



Corporate Report

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DATE: October 28, 2008

TO: Chair and Members of Planning and Development Committee
Meeting Date: November 17, 2008

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Lakeview and Port Credit District Policies Review and Public Engagement Process - Directions Report**

- RECOMMENDATION:**
1. That the report titled "*Lakeview and Port Credit District Policies Review and Public Engagement Process - Directions Report*", dated October 28, 2008 from the Commissioner of Planning and Building, be received for information.
 2. That staff review and prepare revised Lakeview and Port Credit District Policies with consideration of the Public Policy Recommendations and the Other Considerations outlined in the report titled, "*Lakeview and Port Credit District Policies Review and Public Engagement Process - Directions Report*" dated October, 2008, from Brook McIlroy Inc./PACE Architects, MSAi Architects and Poulos and Chung Transportation Engineers.

BACKGROUND: District Policies Review Process

The existing process for reviewing district policies includes four general steps: data collection to establish the context for the review and identification of preliminary issues; policy formulation; the public and political review process where the draft district policies are placed on public display and circulated for comments; and the approval process.

As part of the review process, a report on comments is prepared for consideration by Planning and Development Committee recommending revisions to the draft district policies, where appropriate. Following the approval of the report on comments and resolution of outstanding issues, the draft district policies are forwarded to City Council for adoption by by-law. This process was established to deal with greenfields development and has been in effect since the late 1970's.

Upon review of this process, and given the transition in development to infill, intensification and redevelopment, greater demands are placed on the district policies to be as current as possible. An examination of the existing district policies review process identified the following gaps:

- appropriate, sufficient and timely public consultation;
- political, public and technical input and debate before the draft policies are prepared; and
- an implementation phase.

In order to address these gaps, the district policies review process has been revised as illustrated on Appendix 1. It “front ends” the review process with a public engagement component before the district policies are drafted. The process and comments are documented in a “Directions Report”. This report forms the basis for preparing the draft policies, and is intended to provide a means of obtaining comments on the major planning directions.

Previously, the district policies review process ended with the expiry of the appeal process to the Ontario Municipal Board (OMB). The *Planning Act* now requires that the zoning by-law be amended to conform to the Official Plan. Consequently, zoning by-law amendments will be prepared, in conjunction with the district policies. It is further intended that a Community Improvement Plan be prepared, where warranted.

The intermediary steps of policy formulation, departmental review and public, political and technical review process remains unchanged from the previous district policies review process.

COMMENTS:**Lakeview and Port Credit District Policies Review**

The revised process was initiated for Lakeview and Port Credit as part of the continuing program to keep district policies valid and current.

The District Policies (Area Plans¹) were revised to reflect changes in local circumstances and to be consistent with Provincial planning initiatives such as the Provincial Policy Statement (2005), *Planning Act* reform, the Growth Plan for the Greater Golden Horseshoe and the Draft Regional Transportation Plan. The review also takes into consideration other corporate studies currently in progress such as the draft Strategic Plan, Mississauga Plan Review, Cycling Network Master Plan and Implementation Strategy, Transportation Background Studies (e.g. The Hurontario Main Street Study, Mississauga Transit Ridership Growth Strategy) and the Parking Strategy. Finally, the revised district policies will reflect the policy direction identified through the public engagement process, where appropriate.

Draft Regional Transportation Plan, Metrolinx

On September 23, 2008, Metrolinx released the Draft Regional Transportation Plan (Draft RTP) titled *The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area*. This plan sets out actions to build new transportation infrastructure and improve transit service in the Greater Toronto and Hamilton area.

A number of initiatives are presented in the Draft RTP for Mississauga including frequent all-day, two-way express rail service, highway improvements, rapid transit proposals along certain corridors (Hurontario, Dundas West and Waterfront West) and initial locations for mobility hubs (Mississauga Urban Growth Centre, Port Credit and Cooksville).

One of the initiatives, the Waterfront West proposal, is located along Lakeshore Road East in the Lakeview and Port Credit communities. The Draft RTP proposes an east-west connection from Union Station to the Port Credit GO station. The Draft RTP indicates that further detailed studies such as a benefits case analysis will be carried out in

¹ Through the new Official Plan, it is proposed that District Policies eventually be replaced with Area Plans. Area Plans will be prepared for lands requiring special policies considerations.

partnership with municipalities and transit agencies to determine recommended alignments and technologies. This is to ensure that all reasonable alternatives are evaluated and decisions are reached on the best possible transit project. In addition, any discussion and decision will need to take into consideration City of Mississauga priorities and objectives for creating a well connected and transit supportive City.

The Waterfront

In addition to the above noted studies, staff (through the BC21 Team), are undertaking a review of the waterfront which will form the basis for further refinement of waterfront policies for the Official Plan and the preparation of the Lakeview and Port Credit District Policies. The team will establish a vision for the waterfront and investigate various opportunities to protect and enhance the waterfront. The team's work is addressed in a concurrent report to Planning and Development Committee.

Subject to budget approvals, it is intended that the BC 21 Team initiate detailed studies on the Ontario Power Generation site (OPG Lands), Port Credit Harbour Marina (PCHM) and the Imperial Oil Lands.

Public Engagement Process

A consortium of consultants, Brook McIlroy/PACE Architects, MSAi Architects and Poulos and Chung Transportation Engineers were retained to undertake a wide-ranging public engagement process for the review of the Lakeview and Port Credit District Policies. The public engagement process was extensive and included developing public policy recommendations and other considerations.

The public process began with the Kick-Off Meeting in November 2007, followed by Visioning Sessions in December, and Place-Making Workshops in January and February of this year. In June, Youth Engagement Exercises involving students at two schools were organized for each of the districts. Also in June, an Open House was held for the Lakeview and Port Credit communities. The Open House presented a consolidation of the community's input, including a community vision and principal recommendations for each of the districts, and matters to consider in developing policies.

The results of the community meetings are summarized in the *Directions Report* (attached under separate cover). Also, the results and materials from the meetings are posted on the City of Mississauga website, the project webpage at:

www.mississauga.ca/lakeviewportcreditreview.

Submissions by two associations in the Lakeview and Port Credit communities were received during the public engagement phase. On June 16, 2008, the Lakeview Ratepayers Association provided staff with a proposal titled, *Mississauga's Lakeview Legacy Project* outlining guiding principles and strategies to developing the waterfront community. In June 2008, the VIVA Port Credit group submitted the paper *Port Credit: An Urban Village for the 21st Century; A Model Community for the World*, which presents a collective vision for the Port Credit community. These submissions, along with other stakeholder suggestions, provided further input into the *Directions Report*.

Directions Report

The consultant's *Directions Report* provides a summary of the public engagement process and community input. The purpose of the report was to obtain public policy recommendations which staff can consider when drafting the district policies. It does not inscribe the policies for the Lakeview and Port Credit District Policies.

In addition, the report includes public policy recommendations that will be addressed through other studies currently in process or through the implementation phase. For example, the report recommends reviewing existing transit service and to continue to make improvements, accordingly. Transit service and suggested improvements are reviewed on a regular basis by staff and this recommendation, as well as others in the report related to transit operations, will be forwarded to provide input into the next transit service evaluation.

The *Directions Report* is organized into five main sections:

- Background;
- Public Engagement;
- Study Findings – Lakeview;
- Study Findings – Port Credit; and
- Conclusion and Next Steps.

The Study Findings sections for the Lakeview and Port Credit Districts are structured using three components: Community Input, Public Policy Recommendations and Other Considerations.

Community input represents a summary of public input, and includes information collected through public events and stakeholder meetings. Public Policy Recommendations represent the consultant's recommendations and are based on community, stakeholder, and sub-consultant input. Other Considerations are highlighted which present points for reflection when considering the development of public policies. They are intended to offer "things to think about" when developing public policies.

The Study Findings sections for both areas presents a vision based on themes. For the Lakeview area, the primary vision is "*Strengthening the Community*" (see Section 3.1) with foundation themes: reconnect to the waterfront, community health, distinct neighbourhoods, complete community, social well-being, and leadership in sustainability. Following from the vision themes are public policy recommendations regarding: community identity, waterfront, intensification, built form, open spaces, and specific sites.

For the Port Credit area, the primary vision is "*Evolving the Urban Village*" (see Section 4.1) with foundation themes: village character, distinct waterfront community, enhance the public realm, environmental stewardship, balance growth and healthy population. Following from the vision themes, the public policy recommendations are: community identity, waterfront, intensification, built form, open spaces and specific sites.

Specific Sites

During the visioning sessions, stakeholders were asked to identify locations to be studied in more detail. These locations formed the sites for the place-making workshops. The place-making workshops involved small group discussions where participants identified their top priorities for the sites and developed detailed site layouts describing uses, building types, heights, road patterns among other elements.

For the Lakeview community, the place-making sites included: Lakeshore Road, the industrial lands on the south side of Lakeshore Road East and the former Inglis site located on the north side of Lakeshore Road East, west of Cawthra Road. In addition to the place-making sites, stakeholders provided comments on the OPG lands which are summarized in the *Directions Report*. Other sites discussed during the public engagement included Dixie Outlet Mall and the Applewood Village Plaza.

For the Port Credit community, the place-making sites included: Lakeshore Road, Port Credit Harbour Marina, Port Street and the No Frills Site and the Imperial Oil Lands. Other sites discussed during the process were the former Port Credit Lawn Bowling site and the Port Credit Go Station.

As mentioned previously, the BC21 Team will be reviewing a number of key sites along the waterfront for further detailed study; namely, the OPG lands, PCHM and the Imperial Oil lands. The community input provided by stakeholders on these sites, and Public Policy Recommendations included in the *Directions Report* will be considered during these detailed reviews. In terms of the treatment of these areas in the draft District Policies, Special Site Policies and possibly holding zone provisions will be established to provide a general direction for the sites, subject to the detailed studies (i.e. key waterfront site studies) and resulting recommendations which are to be completed in the future.

District Vision and Guiding Principles for the Draft District Policies

The visions and recommendations outlined in the *Directions Report* for the Lakeview and Port Credit communities are the result of extensive stakeholder consultation and input. The consultants were tasked with engaging the communities to create practical and realistic visions for the future.

The vision for the Lakeview community of “*Strengthening the Community*” and the key concepts of improving community health and the environment, reconnecting to the Lake Ontario waterfront and economic stability are supported by staff. “*Evolving the Urban Village*”, the vision for the Port Credit community, and the key concepts of maintaining the village character, public access to the waterfront and balanced growth are also supported by staff. The visions and key concept establish a framework and context for preparing the district policies.

In addition to the framework established by the visions, the district policies preparation will also be guided by the following principles as a result of the recommendations in the *Directions Report*:

- maintain the existing community character, including the preservation of existing heritage features;
- stable neighbourhoods will be protected;
- opportunities for intensification will consider impacts on surrounding land uses, the appropriate scale, height, massing and type of development;
- the Lakeshore Road corridor should provide opportunities for a mix of uses with the goal of creating a sustainable community. This would include commercial, employment, office, residential and public uses;
- redevelopment along the Lakeshore Road corridor will ensure appropriate scale and compatibility with the surrounding communities;

- in general, heights along Lakeshore Road should not exceed 3 to 4 storeys, however, opportunities for increased heights may be appropriate subject to criteria such as transition to adjacent properties, lot size, scale, setbacks and views to the waterfront;
- a balanced approach is required to accommodate all modes of transportation including vehicles, buses, pedestrians and cyclists;
- public access to the waterfront will be maximized, with key views protected;
- the redevelopment of waterfront properties should focus on community related activities. These areas should provide quality public spaces for people to gather, interact and experience the waterfront. The community input on the key waterfront properties (subject of the place making sessions) will provide input into the opportunities and constraints analysis and subsequent detailed master planning exercise for these sites, as mentioned previously;
- the industrial lands on the south side of Lakeshore Road East in Lakeview should be maintained as employment lands, however, the types of uses permitted should be expanded to include alternative business types such as research and development, innovation and the arts and culture industry. Consideration should be given to expanding the types of uses permitted on the lands fronting Lakeshore Road East to include a broad range of commercial uses to support a pedestrian main street environment.

Through the public engagement process, the community expressed a desire to see this area redevelop to a mixed use area incorporating employment, residential, commercial, parks, open space, cultural and community uses. The Employment Land Review Study, conducted for the City, indicates this pocket of employment land is a small but healthy employment area. The study further suggests that if the adjacent OPG site is no longer needed for power generation, the approach to this employment area could be revisited, with a broader range of business commercial uses favoured. The future of this employment area is tied to the redevelopment of the OPG lands.

The *Directions Report* recommended a preliminary list of future studies to inform new development and the preparation of the Lakeview and Port Credit district policies. Two of these studies, Lakeshore Road Corridor Study and Lakeshore Road Transportation Review will be undertaken to build upon the principles outlined above and develop specific land uses policies and urban design guidelines for inclusion into the plans. In addition, detailed studies will be undertaken for the key waterfront sites.

Moving Forward: Next Steps

Following the endorsement of the *Directions Report* by Planning and Development Committee and City Council, staff will draft the Lakeview and Port Credit District Policies which form amendments to the Mississauga Plan, which will include land use policies, urban design guidelines and special site policies, where needed. Staff will also prepare zoning by-law amendments in conjunction with the draft District Policies. Stakeholder consultation will be initiated to obtain comments on the draft District Policies and zoning by-law amendments.

The *Directions Report* also recommends a number of additional studies be undertaken (see Section 5.1) to further inform new development in the Lakeview and Port Credit communities. The list of recommended studies will be reviewed by City staff to determine the need, feasibility, and required resources.

FINANCIAL IMPACT: Not applicable

CONCLUSION: The revised District Policies Review Process is a new practice in reviewing District Policies. The public engagement phase commences in the first stage of the review in order to obtain stakeholder input and political support before the draft policies are prepared. In addition, the revised process includes the preparation of zoning regulations to implement the policies, thereby, ensuring conformity between the Official Plan and zoning by-law. This process was initiated for the Lakeview and Port Credit District areas beginning in the fall of 2007.

The extensive stakeholder input provided by the Lakeview and Port Credit communities is summarized in the attached *Directions Report*. Based on stakeholder input, the consultants have developed a vision for each community and public policy recommendations to convey this vision. The recommendations included in the report will be considered in the preparation of revised district policies and provide input into the detailed studies for the key waterfront sites and additional studies recommended by the consultant for each of the areas.

The completion of the *Directions Report* concludes the public engagement and visioning phase of the Lakeview and Port Credit District Policies Review. Staff will continue to engage stakeholders in the review process as the next steps are undertaken.

ATTACHMENTS:

APPENDIX 1: District Policies Review Process

Directions Report (attached under separate cover)

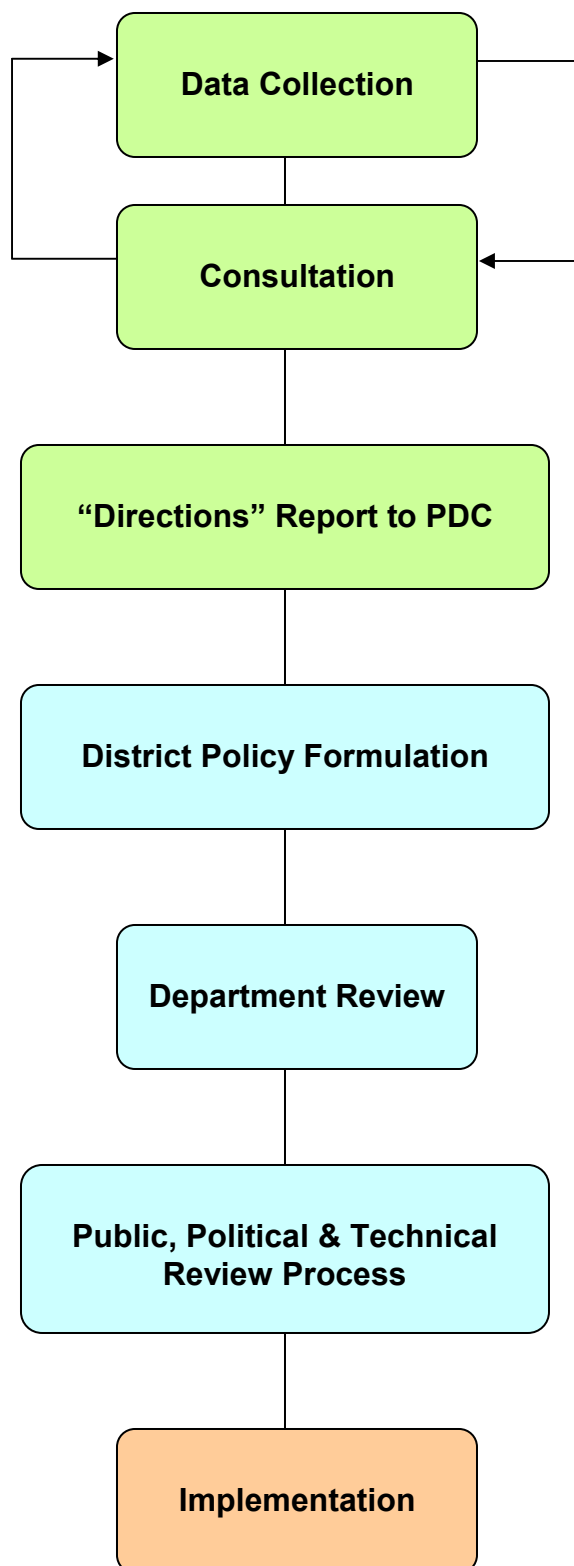
Original signed by:

Edward R. Sajecki

Commissioner of Planning and Building

*Prepared by: Susan Tanabe, Manager, Community Planning, and
Karin Phuong, Policy Planner, Community Planning,
Policy Planning Division*

District Policies Review Process



Lakeview and Port Credit

District Policies Review and Public Engagement Process

Directions Report



bmi/pace . MSAi Architects . Poulos +Chung Transportation Engineers

October 28, 2008



Executive Summary

Study Purpose

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 in creating practical and realistic visions for the future of the Lakeview and Port Credit districts. Input from the community and the City informed 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.

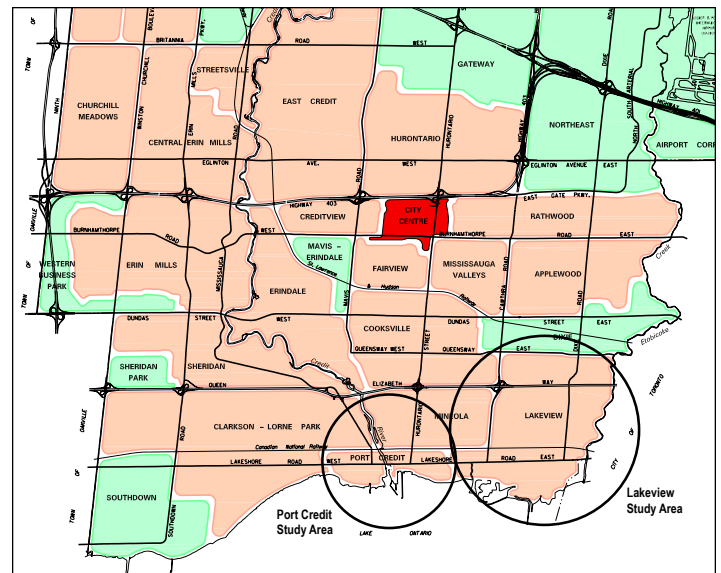
Study Areas

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, include approximately half of Mississauga's Lake Ontario shoreline. The characteristics of these districts are considered in greater detail within this report, including identity, demographics, waterfront, neighbourhoods, parks and green spaces, destinations, residential, industry and employment, retail/commercial, transit, transportation and parking, and built and cultural heritage. Also, important recent changes to each site are considered.

Planning Framework

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 and documents include the Provincial Policy Statement, the Places to Grow Act / Growth Plan for the Greater Golden Horseshoe, Mississauga Plan, Greenbelt Plan, Growth Management Strategy, Mississauga Waterfront Parks Strategy, Cycling Master Plan and Implementation Strategy, Older Adult Project, Office Strategy Study and the Employment Land Review Study.



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

Public Engagement Process

An extensive list of stakeholders were identified at the commencement of the study and they were consulted at various times throughout the process. The public events that were held as part of the Public Engagement Process included stakeholder interviews, a kick off meeting, visioning sessions, place making workshops, youth outreach exercises, and an open house.

Study Findings: Lakeview

Vision Statement : “Strengthening the Community”

Much of the public input regarding the Lakeview district focused on “Strengthening the Community”. Improving the health of the community and the environment, reconnecting the community to Lake Ontario and establishing economic stability were some of the key “strengthening” concepts that were collected during the course of the study.

Six principles form the foundation of this vision, including:

- Reconnect the Waterfront
- Community Health
- Distinct Neighbourhoods
- Complete Community
- Social Well-Being
- Leadership in Sustainability

Based on these principles, a number of public policy recommendations were made regarding:

- Community Identity
- Waterfront
- Intensification
- Built Form
- Open Spaces: Streetscapes, Parks and Natural Areas
- Specific Sites

Each of these categories includes a summary of public input, a series of recommendations for public policies relating to the Lakeview planning district, and other considerations.

Study Findings: Port Credit

Vision Statement: “Evolving the Urban Village”

Port Credit is a well-known, well-established waterfront community in southern Ontario. The active port and harbour functions, fishing and boating activities, village character and natural beauty of Port Credit makes it a desirable place to be. Port Credit has had a long history of habitation; change has been occurring since the mid-1700's and change has continued to occur three centuries later. Throughout all this change, Port Credit has remained a functioning village; a notion that is fundamentally important to Port Credit's visitors and residents and to the future of the community.

Six principles form the foundation of this vision, including:

- Village Character
- Distinct Waterfront Community
- Enhance the Public Realm
- Environmental Stewardship
- Balance Growth
- Healthy Population

Based on these principles, a number of public policy recommendations were made regarding:

- Community Identity
- Waterfront
- Intensification
- Built Form
- Open Spaces: Streetscapes, Parks and Natural Areas
- Specific Sites

Each of these categories includes a summary of public input, a series of recommendations for public policies relating to the Port Credit planning district, and other considerations.

Policy Recommendations

For each of the districts above, a number of common directions evolved in the public policy recommendations for both districts, they include:

- Reinforce, enhance and maintain the existing character in each of the two districts;
- Promote appropriately designed, placed, scaled and timed development so that adjustments in transportation, transit and infrastructure can keep pace;
- Develop urban design guidelines to ensure development is compatible with the surrounding community, preserves existing heritage features, and guides new development in heritage and established residential areas;
- Protect, preserve and enhance views to natural areas, watercourses and to Lake Ontario;
- Maximize public access to the waterfront;
- Promote year-round activity along the waterfront and with the public realm;
- Improve the existing transportation system and accessibility and convenience for all forms of transportation;
- Promote a mix of uses where appropriate to encourage a vibrant and sustainable community;
- Promote low-impact, sustainable design, incorporating LEED design criteria; and,
- Provide facilities for a healthy lifestyle (bicycle facilities, walkable community, etc).

In addition, a number of recommendations were provided for specific sites in Lakeview (Lakeshore Road Corridor, Industrial Lands, Inglis Site, Former Lakeview Generating Site, Lakeview Wastewater Treatment Facility, Dixie Outlet Mall, and Applewood Village Plaza) and Port Credit (Lakeshore Road Corridor, Imperial Oil Lands, Port Credit Harbor Marina, No Frills Site, Port Credit GO Station, and the Former Port Credit Lawn Bowling Site)

Future Studies

To complement this study, and implement the public policy recommendations, a number of future studies or plans are recommended. These studies include:

- Community Improvement Plans for the Industrial Lands and the Former Lakeview Generating Site.
- Lakeshore Road Corridor Study
- Transit Servicing Review
- Lakeshore Road Transportation Review
- Private and Public Realm Design Guidelines
- Community Services and Facilities Needs Assessment
- Winter Design Programming and Maintenance Study
- Street and Community Facility Sign Review and Design
- Sign By-law Review
- District Specific Public Art Programming
- Harmonized Street Furnishing Study
- Public Washroom Study Update

Next Steps

Following the endorsement of this report, commencing in November, 2008, City Staff will prepare amendments to the Official Plan District Policies and zoning, as well as urban design guidelines. As recommended in this report, these amendments and urban design guidelines will be followed by the preparation of tertiary plans and community improvement plans, commencing in 2009.

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Lakeview



Port Credit



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.

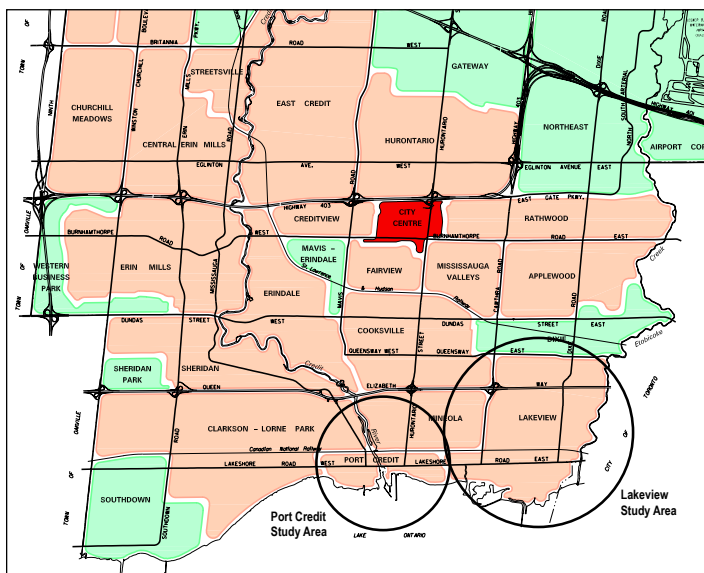


Figure 1
Schedule 6, Planning Districts, Mississauga Plan



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

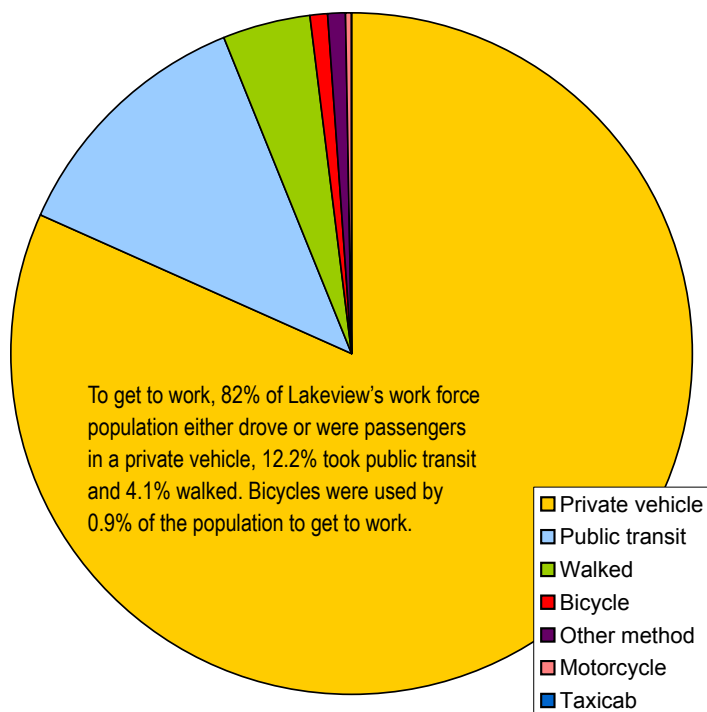
Although much of the historic land uses in the district consisted of large family owned farms, it was in the last century that saw a variety of uses. A large proportion of the shoreline properties were occupied by the Curtiss Aeroplanes and Motors aerodrome and flying school, arsenals, rifle ranges and 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-Elliott 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.

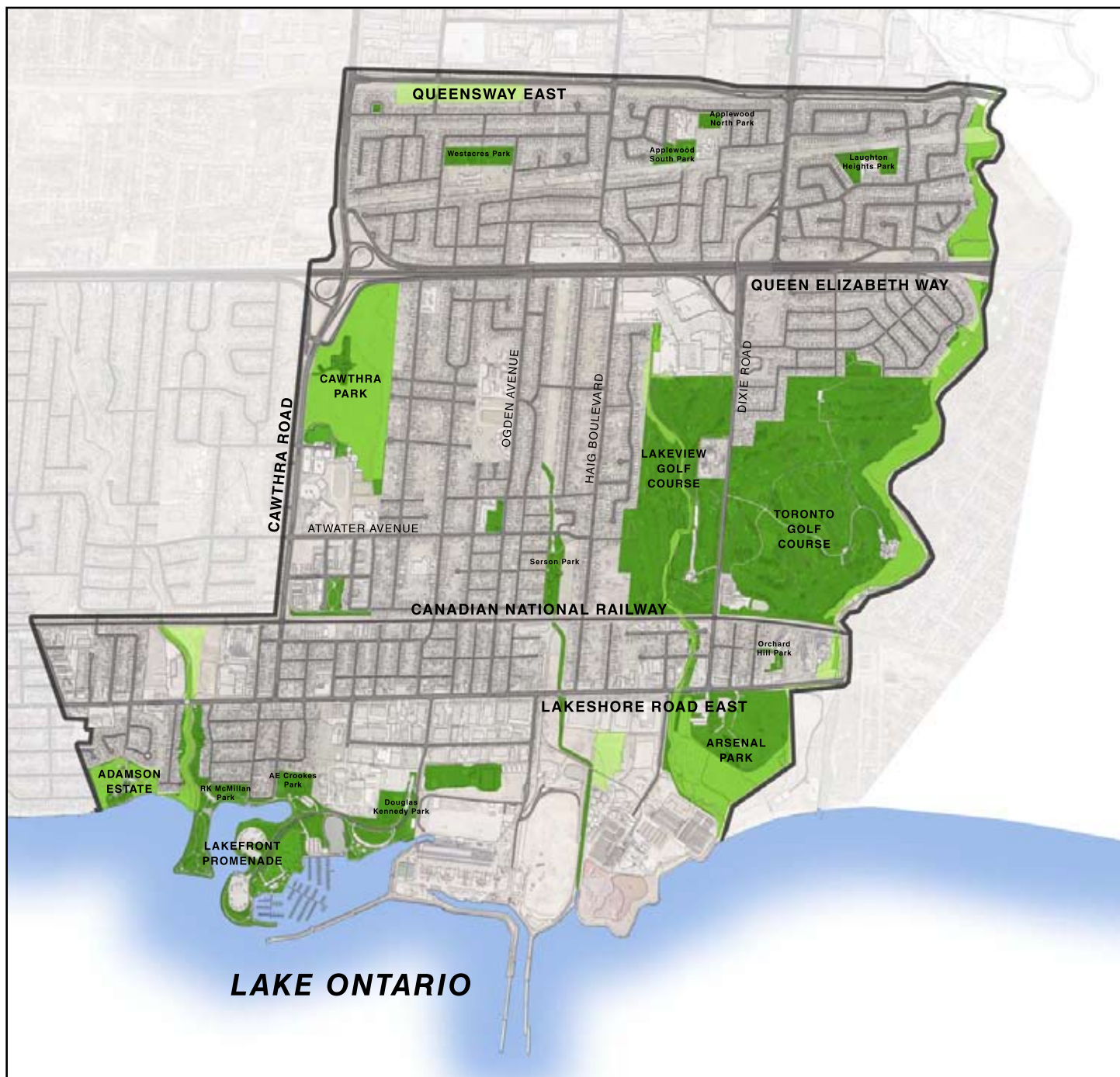
Please refer to the City's Heritage Register for a more detailed list of built and cultural heritage resources for the Lakeview district.



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



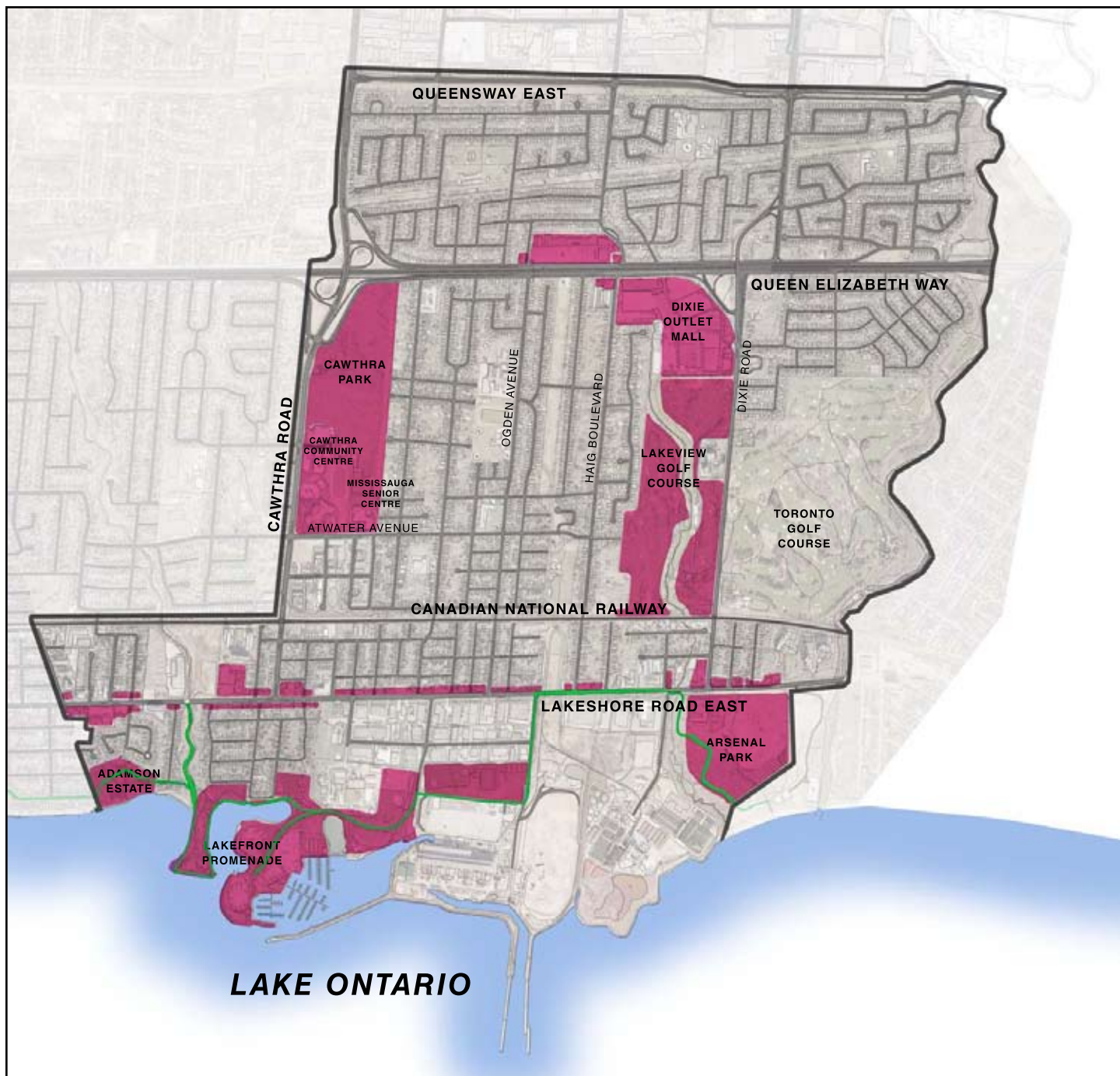
The water tower on the Arsenal Lands is a visual marker of the site's past use.



LEGEND

- Green Spaces
- Natural Areas Overlay

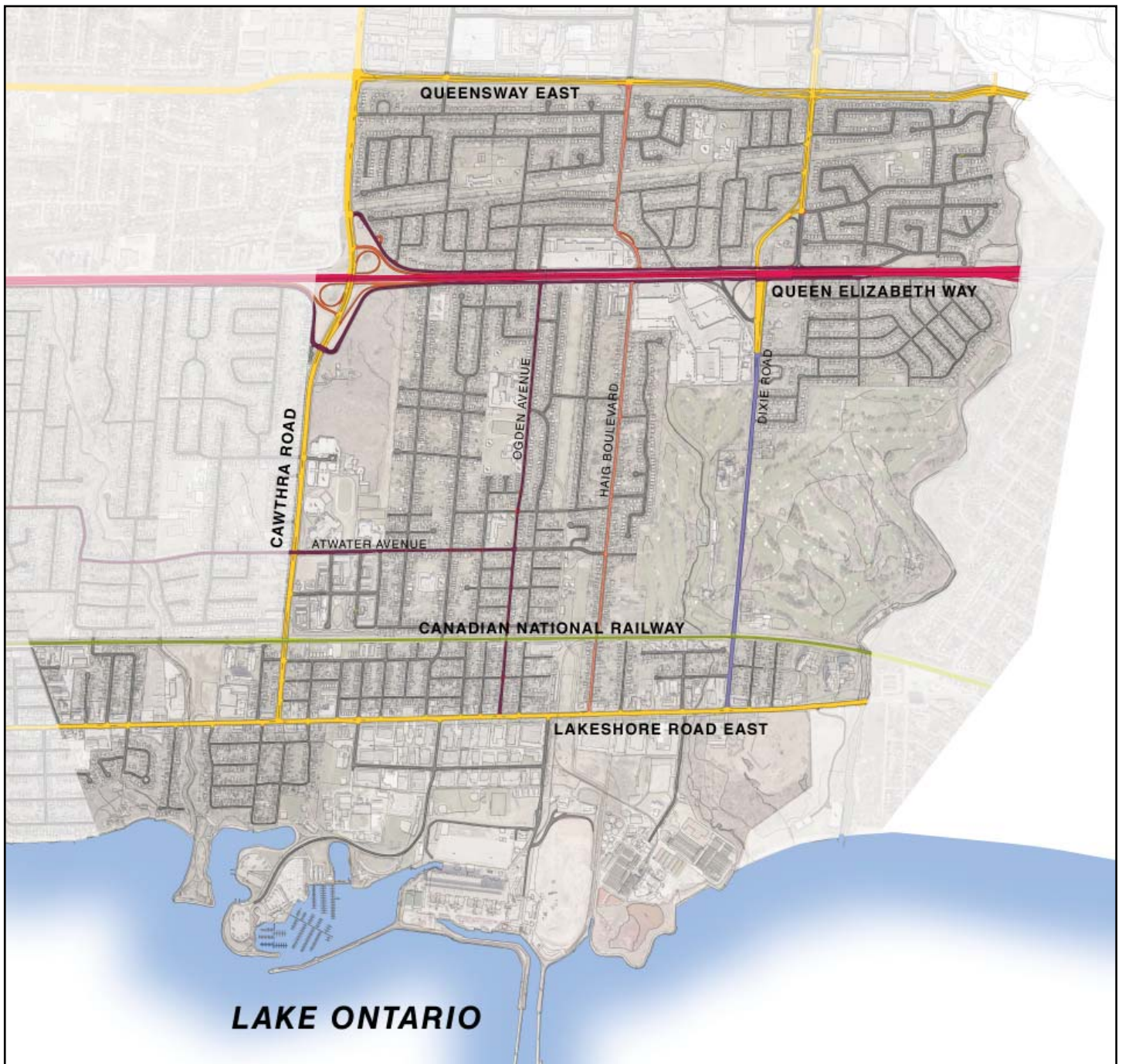
Figure 3
Green Space and Natural Areas
Lakeview District



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.

