



Background

Lakeview and Port Credit Districts

1.1 Study Purpose

Background

The City of Mississauga has evolved from a suburban community into a major Canadian city. It is now the sixth largest city in Canada and has a population of more than 700,000. Growth in Mississauga will depend largely on the potential for intensification and redevelopment.

The City has initiated the Lakeview and Port Credit District Policies Review in response to changing local circumstances and the recent provincial planning initiatives such as the Provincial Policy Statement (2005), Planning Act Reform and the Growth Plan for the Greater Golden Horseshoe. The City's goal is to provide for intensification in a manner which continues to make the Lakeview and Port Credit communities desirable places to live and work. Review of the district policies are part of the continuing program to keep Mississauga's Official Plan valid and current.

In September 2007, the City retained Brook McIlroy / Pace Architects in conjunction with Poulos + Chung Transportation Consultants and MSAi Architects to conduct the District Policies Review and Public Engagement Process. The goal of the study was to engage the community to create practical and realistic visions for the future of the Lakeview and Port Credit districts. Input from the community and the City informs the study recommendations for public policies such as the Official Plan, zoning by-laws, urban design guidelines and community improvement plans.

This report outlines the Lakeview and Port Credit District Policies Review study process, findings, recommendations and considerations for public policy.



A view looking eastward to Lakefront Promenade Park and the former Lakeview Generating Station, Lakeview District.



A view of the J.J. Plaus Park and Port Credit Village Marina, Port Credit District.

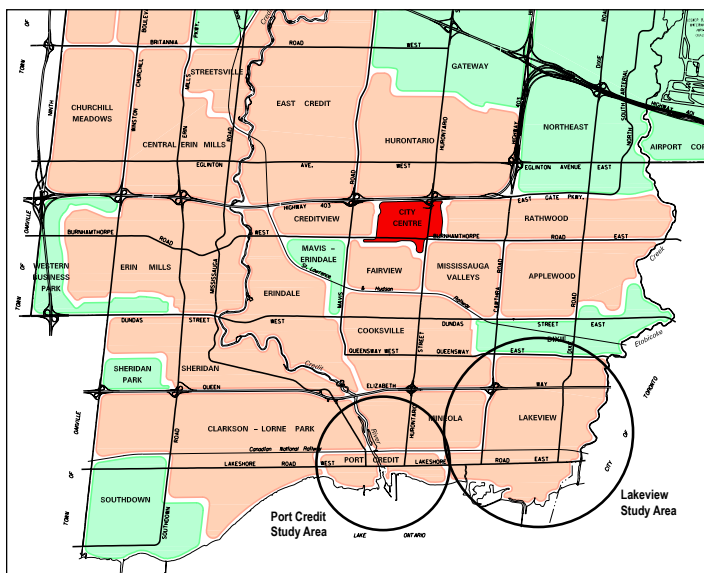


Figure 1
Schedule 6, Planning Districts, Mississauga Plan



Public engagement for the study included visioning and place making sessions, a bus and walking tour, open houses, on-line questionnaires and youth outreach.

Community Input
Public Policy Recommendations
Other Considerations

Study Area

The study area includes the areas defined by the Lakeview and Port Credit planning districts as they are defined in Mississauga's Official Plan. Both districts are waterfront communities and combined, includes approximately half of Mississauga's Lake Ontario shoreline. Refer to Figure 1.

Report Structure

Section 1 Background outlines the study background, purpose and both the general characteristics and recent changes for both the Lakeview and Port Credit planning districts. Section 1 also includes summaries of relevant policies and documents.

Section 2 Public Engagement describes the goals and objectives of the consultation process and outlines the series of events and stakeholders that were part of the study process.

The attached appendices include summaries from each of the public engagement events.

Section 3 Study Findings: Lakeview contains the district vision statement, a summary of public input (including stakeholder input) and a series of recommendations for public policies relating to the Lakeview planning district. The findings are organized into general topics and a section pertaining to specific sites in the district.

Section 4 Study Findings: Port Credit contains the district vision statement, a summary of public input (including stakeholder input) and a series of recommendations for public policies relating to the Port Credit planning district. The findings are organized into general topics and a section pertaining to specific sites in the district.

Information included in both Sections 3 and 4 is organized into three headings: Community Input, Public Policy Recommendations and Other Considerations. Text under the **Community Input** heading represents a summary of public input and includes information gathered at public events and stakeholder meetings. **Public Policy Recommendations** represent the consultant's recommendations, for various public policies such as Official Plan, zoning by-laws, urban design guidelines and community improvement plans, and are based on community, stakeholder, city and sub-consultant input. Text under the **Other Considerations** heading discusses issues relating to the feasibility of some of the community's desires for the district. This text is intended to "flag" items that will need to be addressed prior to revising public policies.

Section 5: Conclusion & Next Steps indicates potential future studies and outlines the next steps in the district policy review process.

1.2 Study Area: Two Districts

1.2.1 Lakeview District

1.2.1.1 Characteristics

Identity

The development of the Lakeview district historically followed a standard grid pattern with deviations around major natural features. This pattern is indicative of the district's former agricultural land uses and early land survey techniques. Settlement of the land was opportunistic, evolving from the collection of several villages and hamlets located near natural resources, resulting in a lack of a single focal area. The addition of physical elements such as the CN rail line and the Queen Elizabeth Way (QEW) has compounded the lack of cohesiveness within the Lakeview district. Today, the Lakeview district is perceived as a collection of neighbourhoods lacking a single, distinct central area.

Demographics

According to the 2006 Census, Canada's population growth is increasing due to immigration. Ontario is still the choice for international migration, most Canadians live in urban regions but increasingly Canadians are choosing to live in outlying areas of large urban centres. Population growth due to immigration and the increasing urbanization of the country continues to impact Mississauga. As immigrants comprise an ever growing share of Mississauga's population, the City is becoming more culturally diverse.

In Mississauga, the largest percentage population growth over the last five years has been in older adults over 80 years of age; the proportion of the population in this age group increased by over 50%. While this represents only 2.3% of the total City population, this increase is significant as persons over 80 years of age will require additional health and social services. Other significant increases have been in those between 55 to 64 years of age. This population is in the latter part of their working careers and many will be retiring in the next decade. Declines in the proportion of children under the age of 15 and the proportion of adults between the ages of 30 and 40 have also occurred. The increase in seniors and the decline in children, youth and the labour force is a trend that will affect many aspects of the community.

The average household size in Mississauga is 3.1 persons per household which is larger than the national average of 2.5. Mississauga has a smaller proportion of single detached and higher proportion of townhouses and semi-detached units than the provincial average. One third of the housing stock is comprised of apartment units. Home ownership is prevalent with three-quarters of housing under ownership.



For many years the Lakeview district has been the location of heavy industry and power generation. It is currently under-going a period of major transition. (Mississauga Library)

The share of the population whose mother tongue is neither English nor French has been increasing since the mid-1980's and in 2006 rose to 1 in 5 Canadians. The proportions are much higher in Mississauga, where almost 1 in 2 residents reported a mother tongue other than English or French. The proportion of Mississauga residents, whose mother tongue was a non-official language, was more than double the national average, illustrating the City's diversity. The three most common languages spoken at home by persons in Mississauga whose mother tongue is not an official language is Chinese, Urdu and Polish. Immigrants from Asia and the Middle East are the largest group of foreign born in the country and, in Mississauga account for over half of the immigrant population.

According to the City of Mississauga Lakeview Community Profile, 2001, the demographic profile of Lakeview is generally consistent with the larger population of Mississauga. However, there are variations that are important to note. The age cohort of 65-74 makes up almost 9% of the population in Lakeview as compared with 5.2% in the rest of the City. In addition, there are also a higher percentage of persons in the 75+ cohort, 5.9% in Lakeview as compared to 3% for Mississauga. There are also proportionally fewer persons under the age of 15 than the City's average.

Eighty one percent of Lakeview's population speaks English at home. The most common non-official languages spoken are Polish, Portuguese and Italian, which differs from the City's averages. Immigrants from Poland, United Kingdom, Portugal and Italy account for almost half of the foreign born population in Lakeview. The proportion of visible minorities is generally lower in Lakeview than the City's average.

Lakeview has a lower average of persons per household, 2.6 compared to 3.1 for the City, having a larger proportion of 1 and 2 person households than the City's average. Lakeview has a higher proportion of single-detached homes, 58% compared to 45%. Almost a third of the housing stock is comprised of apartment units and 73% of households own private dwellings.

Lakeview's labour force activity is consistent with the City's overall averages. Two thirds of the population is employed, 3.2% is unemployed and 30% is not in the labour force. To get to work, 82% of Lakeview's work force population either drove or were passengers in a private vehicle, 12.2% took public transit and 4.1% walked. Bicycles were used by 0.9% of the population to get to work.

Waterfront

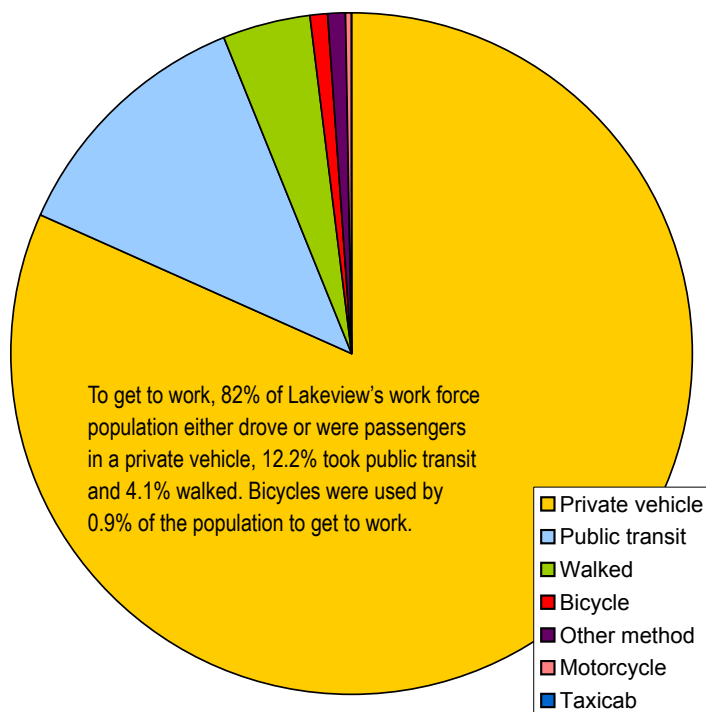
Although much of the historic land uses in the district consisted of large family owned farms, it was in the last century that saw a variety of uses. A large proportion of the shoreline properties were occupied by the Curtiss Aeroplanes and Motors aerodrome and flying school, arsenals, rifle ranges and army barracks which were later replaced by the Lakeview Generating Station, utility and employment areas. Public and continuous access to the lake has been limited during the last century.

In the last 50 years, significant lake fill has occurred that provides popular public waterfront activities and access that is highly valued by the Lakeview community and the City. However, access to the lake fill areas, Lakefront Promenade, is indirect and vehicle oriented.

The gradual change in the land uses along the waterfront, as described further in this report, will provide opportunities to revitalize the district with a focus on reclaiming the waterfront for the community; reinforcing and promoting Lakeview as a waterfront community.

Neighbourhoods

Lakeview is a very large district containing significant physical features that provide the basic structure of the community and its neighbourhoods; for example the Queen Elizabeth Way (QEW), rail lines, Queensway, Cawthra Road, Dixie Road and Lakeshore Road. The evolution of neighbourhoods in the district is closely related to the completion and expansion of the roadway systems and the clustering of land uses. For example, neighbourhoods along Lakeshore Road are reflective of the convenience of access to a major thoroughfare and the close proximity of major employers such as the Curtiss Aeroplanes and Motors aerodrome and facilities for national defence which were later replaced by the Lakeview Generating Station, utility and employment areas south of Lakeshore Road. Refer also to Built and Cultural Heritage for more detail.



