

Port Credit Local Advisory Panel

Minutes of Fifth Meeting

Tuesday, January 19, 2010 @ 7.00 p.m.

Port Credit Library, Texaco Room

Attendees: Twelve (12) members of the Panel were present. Two (2) Policy Planning Staff attended in support of the Panel. There was one (1) guest.

Local Politicians: Councillor Carmen Corbasson; MPP Charles Sousa

Community Groups: Judy Smith, Brian Holtham, Leonard Walsh, Don McVie, Lori Ellis, Deb Greenfield, Dorothy Tomiuk

Business: Marion Klinnert; Frank Giannone; Jonathan James; *regrets:* Robert Cutmore

Policy Planning Staff: Susan Tanabe, Paul Stewart

Guest Staff: **Ruth Marland**, Team Leader, Community Services, City of Mississauga

1. Overview and Introductions

Councillor Carmen Corbasson introduced guest Ruth Marland who was then invited to begin her presentation.

2. Future Directions: Draft Interim Report for Library Services, Recreation, Parks and Natural Areas

Ruth Marland described the 2009 Future Directions review as a public process conducted by three consultants, one for each service area (Library, Recreation, Parks and Natural Areas). Such a review is done every five years; the last one was completed in 2004. The Report from the 2009 process has a 25-year outlook with a five year plan. The review began in January 2009 and will conclude with the Final Report going to Council in March 2009.

Note from Secretary & Staff: Please click on the following link to view the Future Directions report on the City's website:

<http://www.mississauga.ca/portal/discover/futuredirections>

The Report includes a review of existing amenities: everything from trails to community centres. The public appears satisfied with these amenities. A list of 2004-2009 accomplishments was presented.

There has been a substantive change in the population since the last review. In 2009, Mississauga's population reached 727,700 which had been a longer term projection

in the previous review. From 2009 – 2031, it is expected that 83,400 new residents will contribute to the City's growth. The change in population influences the community services to be provided.

Service Area 6 (which includes Port Credit) is projected to have an 8.4% increase in population, which is not as significant as in other (newer) areas.

The results of a household survey reveal that the #1 activity residents choose for recreation is walking. Currently there is only seasonal use of the parks, but this needs to be fostered year-round.

Key issues facing the City include population growth, intensification and changing demographics, which all determine which capital investments the City should make, what alternate forms of delivery service should be provided and necessitate environmental sustainability.

Northwest Mississauga has grown faster than anticipated. It follows a district hub model. The Ninth Line park sites acquired as part of the annexation (January 1, 2010) of lands from Milton will contribute to increased parklands for community services in this area.

The City Centre is the key intensification area in Mississauga. The Central Library in this area will evolve in light of initiatives such as the Downtown21 Study. It is recognized that within the downtown, the Central Library is an institutional anchor. Precinct planning is underway which will include maintaining the existing parkland provision levels for the City Centre (part of the designated Urban Growth Centre).

Note this level will be less than for other, less urban neighbourhoods in the City where the parkland provision level is 1.2 hectares per 1,000 population. Parks provide passive recreation and multi-use urban public space, and the report looks at the location of the space and the quality of the experience for downtown residents.

A second important intensification area is located at Highway 10 (Hurontario Street) and Dundas Street. With the anticipated population growth, there will be a need for a new community centre in this location, and a new library branch; the present branch is the busiest in the City. This area also requires sufficient parkland provision. This is within Service Area 5, which is expected to grow by 41,000 people by 2031.

The changing demographics of the City were reviewed, including youth, older adults and newcomers. Active living is an approach that can appeal to all these groups.

The 5-year capital investment requirements were broken down for outdoor recreational needs, parks development, natural area conservation, and library collections and technology.

The review looked at alternative and effective service delivery including:

- adaptive reuse of under-utilized amenities
- volunteerism
- partnerships
- building on existing plans / assessments
- cemeteries as green space
- neighbourhood hub approach

In terms of environmental sustainability, the review looked at best practices, leadership in energy conservation and environmental design, and the protection, restoration and enhancement of natural areas.