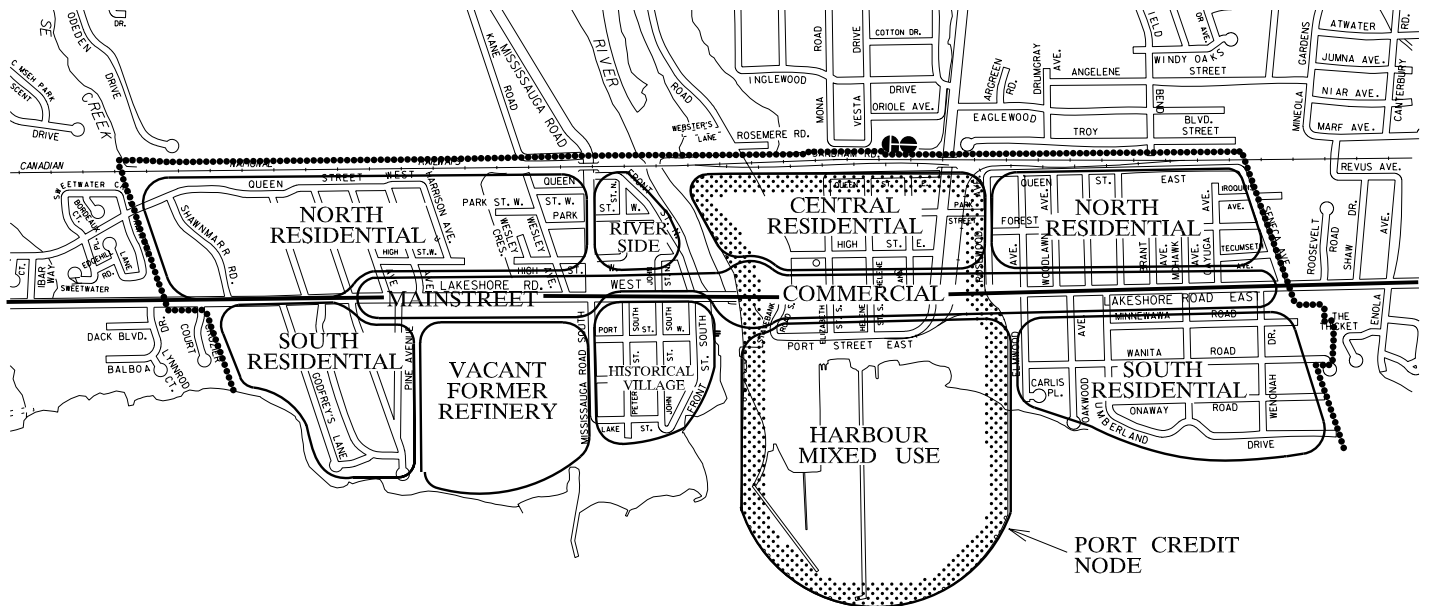


Figure 6
Port Credit Character Areas: Mississauga Plan Amended January 2006



Figure 7
Port Credit Waterfront Parks



St. Lawrence Park



JJ Plaus Park



Memorial Park East



JC Saddington Park



Imperial Oil Trail Extension

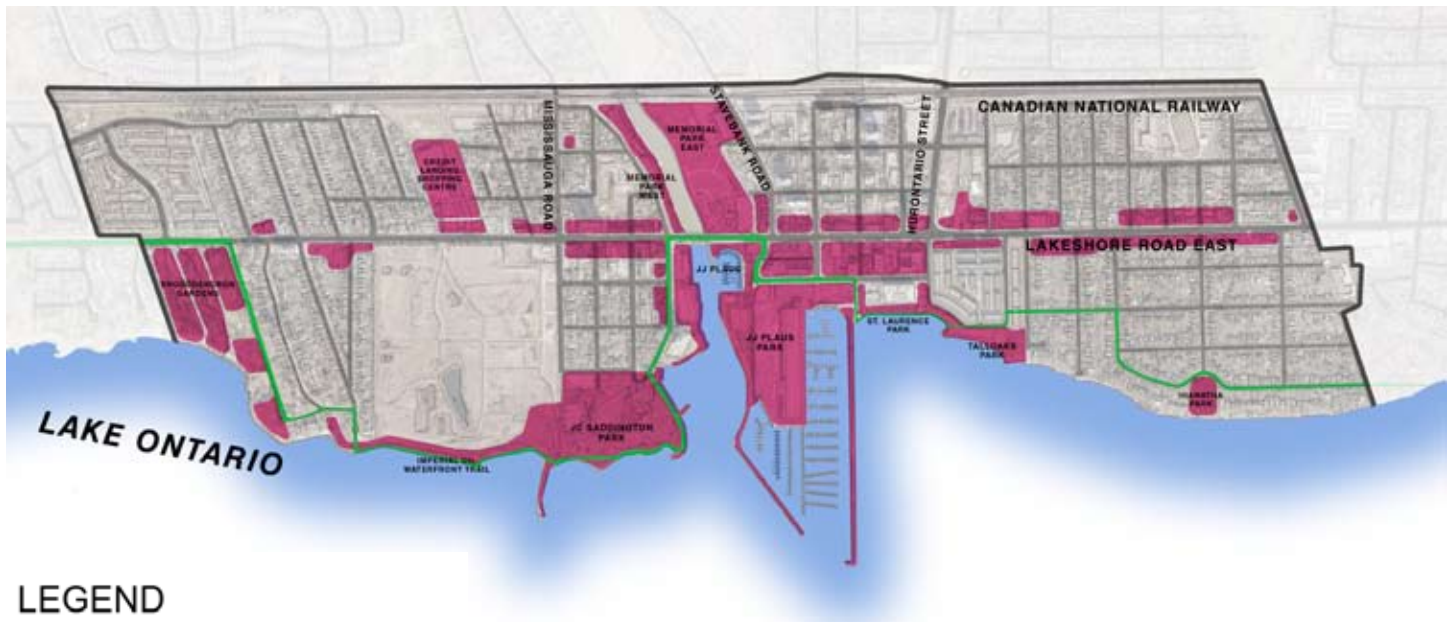


Rhododendron Park

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

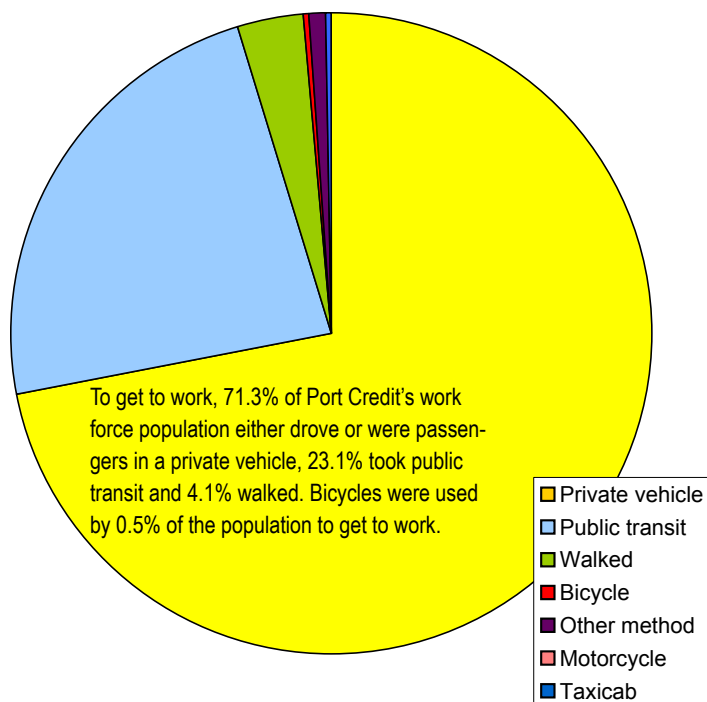
The District has a number of waterfront parks beginning in the east with Hiawatha Park followed to the west by Tall Oaks Park, St. Lawrence Park, J.J. Plaus Park, Port Credit Memorial Park, Marina Park, J.C. Saddington Park, the Imperial Oil Waterfront Trail Extension, Ben Machree Park and Rhododendron 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 has 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:

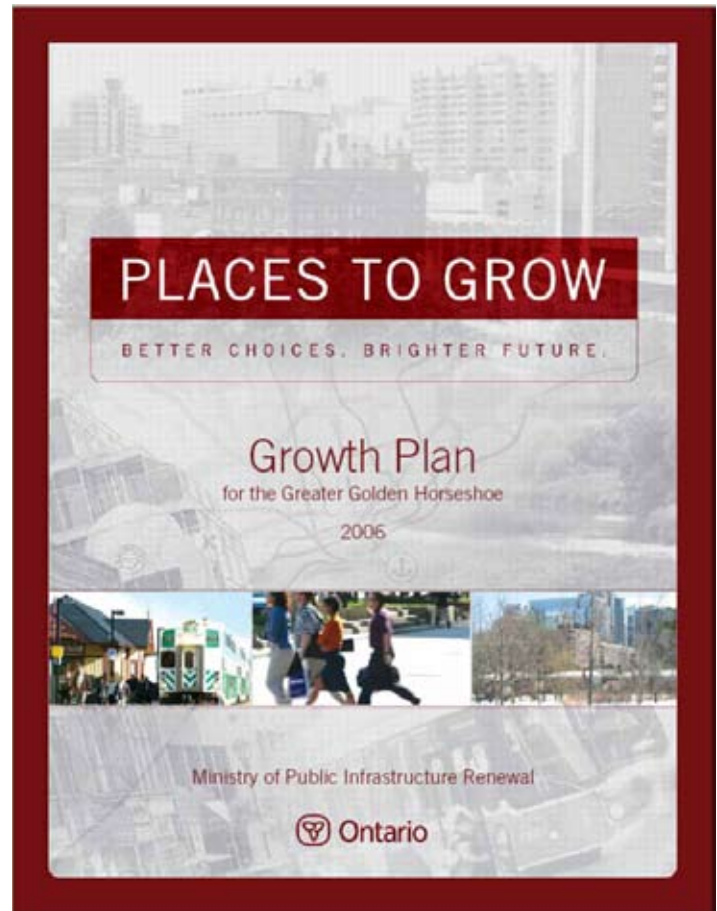
The Provincial Policy Statement recognizes the complex inter-relationships among economic, environmental and social factors in planning and embodies good planning principles. It includes enhanced policies on key issues that affect our communities, such as: the efficient use and management of land and 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

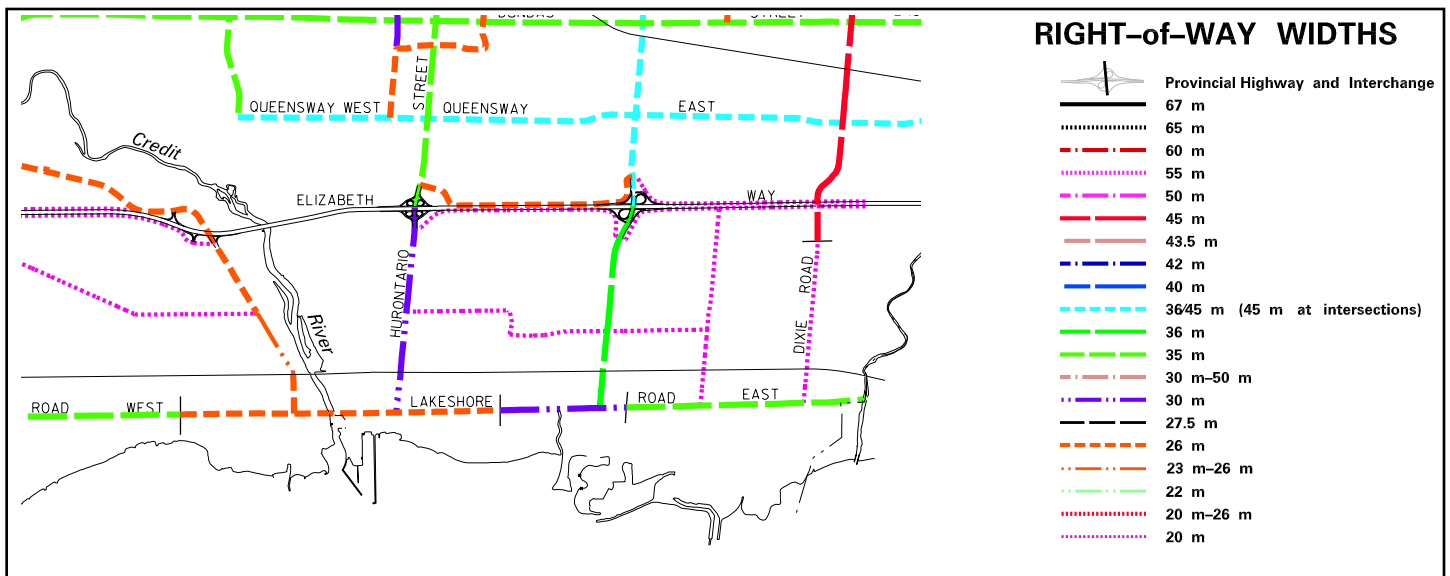


Figure 12
Mississauga Plan, Schedule 5 Designated Right-of-Way Widths

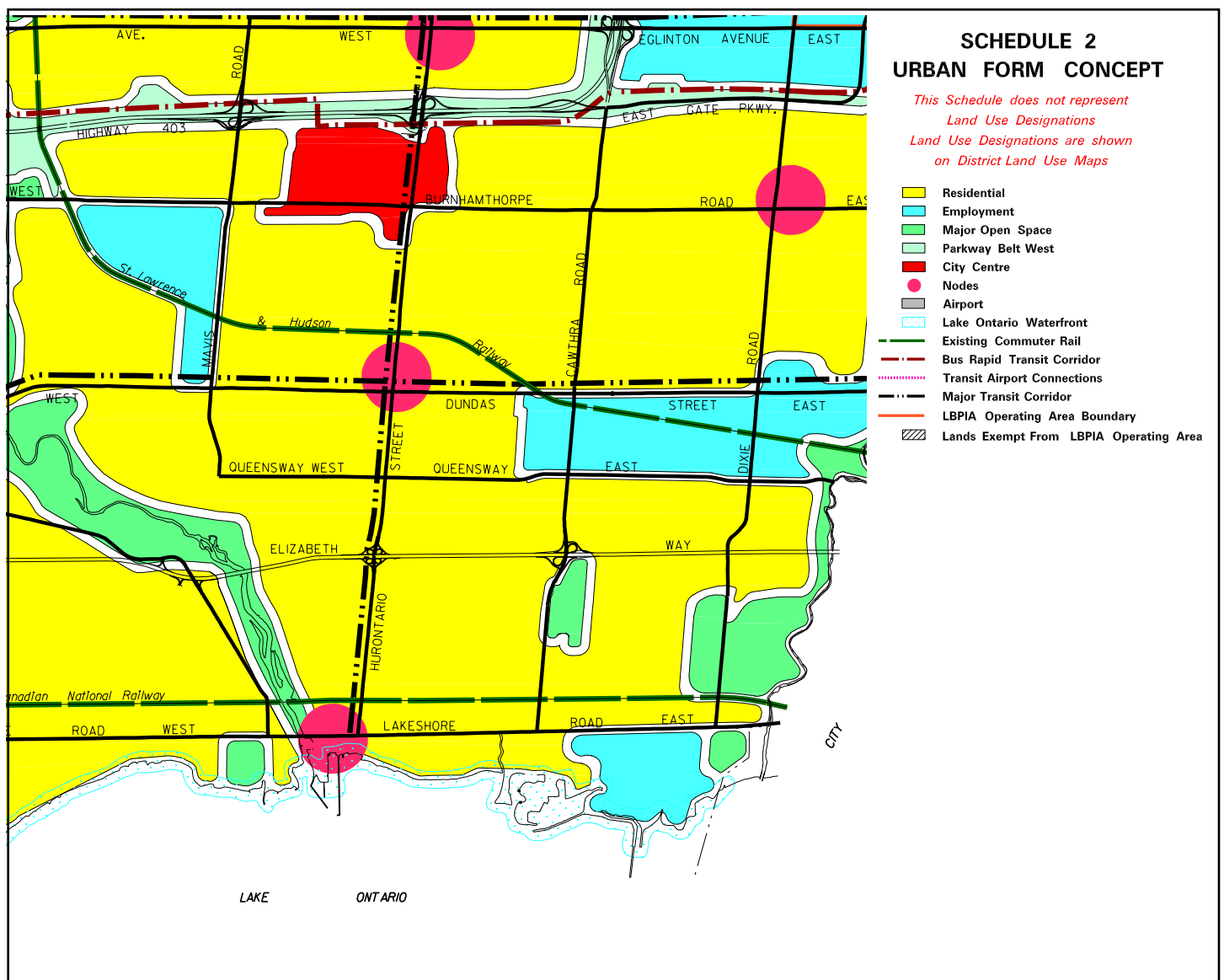


Figure 13
Mississauga Plan, Part of Schedule 2 Urban Form Concept

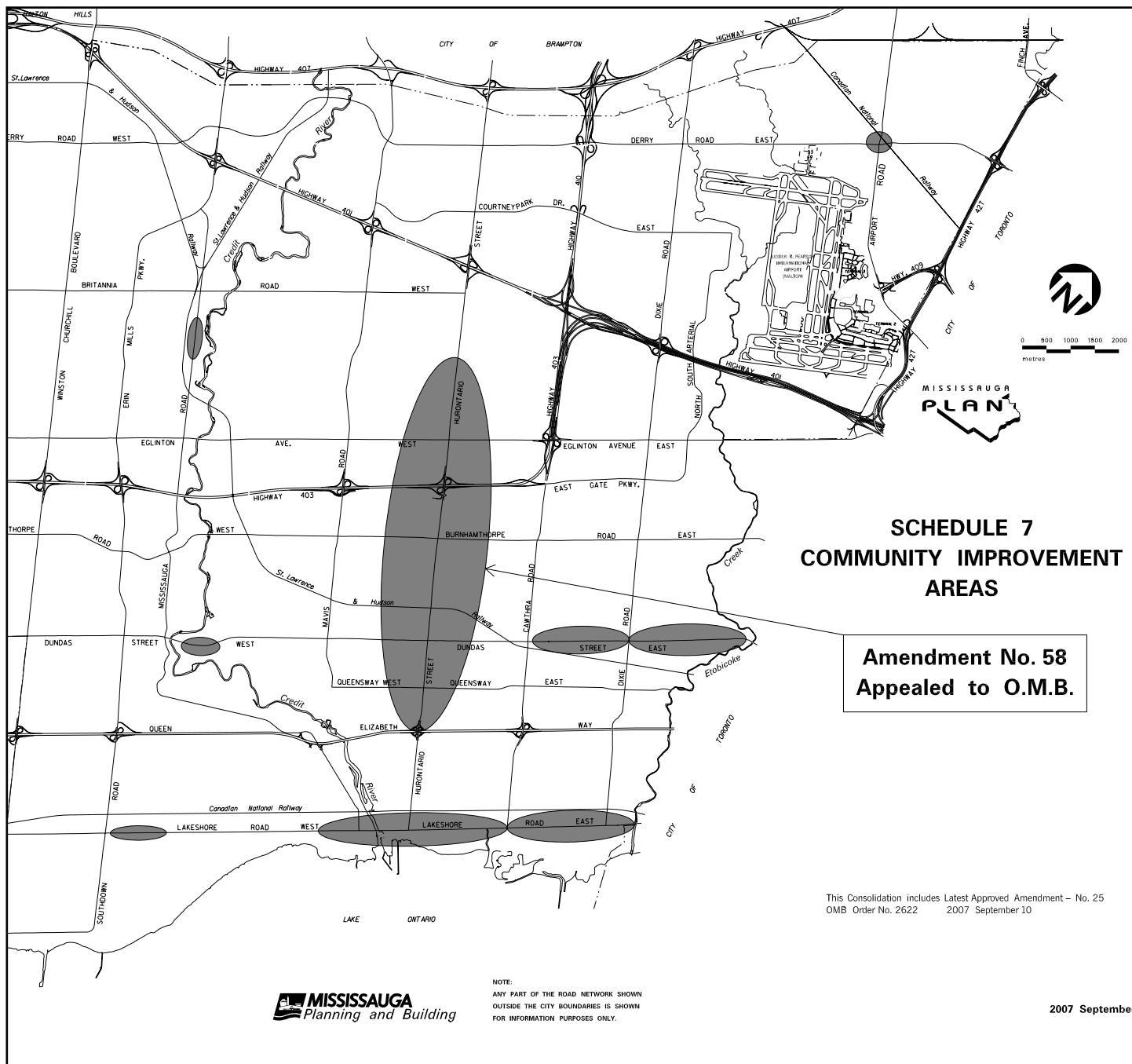


Figure 14
Mississauga Plan, Schedule 7 Community Improvement Areas

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.

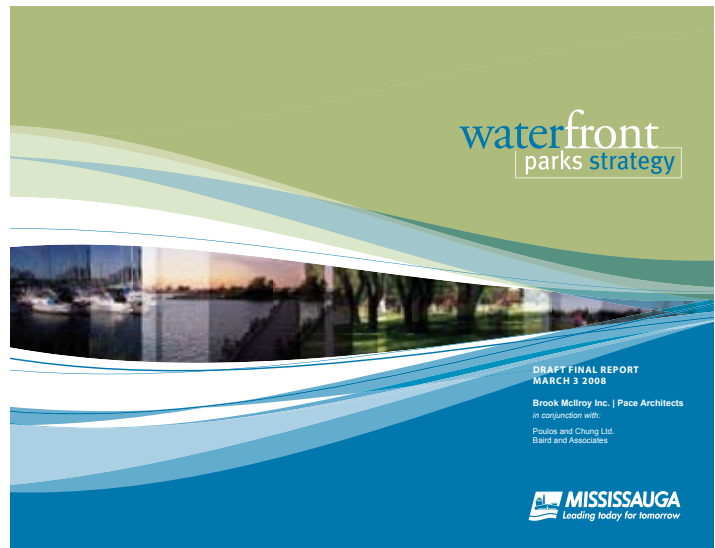
The document contains more detailed accounts of these issues. As well, the report offers a number of strategies to deal with the aforementioned issues. The major office use areas are in the Airport Corporate, Meadowvale, Gateway and City Centre planning districts. However, the report identifies two small 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.

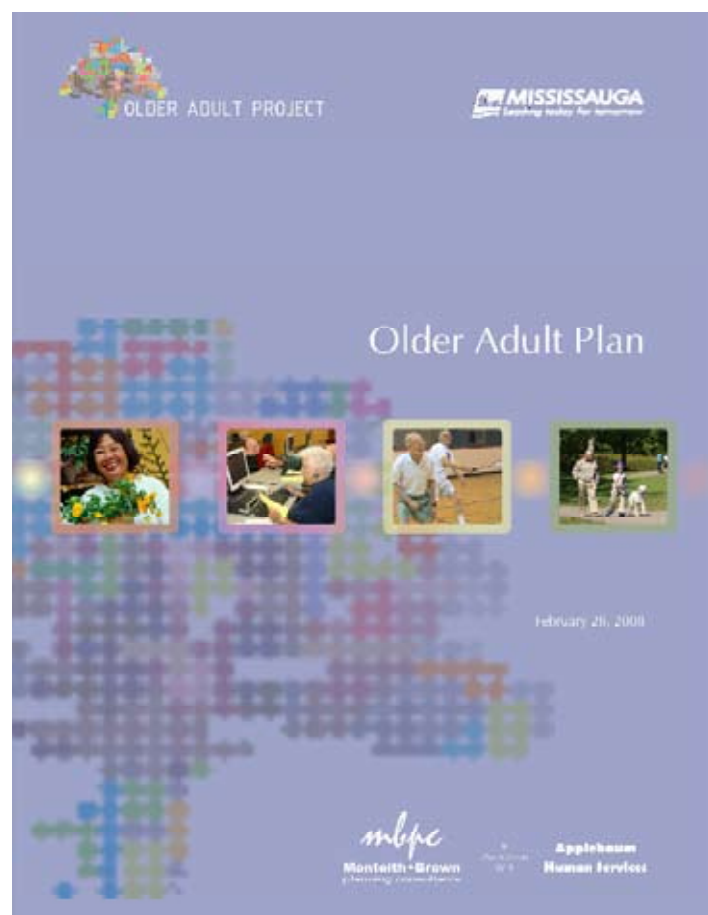
The report makes a number of sustainability related recommendations with respect to stormwater management that are aimed at improving and protecting the Credit River watershed today and for future generations. The report suggests the following strategies with respect to storm water management:

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.

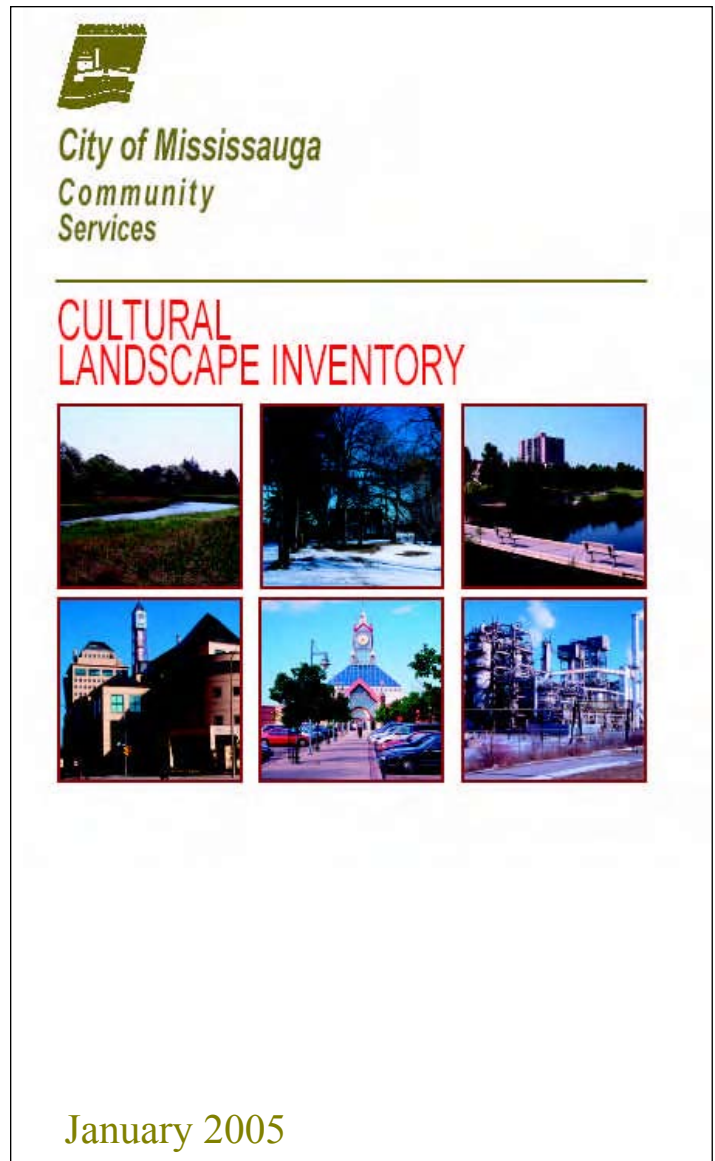


Mississauga Older Adult Plan, 2008.

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.



Public Engagement

Lakeview and Port Credit Districts

2.1 Consultation Goals and Objectives

The goal of the public engagement component of the study was to create practical and realistic community-based visions for the Lakeview and Port Credit districts that could inform potential revisions to the existing district policies, and other policies within the Official Plan, zoning by-laws, urban design guidelines and community improvement plans.

The study objectives were to:

- Engage the community and stakeholders in a creative and productive manner;
- Define each community's character, issues and opportunities;
- Address specific issues such as building heights, transit and transportation and appropriate locations for intensification; and
- Provide a framework for communicating the on-going study results to the community and provide diverse opportunities for feedback.



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

www.mississauga.ca/lakeviewportcreditreview

The City's website for the District Policies Review Study is frequently updated.

2.2 Consultation Process

2.2.1 Stakeholders

An extensive list of stakeholders were identified at the commencement of the study and they were consulted at various times throughout the process. Stakeholders included recognized community groups, landowners, special interest groups, government agencies, residents and business owners, and are listed as follows:

Lakeview Stakeholders:

- Lakeview Ratepayers Association
- Ontario Power Generation
- Port Credit Yacht Club
- Credit Reserve Association
- Credit Valley Conservation Authority
- Toronto and Region Conservation Authority
- Region of Peel
- Sierra Club of Canada
- Peel District School Board
- Heritage Mississauga
- Mississauga South Heritage Society
- BC 21 Team: Our Future Mississauga
- Applewood Acres Homeowners Association
- Orchard Heights Town and Country Homeowners Association
- Sherway Homeowners and Recreation Association
- Landowners
- Resident and business owners

Port Credit Stakeholders:

- VIVA Port Credit
- Town of Port Credit Association
- Canada Lands Corporation
- Credit Reserve Association
- Port Credit BIA
- Friends of Old Port Credit Village
- Port Credit Village Project
- Port Credit Village Ratepayers Association
- Imperial Oil
- Credit Valley Conservation Authority
- Sierra Club of Canada
- Peel District School Board
- Heritage Mississauga
- Mississauga South Heritage Society
- BC 21 Team: Our Future Mississauga
- Landowners
- Resident and business owners

Credit Valley Conservation

Credit Valley Conservation are a key stakeholder that have interests in both the Port Credit and Lakeview districts. Several documents and studies contain relevant recommendations for both districts.

Credit Valley Conservation (CVC), formed on May 13, 1954, is a partnership of the municipalities that make up the Credit River Watershed. They have been working for over 50 years to protect the natural environment. CVC is a community-based environmental organization originally formed by an Act of provincial government and dedicated to conserving, restoring, developing and managing natural resources on a watershed basis. They are mandated to ensure the conservation, restoration and responsible management of Ontario's water, land and natural habitats through watershed based programs.



Credit Valley Conservation has jurisdiction over lands that are located within the Credit River Watershed.

Lakeview Ratepayers Association

The Lakeview Ratepayers 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. The Association includes several committees, each assigned the task of staying current on specific community topics.

The Lakeview Ratepayers Association is concerned with the following community issues:

- The Lakeview Generating Grounds
- Health of our Environment
- Health of our Citizens
- Pollution and Litter
- The Lakeview District Plan
- Development on Lakeshore Road
- Infill Housing
- Lakeview Waste Treatment Plant
- Storm Sewer Overflow
- Community Safety
- The Arsenal Lands Park
- Traffic and Transit

Please refer to Appendix B for a summary of submission materials regarding the Lakeview Legacy Project.

VIVA Port Credit

VIVA (Village Inspired Vision Alliance) Port Credit was formed in 2007 as an Alliance of diverse groups with a common interest and a shared vision for Port Credit. Town of Port Credit Association is a founding member of VIVA Port Credit.

VIVA Port Credit's mission statement is to "nurture collective ideals and initiatives that respect Port Credit's heritage and express a commitment to our future."

VIVA is an alliance of the following groups:

- Town of Port Credit Association
- Friends of Old Port Credit Village
- Port Credit Village Project
- Credit Reserve Association
- Mississauga South Historical Society
- Heritage Mississauga
- The Heritage Information Network
- Walk and Bike for Life
- Lakeview Ratepayers Association

Under the banner of VIVA Port Credit, the groups have been working to elicit ideas and engage the community in the current district plan review process. The volunteer team has jointly compiled a detailed document with the aim of extending the village conversation started a year ago through a series of citizen-sponsored meetings on place-making. The detailed document *"Port Credit: An Urban Village for the 21st Century; A Model Community for the World"* will provide the City with valuable feedback and ideas as they review the policies and plans that will shape Port Credit's future. Refer to section 1.3.1 Relevant Policies and Documents for more details on this document.

Please refer to Appendix C for a summary of the submission prepared by VIVA Port Credit.



The Lakeview Ratepayers Association has been actively performing their own land use studies on lands within the district: The Lakeview Legacy Project.



VIVA Port Credit has established a vision for the village that is based on input from several community groups, agencies and other interested parties.

2.2.2 Public Events

The public events that were held as part of the Public Engagement Process included stakeholder interviews, a kick off meeting, visioning sessions, place making workshops, youth outreach exercises, and an open house. The following is a brief summary of the public events:

Kick Off Meeting:

The Kick Off Meeting introduced the Port Credit and Lakeview District Policies Review, Public Engagement Process. City staff presented an introduction to the project outlining the study process, goals and objectives. The presentation also included a brief overview of common community themes, stakeholder input to date and emerging issues for each of the districts. The presentation concluded with a summary of potential tools that can be used to 'shape' the community's ideas for their districts.

District Visioning Sessions:

The purpose of the Visioning Sessions was to further define the community's ideas about their district by focusing discussions on three main topics. The discussion was generally guided by a questionnaire distributed at the beginning of the session. The topics were:

1. Community Structure;
2. New Buildings, and;
3. Improved streets and green spaces.

Groups were asked to make notes and illustrate their ideas on an aerial plan of the district. At the end of the session, each group presented their main discussion items.

District Place Making Sessions:

The purpose of the Place Making Workshop was to determine community preferences for shaping the future of the Port Credit and Lakeview communities. Each table initiated discussion by describing their top two priorities for that area, with further topics of discussion outlined on a series of worksheets and models. Three place making sites were selected for each district. The sites are further described in sections 3.7 and 4.7 of this report.

Youth Outreach:

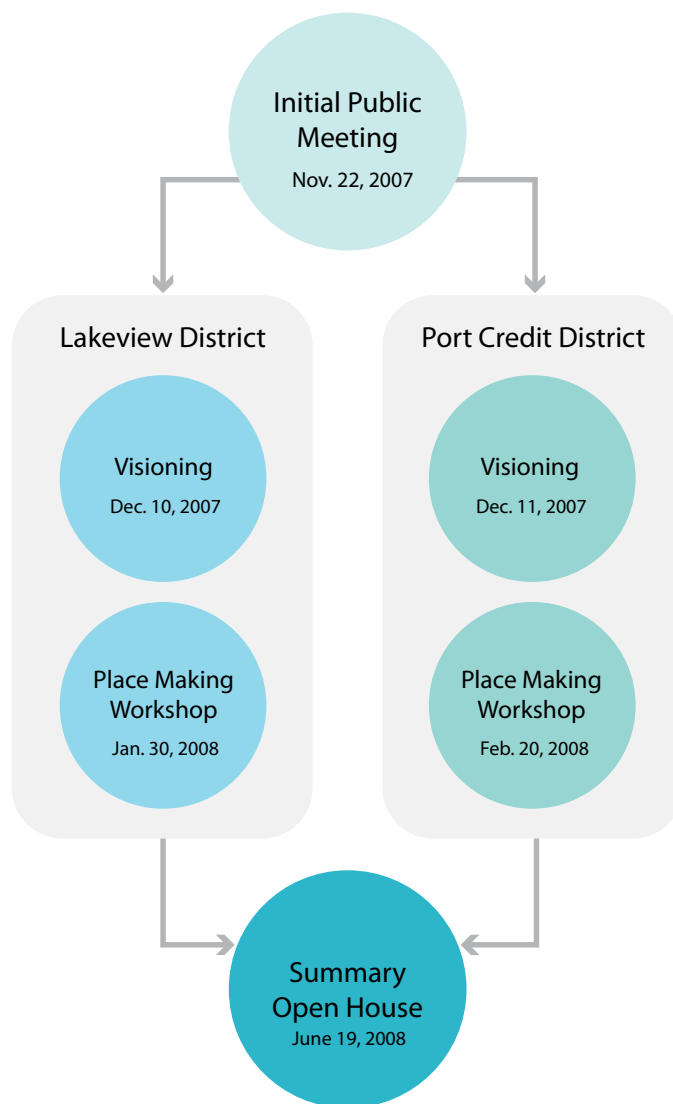
The purpose of the Youth Engagement Workshop was to understand how youth utilize their community and determine preferences for shaping the future. Each table initiated discussion by describing the top three things they love about their community, with further topics of discussion outlined on a worksheet. The following is an outline of the workshop's objectives:

Tell Us About Your Community:

- What is important to you in your community and what makes it special?
- What do you like/dislike about your community?
- What is missing in your community?

Groups were asked to make notes of their ideas on the worksheets provided and to utilize a series of precedent photographs to illustrate their preferred urban design elements under the headings:

- Favourite public spaces and parks
- Favourite buildings
- Things we don't like
- At the end of the workshop, each group presented their recommendations and discussion items.



Schedule of Public Events.

Final Open House:

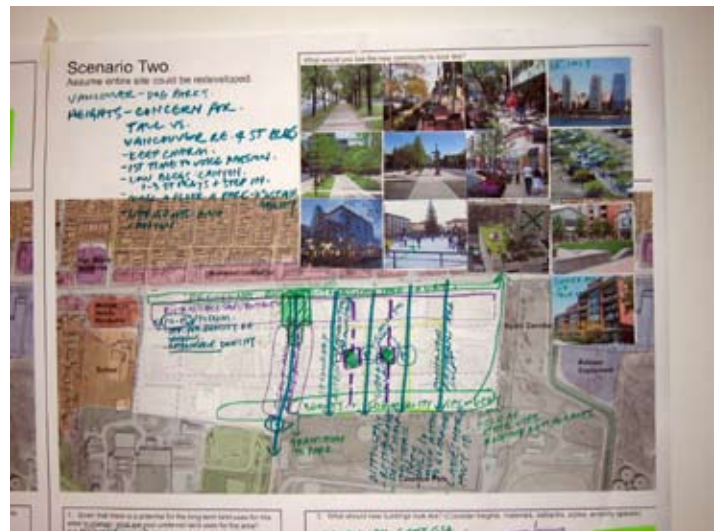
A series of display panels for each of the planning districts was presented. The panels outlined the summary of public input collected to date relating to specific themes. The panels also indicated other matters that will need to be considered when developing the policy recommendations.

Attendees of the Open House were asked to participate by reviewing the display panels; making comments on each panel with the post-it notes provided; asking questions and discussing their ideas and concerns with staff from the City and the consultant team and completing and submitting a questionnaire. The intent of the evening's input was to ensure that the consultant team had "got it right" before proceeding into the recommendations phase of the study.

Summary of Events:

- Study Kick Off Meeting, November 22, 2007
- Lakeview Visioning, December 10, 2007
- Port Credit Visioning, December 11, 2007
- Lakeview Place Making Workshop, January 30, 2008
- Port Credit Place Making Workshop, February 20, 2008
- Youth Outreach Exercise at Alan A Martin Public School, April 8, 2008
- Youth Outreach Exercise at Riverside Public School, April 8, 2008
- Final Public Open House, June 19, 2008
- Online Input
- Stakeholder Interviews and Submissions

Refer to the attached Appendices for summaries of all of the public engagement events related to this study.



Worksheets and precedent images were used for many of the place making sites.



A physical model was prepared for the Inglis Site, Lakeview District.



Presentation boards and comment sheets were also used to collect community feedback.



Study Findings

Lakeview District

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.

Information included in section 3 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 Public Policy Recommendations when considered within the greater context of development in the City. This text is intended to "flag" items that will need to be addressed and are not intended to minimize community input but rather to offer "things to think about" when the time comes to revise or develop the public policies.

Community Input

Public Policy Recommendations

Other Considerations

3.1 District Vision

“Strengthening the Community”

Much of the public input regarding the Lakeview district focused on “Strengthening the Community”. Improving the health of the community and the environment, reconnecting the community to Lake Ontario and establishing economic stability were some of the key “strengthening” concepts that were collected during the course of the study. The vision for the Lakeview district is based on six fundamental principles:

Reconnect the Waterfront

- Establish community focus on the waterfront.
- Enhance connections to the Lake, parkland and to the community.
- Create a distinct waterfront character.



Community Health

- Protect the environment and the health of the community.
- Promote public transit, cycling and walking.
- Build low-impact, energy efficient, environmentally responsible buildings and landscapes.





Distinct Neighbourhoods

- Protect established and stable neighbourhoods.
- Ensure appropriate built form transitions and setbacks for adjacent new development.
- Preserve heritage features.



Complete Community

- Revitalize through an appropriate mix of land uses, opens space and built form.
- Achieve economic stability.
- Maintain employment opportunities within the community.
- Create a node at Cawthra Road and Lakeshore Road as a community focus.



Social Well-Being

- Support a diverse population of all ages and cultures.
- Promote public spaces for social interaction.
- Provide on-going forums for participation in decision making.



Leadership in Sustainability

- Balance environmental responsibility, economic health, social equity and cultural vitality.
- Set a new precedent for development within a waterfront community.
- Natural features and shorelines are protected and enhanced.
- New development demonstrates a higher level of responsibility to the environment.

3.2 Community Identity

3.2.1 Character

Community Input

The Lakeview community recognizes that the district is a collection of neighbourhoods and the character is very disjointed. The district does not have a “centre” or “focus area” where economic, recreation and community activities could be concentrated. The community has indicated that a new “focus area” should be located near the lake, potentially within the Industrial Lands and Former Lakeview Generating Site. The “focus area” will help strengthen community character by addressing the following key issues:

- Historically industrial and energy production uses have been located in the Lakeview District. The community does not want to see a continuation of uses that negatively effect the population or the environment.
- The physical scale and organization of the district is vehicle oriented. More attention needs to be focused on improving the environment for pedestrians and cyclists.
- Lakeview district has amazing stories to tell. Community character for the future should begin with its past.
- Community character should take advantage of the proximity of the waterfront.
- Community character should promote Lakeview as a high quality, health conscious, vibrant and balanced community where people can live, work and play.

Public Policy Recommendations

- Conduct a comprehensive study for the Industrial Lands in combination with the Former Lakeview Generating Site that defines the area as a potential “focus area” for the district. Refer to section 3.7.2 and 3.7.4 for the results of the place making workshops for the Industrial Lands and the Former Lakeview Generating Site.
- Develop policies to regulate development within waterfront properties. Refer to section 3.3.3 Waterfront: New Development.
- Consider establishing a “prestige” designation for Business Employment Lands to encourage a mix of employment types including research, institutional and office that demonstrates a higher level of urban design.
- Develop private realm guidelines that include recommendations for sustainable development.
- Develop public realm urban design guidelines that focus on the promotion of community character through the design of visible elements such as corridor definition, gateways, public art, storytelling, signage and street furniture.
- Prioritize the provision of facilities that promote healthy lifestyles, e.g. pedestrian and cyclist amenities.
- Prepare a revitalization study for the district that includes the development of community identity and branding.
- Prepare a corridor intensification study for Lakeshore Road.

3.2.1 Character cont'd

Other Considerations

- The character of the community should be protected by ensuring a balance between vehicle, pedestrian and cycling movement. The emphasis should be placed on creating a planning framework to support walking, cycling and transit as a fundamental component of a “complete community”.
- The City of Mississauga is completing its Growth Management Strategy which outlines a strategic approach to growth management. It builds upon Mississauga’s existing context and established urban form to ensure a sustainable living environment and identifies employment and population density targets.
- The Employment Land Review Study for the City of Mississauga will provide direction for existing and future employment lands.



New development should be designed to protect views to heritage and natural areas and features.



The Lakeview community would like to see a “focus area” near the waterfront that does not include heavy industry or power generating land uses. (Mississauga Library)

3.2.2 Views and Vistas

Community Input

Currently, Lakeview residents have poor physical and visual access to Lake Ontario and district watercourses. Views to the lake are impeded by buildings and structures, landforms, topography and in some places vegetation.

The disruption of lake views is particularly acute along Lakeshore Road between Cooksville Creek and Etobicoke Creek, due to the design and massing of existing industrial and office structures on the south side of the street.

Opportunities should be explored to improve and preserve existing views as redevelopment occurs.

Public Policy Recommendations

- New development should be sited and designed to protect existing views to Lake Ontario, Cooksville, Etobicoke, Applewood and Serson Creeks, to natural areas, heritage areas and to the sky. The identification of desirable elements for viewing should be reinforced through the zoning by-law and Urban Design Guidelines.
- Provide protection of key views to the lake and associated watercourses through the development of policies to regulate development within waterfront properties. Refer to section 3.3.3 Waterfront: New Development.

Other Considerations

- Built form south of Lakeshore Road should not impede physical and visual connections to the waterfront.



New buildings, similar to those in Port Credit, should maintain and enhance views to the lake and other district watercourses.



3.2.3 Built Heritage

Community Input

Built heritage refers to buildings that contribute to the distinctiveness of the area but may not necessarily be historic or “designated”. The community expressed interest in the future of built heritage within the district.

The community would like to have a facade improvement program or other financial assistance from the City to make improvements to existing buildings.

The community listed the following buildings as having heritage significance:

- Adamson Estate, Cawthra-Elliot Estate, places of worship, the Arsenal Lands munitions factory, Lakeview Public School, 411 Lakeshore Road (1950's gas bar).

There is concern that these buildings may not have protection in the future should their current uses be relocated (i.e. Arsenal Lands munitions factory and Lakeview Public School).

In addition to specific buildings, the community identified the following areas:

- The residential areas around Lakeshore Road containing examples of original military built wartime housing (ca.1920-1950).
- Applewood Acres, one of the earliest modern subdivisions in Mississauga.

Public Policy Recommendations

- Promote built heritage resources as a fundamental component of Lakeview's character.
- Continue to require Heritage Impact Statement (HIS) through Site Plan Control.
- For existing buildings, develop heritage guidelines that direct the treatment of facades, windows and doors, materials, signage, roofs, awnings and canopies.
- For new buildings, develop heritage design guidelines that provide recommendations for new development within a heritage context.
- Provide incentives to private property owners to retain built heritage features.
- Buildings or structures that contribute to the built heritage fabric should be protected and reused. New uses could be integrated into the original building.
- Review general policies for lands that contain the built heritage features identified by the community. Ensure that policies provide some protection for the identified features.

Other Considerations

- The City's Heritage Register should be consulted when new development is proposed on sites that contain or, that are adjacent to existing buildings. Listed or designated properties will require a heritage impact statement.
- The City offer grants to private property owners for heritage designated buildings to maintain or restore original heritage attributes.



Provide incentives to property owners to retain and / or restore built heritage features.

3.2.4 Cultural Heritage

Community Input

Cultural heritage is defined as a setting or landscape which enhances a community's vibrancy, aesthetic quality, distinctiveness, sense of history and sense of place.

The community commented on the following cultural heritage resources:

- The "Four Sisters" were a major cultural heritage landmark that provided navigational cues for boats and aircrafts. The community expressed a desire to re-introduce a landmark feature at the historic location that would reinforce Lakeview's image as a sustainable and healthy community.
- Community identified the following cultural heritage features: the Waterfront Trail, Lakefront Promenade and Marina, Marie Curtis Park (a City of Toronto park, but is well used by community), Lakeview Golf Course, Arsenal Lands and water tower, the bowstring bridge over Etobicoke Creek and the Cawthra-Elliot Estate.

Public Policy Recommendations

- Consider creating policies, either as special site or character area policies for areas where unique cultural features are located. For example, the rifle range remnants at the Arsenal Lands.
- Cultural heritage features should be included in a Heritage Impact Statement. Refer also to section 3.2.3 Built Heritage.
- Build on cultural heritage resources as a fundamental component to Lakeview's character as a healthy, sustainable and unique waterfront community. Develop heritage design guidelines that include recommendations for the treatment of cultural heritage features.
- Re-establish a landmark feature to replace the "Four Sisters" that will reinforce the community's desire to be known as a healthy community.

Other Considerations

- The City's Cultural Heritage Inventory should be consulted to identify if properties are listed or designated. Properties that are identified will require a Heritage Impact Statement if new development is proposed.



Re-establish a landmark feature in place of the "Four Sisters" that will reinforce the Lakeview community as a healthy place to live and visit.

New development plans should integrate unique cultural heritage features, for example, the water tower on the Arsenal Lands.

3.2.5 Neighbourhoods

Community Input

The integrity and character of existing neighbourhoods should be maintained. Many neighbourhoods have distinct street character and housing types which reflect the development heritage of the area.

The community identified the following special neighbourhoods:

- Orchard Heights, Sherway, Applewood Acres, and the wartime built residential areas around Lakeshore Road.

The community would like to see the creation of comprehensive policies for new development including regulations for transition areas between different densities. A form of this transition is between low-rise residential areas and medium to high-rise development sites throughout the district.

- Protect neighbourhoods from inappropriate new development such as “monster homes”.
- Provide some regulations that encourage developers to commit to completion dates so that development does not “drag-out” or remain incomplete for a long period of time.

Public Policy Recommendations

Develop policies that will assist in the regulation of development within and adjacent to defined neighbourhoods. The policies should:

- Identify community features that are to be protected;
- Provide directions on how intensification should occur, such as lot coverage, transitions, setbacks, development schedules and include potential locations and complete street elements;
- Identify how change should occur adjacent to neighbourhoods;
- Consider in-fill housing guidelines as policies;
- Identify active community groups to be engaged; and
- Create urban design guidelines that recommend setback, massing and building height limits, and materials.



Sherway Neighbourhood.



Wartime housing around Lakeshore Road. The “Neighbourhood District” designation should provide guidance on how new development should occur within or adjacent to established neighbourhoods.

Other Considerations

- The Growth Management Strategy will identify areas for intensification to ensure a sustainable environment.
- The economic feasibility of redevelopment and the forms redevelopment should take, should be considered prior to developing policies.
- Built form should be designed in consideration of the surrounding stable neighbourhoods.
- The protection of, and not encroachment into, stable residential neighbourhoods should be considered.

3.3 Waterfront

3.3.1 Physical Connections

Community Input

The community wants to see connectivity not only within the district but also to the larger City and Regional systems. The community expressed the following:

- There should be continuous public access along the shoreline.
- Maximize waterfront spaces for public recreational use.
- The waterfront should be linked to all inland transportation networks.
- Neighbourhoods to the north should be better connected to the waterfront.



Pursue all opportunities to provide continuous access along the Lake Ontario shoreline.

Public Policy Recommendations

- The City should pursue continuous public access along the shoreline, implementing the recommendations of the recently completed Waterfront Parks Strategy. Target missing pieces along the shoreline within the Former Lakeview Generating Site and the Wastewater Treatment Facility.
- New development on the waterfront should incorporate continuous public access to the shoreline. Refer to section 3.3.3 Waterfront: New Development.
- North-south streets between Lakeshore Road and the waterfront should be improved to facilitate the movement of pedestrians and cyclists. Visible elements such as signage, landscaping and public art should reinforce connections to the waterfront.
- North-south streets on the north side of Lakeshore Road should include directional signage for the waterfront. Provide more crossing opportunities across Lakeshore Road, including Haig Boulevard.
- Explore the potential of using the Hydro corridors to create a linear green linkage between the waterfront and the neighbourhoods to the north.
- Investigate potential trail connections and expansion along the Etobicoke Creek to better link the neighbourhoods north of the CN rail line.
- Ensure connections to activity centres and transit hubs.



Streets that lead to the waterfront should include features that improve the environment for pedestrians and cyclists. A directional signage program should also be considered to better advertise the district as a waterfront community.