Total Employment Labour Force by Mode of Transportation
(Lakeview Community Profile, Planning and Building Department, 2001)



Lakeview shoreline, 1972. (Mississauga Library).



Changes to the shoreline over the last 50 years have resulted in the creation of popular waterfront parks, activities and facilities.

Distinct neighbourhoods have been identified as Orchard Heights, Sherway and Applewood Acres.

Parks and Green Spaces

There are two large waterfront parks areas in the Lakeview district. Refer to Figure 2. The first is located at the foot of Dixie Road on the old Arsenal lands. The other is made up of a series of six connected parks located to the west of the power generation lands to the south of the intersection of Cawthra and Lakeshore Road East. (Adamson Estate, R. K. McMillan Park, A.E. Crookes Park, Douglas Kennedy Park, Lakefront Promenade, Lakeview Park). The eastern border of the district is formed by the Etobicoke Creek, a provincially significant wetland and designated Greenbelt. Other non-waterfront parks include Cawthra Park, Village Park, Serson Park, Applewood North Park, Laughton Heights Park, Westacres Park and Etobicoke Creek Park. Refer to Figure 3 Green Space and Natural Areas.

Destinations

A series of major destinations have been identified for the Lakeview community. They include shopping centres and areas, community facilities, waterfront parks and trails and golf courses. Refer to Figure 4 for destination mapping.

Residential

Residential uses make up the largest single land use in the district and range in density including low, medium, and high density. Residential dwelling types include a combination of detached residential, attached houses, townhouses, mid-rise apartment buildings, and high-rise apartment towers. The medium and high-rise residential uses are mostly located along Lakeshore Road and the south portion of Cawthra Road, and where areas are in close proximity to the Long Branch GO station. Low-rise residential areas are located throughout the district with a large proportion occurring north of the Canadian National Railway line.

Industry and Employment

Historically there were many power generation related jobs in the area due to the location of the coal fired power generation station located at the foot of Haig Boulevard to the south of Lakeshore Road. Today there are fewer industrial uses however there remain a number of employment uses in the district located close to the CN rail line and on the south side of Lakeshore Road East between Cawthra Road and Dixie Road.

Retail / Commercial

Mainstreet Commercial activity is almost exclusively located along Lakeshore Road and in some areas, appears to be struggling. There is a large General Commercial area at the south west corner of the intersection of Dixie Road and the Queen Elizabeth Way (Dixie Outlet Mall). There is another smaller General Commercial area located north of the Queen Elizabeth Way at Stanfield Road (Applewood Village Plaza).

Transit, Transportation and Parking

Road Hierarchy:

The Lakeview district contains a hierarchy of roads the largest of which is a Provincial Highway (Queen Elizabeth Way) followed by Arterial roads, Major Collectors, Minor Collectors and Local Roads respectively. Refer to Figure 5. The Queen Elizabeth Way is a major commuter highway providing access to Toronto to the east and Oakville, Burlington and Hamilton to the west.

Dixie Road, Haig Boulevard, Ogden Avenue and Cawthra Road are the major north-south streets in Lakeview, and provide connections to the neighbourhood streets. Dixie Road and Cawthra Road connect Lakeshore Road to the QEW.

Lakeshore Road:

One of the primary roads providing accessibility to the districts is Lakeshore Road. This road is designated as an arterial road and is under the jurisdiction of the City of Mississauga. It is a critical road in the sense that not only does it provide direct accessibility to fronting land uses and adjacent neighbourhoods but it is the only road south of the Queen Elizabeth Way that provides a direct and continuous connection throughout the southern part of the City. Its role and function is therefore (Refer to Figure 5):

- To serve the accessibility and circulation functions of the districts;
- To serve as a critical component in the primary road hierarchy of the City of Mississauga. It is assisted in this function through its direct connections with north south arterial roads such as Hurontario Street, Cawthra Road and Dixie Road, Ogden Avenue (major collector) and Haig Boulevard (minor collector).
- To function as both a major corridor and a local main street, which presents several challenges for the community.

Lakeshore Road provides a very important service function to the districts. It is the facility which serves the daily travel demands of residents and also serves the daily demands of the adjacent retail / commercial / employment / recreational activities that occur in the districts.

Transit:

Each of the primary roads including Lakeshore Road is serviced by Mississauga Transit. The primary roads have a very good frequency of bus service and the regular scheduled service extends throughout the day. The transit network provides direct service to the major community and shopping centres including Square One and its associated inter-regional transit terminal facility. Direct service connections are provided to the GO Transit Rail Stations at Long Branch and Port Credit. Six Mississauga Transit routes provide weekday service to the district. The 5 and 5B routes run down Ogden Avenue and along Lakeshore Road terminating to the east at the Long Branch GO station which provides service to other part of the region. There are two designated accessible route including the 4 and the 23. Route 8 runs along Cawthra Road and connects to the west with Port Credit. The Route 230 provides express service along the QEW and terminates at Islington Subway Station providing access to the TTC system.

Traffic:

It is evident, as is the case with most primary roads in the Greater Toronto Area that vehicle traffic flows are quite high during the morning and afternoon peak hours. This does result in some delay and congestion. However this delay and congestion is also due in part to the success and prosperity that the corridor enjoys. It is not congestion due totally to through or neighbourhood traffic flows but it is a congestion blending all of the successful components of a place where people want to be. Parking and 'un-parking' of vehicles, pedestrian flows, transit vehicles and bicycles all combine to reduce the speed of vehicles. Special events and activities attract residents from the entire City. The increased patronage helps to support the numerous businesses but does result in increased parking demands and concerns.

Parking:

Large surface parking lots service the general commercial areas close to the QEW. Front yard and on-street parking service the Mainstreet Commercial along Lakeshore Road East. On-street parking and private driveways service private residences. Large surface parking lots are located in the open space on the former Arsenal Lands as well as the other waterfront parks. The majority of district residents rely on private automobiles to get to work and other locations. Only 12% of area residents use public transit to get around. The large block sizes and distances between commercial areas makes for a relatively auto dependent community.



Figure 2
Waterfront parks in the Lakeview District
Mississauga Waterfront Parks Strategy

Built and Cultural Heritage

Except for small villages, most of present-day Mississauga was agricultural land, including fruit growing orchards through much of the 19th and first half of the 20th century. Toronto residents would travel to the township to pick fruits and garden vegetables. It was not until the post-war influx, which began in the 1940s, that this pattern changed significantly and people from all over the world immigrated to what is present-day Mississauga. The villages amalgamated, and became the "Town of Mississauga" in 1968, excluding the Towns of Port Credit and Streetsville. In 1974, Mississauga incorporated as a City, this time including Port Credit and Streetsville.

Mississauga evolved from the marriage of several towns, villages, and hamlets into an urban centre with a diverse economy and heritage. In the early 1800s, the Lakeview community consisted of large family owned farms. The Cawthra's, Cavins, Haigs, Duck and Shaw families all owned land in the area. The Cawthra-Elliot Estate remains a significant heritage site in the City of Mississauga.

In 1915, Curtiss Aeroplanes and Motors Ltd. Established Canada's first aerodrome and flying school on the site of the former Lakeview Generating Station. Combat pilots could receive training in Canada for the first time, and the Royal Flying Corps, created in 1917, based their first flying units at the aerodrome.

By 1923, over 300 people had settled into Lakeview with most of the new residents commuting to Toronto to work. During the Depression many unemployed people migrated to this area and purchased land for affordable prices, built homes and began subsistence farming on small plots. Also at this time facilities for national defence were constructed on the south side of Lakeshore Road.

The Queen Elizabeth Way, one of the first controlled access highways in the world, opened in 1939. The first suburban developments occurred around the same time. Development in general moved north and west.

By 1946 the area between Lakeshore Road and Lake Ontario was occupied by arsenals, rifle ranges and barracks for men stationed at the site. By 1950 Lakeview had transformed from a rural area into a suburban landscape with land used for industrial, residential, commercial and public spaces.

New subdivisions were being built such as Orchard Heights and Applewood Acres. New businesses and industries, such as Dixie Mall, established as a result of the increasing population.

In 1958 the Lakeview Generating Station was erected on the old rifle ranges land. Referred to as the "Four Sisters", the four tall smokestacks provided employment and electrical energy for the development of Toronto Township. In 2007, the Station was demolished and is currently being cleaned up for a new use.



Lakeview has an interesting history, including being the site of Canada's first Aerodrome.



The Cawthra-Elliot Estate remains as one of Lakeview's most memorable heritage buildings.



Rifle Ranges, 1935 (Mississauga Library).

Some of the key heritage features and properties identified during the course of this study are:

- Cawthra-Elliot Estate and Woodlot
- Adamson Estate
- Arsenal Lands and structures
- Former Lakeview Generating Site
- Lakeview Public School
- 411 Lakeshore Road East (1950's gas bar)

Unlike the Port Credit district, much of Lakeview's heritage resources are unknown to visitors and the larger community. Building on Lakeview's built and cultural heritage as a fundamental component of new development is a key study recommendation. Ways to communicate the history and heritage of the district will be important in reinforcing the Lakeview community's identity.

Please refer to the City's Heritage Register for a more detailed list of built and cultural heritage resources for the Lakeview district.



The Former Lakeview Generating Site was built in 1958 and demolished recently in 2007. (Mississauga Library)



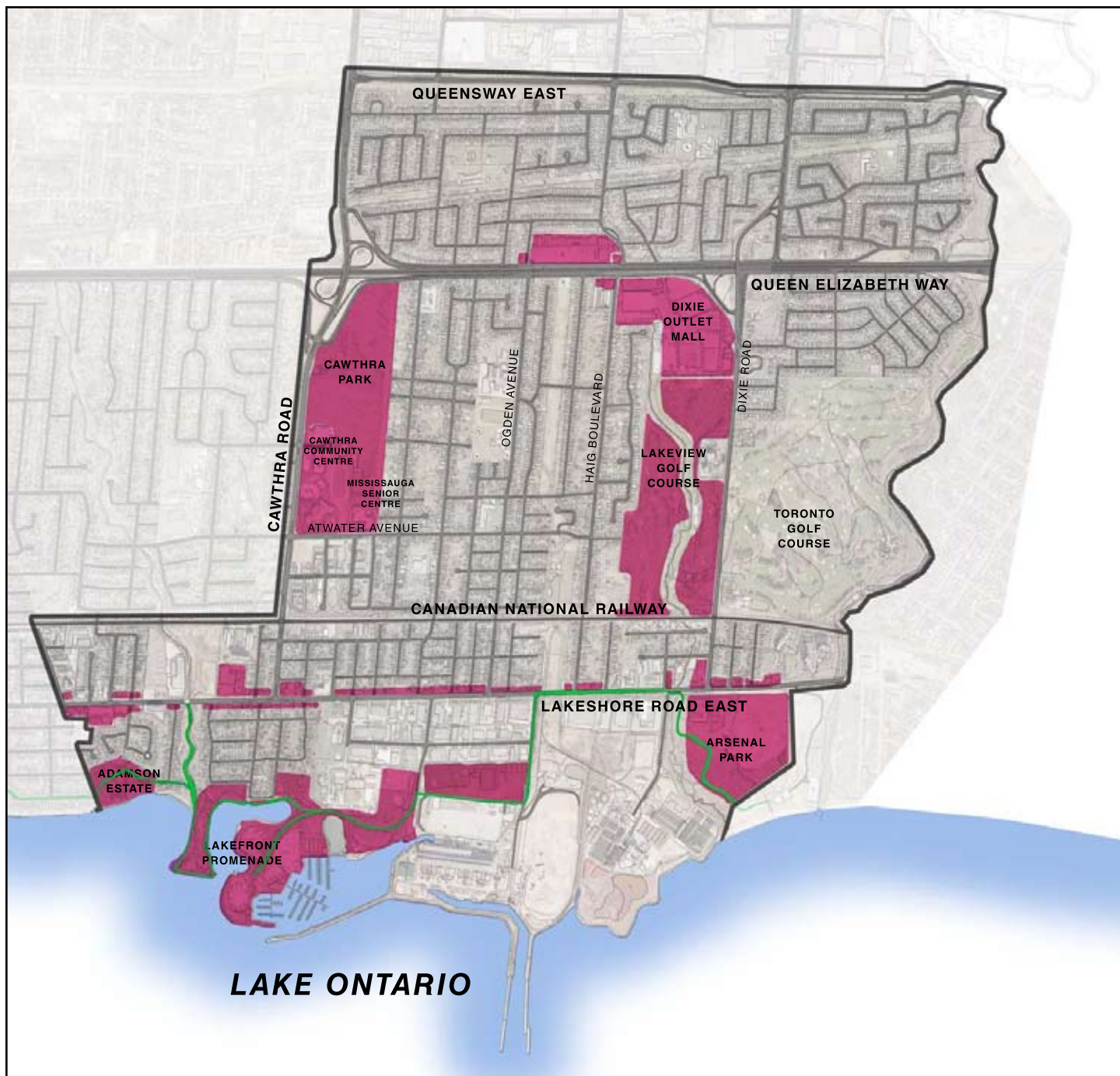
The water tower on the Arsenal Lands is a visual marker of the site's past use.