The implications for Port Credit include the following Report recommendations:

- continue the Waterfront Parks Strategy – a big affirmation of this was received through the review
- continue with parkland acquisition
- enhance and optimize trail connections
- complete communities that are pedestrian friendly
- provision of parks and open spaces for a range of recreational opportunities
- continue to engage the public in all parks development and redevelopment projects to ensure that community preferences and interests are integrated together with recommended facilities
- accessibility and outreach activities should be strong considerations for the delivery of Recreation programs and facilities
- continue to develop public, private and community partnerships to enhance program delivery
- renovations to existing (PC) assets, e.g. Arena, Library, Outdoor Pool, Lions Park

A panel member asked why acquisition of the Port Credit Post Office couldn't be considered as part of the "Existing Amenities" slide, with possible adaptive reuse as a museum? Ruth Marland replied that museums fall under the Arts and Culture Master Plan and the Post Office site was not included in the community services inventory.

3. Waterfront Parks Strategy

Ruth Marland then continued with a brief overview presentation of this Strategy. Of the 150 km of trails in the City, 14% are along the waterfront. The waterfront is a phenomenal resource which is 22 km in length. The Strategy is to address the pressures the waterfront is experiencing and the issue of underdeveloped parks.

Note from Secretary & Staff: Click on the following link to view the Waterfront Parks Strategy report on the City's website:

http://www.mississauga.ca/portal/residents/parks?itemId=67900060&paf_gear_id=9700018

A concept plan for each of the five priority parks along the waterfront has been developed. Guiding principles include:

- Environment First
- Finding a Balance
- Sustainability
- Vibrant Place
- Design Excellence
- Management
- Safe, Secure, Accessible
- Parks as Good Neighbours
- Inclusive Process

In Port Credit, we are an “urban activity area” for the collection of parks in our District.

Design strategies for the parks include connectivity, identity, sustainability, vibrant uses, attention to shorelines (leave ‘as is’ today, and protect for the future) and a transportation tie-in with the Cycling Master Plan.

It was noted that the consultant had removed parking from the transportation component, which was a concern to the panelists.

Additional design elements such as parking, signage, circulation, education, seasonal use, landscaping, structures and accessibility were briefly touched on in the presentation. There was discussion of specific parks (* denotes a Port Credit park):

Fusion Park: This is 48 acres with an opportunity for adaptive reuse of the on-site heritage building. There are woodlands and a cobble beach. Located in Clarkson.

J.C. Saddington Park*: There is the Heritage District to the north and the park should relate to that. Present use will be reinforced, and the existing parking lot will be replaced with a “village common” that will face the adjoining neighbourhood in the future once parking has been relocated and improvements to transit have been made. 2015 is the date set for the completion of the design concepts.

Marina Park*: The charter boat facilities will be retained at this park. The City is reviewing the boat launch ramp capacity, and has questioned whether another use would be better. Such a plan (for a different use) is in abeyance until completion of the Launch Ramp Study. It is proposed that there be a trail around the Rivergate apartment property (located at 35 Front Street South). The development design is starting now and will continue over the next 3 years, aiming for a 2014 redevelopment date.

Memorial Park West*: It is proposed that there be a trail under the Lakeshore Road / Credit River bridge (west side) to provide safe flow of people from Marina Park to Memorial Park West. Redevelopment date start scheduled for 2013.

Lakeside Park: This is under construction right now. It is located just east of Fusion Park (in Clarkson). Development here is inspired by its industrial context, and it will be interactive.

Implementation of the Waterfront Park redevelopments will include a development design checklist, continued land procurement, park management and maintenance and phasing towards a 25-year plan.

A panelist noted that public acquisition of waterfront park property is in the City's new Strategic Plan. An example is the procurement of 50 Godfrey's Lane, which will extend the public coverage along the waterfront of Rhododendron Gardens. The Waterfront Parks Strategy further elaborates on the vision in the Strategic Plan. Councillor Corbasson indicated that it has always been the City's approach, to acquire waterfront property.

MPP Charles Sousa asked how a connection could be made around the Petro-Canada lands in Clarkson – is an easement possible? Ruth Marland replied not right now, given the industrial shipping activity at the shoreline, but if an opportunity were to come up, the City would take it. The Southdown District Plan now includes Petro-Canada being shown on the map of desired trails.