3.3.1 Physical Connections cont'd

Other Considerations

- The recommendations in the Mississauga Waterfront Parks Strategy regarding connectivity, sustainability, and all season use should be implemented throughout all levels of design.
- Contamination issues will need to be investigated prior to determining the nature and scope of development.
- The waterfront is a City and Regional resource. Public access is a priority.
- Shoreline restoration, fish habitat and water quality objectives may preclude some development from happening.
- Credit Valley Conservation (CVC) is currently preparing a Lake Ontario shoreline study and various sub-watershed studies to monitor the continuity of the natural environment. CVC's recommendations for the natural environment's long term health may define the nature and scope of development on the waterfront.



Public and civic places on the waterfront should strive to be "destination quality" for both the local community and for visitors.



Locations for civic waterfront places should be identified along the shoreline.

3.3.2 Waterfront Activities

Community Input

Lakeview has a long and important history as a waterfront community. However, the community feels disconnected from the waterfront. The community has expressed a need to have more places where people can gather and interact with each other, such as civic squares, parks, gardens and walkways within a waterfront setting.

Public Policy Recommendations

- Identify the requirement of key civic places on the waterfront, within the district. Potential locations are within the Former Lakeview Generating Site identified in section 3.2.1 Community Identity: Character, or within new development sites adjacent to Lakeshore Road and near the waterfront.
- Require that development plans for the Industrial Lands and the Former Lakeview Generating Site include civic places and opportunities for public programming on the waterfront that will provide for activities during all seasons.

Other Considerations

- The recommendations in the Mississauga Waterfront Parks Strategy regarding waterfront activities and all season use should be implemented throughout all levels of design.



Public and civic places should provide facilities that promote a comfortable environment during all seasons of the year.



Waterfront walkways and promenades should be designed as generous spaces.

3.3.3 New Development

Community Input

New development near the waterfront should have a greater regard for the health of the environment and well-being of the Lakeview community. As such the community feels that new development on or near the waterfront should:

- Demonstrate the most appropriate use for the land.
- Provide an accessible and interesting destination and focus for the district.
- Incorporate sustainable features into the design of new buildings and landscapes.
- Contribute to the revitalization of the district.
- Provide for a mix of uses during all seasons of the year and all hours of the day.
- Include high quality design that reflects the district's heritage and waterfront location.



A new Waterfront District designation should provide measures for protecting the natural environment.



A mix of uses should be permitted that focus on waterfront activities while establishing a signature look appropriate to the waterfront setting.

Public Policy Recommendations

Develop policies to regulate development within waterfront properties.

The policies should:

- Protect, preserve and enhance the natural environment and ecological linkages;
- Restrict land uses on waterfront properties that have negative affects on the environment and health of the community;
- Include a specific direction for each property or collection of properties;
- Permit a mix of uses with a focus on waterfront and community related activities;
- Provide protection for views and ensure that the waterfront setting is expressed through all levels of site design;
- Target brownfield sites as prime areas for intensification;
- Require LEED compliance and application of the "compact community" concept;
- Develop tools to regulate building heights and step-backs such as urban design guidelines, i.e. low-rise building base heights should front onto waterfront and open spaces, stepping back and up to medium-rise;
- Require connection to or completion of the Waterfront Trail and other circulation networks in the district.

3.3.3 New Development cont'd

Other Considerations

- The recommendations in the Mississauga Waterfront Parks Strategy regarding connectivity, sustainability, and all season use should be implemented throughout all levels of design.
- The City's on-going Green Development Strategy should inform development that occurs.
- Contamination issues will need to be investigated prior to determining the nature and scope of development.
- The waterfront is a City and Regional resource. Public access is a priority.
- The mix of uses on the waterfront should include employment opportunities.
- Credit Valley Conservation (CVC) is currently preparing a Lake Ontario shoreline study and various sub-watershed studies to monitor the continuity of the natural environment. CVC's recommendations for the natural environment's long term health may define the nature and scope of development on the waterfront.
- Address connections to and within new development to encourage walkable communities and address sustainable development concepts.



Buildings facing the waterfront should maximize the public environment along the shoreline.

3.4 Intensification

3.4.1 Land Uses

Community Input

“We have quantity of space, now we need quality of space”. The community no longer supports polluting land uses such as power generation and heavy industry. The health of the community is directly related to the health of the physical environment. The community also made the following comments:

- New or redefined land uses on under-utilized or derelict sites must promote uses that respect the community’s desire for clean land, water and air.
- A mix of land uses would improve and support a healthy environment for economic viability, employment, living, shopping and recreation.
- Land uses should promote revitalization of the area.
- Land uses should encourage the expansion of green, natural and open space systems.

Public Policy Recommendations

Land uses that have unacceptable impacts on air, soil and water quality should no longer be permitted. As polluting land uses relocate or become obsolete, re-designate the land to protect the property for clean development.

- Land uses should demonstrate the most appropriate use for the property.
- Land uses should incorporate a mix of uses on Lakeshore Road and where appropriate on other streets, including residential and employment to promote a balanced and vibrant community. Commercial and public uses should be encouraged on the ground floor level.



Create a “Waterfront District” zoning precinct to specifically address intensification efforts on waterfront properties.



New development should incorporate the concepts of “compact urban form” where a balance between built form and intensification objectives are achieved.



Intensification should consider incorporating a mix of land uses within a single building (i.e. retail at grade and residential above) to promote a balanced and vibrant community.

3.4.1 Land Uses cont'd

Other Considerations

- The City of Mississauga is completing its Growth Management Strategy which outlines a strategic approach to growth management. It builds upon Mississauga's existing context and established urban form to ensure a sustainable living environment and identifies employment and population density targets.
- While the Provincial Growth Plan does require intensification of existing built-up areas, the Region and Mississauga are well positioned to meet the Growth Plan's growth requirements. Intensification for the district should be guided by what will create an attractive, balanced and vibrant area.
- The emphasis on population should be carefully considered. Intensification also means employment intensification; creating a balance between population and available employment.
- The Employment Land Review Study for the City of Mississauga will provide direction for existing and future employment lands.
- Policies for "Mixed-use" should ensure that employment uses are balanced with potential population in the area.
- Policies for "Mixed-use" should provide opportunities for affordable housing.

3.4.2 Compact Development and Density

Community Input

Compact development describes new development that uses less land and provides densities that can be efficiently served by transit. Compact development can also make more efficient use of infrastructure. Intensification and infill should incorporate the concepts of compact development.

The community had the following comments and suggestions:

- Communities like Toronto's West Don Lands development is an example of a large scale compact development that includes a range of densities and built form that may be appropriate in Lakeview.
- Higher density buildings are seen as positive if properly designed. They should be located where negative effects on the surrounding land uses will be minimized.
- Higher density development should occur close to Lakeshore Road and primary transportation and transit routes including Cawthra Road and Dixie Road.
- Locate high density areas where it makes sense for the community. Good areas for intensification are located along Lakeshore Road Corridor and where there are large parcels of land, such as: the Industrial Lands, the Former Lakeview Generating Site, the Inglis Site, Dixie Outlet Mall and Applewood Village Plaza.
- Protect stable, low-density, low-rise neighbourhood areas.

Public Policy Recommendations

- Identify appropriate sites and focus intensification in areas that can support higher densities in a development form that protects low density residential areas. Consider the following areas for intensification:
 - Dixie and Cawthra Road intersections;
 - Infill along Lakeshore Road;
 - Locations near the Long Branch GO Station;
 - The Industrial Lands;
 - Former Lakeview Generating Site;
 - Inglis Site; and
 - The Dixie Outlet Mall and Applewood Village Plaza.
- Prepare detailed studies for large parcels of land such as the Former Lakeview Generating Site and the Industrial Lands to determine density targets for the areas.
- A Lakeshore Road corridor study should be completed to determine potential redevelopment sites and densities along the corridor.
- Intensification policies should be developed that protect stable, low density residential areas while identifying target areas where increased density makes sense for the community. Refer also to section 3.2.5 Neighbourhoods.
- New development should be required to be compact, efficient, well-organized, pedestrian friendly and supportive of the use of transit.
- Guidelines for transitions between high and low density areas (including residential, open, natural and green spaces) should be developed.



High density areas should be located close to Lakeshore Road where transit services could support a denser population.



Intensification should preserve and protect the character of existing, low-density, and stable residential neighbourhoods.

3.4.2 Compact Development and Density cont'd

Other Considerations

- The City of Mississauga is completing its Growth Management Strategy which outlines a strategic approach to growth management. It builds upon Mississauga's existing context and established urban form to ensure a sustainable living environment and identifies employment and population density targets.
- While the Provincial Growth Plan does require intensification of existing built-up areas, the Region and Mississauga are well positioned to meet the Growth Plan's growth requirements. Intensification for the district should be guided by what will create an attractive, balanced and vibrant area.
- The emphasis on population should be carefully considered. Intensification also means employment intensification; creating a balance between population and available employment.
- The Employment Land Review Study for the City of Mississauga will provide direction for existing and future employment lands.
- The recommendations in the Mississauga Waterfront Parks Strategy regarding connectivity, sustainability, and all season use should be implemented throughout all levels of design.
- The City's on-going Green Development Strategy should inform development that occurs.
- The mix of uses on the waterfront should include employment opportunities.
- Address connections to and within new development to encourage walkable communities and address sustainable development concepts.



Intensification along Lakeshore Road should respect the existing pattern of uses. For example, commercial or public uses on the ground floor with offices and/or residential above.



Ground floor uses in new buildings should contribute to the improvement of adjacent public spaces.

3.4.3 Uses

Community Input

Intensification should incorporate a mix of land uses to promote revitalization within a healthy, integrated community. The community has expressed that employment and community related uses should be key elements of mixed-use areas. The community made the following comments and suggestions:

- New development along Lakeshore Road should respect the existing built form by placing commercial or public uses on the ground floor and potentially offices or residential uses above.
- Provide more opportunities for office space to attract professional services like medical services, a second bank, a police station, and live-work spaces.
- Mixed-use development should provide opportunities for all ages and include the following key uses: community and youth centre, recreation, shopping, cultural, office and educational.
- Intensification of the Dixie Outlet Mall should include a mix of uses that would allow entertainment and hospitality uses in addition to commercial, employment and residential uses.
- Consider creating mixed-use districts, for example the Distillery District in Toronto, which would focus on restaurants, theatre and cultural facilities such as theatres, galleries, playhouse, artisan markets etc.
- The use of a building is as important as its form. A mix of uses within an area and within a single building was popular with the community.
- Ground floor uses should enhance the public realm and provide opportunities to enliven the streetscape.
- The mix of uses should respond to the community's need for more activities, facilities and services for younger and older age groups.
- Provide "real" community uses such as grocery stores, professional offices, community centres and daycares to ensure that a balance between specialty and transit oriented uses.
- Provide opportunities for all income and employment levels.
- Marina facilities should be considered as a viable use for intensification on the waterfront.

Public Policy Recommendations

Develop policies for the district that will:

- Provide for more than a single use, requiring two or more mutually supporting uses, including residential, employment, retail, recreational, educational, commercial and public uses;
- Ensure a safe, vital, and attractive public realm by encouraging retail or publicly accessible uses on the ground floor;
- Incorporate a mix of uses, both horizontally and vertically;
- Target needed community facilities for the younger and older age groups such as a youth centre and age appropriate recreation facilities such as ball courts, walking and biking trails, on-street bicycle facilities and meeting areas;
- Promote and protect the district's diverse population by encouraging the provision of a mix of housing types, employment, shopping opportunities and cultural facilities through new development;
- Explore opportunities for expanding and integrating marina facilities in conjunction with a waterfront intensification site;
- Consider developing special mixed-use districts that have a particular focus, such as an entertainment district or retail district;
- Ensure that mixed-use buildings will contribute to the improvement of public spaces during all seasons of the year;
- Promote the creation of spaces for needed community amenities; and
- Promote development that meets a variety of needs, income levels and ages.

3.4.3 Uses cont'd

Other Considerations

- This district will be an attractive location for intensification, however, this needs to be balanced with growth opportunities in other targeted areas, for example, areas along planned locations for higher order transit (Hurontario and Dundas) as well as other nodes that also need to be revitalized (e.g., Erin, Mills Town Centre and Malton).
- The Employment Land Review Study for the City of Mississauga will provide direction for existing and future employment lands.
- The economic feasibility of redevelopment and the forms redevelopment should take, should be considered prior to developing policies.
- Built form should be designed in consideration of the surrounding stable neighbourhoods.



Real community uses such as grocery stores should be included in new development.



The mix of uses should provide needed facilities for both younger and older ages groups.

3.4.4 Public Transit and Transportation

Community Input

The community has expressed the need for public transit improvements in the district especially in light of a potential increase in population.

There is a strong desire to reduce the dependency on cars by promoting cycling, walking and public transit. The following community concerns will need to be addressed as intensification moves forward:

- Traffic goes too fast on Lakeshore Road. Lakeshore Road is both a major corridor and a village main street and the two uses are often conflicting. Congestion at rush hours has not been successfully addressed. This is a problem now, and it will only get worse.
- Transit is not reliable or scheduled appropriately to be convenient. Transit does not connect well to major community destinations. For example, the Cawthra Road bus does not meet Lakeshore Road.
- Transit only crosses the CN rail line at Ogden Avenue limiting the connections between Lakeshore Road and the neighbourhoods to the north. There are few routes through neighbourhood areas, which results in long walks to transit stops.
- The community would like to have a light rail transit line from Hurontario Street to the Long Branch GO Station.
- Look for opportunities to beautify major corridors and provide features scaled for cyclists and pedestrians. Identify and enhance pedestrian crossing locations at the signalized intersections and other locations where feasible. Transit and transportation features should reflect each district's identity.
- Transit hubs should include facilities that will support cross-connections with other modes of transit, for example, cycling and walking.
- Introduce bicycle lanes in both directions of travel. Provide facilities such as bike storage and way-finding signage.
- Transit should be accessible both physically and financially for all people.

Public Policy Recommendations

- Review existing transit service for the district and continue to make improvements accordingly. Implement new transit service, where feasible, in neighbourhoods north of Lakeshore Road to increase ridership.
- Study the transportation system to find short, medium and long term solutions for traffic and transit issues. Consider facilities that will support cross-connections with other modes of transit, for example, cycling and walking and identified transit hubs. Evaluate the feasibility of higher order transit (HOT) for Lakeshore Road between the Port Credit and Long Branch GO Station.
- Develop urban design guidelines for transportation features that include visible ways to reflect the Lakeview district's identity.
- Encourage intensification that is transit supportive, providing access to transit services and other modes of transportation.
- The district should satisfactorily accommodate all primary modes of transportation including; vehicles (automobiles, service and emergency vehicles), buses, pedestrians and bicyclists.
- A balanced approach is required in accommodating the primary modes of transportation to ensure that no one mode is excluded but neither is one mode penalized. The goal is to promote the vibrancy of the corridor by providing for all forms of movement.
- Lakeshore Road corridor should be designed to serve the needs and requirements of the immediate area. Demands on the corridor resulting from potential problems elsewhere (for example an congestion on the QEW), should not be contemplated or accounted for as enhancements and modifications are made to the corridor.
- Re-development should acknowledge the role and function of Lakeshore Road and to protect for it.
- Consider not permitting or limiting new vehicular openings onto Lakeshore Road. New openings required should be consolidated between properties and preferably located where a traffic signal opportunity is feasible. Vehicle access to re-development opportunities could also be considered from existing north south side streets or laneways (existing or proposed) parallel to Lakeshore Road.

3.4.4 Public Transit and Transportation cont'd

Other Considerations

- This district will be an attractive location for intensification, however, this needs to be balanced with growth opportunities in other targeted areas, for example, areas along planned locations for higher order transit (Hurontario and Dundas) as well as other nodes that also need to be revitalized (e.g., Erin, Mills Town Centre and Malton).
- The City of Mississauga has a Payment-in-lieu of Parking (PIL) program which is currently being reviewed. Recommendations encourage shared and structured parking. Reducing parking requirements for transit supportive developments is a good idea provided tenants/residents actually switch their transportation modes.
- A feasibility study would be required to determine the type of higher order transit that may be implemented along Lakeshore Road.
- The City of Mississauga has commenced several transportation studies, including the Hurontario Main Street Study, Transportation Master Plan, Parking Strategy and the Mississauga Transit Ridership Growth Strategy.
- Transit should continue to improve its service and provide additional bus stops where feasible, based on increased ridership.
- Feasibility analyses of intensification sites should consider traffic generation while focusing on the development's ability to sustain transit, provide pedestrian and cycling connections and integrate mixed uses.
- Any functional review of transportation and transit should be based on the premise that a balance must be achieved between all modes of transportation. The goal is to increase area accessibility and circulation while encouraging more people to take transit while enhancing the streetscape and accommodating the primary modes of movement.



Contiguous walking environments will be well used by the community if they are appropriately designed.

“Higher Order Transit (HOT)” is a bus or light/heavy rail vehicle that operates in its own right-of-way or moves in a priority situation. HOT moves more efficiently than the regular flow of traffic and can carry large numbers of people quickly and comfortably. Examples include buses or streetcars that have their own dedicated lanes or track that is separated from mixed traffic.

3.4.5 Walking and Cycling

Community Input

The Lakeview community would like to see walking and cycling promoted as a viable mode of transportation. The community had the following comments and suggests:

- Comfort of pedestrians and cyclists should have greater priority within the roadway system. Look for opportunities to beautify major corridors and provide features scaled for cyclists and pedestrians.
- Bike lanes should be considered on major transportation corridors such as Lakeshore Road, Cawthra Road and Dixie Road.
- There should be contiguous pedestrian and cyclist connections throughout the district, for example, along the waterfront, through hydro corridors, Cawthra Road, Dixie Road, Lakeshore Road and across the Etobicoke Creek. New development on large sites should consider opportunities to provide public internal walkways, particularly between Lakeshore Road and the lake.



Pedestrian and cyclist comfort and safety should be prioritized for all new development.

Public Policy Recommendations

- Coordinate the findings of this study with the Cycling Master Plan and Implementation Strategy (2009).
- Review the feasibility of incorporating bike facilities on Lakeshore, Dixie and Cawthra Roads.
- Design guidelines should be developed that specifically address:
 - Pedestrian and cyclist comfort and safety;
 - Treatment of pedestrian and cyclist circulation in public and private areas;
 - Provision of pedestrian and cyclist support facilities such as locking posts, seating areas and signage;
 - Comprehensive district circulation system, including waterfront, hydro corridors, public park, mid-block and street connections, links to transit hubs and connections to systems outside of the district.
- Pedestrian and cyclist comfort and safety should be considered in the streetscape design for all new and existing roads within the district. In commercial and mixed-use areas, streetscape design should provide for an enhanced streetscape and sidewalk environment.

Other Considerations

- Recommendations for bicycle facilities will be made through the Cycling Master Plan and Implementation Strategy (2009).
- A transportation study would be required to examine opportunities to improve Lakeshore Road for pedestrians, cyclists and vehicular traffic.
- The character of the community should be protected by ensuring a balance between vehicle, pedestrian and cycling movement. The emphasis should be placed on creating a planning framework to support walking, cycling and transit as a fundamental component of a “complete community”.

3.4.6 Brownfield Sites

Community Input

A “brownfield” site refers to land; the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.

Brownfield sites should be developed to promote sustainable design and healthy environments while potentially incorporating new community neighbourhoods.

Redevelopment of large sites could potentially have a profound effect on the revitalization of surrounding areas. A vision needs to be established for brownfield sites that will promote:

- The most appropriate use for lands; and
- Site development that demonstrates sustainable design, supporting a healthy environment and population.

The following brownfield sites were identified for the Lakeview district:

- Industrial lands, the Former Lakeview Generating Site, Hydro corridors, Inglis site and various locations along Lakeshore Road.



The Former Lakeview Generating Site and the Industrial Lands are examples of brownfield sites in Lakeview.

Public Policy Recommendations

- Initiate further studies for the Former Lakeview Generating Site and Industrial Lands. Refer to sections 3.7.3 Industrial Lands and 3.7.5 Former Lakeview Generating Site.
- Ensure that the Official Plan contains policies on the development direction for the Industrial Lands, the Former Lakeview Generating Site, the Inglis Site and various locations along Lakeshore Road are included.
- Encourage LEED Standards development through a design checklist system for general sustainability initiatives.

Design guidelines should be developed that prescribe sustainable:

- Site plan and infrastructure design;
- Built form; and
- Landscape design.

Other Considerations

- Contamination issues will need to be investigated prior to determining the nature and scope of development.
- Redevelopment of brownfield sites to include residential uses will require the filing of a Record of Site Conditions on the Ministry of the Environment's Brownfield Registry.

3.5 Built Form

3.5.1 New Building Design

Community Input

Create comprehensive and appropriate building designs that are based on a “set of rules” that would be used by the City and developers. New built form should:

- Promote low-impact, high quality, environmentally sustainable development;
- Incorporate designs features and materials that are sympathetic to the location, history and heritage of the district;
- Promote densities that will support more reliable and improved transit servicing;
- Encourage a mix of uses and forms that correspond to the district’s diverse population. Mix of uses should support a walkable community complete with the balance of uses required for day-to-day living;
- Promote a high quality public realm; and
- Minimize negative impacts on adjacent properties.

New development should incorporate variation and diversity to prevent overly homogenous development from occurring. New development should support the character of the community and the greater contextual area. The community expressed the following with regard to built form variation and diversity:

- Variation can be achieved through a variety of complementary building forms, heights, architectural styles and materials.
- New buildings should not look all the same.
- New buildings should promote the identity of the area while recognizing the character and pattern of historic growth in the area.
- Variation can occur both horizontally and vertically. The ground floor or building base, middle and top portions of the building should be articulated differently.
- The ground floor, or parts of the building that will be closest to pedestrians, should have a high level of architectural detail and amenity.

Public Policy Recommendations

- New development should achieve or exceed LEED standards. Control compliance to LEED standards through the site plan and permit process for new development.
- Develop policies for the district ensuring appropriate balances between residential, commercial, institutional, employment and open space uses to help reinforce built form diversity.
- Develop built form and urban design guidelines that will address:
 - Built form;
 - Scale and massing;
 - Context;
 - Heritage;
 - Treatment of the building base to integrate with the public realm and to promote public safety;
 - Organization both horizontally and vertically of uses within a new building;
 - Maximize the presence and quality of publicly visible facades;
 - Encourage new development that supports the identity of the district;
 - Promote architectural diversity through high quality architectural standards and materials, form and height;
 - Permit and encourage a variety of architectural buildings styles to promote built form diversity and scale;
 - Treatment of the public realm adjacent to the building; and
 - Sustainability.

3.5.1 New Building Design cont'd

Other Considerations

- Some sites may be able to accommodate buildings with greater heights and transition well to adjacent properties. A taller building with appropriate architectural treatment can have a good fit with existing built form.
- The economic feasibility of redevelopment and the forms redevelopment should take, should be considered prior to developing policies.
- Built form south of Lakeshore Road should not impede physical and visual connections to the waterfront.
- Built form should be designed in consideration of the surrounding stable neighbourhoods.



New buildings should be environmentally friendly, achieving or exceeding LEED standards.



Variation can be achieved through diverse building form, height, architectural styles and materials.



The ground floor or building base should be articulated and interesting at a pedestrian scale.



Generally, a low-rise built form should be incorporated within buildings fronting onto Lakeshore Road to fit with the existing low-rise village scale mainstreet buildings. Taller buildings could be located set-back from the low-rise forms.



New buildings should demonstrate appropriate scale and fit with the surrounding established community.

3.5.2 Height

Community Input

New building heights should integrate well with the existing community fabric and waterfront setting. Buildings higher than the existing built form should be appropriately designed.

- Generally a low-rise building base should be incorporated with buildings fronting on Lakeshore Road to fit with the existing low-rise village scale. Medium-rise buildings should be set back from low-rise conditions as described above.
- Medium to high-rise buildings may be appropriate on specific sites, such as sites with larger or consolidated land parcels, i.e. the Former Lakeview Generating Site, the Industrial Lands and the Inglis Site, and at intersections such as Lakeshore Road and Cawthra Road, Dixie Road and Seneca Avenue. Generally, a high-rise built form (approximately 15 storeys) was the maximum building height identified by the community.
- Built form south of Lakeshore Road should generally not exceed medium-rise building forms.
- Buildings above 3 - 4 storeys should provide for a better pedestrian and street tree environment along the street and public spaces.
- Built form should be transit supportive, oriented to the street, provide access to transit services and provide appropriate transitions and connections to other buildings.

“Low-Rise” refers to buildings that are up to 4 storeys in height. The “Base Building” level occurs within this portion of the building.

“Medium-Rise” refers to buildings that are 5 to 9 storeys in height.

“High-Rise” refers to buildings that are 10 storeys in height or higher.

The above height definitions were prepared for the purposes of this study and associated interaction with stakeholders and members of the public.

Public Policy Recommendations

- Building heights adjacent to Lakeshore Road should generally be 3 to 4 storeys to fit with the existing low-rise main street building context.
- Lakeshore Road should generally allow medium-rise buildings (5-9 storeys).
- Maximum building heights north of Lakeshore Road should generally be low to medium-rise.
- High-rises (10 storeys and above) could be located on specific sites where lot size and adjacent property conditions permit. Develop criteria to determine where and how taller buildings should occur.
- Set a minimum height of 2 storeys along Lakeshore Road.
- Consider density and bonusing on sites that are large, are close to transit/GO Stations and will demonstrate limited impacts on adjacent properties, for example, the Industrial Lands, the Former Lakeview Generating Site and the Inglis Site.
- Develop built form guidelines that address:
 - Street-related or base building design;
 - Building massing, form and orientation;
 - Façade design;
 - Roof design;
 - Height transition and step-backs; and
 - Setbacks.

Other Considerations

- Some sites may be able to accommodate buildings with greater heights and transition well to adjacent properties. A taller building with appropriate architectural treatment can have a good fit with existing built form.
- The economic feasibility of redevelopment and the forms redevelopment should take, should be considered prior to developing policies.
- Built form south of Lakeshore Road should not impede physical and visual connections to the waterfront.
- Built form should be designed in consideration of the surrounding stable neighbourhoods.

3.5.3 Building Orientation and Site Design

Community Input

Site design should respect the community's desire for high quality, vibrant and attractive public spaces through the coordinated placement of buildings and site design.

- Buildings should provide features that will support an active streetscape. For example, patio space, courtyards, forecourts, parkettes and streetscaping etc.
- Surface parking areas should not be the dominant feature on the site. Layout should provide opportunities to make the parking areas more attractive.
- Provide mid block connections and emphasize and strengthen connections to nearby pedestrian/cycle routes.
- The orientation of new buildings should preserve key views to the lake, watercourses or natural areas.
- The orientation of buildings should consider passive solar opportunities.

Other Considerations

- The economic feasibility of redevelopment and the forms redevelopment should take, should be considered prior to developing policies.
- Some sites may be able to accommodate buildings with greater heights and transition well to adjacent properties. A taller building with appropriate architectural treatment can have a good fit with existing built form.
- Built form south of Lakeshore Road should not impede physical and visual connections to the waterfront.
- Built form should be designed in consideration of the surrounding stable neighbourhoods.

Public Policy Recommendations

- Increase sidewalk widths having regard for other users and needs. Incorporate building forecourts by allowing a variation in building setbacks. Update zoning by-law to identify wider setbacks along streets and corners that are or will be pedestrian oriented.
- Develop built form urban design guidelines that will refine policies that:
 - Encourage the orientation and layout of buildings to provide functional and accessible pedestrian spaces as well as opportunities to vital and safe streets through retail and other public uses;
 - Require linkages and completion of pedestrian and cyclist networks;
 - Recommend that corner properties on Lakeshore Road incorporate uses such as restaurants and cafes where outdoor terraces and patios can enliven the streetscape;
 - Consider parking at the rear of the site as part of the parking strategy;
 - Require screening and landscaping of surface parking, storage and loading areas;
 - Provide a tree planting program to promote the preservation of all existing healthy trees and landscaping and to identify where infill and replacements should occur; and
 - Respect the district's waterfront setting by preserving and enhancing views to the lake or watercourses.



Surface parking should be located where it will be least visible from public view. Opportunities for landscaping should be incorporated into parking lot design.

3.5.4 Built Form, Massing and Transition

Community Input

- Built form, massing and transition should generally respect the existing built form pattern of the area and the district.
- Buildings should be designed to maximize sunlight in the streetscape and other public spaces such as parks and natural areas.
- Shadow impacts should be minimized on adjacent properties and public spaces.
- Transition of form, massing and height should occur adjacent to sensitive features such as low-rise residential areas, watercourses, natural and green spaces, heritage features and streetscapes.



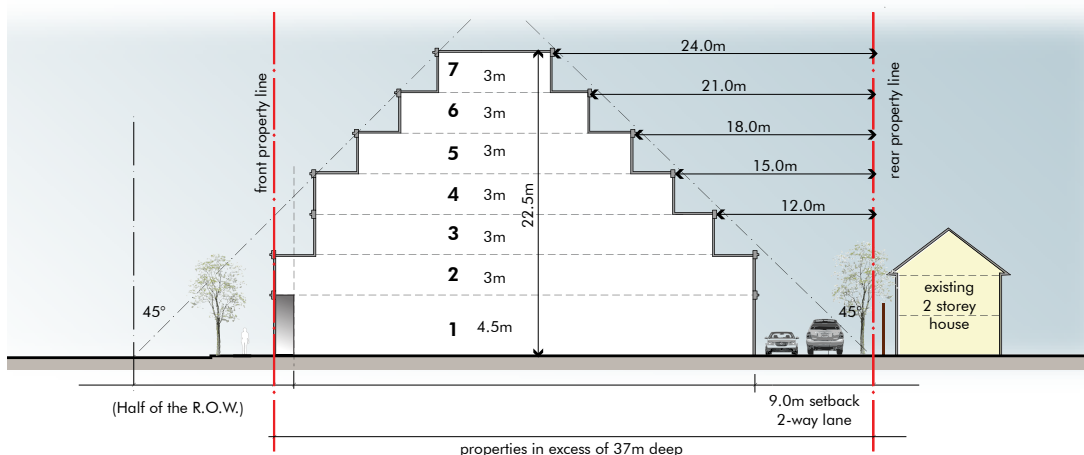
Setbacks and step-backs help reduce the mass of buildings and mitigate shadow impacts on adjacent areas.

Public Policy Recommendations

- As a part of site plan review, new medium and high-rise developments should require sun/shadow studies.
- Develop policies for the Former Lakeview Generating Site and the Industrial Lands that includes the development of a concept plan that addresses the appropriate massing and transition areas for the lands.
- Update zoning by-law to identify maximum building footprint to reduce the bulk of larger buildings.
- Develop built form guidelines that outline:
 - Setbacks & step-backs that help to reduce the mass of the building and mitigate shadow impacts on adjacent residential and the public realm; and
 - For buildings above 4 storeys, apply tools to measure building form and height impacts i.e. visual angular plane.

Other Considerations

- Some sites may be able to accommodate buildings with greater heights and transition well to adjacent properties. A taller building with appropriate architectural treatment can have a good fit with existing built form.
- Built form should be designed in consideration of the surrounding stable neighbourhoods.



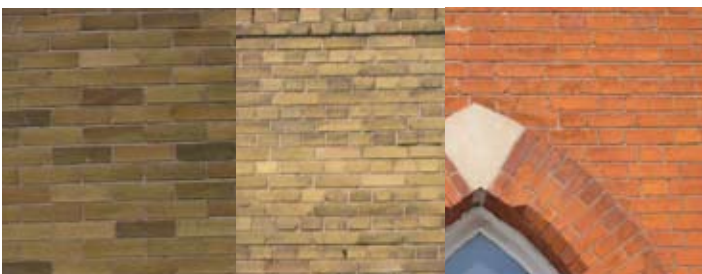
Using a Visual Angular Plane of 45 degrees typically establishes a building massing that minimizes shadow impacts on adjacent properties.

3.5.5 Materials and Details

Community Input

Building design should be place specific, contextual and reinforce the identity of the Lakeview district.

- Materials should be high quality, genuine and sympathetic to the character of Lakeview. Details at the ground floor should be oriented to the pedestrian.
- The history of the area can be reinforced through the careful selection of materials within high quality building designs.



Public Policy Recommendations

- Refer also to Section 3.5.1 New Building Design. As part of site plan review, the City can make recommendations and request changes for materials.
- Develop built form guidelines that recommend high quality, durable architectural materials. Local buildings made of brick, stone and wood should inform material choices for new buildings.
- Guidelines should also provide recommendations for ground floor and building base articulation up to four storeys.

Other Considerations

- Built form should be designed in consideration of the surrounding stable neighbourhoods.

Materials should be high quality, genuine and durable.

3.5.6 Sustainability and Infrastructure

Community Input

New development should ensure that proposed build-out will maximize use of public infrastructure systems such as sewer, water and stormwater and transportation.

- Larger areas should be designed in a comprehensive manner that includes the efficient layout of streets, blocks and open spaces.
- New buildings should be energy efficient and incorporate innovative features that reduce strain on the environment.
- Storm water should be managed in an environmentally responsible way. Investigate alternative methods and technologies for managing stormwater.
- Provide incentives to developers to create sustainable buildings and landscapes.
- Preserve all existing healthy trees and landscaping.



Alternative methods for storm water collection and conveyance should be considered for both public and private development.



Provide incentives to private property owners who reduce pressure on and reduce the usage of City infrastructure and services.

Public Policy Recommendations

- Large development areas should continue to undergo a comprehensive stormwater management study and incorporate the recommendations of the Mississauga Storm Water Quality Control Strategy Update.
- New development within or adjacent to natural features or areas (i.e. creek, waterfront) must continue to undertake an environmental impact study (EIS) as part of the development approvals process.
- Zoning provisions should address:
 - Provisions for public and private outdoor space.
- Develop guidelines that address:
 - Community Framework: mixed uses, street and block patterns supportive of walking and transit, protection of natural heritage and extension of the open space system;
 - Built Form: building orientation, natural ventilation, increased insulation, photo-voltaics, green and cool roofs; and
 - Alternative methods for stormwater collection, diversion and maintenance.
- Provide incentives to property owners to utilize alternative methods that reduce pressure on and usage of City or Regional infrastructure/services:
 - Water run-off (roof gardens, rain barrels);
 - Waste (compost); and
 - Alternate energy sources.

Other Considerations

- The economic feasibility of redevelopment and the forms redevelopment should take, should be considered prior to developing policies.
- The City's on-going Green Development Strategy should inform new built form and development.
- Credit Valley Conservation (CVC) is currently preparing a Lake Ontario shoreline study and various sub-watershed studies to monitor the continuity of the natural environment. CVC's recommendations for the natural environment's long term health may define the nature and scope of development on the waterfront.

3.5.7 Parking

Community Input

The community discussed the need for a comprehensive parking strategy to direct and incorporate future demands as a consequence of intensification and improved transit. A strategy for parking should address the following:

- Front yard parking and multiple curb cuts should be improved. They do not promote pedestrian oriented streets.
- Improve on the appearance of site parking while allowing for the correct supply of parking.
- Parking areas should not be the dominant feature on a site.
- Balance provisions between on-street parking, bicycling lanes and transit and improvements to the public realm, which are desired by the Lakeview community



The use of front yards for parking in commercial and employment areas should be reviewed.



Surface parking should be located at the rear of the site and should be well landscaped.

Public Policy Recommendations

- Complete a Lakeshore Road corridor study to determine the potential future requirement for parking.
- Parking should be comprehensively designed for all development, providing public parking to service the larger area when appropriate.
- Review the need for on-street parking in relation to the desire to include cycle facilities on Lakeshore, Cawthra and Dixie Roads. Balance needs for on-street parking, cycle facilities and an improved public realm.
- Consider the use of structured parking for areas that could potentially require a large number of parking spaces. Structured parking facilities should be designed to reduce their visual impact. The base of structures should include opportunities for mix of uses such as retail commercial uses.
- Surface parking (other than street parking) should be well landscaped and where feasible, should incorporate sustainable design measures such as permeable paving. Parking areas should be designed to have the lowest impact on the environment.
- Parking requirements should be reduced for development that is transit supportive. Reduced parking requirements could be applied to development that:
 - Is close to the Long Branch GO station;
 - Provides for “Autoshare” programs or alternatively fuelled vehicles;
 - Is located and oriented to transit corridors (i.e. Lakeshore Road);
 - Provides bicycle parking areas; and
 - Integrates inter-modal connections points such as bike trails, walking trails and transit.

Other Considerations

- The City of Mississauga has a Payment-in-lieu of Parking (PIL) program which is currently being reviewed. Recommendations encourage shared and structured parking. Reducing parking requirements for transit supportive developments is a good idea provided tenants/residents actually switch their transportation modes.
- The Mississauga Parking Strategy is underway, which will include city-wide parking initiatives and the identification of specific areas where a detailed parking strategy will be appropriate.

3.6 Open Spaces: Streetscapes, Parks and Natural Areas

3.6.1 Public Realm

Community Input

All public spaces including, parks, sidewalks, courtyards, mid-block connections and streetscapes should be barrier free.

The community felt strongly that the City should improve existing public spaces to ensure universal accessibility. The community had the following additional comments:

- Public places should have pedestrian amenities, for example, benches, lighting, signage, and orientation maps, that define a consistent and recognizable character for the district.
- Shade and wind protection should be provided.
- Provisions for safe and well connected bicycle access should to be improved.
- Timing on crossing signals is too short and crosswalks are typically very far apart, especially on Lakeshore Road, (i.e. there are no crosswalks between Dixie Road and Ogden, a distance of almost a 1000 metres).



Lakeshore Road is the primary community main street for the Lakeview District. Broad, well-designed sidewalks lined by attractive buildings will create a great street for people.

Public Policy Recommendations

- Develop public realm guidelines that address:
 - Pedestrian and cycling circulation;
 - Site furniture;
 - Paving;
 - Landscaping;
 - Steps, ramps and grade changes;
 - Lighting;
 - Signage;
 - Streetscapes, parks and natural areas;
 - Microclimate and seasons; and
 - All season maintenance.
- All new public spaces should be required to incorporate barrier free design. Retrofit existing public spaces to ensure barrier free access.
- Complete a functional review of signalized crosswalks and consider opportunities to incorporate additional crossings and increase the length of crosswalk signals. Consider an upgraded crosswalk design to enhance public safety.
- Improve the connectivity of existing cycling and pedestrian networks. Consider the feasibility of including cycle facilities on Lakeshore, Dixie and Cawthra Roads. Coordinate study findings with the City's Cycling Master Plan and Implementation Strategy.

3.6.1 Public Realm cont'd

Other Considerations

- The recommendations in the Mississauga Waterfront Parks Strategy should be considered throughout all levels of public realm design.
- The public realm should be meaningful and unique, relating to emotional, physical and aesthetic connections to its “place” through the use of design, materials and educational features.
- Recommendations for bicycle facilities will be made through the Cycling Master Plan and Implementation Strategy (2009).
- The Waterfront is a City and Regional resource. Public access is a priority.
- Public realm development will be reviewed by City staff.
- The functional review of signalized crosswalks is reviewed by Transportation and Works Traffic Operations.



The public realm should be meaningful and relate to its “place” within the district. The above photo of Port Credit Memorial Park East shows the park's unique elements.

3.6.2 Community Benefits

Community Input

The Lakeview community expressed a desire to see new parks, open spaces and other public amenities be incorporated into new development. The community identified the following desired public amenities:

- Recreation places for youths such as skate board and BMX parks, youth lounges and bike trails;
- A new community focal area closely related to the waterfront;
- Public destination at the intersection of Cawthra and Lakeshore Road, such as a library or community centre;
- Improvements to the urban tree canopy; and
- Include cultural elements such as public art or live performance areas close to the waterfront.

Lakeshore Road is seen as one of the most important public places in the district and it should receive the same amount of consideration as the waterfront.

Public Policy Recommendations

- New development should incorporate requirements to help finance desired community features. These features include a waterfront civic space, upgraded streetscapes, facilities for youths and older adults, improved tree canopy and opportunities for public art.
- The development of the public realm should provide consideration for the younger and older age groups.



Public art was identified as a community feature that could be coordinated with new development.



Lakeshore Road has the potential to become one of the most important public places in the district.

3.6.3 Connectivity

Community Input

The parks, natural and open spaces are the “outdoor community centres” of the Lakeview district. Connections to and through existing park systems, especially the waterfront parks, are critical for the health and well-being of the community. New parks, natural and open space systems that are created as part of new development should demonstrate a high level of connectivity. The community expressed the following comments and suggestions:

- Lakeview is fortunate to have major green spaces but visibility and public access to them is limited.
- Hydro corridors are currently under-utilized but provide the physical land to make a major north-south corridor for pedestrians and cyclists.
- The north part of the Lakeview community is disconnected from the waterfront. Consider using the trail system associated with the Etobicoke Creek as a north-south corridor. Access to the corridor should be studied.



Better connections should be created to Lakefront Promenade and other waterfront parks.



Connections to the Etobicoke Creek north-south trail system would help reconnect the northern part of the district to the waterfront.

Public Policy Recommendations

- Continuous public access along the Lake Ontario shoreline is a priority.
- Protect, enhance and promote pedestrian and cyclist connections to water edges, natural areas, and green spaces.
- Existing and proposed pedestrian and cycling routes should be integrated with new and existing development.
- The waterfront, public parks, mid-block connections, streets and transit should all knit together to provide comprehensive circulation. All inland circulation networks should connect to the waterfront. All district circulation networks should connect to adjacent district systems.
- Consider the feasibility of utilizing the hydro corridors to provide a link between the north community and the waterfront.
- Consider the feasibility of providing a bridge crossing south of the QEW, across the Etobicoke Creek, to allow neighbourhood access to major north / south trail system on east side of Etobicoke Creek.
- Ensure connections to activity centres and transit hubs.

Develop public realm guidelines that address:

- Continuity of pedestrian and cycling networks;
- Meaningful and place specific design;
- Access;
- Paving and lighting;
- Wayfinding; and
- Comfort facilities such as washrooms, rest areas and locking posts.

Other Considerations

- The recommendations in the Mississauga Waterfront Parks Strategy regarding connectivity, sustainability, and all season use should be implemented throughout all levels of design.
- The Waterfront is a City and Regional resource. Public access is a priority.

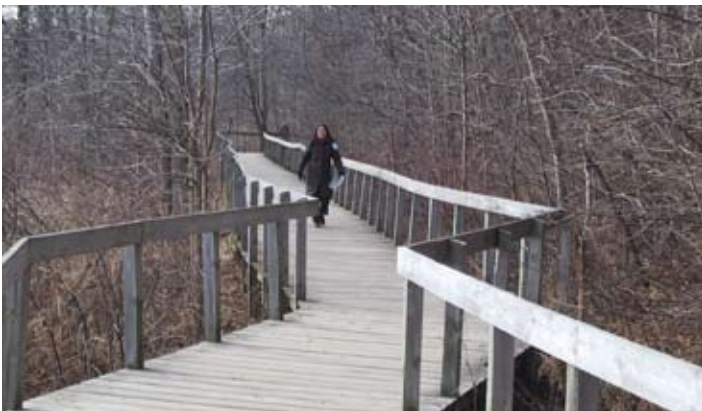
3.6.4 Balanced Approach

Community Input

Parks, natural and open space systems should be designed to create a balance between providing green and open spaces for public use and the health of the environment.



Look for opportunities to incorporate educational features into the design of areas adjacent to natural areas.



Rattray Marsh is a good example of where public access has been successfully integrated with the natural environment.



A community services and facilities review may determine that sport facilities are required or desired by the growing population. Intense recreation facilities should be well balanced with more passive recreation opportunities.

Public Policy Recommendations

- Continue to require review and / or approvals from the Credit Valley Conservation or the Toronto and Region Conservation Authority where development is within or adjacent to their regulated area.
- Protect, preserve and enhance existing natural areas. Integrate public uses where appropriate and in a manner that will maintain a healthy balance between human and natural uses. Look for opportunities to incorporate educational features into the design.
- As intensification occurs, ensure a sufficient amount of parks and open spaces are created to meet community demand. A community services and facilities study may need to be performed periodically.
- Maximize waterfront spaces for active and passive public recreational use.

Other Considerations

- The Mississauga Waterfront Parks Strategy qualified that the waterfront ideally should not accommodate other recreational facilities that can locate elsewhere subject to a site specific review of the location and demand.
- Credit Valley Conservation (CVC) is currently preparing a Lake Ontario shoreline study and various sub-watershed studies to monitor the continuity of the natural environment. CVC's recommendations for the natural environment's long term health may define the nature and scope of development on the waterfront.

3.6.5 Preservation, Protection and Enhancement

Community Input

The protection, preservation and enhancement of existing natural areas in Lakeview is critical to the overall health of the environment and the community. The community identified the following natural features as needing preservation and protection:

- The Lake Ontario shoreline, Applewood Creek, Serson Creek, Etobicoke Creek and Cooksville Creek are regulated areas with associated natural hazards and warm water fish habitats.

