

MINUTES



LAKEVIEW LOCAL ADVISORY PANEL

THE CORPORATION OF THE CITY OF MISSISSAUGA

www.mississauga.ca/lakeviewportcreditreview

THURSDAY, JUNE 17, 2010

MISSISSAUGA SENIORS' CENTRE
MULTI-PURPOSE ROOM (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
Andre Lill
John McKenna
Jamie Pugh
Mark Tutton
Raya Shadursky

Members Absent

Bill Logar

Staff Present

Susan Tanabe, Manager, Community Planning, Policy Division
Karin Phuong, Planner, Community Planning, Policy Division
Sharon Mittmann, Development and Design

1. Overview and Introductions

- 1) Councillor Corbasson introduced the agenda and Sharon Mittmann who will be presenting some preliminary concepts of the urban design study; Karin Phuong will provide a background overview.

2. Lakeview Lakeshore Road Urban Design – Preliminary Concepts (Karin Phuong and Sharon Mittmann)

1) Background

- Lakeview & Port Credit Directions Report (BMI|Pace Architects) – Community Input
 The broad community expressed a desire for mixed use and new development areas that are economically viable, along Lakeshore Road with a community focal point at Lakeshore Road and Cawthra Road (*Directions Report, Section 3.1 District Vision*) and building heights that reinforce the main street character (*Note: The exact boundary of the node will be brought back to the Panel in November for discussion, and to the general public (to the Planning and Development Committee) with the draft policies for comments*)
- Lakeview Legacy Project (Lakeview Ratepayers Association) - Addressed skyview, lake views, tree canopies, protection of stable residential neighbourhoods, architecture, sustainable healthy community
- Lakeview Local Advisory Panel October 2009 Workshop – looked at 4 scenarios as to where a node could be developed: along Lakeshore Road, at Lakeshore & Dixie, Lakeshore & Ogden, and Lakeshore & Cawthra – Advisory panel members had a preference for a linear node along Lakeshore Road; the Panel noted that there was potential for land assembly at Lakeshore & Cawthra but noted ownership is fragmented
- Existing Land uses
 Lakeshore & Cawthra– 14 storey apartments are the tallest buildings, the Inglis lands represent a development potential, Lakeshore is generally occupied by commercial uses and automotive service commercial uses
- Draft Official Plan City Structure – heights
 Hierarchy of heights in the Draft Official Plan – e.g. the Downtown has no height limitation; major nodes have a 25 storey height limit; community nodes have a maximum height limit of four storeys, however, Local Area Plans can determine the appropriate height
- Community node characteristics – focus of mixed use, with commercial, residential, institutional and parks – compact, with a community identity

and sense of place and include community infrastructure such as libraries, schools, places of religious assembly. The gross density is 100 to 200 persons and jobs per hectare – with a ratio of 2 to 1 or 1 to 2 residents and jobs

2) Proposed Node

In assessing the prospective location of a node in Lakeview, staff looked at other nodes along the corridor that are each unique nodes – Port Credit consists of a concentration of high density residential development. Clarkson has a commercial focus.

Lakeview – staff participated in a walk of the entire Lakeview Lakeshore corridor, starting at the city border and going westwards. The corridor includes trails, commercial uses, industrial uses, office space for rent. Staff noted that at Lakefront Promenade, there is a different feel with buildings closer to the street, parking behind, all generally a more urban pattern of development.

- Node Boundary Options
 Three options were considered, and were compared to other successful nodes in Mississauga and in Toronto, including Port Credit, Streetsville, Clarkson, and the Bloor West Village. All are similar in length, although the Mississauga examples are larger given there are larger/deeper land parcels.
- Proposed Node Boundary was presented, centering on Cawthra, and including Lakeshore frontage east to Lakefront Promenade and west to Cooksville Creek. Two options were presented, with one option including only the properties with Lakeshore frontage, and the second option including residential properties north and south of Lakeshore.
- Existing conditions were reviewed, including building heights, high density sites, vacant sites, and the street network. The area is predominantly low density, in one to two storey buildings. Two active development applications are in the area.
- Staff reviewed potential redevelopment sites, view corridors, view to important sites and the future road network.

Staff noted redevelopment potential along the corridor, including large parcels such as the plaza at Lakeshore & Cawthra, Byngmount Beach Public School, and the industrial properties fronting Lakeshore Road, between East Avenue and Lakefront Promenade.

Potential view sites were depicted on a map, including Cawthra Road, Alexandra Avenue, green views along Cooksville Creek and along the

south side of Lakeshore Road (east of East Avenue); potential views to the lake such as at Aviation Road, Greaves Avenue, Lakefront Promenade, and Meredith Avenue; and potential view corridors along Lakeshore Road looking both east and west. Potential future roads would be appropriate to create grid network

3. Questions/Comments

A number of questions and comments were raised about the proposed node boundaries, focussing primarily on the addition of stable residential areas in the boundary and the location of the node itself.