A panelist stated that park amenities make for destinations and hoped that Council could see that spending money on the waterfront parks is of benefit to the whole City.

Councillor Corbasson pointed out that Council did approve the Waterfront Parks Strategy, understanding that it is for the whole City. It is Mississauga's own waterfront.

The panelist rejoined that Councillors want money for their own wards as well – the Waterfront Parks Strategy needs to get higher on their radar. Ruth Marland indicated that over \$15 million has been spent on the waterfront parks in Port Credit alone.

A panelist stated that signs are needed at the parks for education, e.g. concerning wildlife. We need to attract youth here and teach them – surprisingly, not a lot of school groups come out. Ruth Marland confirmed that the Waterfront Parks Strategy did recommend reliance on partnerships with the Conservation Authorities and the School Boards to assist with the interpretive elements of the signage.

MPP Sousa stated that we need to develop an identity for the entire lakeshore – not only in Port Credit, where there is something identifiable (the Lighthouse). Ruth Marland replied that through land acquisition, waterfront views can be gained and that is a plus.

A panelist stated that acquiring the Fusion property is a great step, but it requires connectivity and signage – can the signage be advanced? Ruth Marland replied yes, and she would get more details. NOTE: It has subsequently been clarified that signage for the Fusion site will align with the timing for public access. This timing is still to be confirmed.

Another panelist stated they had a passion for park space, but wondered if a low-rise residential component could be incorporated into the (48 acre) Fusion lands? Answer:

The City is not contemplating a residential use at the site, per the vision articulated in the Waterfront Parks Strategy (*see link on p3 above*).

The time frames for the Port Credit waterfront park redevelopments were reviewed; this information has been incorporated into the descriptions above. Generally, completion of the development concepts for the three (3) Port Credit waterfront parks is planned for 2015, which is later than originally announced when the strategy first came out. The Waterfront Parks Strategy will also be due for its 5-year review, as built into the strategy, around 2012.

The issue of the Boat Launch came up again. It was noted that a panelist who takes a keen interest in this issue was absent from the meeting. Ruth Marland stated that the Launch Ramp usage data needs to go back to Council. Usage of the ramps may be monitored this summer as well (data was collected in 2009) and will be reported on later this year. A decision may be made in the next 18 months.

4. Port Credit Post Office Site: Summary of Meeting with Mayor and Staff

A panelist who has been active on this issue summarized the January 12, 2010 meeting which took place at City Hall in order that local architect Michael Spaziani present his citizen-driven visioning of the Post Office redevelopment. Michael Spaziani previously presented this visioning at the Port Credit Local Advisory Panel in September 2009.

Note from Secretary: The Minutes of the September 2009 PCLAP meeting provide information about Michael Spaziani's presentation:

http://www.mississauga.ca/file/COM/PortCreditMinutesSep15_2009.pdf

Attendees at the January 12th Post Office meeting included:

Hazel McCallion	Mayor, City of Mississauga
Carmen Corbasson	Councillor, Ward 1
Charles Sousa	Mississauga South MPP
Paul Mitcham	Commissioner, Community Services
Martin Powell	Commissioner, Transportation & Works
Ed Sajecki	Commissioner, Planning & Building

Together with staff from the three departments listed above, there were representatives of nine (9) local citizen groups and organizations, along with a local developer, in attendance at the meeting. The Port Credit community is completely aligned in its desire to redevelop the Post Office site appropriately given its heritage, waterfront and mainstreet attributes. The building is a gem and must remain so.

Further information and next steps in the process may be found at:

http://www.topca.net/news/news.htm#Port_Credit_Post_Office

Staff stated that the Mainstreet Commercial zoning enables a variety of uses on the Post Office site. Michael Spaziani's proposed mixed-use design is currently allowed, with its 2-3 story built form. The current policy context is very strong. The new District Policies will not be significantly different in terms of usage on this site. The City has to be able to support its policy against any challenge e.g. at the Ontario Municipal Board (OMB).

Staff noted that the City cannot halt the sale of the Post Office site or submissions of applications for the site, based on the Port Credit District Policies Review process that is ongoing. The current designation of the Post Office (Main Street Commercial) in the Port Credit District Policies provides a strong planning framework for evaluating proposals for the site.