Natural heritage systems in the district needing preservation and enhancement include:

- Cawthra Woods, Adamson Estate and the Lakeview Golf Course

In addition, the community identified the following as environmental issues in need of examination and improvement:

- Air quality is an issue as reported in the Clarkson Air-shed Study.
- Water quality is poor, not good for swimming, and odours and algae are unattractive.
- Geese are a problem and should be better managed.
- Air and noise pollution from Lakeshore Road negatively affects the community.



The Cooksville Creek Watershed Study is currently underway by the CVC.

Public Policy Recommendations

- Continue to ensure new development complies with Credit Valley Conservation and Toronto and Region Conservation Authority recommendations regarding natural hazards, natural areas, shoreline naturalization and sustainable management practices.
- A Cooksville Creek watershed study is currently underway by the CVC to identify restoration opportunities along the corridor. Where appropriate, incorporate the findings of this report into all new development that will have impacts on the Creek.
- Examine processes to improve air and water quality for the community, particularly as it relates to improving the water quality to an appropriate level for swimming. Peel Health would be responsible for determining if swimming in the lake is acceptable.
- Support the preservation, protection and enhancement of existing fish, bird and other wildlife habitats.
- Consider and review wildlife management policies, specifically looking at management of the Canadian Geese population.

Other Considerations

- The recommendations in the Mississauga Waterfront Parks Strategy should be considered throughout all levels of public realm design.
- Credit Valley Conservation (CVC) is currently preparing a Lake Ontario shoreline study and various sub-watershed studies to monitor the continuity of the natural environment. CVC's recommendations for the natural environment's long term health may define the nature and scope of development on the waterfront.

3.6.6 All Season Access

Community Input

All season access is highly dependant on the maintenance of public and private spaces especially in the winter months. Improved snow, ice and leaf litter removal will improve access for both pedestrians and cyclists. The following community concerns should be addressed:

- The City does not clear all sidewalks and trails in the winter, making walking and cycling difficult and dangerous in the winter months, especially for those with mobility difficulties.
- Public washrooms are closed in the winter months.
- Parks are empty in the winter due to a lack of maintenance, services and seasonal activities.
- Winter months typically do not see the same kinds of event programming as the summer months. This should change.
- Currently the majority of building exteriors do not provide protection during the winter months and during inclement weather.
- Streetscapes should have features that provide protection from inclement weather to encourage use during all seasons.



The City of Ottawa is a good example of where winter programming encourages park use in the winter months.



Providing a place to get warm will greatly increase the use of public spaces in the winter.

Public Policy Recommendations

- Review City maintenance practices for the periods between October and April. Consider implementing a cold season maintenance program that includes snow, ice and leaf litter removal for all walking and bike trails and other pedestrian areas.
- Review locations and operating capabilities of public washrooms. Determine the feasibility of maintaining the facilities throughout the colder months. Implement required changes.
- Increase the type and frequency of seasonal activities and programming for the community. Consider cities such as Ottawa as a precedent for winter programming.
- Public parks and spaces should incorporate wind, rain and snow protection and other amenities like heated washrooms and warming areas to extend usage into the colder months of the year.
- New buildings should contain architectural features such as canopies, arcades and covered sidewalks.
- Streetscapes should incorporate features that facilitate enjoyment of the public realm during all seasons of the year.

Develop seasonal design guidelines that include:

- Cold season maintenance;
- Weather protection, wind, rain, ice and snow;
- Snow and leaf litter storage; and
- Opportunities for cold season programming.

Other Considerations

- The recommendations in the Mississauga Waterfront Parks Strategy regarding all season access and activities should be considered throughout all levels of public realm design.

3.6.7 Older and Younger Age Groups

Community Input

A significant portion of Lakeview's population consists of young families, youths and older adults. New development should provide more amenities and features for these age groups.

The community identified the following missing features:

- Pedestrian and cycle connections to the Senior's Centre on Cawthra Road;
- Safe bicycle lanes on the streets, and accessible trails in the winter; and
- Lack of age appropriate sports facilities.

Public Policy Recommendations

- Where appropriate, new development should provide or finance new facilities for older adults and youths.
- Develop design guidelines for public spaces that focuses on the needs of older adults. Consider paving, grade changes, seating, lighting, signage and other comfort features.
- The City should continue to assess the need for facilities and make corresponding and strategic investments.
- New youth oriented facilities should include skate board parks, basketball, tennis, soccer and other sports facilities as well as a "youth lounge".

Other Considerations

- Public realm development should adhere to the Mississauga Accessibility Handbook and the recommendations outlined in the Older Adult Project document.
- Recommendations from Mississauga Youth Plan should be considered.



The students at the Youth Engagement Exercise revealed that amenities for the younger age groups were lacking.



New development should be cognizant of Mississauga's aging population. Features and amenities should be designed to accommodate older adults.

3.6.8 Street Furniture

Community Input

In addition to being highly functional street furnishings should be consolidated as a consistent palette of elements that supports Lakeview's character. Street furniture includes benches, lights, bike racks, litter and recycling containers and public art.

Public art should be meaningful and place specific communicating the history and heritage of the Lakeview community. Public art should be one of the visible elements used to communicate the community's character and can take on many forms such as murals, paving features, sculpture and interpretive elements.

Street lighting is an important part of improving access, safety and comfort in the evenings and when outside light levels are generally lower, for example in the winter. The community would like to see the City incorporate the following:

- Streetscape lighting should be pedestrian oriented;
- Lighting should improve safety for pedestrians and cyclists;
- Buildings signage should be appropriately lit in order to improve access when light levels are low;
- Explore opportunities for seasonal light displays;
- Use renewable energy sources, like solar power, to power pedestrian scale lighting; and
- Provide seating on streets along public walkways, parks and civic spaces.



Street furniture should draw upon the heritage of the Lakeview district.

Public Policy Recommendations

- Develop a harmonized street furnishing and branding program complementary to the character of the Lakeview district.
- Public art elements should be a requirement of new development. Explore options to utilize new developments to implement a Lakeview district public art program.
- Consider the feasibility of using renewable energy sources (solar power) to power street lighting and other energized features such as emergency beacons and interactive signage.

Develop urban design guidelines that promote site furnishings, lighting and public art that:

- Is well-located, durable, attractive, functional and barrier free;
- Facilitates enjoyment of the streetscape during all seasons of the year;
- Incorporates resistance to graffiti and vandalism;
- Is sustainable, including recycling bins and solar power where possible;
- Is bicycle friendly;
- Is consistent with and draws upon the history and character of the Lakeview district;
- Is appropriately scaled, attractive, and easy to maintain; and
- Incorporates features to mitigate light pollution into neighbouring properties.

Other Considerations

- The recommendations in the Mississauga Waterfront Parks Strategy should be considered throughout all levels of public realm design.
- Public realm development should adhere to the Mississauga Accessibility Handbook and the recommendations outlined in the Older Adult Project document.
- The City is using solar power energy, for example, for the flashing 40km signage in school zones. Solar power for street lighting has been investigated by City staff.
- Recommendations in Mississauga Arts and Culture Master Plan should be considered.

3.6.9 Signage

Community Input

The accessibility of any community is improved by appropriately scaled and legible signage. Addressing the following signage related concerns raised by the community will improve the overall accessibility of the Lakeview district:

- Street signs are hard to read and are inconsistently located.
- Street signs are standard issue.
- Most signs are designed to be seen from vehicles.
- There are few signs indicating where the Waterfront Trail, parks or other community amenities are located.
- The content and condition of private signage is inconsistent.. Many are in a state of disrepair and detract from the look and character of the street.

Public Policy Recommendations

- Consider developing a special heritage street sign design that responds to the heritage of the area.
- Consider a community facilities signage program that includes the development of a family of signs to be used for community facilities such as parks, trails and community centres. The sign program should also incorporate a system of directional signage to improve accessibility to the facilities.

Create private sign design guidelines that address:

- Lakeview specific sign design;
- Heritage sign design;
- Legibility; and
- Protection and maintenance of vintage, retro, and heritage signage.

Other Considerations

- The recommendations in the Mississauga Waterfront Parks Strategy should be considered throughout all levels of public realm design.
- Public realm development should adhere to the Mississauga Accessibility Handbook and the recommendations outlined in the Older Adult Project document.



The City should consider developing and implementing a heritage street design specific to the Lakeview district.



Where appropriate, signage for new development can respond to the heritage of the area.

3.6.10 Trees and Landscaping

Community Input

The Lakeview community identified a shortage of mature and healthy trees along district streets and within parks and open spaces. There is a desire on the part of the community to increase the number of trees and landscaped areas in the streets. New streetscape treatments should incorporate the following:

- Streetscapes should be designed to optimize the health of the urban tree canopy;
- There should be better environments for street trees to grow and mature;
- Trees and landscaping should be as low maintenance as possible. No potable water should be used for watering; and
- Provide opportunities for seasonal planting within the streetscape.



Planting methods should be explored to produce the best possible growing conditions for street trees.

Public Policy Recommendations

- New development should be designed to support growing conditions for plant material in the streetscape and adjacent open spaces.
- Improve maintenance and installation programs to ensure the long term health of trees and landscaping including appropriate space, soil volume and light levels to promote optimum tree growth.
- New developments should include high quality landscape and streetscape treatments.
- The design and placement of trees and landscaping should help mitigate effects of wind and inclement weather particularly during the winter months.

Develop streetscape / landscape urban design guidelines that promote:

- Preservation, protection and enhancement of the existing urban tree canopy;
- Tree planting details for streets, sidewalks, parks and planters;
- Soft landscaping;
- Sustainability; and
- Seasonal landscaping opportunities.

Other Considerations

- Planting details and standards have been developed for the City Centre. These details could be reviewed and revised for the Lakeshore Road corridor.
- Urban Forestry has maintenance and planting programs in place for street trees.
- Guidelines will need to address both above and below ground utilities within the boulevard.



Mature tree canopies are a valuable community asset. All efforts should be made to preserve existing tree canopies.

3.6.11 Expansion

Community Input

The community would like to see an expansion of the quantity and diversity of publicly accessible spaces in the district. In particular, a civic space on the waterfront, continuous shoreline access, improved natural areas and shorelines discussed by the community. The community also wanted to see new and existing parks, natural and open spaces linked together with a coordinated network of pedestrian and cycle trails.



Continuous shoreline access is a priority for the Lakeview community.

Public Policy Recommendations

- Investigate all opportunities to expand public parkland and trails through acquisition, access agreements, easements and partnerships.
- In conjunction with new development proposals, the City will continue to review opportunities to dedicate portions of land to parks, natural and open spaces.

Other Considerations

- The recommendations in the Mississauga Waterfront Parks Strategy should be considered throughout all levels of public realm design. Securement criteria outlined in the Strategy should be applied to all new development parkland requirements and to additional lands sought for securement.

3.6.12 Affordability

Community Input

New development should support a population that is diverse in culture, age and incomes levels. The community had the following comments and concerns:

- The vibrancy of the community depends on the diversity of the residents. Excessive “gentrification” should be discouraged.
- Lakeview should continue to maintain ‘real’ uses that fulfill the basic needs of a diverse community. For example, employment opportunities, affordable food stores, hardware stores, shopping, doctor and dentist offices, age appropriate sports facilities, bakeries etc.

Public Policy Recommendations

- Create policy provisions to ensure new developments contain a range of housing options including affordable housing.
- There should be a full range of commercial/retail and employment options that reflect the social, cultural and economic diversity in Lakeview.
- New development should provide for “real” community uses such as retail/commercial services, recreation and community facilities.

3.7 Specific Sites: Lakeview District

The following specific site recommendations have been prepared for both the place making sites and for sites that were identified as important during the study process. Refer to the Appendices for summaries of community and stakeholder input.

Place Making Sites:

Recommendations for the place making sites include a brief site and context analysis followed by a summary of community input and public policy recommendations.

The place making sites for the Lakeview district include:

- Lakeshore Road
- The Industrial Lands
- Inglis Site (501 Lakeshore Road)

Additional Site:

The Former Lakeview Generating Site is a significant parcel of land (approximately 196 acres) that was discussed during the Lakeview Visioning Session and at other times during the study process. Although the site was not included as a place making site, there was considerable community direction provided. Community input is summarized in this section of the study report.

Other Sites:

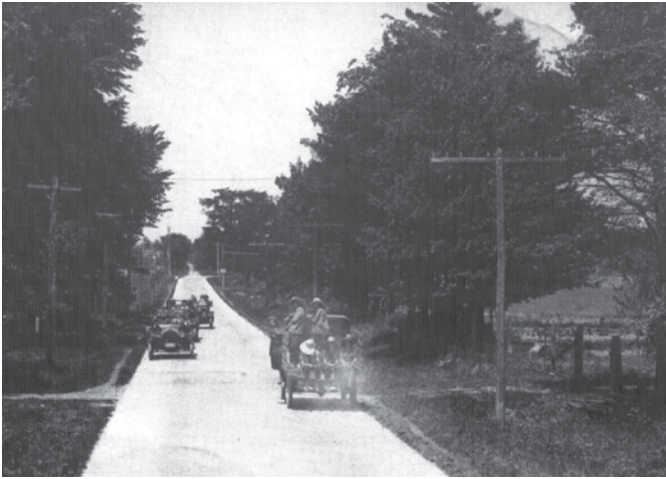
Other sites discussed during the study process were the Dixie Outlet Mall and Applewood Village Plaza.



The Specific Sites section includes input gathered at the place making session held in January 2008.



The three place making sites for the Lakeview district were the Inglis Site, the Industrial Lands and the Lakeshore Road Corridor.



Lakeshore Road, 1917. Photo from "Lakeview: A Journey From Yesterday".



Lakeshore Road at Lakefront Promenade, 2007.



Approximately 850 metres of Lakeshore Road on the south side abuts the Industrial Lands. In this location, there is an additional right of way of 9 metres.

3.7.1 Lakeshore Road Corridor

Planning:

Provincial Policy Statement, Places to Grow Act and the Growth Plan for the Greater Golden Horseshoe 2006 (refer to Section 1.3) provide policies to support Lakeshore Road as an area of intensification outside the Urban Growth Centre corridor.

Lakeshore Road is defined as an arterial in the Official Plan. District policies for Lakeshore Road include the Lakeview District: Lakeshore Road Design Concept (approved by the Ministry of Municipal Affairs in 1996) that is still in effect and contains many relevant recommendations for built form, mixed-use development, pedestrian and public realm improvements and development near natural areas.

Many of the special sites identified in the district plan are adjacent to or are near Lakeshore Road. The development of a comprehensive vision for the corridor will be important in guiding new development.

Physical Context:

The length of Lakeshore Road in the Lakeview district is approximately four kilometres long, starting at Seneca Avenue to the west and ending at the Etobicoke Creek on the east. Lakeshore Road is four lanes wide with a continuous centre turning lane. The typical Lakeshore Road right of way throughout Lakeview District is 30-35 meters wide. The section from Greaves Ave to Hydro Road is 44 meters wide. Lakeshore Road is serviced by bus and is closely linked to the Long Branch GO Station. Lakeshore Road crosses several watercourses including Cooksville Creek, Serson Creek, Applewood Creek and Etobicoke Creek.

Adjacent Land Uses:

Main Street Commercial

Generally the most common land use along the corridor is Main Street Commercial, zoned C4. These areas along Lakeshore Road allow a variety of commercial uses - retail, food sales, office, recreation, education, financial, parking lot and personal services. Current zoning allows buildings to have a minimum height of two (2) storeys and a maximum height of three (3) storeys. Most of the Main Street Commercial is 2 storeys.



Newer development along Lakeshore Road is generally exceeding the typical existing 2 storey building height.

Business Employment

Lands designated Business Employment permit an integrated mix of business activities that operate mainly within enclosed buildings. Business Employment activities along City boundaries, major roads, and adjacent to park, greenbelt or residential lands should satisfy a higher standard of urban design, including the appropriate treatment of storage and loading areas. Business employment areas currently exist on the Industrial Lands and at the Inglis Site.

High Density Residential

High density residential areas exist on Lakeshore Road, generally at the east and the west end. The Residential High Density I designation permits apartment dwellings at a Floor Space Index (FSI) of 0.5-1.0. The Residential High Density II designation permits apartment dwellings at a Floor Space Index (FSI) of 1.1-1.8. Existing high density buildings range between 7 and 22 storeys in height.

Utility

There is a north-south hydro electric power corridor that runs between the Lakeshore Generating Station to areas north of the QEW. The hydro transmission towers are highly visible in this location.

Greenbelt

Lakeshore Road crosses a Green Belt at Cooksville and Applewood Creek. Lands designated Greenbelt are generally associated with natural hazards or significant natural areas where development is restricted to protect people and property from damage and to provide for the conservation of natural heritage features and areas. These policies are to be read in conjunction with the policies for Natural Heritage and Natural Hazards.

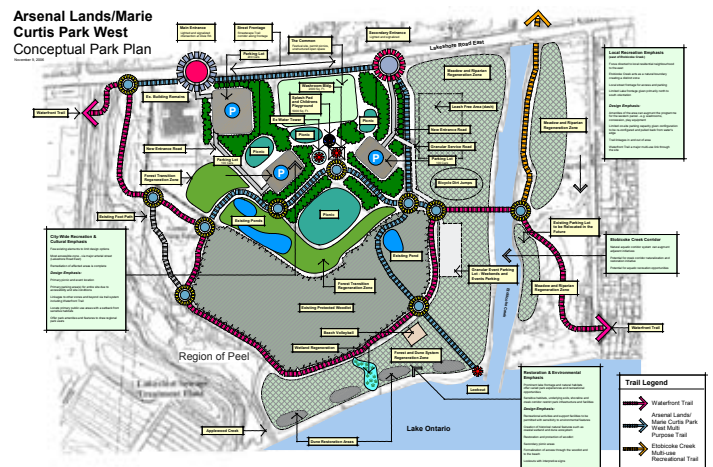
Public Open Space

The Arsenal lands at Lakeshore Road and Dixie Road are designated Public Open Space. A conceptual plan for a family waterfront park has been developed.

There is an additional right of way on the south side of Lakeshore Road in association with the industrial lands and the Arsenal Lands between East Avenue and Fergus Avenue. Lakeshore Road provides access to Marie Curtis Park (Toronto park), the Arsenal Lands, Douglas Kennedy, Lakeview and AE Crooks Parks and Lakefront Promenade.



High density apartment buildings near Etobicoke Creek are 20 storeys in height.



Conceptual plan for the Arsenal Lands.



Main street retail lacks a pedestrian environment particularly where front yard parking occurs.

Community Input: Lakeshore Road Corridor

“Intensification should be used to invigorate Lakeshore Road while reinforcing the mainstreet function and character of the road”

- Permit “Mixed-Use” designation for new development areas.
- Comfort, safety and amenity for pedestrians and cyclists should be of the highest priority.
- Create a high quality public realm to promote a cohesive image consistent with the emerging character of the Lakeview district.
- Integrate new development opportunities to protect and conserve natural resources.
- New development should support economic stability for commercial areas along Lakeshore Road.
- Create a community focal point at the Lakeshore Road / Cawthra Road intersection.
- Building heights along Lakeshore Road should reinforce the “mainstreet character” by generally maintaining a low-rise building form in keeping with the character of the existing built form.
- Taller buildings may be considered if they “step back” from a low-rise storey building base or demonstrate other architectural means to reduce the effect of building mass above the building base. Building heights south of Lakeshore Road could transition up to a medium-rise condition. Building heights north of Lakeshore Road could, on limited sites where conditions permit, transition up to a high-rise building condition.
- Consider strategic locations for taller buildings at key intersections: Cawthra Road and Dixie Road, and where deeper sites occur: Inglis Site, Former Lakeview Generating Site and Industrial Lands.
- New development should support the character of the community and the greater contextual area. Building design should be appropriate for the waterfront setting and reflect the diversity and character of Lakeview’s existing built form.
- New buildings should be located and designed to ensure that negative impacts on the surrounding land uses will be minimized.
- Intensification along Lakeshore Road should provide diverse opportunities for development while maximizing community benefit, including more activity on the street during the evenings.
- The transportation functions of Lakeshore Road should be examined to improve the corridor for pedestrians, cyclists and vehicles.



Drawings produced at the Lakeview Visioning session indicated that the community thought that building heights on the south side of Lakeshore Road should be lower than on the north side.



Building heights along Lakeshore Road should maintain a low-rise base building height. Larger sites may allow for additional storeys above the base building height.

“Step back” generally refers to the setting back of the front building facade above the building base (first two to three building storeys). Additional step backs may be recommended on side or rear building facades to provide appropriate separation between adjacent buildings and/or open spaces.

“Public realm” refers to any spaces that are perceived as being publicly accessible, for example, sidewalks, parkettes bike paths and building forecourts would be considered part of the public realm.

“Low-Rise” refers to buildings that are up to four storeys in height.

“Medium-Rise” refers to buildings that are five to nine storeys in height.

“High-Rise” refers to buildings that are 10 storeys in height or higher.

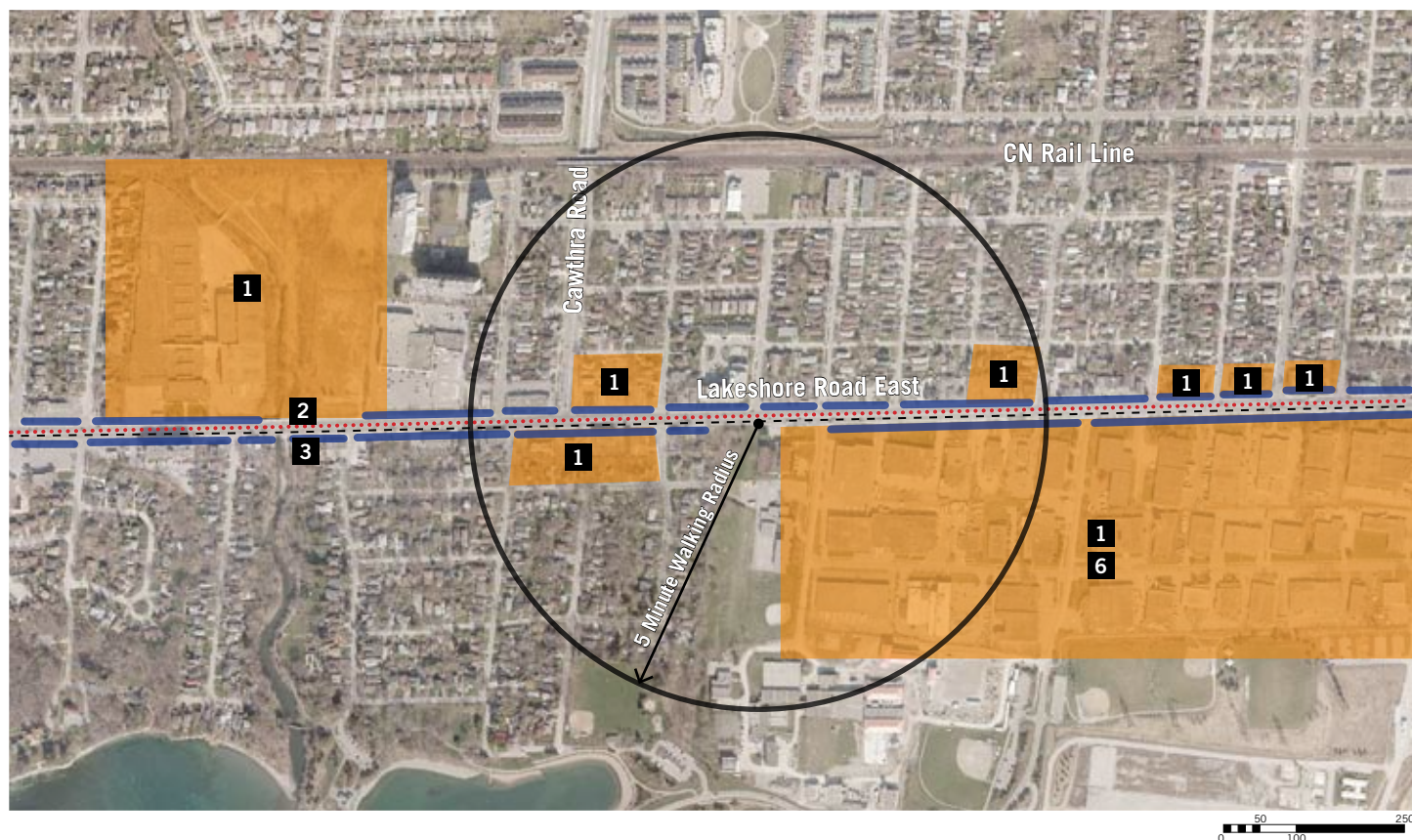









The above worksheet, collected at the place making session, indicated that Lakeshore Road, although an arterial road, serves many mainstreet functions that are important to the community. The community would like to see the creation of a mainstreet environment that includes better amenities for pedestrians, cyclists and transit users.



Workshop participants sketched how buildings should step back on the south side of Lakeshore Road to maximize sunlight in the streetscape. This sketch also shows how the additional boulevard on the south side of Lakeshore Road could become a linear park that incorporates a light rail transit (LRT) line and bike lanes.

Community Input Graphic Summary Lakeshore Road Corridor



- 1**  Locations identified as opportunities for intensification: A variety of built form opportunities are recommended based on site size and proximity to stable low-rise neighbourhoods.
- 2**  Incorporate bicycle lanes along Lakeshore Road, potentially on south side of street within additional right-of-way.
- 3**  Incorporate light rail transit from Hurontario Street to the Long Branch Go Station, potentially on south side of street within additional right-of-way.
- 4**  Maintain a Main Street scale of buildings adjacent to the street. Maximum 3 to 4 storeys in height with opportunities to increase height on larger sites and where adjacent site conditions permit.
- 5**  Create a major linear open space for pedestrians/transit connections. Potential use may include: Civic open space, LRT right of way, dedicated cycle and pedestrian paths set within multiple rows of street trees.
- 6**  Transformation of Industrial Lands to promote opportunities for a mixed-use street frontage.
- 7**  Linear park greenbelt within the Hydro Corridor between the QEW and Lake Ontario.
- 8** Refer to the Former Lakeview Generating Site recommendations for integration opportunities with the Industrial Lands.

Note: The above concept plan was prepared as an interpretation of input from the community. The plan represents a summary of ideas gathered through public workshops, stakeholder interviews and on-line comments. The plan is for discussion purposes only and does not represent a final recommended concept plan.

Community Input Graphic Summary cont'd Lakeshore Road Corridor



Built form along Lakeshore Road should generally be low to medium-rise in keeping with the character of existing built form.



Examine the possibility of incorporating safe, commuter bicycle lanes on Lakeshore Road.

Public Policy Recommendations

- Study the transportation system to find short, medium and long term solutions for traffic and transit issues. Consider facilities that will support cross-connections with other modes of transit, for example, cycling and walking and identified transit hubs. Evaluate the feasibility of higher order transit (HOT) for Lakeshore Road between the Port Credit and Long Branch GO Station.
- Lakeshore Road corridor should be designed to serve the needs and requirements of the immediate area. Demands on the corridor resulting from potential problems elsewhere (for example an congestion on the QEW), should not be contemplated or accounted for as enhancements and modifications are made to the corridor.
- Consider not permitting or limiting new vehicular openings onto Lakeshore Road. New openings required should be consolidated between properties and preferably located where a traffic signal opportunity is feasible. Vehicle access to re-development opportunities could also be considered from existing north south side streets or laneways (existing or proposed) parallel to Lakeshore Road.
- Develop urban design guidelines for the corridor with a particular focus on development that improves the environment for pedestrians and cyclists. Guidelines should also include directions on how to incorporate the heritage elements of the district and include visible ways to reflect the Lakeview's identity.
- Create built form and open space transitions to sensitive area and features such as low-rise residential areas, watercourses, natural and green spaces, heritage features and streetscapes.
- Proceed with an corridor study for Lakeshore Road that specifically identifies programs geared towards improving the aesthetics and economic stability of the area. Develop a Community Improvement Plan that will address how new development will occur along Lakeshore Road.
- Establish a Business Improvement Area (BIA) within the Lakeview district for businesses along Lakeshore Road.
- Develop a Community Improvement Plan for the Lakeshore Road Corridor that provides a framework to guide the redevelopment and improvements in the area.



A functional study of Lakeshore Road should assess traffic speeds, parking, driveway entrances, and the potential of incorporating higher order transit within the right of way.



The community would like to see a light rail transit system along Lakeshore Road joining the Long Branch Go Station to Hurontario Street and potentially the Port Credit GO station.



The parking strategy should address off street parking lot designs that are environment friendly.

“Leadership in Energy and Environmental Design (LEED)” is a Green Building Rating System that encourages and accelerates the adoption of sustainable green building and development practices through the creation and implementation of universally understood and accepted tools and performance criteria.



Heritage built form such as the Lakeview Public School can influence new development through a study of proportions, materials and design.



Urban design guidelines should guide new development that fits with the existing mainstreet context of Lakeshore Road while allowing for intensification and a more vital commercial environment that supports reliable transit.

Ontario's Planning Act allows municipalities to prepare a **"Community Improvement plan"** to set out, in an "official" way, what a municipality intends to do to address an unsatisfactory state of affairs in a certain defined area. A Community Improvement Plan allows a municipality to acquire, rehabilitate and dispose of land, provide grants and loans and undertake infrastructure and public space improvements. Since any community has its own unique opportunities and challenges, there is no predetermined definition of what a community improvement plan must include. For example, some plans include changes to land-use and zoning regulations to encourage desired activities or limit undesirable ones. Others state what grants or loans a municipality is prepared to offer owners as an incentive to build or repair properties to meet aims stated in the plan.

Other Considerations

- The City of Mississauga is completing its Growth Management Strategy which outlines a strategic approach to growth management. It will examine and assess key nodes and corridors within the City.
- Recommendations for bicycle facilities will be made through the Cycling Master Plan and Implementation Strategy (2009).
- A transportation study should be undertaken to examine opportunities to improve Lakeshore Road for pedestrians, cyclists and vehicular traffic. A functional review would need to acknowledge that Lakeshore Road must retain two (2) lanes of travel in each direction to service both vehicle and transit demands now and in the immediate future.
- The Employment Land Review Study for the City of Mississauga will provide direction for existing and future employment lands. A revitalization study should be completed to analyse the feasibility and affect of redevelopment of commercial uses along Lakeshore Road.
- The City of Mississauga has commenced several studies, including the Hurontario Main Street Study, Transportation Master Plan, Lakeview and Port Credit Parking Strategy Study, Phase 2 and the Mississauga Transit Ridership Growth Strategy.
- A feasibility study would be required to determine the type of higher order transit, e.g. bus rapid transit (BRT), light rail transit (LRT) etc., that may be implemented along Lakeshore Road.
- Transit should continue to improve its service and provide additional bus stops where feasible, based on increased ridership.
- The character of the community should be protected by ensuring a balance between vehicle, pedestrian and cycling movement. The emphasis should be placed on creating a planning framework to support walking, cycling and transit as a fundamental component of a "complete community".
- The City of Mississauga is initiating a study of Community Improvement Plan Policies as part of the Mississauga Plan Review. Phase 2 of this study is the preparation of a Community Improvement Plan for the Lakeshore Road corridor.
- Refer also to Section 3.4.4 Public Transit and Transportation.



The main vehicular access to Douglas Kennedy Park, Lakefront Promenade Marina and Lakeview Park occurs through the Industrial Lands.



The Lakeshore Road right of way is wide (35 metres) and is poorly defined in this section between East Avenue and Lakefront Promenade.



The additional right of way of approximately 9 metres adjacent to the Industrial Lands, provides an opportunity to create a new public space for a variety of uses on the south side of Lakeshore Road.

3.7.2 Industrial Lands

Planning Context:

Currently the area known as the Industrial Lands is zoned E2-21: Business Employment Lands. This designation permits an integrated mix of business activities that operate mainly within enclosed buildings. Residential and commercial land uses lie adjacent to the E2-21 employment lands. Business Employment activities adjacent to these kinds of land uses should satisfy a higher standard of urban design, including the appropriate treatment of storage and loading areas.

Within the site, there is a generous range of allowable uses from larger scale manufacturing, science and technology, warehouse and self storage and mid-to-small scaled businesses such as offices, medical, restaurants, banquet hall, financial institutions and food preparation establishments. Animal services as well as college/university and commercial schools are included. There is a minimum lot frontage of 30 metres and front yard setback of 7.5 metres.

An Employment Land Review Study was completed for the whole of the City (Hemson Consulting Ltd.). The report identifies existing employment lands along the waterfront, Lakeshore Road and remnant parcels along the CNR railway tracks along in both Port Credit and Lakeview as parcels for managed change. The remnant sites along the CNR tracks may be constrained for development as employment lands and may be converted to make more efficient use of the urban land supply and to achieve other City and Provincial goals such as intensification. Larger industrial parcels, located mainly along Lakeshore Road, which are unlikely to develop for modern employment uses, may be suitable for a broader range of uses. The major exception is the employment area on the south side of Lakeshore Road in Lakeview. The report indicates that this is a small but healthy employment area and suggests that if the Former Lakeview Generating Site continues to be used for power generating, the adjacent employment area should be maintained, however, if the site is redeveloped for other uses, the approach to the lands should be revisited, with employment uses favoured but with a broader range of business commercial and other uses..

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 use of land for continued economic growth. As a result, any changes to the employment lands will have to meet the provincial standards for good planning.

Physical Context:

The Industrial Lands encompass an area that is enclosed by Hydro Road to the east, East Avenue to the west, Lakeshore Road to the north and Lakefront Promenade, Lakeview Park and the water treatment plant to the south. All of the Lands are located on the south side of Lakeshore Road. The site is 26 hectares (65 acres) in size.

The Industrial Lands have an accumulated frontage of approximately 850 metres along Lakeshore Road on the south side. There is also an additional right of way on the south side of Lakeshore Road, between East Avenue and Fergus Avenue, resulting in a total right of way of 44 metres. This results in large building setbacks and a wide boulevard. The boulevard includes mature trees, an open drainage swale, walkways and landscaping in some locations and appears to serve an open space function.

Lakeshore Road currently has four traffic lanes with a continuous centre turning lane. East Avenue and Lakefront Promenade intersections with Lakeshore Road are signalized. Intersections within the site are managed with stop signs.

Adjacent Land Uses:

Main Street Commercial

Mainstreet Commercial uses are located on the north side of Lakeshore Road, adjacent to the site. Most of the existing built form is 2 storeys in height.

Low and Medium Density Housing

There is an area designated as low density housing on the west side of East Avenue and it includes Byngmount Beach Public School. The medium density area at the corner of Lakeshore Road and East Avenue permits detached, semi-detached, duplex, townhouse dwellings and all forms of multiple dwellings within a density range of 30-57 units per net residential hectare. (MPA-25). The existing structures are two storey apartments.

Utility

There is a north-south hydro electric power corridor that runs along the east side of Hydro Road. The hydro transmission towers are highly visible in this location, however, existing significant landscaping results in a park-like setting.

The hydro corridor is linked to the Former Lakeview Generating Site that lies to the south of the Industrial Lands. There is a possibility that the Former Lakeview Generating Site may be released for redevelopment, which will have a significant impact on the redevelopment of the Industrial Lands and the role of the Lakeview community.

Public Open Space

Lakefront Promenade provides the main vehicular access to Douglas Kennedy Park, Lakefront Promenade Marina and Lakeview Park. There is a Waterfront Trail connection along Hydro Road that links with Lakefront Promenade further to the south. Approximately 400 metres of the south boundary, between Lakefront Promenade and Hydro Road, borders Lakeview Park. Lakeview Park is a popular outdoor sports facility that contains two baseball fields, a soccer field, parking and washroom buildings.



Rangeview Road is a wide, poorly defined street within the Industrial Lands.



The mainstreet commercial area on the north side of Lakeshore Road, adjacent to the Industrial Lands, is generally two storeys in height.



The medium density housing area to the west of the Industrial Lands consists of two storey apartment buildings.

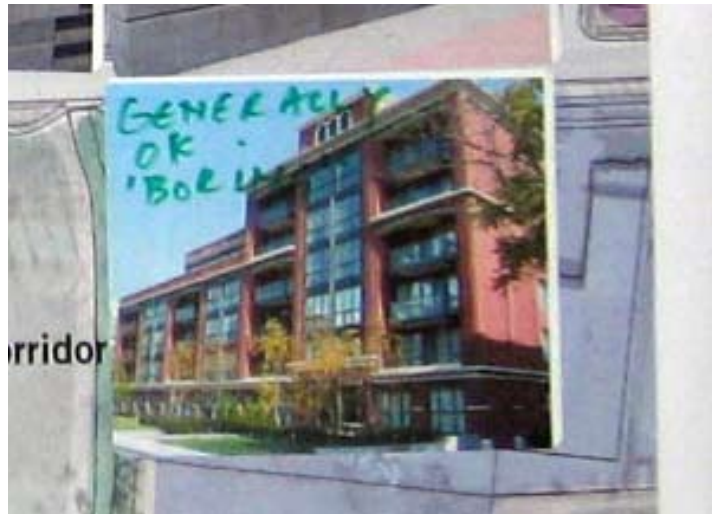
Community Input: Industrial Lands

"The Industrial Lands should redevelop as a mixed-use area, near the waterfront, for the Lakeview Community."

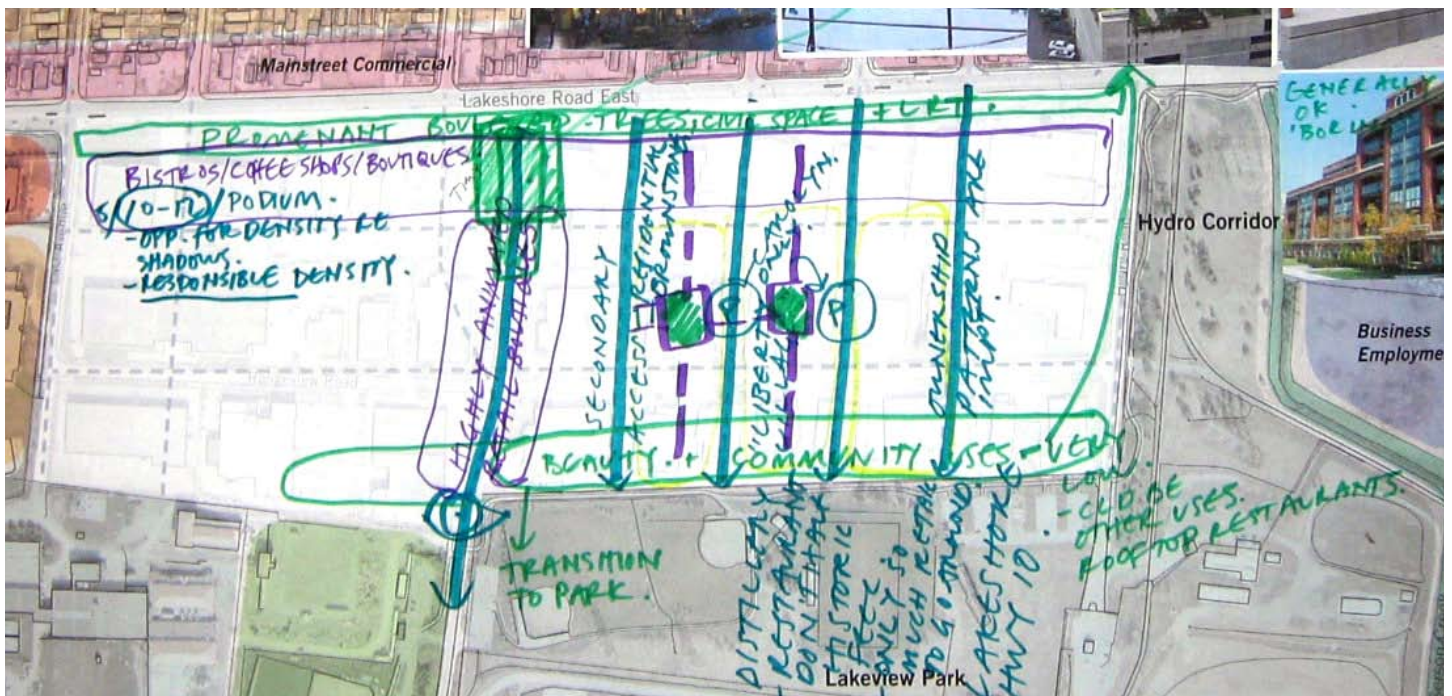
- Develop policies to regulate development within waterfront properties. Refer to section 3.3.3 New Development.
- Redevelopment is envisioned as a mixed-use area incorporating employment, residential, commercial, parks and open spaces and cultural and community uses.
- Intensification should be guided to promote appropriately scaled, vibrant and diverse employment, commercial and residential uses.
- Redevelopment will take time. Provide interim regulations that will require LEED approved buildings and improvements to pedestrian, commuter and cycling amenities. New development on the Industrial Lands should demonstrate leadership in sustainable development and open space opportunities.
- Redevelopment should integrate with the future potential of the land associated with the Former Lakeview Generating Site.
- Internal and external pedestrian and cyclist circulation should integrate with the larger district systems while emphasizing links to the waterfront.
- Site development should investigate opportunities to integrate the potential light rail transit route on Lakeshore Road.
- Low-rise built form should occur where buildings abut streets, public spaces, residential areas, parks and open spaces, sensitive areas and the waterfront.
- Medium-rise built form should be set back from low-rise conditions towards the interior of the site.
- High-rise built form could occur on these lands.
- Buildings and open spaces should be designed to maximize on-site connections and, in particular, facilitate north-south views and connections to the waterfront parks.
- **In addition, please refer to Appendix B for submission materials prepared by the Lakeview Ratepayers Association.**



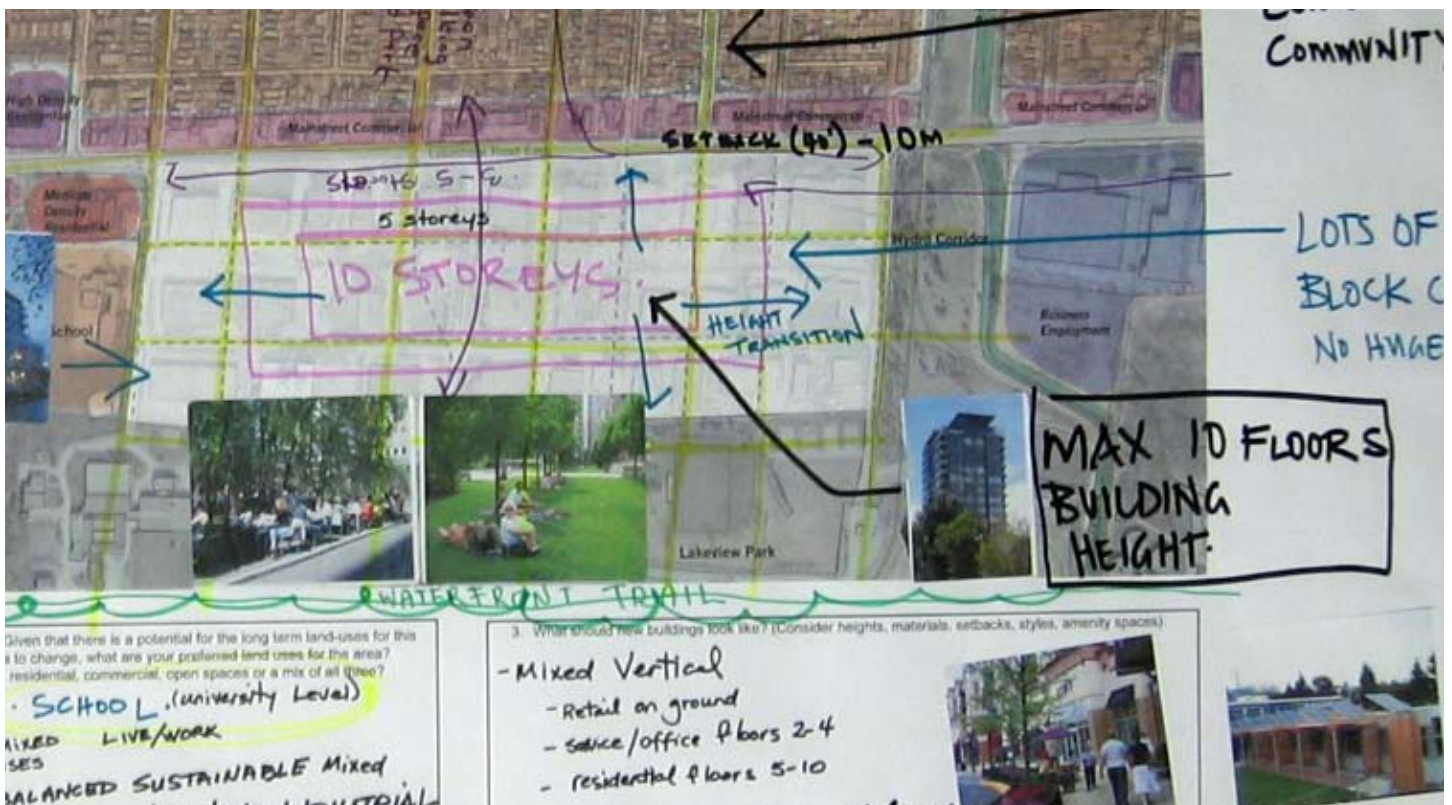
The Lakeview community is very concerned about the health of the environment and the community. It is imperative that new development be environmentally responsible.