1) Addition of stable residential areas

- Many members of the panel raised concern about the addition of stable residential areas in the node boundary, and questioned whether the addition of these areas might suggest that this is not an appropriate boundary for the node, and that the location itself needs to be revisited. It was also noted that there is development potential on other lands that could be considered in lieu of adding stable residential lands to the node.
- The panel members emphasized the importance of maintaining the existing neighbourhood and creating a transition of residential uses facing the edges of the node. Panel members did not support the widening the node to include the residential area adjacent to the lands fronting Lakeshore Road for commercial development. Concerns were raised about speculation, the potential consolidation of residential lots and the impacts on the character of the neighbourhood which could see the introduction of back lot conditions, with rear access driveways, loading and parking facing stable residential areas.

Staff noted the concerns of the panel members, and indicated that they had similar internal debates about the extension of this boundary into the residential area. Staff further noted that the district policies would include policies for the inclusion of appropriate buffers to stable residential areas. Transition policies would be included in the Official Plan and the City could restrict the boundaries to residential uses only. Bloor Street and Thompson Avenue on the Kingsway in Toronto was considered as an appropriate transition example where no development was permitted on the former low rise residential but instead was used as a buffer.

2) Location of the Node

- Panel members were concerned that the node continues to be focused on Cawthra, notwithstanding: the workshop conclusions that a linear node is the preferred focal point (given transit, existing community uses and development potential along Lakeshore), and the recommendations and

visioning of the Lakeview Legacy project and, the visioning that has been undertaken with BMI with the community to date.

- It was suggested that the node location could be kept as a general location at this time, pending further work that is going forward on the OPG and industrial lands.
- According to the panel members, Cawthra is not the focus of activity in this area at this time. The commercial activity occurs on lands west of Cawthra. Port Credit developed in steps – as will Lakeview. Cawthra is the worst place to be in terms of transit or other criteria – Lakeview hinges on Ogden, not on Cawthra – Atwater and Ogden have all of the transit.
- West of Cawthra, at Enola, the panel members noted that the area is already developing as a node (linear node). That is where the focus of development is now. They indicated that we have the major anchors (such as the Metro and the LCBO) already in that area, and there is a higher probability of making that area more walkable than Cawthra. The connection from Port Credit to Cawthra should be encouraged and that will happen with or without OPG, and with or without a node designation for Lakeview.
- An appropriately located node that includes redevelopment opportunities can be created with minimal, if any impacts on the stable residential areas.
- A panel member advised that the Ministry of Energy and Infrastructure is being asked to come to the table on the OPG project to ensure that the project moves quickly.

Staff responded that their review also considered the Ogden option, however, staff also noted that the area currently undergoing change is already occurring around Cawthra (there are two active development applications in the area). Transit along Cawthra to Lakeshore Road is being reviewed by Transit staff this year. Staff indicated that the OPG/Industrial Study is at a very high level and will not address the detailed issues that need to be resolved for current applications and future applications in the short term. With development occurring now, staff consider that it is important through the district policy review to introduce parking standards and other development standards that are conducive to main street development as soon as possible. (Note: The Directions Report by BMI/Pace Architects noted two focus areas suggested by the community, one at Lakeshore Road/Cawthra and the other on the industrial/OPG lands i.e. to Ogden Avenue)

3) Configuration of the Node

- Based on the work undertaken to date and the manner in which the area functions, the panel members questioned whether the node should be circular or linear. On all accounts the panel members indicated that the linear pattern is more supportable. A question was raised whether the node could start as a linear option along Lakeshore (with specified east and west limits), but when it reaches its capacity, the node could be extended along Lakeshore as fast as practical towards Ogden, rather than extending north and southwards to encompass stable residential neighbourhoods.

A phased approach with an outward extension from an initial core is an option that staff indicated they would consider.

4) Extension of Node to the East

- Along Lakeshore, the panel members accepted the staff presentation on the manner in which development is proceeding now. However, they noted that when you consider the industrial lands to the east, there is motivation to redevelop the lands with higher order uses, as the local industrial economy has been changing for some time. The return on investment is low in the current condition, with the existing buildings, given existing uses that are occupying the lands. Employment has declined, and you can find a building of the same size, with more modern amenities and better energy efficiency and of higher quality at marketable rents elsewhere in Mississauga. Rents are lower in this area, and marginal uses are moving in, and the commercial area on the north side of Lakeshore is experiencing declines as a result.
- A higher population is required to support additional commercial development in this area to support a node.

Staff noted that a portion of the industrial lands are recommended for inclusion in the node boundary, and there is a balance in determining the level of redevelopment to be considered in the industrial area. There are industrial owners who have voiced that they want to remain on the Lakeview industrial lands. It was also noted that additional population will be added to the area when the Inglis lands are redeveloped along with any other changes in use along the Lakeshore corridor.

4. **Other Matters**

- **May 13, 2010 Minutes** – approved
- **Draft Official Plan, Report on Comments** – June 28, 2010 at Planning and Development Committee

- **Haig Boulevard Application** – June 28, 2010 (both planning reports will be available on-line Friday 18th or Monday 21st)
 - Question whether the district plans need to be supplemented with additional policy to protect stable neighbourhoods and communities
- **Next Meeting** September 16, 2010 at the Mississauga Seniors Centre Multi-Purpose Room from 7 – 9 pm (possibly topics: the Transportation Review Study (final report), and heights)
- **Parking Study** – goal is to have the work completed by year end, with a report in February of 2011