportunities available within the four potential node locations.

Group One

Ogden/Lakeshore is the preferred node according to Group One, as it is more central to the area and it has a large land mass for potential redevelopment (employment lands), parkland, and commercial areas for a mix of land uses. The corridor is where most of the growth would occur.

The Cawthra node was not preferred as it doesn't have enough opportunity for growth and the same applies to the Dixie node.

The group discussed the prospect of a two phase process with the Ogden area developing first, then adding other lands to the west, including the high density lands.

The node would have a linear configuration with potentially live/work uses along the corridor. In terms of built form, a minimum of two storeys and a maximum of four storeys would be appropriate for Lakeshore. Views of the Lake should be available.

Redevelopment of the employment lands could draw people into the node, with additional grocery stores, and medical uses. Development opportunities to the north are limited given the railway which presents some challenges and given the low density residential area which would remain.

Group Two

The group initially reviewed the Cawthra node and concluded that when looking at specific properties and the potential for redevelopment, opportunities are limited for new development/growth given lot sizes and existing uses. The Shoppers Drugmart is very viable and not likely to turn over. Also, houses along Cawthra Road were just built within the last 5 to 10 years. Walkability is viewed as an important feature of a successful node, however the Cawthra intersection is not pedestrian friendly. In terms of positive attributes, the area is currently a focus of activity with the drugstore and grocery store and beer store further to the west, and there is a potential for 400 to 800 units in the vicinity of the intersection. A new medical clinic is also proposed in the immediate area.

Proceeding to the east of Cawthra, lots are similar in depth to the Bloor West area and other successful commercial strips. The existing zoning is appropriate for this corridor with a minimum of two storeys and a maximum of four storeys. This height was viewed as a suitable transition to viable stable neighbourhoods

The Dixie Node has the prospect of becoming an arts and culture focus for the community, given the Arsenal building opportunity and the proximity to the GO Station. The Sheridan Ford site is a larger development site with some opportunity for redevelopment, but the balance of the lands to the east has only minor redevelopment options given their limited depth. In addition, there is little residential near the golf courses.

Moving back to the west to the Ogden node, this area was viewed as having considerable opportunity. Change will occur on both the commercial properties in the area in a matter of time, and on the employment lands which contain buildings that are outdated for current types of manufacturing. There is an opportunity to create a focus of activity south of Lakeshore, with a looping road, views to the water, and with a real mix of uses. In addition, there is an

opportunity to connect the north end of the Lakeview community down Ogden with a new bridge across the highway.

There is an opportunity for LRT, linear park, and a bike path on the south side of Lakeshore in the right-of-way. Retail will really work well on one side and be privileged on the south side, but not necessarily on two sides because of the wide profile of Lakeshore. Mainstreet commercial development on the south side would encourage pedestrians to walk. There could be an additional 5,000 to 15,000 people at the Ogden node.

Major vehicular access routes for the community will be on Dixie and Cawthra, both of which have little population. The neighbourhood connector is Ogden which is more walkable.

Group Three

Group Three concluded that Lakeshore is the major spine of the community with the potential for transit and a mix of uses. The north and south routes are the connectors to that spine.

The group noted a number of concerns with a potential Cawthra node, because it will be difficult to turn properties over (e.g. McDonald's and Shoppers Drug Mart), and the lands are in close proximity to stable low density neighbourhoods. With fragmented ownership it will be difficult to assemble lands. In terms of transit, there is no bus connection from Cawthra to Lakeshore. A school has closed down near Cawthra, and the intersection is not pedestrian friendly.

The constraints for the Ogden node include grade issues and lack of a traffic light. There are some uncertainties with the OPG lands. The advantages include the availability of linkages to the lake and park system. The employment lands can be revitalized with grand boulevards. There will be an opportunity to create sky views, and provide density and a mix of uses without impacting on stable low density neighbourhoods.

The positive aspects of a potential Dixie node are that this intersection is close to parks, the GO station and golf course. There is a larger block on north side with rental buildings and commercial properties. There is a potential for negative impact to the north. There is currently no bus or school or other community focus on Dixie.

The group discussed the Lakeshore corridor as a potential node and concluded that it would allow for density to be distributed evenly and for a comprehensive approach to the planning of the area. It would enable for the evaluation of the

employment uses into a broader plan; however, this area is not site specific and could be problematic when planning for a long and large area.

On the whole, the group concluded that Ogden and Lakeshore is the preferred area for a node, which could provide the opportunity to link together Cawthra and Dixie. The employment lands could be redeveloped with a broader mix of uses, while protecting traditional neighbourhoods. The prospect for transit along Lakeshore would be enhanced. The constraints are the OPG uncertainties and site specific contamination and remediation that will be required, although the group advised that residential clean up is possible. There is a considerable opportunity in this area to open up the waterfront to the city and create a significant community focus.

4. Concluding Remarks

Staff summarized the results of the three groups, noting that Ogden has been identified as the preferred node for Lakeview. Staff will summarize the charts and will review the boundary. It was also noted that this is not the last opportunity to talk about the node. It will be refined, with more detailed discussion about uses and heights. The consultation process will then proceed with the broader community.

Uncertainty with the OPG lands may unfold over time. It was further suggested that the Community node could be extended over time, and potentially to the west to the Inglis lands.

5. Other Matters

- **Next Meeting** - the next meeting of the Panel is scheduled for Thursday, November 12, 2009. The Transportation Review Study along Lakeshore Road will be discussed at the next meeting. The Lakeview Legacy Project presentation could occur at a later date.
- **Criminal Record Searches** – all members were urged to send in the completed police record search forms.