LEGEND

- Green Spaces
- Natural Areas Overlay

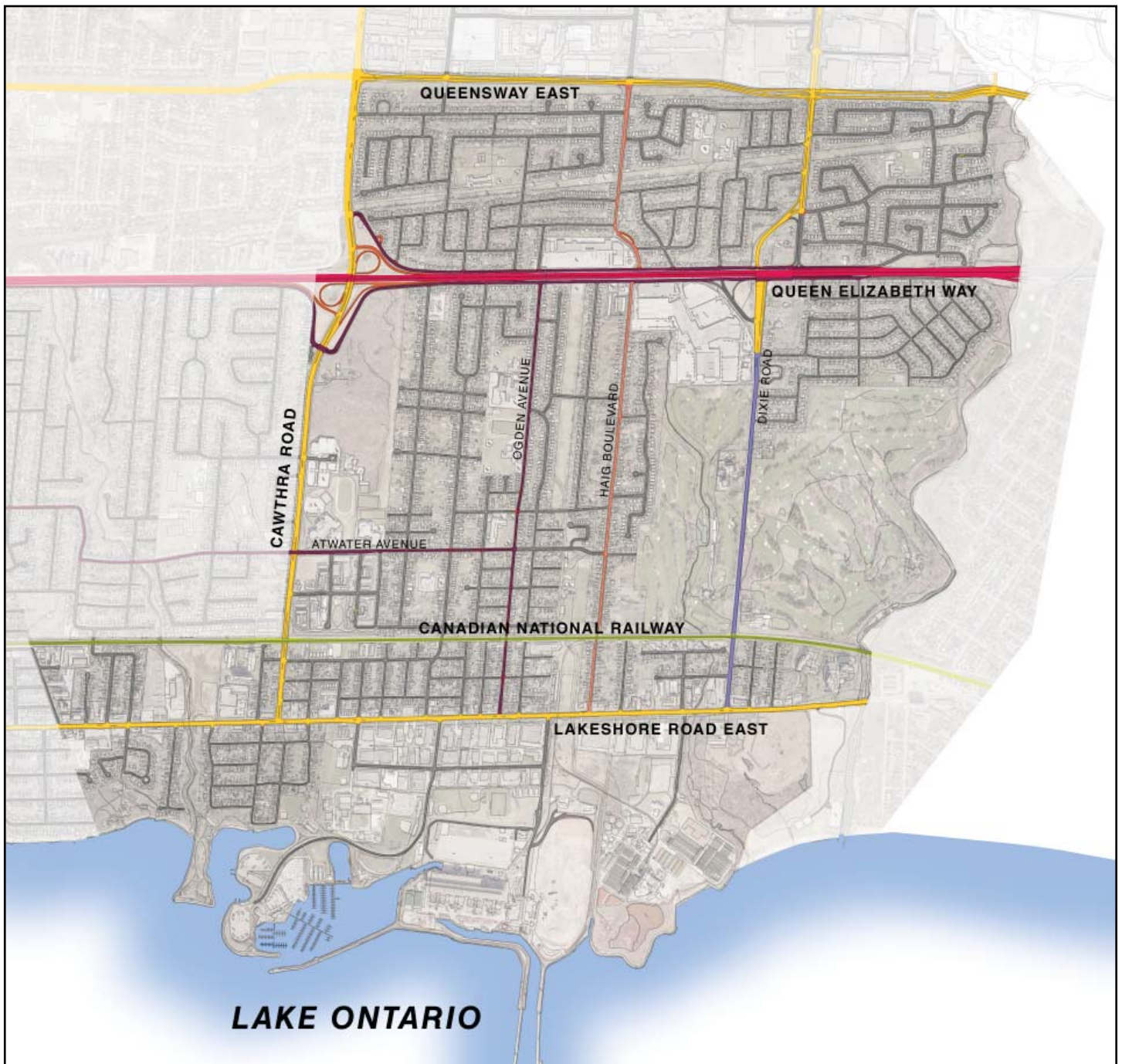
Figure 3
Green Space and Natural Areas
Lakeview District



LEGEND

- Destination Locations
- Waterfront Trail

Figure 4
Community Destinations
Lakeview District



LEGEND

- Arterial
- Major Collector
- Minor Collector
- Existing Commuter Rail
- Major Collector (Scenic Route)

Figure 5
Transportation and Roadway Network
Lakeview District

1.2.1.2 Recent Changes in Lakeview

Several key changes have recently occurred in the Lakeview district. They include the following:

- Demolition of the Lakeview Generating Station in June 2007. The Ministry of Energy and Infrastructure has also indicated that the site is not required as a location for future power generation in South Mississauga. This may release the site for uses other than utility, industry or power generation.
- Other types of land uses along Lakeshore Road and Lake Ontario should be realized to provide an opportunity to revitalize the area.
- City has received development applications that will provide approximately 175 new living units, most in close proximity to Lakeshore Road. This could bring approximately 500-600 more residents to the area.
- Provincial policies have been created that promote intensification of transportation corridors, and improvements to transit service. Refer to Section 1.3.1 Relevant Policies and Documents. This will specifically influence development along Lakeshore Road.
- The recent assembly of the Lakeview Ratepayers Association has affected the cohesiveness of the community's thoughts and issues. The Association's objective is to protect, promote and further the interests of the residents of Lakeview. They represent the municipally recognized residents association for the community. Refer also to Section 2.2.1 Stakeholders for more information.



The Former Lakeview Generating Site structures were demolished with much fanfare in June of 2007.



A conceptual plan for a public community oriented park has been developed for the Arsenal Lands.

1.2.2 Port Credit District

1.2.2.1 Characteristics

Identity

The Port Credit community is already a popular place to live, visit, work and play. It is a long established village that is already well known for its village charm, walkable waterfront, shops, restaurants, functioning port and harbour activities. Policies will need to focus on the protection of the village character and provide framework to expand the village feel throughout other portions of the district.

The central part of the district comprised of the Harbour Marina Lands, Port Credit Harbour, and the Mainstreet Commercial areas along Lakeshore Road is designated as a Node in the Official Plan. The Port Credit Node is an area in transition and has potential for appropriate infill, intensification and redevelopment (OP 4.27.2).

Demographics

According to the City of Mississauga Port Credit Community Profile, 2001, the demographic profile of Port Credit is generally consistent with the larger population of Mississauga. However, there are variations that are important to note. The age cohort of 65-74 makes up 6.2% of the population in Port Credit as compared with 5.2% in the rest of the City. In addition, there are also a higher percentage of persons in the 25-39 age categories (8.5%) and the 75+ category (6.1%) and fewer persons under the age of 24 (12.4%) than the City's average.

Eighty six percent of Port Credit's population speaks English at home. The most common non-official languages spoken are Polish, Arabic, Serbo-Croatian and Urdu. Immigrants from the United Kingdom, Poland, Bosnia and Herzegovina, Italy and Pakistan account for almost half of the foreign born population in Port Credit.

Port Credit has a lower than City average of persons per household, 2.1 compared to 3.1, and has a larger proportion of 1 and 2 person households than the City's average. Port Credit has a lower proportion of single-detached homes, 21% compared to 45%, of the City's overall average. Almost two thirds of the housing stock is comprised of apartment units. Only 33% of households own private dwellings.

Labour force activity is consistent with the City's averages, 70% is employed, 3.6 is unemployed and 26.4% is not in the labour force. To get to work, 71.3% of Port Credit's work force population either drove or were passengers in a private vehicle, 23.1% took public transit and 4.1% walked. Bicycles were used by 0.5% of the population to get to work.

Please also refer to Section 1.2.1.1 Lakeview District Characteristics for an overview of the City-wide demographic context.



The Port Credit district is well-known for its waterfront village atmosphere. It is a popular destination for fishing, boating and festivals.



Port Credit is home to one of Mississauga's Heritage Conservation Districts.



Views to Lake Ontario and access to the shoreline are key community assets in Port Credit.