Staff also stated that the Parking Strategy review that will be underway needs to look at the whole of Port Credit. For the Post Office site, there has to be some parking, which may possibly take the form of shared parking with another site.

The Zoning By-law parking standards that apply to the Post Office site could potentially be revised if a Parking Utilization Study demonstrates that a reduced parking rate can be supported. For example, previous studies in the Port Credit area have substantiated a reduction in parking standards for restaurants from 16 parking spaces per 100 square metres to 10 parking spaces per 100 square metres. A Parking Utilization Study would have to be prepared for the Post Office site which reflects the type of proposed uses and the appropriateness of a revised rate.

STAFF NOTE: Currently City staff are in the process of retaining a consultant to undertake a parking strategy for the Port Credit area, as well as Lakeshore Road in Lakeview. The Parking Strategy Study includes a number of components such as the future parking demand, public sector parking involvement, parking policy and regulatory requirements (e.g. zoning, Official Plan policies), a review of parking standards, financial considerations and an implementation plan.

A panelist stated that through the BIA, surely something can be done regarding *not wanting* parking. We need to look at this very differently – we don't need a spot for every single business.

Staff replied that the City presently had the Parking-in-Lieu (PIL) program, and there was some opposition in the BIA to relaxing the standards and hence lower the PIL payments required (many have already paid the higher rate). The City is prepared to look at sharing parking with uses off-site.

Councillor Corbasson stated that PIL is not an automatic option – through the application process it has to be justified why a use would not have parking attached. The only way to get the hundreds more spaces required is to build a parking structure.

A panelist stated that the residents may have a perceived parking problem – and that the real issues relate to expectations of convenience and price. However, it was also noted that some retailers feel that every parking space in front of their store contributes to their retail sales. It was suggested that every parking space generates \$1000 per day to the retail community.

A panelist said that they would argue the opposite – do we really need more parking in order to allow something special to happen here?

A panelist stated that we need a partnership on the Post Office project that will be aimed at best use of the site. We can't expect the City to buy it and make it a gift, but a community-driven vision should be used by the City to create the expectations allowed.

Staff said that this was a good point: Canada Post has to understand that the highest price for the property won't come from residential use. The City will stand by its policies and Canada Post has to accept a bid that is not residential.

Councillor Corbasson stated we should look at limiting the use of the site. It could be designated as a special site with distinct policies. The Heritage Advisory Committee should be approached to discuss what is possible to do to preserve the Post Office site.

A panelist suggested using private partnerships to get some public space at the site.

Another panelist asked about the Lakeshore-Stavebank Intersection, and when proposed alignment was coming (across the street from the Post Office site). Answer: it is in the 2010 Budget, with the work set to happen in late 2011 or in 2012.

5. Other Matters (Future dates, locations, topics, etc.)

It was pointed out that the Port Credit Local Advisory Panel generates a lot of work for Staff. It was decided to forego the next two regularly scheduled meetings in February and March 2010 in order for Staff to get caught up with all the input received from the Panel thus far.

Councillor Corbasson questioned whether the Draft Policies could go to Council in June (as originally planned) and when the Draft might go out to a larger public forum? She is concerned about getting the Parking Study completed as well before going public with the Draft District Policies.

Staff replied that June is a goal, but that is a very tight plan. The Parking consultant hasn't yet been engaged. Meanwhile the Draft Official Plan will come out in March 2010, including the Urban Growth Plan. It is desirable to have the new District Policies be developed in the context of the new Official Plan.

Note from Secretary & Staff: Click on the following link to view the Draft Mississauga Official Plan on the City's website:
<http://www.mississauga.ca/portal/residents/draftmississaugaofficialplan>

A panelist asked what in the new Official Plan affects the new Port Credit District Policies?

Staff replied that the current OP does not reflect the new provincial policies regarding intensification (Smart Growth). Our District Policies are held up by the new Official Plan. The City can still incorporate the Vision identified in the Directions Report; however, any new District Plan policies need to be reviewed and written within the context of the larger City-wide policy document.

