

# CONNECTING COMMUNITIES



**Rachael Williams**

**M**ississauga city council is moving forward on a transportation master plan for the Lakeshore Road corridor that is expected to provide much-needed transportation options for the city's most rapidly growing communities.

Approved on June 6, the Lakeshore Connecting Communities Master Plan provides a long-term vision for transit and corridor improvements along Lakeshore Road that will be integral to supporting the flurry of redevelopment activity taking place in south Mississauga. Completed by **HDR**, the master plan recommends a three-phased approach to improving transit and transportation along a 13-kilometre stretch of Lakeshore Road, running through Clarkson Village, Port Credit and Lakeview.

"The Lakeshore Road corridor is certainly a very significant corridor for transportation," said Mississauga's transportation and works commissioner **Geoff Wright**. "We currently have a significant number of developments coming on stream shortly that need to be addressed from a transportation capacity perspective. Through the Lakeshore Connecting

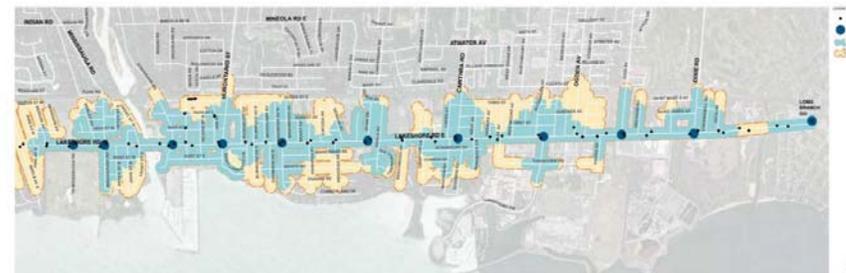
Communities study, we looked at how we would best manage that."

These developments include the **Lakeview Community Partners Ltd.** waterfront redevelopment, which will transform 177 acres of land

that formerly housed the Lakeview Generating Station into a mixed-use community that will feature thousands of residential units, 825,000 square feet of employment space and 100,000 square feet of prime retail as well as institutional

and cultural amenities. Also, the **West Village Partners** is seeking to build nearly 3,000 new residential units, 200,000 square feet of retail and office space and a new waterfront park on a 72-acre parcel of land in Port Credit.

CONTINUED PAGE 4 ■



The Lakeshore Connecting Communities study area spans 13 kilometres, stretching from Winston Churchill Boulevard in the west to Etobicoke Creek in the east, and from Lake Ontario to the QEW.

Map of existing land uses in the Lakeshore Connecting Communities study area.

Map of existing and future stop locations along the Lakeshore Road corridor. There are 11 identified express stops that will be part of phase one of the transit service improvements scheduled for implementation between 2019 and 2025.

SOURCE FOR ALL: HDR

# CONNECTING COMMUNITIES

CONTINUED FROM PAGE 3

Coupled with intensification projections around the Clarkson and Port Credit GO stations, as well as redevelopment of the **Canada Lands'** marina and surrounding area, south Mississauga is expected to grow by 56,000 people and 16,500 jobs by 2041. This represents approximately a 40 per cent increase in population and a 75 per cent increase in employment. Mississauga mayor **Bonnie Crombie** said the increased population and employment projections will lead to increased congestion in the already gridlocked area. Transit and cycling infrastructure upgrades are required to manage congestion along the Lakeshore corridor.

"We have over 50,000 people coming into the Lakeshore corridor between West Village and Lakeview in the next five to 10 to 20 years... We have gridlock down there now so we need to get people out of automobiles and onto public transit. We need some solutions down there and we need it to move forward," she said.

The first phase of the Lakeshore Connecting Communities Master Plan includes transit service improvements along the

corridor between 2019 and 2025 including doubling the peak frequency of local bus service, upgrading from 40 to 60-foot buses and introducing express bus service layered on top of the local bus service. This will require minimal new infrastructure, save for additional bus shelters and fleet upgrades.

Phase two of the implementation strategy builds on phase one and includes multi-modal road improvements and further transit service enhancements, including more frequent

express bus service, transit signal upgrades at key intersections and construction of dedicated transit lanes from East Avenue to Deta Road. This work will be completed in conjunction with the Lakeview redevelopment and is expected to drive transit-oriented development along the corridor. It is scheduled to take place from 2025 to 2031, with a second round of road improvements to the west, from Winston Churchill Boulevard to Shawnmarr Road, to be implemented between 2031 and 2041.

The final phase of the plan incorporates the extension of rail-based transit from the Long Branch GO station in Toronto to Mississauga Road. This phase is slated to occur post-2041.

"That's the kind of

connection we need to have so that we can start increasing the modal split, which means less cars on the road and more transit," said **Glen Schnarr & Associates** partner **Glen Broll**, the urban planning firm representing Lakeview Community Partners Ltd. "And we've got all these pedestrian walkways [within the Lakeview development] to accommodate people on foot, on bikes and on transit, which means that people are out of their cars."

Mississauga's transportation planning project leader **Mark Vandersluis** told *NRU* it is premature to comment on whether the city or **Metrolinx** will operate the rail extension saying those details will be worked out in future negotiations.