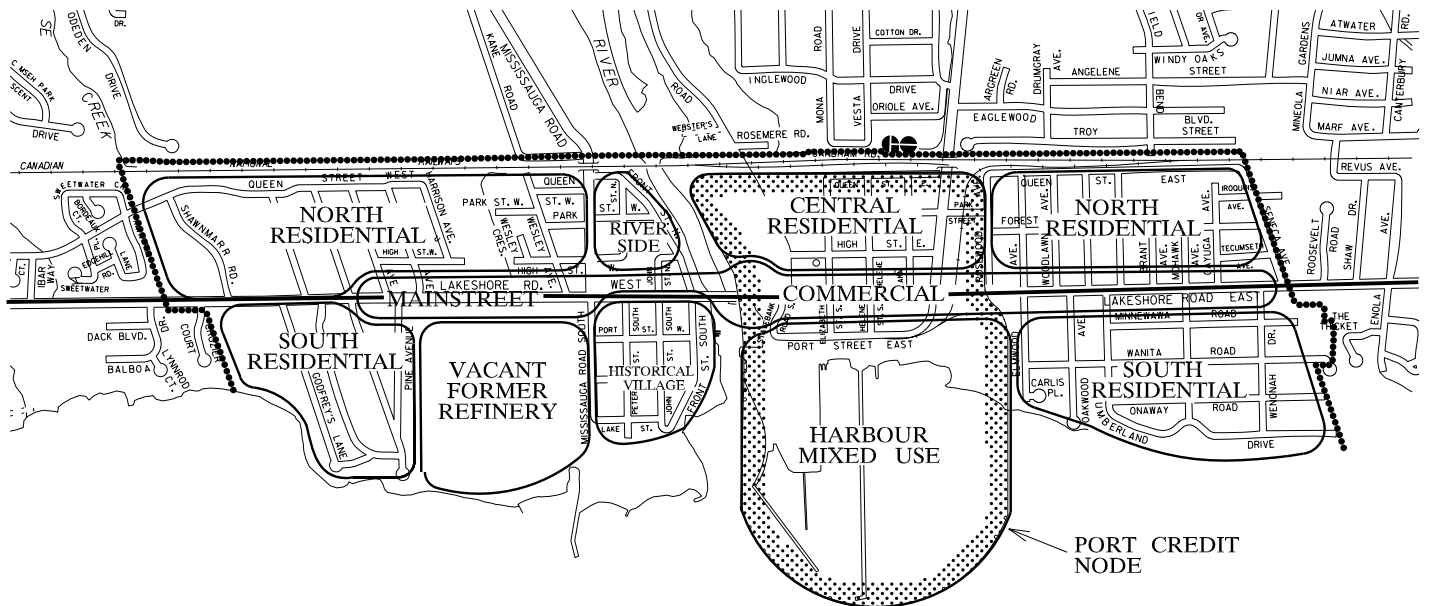


Figure 6
Port Credit Character Areas: Mississauga Plan Amended January 2006



Figure 7
Port Credit Waterfront Parks



St. Lawrence Park



JJ Plaus Park



Memorial Park East



JC Saddington Park



Imperial Oil Trail Extension

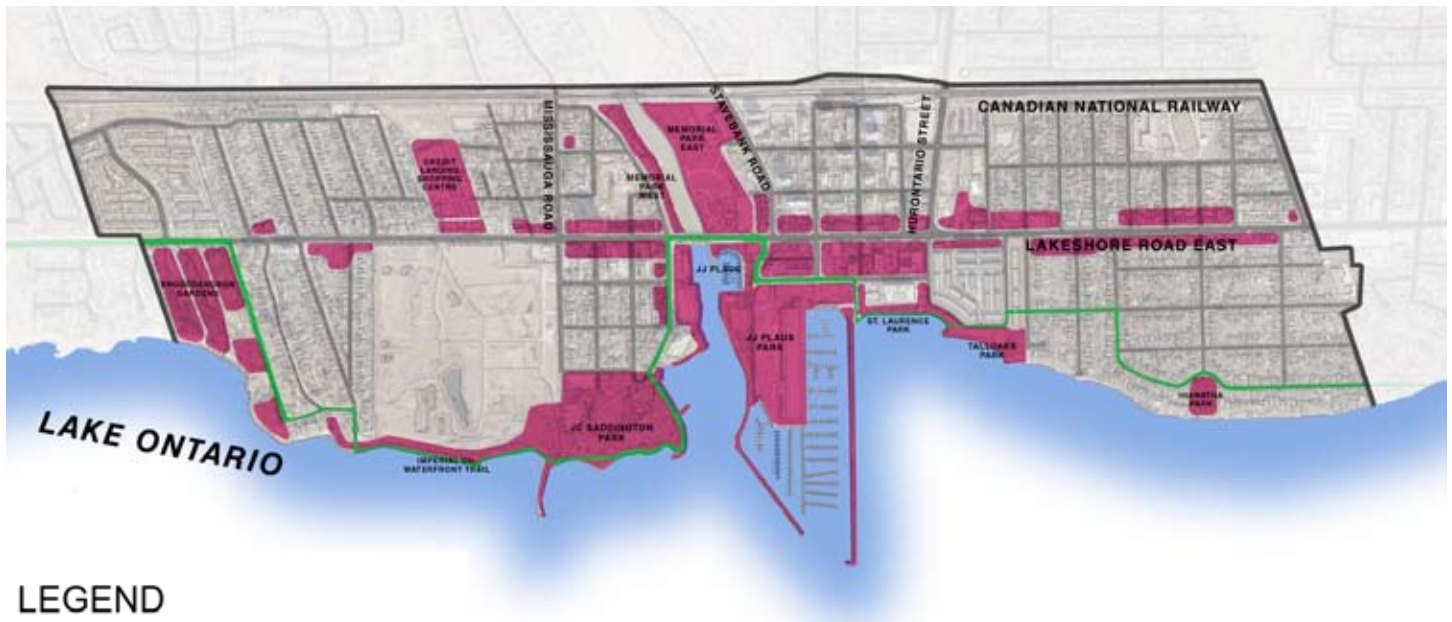


Rhododendron Park

Figure 8
Port Credit Waterfront Parks



Figure 9
Green Spaces and Natural Areas



LEGEND

- Destination Locations
- Waterfront Trail

Figure 10
Community Destinations



LEGEND

- Arterial
- Major Collector (Scenic Route)
- Minor Collector
- Existing Commuter Rail
- Major Transit Corridor

Figure 11
Transportation and Roadway Network

Waterfront

The character of the Port Credit community is strongly tied to its waterfront location, where the Credit River meets Lake Ontario. Refer also to Section 4.0 Study Findings: Port Credit District. It is a long established village that is already well known for its village charm, walkable waterfront, shops, restaurants, functioning port and harbour activities. The waterfront is the source of Port Credit's identity and it is greatly valued by the community. Much of the waterfront in Port Credit is physically and visually accessible through waterfront trails and high quality public parks which also serve an integral role in the district's public realm.

Neighbourhoods

Port Credit consists of many stable and distinct neighbourhoods. They have been identified in the Official Plan and by the community. The identified distinct neighbourhoods or character areas are: The Port Credit Heritage Conservation District, Central Residential District or Upper Village (high rises in proximity to the GO station), Cranberry Cove, Shawnmarr, St Lawrence and Riverside. Refer to Figure 6 for the Official Plan's Port Credit Character Area diagram.

Parks and Green Spaces

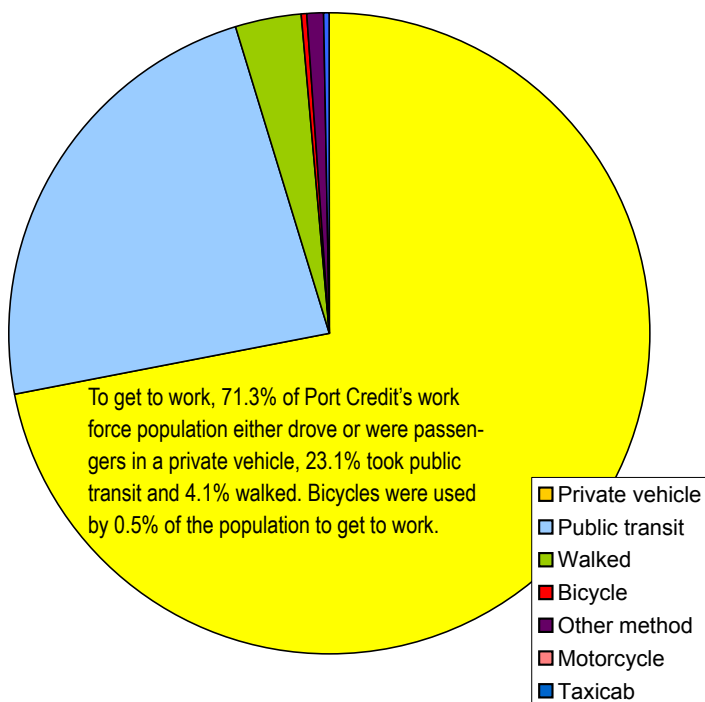
The District has a number of waterfront parks beginning in the east with Hiawatha Park followed to the west by Tall Oaks Park, St. Lawrence Park, J.J. Plaus Park, Port Credit Memorial Park, Marina Park, J.C. Saddington Park, the Imperial Oil Waterfront Trail Extension, Ben Machree Park and Rhododendron Gardens. There are also Greenbelt lands that form the borders of many of these parks. Refer to Figure 7 and 8 for Port Credit's Waterfront Parks and Figure 9 for Green Spaces and Natural Areas.

Destinations

The Heritage District, the waterfront parks, Port Credit Harbour Marina (private), Credit Village Marina (public), Port Credit Library, Credit Landing and Lakeshore Road mainstreet commercial areas are some of many destinations within the community. Refer to Figure 10 Port Credit District Community Destinations.

Residential

Residential development consists of a combination of dwelling types including detached residential, attached houses, townhouses, mid-rise apartment buildings, and high-rise apartment towers. The high-rise residential uses are mostly found in proximity to the GO station, between Hurontario Street and the Credit River and Lakeshore Road and the rail lines. Low-rise residential areas are located to the east and west of the central commercial and marina area.



Total Employment Labour Force by Mode of Transportation
(Port Credit Community Profile, Planning and Building Department, 2001)



Port Credit Memorial Park East is one of the more recently completed park spaces in the district. It provides the venue for many festivals and special events.

Industry and Employment

Small scale industrial, employment and commercial uses are located south of the Canadian National Railway tracks along Queen Street and Queen Street West.

Retail / Commercial

The main commercial area is located along Lakeshore Road beginning in the east at Seneca Avenue and continuing west to the intersection of Benson Avenue. The highest concentration of commercial uses is located along Lakeshore Road that is within the Port Credit Node of Mississauga Plan.

Transit, Transportation and Parking

Road Hierarchy:

The district is served by two arterial roads, Hurontario Street which runs north-south and Lakeshore Road which runs east-west. Lakeshore Road is also the main commercial street and runs through the heart of the historic district. Mississauga Road running north-south and parallel to the Credit River is designated as a Major Collector and merges with the Queen Elizabeth Way to the north. A series of Minor Collectors and Local Roads form the finer fabric of the street network intersecting with larger roads and providing access and internal circulation for residential areas. Refer to Figure 11.

Lakeshore Road:

Please also refer to section 1.2.1.1 Characteristics for the Lakeview district with regards to comments relating to Lakeshore Road. They are also applicable in the Port Credit district.

Transit:

The area is serviced by five Mississauga Transit routes during the week, three on Saturday and two on Sunday. The 19 Bus which runs seven days a week connects Port Credit to the City Centre and the 23 runs the length of Lakeshore Road from Clarkson in the west to Lakeview in the east. There is a transit hub located on Queen Street west of Hurontario Street adjacent to the rail corridor. The hub is a transfer point for all five Mississauga Transit Routes and is also the location of the Port Credit GO station.

Parking:

There is on-street parking along Lakeshore Road which services the central Mainstreet Commercial functions. There are many surface parking lots scattered through out the area providing overflow parking from the main street as well as parking for the marina and waterfront parks.



The Port Credit Heritage Conservation District is identified as one of Port Credit's distinct neighbourhoods.



The Central Residential District or Upper Village contains a large proportion of Port Credit's population.

Built and Cultural Heritage

The Port Credit area was long established by native peoples until the arrival of the French who established a trading post at the mouth of the Credit River in the 1720s. As a result of allowing the Mississaugas, an Ojibwa group to trade on credit, the river came to be known as the Credit River.

Following a period of French occupation, the British arrived and soon negotiated land treaties which enabled them to control the region. The Mississaugas land base continued to shrink over time and in 1826 the British government constructed a 30 house village for them near the fledgling community.

The first organized planning occurred in 1834 when the village of Port Credit was surveyed and a town site laid out west of the Credit River. For several years, Port Credit was a thriving harbor community earning a reputation for its excellent harbor, through which grain and lumber were exported. Later in the 19th century, it became known for its stonehooking trade. For years, a unique craftsman called a “stonehooker” plied the waters of Lake Ontario, near the shore, collecting stones for use in local building trades.

Railway construction and a great fire in 1855 resulted in a period of decline for the harbour. Industrial and commercial expansion including the founding of the St. Lawrence Starch Company in 1889 signalled a rebirth and several decades of relative prosperity for the village.

Other industries such as the St. Lawrence Starch Works (1889-1989) and the Port Credit Brick Yard (1891-1927) provided employment for many local residents. In 1932 an oil refinery was built on the old brick yard site and operated by a succession of operators culminating in its purchase by a division of Imperial Oil who operated it until its closing in 1985, when Imperial Oil opened a new much larger facility elsewhere. The only remnant is the gas station on the south west corner of Lakeshore and Mississauga Roads. Even the Imperial Oil name is gone as Esso purchased all the Canadian assets of Imperial Oil in 1989.

By the 20th century, particularly after the paving of the Lakeshore Highway in 1915, Port Credit had become an attractive location for tourists and travelers. The Town of Port Credit was incorporated as a town in 1961. In 1974 Port Credit was amalgamated into the City of Mississauga.

In the mid 1900s a Federal port was constructed from lake-fill at the mouth of the Credit River while to the north of Lakeshore Road, a local landfill was capped and developed for municipal facilities including the Port Credit Arena (1959) and Library (1962). Today the harbour has been redeveloped into a marina on the east bank and a charter fishing centre and public boat launch facility on the west bank under the lighthouse. Formerly the home of the Port Credit Yacht Club, it is now the heart of a tourist and recreation centre.