Generally, this building precedent for a medium-rise building was liked by the community. Comments on the workshop materials indicated that interesting and well-designed buildings would be preferred.



Circulation, parks and open space systems should facilitate movement between Lakeshore Road and the waterfront parks. All circulation should be well connected to the local and larger systems in the City while promoting a walkable block pattern that relates well to the patterns established in the neighbourhoods to the north. A generous transition area should be identified at the south edge of the lands to address built form adjacent to public parks. It is important to note that while one group wanted building heights along Lakeshore Road to have 5 storey podium with 10-12 storey buildings stepping back from the street edge (see graphic above), another group considered 10 storey buildings in the centre of the site with a transition of buildings downwards from a centre area (See graphic below).



Workshop participants indicated that building heights could be as tall as 10-12 storeys at the centre of the site, stepping down in height to a minimum of 3 storeys at the development's edges. It was generally felt, however, that built form should not exceed a medium-rise built form (5-9 storeys).

Community Input Graphic Summary Industrial Lands



- | | | | |
|----------|--|--|------------------------|
| 1 | | Landscaped Greenway. Potential LRT, Walkways and Bicycle Path. | |
| 2 | | Mixed-use Shops/Restaurants At Grade | |
| 3 | | Secondary Retail At Grade | |
| 4 | | Green Streets | |
| 5 | | Semi-Private/Public Open Space | Low-rise built form |
| 6 | | Mid-block Pedestrian Connection | Medium-rise built form |
| 7 | | Pedestrian Park Entry | High-rise built form |
| 8 | | Vehicular Park Entry | |
| 9 | | Development designed for parkland / lakefront context | |

Note: The above concept plan was prepared as an interpretation of input from the community. The plan represents a summary of ideas gathered through public workshops, stakeholder interviews and on-line comments. The plan is for discussion purposes only and does not represent a final recommended concept plan.

Public Policy Recommendations

- Identify the Industrial Lands for further studies; ideally in conjunction with the Former Lakeview Generating Site. The study for the Industrial Lands should identify, among other things, short, medium and long term strategies for the redevelopment of the area.
- Include the Industrial Lands as a “Special Site” in the district policies of the Mississauga Plan and create development direction policies for the area.
- New development should demonstrate leadership in sustainable design and should meet or exceed LEED standards. LEED standards should become a criteria of site plan control and urban design guidelines.
- Develop urban design guidelines for the Industrial Lands with a particular focus on creating a walkable, compact development complete with a system of new streets and blocks designed to encourage new mixed-use development and access to waterfront parks. Guidelines should specifically address the Lakeshore Road frontage as a mixed-use area incorporating transit, pedestrian and cycling facilities.



New development should be environmentally responsive, meeting or exceeding LEED standards.



Urban design guidelines for the Industrial Lands should address the requirement for a high quality public realm that is supported by a well designed circulation and open space system.

Other Considerations

- The City of Mississauga's Employment Land Review Study is a review of the employment land supply. It includes recommendations for new policy directions that take into consideration the pressure to convert Employment Lands to other uses.
- Contamination issues will need to be investigated prior to determining the nature and scope of development.
- Residential uses may not be viable on the site due to the following reasons: Possible future power generation and other utility uses may create land use conflicts; area as an active park/recreational area may result in land use conflicts; potential contamination could preclude residential uses; displacement of business and employment; and this site provides an opportunity for institutional and community uses (e.g., university, place of religious assembly, stadium) which require large and affordable sites.
- Consider creating a specialized employment area focusing on a particular employment sector, for example, the film industry. Employment uses could be maintained on the lands while being attractive and beneficial to surrounding neighbourhoods.
- A Feasibility Study would be required to determine the type of higher order transit that may be implemented along Lakeshore Road.



The Industrial Lands should be developed as a vibrant, mixed-use, compact development. Redevelopment should act as a catalyst for revitalization for the greater area.



Currently, buildings are one storey in height and contain mature and active commercial activities.



The Inglis Site is very deep (approximately 350 metres) and currently accommodates significant areas of loading and parking.



Lakeshore Road is four lanes wide adjacent to the Inglis Site. The Inglis Site is on the left side of the photograph. The apartment building on the south side of Lakeshore Road is 7 storeys tall.

3.7.3 Inglis Site (501 Lakeshore Road)

Planning Context:

Currently the area known as the Inglis Site (501 Lakeshore Road) is zoned E2: Business Employment. This designation permits an integrated mix of business activities that operate mainly within enclosed buildings. Residential and commercial land uses lie adjacent to the E2 Business Employment Lands. Business Employment activities adjacent to these kinds of land uses should satisfy a higher standard of urban design, including the appropriate treatment of storage and loading areas.

Within the site, there is a generous range of allowable uses from larger scaled manufacturing, science and technology, warehouse and self storage and mid-to-small scaled businesses such as offices, medical, restaurants, banquet hall, financial institutions, food preparation establishment, truck waste-related facilities, motor vehicle establishments and adult entertainment venues. In addition, the eastern boundary of the employment land, which is adjacent to Greenbelt lands, involves minimum setbacks for development.

The Region of Peel has determined the need for a pump station on part of this site.

Physical Context:

The Inglis Site is defined by Lakeshore Road on the south side, the CN Rail line on the north, Cooksville Creek on the east and a low density residential area on the west side. The Site has a length of frontage on Lakeshore Road of approximately 190 meters. The site is 5.4 hectares (13 acres) in size.

The site is a mature, active employment area with few vacancies. There are two access points off Lakeshore Road including one at the centre of the site for internal site access, loading and customers and the other at the west end of the site, mainly used for loading.

Adjacent Land Uses:

Main Street Commercial

Mainstreet Commercial uses located in the south side of Lakeshore Road consist of 1 and 2 storey buildings.

Low and High Density Housing

There is a low density housing area to the west of the Inglis Site. The designation permits detached, semi-detached, duplex, triplex and street townhouse dwellings, within a density range of 17-30 units per net residential hectare. The pockets of high density residential nearby permit apartment dwellings at a Floor Space Index (FSI) of 0.5-1.8. Apartment buildings nearby range from 7 to 15 storeys in height.

Green Belt and Regulatory Flood Plain

The east side of the Inglis Site is bordered by Cooksville Creek. This watercourse has a significant “Regulatory Storm” floodplain which will affect redevelopment of this site. Through a development application, the limits of the floodplain will be revised to reflect the details of an on-site analysis.

The Inglis Site falls within the Special Site policies in the Official Plan. It is identified as Site 21 (4.17.6.22) and is the portion located on the west side of Cooksville Creek. The special site policies identify that flood free access to the site should be ensured at all times. The Lakeshore Road crossing of Cooksville Creek was recently reconstructed. The regulatory floodplain is expected to be modified as a result of these works, addressing the flood free access issue on these lands as well as lands to the east of the Creek. In addition, numerous improvements in regard to the flood conditions on lands to the south are expected to result from these works.

There is a Waterfront Trail connector trail that exists on the east side of Cooksville Creek, south of Lakeshore Road.



The floodline of the Cooksville Creek will be modified as a result of the construction of the culverts on Lakeshore Road.



The existing large setback of buildings is inconsistent with the community's desire to create a mainstreet corridor with a high quality streetscape.



The east and north boundaries of the site abut the Cooksville Creek corridor.

Community Input: Inglis Site

“The Inglis Site should be developed as a medium to high-density residential area with “mainstreet” mixed-uses along Lakeshore Road.”

- Designate site as a “Mixed-Use” area.
- New development should be appealing and accessible to Lakeview’s diverse population by providing a variety of dwelling types.
- New development should support the identity of the district while respecting the distinct character of the adjacent neighbourhoods.
- The Cooksville Creek floodplain should be preserved for natural protection and enhancement and development of integrated facilities for public use, including improvements to the trail system associated with Cooksville Creek and further to the Waterfront Trail.
- The Cooksville Creek corridor could become the main organizing feature of the open space system on the site. Internal walkways and cycling routes should have access to the corridor and its potential link to waterfront parks and trails.
- New development should include internal public and semi-private open spaces to provide community benefit while integrating with the larger district systems.
- Design access points and entrances into the development area that will minimize traffic conflicts on Lakeshore Road.
- Design site circulation and parking areas to promote pedestrian access and use of outdoor amenity areas.
- Develop a transit plan that will address the short, medium and long term needs of the new development.
- Buildings should be designed to provide transitions to sensitive areas, promote comfortable public areas and streets, frame key views and create an attractive skyline. Transition areas should incorporate lower-rise residential forms such as townhouse or walk-up apartments.



A public cycling trail was recommended within the Cooksville Creek setback buffer.



Participants of the place making session recommended low-rise buildings be located at the Lakeshore Road frontage and at the west boundary of the site, stepping to medium-rise buildings and two taller buildings at the site interior, adjacent to the Cooksville Creek corridor.



The Cooksville Creek floodplain should be preserved for natural protection and enhancement and the development of integrated facilities for public use, including improvements to the trail system associated with Cooksville Creek and further to the Waterfront Trail.













Participants of the place making workshop liked the idea of incorporating a small “village square” within the site that could include an outdoor ice rink.



Public trail connections within the Cooksville Creek corridor should link to the waterfront connector trail to the south of Lakeshore Road.

Community Input Graphic Summary Inglis Site



- 1**  Green Main Street
- 2**  Secondary Circulation
- 3**  Mixed-use Shops/Restaurants At Grade. Lakeshore Road streetscape should be pedestrian friendly and should include tree planting and landscaping.
- 4**  Connections to Cooksville Creek
- 5**  Open Space. Public and semi-private open spaces should be provided that allow for all season use of the spaces, for example, amenities such as an outdoor skating rink should be included.
- 6**  Pedestrian/Bicycle Trail. Trail should connect to existing trail on the south side of Lakeshore Road that connects to the waterfront parks and trails.
- 7**  Low-rise buildings should be located along Lakeshore Road and along the west boundary of the site.
-  Medium-rise buildings should be located towards the centre of the site, potentially along the Main Street of the development.
-  High-rise buildings should be located adjacent to the Cooksville Creek corridor, at a location farthest away from the existing low-rise residential area to the west.
- 7**  Credit Valley Conservation Authority Regulation Line for Cooksville Creek; the regulatory floodplain is expected to be modified as a result of the construction of a new bridge at Lakeshore Road East and Cooksville Creek and satisfactory to Credit Valley Conservation.

Note: The above concept plan was prepared as an interpretation of input from the community. The plan represents a summary of ideas gathered through public workshops, stakeholder interviews and on-line comments. The plan is for discussion purposes only and does not represent a final recommended concept plan.

Public Policy Recommendations

- Develop policies for the Lakeview district to include a description for the development direction for the Site. Prepare a “Conceptual Block Plan” for the Inglis Site that identifies residential areas, mainstreet commercial, open space, public roads and green belt areas and target densities for the site.
- Amend the land use designations to permit a mixed-use development that includes residential uses.
- Amend zoning by-law to permit uses and forms on the Site that are consistent with a high density, mixed-use development.
- Continue to encourage LEED standards as part of the site plan process.
- Prepare urban design guidelines for the Inglis Site with a particular focus on creating a walkable, compact development with appropriate transitions, high quality public realm and efficient parking and circulation. Guidelines should help establish an aesthetic for the development that is distinct, yet complementary to the emerging character of the district.
- Designs for the site should incorporate connections to the surrounding community.

Other Considerations

- Credit Valley Conservation (CVC) regulates the floodplain and natural hazards associated with the Cooksville Creek. Development proposals will require their review and approval.
- A shadow impact study will be required for any new development adjacent to stable, residential neighbourhoods and open or natural areas.
- Site development will be required to incorporate appropriate built form and open space transitions to adjacent uses.
- The Region of Peel has reviewed several sites through an Environmentally Assessment process, and has selected to construct a pumping station on the south-east corner of this site.
- Transit will review and incorporate service improvements based on ridership demand.
- Public Open Space is to be located adjacent to the Creek to provide public access and address floodplain issues. Semi Private Open Space is appropriate within the street network and adjacent to the existing residential neighbourhoods.
- Redevelopment of this site to include residential uses will require the filing of a Record of Site Condition on the Ministry of the Environment’s Brownfield Registry.
- Contamination issues will need to be investigated prior to determining the nature and scope of development.



The workshop participants selected this image to represent an appropriate medium-rise building for the site.

Generally, built form along Lakeshore Road should be low to medium-rise and should incorporate commercial uses on the ground floor.

3.7.4 Former Lakeview Generating Site

Although the Former Lakeview Generating Site was not included in the study place making workshops, Council endorsed the inclusion of this site within the scope of the study. Input regarding this Site was gathered throughout the study process through the visioning sessions and from other sources. Significant input from the Lakeview Ratepayers Association and comments gathered from other stakeholders and residents will play a key role in the development of this study's recommendations.

The Former Lakeview Generating Site has been a source of community interest even before the demolition of the "Four Sisters" in June 2007. Generally, the community wants to see land uses on this site that encourage positive change for the area while displacing industry and power generating uses. The community has expressed nostalgia over the loss of the "Four Sisters" and would like to see an appropriate replacement of the landmark feature.

Since the demolition of the stacks and powerhouse in 2007, the site is being re-mediated to meet "industrial use standards."

This piece of land along the Lake Ontario Waterfront has not been used or seen by many residents. Access to the shoreline has not been permitted in the past and is currently unavailable due to clean-up activities on the Site.

Planning Context:

The "Utility" land use designation for the site has not yet been re-evaluated in light of the recent provincial announcement by the Ministry of Energy and Infrastructure that the Lakeview site is not required for energy production. The community, including members of the Lakeview Ratepayers Associations have been active in protecting the site from future industrial/power generation uses. There is strong sentiment from the community to disallow future power generation and to redesignate the land use to allow a mixed-use community development.

The Former Lakeview Generating Site is identified as Site 9 in the Special Sites Policies (4.17.6.10) of the Official Plan.

Physical Context:

The Former Lakeview Generating Site is contained by Serson Creek on the east, Lake Ontario to the south, Douglas Kennedy Park to the west and Lakeview Park and Lakeshore Road to the north. The site is 80 hectares (196 acres) and incorporates approximately 4500 linear metres of shoreline, including breakwaters.

The site incorporates unique water access opportunities through the configuration of canals and breakwaters that were required as part of the Site's previous use.



Although the Former Lakeview Generating Site was considered to be limited as an industrial site on the Lake Ontario shoreline, many members of the community have expressed regret over the loss of a major landmark feature. The "Four Sisters" were a navigational feature that could be seen for kilometers by cars, boats and airplanes. (Mississauga Library)

Adjacent Land Uses:

Adjacent land uses include parks and open space, Business Employment and Utility. The utility use refers to the Waste-water Treatment Plant on the east side of Serson Creek (owned and operated by the Region of Peel).

Nearby residential uses on the north side of Lakeshore Road include low density neighbourhoods and pockets of high density residential. Low density residential generally permits detached, semi-detached, duplex, triplex and street townhouse dwellings, within a density range of 17-30 units per net residential hectare. High density residential permits apartment dwellings at a Floor Space Index (FSI) of 1.1-1.8. Typically, these buildings are 7 to 12 storeys in height.



The demolition of the Lakeview Generating Station in June 2007 was seen as a major event in Lakeview's recent history. (Mississauga Library).

Community Input: Former Lakeview Generating Site

“The Former Lakeview Generating Site should be re-developed as a high density, mixed-use area incorporating employment, institutional, residential, commercial, office, parks and open spaces, cultural-tourism and community uses.”

- Develop policies to regulate development within waterfront properties.
- Create a new compact system of streets and blocks that will promote flexible development through which a system of interconnected open spaces can be created.
- Streets and open spaces should emphasize north-south and other connections from Lakeshore Road to public parkland and Lake Ontario.
- Develop opportunities for a region-wide destination – incorporating an entertainment/theatre district, marina, restaurants and waterfront related features.
- Use intensification as a tool to revitalize the area and provide a new mixed-use neighbourhood, near the waterfront, for the entire Lakeview community. Intensification should be guided to promote a vibrant, diverse and stable community.
- New development should include a well connected and designed public realm that maximizes connections to the lake.
- Redevelopment of the Former Lakeview Generating Site should be integrated with the redevelopment of the Industrial Lands.
- Low-rise built form should occur where buildings abut streets, public spaces, residential areas, parks and open spaces, sensitive areas and the waterfront.
- Medium-rise built form should be set back from low-rise conditions towards the interior of the site.
- High-rise built form could occur on this site.
- Re-establish a sense of heritage for the site through the use of site specific cues. For example, memorable built structures such as the “Four Sisters” towers, or the location of the original shoreline may inform the design development plan for the site.
- Consider the site as a location for a high-speed ferry quay.
- **In addition, please also refer to Appendix B for submission materials prepared by the Lakeview Ratepayers Association.**



Participants at the Lakeview visioning session recorded that they would like to see continual shoreline access, outdoor entertainment areas, a soccer stadium, waterfront restaurants, a yacht club and marina, landmark features and mixed-use development on the site.



The Former Lakeview Generating Site is a significant portion of land that should be redeveloped as a mixed-use area with policies that reflect the waterfront setting.



Plans for the Former Lakeview Generating Site should be developed in conjunction with the Industrial Lands.

Public Policy Recommendations

Land Uses

Undertake a detailed study to develop policies and land use that:

- Promotes several uses on the site including employment, residential, commercial, hospitality, parks and open spaces, recreation, cultural and tourism uses within a waterfront setting. Public access and views along the shoreline should be a key component. Refer to section 3.3.3 New Development;
- Incorporates policies that will protect the property from future use as a location for industry and power generating activities;
- Incorporates policies that will assist in the creation and/or maintain a special community identity and a focal point for a variety of City-wide, community and neighbourhood functions;
- Identifies appropriate locations for intensification. The Former Lakeview Generating Site and the Industrial Lands provide opportunities for intensification as they are located near major intersections, can be accessed by Lakeshore Road which is an arterial road, are near to mass transit systems and are large enough to accommodate intensification with transitions to adjacent areas;
- Promotes a vertical mix of uses promoting commercial, office and community facilities on the ground floor;
- Requires that all elements of community development, including design, construction and operation, comply with LEED standards; and
- Identifies a system of public streets and open spaces that are well connected with the lake and the waterfront trail.

Public Policy Recommendations

Site Opportunities

- Develop a network of streets and blocks to accommodate a variety of built form and open spaces.
- Integrate unique site features into the re-development plan to create a meaningful landscape that respects the heritage and history of the site. For example, the existing canal systems, breakwater and a reinterpreted aspect of the demolished “Four Sisters” towers could be incorporated into the design.
- Ensure that views and access to Lake Ontario have the highest priority in the development of the design.
- Provide publicly owned, continuous public access along the shoreline that is well connected to Douglas Kennedy Park, Lakefront Promenade and the Arsenal Lands (via the proposed shoreline access along the Wastewater Treatment Plant).
- The size and location of the property provides the opportunity to re-establish a significant landmark feature at the edge of Mississauga.
- The prime waterfront location provides opportunities to develop significant waterfront destinations including cultural and educational facilities, an entertainment facility, marina, sports facility and restaurants.
- Re-development of the site should be coordinated with the redevelopment of the Industrial Lands with regard to land use, circulation, parks and open spaces and built form.
- Consider the site as a potential location for a high speed ferry service providing connections to Port Credit, Toronto and other locations.
- Parkland should be provided at levels in keeping with the provisions outlined in Mississauga Plan.
- Develop a framework for built form that provides a distinct waterfront community identity, provides a park within a neighbourhood and provides a distinct series of neighbourhoods and residential choices and is transit supportive.

Public Policy Recommendations

Built Form

- Built form should support the creation of a distinctive and memorable environment that reflects the Lakeview community's waterfront setting.
- Built form should generally be low to medium-rise and should be designed to protect and enhance views to the lake. Strategic locations for high-rises should be identified.
- Style and design of architecture could incorporate relevant heritage features in the area. For example, design features of the Lakeview Public School and the munitions factory building could be considered where appropriate.
- New buildings should be transit supportive by being oriented to the street and/or transit service, providing access to pedestrian and cyclist networks and providing opportunities to interconnect buildings through pedestrian routes.
- Parking to service new buildings should be designed comprehensively for the development. Surface parking should be minimized and parking requirements could be reduced where buildings demonstrate transit supportive designs.
- Built form should transition appropriately to Lake Ontario, development on the Industrial Lands, Applewood Creek and the Waste Water Treatment Plant.



Integrate the existing canal and breakwater features into the re-development plan to make meaningful connections to the heritage of the site.



Provide high quality and continuous public access to the Lake Ontario shoreline. Shoreline access should be well connected to adjacent circulation networks.



The Former Lakeview Generating Site is a prime waterfront location. It provides opportunities to develop a significant waterfront activity node that could include an entertainment facility, marina, sports facility and restaurants.

Public Policy Recommendations

Streets and Blocks

- New streets and blocks should be designed to reflect a balanced multi-modal design. Internal networks with connections to the Waterfront Trail and existing or proposed systems on Lakeshore Road and the Industrial lands should be well developed.
- Streets and blocks should be designed to enhance the pedestrian experience by creating high quality streetscapes, logical and efficient mid-block connections and providing access.
- The street and block pattern should promote the continuity of the patterns established in the areas north of Lakeshore Road.
- Street design should be planned to accommodate the variation of mixed-uses while providing diverse opportunities for public and private development.
- Street design should incorporate potential for transit services to enter the site from Lakeshore Road. In particular, higher order transit should be considered.
- Primary access to the site should occur from Lakeshore Road and through the redeveloped Industrial Lands. Street hierarchy should provide direct and clear access to major destination points and parking areas within the development while protecting less intense areas of the development.
- Streets and blocks should be designed to facilitate the phased implementation of redevelopment. Blocks should be configured to provide appropriate, diverse and well-scaled development parcels.



Built form should support the creation of a distinctive and memorable environment that reflects the Lakeview community's waterfront setting.

Public Policy Recommendations

Parks and Open Space

- Re-development should include a parks and open space system that provides a framework for a dynamic series of destinations and landmark features that are connected with internal circulation as well as with the larger, district-wide systems. Links to the waterfront will be critical.
- The open space network should incorporate both public and private lands which provides linkages to Douglas Kennedy Park, Lakefront Promenade, the Arsenal Lands and the Waterfront Trail.
- Ensure that the development as a whole is well landscaped and balanced with a diversity of publicly accessible places appropriate for a waterfront setting.
- Ensure that the parks and open space system supports the Mississauga Waterfront Parks Strategy with special regards to the System Design Strategies and the Park Design Strategies.
- Establish an overall parks hierarchy and open space plan that distributes appropriately sized and configured open spaces that will support a variety of activities and functions at the neighbourhood and community level, such as festivals, public plazas, play spaces, passive leisure and gardens.

Urban Design Guidelines, specific to the Former Lakeview Generating Site redevelopment should be developed. Guidelines should provide clear directions on the development of built form within a waterfront setting. Guidelines should also address the pedestrian priority of the area by providing guidance on the design of streetscapes, mid-block connections, crosswalks, parks and open space networks and cycling amenities.

Other Considerations

- Contamination issues will need to be investigated prior to determining the nature and scope of development.
- The Minister of Energy and Infrastructure has made an announcement that the Lakeview site is no longer being considered for a power generation facility.
- Re-development should promote diverse employment opportunities.
- Medium and high-rise built forms, if permitted, would need to consider connections and view corridors to the water and waterfront parks.
- Redevelopment of the site should protect and integrate the existing land fabric, for example, existing streets and block layout.
- A market feasibility study should be performed to examine the appropriateness of incorporating a destination entertainment and/or sports facility on the site.
- Redevelopment of this site for more sensitive use may require further clean-up and that a Record of Site Condition be filed on the Ministry of the Environment's Brownfield Registry.
- Consideration for a high speed ferry service from Mississauga to Toronto is inter-regional in nature and will need to be coordinated with Metrolinx and/or the Provincial/Federal governments to undertake a feasibility study.



Streets and blocks should be designed to facilitate safe, desirable and efficient pedestrian and cyclist movement.

3.7.5 Lakeview Wastewater Treatment Facility

The Lakeview Wastewater Treatment Plant is owned and operated by the Region of Peel. The Plant is operating at full capacity and will remain at the lakefront for the foreseeable future. The Region is expanding the treatment facility to provide up to a capacity of 518mL/day.

Generally, the Lakeview community accepts the plant's function and location as a part of the water treatment activities necessary to provide clean water. Most of the community's concern was related to the aesthetics of the plant and the odours that are occasionally produced. The community has identified that they would like to see a Waterfront Trail extension along the shoreline of the property.

Planning Context

The area is designated "Utility" which permits utility rights-of-way and larger above ground facilities.

Both the Lake Ontario Waterfront Development policies in the Official Plan (MPA 3.13) and the Mississauga Waterfront Parks Strategy (Section 6.2) state that all public access along the shoreline will be continuously pursued.

Physical Context

The Plant is bordered on both the east and west sides by a Greenbelt associated with the Etobicoke Creek and Serson Creek. A Business Employment area and Lake Ontario contain the site at the north and south. The Plant exists on a major parcel of land on the waterfront that is inaccessible to the community. Currently, no public access along the shoreline is permitted.



The Lakeview Water Pollution Control Plant exists on a major parcel of land at the edge of Lake Ontario. Currently no public access is permitted along the shoreline.

Community Input: Lakeview Wastewater Treatment Facility

“The Lakeview Wastewater Treatment Facility should take measures to integrate with the surrounding existing and future communities.”

- Create a Waterfront Trail segment along the shoreline of the property using the Imperial Oil Trail Extension (Port Credit) as a precedent.
- All opportunities to reduce odours emanating from the facility should be explored.
- Upgrade visible structures, such as buildings, driveways, ponds etc. to improve aesthetics.
- Provide screening along the property lines.



Generally the community was most concerned about odours and views of the facility that could be seen from public places.

Public Policy Recommendations

- Investigate with the Region of Peel, the possibility of creating a Waterfront Trail along the shoreline. The development of the Imperial Oil trail extension should act as a precedent.
- Re-development plans for the Former Lakeview Generating Site should incorporate a buffer or transition zone that mitigates views into the Waste Water Treatment Plant.



The Imperial Oil trail extension was the result of a successful partnership between the City and the existing land owners.

Other Considerations

- There is an expansion planned for the Lakeview Wastewater Treatment Facility. The preferred design concept and upgrading plan will be phased to provide up to a capacity of 518 mL/day.
- A conceptual plan for a family oriented waterfront park has been developed for the Arsenal Lands. The Arsenal Lands are owned by the Toronto and Regional Conservation Authority (TRCA), purchased in cooperation with the Cities of Mississauga and Toronto, Region of Peel and the TRCA.
- Industrial and utility uses can create a visual interest and diversity of experience for trail users.



The community would like to see the Waterfront Trail continue along the shoreline linking Marie Curtis Park and the Arsenal Lands to Lakefront Promenade.



The Dixie Outlet Mall is a well liked and successful shopping centre in Mississauga.



The Dixie Outlet Mall represents the only site on Dixie Road that could support intensification efforts.

3.7.6 Dixie Outlet Mall

The Dixie Outlet Mall is strategically located the intersection of the QEW and Dixie Road and is a successful Mall that also services customers from Toronto and Oakville. Typically out of city customers do not infiltrate into the district beyond the Mall's property.

The mall first opened in 1956 and was known as Dixie Plaza until the late 1980s, after significant expansion and renovations took place. It was the first mall of its kind in Mississauga and is the oldest still in operation. The Mall is well serviced by Mississauga Transit and incorporates a bus loop adjacent to the Burger King.

Generally the community likes the Dixie Outlet Mall and considers it to be a main shopping destination in the district.

Planning Context

The Mall lands are designated as General Commercial, which refers to commercial development that is located on major roads, in this case, at the crossing of the QEW (Provincial highway) and Dixie Road (Arterial). The Mississauga Plan states "Development of General Commercial uses will be encouraged through in-filling to consolidate the potential of these areas and to restrict their linear extension into stable, non-commercial areas."

The C-3 Zoning established a variety of uses that include retail, service, office, hospitality entertainment and recreation and university or college functions. However, residential uses are currently not permitted. A maximum height level of 20 metres or 4 storeys is permitted.

The Dixie Outlet Mall location is a potential site that could support intensification efforts.

Physical Context

The Dixie Outlet Mall has grown in size over the 50 years with a significant increase in its retail gross floor area. The buildings are typical of a 1 storey large format commercial development. A large, well-used parking area surrounds the Mall and individual buildings.

The Mall is adjacent to low density residential areas to the west, north and east and borders the Lakeview Golf Course along the south edge. Access to the Mall occurs from Dixie Road and South Service Road.

Community Input: Dixie Outlet Mall

“The Dixie Outlet Mall should be redeveloped as a high-density, mixed-use area including residential uses.”

- Designate the site as a “Mixed-Use” area.
- The site should be redeveloped to include residential uses so that the area is more vibrant and safe during the evening hours.
- As part of redevelopment and intensification, surface parking should be reduced in favour of mixed-use buildings and open spaces. Required parking could be accommodated in structured parking facilities.
- Existing and proposed surface parking lots and laneways should be planted with trees and landscaping.
- New development should retain the stores and businesses that currently exist. They are well used by the community.
- Low-rise building forms in keeping with the surrounding neighbourhoods should be located at the edge the site. Taller buildings could occur in the interior of the site, away from the existing low-rise residential building forms.
- Transit to the site should be improved as bus service is not continuous along Dixie Road.



As part of redevelopment and intensification, surface parking should be reduced in favour of mixed-use buildings and open spaces. Required parking could be accommodated in structured parking facilities.

Public Policy Recommendations

The Dixie Outlet Mall is a 20 hectare (50 acre) site that is strategically located near major transportation and transit routes and is surrounded by stable, low-rise residential areas. The large scale of the Lakeview Golf Course to the south will assist in mediating the impacts of any tall high-rise development that may occur.

- Investigate redevelopment of the site for most appropriate use. If intensification is appropriate, a planning impact study should be prepared to evaluate the impact and increase of density will have on traffic, transit, infrastructure and community services.
- Develop an urban design concept plan and urban design guidelines for the area through an urban design study to investigate land use, density, built form, open space, and transit and transportation opportunities.
- Review transit services and implement improvements to respond to short, medium and long term requirements.

Other Considerations

- The City of Mississauga is completing its Growth Management Strategy which outlines a strategic approach to growth management. It builds upon Mississauga’s existing context and established urban form to ensure a sustainable living environment and identifies employment and population density targets.
- While the Provincial Growth Plan does require intensification of existing built-up areas, the Region and Mississauga are well positioned to meet the Growth Plan’s growth requirements. Intensification for the district should be guided by what will create an attractive, balanced and vibrant area.
- The emphasis on population should be carefully considered. Intensification also means employment intensification; creating a balance between population and available employment.
- The City’s on-going Green Development Strategy should inform development that occurs on this site.



Applewood Village Plaza is currently a single storey “strip mall” development that is surrounded by a large parking area.



Adjacent neighbourhoods are generally low-rise single family dwellings.



Applewood Village Plaza is surrounded by stable, low-rise residential areas on three sides.

3.7.7 Applewood Village Plaza

The Applewood Village Plaza is a 6 hectare (14 acre) neighbourhood shopping mall that services low density residential areas on the north side of the QEW. The development is well used and liked by the community and contains many “real” community stores such as the Dominion, banks, a drug store, dentist office and beer and liquor stores.

Planning Context

The Plaza lands are designated General Commercial with a pocket of Motor Vehicle Commercial at the south east corner. General Commercial refers to commercial development that is located on major roads. The Mississauga Plan states “Development of General Commercial uses will be encouraged through in-filling to consolidate the potential of these areas and to restrict their linear extension into stable, non-commercial areas.”

The C2-1 “Neighbourhood Commercial” Zoning permits retail, service, office, entertainment and recreation and university/college uses.

Physical Context

The Plaza has several access points along Insley Road, North Service Road and Macintosh Crescent. The landscaped strip between the parking area and the adjacent roads is narrow and interrupted with many access points, which results in the edges of the development not being well defined.

The Plaza is surrounded by low density, stable residential areas on the west, north and east sides. The south side is adjacent to North Service Road and the QEW, which makes for a visually confusing edge condition.

The parking areas do not contain landscaping or pedestrian walkways. There is a pedestrian QEW overpass connection point at the south west corner of the site that is not linked to the site with a walkway system.

Community Input: Applewood Village Plaza

“Applewood Village Plaza should be redeveloped as a low to medium-rise area that includes residential and commercial uses.”

- Designate site as a “Mixed-Use” area.
- Residential uses should be included to improve the vibrancy of the area during the evening hours.
- Surface parking and internal driveways should be attractively designed. Access points should be organized and located where safe intersections can be made.
- The edges of the development should provide a buffer for the existing stable residential areas.
- Retaining the mix of stores will be important. They are important and well used by the community.



Applewood Village Plaza may be an appropriate location for low to medium-rise intensification with a focus on retaining the existing community related commercial activities.

Public Policy Recommendations

Applewood Village Plaza represents the largest potential intensification site north of the QEW within the Lakeview district. Its proximity to the QEW makes it a strategic location for intensification.

- Investigate the redevelopment of the site for other appropriate uses. If intensification is appropriate, a planning impact study should be prepared to evaluate what impact the increase of density will have on traffic, transit, infrastructure and community services.
- Develop an urban design concept plan and design guidelines for the area through an urban design study to investigate land use, density, built form, open space, and transit and transportation opportunities. Generally, new development should be sensitive to the nature of the stable residential areas to the west, north and east and should provide opportunities to maintain the same kinds of commercial activities that now exist.
- Initiate a detailed study of this site to investigate infill potential considering matters such as land use, density, built form, and transit access.
- The Applewood Village Plaza should be designed and developed as a “Complete Community”.

Other Considerations

- The City of Mississauga is completing its Growth Management Strategy which outlines a strategic approach to growth management. It builds upon Mississauga’s existing context and established urban form to ensure a sustainable living environment and identifies employment and population density targets.
- The needs of the surrounding community should be integrated into new development. For example, retaining retail and service uses, affordable housing and the ability to “age-in-place”.
- The Plaza is listed on the City’s Heritage Register. Any development proposal would be required to submit a satisfactory Heritage Impact Statement.
- The City’s on-going Green Development Strategy should inform development that occurs on this site.



Study Findings

Port Credit 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 section 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 Public Policy Recommendations when considered within the greater context of development in the City. This text is intended to "flag" items that will need to be addressed and are not intended to minimize community input but rather to offer "things to think about" when the time comes to revise or develop the public policies.

Community Input

Public Policy Recommendations

Other Considerations

4.1 District Vision

“Evolving the Urban Village”

Port Credit is a well-known, well-established waterfront community in southern Ontario. The active port and harbour functions, fishing and boating activities, village character and natural beauty of Port Credit makes it a desirable place to be. Port Credit has had a long history of habitation; change has been occurring since the mid-1700's and change has continues to occur three centuries later. Throughout all this change, Port Credit has remained a functioning village; a notion that is fundamentally important to Port Credit's visitors and residents and to the future of the community.

The vision for the Port Credit District is based on six basic principles:

Village Character

- Reinforce Port Credit's Village character by integrating heritage resources in all levels of design.
- Protect the viable and desirable characteristics of the village mainstreet, the port and the harbour.



Distinct Waterfront Community

- Enhance and support public access and waterfront related activities.
- Protect views to Lake Ontario and the Credit River.
- Reinforce the village's waterfront setting.





Enhance the Public Realm

- Promote and protect the pedestrian, cyclist and transit priority environments.
- Create well connected and balanced parks and open spaces.
- Promote a palette of materials for the public realm that reinforces the community's waterfront setting.
- Create a vital and active community for the living, working and recreation culture.



Environmental Stewardship

- Natural features and shorelines are protected and enhanced.
- New development demonstrates a higher level of responsibility to the environment.



Balance Growth

- Intensification will occur where it makes the most sense in terms of community and City objectives.
- Brownfield redevelopment will be a priority.
- Growth will achieve a measurable level of community benefits.
- Provide on-going opportunities to participate in decision making for the community's future.



Healthy Population

- New development will create and enhance connections to the natural environment and to the waterfront.
- Healthy lifestyles will be promoted through support of walking and cycling as viable modes of transportation.
- Port Credit will protect and encourage the growth of its diverse population.

4.2 Community Identity

4.2.1 Character

Community Input

The character of the Port Credit community is strongly tied to its waterfront location, where the Credit River meets Lake Ontario. 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 community has expressed that the key to Port Credit is its public quality; an element that needs to be protected. Future development should enhance the village character and contribute to the quality of life of the entire community. Policies concerning community character should address the following:

- Preserve and enhance the existing village character throughout the district. Port Credit is already a desirable place to be.
- Reinforce and enhance the village character along Lakeshore Road.
- Respect and maintain the harbour and port functions of Port Credit. These activities contribute greatly to the character and pride of the community.
- The community has a higher level of responsibility to the environment due to its close proximity to the Credit River and the Lake.
- New development should also enhance the community's quality of life by providing facilities to promote healthy lifestyles, e.g. pedestrian and cyclist amenities.

Public Policy Recommendations

- Build upon the heritage of the waterfront village to inform built form, private and public realm, parks, streetscapes and community amenities. Develop urban design guidelines for the private and public realm that will reinforce the village character of the district.
- Reinforce and enhance Lakeshore Road as a community "main street" and place for social activity.
- Respect and maintain the economic function of the port including marinas, charter boat services, launching facilities, fishing and port authority services.
- Reinforce and enhance Port Credit as a walkable, bike friendly village. Ensure that provisions and connections for pedestrian and cycling circulation are supported by policy and are implemented through new development including roadway and transit improvements.
- Ensure that future development will incorporate low-impact, high quality, sustainable development practices. For example, new development should meet or exceed LEED standards and should support the notion of a "complete community".



Reinforce Port Credit as a place for walking and cycling.

4.2.1 Character cont'd

Other Considerations

- The character of the community should be protected by ensuring a balance between vehicle, pedestrian and cycling movement. The emphasis should be placed on creating a planning framework to support walking, cycling and transit as a fundamental component of a “complete community”.
- The City of Mississauga is completing its Growth Management Strategy which outlines a strategic approach to growth management. It builds upon Mississauga’s existing context and established urban form to ensure a sustainable living environment and identifies employment and population density targets.
- The Employment Land Review Study for the City of Mississauga will provide direction for existing and future employment lands.



The presence of a viable port and marina in Port Credit forms a fundamental component of the district's character.

4.2.2 Views and Vistas

Community Input

Currently, the Port Credit community has physical and visual access to the lake and the Credit River. As development occurs, views to the water should be respected and preserved. Views to the lake and riverfront are major contributors to the community's character and pride. Views to water related activities are also important as they reinforce the community's location as a waterfront place.

Public Policy Recommendations

- New development should be sited and designed to respect views to Lake Ontario, the Credit River, to natural areas, to the sky and to waterfront related activities such as boating, fishing and promenading.
- Views to desirable features should be identified and reinforced through Official Plan policies, community improvement plans, Zoning By-laws and urban design guidelines.
- Provide protection of key views to Lake Ontario and the Credit River through the development of policies to regulate development on waterfront properties. Refer to section 4.3.3 Waterfront: New Development.

Other Considerations

- Built form south of Lakeshore Road should not impede physical and visual connections to the waterfront.



Views to Lake Ontario, the Credit River, to natural areas, to the sky and to waterfront related activities such as boating, fishing and promenading should be maintained.

4.2.3 Built Heritage

Community Input

Built heritage refers to buildings that contribute to the distinctiveness of the area but may not necessarily be historic or “designated”. The Port Credit community expressed an interest in the future of built heritage within the district and had the following comments and concerns:

- The community recognizes the area is constantly evolving and sees opportunities to have a built heritage that respects not only history but the organic, living character of the area.
- The built heritage along Lakeshore Road is part of the village main street character. The integrity of these buildings should be protected.
- Adaptive reuse of heritage resource buildings is preferable to demolition. The community would like to see all opportunities to retain existing buildings to reinforce the village's sense of place.

The community identified the following buildings as having built heritage significance:

- Riverside Public School, Wilcox Inn, Stavebank Church/War Memorial, Port Credit Arena, Clarke Hall, Post Office, Marina Harbour Building, Snug Harbour, Building at Lion's Hall, Lighthouse, library, Second Cup, St. Lawrence Starch, Hamilton House, houses in the Port Credit Heritage Conservation District and places of worship.

Public Policy Recommendations

- Build on and promote built heritage resources as a fundamental part of Port Credit's character.
- Continue to require heritage impact statement (HIS) through site plan control.
- Provide incentives to private property owners to retain built heritage features, for example, restoring original facades or retrofitting an entire building for new use.
- Existing buildings or structures that contribute to the heritage fabric of the community should be retrofitted, where possible, for reuse and integrated into new development design. New uses could be integrated into the original building.
- Built form urban design guidelines should address the treatment of existing buildings and the design of appropriate new built form.

Other Considerations

- The City's Heritage Register should be consulted when new development is proposed on sites that contain or, that are adjacent to existing buildings. Listed or designated properties will require a heritage impact statement.
- The City offers grants to private property owners for heritage designated buildings to maintain or restore original heritage attributes.



New development adjacent to, or that would impact built heritage features, should integrate appropriate transitions to preserve the integrity of the feature.

4.2.4 Cultural Heritage

Community Input

Cultural heritage is defined as a setting or landscape which has enhanced a community's vibrancy, aesthetic quality distinctiveness, sense of history and place. For example, JC Saddington Park and Port Credit Memorial Park's totem pole would be considered cultural heritage resources.

The community identified the following cultural heritage resources:

- Public and private marinas, rowing and canoe clubs, Port Credit Arena, Heritage Conservation Area, Former Port Credit Lawn Bowling Site, the Credit River, the Ridgetown, all waterfront and inland parks and street patterns.

The community felt strongly that future development should explore all opportunities to integrate or expand on cultural heritage resources.



The Ridgetown was seen as one of the more noticeable cultural heritage features in Port Credit.



New development should be sensitive to the character and nature of the Harbour Marina as it is a significant cultural heritage feature for Port Credit.

Public Policy Recommendations

- Consider creating policies, either as special site or character area policies, for areas where unique cultural features are located. For example, the Ridgetown, the Port Credit Lighthouse, and the port itself represent cultural heritage features that communicate the history of the district. Policies for the areas should relate to the protection, preservation and enhancement of the features while also touching on the nature of potential new development that may occur on adjacent land.
- Listed cultural heritage features should continue to be included in heritage impact statement (HIS) where new development occur adjacent to cultural heritage features. A HIS, when appropriate, could be required as a component of site plan review.

Other Considerations

- The City's Cultural Heritage Inventory should be consulted to identify if properties are listed or designated. Properties that are identified will require a Heritage Impact Statement if new development is proposed.



Cultural heritage can be explored through a plaque and / or heritage signage program.

4.2.5 Neighbourhoods

Community Input

It is imperative that the integrity and character of existing neighbourhoods be maintained. Many neighbourhoods have distinct building types which reflect the development heritage of the area.

The community identified the following special neighbourhoods in Port Credit:

- The Port Credit Heritage District, Upper Village (Central Residential District), Cranberry Cove, Shawmarr, St. Lawrence and Riverside.

In addition, the community had the following comments and concerns regarding existing neighbourhoods:

- Existing neighbourhoods should be protected by establishing comprehensive directions for locating higher density infill and development.
- The community would like to see transition areas that will guide appropriate new building form, height and massing.
- New neighbourhood design should respect the pattern and form of nearby existing neighbourhoods. For example, any development on the Imperial Oil Lands should have a transition area that reflects the fabric of the heritage conservation district on the east side of the property.
- Protect neighbourhoods from inappropriate new development such as “monster homes”.
- Provide some regulations that encourage developers to commit to completion dates so that development does not “drag-out” or remain incomplete for a long period of time.

Public Policy Recommendation

Develop policies for existing stable neighbourhoods within the community that:

- Identify community features that are to be protected;
- Provide directions on how intensification should occur, such as lot coverage, transitions, setbacks, development schedules and includes potential locations and complete street elements through the development of urban design guidelines;
- Consider in-fill guidelines as policies;
- Identify how change should occur adjacent to neighbourhoods; and
- Promote the participation of the community.

Other Considerations

- The Growth Management Strategy will identify areas for intensification to ensure a sustainable environment.
- The economic feasibility of redevelopment and the forms redevelopment should take, should be considered prior to developing policies.
- Built form should be designed in consideration of the surrounding stable neighbourhoods.
- The protection of, and not encroachment into, stable residential neighbourhoods should be considered.



Old and new distinct neighbourhoods exist in the Port Credit district, for example, the Heritage Conservation District is the oldest neighbourhood in the area.

4.3 Waterfront

4.3.1 Physical Connections

Community Input

The community wants improved connections not only to the waterfront but also to the remainder of the district and to the larger City and Regional systems.