Capital costs for the first two phases will range from \$165-million to \$262-million, with phase three costs yet to be determined. Broll said he is hopeful that since the city has identified these transportation

CONTINUED PAGE 5



Rendering of the West Village Partners' redevelopment proposal that will transform a 72-acre industrial site in Port Credit into a mixed-use community.

SOURCE: WEST VILLAGE PARTNERS

Rendering of the Lakeview Community Partners Ltd. proposed redevelopment of a 177-acre brownfield site that used to be home to the Lakeview Generating Station. The redevelopment will transform the property into a mixed-use community that will feature up to 8,000 residential units as well as hundreds of thousands of square feet of commercial, institutional and cultural amenities.

SOURCE: LAKEVIEW COMMUNITY PARTNERS LTD.

# CONNECTING COMMUNITIES

CONTINUED FROM PAGE 4

priorities, it can look to upper levels of government to start funding some of these transit initiatives.

The plan also includes a new crossing of the Credit River to provide a new connection between the QEW and Lakeshore Road at Queen Street—a three-kilometre gap in the east-west transportation network. Improved streetscaping, an enhanced public realm and dedicated cycle tracks will also be implemented to encourage active transportation.

“Having a pedestrian cycling bridge that goes across the Credit River is essential,” said Ward 1 councillor **Stephen Dasko**. He added the bridge will provide much needed access to parks and amenities. It also allows people travelling from west to east to use the pedestrian bridge to access the

Port Credit GO station, which will be a future Hurontario LRT stop.

Although optimistic about the bridge and the express bus service slated for the corridor, Dasko raised concerns about the potential impacts of adding cycle tracks and removing layby parking in Port Credit, saying it could jeopardize the recent success enjoyed by local businesses.

The city recently established a “cultural node” in Port Credit that allows private property owners to use the space between their buildings and municipal property for art installations, street furniture, retail sales booths and patios.

“Before we move forward I want to make sure that the vibrancy of Port Credit is maintained...If we were to start pushing things where they don’t fit, there’s only so much room

along that corridor so I just want to make sure that if we are going to put in bike lanes there is alternative parking that goes with it, so we’re not losing out when it comes to local business,” he said.

Following a 30-day review period, the city will undertake an environmental

assessment and prepare a preliminary design for the Lakeshore corridor. A separate environmental assessment will also be prepared for the Credit River crossing. 



## Executive Director

Midland Bay Landing is a 16.24 ha waterfront development property with 1100 m of frontage on Georgian Bay and adjacent to downtown Midland, Ontario. The Master Plan for the property includes mixed use commercial and residential complemented by a significant public realm system of a waterfront promenade and public open spaces. A separate Midland Bay Landing Development Corporation has been established by the Town of Midland, who owns the property, to promote and manage the development of Midland Bay Landing to attract new commercial, institutional, and residential development that enhances the Town’s economy and livability.

For more information on Midland Bay Landing, visit: [www.midland.ca/Pages/MBLDC.aspx](http://www.midland.ca/Pages/MBLDC.aspx)

### Executive Director Position Summary:

Midland Bay Landing Development Corporation (MBLDC) is seeking an experienced Executive Director to implement the vision and mission of Midland Bay Landing. The successful candidate will be responsible for the implementation of the strategic direction of MBLDC, managing the day-to-day operation of MBLDC, and reporting to the Board of Directors. As Executive Director, you will be the face of MBLDC, fostering relationships and interacting with the development industry, community groups, professional consultants, regulatory agencies, the Board, elected officials, municipal staff, and the media. We are in search of a dynamic leader with demonstrated experience in the development industry who has successfully brought developments through all stages to completion.

### Position Requirements:

The position demands someone with demonstrated experience in land development and regulatory approvals and the financial implications, an analytical “out of the box”, solution-oriented thinker, a self-starter requiring minimal supervision; strong facilitator, consensus builder; with exceptional communication, administration, and computer skills. Ideally your experience is supported by a degree or diploma in a related discipline providing you with analytical and interpretive skills in dealing with complex regulatory and technical information. You will also have a working knowledge of corporate governance principles and be an effective relationship builder. Flexible work schedule to attend evening and/or weekend meetings or events as required.

For a detailed job description visit: [www.midland.ca/townhall/employment-opportunities](http://www.midland.ca/townhall/employment-opportunities)

**Remuneration:** Based on skills and qualifications

**Application Deadline:** June 30, 2019

**Email:** [HR@midland.ca](mailto:HR@midland.ca)

If you require accommodation to participate in the recruitment process please contact [HR@midland.ca](mailto:HR@midland.ca).

We thank all applicants that apply and advise that only those to be interviewed will be contacted.



## Request for Expression of Interest

The Town of Aurora is searching for professional urban design experts to join our **Design Review Panel**. The Design Review Panel is to be comprised of volunteer design professionals, including Urban Designers, Architects, Landscape Architects, and Planners.

**Qualified panel members are invited to apply by June 28.** For more information, review the [terms of reference](#) or contact [dwaters@aurora.ca](mailto:dwaters@aurora.ca)