Clarke Memorial Hall is one the district's designated built heritage features.



Today, cultural heritage interpretive features can be found in various places along the waterfront. This heritage interpretive feature is located in St. Lawrence Park.



"Stonehooking" was a unique industry that developed in Port Credit in the 1800's. (Mississauga Library).

Port Credit Harbour Marina is the largest deep water marina in the region. The Ridgetown, an old freighter, has been a signature structure of Port Credit since 1974, when she was loaded with stone and, with her cabins and stack still in place, sunk as a breakwater for the Port Credit Harbour.

Building on Port Credit's significant built and cultural heritage as a fundamental component of new development is a key study recommendation. Ways to continue to communicate the history and heritage of the district will be important in reinforcing Port Credit's identity.

Please refer to the City's Heritage Register for a more detailed list of built and cultural heritage resources for the Port Credit district.



The Ridgetown has been a signature structure of Port Credit since 1974.

1.2.2.2 Recent Changes in Port Credit

The last 10 years in Port Credit's history has seen significant change to the area. Some key recent events are summarized as follows:

- Intensification has occurred on the St. Lawrence Starch site; an 11 hectare site in the heart of Port Credit. Completed in 2005, the new development includes significant residential (approx. 400 units) and mixed-use development that has played a major role in revitalizing the area. This development has set new standard for Port Credit as it complements the province's smart growth initiative by intensifying pedestrian-oriented urban development along a major transportation corridor and upgrading a long-standing village retail hub.
- A new 22 storey condominium development is being constructed at the north east corner of Hurontario Street and Lakeshore Road. It will bring approximately 214 residential units and mixed uses at the street level.
- On-going discussions have been initiated with Imperial Oil with regards to the future of Imperial Oil Lands. The community is encouraged by the opportunity to influence the future of the Lands.
- The lease for the Port Credit Harbour Marina will expire in 2023. The future of the site may be influenced by community input partially through this study and by other community and City initiatives.
- Provincial policies have been created that promote intensification of transportation corridors and improvements to transit service. This will specifically influence development along Lakeshore Road and Hurontario Street. Refer to section 1.3.1 Relevant Policies and Documents.
- Marina Park, Port Credit Memorial Park West and JC Saddington Park are identified as priority parks for redevelopment through the Mississauga Waterfront Parks Strategy.
- The City anticipates growth, along or near the waterfront, around the Port Credit GO Station and along Hurontario Street and Lakeshore Road.
- Emergence and resurgence of many community groups such as VIVA Port Credit, Town of Port Credit Community Association and many others. Refer to section 2.2.1 Stakeholders. These community groups are well organized, educated and motivated to fulfill the community's objectives for the future.



New development with the former St. Lawrence Starch lands has reinforced the main street commercial areas along Lakeshore Road as mixed-use areas.



The former St. Lawrence Starch site has been redeveloped as a mixed-use area with a waterfront focus. The new development has had a significant impact on the revitalization of the area.



The future of the Port Credit Harbour Marina will soon be redefined as it is a significant landholding within the district.

1.3 Planning Framework

1.3.1 Relevant Policies and Documents

Introduction

There are a number of provincial and municipal policies and documents that have direct implications on future development for the Lakeview and Port Credit districts.

These policies include the Provincial Policy Statement, the Places to Grow Act / Growth Plan for the Greater Golden Horseshoe, Mississauga Plan, Greenbelt Plan, Growth Management Strategy, Office Strategy Study and the Employment Land Review Study.

This section includes a brief summary of each of these documents and how they relate to the two study areas.

Provincial Policy Statement

The new Provincial Policy Statement (PPS) which came into effect on March 1, 2005 is issued under the authority of Section 3 of the Planning Act. It provides direction on matters of provincial interest related to land use planning and development, and promotes the provincial “policy-led” planning system. As stated by the Province:

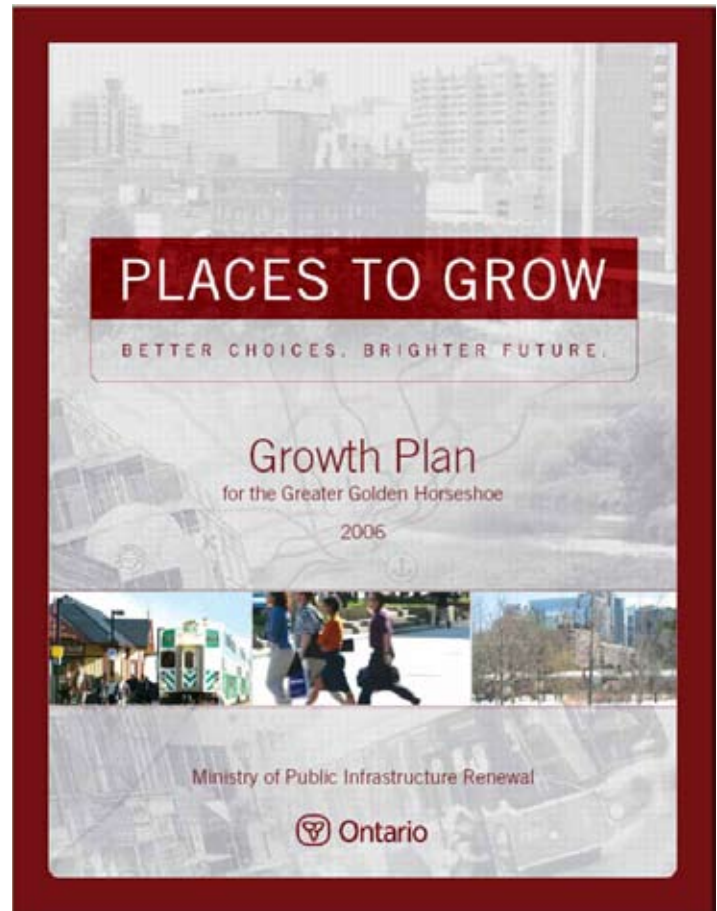
The Provincial Policy Statement recognizes the complex inter-relationships among economic, environmental and social factors in planning and embodies good planning principles. It includes enhanced policies on key issues that affect our communities, such as: the efficient use and management of land and infrastructure; protection of the environment and resources; and ensuring appropriate opportunities for employment and residential development, including support for a mix of uses.

The PPS provides clear policy direction for land use planning across Ontario. It promotes strong communities, a clean and healthy environment and a strong economy. Outlined below are key policies as they relate to this study:

1.1.3.3 Planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

1.3.1 Planning authorities shall promote economic development and competitiveness by:

a) providing for an appropriate mix and range of



Places to Grow: Growth Plan for the Greater Golden Horseshoe, 2006.

employment (including industrial, commercial and institutional uses) to meet long-term needs;

b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;

c) planning for, protecting and preserving employment areas for current and future uses; and

d) ensuring the necessary infrastructure is provided to support current and projected needs.

1.3.2 Planning authorities may permit conversion of lands within employment areas to non-employment uses through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion.

1.5.1 Healthy, active communities should be promoted by:

a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, and facilitate pedestrian and non-motorized movement, including but not limited to, walking and cycling;

b) providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, open space areas, trails and, where practical, water-based resources;

c) providing opportunities for public access to shorelines; and

d) considering the impacts of planning decisions on provincial parks, conservation reserves and conservation areas.

The aforementioned policies are just a few of the policies that apply to development and redevelopment in the study areas. Additional policies regarding Natural Heritage (2.1), Water (2.2) and Cultural Heritage and Archaeology (2.6) will also have an impact on what can and cannot happen in the study areas. A key policy of Section 4 Implementation and Interpretation states: *The official plan is the most important vehicle for implementation of this Provincial Policy Statement (4.5).*

Places to Grow

The PPS represents a strong statement of the Province's interest in land use planning and development. However, it does not provide specific direction on growth management issues affecting the City of Mississauga or the Greater Golden Horseshoe. These broader issues are addressed through the Places to Grow Act and the Growth Plan for the Greater Golden Horseshoe 2006

On June 16, 2006 the Province's Growth Plan for the Greater Golden Horseshoe came into effect. The Plan contains population and employment projections and prescribes policies to accommodate growth. As required by the Places to Grow Act, 2005, policies and decisions regarding land use in each affected jurisdiction must now conform to the Growth Plan.

The Growth Plan aims to:

- Intensify land use;
- Coordinate regional planning and infrastructure investment;

- Encourage mixed-use and sustainable development;
- Promote public transit use;
- Prioritize roads for goods transportation;
- Ensure a sufficient supply of land for industry; and
- Protect and conserve rural land and natural resources.

To achieve these goals the Plan focuses growth in Urban Growth Centres, Major Transit Station Areas, Intensification Corridors, Employment Areas and Designated Greenfield Areas. It requires municipalities to define these areas and incorporate them in Official Plans within three years. Specific growth targets in terms of the location of residential development and the number of people and jobs per hectare are to be achieved by 2015 and 2031, respectively. Mississauga City Centre is identified in the Growth Plan as an Urban Growth Centre and as such is expected to achieve a minimum density of 200 residents and jobs per hectare.

The Growth Plan also outlines an approach to phasing, financing and using public infrastructure. Urban development must be contiguous, water and wastewater systems must be provided on a full-cost recovery basis and transportation demand management (such as car-pooling, high-occupancy vehicle lanes and road pricing) must be implemented. Alternatively, capital investment in natural and rural areas is severely restricted.

The Growth Plan complements other policy reforms including amendments to the Planning Act and Municipal Act, 2001, the Greenbelt Act, 2005, the Greenbelt Plan, 2005, the Provincial Policy Statement, 2005 and similar Provincial initiatives.

Greenbelt Plan/Act (Provincial)

The Greenbelt Plan is an important component of the Places to Grow Act and related Growth Plan for the Greater Golden Horseshoe. The Greenbelt Plan identifies where urbanization should not occur in order to provide permanent protection to the agricultural land base and the ecological features and functions occurring within the lands included in the belt (Greenbelt Plan, 2005). The Greenbelt itself is a broad band of land which is permanently protected.

The protection of particular lands in the Greenbelt is meant to help curb sprawl type growth in the Province and encourage new growth outside of the belt that is of more compact form as well as the intensification of existing urban areas within the existing boundaries of cities like Mississauga.

Mississauga Plan

Mississauga Plan is the official plan for the City of Mississauga. The Plan sets out the basic goals, objectives, and directions for long term growth and development in the City. The Plan together with the Zoning By-law (0225-2007) forms the policy framework which governs the type, kind and placement of new developments as well as changes to existing environments.

The plan is based on an urban form hierarchy consisting of City Centre, Nodes and Corridors designations. These large scale designations are part of a series of General Policies, which are applied City-wide, and establish the means by which the Goals and Objectives are implemented. General Policies include Permitted Uses, Density Categories and Policies which pertain to different land use categories including residential, commercial, industrial, and open space to name a few. Mississauga Plan is currently under review.

The central part of the Port Credit study area is defined in the official plan as a Node. A Node is defined in the following way. (Refer to Figure 13):

3.13.3.1 Nodes will act as a focus of activity for the surrounding areas at locations which are afforded good accessibility, visibility and a relatively high level of existing and potential transit service.

3.13.3.2 A high quality, compact and urban built form will be encouraged to reduce the impact of extensive parking areas, enhance pedestrian circulation for all, including those with disabilities, complement adjacent uses, and distinguish the significance of the Nodes from surrounding areas. (MPA-25)

3.13.3.3 Pedestrian movement and access for all, including those with disabilities, from major transit routes should be a priority in Nodes. (MPA-25)

Section 3.2.4 Residential Intensification (Interim Policies) of Mississauga Plan defines the boundaries of the Urban Growth Centre in accordance with the Growth Plan. The policies are interim and will be modified pending the completion of a comprehensive growth management strategy for the City. The Section includes policies outlining the minimum heights for new development, density targets for residential and employment uses and a series of measures to ensure that new development is compatible with the scale and character of the environment in which it is located.

