

MINUTES



LAKEVIEW LOCAL ADVISORY PANEL

THE CORPORATION OF THE CITY OF MISSISSAUGA

www.mississauga.ca/lakeviewportcreditreview

THURSDAY, SEPTEMBER 10, 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
Andre Lill
Jamie Pugh
Raya Shadursky
Mark Tutton

Members Absent

Bill Logar
John McKenna

Staff Present

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

Presenters and Additional Staff Present

Bonnie Dowhaniuk, Office of Arts and Culture
Paulina Mikicich, City-Wide Planning, Policy Division
Sharon Mittmann, Urban Design, Development & Design

1. Welcome

- Opening Remarks by Councillor Corbasson, Chair of the Panel, welcoming the members of the Panel and advising of City Council’s decision to fund \$750,000 towards the Small Arms Building restoration. (Note: The Lakeview Legacy Foundation “LLF” has applied for the Infrastructure Stimulus Funding “ISF” for Non-Profit Organizations. The contribution from the City is subject to the approval of the ISF)

2. Mississauga Culture Master Plan

Bonnie Dowhaniuk from the City of Mississauga, Office of Arts and Culture presented the Culture Master Plan. An Executive Summary was distributed at the meeting and it was noted that the report is available on the City’s website at www.mississauga.ca/portal/discover/artsmasterplan

- The Culture Master Plan is based on six principles:
 1. Creating cities where people want to live
 2. Celebration of multiculturalism and interculturalism (bringing groups together)
 3. Attract and retain talent
 4. Foster entrepreneurship and innovative businesses and create new forms of wealth (500 enterprises)
 5. Collaborate and build partnerships (such as the LLF)
 6. Create an authentic and shared identity

- The Culture Master Plan contains seven strategic directions, each having a specific initiative and action:
 1. Strengthen arts, culture and heritage organizations.
 Council approved an increase in grants (additional \$250,000, and \$300,000 towards arts stabilization). Additional human and financial resources are required to meet increased demands on heritage planning and support museum programming
 2. Encourage community celebrations and festivals;
 3. Strengthen cultural infrastructure (community driven and neighbourhood based), including adaptive reuse of buildings. It was noted that there will be a review of the Living Arts Centre.
 4. Build partnerships and collaboration – helping arts sector achieve their goals (eg. museums, libraries, BIAs), Mississauga Arts Council collaboration – clarifying their role
 5. Strengthen the flow of information – maintain a cultural resource database
 6. Identify cultural nodes and create an artful public realm.
 Select a cultural node as a possible pilot project and test planning tools, incentives, supports and partnerships e.g. the Small Arms building will

be a good opportunity. Look at developing public art policies – with help of a public art coordinator; address barriers (such as the parking and sign bylaws)

7. Attract and support creative individuals to maintain competitiveness. Keep youth here, with more post secondary institutions, affordable live work and performance space.

- The Implementation Plan contained in the Culture Master Plan sets out initiatives, associated actions and timelines over a 5 year period, based on the City’s long term vision.
- Review of video featuring the Mississauga Cultural Vision:
 1. Neighbourhoods with a vibe and buzz that are unique
 2. Inventive and expressive architecture and design
 3. A place where innovative businesses thrive
 4. Local engagement and participation in culture
 5. Strong arts, culture and heritage organizations
 6. Cultivating the creative potential of our residents

The Culture Master Plan provides input to the district plan process as an important component of the planning process. A panel member noted that he was impressed with the interdepartmental cooperation on this exercise. City of Mississauga staff has been invited to the Creative Cities conference to present the Culture Master Plan.

3. Criminal Record Search Information

- Forms can be submitted at the next meeting.

4. Sustainable Living: A Growth Management Strategy for Mississauga

Paulina Mikicich from the City of Mississauga, Planning and Building presented the City initiated Growth Management Strategy (the “GMS”) in response to the Provincial Growth Plan and Policy Statement. The GMS is contained in the document entitled “Sustainable Living” adopted by Council in November 2008. It informs the new Official Plan policies and city’s urban structure.