- The waterfront is the community's most distinct feature; there should be continuous public access along the shoreline, maximizing waterfront spaces for public recreational use.
- The waterfront should be linked to all inland networks.
- Neighbourhoods to the west of the Credit River should be better connected to the village core and to the waterfront. The community suggested creating a pedestrian/cycle bridge over the Credit River, an under-pass at Lakeshore Road between Marina Park and Port Credit Memorial Park (west) and a north-south connection through the Imperial Oil Lands to the Waterfront Trail.

Public Policy Recommendations

- The City should continue to pursue continuous public access along the shoreline, implementing the recommendations of the recently completed Waterfront Parks Strategy. Target missing pieces along the shoreline within the Harbour Marina lands.
- New development on the waterfront should incorporate continuous public access to the shoreline. Refer also to section 4.3.3 New Development.
- North-south streets between Lakeshore Road and the waterfront should be improved to facilitate the movement of pedestrians and cyclists. Visible elements such as signage and landscaping should reinforce connections to the waterfront.
- North-south streets on the north side of Lakeshore Road should include directional signage for the waterfront. Provide more crossing opportunities across Lakeshore Road.
- Investigate the potential for a pedestrian / cycle bridge over the Credit River north of Lakeshore Road.
- Consider the feasibility of creating an under-pass at Lakeshore Road between Port Credit Memorial Park (west) and Marina Park similar to the under-pass on the east side of the Credit River.
- Require a north-south connection between Lakeshore Road and Lake Ontario through the Imperial Oil Lands as it develops.
- District waterfront circulation systems should connect to adjacent district systems.
- Ensure connections to activity centres and transit hubs.



North-south streets leading to the waterfront should include circulation opportunities for pedestrians and cyclists.

4.3.1 Physical Connections cont'd

Other Considerations

- The recommendations in the Mississauga Waterfront Parks Strategy regarding connectivity, sustainability, and all season use should be implemented throughout all levels of design.
- The City's on-going Green Development Strategy should inform development that occurs.
- Contamination issues will need to be investigated prior to determining the nature and scope of development.
- The waterfront is a City and Regional resource. Public access is a priority.
- The mix of uses on the waterfront should include employment opportunities.
- Shoreline restoration, fish habitat and water quality objectives may preclude some development from happening.
- Credit Valley Conservation (CVC) is currently preparing a Lake Ontario shoreline study and various sub-watershed studies to monitor the continuity of the natural environment. The CVC's recommendations for the natural environment's long term health may define the nature and scope of development on the waterfront.



New development should ensure public access to and along the Lake Ontario shoreline.

4.3.2 Waterfront Activities

Community Input

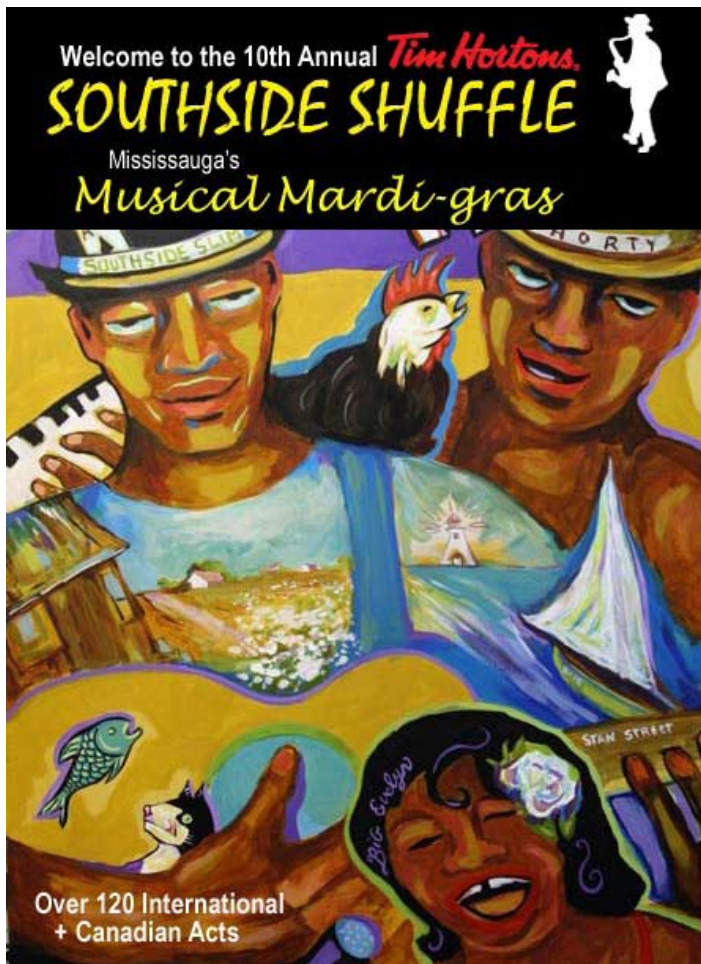
The Port Credit community has a strong emotional connection to the waterfront. The village character has originated from its location at the place where the Credit River and Lake Ontario meet. It is important to note that the community sees itself as a public place, where the streets, sidewalks, parks, and trails all lead to the water.

Public Policy Recommendations

- Build on emotional connections through consideration of the location, use and materials for activities.
- Build on emotional connections to the lake and river by ensuring continuous access to and along the shoreline.
- Continue to provide high quality public spaces at the waterfront where people can gather and interact with each other. Redevelop Marina Park and Port Credit Memorial Park (west) to a standard similar to JJ Plaus Park and Port Credit Memorial Park (east). Refer also to section 4.6 Open Spaces: Streetscapes, Parks and Natural Areas.
- The development of larger sites (Harbour Marina and Imperial Oil Lands) should incorporate public access along and to the lake.
- Continue to provide opportunities for diverse waterfront related activities such as fishing, strolling, boating, festivals etc.

Other Considerations

- The recommendations in the Mississauga Waterfront Parks Strategy regarding waterfront activities and all season use should be implemented throughout all levels of design.



New development should integrate opportunities for diverse waterfront related activities and festivals., for example, events like the Southside Shuffle.



Views to the waterfront related activities and to Lake Ontario and the Credit River are key to preserving and reinforcing the character of the area. (Image courtesy of VIVA Port Credit).

4.3.3 New Development

Community Input

The Port Credit community expressed that new development within the district, especially new development near the waterfront, should demonstrate a higher level of responsibility to the environment and to the existing community. The community had the following comments regarding new waterfront development:

- New development near the lake and Credit River should demonstrate the most appropriate use for the land, contributing to the revitalization of the greater area.
- Incorporate uses that are attractive, publicly accessible, and contribute to the health of the greater community. For example, provide a community centre with indoor pool, or a youth and senior centre with comprehensive bike and walking access, or an additional arena facility.
- Development should achieve the highest quality of sustainable development.
- Incorporate a mix of uses to ensure vibrancy during all seasons of the year, during all hours of the day.
- New development should incorporate design elements that reflect the area's heritage and waterfront location.
- Waterfront development should not include a wall of high-rise buildings or be cut off by private development. New development should not impede visual and public access to the waterfront.

Public Policy Recommendations

Develop policies to regulate development within waterfront properties and adjacent properties. The policies could also apply to larger areas that may impact waterfront properties.

Develop policies for the waterfront that:

- Protect, preserve and enhance the natural environment and ecological linkages;
- Restrict land uses on waterfront properties that have negative affects on the environment and health of the community;
- Include a specific direction for each property or collection of properties;
- Permit a mix of uses with a focus on waterfront and community related activities;
- Encourage the provision of desired community facilities such as an additional marina, an indoor pool, youth and senior's centre and potentially an arena in new development plans;
- Require public access to and along the Credit River and Lake Ontario shoreline;
- Provide protection for views and ensure that the waterfront setting is expressed through all levels of site design;
- Require LEED compliance and application of "compact community" and low-impact development concepts;
- Prescribe building heights and step-backs: low-rise building base heights should front onto waterfront and open spaces, stepping back and up to medium-rise where appropriate;
- Require connection to or completion of the Waterfront Trail and other circulation networks in the district.

4.3.3 New Development cont'd

Other Considerations

- The recommendations in the Mississauga Waterfront Parks Strategy regarding connectivity, sustainability, and all season use should be implemented throughout all levels of design.
- The City's on-going Green Development Strategy should inform development that occurs.
- Contamination issues will need to be investigated prior to determining the nature and scope of development.
- The waterfront is a City and Regional resource. Public access is a priority.
- The mix of uses on the waterfront should include employment opportunities.
- Credit Valley Conservation (CVC) is currently preparing a Lake Ontario shoreline study and various sub-watershed studies to monitor the continuity of the natural environment. CVC's recommendations for the natural environment's long term health may define the nature and scope of development on the waterfront.
- Address connections to and within new development to encourage walkable communities and address sustainable development concepts.
- The Waterfront Parks Strategy did not identify the need for an additional arena. The Future Directions report did not identify the need for an additional marina or arena.



Development on or near the waterfront should ensure public access along the Lake Ontario Shoreline. (Image courtesy of VIVA Port Credit).

4.4 Intensification

4.4.1 Land Uses

Community Input

The health of the community and the environment is critical to the long term success of the district. Although there is a history of industrial land uses (Imperial Oil, St. Lawrence Starch etc.), the community no longer supports locating these uses in Port Credit. The Community wants to see their brownfield sites (Imperial Oil Lands) redeveloped into healthy places that will provide benefits to the community. The community desires land uses that:

- Redevelop the Imperial Oil Lands. Consider Port Credit as a location for new College or University campus;
- Are environmentally responsible and safe for the community;
- Include public access components that expand parks, trails and access to the lake;
- Promote revitalization of the Imperial Oil Lands and the Harbour Marina and Port Street area; and
- Maintain the harbour use while looking for an opportunity for an additional marina facility.

Public Policy Recommendations

- Develop new policies that will provide guidance on intensification and revitalization within the Port Credit district.
- Encourage the expansion of green, natural and open spaces that maximize public access, provides land for contiguous pedestrian and cyclist connections and provides the critical mass to support sustainable landscapes and natural stable environments.
- Land uses should maximize community benefits and promote the establishment of healthy environments, clean land, water and air.
- Consider a college or university campus within the district (potentially, the Imperial Oil Lands).
- Maintain employment uses within the district that will balance potential population.
- Existing harbour use should be maintained.
- Land used for under utilized, derelict or brownfield sites should be redesignated to protect the land for uses that respect the community's desire for clean land, water and air.



Develop new land use designations that will encourage revitalization by permitting mixed-use development.



New land use designations should promote healthy environments through all types of site development such as permeable paving in surface parking lots.

4.4.1 Land Uses cont'd

Other Considerations

- The City of Mississauga is completing its Growth Management Strategy which outlines a strategic approach to growth management. It builds upon Mississauga's existing context and established urban form to ensure a sustainable living environment and identifies employment and population density targets.
- While the Provincial Growth Plan does require intensification of existing built-up areas, the Region and Mississauga are well positioned to meet the Growth Plan's growth requirements. Intensification for the district should be guided by what will create an attractive, balanced and vibrant area.
- The emphasis on population should be carefully considered. Intensification also means employment intensification; creating a balance between population and available employment.
- The Employment Land Review Study for the City of Mississauga will provide direction for existing and future employment lands.
- Policies for mixed-use should ensure that employment uses are balanced with potential population in the area.
- Policies for mixed-use should provide opportunities for affordable housing.

4.4.2 Compact Development and Density

Community Input

Compact development describes new development that uses less land and provides densities that can be efficiently served by transit. Compact development makes more efficient use of land and infrastructure. Intensification and infill should incorporate the concepts of compact development. Density is generally seen as positive if properly designed and located. Higher density areas should mitigate negative effects on the character of the community and/or surrounding land uses.

The community made the following comments:

- Port Credit's waterfront village character should be protected and enhanced.
- Port Credit already has a lot of density. Intensification should occur in appropriate areas that make sense for the community while providing adequate transition to low density areas and neighbourhood areas that should be protected.
- The community had mixed feelings about the new community development on the former St. Lawrence Starch lands. There was consensus, however, in the desire to see more community involvement in the design of higher density development in the district.
- Transitions between high and low density areas (including open, natural and green spaces) will be important in preserving the character of established areas.
- High density development and tall buildings should be placed away from the street edge and away from the waterfront.

Public Policy Recommendations

- Focus intensification in areas that can support higher densities to ensure adequate transition and to protect low density residential areas.
- Prepare policies for large parcels of land such as the Marina Harbour Lands and the Imperial Oil Lands to determine land use and density targets for the areas. Ensure community involvement in the development of the plan.
- A Lakeshore Road corridor study should be completed to determine potential redevelopment sites and densities along the corridor.
- Prepare urban design guidelines for transitions between high and low density areas (including residential, open, natural and green spaces).



Under-utilized sites along lakeshore Road should be considered for redevelopment and intensification.



The protection of Port Credit's village character will be a priority for any new development.

4.4.2 Compact Development and Density cont'd

Other Considerations

- The City of Mississauga is completing its Growth Management Strategy which outlines a strategic approach to growth management. It builds upon Mississauga's existing context and established urban form to ensure a sustainable living environment and identifies employment and population density targets.
- While the Provincial Growth Plan does require intensification of existing built-up areas, the Region and Mississauga are well positioned to meet the Growth Plan's growth requirements. Intensification for the district should be guided by what will create an attractive, balanced and vibrant area.
- The emphasis on population should be carefully considered. Intensification also means employment intensification; creating a balance between population and available employment.
- The Employment Land Review Study for the City of Mississauga will provide direction for existing and future employment lands. The recommendations in the Mississauga Waterfront Parks Strategy regarding connectivity, sustainability, and all season use should be implemented throughout all levels of design.
- The City's on-going Green Development Strategy should inform development that occurs.
- Address connections to and within new development to encourage walkable communities and address sustainable development concepts.
- The character of the village should be protected by ensuring a balance between vehicle, pedestrian and cycling movement. The emphasis should be placed on creating a planning framework to support walking, cycling and transit as a fundamental component of a "complete community".

4.4.3 Uses

Community Input

New development should incorporate a mix of uses and building types to promote revitalization and contribute to a more vibrant community setting. Building uses and forms should provide opportunities to enhance the public spaces and streetscapes.

The community expressed the following opinions:

- New development should respect the existing form along the Lakeshore Road frontage and on adjacent streets.
- New developments should provide more office space, grocery stores and institutional type uses.
- A university or college campus should be included as one of the uses in a district mixed-use area.
- New developments should include community related facilities and uses that will improve the use of public spaces in the winter such as an outdoor skating rink.
- Mixed-use areas should incorporate cultural facilities such as theatres, galleries, playhouses, artisan markets etc. and should consider the necessity for options that would appeal to a diverse population of all ages and abilities.
- Mixed-use development along Lakeshore Road should include day and evening uses including buildings that combine retail at grade with offices and/or residential above.
- The City should support local businesses by making it easier for small establishments to set-up a business and stay.
- The use of a building is as important as its form. The quality and character of the streetscape will depend on opportunities created by ground floor uses. Uses within an area or within a single building should strive to enhance the public realm and enliven the streetscape.
- Uses should respond to the community's need for more activities, facilities and services for both younger and older age groups.
- Uses need to provide opportunities for all of Port Credit's population.
- Ground floor amenities should include and encourage all season / all hour usage.

Public Policy Recommendations

Develop a strategic marketing plan that will identify the types of businesses that are desired by the community. For example, look for an affordable grocery store and create incentives for small business establishments to locate in Port Credit.

Develop policies for the district that will:

- Provide for more than a single use, requiring two or more mutually supporting uses, including residential, employment, retail, commercial and public uses;
- Ensure a safe, vital, and attractive public realm by encouraging retail or publicly accessible uses on the ground floor. Promote the use of the public realm in the winter;
- Incorporate a mix of uses, both horizontally, between individual buildings and vertically within a single building;
- Target needed community facilities for younger and older age groups such as a youth centre and age appropriate recreation facilities such as ball courts, walking and biking trails, on-street bicycle facilities and meeting areas;
- Promote and protect the district's diverse population by encouraging the provision of a diverse mix of housing types, employment, shopping opportunities and cultural facilities through new development;
- Explore opportunities for expanding and integrating marina facilities in conjunction with a waterfront intensification site;
- Consider developing special mixed-use districts that have a particular focus, such as an entertainment district or retail district;
- Ensure that building uses will contribute to the improvement of public spaces during all seasons of the year, and will provide desired community facilities;
- Promote development that provides opportunities for shopping, employment, servicing, education, and recreation that reflect the demographics of the Port Credit district.

4.4.3 Uses cont'd

Other Considerations

- This district will be an attractive location for intensification and we will need to be careful that sufficient capacity remains for other areas in the City to grow as well; for example, areas along planned locations for higher order transit (Hurontario and Dundas) as well as other nodes that also need to be revitalized (e.g., Clarkson and Meadowvale).
- The Employment Land Review Study for the City of Mississauga will provide direction for existing and future employment lands.
- The economic feasibility of redevelopment and the forms redevelopment should take, should be considered prior to developing policies.
- Built form should be designed in consideration of the surrounding stable neighbourhoods.



Encourage a mix of uses that will promote activity in or around the buildings into the evening and on weekends.



Mixed-use development should provide opportunities to enliven the streetscape by encouraging ground floor uses that promote active public uses.



Encourage development that provides real community uses that are necessary for day-to-day living, for example, an affordable grocery store. (Image courtesy of VIVA Port Credit).

4.4.4 Public Transit and Transportation

Community Input

The community feels public transit and transportation circulation within the district needs to be improved.

This is particularly important when considering a potential increase in the district's population. In addition, there is a strong desire to reduce dependency on personal vehicles by promoting cycling, walking and public transit. The following community concerns will need to be addressed as intensification moves forward:

- Traffic travels too fast on Lakeshore Road. In particular where Lakeshore Road takes on a more village main street character between Mississauga Road and Seneca Avenue.
- The pedestrian and cycling infrastructure should be improved based on a vision for the whole area, not piecemeal development.
- In order to fulfill the community's desire to create a walkable, bike friendly environment, one traffic lane on Lakeshore Road may need to be converted to support these uses. The feasibility of this ought to be examined sooner rather than later.
- Congestion at rush hours has not yet been successfully addressed. Pinch points occur at left turn lanes and at the Credit River Bridge. This is a problem now, and it will only get worse. The Lakeshore Road corridor needs to be looked at as a whole, not on a case-by-case basis.
- Transit is not reliable or scheduled appropriately to be convenient.
- The community would like to have a light rail transit route from Hurontario Street to the Long Branch GO station and also west through Clarkson.
- Provide a free shuttle bus in the summer.
- Growth in population will require better access to transit and other modes of transit like cycling.
- Transit will also need to be accessible both physically and financially for all people.
- Develop facilities that will support the cross-connections of other modes of transit, for example, cycling, walking and boating.

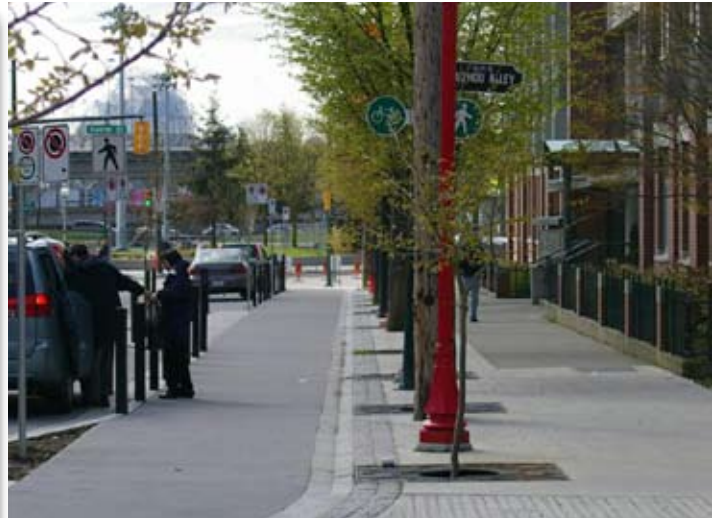
Public Policy Recommendations

- Transit will continue to monitor passenger activity and review existing transit services within the district and will make improvements accordingly. Based on the ridership demand, transit should consider providing additional service to all of Mississauga's waterfront parks. Support the recommendations of the Mississauga Waterfront Parks Strategy, wherever feasible.
- Study the transportation system to find short, medium and long term solutions for traffic and transit issues. Consider facilities that will support cross-connections with other modes of transit, for example, cycling and walking and identified transit hubs. Evaluate the feasibility of higher order transit (HOT) for Lakeshore Road between the Port Credit and Long Branch GO Station.
- Develop design guidelines for transportation features that include visible ways to reflect the Port Credit district's identity. Create opportunities to beautify major corridors and provide features scaled for cyclists and pedestrians.
- Encourage intensification that is transit supportive, providing access to transit services and providing facilities for other modes or energy efficient transportation.
- A balanced approach is required in accommodating the primary modes of transportation including, vehicles, buses, pedestrians and bicyclists, to ensure that no one mode is excluded but neither is one mode penalized. The goal is to promote the vibrancy of the corridor by providing for all forms of movement.
- Lakeshore Road corridor should be designed to serve the needs and requirements of the immediate area. Demands on the corridor resulting from potential problems elsewhere (for example congestion on the QEW), should not be contemplated or accounted for as enhancements and modifications are made to the corridor.
- Consider not permitting or limiting new vehicular openings onto Lakeshore Road. New openings required should be consolidated between properties and preferably located where a traffic signal opportunity is feasible. Vehicle access to re-development opportunities could also be considered from existing north south side streets or laneways (existing or proposed) parallel to Lakeshore Road.

4.4.4 Public Transit and Transportation cont'd

Other Considerations

- This district will be an attractive location for intensification, however, this needs to be balanced with growth opportunities in other targeted areas, for example, areas that are planned locations for higher order transit (Huronario and Dundas) as well as other nodes that also need to be revitalized (e.g., Clarkson and Meadowvale).
- The City of Mississauga has a Payment-in-lieu of Parking (PIL) program which is currently being reviewed. Recommendations encourage shared and structured parking. Reducing parking requirements for transit supportive developments is a good idea provided tenants/residents actually switch their transportation modes.
- A feasibility study would be required to determine the type of higher order transit that may be implemented along Lakeshore Road.
- The City of Mississauga has commenced several transportation studies, including the Hurontario Main Street Study, Transportation Master Plan, Parking Strategy and the Mississauga Transit Ridership Growth Strategy.
- Transit should continue to improve its service and provide additional bus stops where feasible, based on increased ridership.
- Feasibility analyses of intensification sites should consider traffic generation while focusing on the development's ability to sustain transit, provide pedestrian and cycling connections and integrate mixed uses.
- Any functional review of transportation and transit should be based on the premise that a balance must be achieved between all modes of transportation. The goal is to increase area accessibility and circulation while encouraging more people to take transit while enhancing the streetscape and accommodating the primary modes of movement.



Pedestrian and cyclist comfort and safety should be considered in the streetscape design.



Encourage intensification development that provides opportunities for energy efficient travel.

“Higher Order Transit (HOT)” is a bus or light/heavy rail vehicle that operates in its own right-of-way or moves in a priority situation. HOT moves more efficiently than the regular flow of traffic and can carry large numbers of people quickly and comfortably. Examples include buses or streetcars that have their own dedicated lanes or track that is separated from mixed traffic.

4.4.5 Walking and Cycling

Community Input

The Port Credit community feels strongly about encouraging the use of walking and cycling as a viable mode of transportation and had the following comments:

- Cycling and walking is still not the primary travel mode but it should be.
- There should be contiguous pedestrian and cyclist connections throughout the district. For example; there could be a light rail transit / bike loop from Hurontario Street, Lakeshore Road, up through the Credit Landing Mall, along CNR rail line to meet back with Hwy 10.

Public Policy Recommendations

- Coordinate the findings of this study with the Cycling Master Plan and Implementation Strategy (2009).
- Review the feasibility of incorporating bike facilities on Lakeshore Road.
- Design guidelines should be developed that specifically address:
 - Pedestrian and cyclist comfort and safety;
 - Treatment of pedestrian and cyclist circulation in public and private areas;
 - Provision of pedestrian and cyclist support facilities such as locking posts, seating areas and signage; and
 - A comprehensive and continuous district circulation system, including waterfront, rail lines, public parks, mid-block and street connections, links to transit hubs and connections to systems outside of the district.
- Pedestrian and cyclist comfort and safety should be considered in the streetscape design for all new and existing streets within the district. In commercial and mixed-use areas, streetscape design should provide for an enhanced streetscape and sidewalk environment.



The cycling and walking culture should be supported in all levels of design.

Other Considerations

- Recommendations for bicycle facilities will be made through the Cycling Master Plan and Implementation Strategy (2009).
- A transportation study would be required to examine opportunities to improve Lakeshore Road for pedestrians, cyclists and vehicular traffic.
- The character of the community should be protected by ensuring a balance between vehicle, pedestrian and cycling movement. The emphasis should be placed on creating a planning framework to support walking, cycling and transit as a fundamental component of a “complete community”.

4.4.6 Brownfield Sites

Community Input

A “brownfield” site means real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. There is great concern about the long term health of the community considering the history of industrial land uses in the area (St.Lawrence Starch, Imperial Oil Lands). The community would like to see the major brownfield sites (Imperial Oil Lands and Marina Harbour) in the district redeveloped.

The community identified the following brownfield sites in Port Credit:

- Harbour Marina Lands;
- Imperial Oil Lands; and
- Various other smaller locations along Lakeshore Road and close to the rail corridor.

Public Policy Recommendations

- Conduct detailed studies for the Imperial Oil Lands and the Marina Harbour and Port Street. Refer to sections 4.7.2 Imperial Oil Lands and 4.7.3 Port Credit Harbour Marina for specific site recommendations.
- Consider interim land uses and treatment of brownfield sites that are anticipated to require a large amount of time to redevelop.
- Ensure that the Official Plan contains policies on the development direction for the Imperial Oil Lands, the Harbour Marina and various locations along Lakeshore Road are included.

Design guidelines should be developed that prescribe:

- Site plan and infrastructure design;
- Sustainable development;
- Built form; and
- Landscape design.



The Port Credit Marina Harbour Lands will soon see a period of change. Redevelopment of this site will have a profound affect on the revitalization of the area.

4.4.6 Brownfield Sites cont'd

Other Considerations

- Contamination issues will need to be investigated prior to determining the nature and scope of development.
- The land owners, Imperial Oil, may face significant liability and legal issues associated with future land uses on the site due to contamination. Even if technically possible, residential uses may not be legally possible.
- Redevelopment of brownfield sites to include residential uses will require the filing of a Record of Site Condition on the Ministry of the Environment's Brownfield Registry.



The Imperial Oil Lands represent the largest undeveloped portion of land within the Port Credit District. District residents are anxious to see positive change on the site.

4.5 Built Form

4.5.1 New Building Design

Community Input

The Port Credit community is sensitive to the scale, fit and design of new buildings. New development should respond to the village heritage of the district while providing positive change for the area.

It is the community's impression that in the past, development has favoured the City and the developers and not necessarily the objectives of the local community. Furthermore, the community would like to see new policies, based on community input, that will provide a solid framework for new development.

The community also made the following comments:

- New development should be environmentally friendly and energy efficient; and
- New development should promote a mix of uses and densities that will support revitalization of the area, including more reliable and improved transit servicing.
- Built form should be transit supportive, oriented to the street, provide access to transit services and provide appropriate transitions and connections with other buildings.

Although the FRAM development is recognized as a good precedent for future development, there was concern about the homogenous aesthetic of the architecture. Community consensus revealed that new developments and buildings should not all look the same.

- New buildings should have a common theme and be a good fit with the immediate area, the waterfront and the City.
- New buildings should recognize the character and pattern of historic growth of the area. For example, a large scale development should not look like it was all built at the same time.
- Encourage revitalization through appropriately scaled, place specific, high quality development.
- New buildings within the Port Credit heritage context should be complementary to heritage forms without replicating them.
- Port Credit is a living, evolving community. Its architecture should reflect this organic nature and not mimic historic architectural styles.

Public Policy Recommendations

- New development should achieve or exceed LEED standards. Control compliance to LEED standards through site plan and permit process for new development.
- The implementation of low-impact development should be encouraged.
- New Sustainable development should incorporate the management practices outlined in the Credit River Water Management Strategy Update.
- Develop policies for the district ensuring appropriate balances between residential, commercial, institutional, employment and open space uses. Uses can help establish diversity in built form. Refer to section 4.4.3 Uses.
- Develop built form design guidelines that will address:
 - Scale;
 - Context;
 - Heritage;
 - Transit supportive features;
 - Organization both horizontally and vertically of uses within a new building;
 - Treatment of the public realm adjacent to the building;
 - Maximize the presence and quality of publicly visible facades;
 - Provide heritage guidance;
 - Encourage new development that supports the identity of the district;
 - Promote architectural diversity through high quality architectural standards and materials;
 - Built form should respond to the community's evolving character while respecting historical precedents and building features; and
 - Promote integration of heritage buildings into site design.

4.5.1 New Building Design cont'd

Other Considerations

- Some sites may be able to accommodate buildings with greater heights and transition well to adjacent properties. A taller building with appropriate architectural treatment can have a good fit with existing built form.
- The economic feasibility of redevelopment and the forms redevelopment should take, should be considered prior to developing policies.
- Built form south of Lakeshore Road should not impede physical and visual connections to the waterfront.
- Built form should be designed in consideration of the surrounding stable neighbourhoods.
- The City's Heritage Register should be consulted when new development is proposed on sites that contain or, that are adjacent to existing buildings. Listed or designated properties will require a Heritage Impact Statement.



New development should be sensitive to the heritage of the area while providing opportunities for revitalization in contemporary building forms.



New buildings should be complimentary to the district character without replicating historic architectural styles.



The existing village character should be protected as new development occurs. (Image courtesy of VIVA Port Credit).

4.5.2 Height

Community Input

Heights of new buildings should integrate well with existing village scale built form. Heights higher than the existing built form should be carefully considered and appropriately designed.

- A generally low-rise building base should be incorporated with buildings fronting on Lakeshore Road to fit with existing low-rise village scale mainstreet buildings. Medium-rise buildings should be set back from low-rise conditions or provide a compatible architectural treatment to reduce the perceived building mass above the base building level.
- Medium to high-rise buildings may be appropriate on specific sites, such as the larger land parcels: the Harbour Marina Lands and the Imperial Oil Lands, at intersections such as Lakeshore Road and Hurontario Street, Mississauga Road and Seneca Avenue. Generally, a high-rise built form of approximately 15 storeys was the maximum building height identified by the community.
- Built form south of Lakeshore Road should generally not exceed medium-rise forms.
- Step backs of buildings above three to four storeys should be provided to promote a better pedestrian environment along the street and public spaces and to promote well-scaled built form.

“Low-Rise” refers to buildings that are up to four storeys in height. The “Base Building” level occurs within this portion of the building.

“Medium-Rise” refers to buildings that are five to nine storeys in height.

“High-Rise” refers to buildings that are 10 storeys in height or higher.

The above height definitions were prepared for the purposes of this study and associated interaction with stakeholders and members of the public.

Public Policy Recommendations

- Building heights adjacent to Lakeshore Road should generally not exceed 3 to 4 storeys.
- Maximum building heights south of Lakeshore Road should generally allow medium-rise buildings (5-9 storeys).
- Maximum building heights north of Lakeshore Road should generally be low to medium-rise.
- High-rises (10 storeys and above) could be located on specific sites where lot size and adjacent property conditions permit. Develop criteria to determine where and how taller buildings should occur.
- Set a minimum height of 2 storeys along Lakeshore Road.
- Consider density and bonusing on sites where appropriate based on matters such as impact on adjacent properties and proximity to transit.
- Develop built form guidelines that address:
 - Street-related or base building design;
 - Building massing, orientation and form;
 - Façade design;
 - Roof design;
 - Height transition and step-backs; and
 - Setbacks.

Other Considerations

- Some sites may be able to accommodate buildings with greater heights and transition well to adjacent properties. A taller building with appropriate architectural treatment can have a good fit with existing built form.
- The economic feasibility of redevelopment and the forms redevelopment should take, should be considered prior to developing policies.
- Built form south of Lakeshore Road should not impede physical and visual connections to the waterfront.
- Built form should be designed in consideration of the surrounding stable neighbourhoods.

4.5.3 Orientation and Layout

Community Input

Site layout for new buildings should respect the Port Credit community's desire for high quality, useful public spaces. New development should incorporate the following features:

- Patio space, courtyards, forecourts, parkettes, and other streetscaping treatments that support an active and vibrant public realm.
- Parking areas should be discreet. Site design and layout should provide opportunities to make parking areas more attractive.
- Provide mid block connections and emphasize or strengthen connections to nearby pedestrian/cycle routes.
- New buildings must not block key views or access to the lake, watercourses or natural areas.
- Layout should maximize the preservation of all existing, healthy trees and landscaping.



Orientation and layout of new development should incorporate pedestrian connections that link to a larger comprehensive system and support the walkability of the district.

Public Policy Recommendations

- Increase sidewalk widths having regard for other uses and needs. Incorporate building forecourts by allowing a variation in building setbacks. Update zoning by-law to identify wider setbacks along streets that are or will be pedestrian oriented.
- Develop built form design guidelines that will refine policies that:
 - Encourage the orientation and layout of buildings to provide functional and accessible pedestrian spaces as well as opportunities to enliven the streets, for example, cafe or patio space;
 - Require linkages and completion of pedestrian and cyclist networks;
 - Require corner properties to incorporate publicly accessible spaces where the streets intersect;
 - Consider parking at the rear of the site as part of the parking strategy;
 - Require screening and landscaping of surface parking, storage and loading areas;
 - Promote the preservation of all existing healthy trees and landscaping;
 - Incorporates built and cultural heritage features; and
 - Respect the district's waterfront setting by preserving and enhancing views to the lake or watercourses.

Other Considerations

- The economic feasibility of redevelopment and the forms redevelopment should take, should be considered prior to developing policies.
- Some sites may be able to accommodate buildings with greater heights and transition well to adjacent properties. A taller building with appropriate architectural treatment can have a good fit with existing built form.
- Built form south of Lakeshore Road should not impede physical and visual connections to the waterfront.
- Built form should be designed in consideration of the surrounding stable neighbourhoods.

4.5.4 Form, Massing and Transition

Community Input

The community would like to ensure appropriate transitions areas between new development and sensitive areas such as low-rise residential areas, watercourses, natural and green spaces and heritage features. Furthermore, a transition should occur along Lakeshore Road to protect the integrity of the low-rise village main street.

The community wants to see building form, massing and transitions that respect the existing built form pattern of the area.

The community had the following general comments:

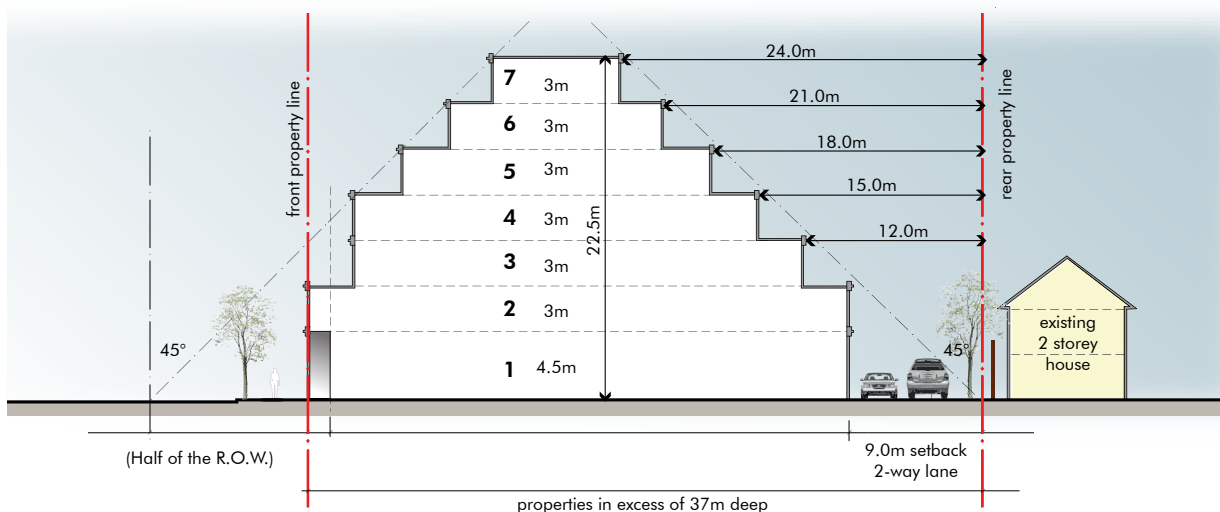
- Buildings should be shaped to maximize sunlight in the streetscape and public spaces while minimizing shadows.
- The community understands that developers want to make money but there should be a better balance between the old and the new. Proper scaling is important to promote a good fit.
- No large, massed development should be permitted. 'Big box' development is not appropriate in Port Credit. Use the existing village scale as a 'yardstick' for what is appropriate.

Public Policy Recommendations

- As a part of site plan review, new developments of a certain scale or height should require sun/shadow studies.
- Develop policies for the Imperial Oil Lands and the Harbour Marina that include the development of a concept plan that addresses the appropriate massing and transition areas for the lands.
- Update zoning by-law to identify maximum building footprint to reduce the bulk of larger buildings.
- Restrict the development of large format retailing ("Big Box"). It is not appropriate in Port Credit.
- Develop built form guidelines that outline:
 - Development in a heritage context;
 - Setbacks and step-backs that help to mitigate shadow impacts on adjacent residential and the public realm; and
 - For buildings above 4 storeys, apply tools to determine building form and height impacts i.e. visual angular plane.

Other Considerations

- Some sites may be able to accommodate buildings with greater heights and transition well to adjacent properties. A taller building with appropriate architectural treatment can have a good fit with existing built form.
- Built form should be designed in consideration of the surrounding stable neighbourhoods.



Using a Visual Angular Plane of 45 degrees typically establishes a building massing that minimizes shadow impacts on adjacent properties.

4.5.5 Materials and Details

Community Input

New buildings must be sympathetic to the history and heritage of the district with respect to design and materials. The community made the following comments:

- Materials should be genuine and appropriate to the area. For example, brick, stone, wood, etc.
- Detailing of building facades, particularly at the ground floor level should be interesting and varied. A monotonous street wall does not fit with the village scale or character and should not be permitted.
- Architectural detailing should be oriented and scaled for the pedestrian.

Public Policy Recommendations

- As part of site plan review, the City can make recommendations and request changes to materials.
- Develop built form guidelines that recommend:
 - High quality, durable architectural materials. Local buildings made of brick, stone and wood should inform material choices for new buildings;
 - Ground floor and building base articulation and scale; and
 - Architectural detailing.

Other Considerations

- Built form should be designed in consideration of the vision and character of the area and surrounding stable neighbourhoods.



Ground floor articulation should reinforce the pedestrian character of the sidewalks.

4.5.6 Sustainable Design and Infrastructure

Community Input

New development should not only be environmentally friendly and energy efficient; it should also ensure that strain on existing public infrastructure systems such as sewer, water, storm water and transportation systems will be mitigated.

- Water runoff from buildings should be collected and if possible not discharged into City's storms system through the use of roof gardens and cisterns.
- Surface run-off should be collected and cleansed before entering City storm water systems or should be permitted to percolate back into the soil.
- All existing, healthy landscaping should be protected and integrated into new development plans.



New built form should be energy efficient.



Public Policy Recommendations

- The City's on-going Green Development Strategy should be applied to all new development in the district.
- Large development areas should continue to undergo a comprehensive storm water management study and incorporate the recommendations of the Mississauga Storm Water Quality Control Strategy Update.
- New development within or adjacent to natural features or areas (i.e. creek, waterfront) should continue to undergo an environmental impact study (EIS) as part of the development approvals process.
- Zoning provisions should address:
 - Provisions for public and private outdoor space.
- Develop guidelines that address:
 - Community Framework: mixed uses, street and block patterns supportive of walking and transit, protection of natural heritage and extension of the open space system;
 - Built Form: building orientation, natural ventilation, increased insulation, photo-voltaics, green and cool roofs; and
 - Alternative methods for stormwater collection, diversion and maintenance.
- Provide incentives to property owners to utilize alternative methods that reduce pressure on and usage of City or Regional infrastructure/services:
 - Water run-off (roof gardens, rain barrels);
 - Waste (compost); and
 - Alternate energy sources

4.5.6 Sustainable Design and Infrastructure cont'd

Other Considerations

- The economic feasibility of redevelopment and the forms redevelopment should take, should be considered prior to developing policies.
- The City's on-going Green Development Strategy should inform new built form and development.
- Credit Valley Conservation (CVC) is currently preparing a Lake Ontario shoreline study and various sub-watershed studies to monitor the continuity of the natural environment. CVC's recommendations for the natural environment's long term health may define the nature and scope of development on the waterfront.



Site storm water should be collected and cleansed prior to entering the city storm systems.



Rain gardens and bio-swales are examples of ways to treat surface storm water within a development area.

4.5.7 Parking

Community Input

The availability of parking in Port Credit is currently a major issue. The community acknowledges parking will have to be considered in a comprehensive way to find appropriate solutions. Future decisions regarding parking will have to address the following community concerns:

- Parking is essential for the many small businesses in the district.
- Parking areas should not be the dominant feature on a site
- Highly successful special events place enormous strain on formal parking areas and surrounding neighbourhoods as visitors find alternate parking on side streets.
- The community would like to see a structured municipal lot near the core village area. Potential locations identified were: Port Credit Library site, the municipal lot next to LCBO, adjacent to the JJ Plaus Park parking lot, on lot at Queen Street east and Hurontario, on the Post Office parking lot and the GO station parking lot.
- New development should also provide a certain number of public parking places as part of their development agreement or provide financial assistance in providing public parking elsewhere.
- On-street parking should stay until alternative parking areas are in place.
- Front yard parking and driveway entrances on Lakeshore Road should be reduced. They do not promote good public realm at street edge.
- On Lakeshore Road, a balance needs to be found between allowing street parking, providing cycle lanes and providing an improved public realm.
- Many developments are constrained by unrealistic parking requirements. The “Cash in Lieu” policy is not working and it is too expensive for small establishments to use.



On-street parking is very important to business owners on Lakeshore Road.



Consider the feasibility of placing structured parking on the municipal lot next to the LCBO.



Front yard parking should be reconsidered in commercial areas.

4.5.7 Parking (continued)



Reduced parking requirements could be applied to development that provides facilities for “autoshare” programs.



New development should provide ample bicycle parking to help take the pressure off parking lots.



Reduced parking requirements could be applied to development that is located near transit routes. (Image courtesy of VIVA Port Credit).

Public Policy Recommendations

- Complete a Lakeshore Road corridor study to determine the potential future requirement for parking.
- Parking should be comprehensively designed for all development, providing public parking to service the larger area when appropriate. Consider the feasibility of building a parking structure near the village core to accommodate public parking.
- Review the need for on-street parking in relation to the desire to include cycle facilities on Lakeshore Road. A balance needs to be found between allowing on-street parking, providing cycle facilities and providing an improved public realm.
- Surface parking (other than street parking) should be limited and well landscaped. Parking areas should be designed to have the lowest impact on the environment.
- City parking requirements, including “Cash in Lieu” policies should be reviewed and revised to allow more flexibility in the manner in which parking requirements are determined.
- Parking requirements should be reduced for development that is transit supportive. Reduced parking requirements could be applied to development that:
 - Is close to the Port Credit GO station;
 - Provides for “Autoshare” programs or alternatively fuelled vehicles;
 - Is located and oriented to transit corridors (i.e. Lakeshore Road);
 - Provides bicycle parking areas; and
 - Integrates inter-modal connections points such as bike trails, walking trails and transit.

Other Considerations

- The City of Mississauga has a Payment-in-lieu of Parking (PIL) program which is currently being reviewed. Recommendations encourage shared and structured parking. Reducing parking requirements for transit supportive developments is a good idea provided tenants/residents actually switch their transportation modes.
- The Mississauga Parking Strategy is underway, which will include city-wide parking initiatives and the identification of specific areas where a detailed parking strategy will be appropriate.

4.6 Open Spaces: Streetscape, Parks and Natural Areas

4.6.1 Public Realm

Community Input

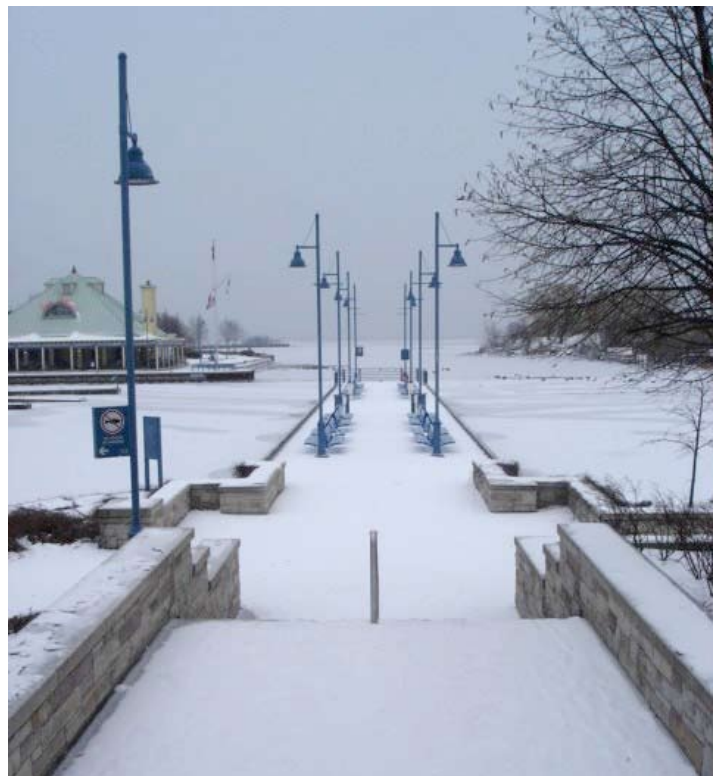
The community has expressed that the key to Port Credit is its public quality; an element that needs to be protected and enhanced as new development occurs. Refer also to section 4.2.1 Character.