Section 4 of Mississauga Plan titled District Policies contains a series of area specific policies for the City's 32 different planning districts. These policies must be read in conjunction with the larger content and intent of Mississauga Plan and related documents. There are District Policies for both Lakeview and Port Credit, the review of which is the subject of this study.

Mississauga Plan: Lakeview District Policies

The Lakeview District Policies of Mississauga Plan came into effect on May 5, 2003 and describes Lakeview as a generally stable, established area with few sites remaining to be developed. Residential uses in the area are described as a combination of low density single and detached houses, medium density townhouses, and high density apartments. The greatest concentrations of commercial activity are located along Lakeshore Road (4.17.1).

Significant natural features in the area include Cawthra Woods and the Etobicoke Creek valley system. Cawthra Woods is designated as a Provincially Significant Wetland, a Regional Area of Natural and Scientific Interest, and an Environmentally Significant Area. The Etobicoke Creek valley system is designated a Greenbelt on the Lakeview District Land Use Map (4.17.1).

The Lakeview District Policies provide for future development that is compatible with existing land uses and densities (4.17.2). Future commercial development will continue to be concentrated in certain locations, particularly along Lakeshore Road (4.17.2). Furthermore, the scale and character of all new building and landscape designs will take into consideration the guidelines established in the Lakeshore Road Design Concept (4.17.3.1). Refer to Appendix E-1 for the guidelines.

Section 4.17.4 outlines different land use classifications including the different density figures for residential uses (low I II, medium I, high I II), specific policies for intensifying existing apartment sites, and minimum and maximum

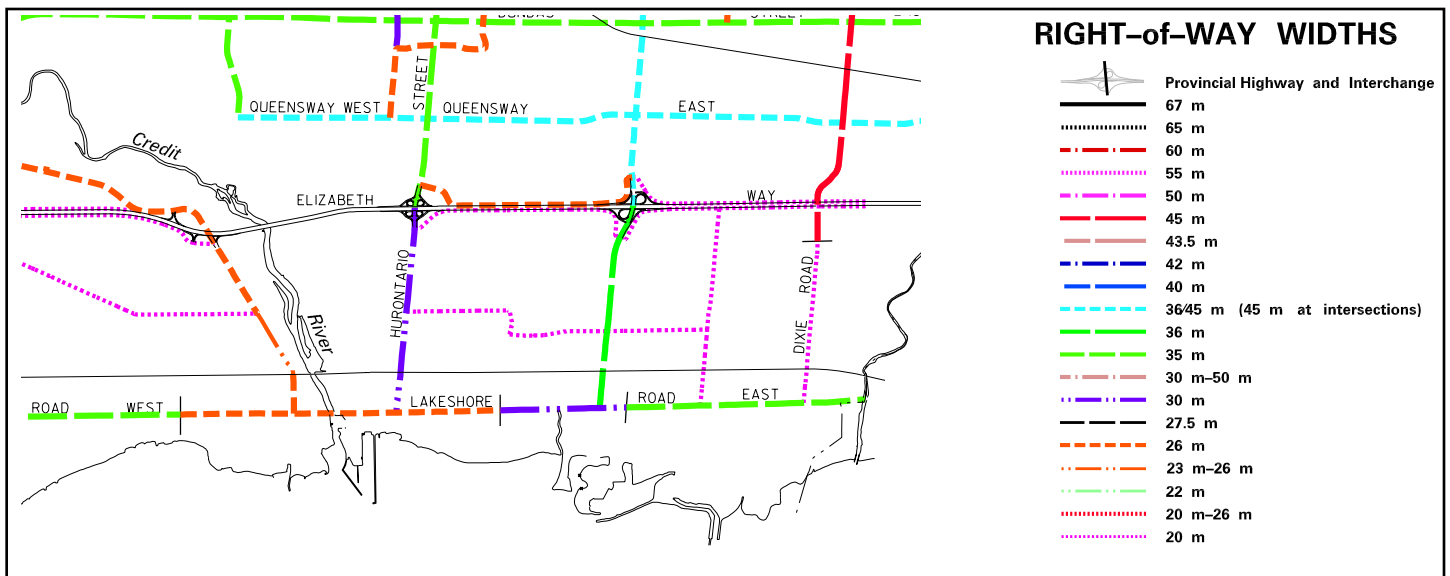


Figure 12
Mississauga Plan, Schedule 5 Designated Right-of-Way Widths

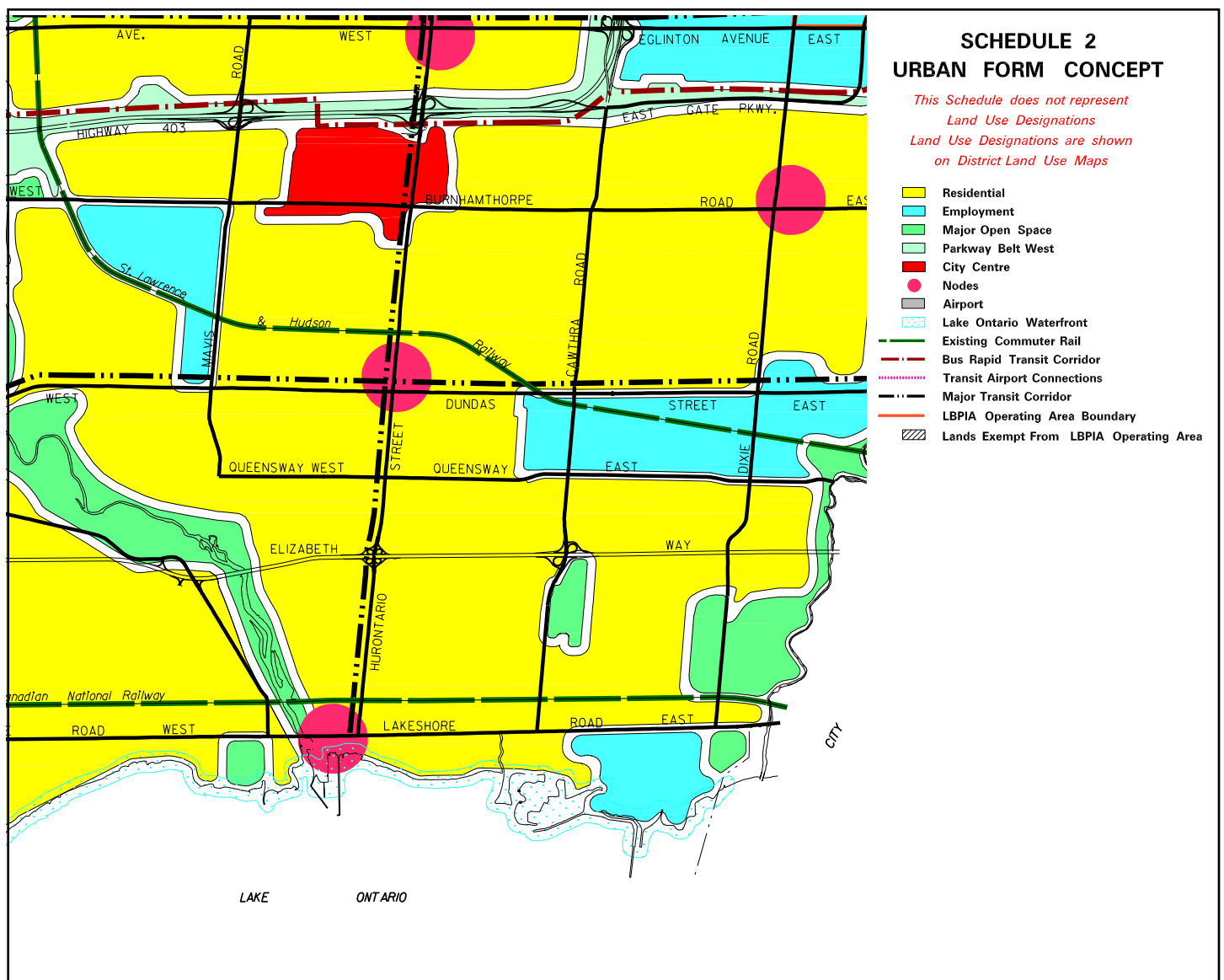


Figure 13
Mississauga Plan, Part of Schedule 2 Urban Form Concept

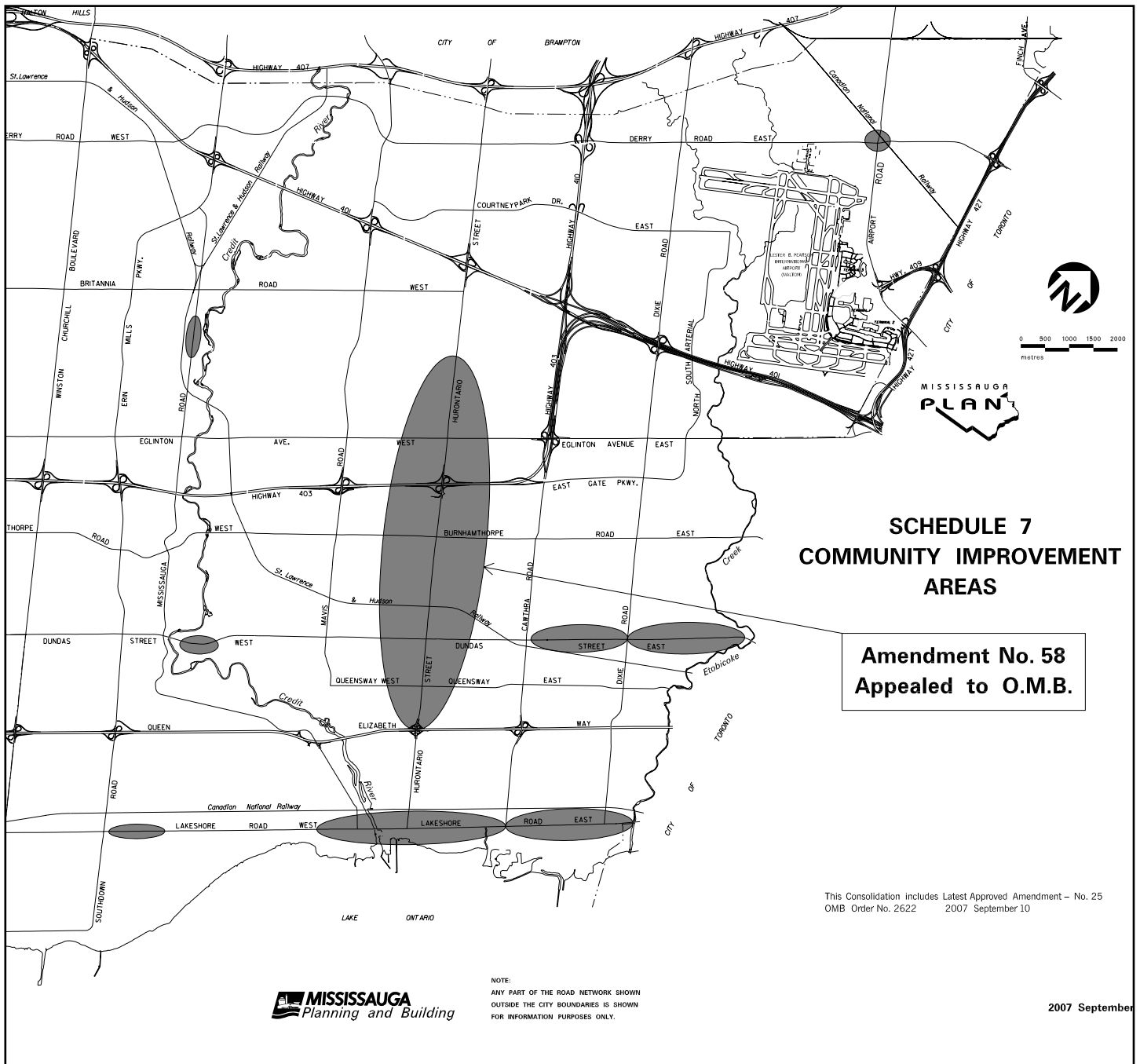


Figure 14
Mississauga Plan, Schedule 7 Community Improvement Areas

building heights for main street commercial (2 and 3 respectively).