With the exception of a small area in Churchill Meadows, all new growth in Mississauga is expected to be in the form of intensification – in areas already developed. Developed areas such as Port Credit and Lakeview will come under pressure for redevelopment at higher densities because of the age of the existing housing stock, accessibility to amenities and transit, and particularly plans for higher order or more frequent transit service. While we need to create a critical mass of people to support transit and other services there is also a need to protect

stable residential and environmentally sensitive areas and the qualities that make these areas unique and desirable. The GMS makes good financial sense by linking land use and transportation planning and helps to direct where infrastructure funds should be allocated.

The GMS implements the four pillars of the new Strategic Plan and in particular developing a transit-oriented city by promoting the development of concentrations of mixed-use development in nodes and corridors. Currently, the City is lacking extensive mixed-use main street type corridors often found in Toronto.

The GMS identifies the following four land use and transportation directives:

1. Build complete communities – the GMS proposes a hierarchical system of connected, mixed use nodes and corridors that are linked to neighbourhoods and employment centres.
2. Protect and enhance the environment - growth is to be directed away from these areas
3. Maintain a strong economy – employment areas are to meet our present and future needs. More intense employment is to be directed to corporate centres that are served by transit.
4. Create an efficient urban structure – by providing for mixed use areas that are appropriately linked by public transportation and other sustainable transportation modes.

Description of Urban Structure

Downtown Urban Growth Centre (UGC)

The UGC is the highest order mixed-use node in the city. It is expected that the city's tallest buildings, greatest densities and largest range of uses will be found here. The Downtown contains two proposed higher order transit lines (Huronario and the BRT) and in the future Dundas Street. It also includes two mobility hubs as defined by the Metrolinx RTP. Mississauga's UGC is the second largest in the province next to Downtown Toronto.

The UGC is approximately 1370 acres in size, and is generally bounded by Highway 403 and the QEW, with approximately 500 m on either side of Hurontario Street. This area encompasses the City Centre, Cooksville and parts of the Fairview planning districts. The focus of activity and density occurs in the City Centre, with lower scale development in some special character areas such as Cooksville.

The provincial minimum density target for Mississauga's UGC is 200 persons plus jobs per ha (ppj/ha). The City of Mississauga has almost reached this figure and has chosen to strive to achieve for a density target of 300 to 400 ppj/ha by 2031 to support downtown

Mississauga's role in the region. The GMS also proposes that a minimum building height of 3 storeys and a maximum building height of 25 plus storeys be implemented. To ensure that the UGC develops with mixed-use development a population-to-employment ratio of 1:1 will also be applied in the downtown.

Major Nodes

The GMS has two major nodes at Hurontario and Eglinton (Hurontario Uptown) and the Central Erin Mills Nodes around the Erin Mills Town Centre along Eglinton Avenue between Winston Churchill Boulevard and Erin Mills Parkway.

There is a significant opportunity to intensify these areas and to ensure new development supports transit. The goal is to have 200 to 300 ppj/ha with a mixed population-to-employment ratio ranging between 2:1 to 1:2.

Community Nodes

Community Nodes are the centre of communities and are intended to meet the daily living needs of the surrounding community.

Density and scale is anticipated to be less than the major nodes. Community nodes will have population and employment density between 100 to 200 ppj/ha with a maximum height ranging from 6 to 12 storeys. A minimum 2 storey height limit will also apply to ensure that transit corridors are not redeveloped for big box retail warehouse type stores.

Stable Residential Neighbourhoods

Little change is anticipated in these areas, and growth will only occur through infill and redevelopment of largely greyfield sites.

Corporate Centres

Corporate centres (and the downtown) will be the focus for office growth.

Employment Areas

The City must preserve areas that are required to address present and future employment land needs. This is a provincial requirement.

Corridors

Are the major roads that link everything together, such as Lakeshore Road. Studies are currently reviewing appropriate levels of development for certain corridors. Both Hurontario and Dundas Streets have been identified as Intensification Corridors.