The community had the following additional comments:

- Walking and cycling connections to the waterfront and throughout the district should be comprehensive, also providing links to systems outside the district.
- The waterfront parks and streetscapes are part of what makes Port Credit unique. Commit to a higher level of construction and maintenance for waterfront parks and develop Marina Park and Port Credit Memorial Park (west) as soon as possible.
- Safety for pedestrians and cyclists should be a priority. Refer also to section 4.4.5 Walking and Cycling. There are no bike lanes on major transportation corridors such as Lakeshore Road, Hurontario Street and Mississauga Road. Cycling on these roads is very dangerous yet very much desired by the community.
- Some ways to improve walkability include: laneway opportunities, allow “private” spaces to be public where possible, design for all season access and appeal, incorporate facilities that support tourism, incorporate appropriate street furnishings and protect and enhance the urban forest.
- The community would like to see barrier-free access to all publicly accessible buildings. All New publicly accessible buildings and structures should be accessible for people of all ages and abilities. The City should offer Financial support to small businesses and establishments to bring buildings up to date. All existing public buildings should be updated to provide barrier free access.



Port Credit's walkable, village character should be protected and enhanced as new development occurs. (Image courtesy of VIVA Port Credit)



Improve access to parks and public spaces during all seasons of the year. (Image courtesy of VIVA Port Credit)

4.6.1 Public Realm cont'd



Parks in Port Credit should see a higher level of design and maintenance as they are intensely used.



Consider the feasibility of incorporating bike lanes on Hurontario Street, Lakeshore Road and Mississauga Road.

Other Considerations

- The recommendations in the Mississauga Waterfront Parks Strategy should be considered throughout all levels of public realm design.
- The public realm should be meaningful and unique, relating to emotional, physical and aesthetic connections to its “place” through the use of design, materials and educational features.
- Recommendations for bicycle facilities will be made through the Cycling Master Plan and Implementation Strategy (2009).
- The waterfront is a City and Regional resource. Public access is a priority.
- Public realm development will be reviewed by City Staff.

Public Policy Recommendations

- All new public spaces should be required to incorporate barrier free design. Retrofit existing public spaces and buildings to ensure barrier free access. Provide incentives for business owners to incorporate barrier free access to their establishments.
- Improve the connectivity of existing cycling and pedestrian networks. Consider the feasibility of including cycle facilities on Lakeshore Road, Mississauga Road and Hurontario Street. Coordinate study findings with the City's Cycling Master Plan and Implementation Strategy.
- Waterfront parks should receive a higher level of design, construction and maintenance as they are highly visible and intensely used.
- New development should integrate public and private spaces that relates to a larger, connected open system. For example, a pedestrian / bike bridge over the Credit River north of Lakeshore Road would provide better access to the GO Station for the community west of the river. Refer also to section 4.3.1 Physical Connections.

Develop public realm guidelines that address:

- Village branding;
- Events areas;
- Cafes, patios and terraces;
- Pedestrian and cycling circulation;
- Site furniture, lighting and signage;
- Paving;
- Landscaping;
- Heritage interpretation and education;
- Barrier free access;
- Streetscapes, parks and natural areas;
- Microclimate and seasons; and
- Maintenance.

4.6.2 Community Benefits

Community Input

Much of Port Credit's population (approx. 56%) resides in high-rise residential buildings and typically do not have access to private outdoor space. The public parks, natural and open spaces are particularly important to this portion of the community.

Port Credit's main street is constrained by the presence of 4 lanes of traffic and may not ever provide opportunities to develop as a "public place". Other areas should be looked at to provide much needed "public places", for example, the No Frills Site, Port Street, the Harbour Marina Lands and the Imperial Oil Lands.

The Port Credit community would like to see new parks, open spaces and other public amenities, including a revitalized streetscape, be incorporated into new development. The community identified the following desired public amenities:

- Revitalized streetscapes with a focus on comfort and safety for pedestrians;
- Reinforcement of a public realm that is meaningful and unique to Port Credit;
- Creation of a public realm that responds to Port Credit's diverse demographics, particularly to the older and younger age groups. New recreation places for youths should include skate board and BMX parks, soccer fields and basketball courts, youth lounges and bike trails;
- Continuous linkages for walking and cycling;
- Improvements to the urban tree canopy; and
- Provide opportunities for incorporating cultural elements such as public art, live performance areas, festivals, and special events.

Public Policy Recommendations

- Where possible, new development should incorporate or help finance desired community identified features. Upgraded streetscapes, facilities for youths and older adults, improved tree canopy and opportunities for public art are some of the features that should be considered.
- The development of the public realm should provide consideration for the younger and older age groups.
- New development must have high quality and useful pedestrian realm that relates to a larger, connected system.



Opportunities to create spaces and places for the public should be encouraged through new development.



Lakeshore Road has the opportunity to become one of the more important places in the district.

4.6.3 Connectivity

Community Input

All season connections to and through existing park systems, especially the waterfront parks, are critical for the health and well-being of the community. New parks, natural and open space systems that are created as part of new development must also demonstrate a high level of connectivity.

The following community comments should be considered:

- The safety and comfort of pedestrians and cyclists should be a high priority.
- Provide a pedestrian/cyclist bridge connection over the Credit River. A potential location could be adjacent to the CNR bridge.
- There should be continual public access along the Lake Ontario and Credit River shoreline.



Connections over waterways, for example this footbridge over the Tecumseh Creek, can help complete circulation systems.



Safe pedestrian and cycle connections should be designed comprehensively to link together waterfront parks and other public spaces.

Public Policy Recommendations

- Continuous public access along the Lake Ontario shoreline is a priority.
- Protect, enhance and promote pedestrian and cyclist connections to water edges, natural areas, and green spaces.
- Existing and proposed pedestrian and cycling routes should be integrated with new and existing development.
- The waterfront, public parks, transit, mid-block connections and streets should all knit together to provide comprehensive circulation. All inland circulation networks should connect to the waterfront. All district circulation networks should connect to adjacent district systems.
- Waterfront, public parks, mid-block connections and streets should provide comprehensive circulation.
- New development should integrate with existing parks, natural and open space systems while at the time adding to those systems.
- Consider connections where missing links occur, for example, over the Credit River, across the Harbour Marina lands and across (under) Lakeshore Road between Marina Park and Port Credit Memorial Park West.
- Develop public realm guidelines that address:
 - Safety and comfort;
 - Continuity of pedestrian and cycling networks;
 - Crosswalks;
 - Circulation nodes; and
 - Pedestrian and cyclist amenities such as paving, furnishing and wayfinding signage.
- Ensure Connections to activity centres and transit hubs.

Other Considerations

- The recommendations in the Mississauga Waterfront Parks Strategy regarding connectivity, sustainability, and all season use should be implemented throughout all levels of design.
- The public realm should be meaningful and unique, relating to emotional, physical and aesthetic connections to its “place” through the use of design, materials and educational features.

4.6.4 Balanced Approach

Community Input

The parks, natural and open space system are part of the beauty of the Port Credit district. The community would like to see new development demonstrate a balance between providing green and open spaces for public use and the integrity of the environment.



Shorelines are popular places for gathering and watching waterfront related activities.



Public access to the shoreline should at times be managed in favour of protecting the shoreline's role as an interconnected natural environment.

Public Policy Recommendations

- Continue to require review and / or approvals from the Credit Valley Conservation (CVC) where development is within or adjacent to their regulated area.
- New development should respect natural and green environments that are in close proximity by providing low-impact development, transition zones, buffers and managed public access.
- Protect, preserve and enhance existing natural areas. Integrate public uses where appropriate and in a manner that will maintain a healthy balance between human and natural uses. Look for opportunities to incorporate educational features into the design.
- As intensification occurs, ensure a sufficient amount of parks and open spaces are created to meet community demand. The community services and facilities study should periodically be updated as the population increases.
- Maximize waterfront spaces for public recreational use but at the same time, be sensitive to the role that the shoreline plays in connecting other natural environments.
- Examine carefully how close cars are allowed to come to the shoreline.

Other Considerations

- The Mississauga Waterfront Parks Strategy qualified that the waterfront ideally should not accommodate recreational facilities that can locate elsewhere subject to a site specific review of the location and demand.
- Credit Valley Conservation (CVC) is currently preparing a Lake Ontario shoreline study and various sub-watershed studies to monitor the continuity of the natural environment. CVC's recommendations for the natural environment's long term health may define the nature and scope of development on the waterfront.

4.6.5 Preservation, Protection and Enhancement

Community Input

Protect, restore and enhance natural areas. A healthy environment will have profound impacts on the health of the Port Credit community. New development should consider the following issues and community suggestions:

- The Lake Ontario shoreline and Credit River are regulated areas with associated natural hazards and warm water fish habitats.
- Natural heritage systems also exist in the district.
- Opportunities to naturalize the shoreline should be examined and encouraged.
- Sustainable building and management practices, should be encouraged.
- Air quality is an issue as reported in the Clarkson Airshed Study.
- Water quality is poor, not good for swimming, and odours and algae are unattractive.
- Habitat for fish is critical as Port Credit is considered a major fishing port .i.e. Salmon Derby.
- Geese are a problem and should be better managed.
- Air and noise pollution from Lakeshore Road negatively affects the community.
- Parks and streetscapes need more tree canopies.

Public Policy Recommendations

- Continue to ensure new development complies with Credit Valley Conservation regarding natural hazards, natural areas, shoreline naturalization and sustainable management practices.
- Examine processes to improve air and water quality for the community, particularly as it relates to improving the water quality to an appropriate level for swimming. Peel Health would be responsible for determining if swimming in the lake is acceptable.
- Support the preservation, protection and enhancement of existing fish, bird and other wildlife habitats.
- Consider and review wildlife management policies, specifically looking at management of the Canadian Geese population.

Other Considerations

- The recommendations in the Mississauga Waterfront Parks Strategy should be considered throughout all levels of public realm design.
- Credit Valley Conservation (CVC) is currently preparing a Lake Ontario shoreline study and various sub-watershed studies to monitor the continuity of the natural environment. CVC's recommendations for the natural environment's long term health may define the nature and scope of development on the waterfront.
- The appropriate water quality level for swimming is regulated under Peel Health.



Natural heritage areas should be protected, preserved and enhanced where possible to reinforce the health of the district.

4.6.6 All Season Access

Community Input

Public spaces in Port Credit are intensely used by the community. Inability to use parks and open spaces in the winter months, due to lack of snow and ice removal, is a issue that was discussed on a number of occasions.

The community had the following specific concerns regarding all season access:

- City does not clear all sidewalks and trails in the winter, making walking and cycling difficult in the winter months limiting the use of public spaces.
- Portions of the curb lane are often left with snow banks, usually for the whole winter, which makes cycling on the streets very difficult.
- Public washrooms are closed in the winter months.
- Parks are empty in the winter due to a lack of maintenance, services and seasonal activities.
- Snow, ice and leaf clutter make using certain spaces (ramps, steps, stone paving) dangerous, especially for those with mobility difficulties.
- Building colonnades and canopies provide shelter during the winter months and during inclement weather. New development should incorporate these types of facade treatments.
- Streetscapes should have features that offer protection from inclement weather to encourage use during all seasons.



Providing things to do and places to get warm will be key to increasing usage of public spaces in the winter months.

Public Policy Recommendations

- Review City maintenance practices for the periods between October and April. Consider a cold season maintenance program that includes snow, ice and leaf litter removal for all walking and bike trails and other pedestrian areas.
- Review locations and operating capabilities of public washrooms. Determine the feasibility of maintaining the facilities throughout the colder months. Consider new locations for public accessible washrooms. Implement required changes.
- Increase the type and frequency of seasonal activities and programming for the community. Consider cities such as Ottawa as a precedent for winter programming.
- Public parks and spaces should incorporate wind, rain and snow protection and other amenities like heated washrooms and rest areas to extend usage into the colder months of the year.
- New buildings should contain architectural features such as canopies, arcades and covered sidewalks.
- Streetscapes should incorporate features that facilitate enjoyment of the public realm during all seasons of the year.

Develop seasonal guidelines that include:

- Cold season maintenance;
- Weather protection, wind, rain, ice and snow;
- Winter warming;
- Snow and leaf litter storage; and
- Opportunities for cold season programming.

Other Considerations

- The recommendations in the Mississauga Waterfront Parks Strategy regarding all season access and activities should be considered throughout all levels of public realm design.

4.6.7 Older and Younger Age Groups

Community Input

A large portion of Port Credit's population consists of young families, youths and older adults. New development should be encouraged to provide more opportunities and amenities for these age groups.

Older adults in Port Credit require age appropriate facilities including the following:

- Walkable and bike-able connections to the waterfront;
- Safe bicycle lanes on the streets;
- Age appropriate sports facilities; and
- Accessible public spaces and trails in the winter.

Youth groups identified that there were not enough facilities geared towards younger age groups. In particular youth participants identified the following deficiencies:

- The existing arena is heavily used and an additional facility would be useful;
- The skate park is not permanent and does not allow BMX bikes;
- Few public sports facilities like basketball and tennis courts within biking or walking distance;
- There are few affordable food options for people with limited budgets; and
- No place where youths can “chill”, play music, demonstrate skills, etc.

Public Policy Recommendations

- Where appropriate new development should provide or finance new community desired facilities for older adults and youths.
- Develop a public realm development plan that references the City's Older Adult Project and makes recommendations for public realm features that are specifically designed for older adults.
- The City should continue to assess the need for facilities and make corresponding and strategic investments.
- Include desired youth oriented facilities in the public realm plan for the district. Include skate parks, basketball, tennis, soccer and other sports facilities as well as a “youth lounge” and gathering areas.

Other Considerations

- Public realm development should adhere to the Mississauga Accessibility Handbook and the recommendations outlined in the Older Adult Project document.
- Recommendations from Mississauga Youth Plan should be considered.



New development should respond to the community's desire to see more facilities and amenities for older adults.



The youth of the district indicated that they would like to see places where they can safely “hang-out”.

4.6.8 Street Furniture

Community Input

Street furnishings, including public art, benches, litter and recycling containers, lighting, newspaper boxes, banners, bike racks, planters, tree grates, etc., should be designed specifically for Port Credit. Street furniture should be well organized and placed to promote a barrier free and walkable public realm.

The community made the following comments relating to street furniture:

- Furniture should be comfortable and useful, attractive and functional, durable and graffiti resistant.
- Where possible, use solar power for furniture that requires power.
- A large quantity of bike racks should be provided to reinforce the cycling culture of the community.
- Warming stations should be provided in key locations to improve the all season use of public spaces.
- Streetscape lighting should be pedestrian oriented and improve safety for pedestrians and cyclists.
- Street lighting is an important part of improving access, safety and comfort in the evenings and when outside light levels are generally lower, for example in winter. Buildings and signage should be appropriately lit in order to improve access when light levels are low.
- Explore opportunities for seasonal light displays.

Public art should be meaningful and place specific to the Port Credit District. Art elements should communicate the history and heritage of the community.

- Public art should take on many forms such as murals, paving features, sculpture and live performance.
- Places should be identified where artists of all ages and abilities can display their work.
- Public art elements or the construction of areas where public art can occur should be a requirement of new development.

Public Policy Recommendations

- Develop a harmonized street furnishing and branding program specific to the character of the Port Credit District.
- Public art elements should be a requirement of new development. Explore options to utilize new developments to implement a Port Credit district public art program.
- Consider the feasibility of using renewable energy sources (solar power) to power street lighting and other energized features such as emergency beacons and interactive signage.

Develop design guidelines that promote site furnishings, lighting and public art that:

- Is useful, durable, attractive, functional and barrier free, being located where they make the most sense;
- Facilitates enjoyment of the streetscape during all seasons of the year;
- Incorporates graffiti and vandal resistance;
- Is sustainable, including recycling bins and solar power where possible;
- Is bicycle friendly;
- Is consistent with and draws upon the history and character of the Port Credit district;
- Is appropriately scaled, attractive, and easy to maintain; and
- Incorporates features to mitigate light pollution into neighbouring properties.

Other Considerations

- The recommendations in the Mississauga Waterfront Parks Strategy should be considered throughout all levels of public realm design.
- Public realm development should adhere to the Mississauga Accessibility Handbook and the recommendations outlined in the Older Adult Project document.
- The City has initiated a selection of new public furniture for many of the waterfront parks. This palette of furnishings should be considered when developing public realm plans.
- The City is using solar power energy, for example, for the flashing 40km signage in school zones. Solar power for street lighting has been investigated by City staff.
- Recommendations in Mississauga Arts and Culture Master Plan should be considered.

4.6.9 Signage

Community Input

Properly designed and legible signage plays an important role in creating an accessible community. Signage in Port Credit can support the accessibility of the district by addressing the following community concerns:

- Street signs are hard to read and are inconsistently located.
- Most signs are designed to be seen from vehicles.
- There are few signs indicating where the Waterfront Trail, parks or other community amenities are located.
- Some private signs are inconsistently located, designed or are in a state of disrepair, detracting from the overall look of the street.
- Retain retro or heritage signs that add to the distinctiveness of the district.

Public Policy Recommendations

- Consider expanding the Old Port Credit street sign concept to other parts of the district.
- Consider a community facilities signage program that includes the development of a family of signs to be used for community facilities such as parks, trails and community centres. The sign program should also incorporate a system of directional signage to improve accessibility to the facilities.

Create private sign design guidelines that address:

- Port Credit specific sign design;
- Heritage sign design;
- Legibility; and
- Protection and maintenance of vintage, retro, and heritage signage.

Other Considerations

- The recommendations in the Mississauga Waterfront Parks Strategy should be considered throughout all levels of public realm design.
- Public realm development should adhere to the Mississauga Accessibility Handbook and the recommendations outlined in the Older Adult Project document.



Consider expanding the Old Port Credit street sign design to other parts of the district.



A consistent community facilities and park signage design can reinforce the village atmosphere of Port Credit.

4.6.10 Trees and Landscaping

Community Input

The community would like to ensure that existing trees are protected, preserved and enhanced with the planting of more trees. Landscaping and planting in the public realm should be abundant and well tended to better reflect a beautiful and green community.

- Streetscapes and buildings should be designed to optimize tree growth, providing appropriate space, soil volume and light levels.
- Better maintenance will be needed; however, trees and landscaping should be as low maintenance as possible. No drinking water should be used for watering.
- Maximize landscaping opportunities through raised planters, hanging baskets, median and gardens. Provide opportunities for seasonal planting within the streetscape.
- New development adjacent to streets should be responsible for making improvements to the streetscape as part of their development agreement. Streetscapes and landscaping should be of very high quality.



Abundant soft landscaping and tree planting should be encourage to reinforce Port Credit as a green and beautiful community.

Public Policy Recommendations

- New development should be setback and massed to maximize growing conditions for plant material in the streetscape.
- Improve maintenance and installation programs to ensure the long term health of trees and landscaping, including appropriate space, soil volume and light levels to promote optimum tree growth.
- New developments should include high quality landscape and streetscape treatments. A high level of design should be expected.
- The design and placement of trees and landscaping should help mitigate effects of wind and inclement weather particularly during the winter months.

Develop streetscape/landscape design guidelines that promote:

- Preservation, protection and enhancement of the existing urban tree canopy;
- Tree planting details for streets, side-walks and planters;
- Soft landscaping;
- Maintenance;
- Sustainability; and
- Seasonal landscaping opportunities.

Other Considerations

- Planting details and standards have been developed for the City Centre. These details could be reviewed and revised for the Lakeshore Road corridor.
- Urban Forestry has maintenance and planting programs in place for street trees.
- Guidelines will need to address both above and below ground utilities within the boulevard.

4.6.11 Expansion

Community Input

Contiguous shoreline access is a priority. Investigate all opportunities to expand parkland, open and natural areas for public use and/or for the protection, enhancement and preservation of sensitive areas. Large development parcels such as the Marina Harbour Land and the Imperial Oil Lands present opportunities to expand on the public realm systems, completing desired circulation routes.



The establishment of the Imperial Oil trail extension completed a much needed link for the Waterfront Trail.

Public Policy Recommendations

- In conjunction with new development proposals, the City will continue to review opportunities to expand public parkland through acquisition, access agreements, easements and partnerships for properties that can provide links that complete a portion of the circulation system or can provide continuous shoreline access.
- New development should incorporate opportunities to dedicate portions of land to parks, natural and open spaces.

Other Considerations

- The recommendations in the Mississauga Waterfront Parks Strategy should be considered throughout all levels of public realm design. Securement criteria outlined in the Strategy should be applied to all new development parkland requirements and to additional lands sought for securement.

4.6.12 Affordability

Community Input

New development should not cater to a single targeted income level, but should support a population that is diverse in culture, age and income level. The vibrancy of Port Credit depends on the diversity of its population; new development should be geared towards providing as many opportunities for as many people as possible.

The community had the following comments and concerns:

- The community would like to maintain 'real' uses that fulfill the basic needs of the community. Parks and open spaces should provide a full range of recreation opportunities.
- Recreation opportunities should be free or inexpensive, including a free shuttle bus from the GO station.

Public Policy Recommendations

- Create policy provisions to ensure new developments contain a range of recreation opportunities that can be managed at minimal cost to the public.
- New development should provide for "real" community uses such as diverse retail/commercial opportunities, recreation and community facilities. The public realm should provide a full range of opportunities that include passive, active and intense recreation that reflects the social, cultural and economic diversity in Port Credit.

4.7 Specific Sites: Port Credit District

The following specific site community input and public policy recommendations have been prepared for both the place making sites and for sites that were discussed and/or mentioned during the Study process. Refer to Appendices A and C for summaries of community and stakeholder input.

Place Making Sites:

Recommendations for the place making sites include a brief site and context description followed by a summary of community input and public policy recommendations. The place making sites for the Port Credit District include:

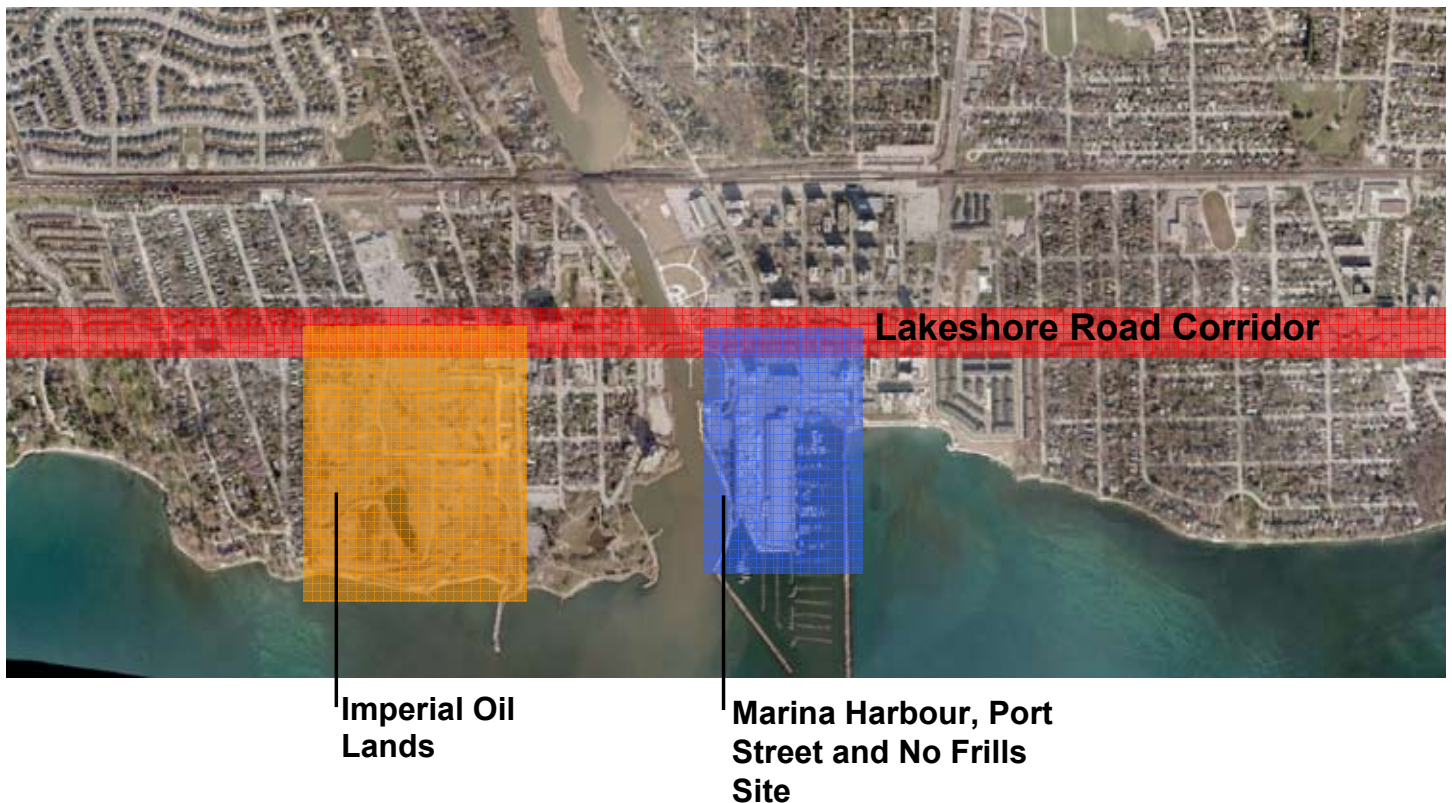
- Lakeshore Road
- Port Credit Harbour Marina, Port Street and the No Frills Site
- Imperial Oil Lands

Other Sites:

Other sites discussed during the study process were the Former Port Credit Lawn Bowling Site and Port Credit Go Station.



Community input in this section includes information gathered at the Port Credit Place Making Session that was held in February 2008.



The three place making sites for the Port Credit District were the Imperial Oil Lands, the Port Credit Marina Harbour, Port Street and the No Frills Site and the Lakeshore Road Corridor.



Lakeshore Road has developed over time as a "village mainstreet".



The current village mainstreet condition should be protected and enhanced.



Lakeshore Road should maintain the "real" commercial activities that are important to the functioning Port Credit village. (Photo courtesy of VIVA Port Credit)



Most of the mainstreet commercial along Lakeshore Road is 1 to 2 storeys in height.

4.7.1 Lakeshore Road Corridor

Planning Context:

Provincial Policy Statement, Places to Grow Act and the Growth Plan for the Greater Golden Horseshoe 2006 (refer to Section 1.3) provide policies to support the Lakeshore Road as an area of intensification outside the Urban Growth Centre corridor.

Lakeshore Road is defined as an arterial in the Official Plan and has also been designated as a "Community Improvement Area" from Etobicoke Creek on the east end to west of the Credit River. Much of Lakeshore Road falls into the "Mainstreet Commercial" category which provides policies to protect the traditional mainstreet character of the street. View corridors, building heights and the treatment of parking should be compatible with the mainstreet character.

Much like the Lakeview District, many of the special sites identified in the district plan and many of the recent development applications are adjacent to or are near Lakeshore Road. The development of a comprehensive vision for the corridor will be important in guiding new development.

As stated in the Mississauga Waterfront Parks Strategy, "The majority of the Waterfront Parks are located adjacent to or within a five minute walk of Lakeshore Road. This effectively makes Lakeshore Road the spine of the parks system." "As the major east west road connection linking the parks and as a portion of the Waterfront Trail, Lakeshore Road should, in the long term, be considered for a dedicated cycling route to improve safety and add to the identity of the road as a park connector."

There are several major city parks located in Port Credit: they are: Rhododendron Gardens, JC Saddington Park, Marina Park, Port Credit Memorial Park (west and east), JJ Plaus Park, St. Lawrence Park, Tall Oaks Park and Hiawatha Park. The Waterfront Parks Strategy also identifies key intersections at Lakeshore Road leading to the waterfront parks: Mississauga Road, Hurontario Street and Hiawatha Parkway. These intersections should have distinctive designs that indicate arrival and access to the waterfront parks and the lake, giving priority to pedestrians, cyclists and other recreational users as they make their way toward park areas.

Physical Context:

The length of Lakeshore Road in the Port Credit District is approximately 3.5 kilometres, starting at Shawnmarr Road to the west and ending at Seneca Avenue on the east. Lakeshore Road is four lanes wide through the district with left turning lanes at Hurontario Street, Ann Street, John Street, Mississauga Road, Credit Landing and Shawnmarr Road. The typical Lakeshore Road right of way throughout the District is 26 meters wide. Lakeshore Road is serviced by bus and is linked to the Clarkson and Long Branch GO Stations.

Lakeshore Road crosses the Credit River through a bridge structure that is four lanes wide with a sidewalk on the north side.

Adjacent Land Uses:

Main Street Commercial

Generally the most common land use along the corridor is Main Street Commercial, zoned C4. These areas along Lakeshore Road allow for a variety of commercial uses such as retail, food sales, office, recreation, education, financial, parking lot and personal services. Current zoning allows buildings to have a minimum height of two (2) storeys and a maximum height of three (3) storeys. Most of the Main Street Commercial in Port Credit is 2 storeys.

High and Medium Density Residential

Medium and high density residential areas adjacent to Lakeshore Road occur mostly at the west end of the district between Mississauga Road and Shawnmarr Road.

The Residential Medium Density I designation permits townhouse dwellings at a density of 26-42 units per net residential hectare. Building height should not exceed three (3) storeys, unless otherwise specified in the Port Credit Urban Design policies of Mississauga Plan. (MPA-25)

The Residential Medium Density III designation permits low-rise apartment dwellings at a Floor Space Index (FSI) of 0.7-1.0. Building height should not exceed five (5) storeys, unless otherwise specified in the Port Credit Urban Design policies of Mississauga Plan.

The Residential High Density I designation permits apartment dwellings at a Floor Space Index (FSI) of 1.0-1.8. Building height should not exceed eight (8) storeys, unless otherwise specified in the Port Credit Urban Design policies of Mississauga Plan.

Greenbelt

Lakeshore Road crosses a Green Belt designation at the Credit River and at Tecumseh Creek (within Rhododendron Park). Lands designated Greenbelt are generally associated with natural hazards or significant natural areas where development is restricted to protect people and property from damage and to provide for the conservation of natural heritage features and areas. Greenbelt policies are to be read in conjunction with the policies for Natural Heritage and Natural Hazards.

Public Open Space

Lakeshore Road runs adjacent to land designated as Public Open Space, otherwise known as JJ Plaus Park, Marina Park, and Rhododendron Park.

"To Be Determined" Designation

A large portion of land on the south side of Lakeshore Road between Mississauga Road and Pine Avenue South is designated "To Be Determined". This land is also known as the Imperial Oil Lands. The Lands have approximately 500 metres of frontage on Lakeshore Road, which is a significant length. The "D" zone applied to the land recognizes vacant lands not yet developed.

Motor Vehicle Commercial

A single Motor Vehicle Commercial land use is permitted at the corner of Mississauga Road and includes a gas bar, convenience store and car wash.



Community Input: Lakeshore Road Corridor

“Lakeshore Road should be maintained and enhanced as Port Credit’s village mainstreet.”

- Permit “Mixed-Use” designation for new development areas.
- The pedestrian character of Port Credit’s mainstreet should be protected and enhanced, emphasizing that the safety and comfort of pedestrians and cyclists is a priority.
- The “public realm” should be of the highest quality, and reinforce the village character of Port Credit while allowing variation to suit the eclectic nature of the area.
- New development should be respectful of the environment.
- Building heights fronting on Lakeshore Road should reinforce the village mainstreet character through the use of low-rise building forms that are consistent with the existing buildings.
- Taller buildings may be considered if they “step back” from the low-rise building base. Building heights south of Lakeshore Road could transition up to a medium-rise condition and buildings heights north of Lakeshore Road could transition up to a medium to high-rise condition.
- Strategic locations for taller buildings include key intersections at Hurontario Street, Mississauga Road and Seneca Avenue, redevelopment sites within the Central Residential Area and where deeper sites occur i.e. Imperial Oil Lands and the Harbour Marina Lands.
- New development should support the village character of the Port Credit community. Building design should be appropriate for the harbour setting and reflect the diversity and character of Port Credit’s existing built form through the application of appropriate materials, building heights, setbacks, shapes and detailing.
- New buildings should be located and designed to ensure that negative impacts on the surrounding land uses will be minimized. Views to the lake and the Credit River, creation of shadows and the aesthetics of parking and loading areas are issues that should be mitigated.
- Intensification along Lakeshore Road should permit a mix of uses that will provide diverse opportunities for development while maximizing community benefit, including more activity on the street during the evenings, maintaining a grocery store and the incorporation of a senior’s and youth centre.
- The transportation functions of Lakeshore Road need to be examined to improve the corridor for pedestrians, cyclists and vehicles.



Lakeshore Road should be maintained and enhanced as Port Credit’s village mainstreet. Opportunities to improve the environment for pedestrians and cyclists should be pursued.



Intensification along the Lakeshore Road Corridor should ensure that needed community facilities, such as an affordable grocery store are maintained in the area. (Photo courtesy of VIVA Port Credit)

“Step back” generally refers to the setting back of the front building facade above the building base (first two to three building storeys). Additional step backs may be recommended on side, exterior side or rear building facades to provide appropriate separation between adjacent buildings and/or open spaces.

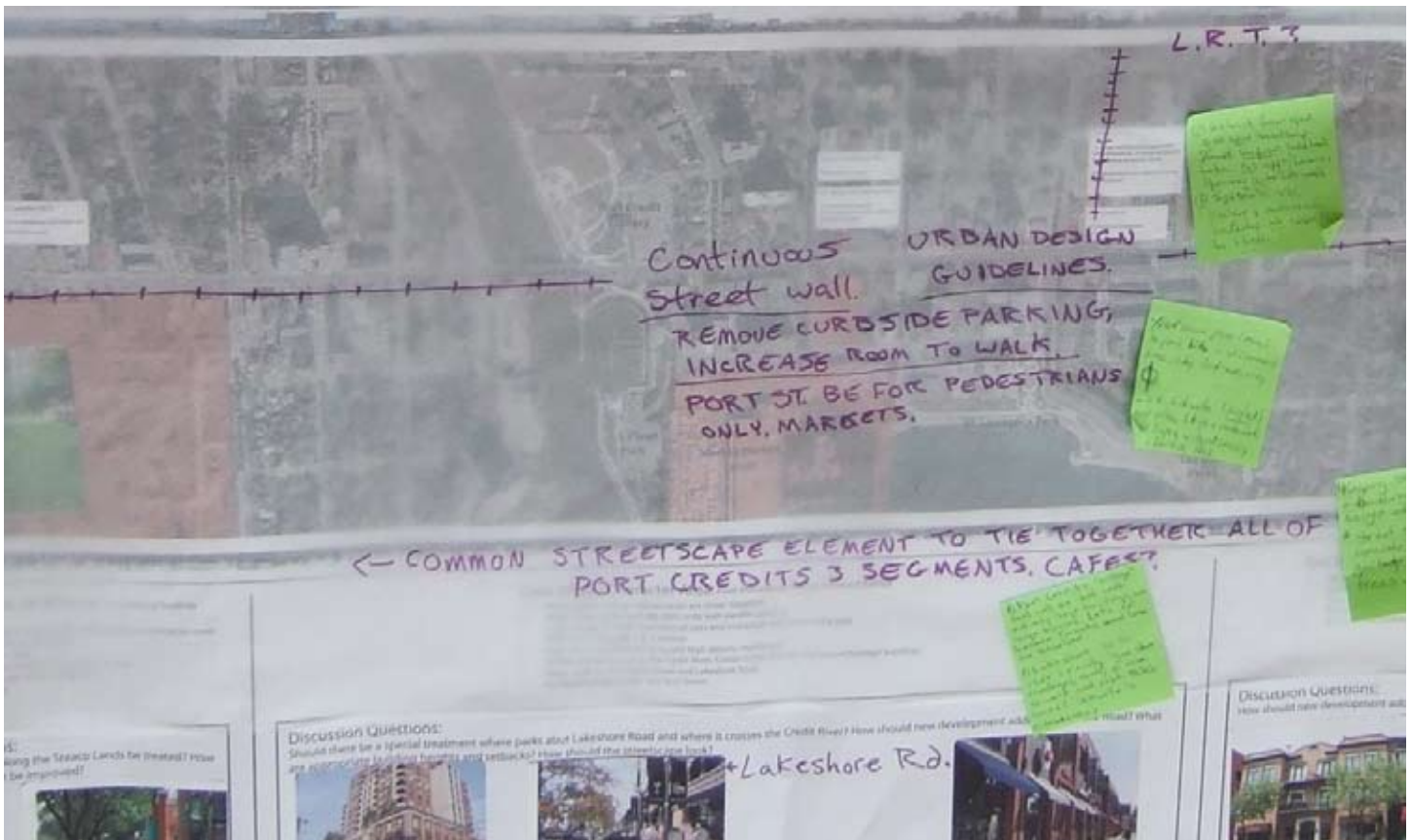
“Public realm” refers to any spaces that are perceived as being publicly accessible, for example, sidewalks, parkettes bike paths and building forecourts would be considered part of the public realm.

“Low-Rise” refers to buildings that are up to four storeys in height.

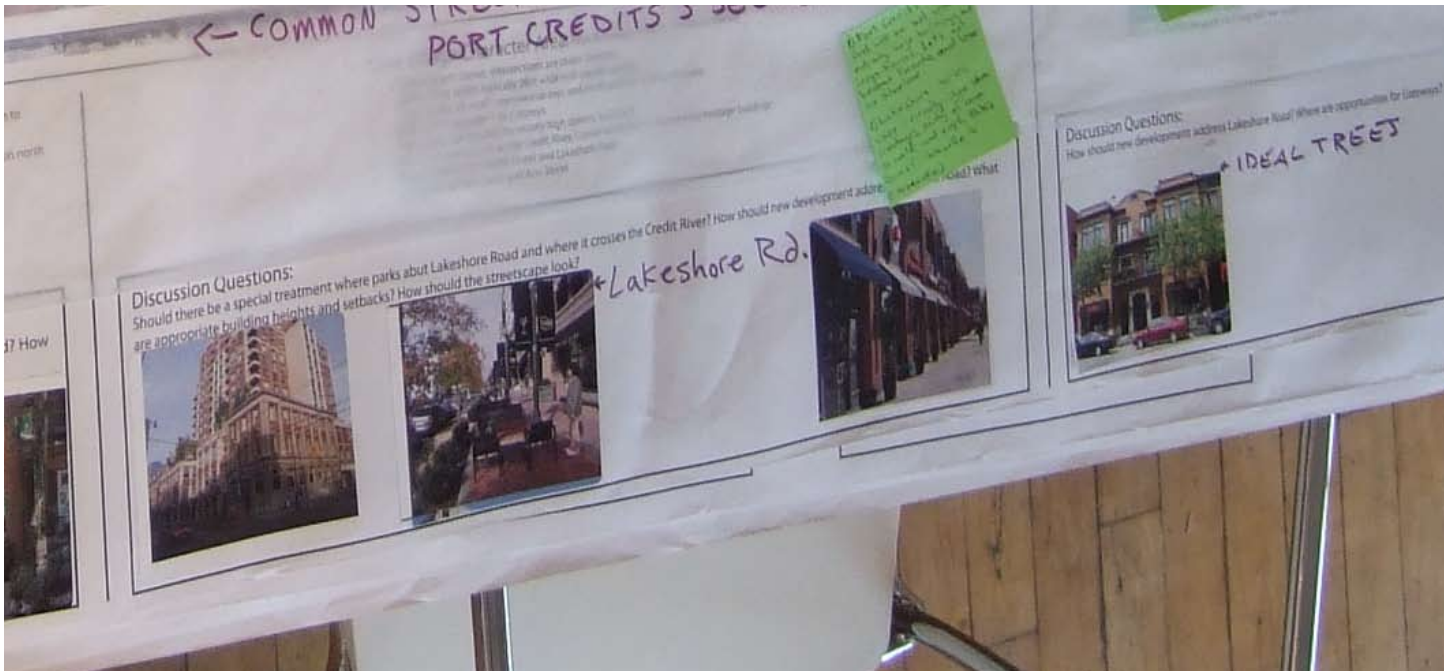
“Medium-Rise” refers to buildings that are five to nine storeys in height.

“High-Rise” refers to buildings that are 10 storeys in height or higher.

The above height definitions were prepared for the purposes of this study and associated interaction with stakeholders and members of the public.



Workshop participants discussed the features that they thought would improve the pedestrian nature of Lakeshore Road. Participants indicated that a continuous street wall, common streetscape elements, and the removal of street parking would improve the pedestrian environment.



Street trees were mentioned several times as an element that would support the village character while improving the pedestrian environment. Workshop participants indicated that a low-rise built form would best maintain the village mainstreet character of Lakeshore Road in Port Credit.

Community Input: Graphic Summary Lakeshore Road Corridor



- 1** Locations identified as opportunities for intensification: A variety of built form opportunities are recommended based on site size and proximity to stable low rise neighbourhoods.
- 2** Incorporate bicycle lanes along Lakeshore Road
- 3** Incorporate LRT from Clarkson Go Station, through Hurontario Street to the Long Branch GO Station along Lakeshore Road East.
- 4** Maintain a Main Street scale of buildings adjacent to the street. Maximum 3 to 4 storeys in height with opportunities to increase height on larger sites and for new infill/intensification development along the corridor.
- 5** Provide a distinctive gateway feature at the west end of the district, incorporated with Rhododendron Gardens. Landscape based feature.
- 6** Provide Gateway at east end of district at Seneca Avenue. Built form opportunity.
- 7** Reinforce node at Lakeshore Road and Hurontario Street. Incorporate future high order transit service connections to potential future Lakeshore Road LRT.
- 8** Refer to development principles for the Texaco Lands for information on development adjacent to Lakeshore Road.
- 9** Enhance intersections that provide access to Waterfront Parks. eg. Mississauga Road, Hurontario Street and Hiawatha Parkway.

Community Input: Graphic Summary cont'd Lakeshore Road Corridor



Note: The concept plan was prepared as an interpretation of input from the community. The plan represents a summary of ideas gathered through public workshops, stakeholder interviews and on-line comments. The plan is for discussion purposes only and does not represent the final recommendation.

Public Policy Recommendations

- Study the transportation system to find short, medium and long term solutions for traffic and transit issues. Consider facilities that will support cross-connections with other modes of transit, for example, cycling and walking and identified transit hubs. Evaluate the feasibility of higher order transit (HOT) for Lakeshore Road between the Port Credit and Long Branch GO Station.
- Lakeshore Road corridor should be designed to serve the needs and requirements of the immediate area. Demands on the corridor resulting from potential problems elsewhere (for example an congestion on the QEW), should not be contemplated or accounted for as enhancements and modifications are made to the corridor.
- Consider not permitting or limiting new vehicular openings onto Lakeshore Road. New openings required should be consolidated between properties and preferably located where a traffic signal opportunity is feasible. Vehicle access to re-development opportunities could also be considered from existing north south side streets or laneways (existing or proposed) parallel to Lakeshore Road.
- Develop urban design guidelines for the corridor with a particular focus on development that improves the environment for pedestrians and cyclists. Guidelines should also include directions on how to incorporate the heritage elements of the district and include visible ways to reflect the Lakeview's identity.
- Built form should respond to the community's evolving character while respecting the heritage context. New development should incorporate variation and diversity to prevent homogenous development from occurring. Variation can be achieved through building forms, heights, architectural styles and materials. Facade detailing and articulation should be of high quality and appropriately scaled. Develop urban design guidelines for the corridor with a particular focus on development within a heritage context.
- Proceed with a community improvement plan for the Lakeshore Road Corridor that provides a framework to guide the redevelopment and improvements of the area.
- Refer also to Section 4.4.4 Public Transit and Transportation.



The integration of safe cycling lanes within the Lakeshore Road right of way is a high priority for the community.



Built form guidelines for Port Credit should promote architecture and building design that responds to the community's evolving character while respecting the heritage of the area.



The City should investigate the possibility of incorporating a street car or light rail transit line along Lakeshore Road.



The community has expressed that a parking structure may be an acceptable solution to Port Credit's parking shortage. The structure should, however, be designed as a mixed-use structure with commercial uses wrapping the ground floor.