Councillor Corbasson stated that the Panel needs enough time to have input to the Draft District Policies before the document goes to the public.

A panelist noted that in the 1990's, the Port Credit District Policies and the new Official Plan at the time were done simultaneously, and a lot of technical elements were discussed. This is a similar situation – we have to work with the Official Plan.

Staff confirmed that the Official Plan does get down to our community level and that we have to work on both. The panelist reiterated that we have to stay on the Official Plan level as well.

Staff indicated they would use the Advisory Panel as a sounding board and that the Official Plan would be presented at a future meeting. The panelist rejoined that we have to keep the definitions straight including consistent measurements, e.g. 'FSI' – floor space index.

Staff stated that intensification must occur in the right place, and be transitioned to stable neighbourhoods. The new Official Plan is very strong as to specifying where new growth should occur. The panelist rejoined that we all want growth, transit and parks.

Frank Giannone, a local developer on the Panel, alluded to the Port Credit Mobility Hub Study as presented by Metrolinx at the October 20, 2009 meeting of the Panel.

Note from Secretary & Staff: Click on the following link to view the Port Credit Mobility Hub report on the City's website:

<http://www.mississauga.ca/file/COM/MeetingNo3Presentation.pdf>

On the strength of that presentation, Frank Giannone has started to look at the GO Transit properties in Port Credit, and he has initiated a dialogue with Metrolinx regarding a parking solution there. His solution involves height and density. He thinks he can make sense of the Metrolinx strategy to build a parking structure at the Port Credit GO Station that will do more to achieve the Mobility Hub objectives.

Frank Giannone suggested a couple of workshop meetings to see how eager the community is to vision the future, perhaps during the next two months (February and March) when the PCLAP won't be formally meeting, but could still assemble on the regular meeting nights. Metrolinx will want to see significant community support for

his concept of intensification in the GO Station area. At this point no decisions have been made by Metrolinx pertaining to what they want to redevelop and how they intend to do it. Again, Metrolinx will want to see strong community support to determine how to proceed. Frank Giannone has told Metrolinx that he has met with “a good chunk of Port Credit” (i.e. the Panel) regarding the present lands under consideration and thinks the Panel is fairly representative.

The previous panelist noted that this possible development proposal at the GO Station affects the hard components of the community plan. This community has dealt with soft items: transit, trails, heritage, community services, etc. and this Panel has been presented with soft issues on past Agendas. It is time that we got involved in the hard issues.

Staff stated that we have to be careful. The PCLAP was established to provide input. The Post Office was an exception to the rule, where it was agreed to dedicate time to it at the September meeting. The Panel is not set up to assess individual development applications.

Frank Giannone rejoined that he was not speaking about a particular development, but the overall development of Port Credit, and where the density should go. These hard core issues are part of the District Plan and we need to discuss them.

Staff stated that urban design discussion will bear on this issue and get into hard process.

Another panelist stated that only magic can come from broad participation. He stated that Frank Giannone was only suggesting that the time allocated to the February PCLAP meeting be used instead to learn about his development plan for the GO Station lands.

The developer added that the time line for GO Transit is limited – GO needs to decide soon about how to proceed on the parking garage.

Councillor Corbasson suggested that a Saturday morning workshop might be more appropriate than using an evening time normally allocated to a PCLAP meeting.

Staff stated that the March meeting date was too far off to discuss this then.

Staff stated that they would not participate in the proposed workshop to be held by Frank Giannone.

MPP Charles Sousa indicated that he could participate.

Councillor Corbasson stated that the developer should approach each group personally by e-mail for participation in such a workshop. It needs to be clear that this workshop process is not a subcommittee of PCLAP.

The Panel was told that this was our last meeting at the Port Credit Library as it will now be closed for renovation. There will be no PCLAP meeting in February or March.

The next PCLAP meeting is scheduled **for Tuesday, April 20, 2010** in a location TBA. At that time there may be some concrete (draft) passages of the new District Policies to review, e.g. regarding the Lakeshore Corridor. Later, there will be an update section on the Mobility Hub.

Meeting adjourned at 8:55 p.m.

Submitted by: Dorothy Tomiuk, Secretary