We need policies in our Official Plan to provide clarity for residents and developers as to where intensification should take place. In addition this will provide for greater support at OMB hearings. A recent OMB case was won by the City based on existing interim intensification policies which explained where growth should occur.

5. Lakeview Node

Staff noted that based on the conclusions of the Lakeview and Port Credit Directions Report, staff reviewed the area and identified the boundaries of a potential node near the intersection of Cawthra and Lakeshore Road. The boundary is somewhat irregular, following roads, the railway, the river to the west, the pattern of existing land uses and potential intensification sites. It was recognized that this node should ideally be a corridor type node – that is primarily linear in form but also includes services that currently serve the community. A member of the panel questioned whether the node should be moved further east, noting that the district policy review is intended to refine the boundaries of the area.

A panel member questioned whether the City Council direction with respect to the OPG lands and the industrial lands would factor into this analysis. Staff indicated that a tertiary plan will be prepared for the OPG lands and industrial lands.

Staff indicated that the input of the group will be reviewed as part of this analysis. The analysis will review the shape and location of the node relative to a number of matters, including a review of transit opportunities and the need to create developable lots.

A panel member indicated that the boundary of the node needs more study. There are other strategies that will be able to achieve the City's objectives. At this time, this area is the least pedestrian-friendly area along Lakeshore. The dimensions are wrong for the proposed node. Instead we need to bring other opportunities and should look at a linear route that is based on walk ability to bus stops (essentially what is the actual walking distance from transit stops).

In reviewing the node proposed by staff, a panel member suggested that you need to look along Lakeshore, at existing opportunities. Currently there is no Cawthra bus (note: the Cawthra bus turns west at Atwater Avenue and does not connect to Lakeshore Road). There are three major streets in the Lakeview District – Ogden Avenue is a north-south road, Cawthra Road is an edge condition and an arterial road. When looking at both as an opportunity, Ogden is the street that emerges with potential. It has schools fronting on it and it is a corridor to the lake. Lakeshore and Atwater are the two major east west roads.

It was requested by a panel member that the City develop the boundary of the node based on real statistics, such as the existing walking distance and transit structure. That member indicated it is possible to come up with the desired density and yields with a different boundary.

A member of the panel also stressed the visioning exercise undertaken by the city which focused on the corridor along Lakeshore but not along Cawthra. The Lakeview residents' position is that Lakeview needs a heart and soul, and they feel strongly that Atwater, Ogden and Lakeshore would be key to the creation of that heart and soul.

Staff indicated that they are open to the panel members' suggestions to further discuss the different node options, and initially likened the potential of Lakeview to that of Bloor West Village. They expressed some concern about the existing fragmentation along Lakeshore which they perceive as a real problem. Staff indicated that the Directions Report focused on the intersection of Lakeshore Road near Cawthra but recognized that the ultimate boundary would be determined through the Lakeview District policy review process. The GMS merely provides a suggestion or starting point for a new node for the community. A new node at this location would not preclude the development of other mixed-use areas.

A panel member proposed that staff who has not heard the presentation about the Lakeview Legacy Project could benefit from it. Dates and times will be forwarded to panel members for more detailed discussion about the node boundary.

A member of the panel indicated that further meetings with the group on the boundary issue should occur perhaps at a meeting in November. She indicated that the node should not be fragmented as proposed currently. She expressed a desire to ensure the opportunity for gathering places for all ages.

Staff requested panel members to send comments on the proposed node boundary to Karin Phuong by email.

A panel member questioned whether the Hurontario/Lakeshore node meets city policy. Staff advised that this node predates the City's growth management policies, although it was noted that the density is somewhat lower than the target and the ratio of jobs to residents is also lower than desired.

Another panel member inquired to staff about the City's transportation review. Staff advised that the City is reviewing options for the corridors and that they are hoping that we can review the transportation work at the next panel meeting.

6. **Next Meeting** - the next meeting of the Panel is scheduled for Thursday October 8, 2009