Section 4.17.5 Transportation, classifies the basic characteristics of the different roads in the district including (Refer to Figure 12):

- Provincial Highway
- Arterial
- Major Collector
- Minor Collector
- Local Road

The final and largest section of the Lakeview District Policies contains a series of Special Site Policies (4.17.6). These policies pertain to individual sites within the District which merit special attention. The Special Site Policies may add or amend the number and kind of allowable uses within the larger land use designations as defined in Mississauga Plan. Any new development within the Lakeview District that falls within a special site boundary must conform to the policies therein. There are a number of site specific policy areas abutting Lakeshore Road.

Mississauga Plan: Port Credit District Policies

The Port Credit District Policies approved and in full effect, describe Port Credit as generally a stable area with a distinct community identity within the City of Mississauga; its focus is on the Lake Ontario Waterfront, the harbour and its heritage. It is anchored by established residential areas to the east and west which are linked by a street-related commercial corridor. The Port Credit District accommodates a variety of residential and commercial activities in varying built forms resulting in a diverse range of experiences for residents and visitors. Remnants of Port Credit's heritage can be found in the unique buildings in and around the harbour area and the commercial areas along Lakeshore Road. Port Credit's prominent location makes the District a focal point of residential, commercial, open space and tourism and recreation activity on the Mississauga Waterfront.

A portion of the Port Credit District centered on the commercial uses along Lakeshore Road and the harbour at the mouth of the Credit River is identified in Mississauga Plan as a Node. Refer to Figure 13. According to the Plan the function of a Node is defined as follows:

Nodes will act as a focus of activity for the surrounding areas at locations which are afforded good accessibility, visibility and a relatively high level of existing and potential transit service (3.13.3.1). A high quality, compact and urban built form will be encouraged to reduce the impact of extensive parking areas, enhance pedestrian circulation for all, including those with disabilities, complement adjacent

uses, and distinguish the significance of the Nodes from surrounding areas (3.13.3.2).

In addition the built form within Nodes should contain high quality urban design, landscaping and pedestrian amenity as well as create a sense of place through building design, location and gateway features.

According to the Port Credit District Policies the open space system in Port Credit mainly consists of City Parks along the Lake Ontario Waterfront in addition to Community Parks (4.27.1).

Most of the lands in the area have been developed with the exception of the Imperial Oil lands situated to the west of Mississauga Road. These lands are subject to a Special Site Policies designation.

The Port Credit Development Concept (4.27.4) identifies the Port Credit Node as an area in transition with potential for appropriate infill, intensification, and redevelopment. The plan encourages a diversity of uses and new commercial uses that will be compatible with the existing main street commercial form along Lakeshore Road West (4.27.2).

In addition to the tenets of the Port Credit District Policies new development will have to be consistent with Mississauga Plan and have regard for the concepts and principles expresses in the Port Credit Harbour Transition Master Plan and the Mississauga Waterfront Parks Strategy.

Section 4.27.3 Urban Design Policies contains specific guidelines for Community Design, Streetscape, and Buildings and Spaces. The purpose of these area specific policies is to support growth that conforms to the goals outlined in the Development Concept section (4.27.2). Together these policies help direct future growth in the area.

The Port Credit area contains considerably more land use designations as compared to the Lakeview District. Section 4.27.4 Land Use includes amended area specific definitions of the following uses contained within the Port Credit District:

- Residential Low density I, II
- Residential Medium Density I, II, III
- Residential High Density I
- Business Employment

In addition to these amended definitions, the area includes a variety of commercial land use designations as well as open space and green belt designations.

Section 4.27.5 Transportation, classifies the basic characteristics of the different roads in the district including (Refer to Figure 12):

- Arterial
- Major Collector
- Minor Collector
- Local Road

This section also includes restrictions on the widths of certain roads, notably Lakeshore Road East and Hurontario Street (4.27.5.2). Finally, the section contains standards regarding the maintenance and construction of new and existing parking facilities (4.27.5.3).

The final and largest section of the Port Credit District Policies contains a series of Special Site Policies (4.27.6). These policies pertain to individual sites within the District which merit special attention. The Special Site Policies may add or amend the number and kind of allowable uses within the larger land use designations as defined in Mississauga Plan. Any new development within the Port Credit District that falls within a special site boundary must conform to the policies therein. There are a number of site specific policy areas abutting Lakeshore Road East and Hurontario Street.

Mississauga Plan: Community Improvement Areas

Section 5.8 of Mississauga Plan defines community improvement as resulting from public and private sector initiatives which aim to maintain, improve, redevelop, rehabilitate, and revitalize areas of the City. Refer to Figure 14. In accordance with section 28 of the Planning Act certain areas of the City are designated as Community Improvement Areas. Community improvement plans “allow the City to become involved in improving municipally owned lands, services, and facilities and encourage private property owners in these areas to undertake similar improvements to the benefit of the entire area. In some instances, Mississauga may acquire lands or buildings in order to undertake community improvement initiatives”. (Mississauga Plan, 5.8)

Lakeshore Road in Port Credit and Lakeview is identified in the Plan as a Community Improvement Area. The City will be initiating a study of Community Improvement Plan Policies as part of the Mississauga Plan Review, with Phase 2 of the study preparation of a Community Improvement Plan for the Lakeshore Road corridor within Lakeview and Port Credit.

Strategic Plan for the New Millennium

Mississauga is now entering a new phase of its evolution; one of intensification and urbanization. New issues have arisen as Mississauga has grown and therefore the Strategic Plan requires updating to guide the City through this next phase of development. The city is currently underway with two phases: Directions of the Strategic Plan and the Implementation Plan.

The directions for the Strategic Plan are based on the robust community engagement process “Our Future Mississauga – be part of the conversation”. 18 Drivers for change, which are fully explained in the report titled “Our Future Mississauga – Community Engagement & Directions Report, June 2008”, were determined through this public engagement process upon which 5 ‘Pillars’ for change were identified.

Pillar 1 – Developing a Transit Oriented City

Principle: Mississauga is a City that values clean-air and healthy lifestyles. Through the promotion of transit as a desirable, affordable and accessible choice, transit will reshape the form of the city of Mississauga.

Pillar 2 – Ensuring Youth, Older Adults and New Immigrants Thrive

Principle: Mississauga is a City that thrives on its social and cultural diversity.

Pillar 3 – Completing our Neighbourhoods

Principle: Mississauga is a city that nurtures a unique quality of life within each neighbourhood, where residents value the beauty and variety of the natural environment, engage in intelligent travel, and support a rich, healthy and prosperous social and cultural mosaic through all stages of the life cycle.

Pillar 4 – Cultivating Creative and Innovative Businesses

Principle: Mississauga is a city that values a strong global business future, fostering a prosperous and sustainable economy that attracts and grows talent.

Pillar 5 – Living Green

Principle: Mississauga is a city that values its shared responsibility to leave a legacy of a clean and healthy natural environment.

The Vision Statement is the “blueprint” for Mississauga that establishes a picture of what the City will look like in 40 years. “Mississauga will inspire the world as a dynamic and beautiful global city for creativity and innovation with vibrant, safe and connected communities; where we can celebrate the rich diversity of our cultures, our historic villages, Lake Ontario and the Credit River Valley. A place where people choose to be.”

Phase 2 of the Strategic Plan will outline actions to implement the higher level directions and measures of success. The Implementation Plan will place an emphasis on developing actions that are visionary, but at the same time, achievable and financially responsible. Following the approval of the Strategic Plan, work will begin on implementation.

City of Mississauga Growth Management Strategy

As growth continues in the Greater Golden Horseshoe over the next 25 years, it is estimated that Mississauga will see an additional 70,000 residents and 50,000 jobs. Like the Places to Grow Act and the Growth Plan for the Greater Golden Horseshoe, the Mississauga Growth Management Strategy provides specific directions to manage this development at the municipal level. The strategy also fulfills the requirement of the Provincial Government for the adoption of locally developed intensification plans that will provide a foundation for new Official Plan policies and guide land development to 2031 and beyond.

The Mississauga Growth Management Strategy conforms to the Ontario Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe, and outlines a strategic approach to growth management which builds upon Mississauga's existing context and established urban form. By focusing on land-use and transportation planning, the Growth Management Strategy ensures that new growth is accommodated through the intensification of existing developed or underutilized lands in a manner which maximizes city assets and resources, preserves existing communities and natural areas and maintains liveability for residents.

At the core of the Growth Management Strategy, a new urban structure concept for the City of Mississauga is suggested. The main components of this new urban structure are the:

- Urban Growth Centre
- Major Nodes
- Community Nodes
- Special Purpose Areas
- Employment Areas
- Corporate Centres
- Stable Neighbourhoods
- Intensification Corridors
- Urban Corridors
- Major Open Space System
- Waterfront

Each of these components is discussed in detail, using specific examples from the City of Mississauga. Port Credit is recognized as a Community Node and a new node is established in Lakeview at Cawthra Road and Lakeshore Road East.

The Community Node in Lakeview is categorized as a Corridor-Based Node, and while specific growth management objectives have yet to be developed, it is noted that Lakeview is:

“intended to provide a pedestrian-friendly mainstreet setting to meet daily living needs that are accessible by public transit and active transportation modes for the community located in the southeast corner of the city.”

The Community Node in Port Credit is categorized as a Traditional Village Node, and growth management objectives include:

- Additional institutional, office and commercial development to balance residential uses and services,
- Active forms of transportation and an active streetscape along Lakeshore Road,
- Ensure new development does not compromise existing character and identity.

Employment Land Review Study

The Employment Land Review Study is an initial review of the existing employment lands supply in the City of Mississauga. The Study provides preliminary recommendations for new policy direction to inform the City's Official plan and to conform to the 2006 Provincial Growth Plan for the Greater Golden Horseshoe. Employment lands for the purposes of the study are primarily industrial-type lands located within the City's employment district.

The report identifies existing industrial-type lands along the waterfront in both Port Credit and Lakeview as areas containing parcels for managed change. Carefully managed change for other urban uses may be appropriate. The report recommends that large parcels may be better suited for retention as employment land or mixed employment and residential uses (pg 3).

However, the report cautions that both the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe make provisions for the protection of employment lands in order to secure the long term land needed for continued economic growth. As a result any changes to the employment lands in the two study areas will have to meet the provincial standards for good planning.

Office Strategy Study

The Canadian Urban Institute was retained by the City of Mississauga to complete a study of examining how the City can best capitalize on its competitive advantage as an office location. The report recommends a series of strategies and policies aimed at addressing four key challenges including:

- Office development in Mississauga City Centre is stalled;
- Traffic congestion is worsening in the City's top office locations;
- Current development patterns waste land and promote sprawl; and
- Current office policies undermine the City's goals for city-building.

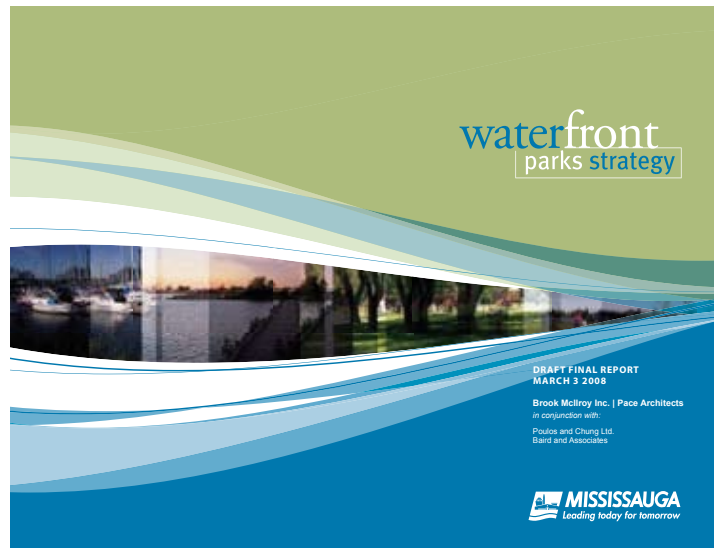
The document contains more detailed accounts of these issues. As well, the report offers a number of strategies to deal with the aforementioned issues. The major office use areas are in the Airport Corporate, Meadowvale, Gateway and City Centre planning districts. However, the report identifies two small buildings in Lakeview, both under 20 000 square feet, as Constructed Buildings and one building, under 20 000 square feet, in Port Credit as Multi-unit Offices.

Mississauga Waterfront Parks Strategy, 2008

In December 2005 the City initiated the Mississauga Waterfront Parks Strategy to provide the framework to guide current and future park planning, park design and land-use decisions while incorporating recommendations to implement a sustainable park system. The study area included 25 waterfront parks along Mississauga's waterfront spanning from Oakville at the west end of the study area to Toronto at the east end.

The development of the Strategy was informed by the opinions and ideas of a broad coalition of stakeholders gathered through an extensive public consultation process. The process involved one-on-one park user interviews, utilization of the City's Waterfront Parks website, mailed self-administered surveys, two public information and workshop sessions and a final public open house.

The public and stakeholder consultation process revealed a strong desire to ensure that the development of waterfront parks would be based on a philosophy of "Environment First", used sustainable practices, promoted year round use, and provided educational opportunities. The Strategy furthers these notions by providing recommendations on improving the availability of a connected, accessible, healthy, balanced and meaningful waterfront for the enjoyment of citizens today and for future generations while protecting, restoring and enhancing the natural ecological systems.



Mississauga Waterfront Parks Strategy, 2008.

The Strategy stresses the importance of the existing natural features of Lake Ontario, the Credit River, local creeks and surrounding lands. As such, the document includes recommendations that provide a balanced approach to providing places for people while respecting the integrity of the natural environment and its processes.

The Strategy is a realistic and implementable vision that provides guidance for creating and protecting great places along the Mississauga waterfront. The Strategy includes sustainable and contemporary concepts for parking and circulation, all-season park use, park furnishings, signage, way finding, promontory and lake access, and lighting. In addition, alternative energy technologies such as photovoltaic lighting and wind power were suggested in order to enhance the sustainable qualities of the waterfront park system.

Concept master plans were prepared for five priority parks within the study area. The five parks were selected to alleviate environmental, operational, and recreational impacts on other well-used waterfront parks. The concept plans demonstrate and test how the Strategy could be applied to new park development and establish the framework for implementing new development in other parks. Three of the five priority parks are located in the Port Credit District: Marina Park, Port Credit Memorial Park West and JC Saddington Park.

Cycling Master Plan and Implementation Strategy

As part of the Cycling Master Plan and Implementation Strategy, the City of Mississauga is reviewing its 2001 Multi-use Recreational Trail Study in light of recommendations from the 2004 Future Directions document. Increasing trail access is a prime consideration.

The current document provides recommended typical and specific trail designs for input into the Trail Study review process. It is recommended in this strategy that all new trails be constructed to City Standards.

Credit River Water Management Strategy – Making it Work (2007)

The document is an update to the original Credit River Water Management Strategy – Making it Work report from 1991. The updated report is a plan to ensure that there will be “abundant, clean and safe water” in the Credit River watershed, now and into the future. The Update was undertaken to assess the impacts of past and future land use development and climate change scenarios on the water resources of the Credit, and to develop a strategy to minimize or avoid negative environmental impacts in the future (CRWMSU, Executive Summary, 2007). Given the central importance of the Credit River in relation to Port Credit and the Mississauga waterfront in general, the recommendations in the report are important to consider.

The primary Goal of the update, complemented by a series of Principles and Objectives, was to “ensure abundant, safe, clean water for environmentally, socially and economically healthy communities within the Credit River Watershed”.

Flowing from the Goal, Principles and Objectives, the study produced a series of key findings the most important of which linked the social, economic, and physical health of the region and its people directly to the health of the Credit River watershed.

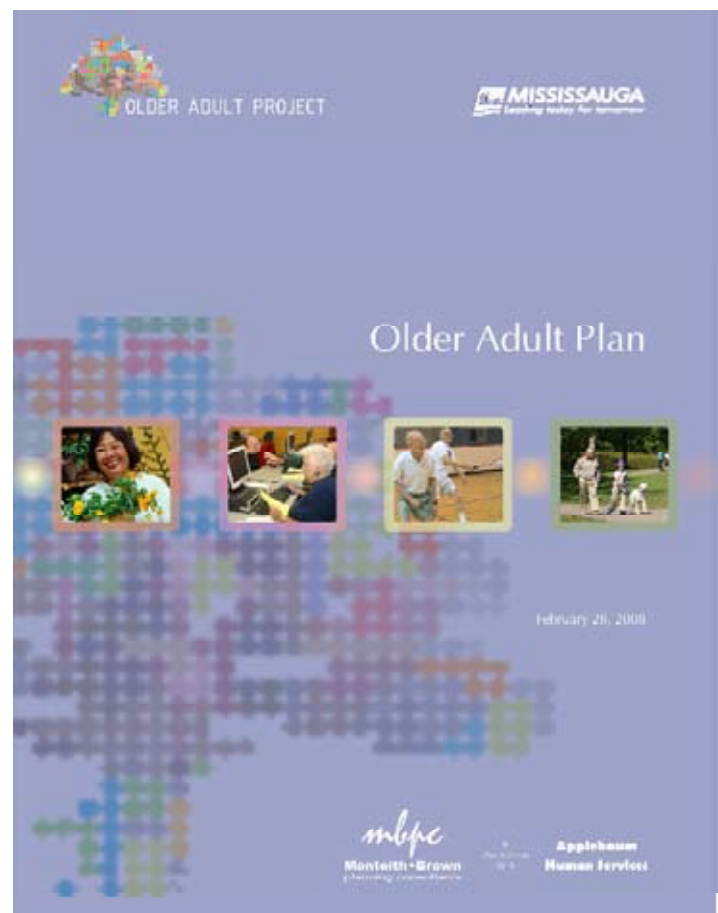
The report makes a number of sustainability related recommendations with respect to stormwater management that are aimed at improving and protecting the Credit River watershed today and for future generations. The report suggests the following strategies with respect to storm water management:

Older Adult Project

In the next 20 years, the City of Mississauga will experience an unprecedented demographic shift where the proportion of the population 55 years of age and over will increase from approximately 20% to 38%. To address this significant shift in population, the City of Mississauga is undertaking the Older Adult Project, which culminates in a future-oriented, innovative plan to guide the City over the next 10 years. The vision for Mississauga that emerges through this project is to become an “age-friendly city”, which means that services, facilities, and programs will be ‘more accessible and responsive to the specific needs of older persons’. Collaboration between all levels of government, community organizations, citizens, funders, and businesses will be required to ensure that Mississauga is truly an “age-friendly city”.

The Older Adult Plan will assist staff, decision-makers, stakeholders and the general public in determining needs and priorities related to older adults in the City of Mississauga and making strategic decisions to address these matters. The Plan has been designed to respond to the dynamic environments within which each Department operates, providing strategic directions for informed, responsive, and viable management decisions. The Plan reconciles the needs and perceptions of the public with the realities of implementation.

The recommendations of the Older Adult Plan are based on extensive research and consultation, demographic profiling, inventory of programs and services, review of existing policies, and a best practices analysis. Taken together, demographics, trends, and public input represent the key foundational blocks of a successful and community-responsive action plan. The scope of this Project is focused on Community Services for Older Adults, but extends across all City Departments, including: Corporate Services, Planning and Building, and Transportation and Works.

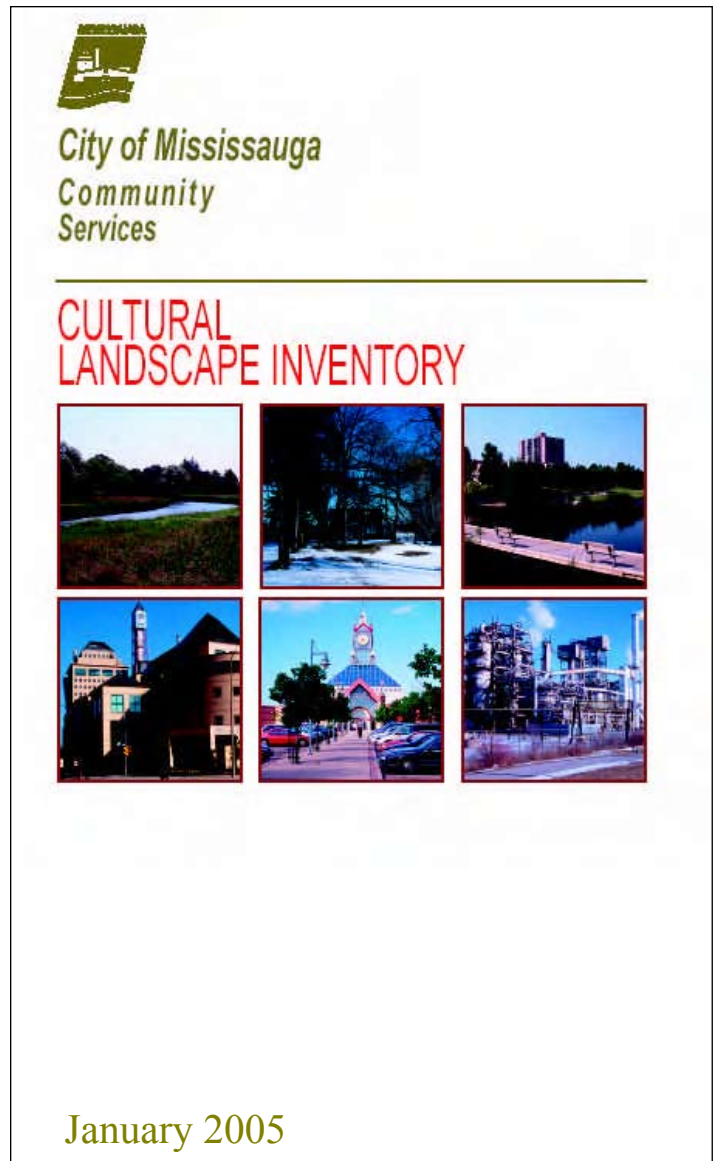


Mississauga Older Adult Plan, 2008.

Other Relevant Documents

The following is a list of other relevant documents that will pertain to development in the Lakeview and Port Credit districts.

- 2008 Mississauga Growth Forecasts
- Credit River Fisheries Management Plan (2002)
- Natural Heritage Strategy (2002)
- Lake Ontario Shoreline Hazards, CVC (2005)
- 1995 Lake Ontario Greenway Strategy, Waterfront Regeneration Trust
- 1991 Port Credit Harbour Transition Master Plan
- Port Credit Heritage Conservation District Plan
- Opportunities for Regeneration at the Mouth of the Credit River, 1995
- Waterfront Parks Washroom Study
- City of Mississauga Parking Strategy (On-going)
- Greenlands Securement Strategy (2004)
- Terrestrial Ecosystem Enhancement Model (TEEM) on-going by CVC
- Employment Profile
- Hurontario/Main Street Study
- Transportation Master Plan
- Regional Transportation Plan (Metrolinx)
- Mississauga Cycling Master Plan and Implementation Strategy
- Mississauga Storm Water Quality Control Strategy Update
- Cooksville Creek Watershed Study, CVC
- Youth Plan Growth Management Study
- City of Mississauga Cultural Landscape Inventory
- City of Mississauga Heritage Register



Mississauga Cultural Landscape Inventory, 2005.