Ontario's Planning Act allows municipalities to prepare a **"Community Improvement plan"** to set out, in an "official" way, what a municipality intends to do to address an unsatisfactory state of affairs in a certain defined area. A Community Improvement Plan allows a municipality to acquire, rehabilitate and dispose of land, provide grants and loans and undertake infrastructure and public space improvements. Since any community has its own unique opportunities and challenges, there is no predetermined definition of what a community improvement plan must include. For example, some plans include changes to land-use and zoning regulations to encourage desired activities or limit undesirable ones. Others state what grants or loans a municipality is prepared to offer owners as an incentive to build or repair properties to meet aims stated in the plan.

Other Considerations

- The City of Mississauga is completing its Growth Management Strategy which outlines a strategic approach to growth management. It will examine and assess key nodes and corridors within the City.
- Recommendations for bicycle facilities will be made through the Cycling Master Plan and Implementation Strategy (2009).
- A transportation study should be undertaken to examine opportunities to improve Lakeshore Road for pedestrians, cyclists and vehicular traffic. A functional review would need to acknowledge that Lakeshore Road must retain two (2) lanes of travel in each direction to service both vehicle and transit demands now and in the immediate future.
- A revitalization study should be completed to analyse the feasibility and affect of redevelopment of commercial uses along Lakeshore Road.
- The City of Mississauga has commenced several studies, including the Hurontario Main Street Study, Transportation Master Plan, Lakeview and Port Credit Parking Strategy, Phase 2 and the Mississauga Transit Ridership Growth Strategy.
- A feasibility study would be required to determine the type of higher order transit e.g. bus rapid transit (BRT) or light rail transit (LRT) etc., that may be implemented along Lakeshore Road.
- Transit should continue to improve its service and provide additional bus stops where feasible, based on increased ridership.
- The character of the village should be protected by ensuring a balance between vehicle, pedestrian and cycling movement. The emphasis should be placed on creating a planning framework to support walking, cycling and transit as a fundamental component of a "complete community".
- The City of Mississauga is initiating a study of Community Improvement Plan Policies as part of the Mississauga Plan Review. Phase 2 of this study is the preparation of a Community Improvement Plan for the Lakeshore Road corridor.
- Refer also to Section 4.4.4 Public Transit and Transportation.

4.7.2 Imperial Oil Lands

The potential future redevelopment of the Imperial Oil Lands has generated excitement in the community. This 30 hectare (75 acre) site has already been subject to community “place making” exercises that demonstrate the potential of the site while helping the community understand the scale and significance of the property.

Planning Context:

The Imperial Oil Lands are designated “To Be Determined”. This designation indicates that further studies, in close consultation with the land owner, adjacent residents, the Ward Councillor, and other interested agencies, are required to determine the ultimate use of the Lands.

The Mississauga Plan Urban Design Policies, Section 4.27.3 for the “Vacant Former Refinery” states:

This Plan does not propose land uses for this area because it is not known to what degree the site can be remediated. However, regardless of potential future uses, this Character Area should ultimately be developed in a manner which is compatible with the surrounding lands, and which does not compete with the existing focal point at Port Credit harbour.

a. Building heights should be limited to two to three (2-3) storeys to be consistent with the adjacent South Residential and Historical Village Character Areas.

b. A public road should be provided in any future development by subdivision separating any new development from the Lake Ontario Waterfront open space and the continuous Waterfront Trail to maximize public access to and along the Lake Ontario Waterfront. The balance of the street pattern should be consistent with that of adjacent areas.

c. If this site is used for outdoor storage (such as for boats) or parking, adequate setbacks will be provided from adjacent residential areas, the Lake Ontario Waterfront Trail and associated public parkland to allow appropriate buffer treatment to screen the uses.

The Mississauga Plan Special Sites Policies include the Imperial Oil Lands as Site 2 (4.27.6.3). Development on the site will be subject to the following additional policies:

a. Development will recognize the scale and enhance the character of adjacent land uses, in particular the old town-site area immediately to the east;

b. In the review of applications for development of these lands, regard will be had to the concepts and principles expressed in the Port Credit Harbour Transition Master Plan and the Mississauga Waterfront Plan;



The Imperial Oil Lands were once home to a significant refinery. (ca. 1976 Mississauga Library)



The Imperial Oil Lands are currently vacant, yet represent the largest undeveloped property in the Port Credit District.



The Imperial Oil Lands are immediately adjacent to the Port Credit Heritage Conservation District.

c. A landscaped buffer will be maintained between the site and the Pine Avenue South neighbourhood;

d. Any proposal for redevelopment or use of the “Vacant - Former Refinery Property” will make adequate provision for implementation of proposals for the future redevelopment of J.C. Saddington Park.

Physical Context:

The Imperial Oil Lands (30 hectares or 75 acres) represents the largest remaining parcel of land that is yet to be developed in the Port Credit District. It is situated to the south of Lakeshore Road between the residences on Pine Avenue South to the west and Mississauga Road to the east. The south side of the Lands fronts onto Lake Ontario.

The Lands have approximately 500 metres of frontage on Lakeshore Road, which is a significant length. Adjacent to the Lands, Lakeshore Road is 4 lanes wide with a centre turning lane at the entrance of Credit Landing. The lands also have 500 metres of frontage along Lake Ontario.

Currently the site is characterized as a brownfield site. It is not known at this time how long it would take to reclaim the site or what uses would be permitted.

Adjacent Land Uses:

Main Street Commercial

The north side of Lakeshore Road consists of Main Street Commercial including a large, new commercial development set back from the road (Credit Landing). The Main Street Commercial land use, Zoned C4 allows for a variety of commercial uses such as retail, food sales, office, recreation, education, financial, parking lot and personal services. Current zoning allows buildings to have a minimum height of two (2) storeys and a maximum height of three (3) storeys. Most of the Main Street Commercial in Port Credit is 2 storeys.

Low Density Residential

The Lands are located between the Port Credit Village Heritage Conservation District and the Cranberry Cove neighbourhood. The predominant characteristics of these residential areas include 1 and 2 storey detached dwellings. The Residential Low Density I designation permits detached dwellings to a maximum density of 12 units per net residen-

“Brownfield site” means real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.

tial hectare.

Greenbelt

The Lake Ontario shoreline within the lands boundary is designated as Greenbelt. Lands designated Greenbelt are generally associated with natural hazards or significant natural areas where development is restricted to protect people and property from damage and to provide for the conservation of natural heritage features and areas. Greenbelt policies are to be read in conjunction with the policies for Natural Heritage and Natural Hazards.

Public Open Space

The south edge of the site adjacent to the shoreline is designated as Public Open Space and currently includes the Imperial Oil Waterfront Trail extension, joining JC Saddington Park to Ben Machree Park.

Motor Vehicle Commercial

A single Motor Vehicle Commercial land use is permitted at the corner of Mississauga Road. It exists as a bar, convenience store and car wash.



The City has negotiated for the Imperial Oil Waterfront Trail Extension to connect JC Saddington Park to Ben Machree Park.



The Cranberry Cove Neighbourhood borders the Imperial Oil Lands on the west side. The neighbourhood generally consists of low-rise single family homes.

Community Input: Imperial Oil Lands

“The Imperial Oil Lands should be redeveloped with a use other than industry, manufacturing or power generation. The Lands should be redeveloped to include a mixed-use urban waterfront village that could include a university, college or research campus. A significant portion of the site should be open to the public and provide access to the Lake Ontario shoreline.”

- Develop policies to regulate development within waterfront properties.
- Redevelopment of the site should provide needed community facilities and improve Port Credit's quality of life.
- Mature and or emerging trees and natural areas should be protected and integrated with any new development. Opportunities for restoration should be considered.
- Existing street patterns within the neighbourhood to the west (Cranberry Cove) and the east (Port Credit Heritage District) should be used as a basis for redevelopment on the site.
- Required parking areas should be underground or in structures to maximize the use of the land for uses other than vehicle storage.
- The redeveloped site will require significant improvements to transit service. Investigate opportunities to incorporate a transit loop within the site.
- The mainstreet commercial area suggested for the Lakeshore Road frontage should generally maintain a low-rise village scale consistent with the existing mainstreet commercial built form.
- Built form on the site should generally be low to medium-rise buildings with potential for taller buildings at key locations.
- Significant transition areas should be incorporated to buffer existing neighbourhoods from new development.

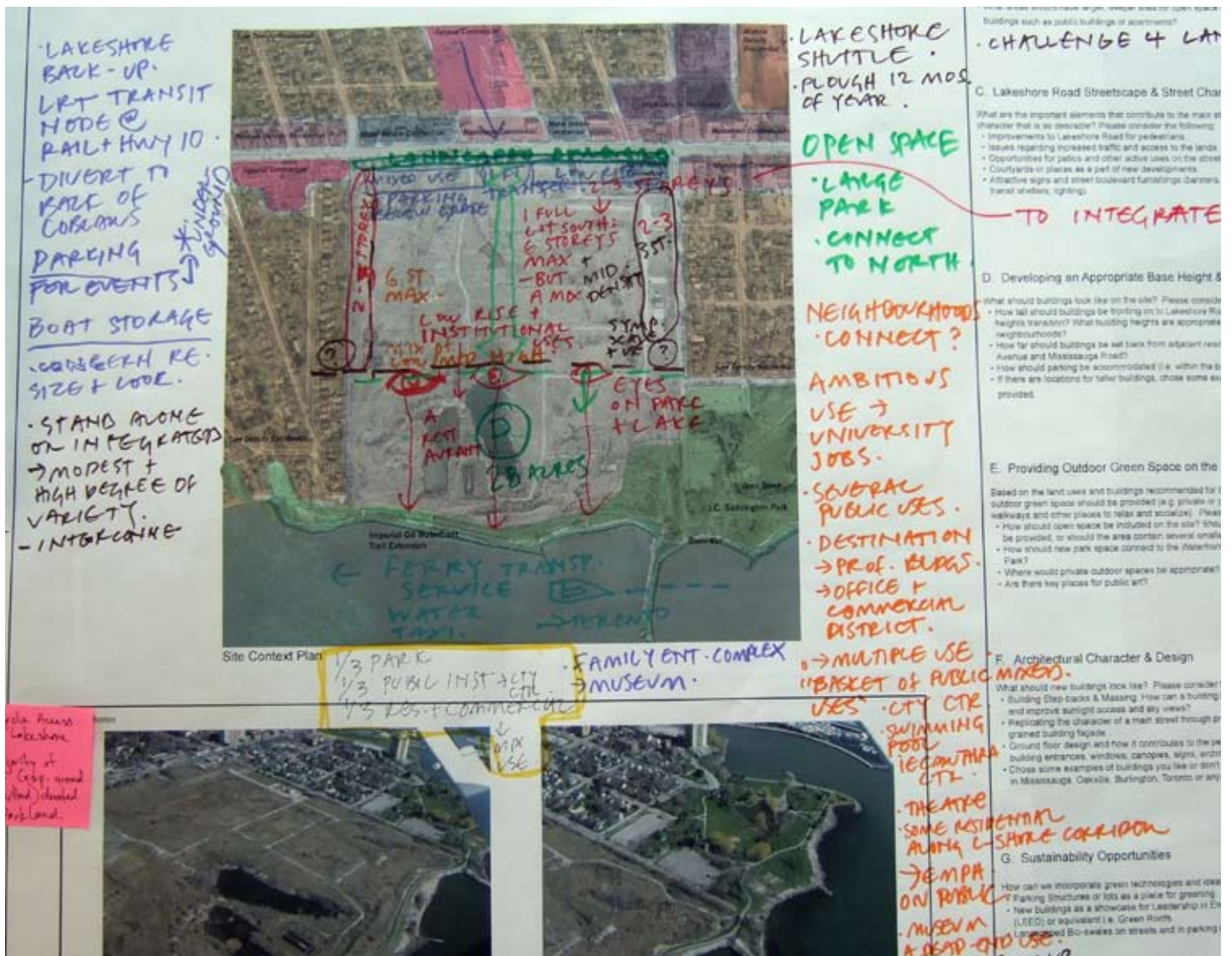
In addition, please refer to Appendix C for submission materials prepared by the VIVA Port Credit.



Some participants also indicated that the Imperial Oil Lands should be developed as a public park, containing minimal amounts of built form. The park would include storm water treatment ponds, walkways, trails, bikeways and waterfront related facilities such as a marina.



Participants indicated that a strong connection between Lake Ontario and Lakeshore Road should be integrated into the site design. Participants also proposed that a large portion of the waterfront be developed as green/open space that would be contiguous with JC Saddington Park.













Participants at the workshop developed a conceptual plan for the site that indicated a mixed-use, medium density development incorporating a university or college campus. The plan included a centralized green space that would link Lakeshore Road to the shoreline. A 1/3, 1/3, 1/3 approach was noted for the distribution of park, institutional and mixed-uses areas.

Community Input: Graphic Summary

Imperial Oil Lands



- 1  Connection to LRT and Lakeshore Road
- 2  Mixed-use Shops/Restaurants At Grade
- 3  Linear Open Space
- 4  Proposed Street Network
- 5  Green Landscaped Buffer with Bicycle Trail and Connections to the Waterfront Trail network
- 6  Open Space
- 7  Buildings related to the park edge with terracing green roofs
- 8  Low-Rise Built Form
- 9  Medium-Rise Built Form
- 10  Waterfront Trail Connection

Note: The concept plan was prepared as an interpretation of input from the community. The plan represents a summary of ideas gathered through public workshops, stakeholder interviews and on-line comments. The plan is for discussion purposes only and does not represent the final recommendation.

Public Policy Recommendations

Land Uses

- The Imperial Oil Lands should be redeveloped as a vibrant, mixed-use waterfront community. The Lands should be built out at a medium density while providing appropriate variation in scale and land uses.
- Generally, a low-rise mainstreet commercial area should front onto Lakeshore Road, framing the main entrance to the site.
- Low-rise residential uses should occur along the west and east edges of the site in conjunction with a landscaped buffer and bikeway.
- Primary and secondary streets should evolve as low-rise mixed-use areas while internal streets should support a medium density mix of uses. The higher density land uses should be located at the centre of the site, away from the Heritage District and Cranberry Cove neighbourhood.
- A large portion of the site, as much as 30%, should be designated as waterfront park along the Lake Ontario Shoreline. Buildings adjacent to the park edge should be low-rise, terraced to address the waterfront setting.
- Develop policies for the Imperial Oil Lands to permit several uses on the site including, residential, commercial, institutional, employment, parks and open spaces and waterfront recreation. Public access and views along the shoreline should be a key component. Refer also to section 4.3.3 New Development.
- Identify appropriate locations for intensification while protecting the property from future use as a location for industry. The Imperial Oil Lands are located near the intersection of Lakeshore Road (Arterial) and Mississauga Road (Major Collector), are close to mass transit systems and are large enough to accommodate intensification with transitions to adjacent areas.
- Require that all elements of the Imperial Oil Lands redevelopment, including design, construction and operation, comply with LEED standards.



The West Donlands development in Toronto was mentioned by the community as a potential model for the re-development of the Imperial Oil Lands. Like the Donlands, the Imperial Oil Site has the potential of becoming a vibrant, mixed-use community with a balanced distribution of land uses and densities that transition well to adjacent areas. (West Donlands Precinct Plan).



The FRAM development on the St. Lawrence Starch Lands sets a good precedent for medium density, medium-rise redevelopment that incorporates a variety of uses. (Photo courtesy of VIVA Port Credit).

Public Policy Recommendations

Site Opportunities

- Ensure that the waterfront setting of the property is expressed through all levels of site design including the distribution of land uses, the orientation of streets and built form to enhance views to the lake, the incorporation of appropriate building styles and architecture and the development of a public realm that has a distinct waterfront theme.
- Integrate proposed parks and open space areas with the existing waterfront parks system and continue to connect the Lands with the Waterfront Trail.
- Utilize the site's shape and size to promote compact and efficient development.
- Emulate the existing street and block patterns in the Heritage District to promote the character of the Port Credit District within the new development.
- Incorporate existing healthy, mature trees along the property edges, where possible, to enhance potential landscape buffers adjacent to existing development.
- Protect the property from future use as a location for industry. The Imperial Oil Lands are located near the intersection of Lakeshore Road (arterial) and Mississauga Road (major collector), are close to mass transit systems and are large enough to accommodate intensification with transitions to adjacent areas.
- Policies should require that all elements of the Imperial Oil Lands redevelopment, including design, construction and operation, comply with LEED standards.

Public Policy Recommendations

Built Form

- Built form within the Imperial Oil Lands should support the creation of a unique and memorable environment that reflects the Port Credit's village waterfront setting.
- Built form should generally be low to medium-rise and should transition appropriately to the low-rise, low-density Heritage District and Cranberry Cove neighbourhood.
- Views and access to the lake should have the highest priority with regards to the layout and design of site buildings. Views to the Heritage district and JC Saddington Park should also be considered in the design.
- Style and design of architecture could incorporate relevant heritage features in the area where appropriate. Building design for commercial, institutional, residential and community use could take cues from a number of designated and listed properties in Port Credit. Refer to the City's Heritage Register for Port Credit.
- New buildings should be transit supportive by being oriented to the street and/or transit services, providing access to pedestrian and cyclist networks and providing opportunities to interconnect with other buildings.
- Parking required for new buildings should be designed comprehensively for the development. Surface parking should be minimized and parking requirements could be reduced where buildings demonstrate transit supportive designs. Provisions for public parking should be considered as part of future development on the site.



The design and orientation of built form should protect and enhance views to the lake.



The distribution of land uses on the site should maximize the potential of the waterfront setting by providing opportunities for waterfront related activities.

Public Policy Recommendations

Streets and Blocks

- A street network should be developed that establishes a hierarchy of circulation that is designed to service the mix of uses proposed. Street design should be planned to accommodate the variation of mixed-uses while providing diverse opportunities for public and private development.
- Street hierarchy should provide direct and clear access to major destination points and parking areas within the development while protecting less intense areas of the development.
- New streets and blocks should be designed to reflect a balanced multi-modal design. Internal networks, either on-road or off-road, with connections to the Waterfront Trail, surrounding neighbourhoods and the existing and proposed systems on Lakeshore Road should be well developed.
- The street and block pattern should promote the continuity of the patterns established in the Heritage District.
- Streets and blocks should be designed to facilitate the phased implementation of redevelopment. Blocks should be configured to provide appropriate, diverse and well-scaled development parcels.
- Streets and blocks should be designed to elevate the pedestrian experience by creating quality streetscapes and logical and efficient mid-block connections that are safe and protected from inclement weather.



The streets and blocks should be designed to support the intended mix of uses while protecting areas that are less intense, for example, areas that are low density residential.



A hierarchy of streets should be developed to accommodate the variation of mixed-uses within the development. This image shows how a street could relate to a ground floor commercial condition.

Urban Design Guidelines specific to the redevelopment of the Imperial Oil Lands should prescribe guidelines for built form within an urban village waterfront setting. Guidelines should also address sustainable development, streetscapes, parks and open spaces, landscaping, and parking.



The waterfront park recommended for the Imperial Oil Lands should be designed to accommodate the new mixed-use neighbourhood while providing amenities for the larger Mississauga community.

Public Policy Recommendations

Parks and Open Space

- Key parks and open spaces should provide a major north-south connection between Lakeshore Road and the waterfront. A waterfront park should be developed at the Lake Ontario shoreline that will incorporate the Waterfront Trail and other identified waterfront park uses.
- Other parks and open spaces should act as buffer or transition zones between the new mixed-use development and the Heritage District and Cranberry Cove. Transition zones should include a north-south link between Lakeshore Road and the waterfront park with east-west connection points at street intersections.
- Streetscapes should be considered as part of the open space network and should, accordingly, receive a high level of treatment that includes landscaping, site furnishings, paving materials and lighting.
- A series of smaller scale, interconnected parks and open spaces within the development, which could include both public and private lands, should be incorporated to provide community amenity spaces such as play spaces, gardens, courtyards and gathering areas.
- Ensure that the parks and open space system supports the Mississauga Waterfront Parks Strategy with special regards to the System Design Strategies and the Park Design Strategies.
- Establish an overall requirement for parks and open space that distributes appropriately sized and configured places that will support a variety of activities and functions such as festivals, public plazas, play spaces, promenading, passive leisure and gardens.

Other Considerations

- Contamination issues will need to be investigated prior to determining the nature and scope of development.
- The land owners, Imperial Oil, may face significant liability and legal issues associated with future land uses on the site due to contamination. Even if technically possible, residential uses may not be legally possible.
- In addition to being a potential site for institutional uses, community, cultural and recreational uses should be considered.
- Transportation access to this site may be an issue, particularly if the use is intense. Traffic analyses and monitoring would be required to mitigate negative effects on the surrounding neighbourhoods.
- The City of Mississauga is completing its Growth Management Strategy which outlines a strategic approach to growth management. It builds upon Mississauga's existing context and established urban form to ensure a sustainable living environment and identifies employment and population density targets.
- Ability to preserve trees and natural areas may depend on the extent of site clean up required.
- Redevelopment of this site to include sensitive land uses such as residential, will require the filing of a Record of Site Condition on the Ministry of the Environment's Brownfield Registry.
- The recommendations in the Mississauga Waterfront Parks Strategy should be considered throughout all levels of public realm design.



4.7.3 Port Credit Harbour Marina and Port Street

As stated in the document *Port Credit: An Urban Village for the 21st Century; A Model Community for the World*, prepared by VIVA Port Credit, the “Harbour Marina Lands are intrinsic to Port Credit’s extensive history as a working port.” The Study’s public engagement process revealed that the community would like to see the port and marina function of the Harbour remain as re-development occurs.

Currently, the Harbour Marina is owned by the Department of Fisheries and Oceans (DFO) and is operating under a lease agreement that will expire in the year 2023. Potentially, the Harbour Marina will be transferred to the Canada Lands Corporation in the near future. It is reasonable that the Harbour Marina Lands will, in the near future, be redeveloped.

Prior to and throughout the Study, the community has been actively conceptualizing the potential of the Harbour Marina Lands. Concepts prepared demonstrate the community’s desire to see a major, public waterfront destination in this location.

Planning Context:

The current district policies generally support the community’s concept of creating lake-dependant or waterfront commercial activities on the Harbour Marina Lands.

The Mississauga Plan’s Urban Design policies (4.27.3) for Community Identity and Focus describes the following:

a. New developments should maintain and enhance the identity of Port Credit as a diverse established community by integrating with the surrounding area and avoiding the establishment of enclaves.

b. New developments or redevelopments should be designed to reflect and enhance the Port Credit Business Improvement Area (BIA) streetscape.

c. The Port Credit Node, which includes the Central Residential Area, Harbour Mixed-use area and the portion of the Mainstreet Commercial area which connects these two Character Areas, will be the focus of activity for the District, combining residential uses, cultural activities, shopping, dining, commerce and recreation.

d. An interconnected open space network including the Credit River and the Lake Ontario shoreline is a key feature in the identity of the District which should be recognized in any development. This will include enhancing visual and physical public access to and along the Lake Ontario Waterfront, and enhancing/restoring terrestrial and aquatic habitat potential.

The Mississauga Plan’s Urban Design policies (4.27.3) for



The Harbour Marina Lands are intrinsic to Port Credit’s extensive history as a working port. The public engagement process revealed that the community would like to see the port and marina function of the Harbour remain as re-development occurs.



Port Street should be re-developed as a pedestrian precinct.

the Harbour Mixed-use area describes the following:

The City's initiatives for the Port Credit Harbour Marina have the potential to transform the Harbour Mixed-use Area. Development in this area should be lower scale than the Central Residential area and should step down towards the lake and towards the east edge of the Character Area. Where the market potential permits, commercial uses should be extended from the Mainstreet Commercial Character Area towards the lake.

a. The character of this area should be as an extension of the Mainstreet Commercial area, but with the potential for higher buildings.

b. Building heights should not exceed three (3) storeys for the entire Harbour Mixed-use area.

c. On development sites which extend to Lakeshore Road, buildings or parts of buildings within the Mainstreet Commercial Character Area should conform to the policies for that Character Area.

The Marina Harbour Lands and Port Street are designated as Mainstreet Commercial. The C4 commercially zoned areas along Port Street allow a variety of uses; such as retail, food sales, office, recreation, education, financial, parking lot and personal services. Lands zoned C4-18 (Harbour Marina Lands), located nearest the lake permit boat-related activities.

Physical Context:

Harbour Lands currently has approximately 700m of shoreline frontage on Lake Ontario (not including breakwaters). It includes approximately 1500 slips, customs reporting station, repair, sales, service and storage for both sail and power watercraft. The site is currently the largest single commercial harbour on Lake Ontario and incorporates 5 operating harbour and breakwater lights.

The Harbour Marina is surrounded by Lake Ontario with the exception of the west side of the site, which is bordered by JJ Plaus Park and the Port Credit Marina. Currently public access to the site is limited and there is no formal access to or along the existing breakwaters. The north portion of the site contains a significant parking area which is accessed from Port Street.

Port Street from Stavebank Road to Helene Street is approximately 285m (935 feet) in length. Existing buildings on the north side of the street range from 5 to 14 storeys. There are large parking areas fronting on to Port Street at the rear of the No Frills property and along the Marina Harbour Frontage and at the Post Office.



Large portions of the site are devoted to on-land boat storage.



The Harbour Marina Lands are not typically accessible to the public and are fenced off from the village.

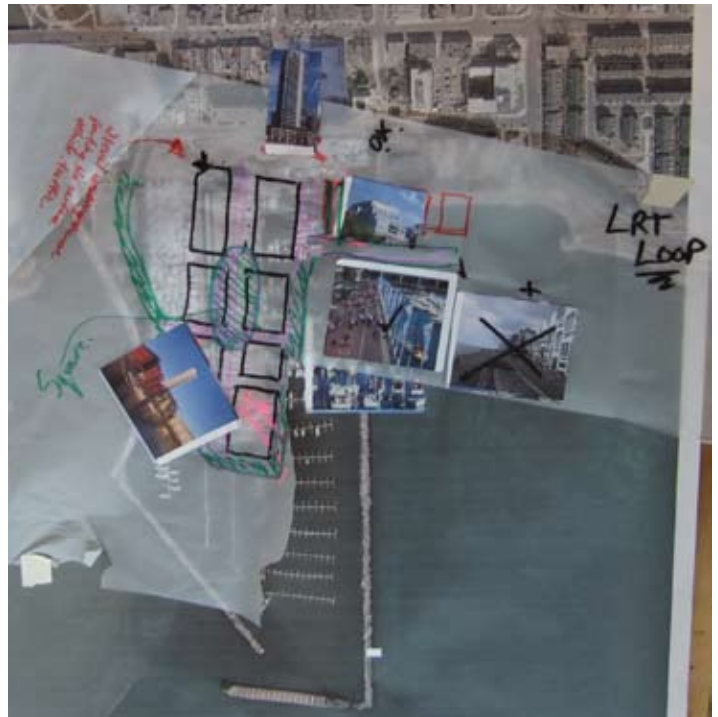


Recent development on Port Street, east of Helene Street, has already begun to revitalize the area. (Photo courtesy of VIVA Port Credit)

Community Input: Port Credit Harbour Marina and Port Street

“The Port Credit Harbour Marina Lands and Port Street should be developed as a waterfront destination that permits public access to the Lake Ontario shoreline, incorporates a mix of uses and promotes Port Credit as an active and viable port.”

- Develop policies to regulate development on waterfront properties. Refer to section 4.3 Waterfront for more detail.
- Retain the port and marina functions as they are an integral part of the Port Credit village character.
- The safety and comfort of pedestrians and cyclists should have the highest priority. Consider this area an “auto-free” zone that is well serviced by transit. Consider Port Street as a pedestrian precinct.
- Permit the development of the site as a mixed-use community and tourist destination that includes needed community facilities. Development should not permit uses that have negative impacts on the environment.
- A significant portion of the site should be open to the public and provide access to the Lake Ontario shoreline. The public realm should be well connected to parks, trails and circulation routes external to the site; for example, to the Waterfront Trail, JJ Plaus Park, St. Lawrence Park and the streetscape network with Port Credit. Public access all along the shoreline is a priority.
- The design of the public realm should develop a signature look that relates to the harbour setting and the village character of the district.
- Surface parking should be limited, occurring in discrete structures.
- Built form along Port Street should generally reflect the existing mainstreet commercial built form.
- Built form on the site should generally be low to medium-rise buildings with potential for taller buildings at key locations.
- Incorporate an iconic or landmark structure in the development plan that is in keeping with the community vision.
- The Post Office and the Ports Hotel are integral parts to the re-development of Port Street as a pedestrian precinct.
- Consider the feasibility of converting Elizabeth Street, from Port Street to High Street, into a pedestrian, cycle and transit way.
- Consider the site as a location for a high-speed ferry quay.



Workshop participants indicated that the marina function of the site should remain as an integral use as the site redevelops. A mix of uses should be permitted on the site that allow for a vibrant and public waterfront edge. Participants felt that a taller, iconic feature or building on the site would be appropriate. Potentially, the incorporation of a transit loop could facilitate lower requirements for parking on the site.

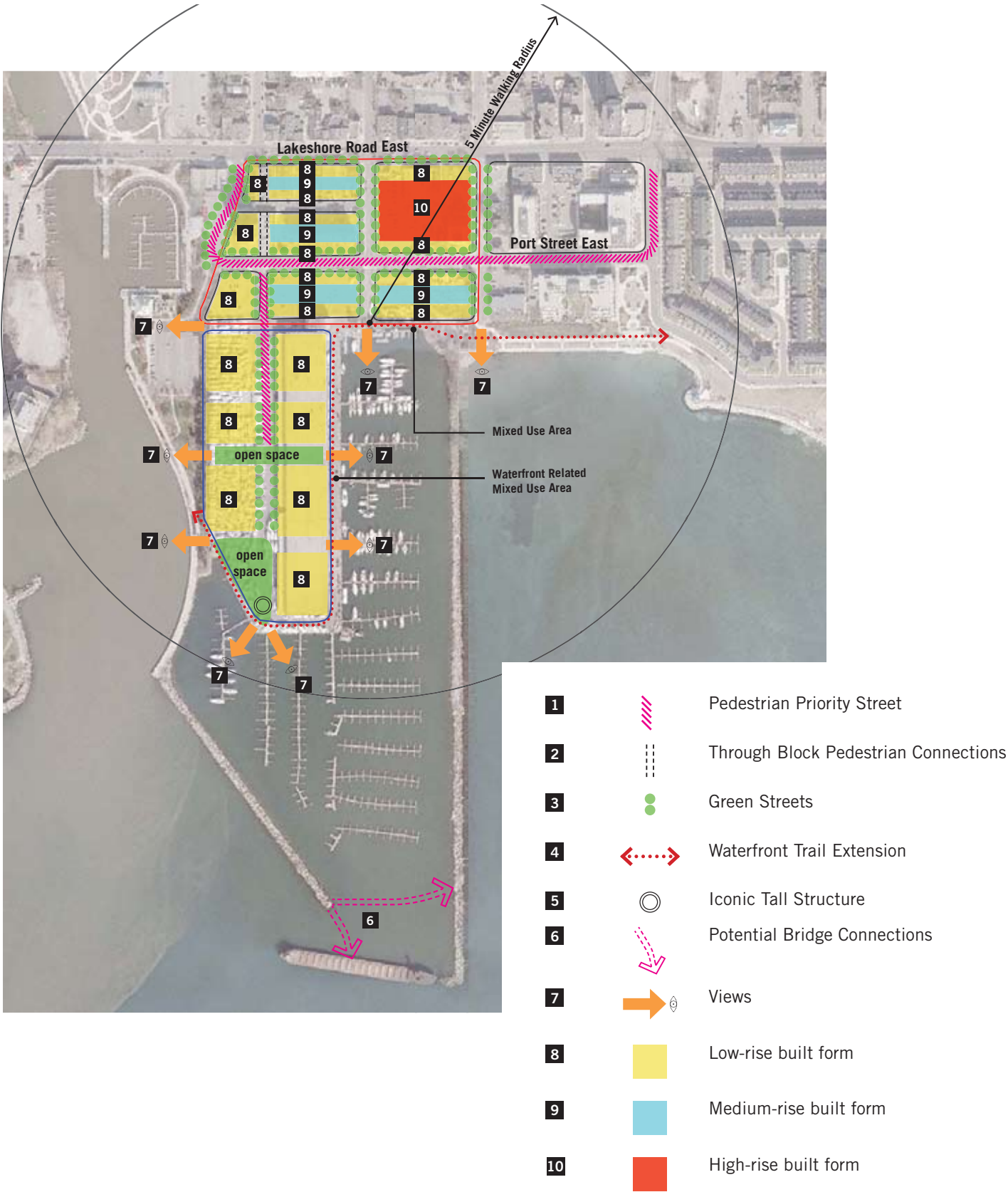


The Ports Hotel property plays an integral role in the redevelopment of Port Street.

In addition, please refer to Appendix C for submission materials prepared by the VIVA Port Credit.

Community Input: Graphic Summary

Port Credit Harbour Marina and Port Street



Note: The concept plan was prepared as an interpretation of input from the community. The plan represents a summary of ideas gathered through public workshops, stakeholder interviews and on-line comments. The plan is for discussion purposes only and does not represent the final recommendation.

Public Policy Recommendations

Land Uses

- The Port Credit Harbour Marina Lands and Port Street, which are currently identified as part of the Harbour Mixed-use Area within the Official Plan, should be developed as a waterfront destination that permits public access to the Lake Ontario shoreline, incorporates a mix of waterfront related uses and promotes Port Credit as a active and viable port.
- The south portion of the site should evolve as a low-rise mixed-use area that supports waterfront related uses. Uses could include marina and boat servicing, boating related commercial activities, conference centres, restaurants, galleries, a community, cultural and entertainment centre and a farmers market.
- The north portion of the site, including land between Port Street and Lakeshore Road should be considered a “Pedestrian Precinct” that is supported by a mix of uses, including residential and office.
- The use of land for on-land boat or other large marina equipment storage should be reconsidered.
- Public open space should be configured to provide continuous shoreline access, provide significantly sized locations for public squares and plazas and should provide a framework for pedestrian movement through the site. Public open space should facilitate the preservation of views to the Lake.
- The protection and enhancement of views to the lake and to the Credit River should be of the highest priority when distributing land uses on the site.
- Mixed-use areas should require that all elements of redevelopment, including design, construction and operation, comply with LEED standards.



Redevelopment efforts should retain the active port and marina functions of the site.



The distribution of land uses should consider that views to the lake are of a high priority.



The Harbour Marina Lands should be developed as a major destination area in the Port Credit District.



Much of the site circulation should be pedestrian priority environments.



Built form on the Marina Harbour Lands should be generally low-rise.



Street and block patterns should be designed to facilitate pedestrian and cycling movement.

Public Policy Recommendations

Site Opportunities

- The central location of the Harbour Marina Lands presents an opportunity to develop the site as a major destination in the district. Intensification of the area should have a dual purpose: the revitalization of the area and the promotion of Port Credit as a harbour village.
- Incorporate a significant landmark feature that identifies the site from the land, water and the air. The feature should be consistent with Port Credit's vision.
- The vibrant port and marina functions, including commercial facilities, should be retained on the site.
- Ensure that the waterfront setting of the property is expressed through all levels of site design including the distribution of land uses, the orientation of streets and built form, the organization of public open spaces and the selection of materials. The design of the public realm should develop a signature look that relates to the Port Credit harbour setting.
- Promote public access along the shoreline and designate a large portion of the site for public access. Create a Waterfront Trail extension along the shoreline.
- Consider the site as a potential location for a high speed ferry service link to Toronto, the Former Lakeview Generating Site and other locations.
- Integrate unique site features into the redevelopment plan to create a meaningful place that respects the heritage of the site and the area. The Ridgetown, the Canada Steamship Lines breakwaters, for example are key elements that establish the distinctiveness of the site and elevate the harbour experience.
- The closeness of the site to public transit and the district's mainstreet (Lakeshore Road) may support the concept of the Marina Harbour Lands and Port Street as a Pedestrian Precinct with minimal infiltration of vehicles.

Public Policy Recommendations

Built Form

- Built form within the Marina Harbour Lands and Port Street should support the creation of a unique and memorable environment that reflects the Port Credit's village waterfront setting.
- Built form should generally be low-rise with medium-rise buildings occurring along Port Street and between Port Street and Lakeshore Road. Built form adjacent to public spaces, including streets, should be low-rise, stepping up to medium-rise where appropriate.
- Views and access to the lake should have the highest priority with regards to the layout and design of buildings. Views to the Credit River, JJ Plaus Parks and St. Lawrence Park should also be considered in the design.
- Style and design of architecture could incorporate relevant heritage features in the area where appropriate. Building design for commercial, institutional, residential and community use could take cues from a number of designated and listed properties in Port Credit. Please refer to the City's heritage register.
- Built form on the site should be designed to provide a variety of opportunities for a mix of uses.
- New buildings should be transit supportive by being oriented to the street and/or transit services, providing access to pedestrian and cyclist networks and providing opportunities to interconnect with other buildings.

Public Policy Recommendations

Streets and Blocks

- The streets and block patterns of development on the Harbour Marina Lands should respect the pattern of development in the Port Credit Village area. The blocks should be small and maintain a walkable scale while providing links and connections that complete pedestrian and cycling networks to Lakeshore Road, Elizabeth Street, Stavebank Road, the Waterfront Trail and JJ Plaus Park.
- A street network, including Port Street, should be developed that establishes a hierarchy of circulation that is designed to service the mix of uses proposed. Street design should be planned to accommodate the variation of mixed-uses while providing diverse opportunities for public and private development. The street network should provide for a pedestrian priority environment.
- Streets and blocks should be designed to facilitate the phased implementation of redevelopment. Blocks should be configured to provide appropriate, diverse and well-scaled development parcels.



A palette of design and materials should be developed that is evocative of the waterfront setting.

Public Policy Recommendations

Parks and Open Space

- Parks and open spaces should provide important east-west and north-south corridors through the site. The corridors should form the framework for a series of scaled spaces that can provide for a variety of activities and functions such as festivals, public plazas, play spaces, promenading, passive leisure and gardens.
- The parks and open space network should be considered the transportation network for the site. Pedestrian and cyclists should come first, while provisions for accommodating vehicles should come second.
- Site parks and open spaces should develop a “design palette” that promotes a quality waterfront setting landscaping, site furnishings, paving materials and lighting should support the “signature look” established for the area.
- Ensure that the parks and open space system supports the Mississauga Waterfront Parks Strategy with special regards to the System Design Strategies and the Park Design Strategies.

Other Considerations

- Contamination issues will need to be investigated prior to determining the nature and scope of development.
- The waterfront is a City and Regional resource. Public access is a priority.
- The redevelopment of Port Street would require further study. The feasibility of closing Port Street entirely or temporarily will need to be examined. Alternatives to creating a “pedestrian priority” street could include traffic calming measures such as cobblestone paving.
- Provide vehicular access for emergencies, servicing and to underground parking areas of residential buildings.
- Transportation access to this site may be an issue, particularly if the use is intense. Traffic analyses and monitoring would be required to mitigate negative effects on the surrounding neighbourhoods.
- Redevelopment of this site to include sensitive land uses such as residential, will require the filing of a Record of Site Condition on the Ministry of the Environment’s Brownfield Registry.
- The recommendations in the Mississauga Waterfront Parks Strategy should be considered throughout all levels of public realm design.
- Consideration for a high speed ferry service from Mississauga to Toronto is inter-regional in nature and will need to be coordinated with Metrolinx and/or the Provincial/Federal governments to undertake a feasibility study.



The parks and open space network should be considered in the transportation system for the site.

4.7.4 No Frills Site

The No Frills Site is located on the block former by Lakeshore Road, Elizabeth Street and Port Street. The site currently includes a single storey large format grocery store, a parking area for approximately 90 cars and the Second Cup building. The No Frills grocery store is well used and liked by the community.

The Second Cup building (James Building) is “listed” in the Mississauga heritage register and is well liked by the community.

Currently the area is zoned C4 and allows for at-grade commercial activities with residential units above. There is a combined residential and non-residential gross floor area of 1.8 times the lot area, with a fifth storey set back. At least 25% of the area must be landscaped and underground parking should be provided.

The site is split between the Harbour Mixed-Use Character and the Mainstreet Commercial Character area as outlined in the Official Plan.



The portion of the site fronting onto Lakeshore Road is part of the Mainstreet Commercial Area and should develop in accordance with the area policies.



The redevelopment of the No Frills site will have a profound effect on the revitalization of the harbour area.



Community Input: No Frills Site

“Re-development of the No Frills Site should include a mixed-use residential building that provides opportunities for commercial and community uses on the ground floor.”

- Designate area as “Mixed-Use” area.
- Address the community’s concern over the loss of an affordable grocery store. Incorporate a grocery store format in the ground floor design.
- Provide public parking in addition to the development’s parking requirement to replace the site’s existing public parking function.
- Building heights adjacent to Lakeshore Road should maintain a low-rise village scale that is consistent with Port Credit village. Taller buildings could occur stepped back from the street frontage.
- Incorporate all-season public spaces that are well connected to the larger parks, circulation and transit systems.
- Integrate the Second Cup building into the site plan and provide appropriate transitions that respect the architecture and scale of the structure.
- Ensure views and links to the waterfront. Provide connections to the waterfront either through the use of public open space or public connections through the building.

Public Policy Recommendations

- Permit the development of a mixed-use building that provides opportunities for commercial and community uses on the ground floor.
- Maintain a Mainstreet Commercial built form along the Lakeshore Road Frontage that is consistent with the Port Credit village character.
- Allow taller built form to occur “stepped back” from the low-rise street front form.
- Address the community’s concern over the loss of an affordable grocery store. Incorporate a grocery store format in the ground floor design.
- Provide public parking in addition to the development’s parking requirement to replace the site’s existing public parking function.
- Integrate the Second Cup building into the site plan and provide an appropriate transition that respects the architecture and scale of the structure.

Other Considerations

- A development application has been submitted for the No Frills site and is currently under review.
- If Port Street and the Harbour Marina become very active places, the potential impact on residential uses will need to be considered.
- Connections to Port Street and the Harbour Marina through the site will be important.
- The Mississauga Parking Strategy is underway which will include city wide parking initiatives and identify specific areas where a detailed parking strategy will be necessary.
- Consider development for the entire block from Helene Street to Elizabeth Street.



4.7.5 Port Credit GO Station

Community Input: Port Credit GO Station

“The Port Credit GO Station site should be intensified with mixed-use development.”

- Reduce large paving areas in favour of mixed-use development. Parking for development could occur in above or below grade structures.
- Site should include residential uses and be consistent with housing forms in the area.
- Edges of the development should respect existing built form character adjacent to the site.
- Frontage on Hurontario Street should be respectful of the village character of the district. This area could be the north gateway to Port Credit.
- Site could be considered a good location for an affordable grocery store (to replace the No Frills).

Public Policy Recommendations

The Port Credit GO Station and parking area is a strategic location for intensification due to its proximity to Hurontario Street and a multi-municipality transit system. The existing high density residential areas may set the precedent for height on this site.

- Investigate the redevelopment of the site for the most appropriate use. If intensification is appropriate, a planning impact study should be prepared to evaluate the impact and increase of density will have on traffic, transit, infrastructure and community services.
- Develop an urban design concept plan and design guidelines for the area through an urban design study to investigate land use, density, built form, open space, and transit and transportation opportunities. Transportation, transit and market studies should be prepared in conjunction with the urban design study. Generally, new development should be sensitive to the nature of the stable residential areas to the west, north and east.



The GO Station will still continue to function as a multi-municipality transit hub.



The GO Station site includes very large surface parking areas. The Hurontario Street Frontage should reinforce the village character of the district.

Other Considerations

- The City of Mississauga is completing its Growth Management Strategy which outlines a strategic approach to growth management. It builds upon Mississauga's existing context and established urban form to ensure a sustainable living environment and identifies employment and population density targets.
- In conjunction with the City of Brampton, the City of Mississauga is conducting a comprehensive Hurontario Main Street Study.

4.7.6 Former Port Credit Lawn Bowling Site

Community Input: Former Port Credit Lawn Bowling Site

“The Former Port Credit Lawn Bowling site should be developed as public open space.”

- Retain as public open space.
- Enhance connections to the waterfront and other parks and open spaces in the district.
- Consider as park space for potential intensification area at the GO Station.
- Frontage along Hurontario Street should reinforce the character of Port Credit.



The Former Port Credit Lawn Bowling Site is one of the few “in-land” green spaces in the district.

Public Policy Recommendations

Although the site is strategically positioned for intensification, there are few in-land green spaces in Port Credit and the City should consider retaining the site for a public park. This site is strategically located to provide additional open space facilities should they be required by an increasing density in the area.

- Investigate the redevelopment of the site for the most appropriate use. If intensification is appropriate, a planning impact study should be prepared to evaluate the impact and increase of density will have on traffic, transit, infrastructure and community services.
- If a public park is appropriate, complete a facilities needs assessment to determine what kind of park amenities would be required to service the nearby high density developments.

Other Considerations

- The Former Port Credit Lawn Bowling site may be considered surplus parkland. The site’s proximity to the GO Station and potential higher order transit on Hurontario Street makes it a strategic location for intensification.
- The City of Mississauga is completing its Growth Management Strategy which outlines a strategic approach to growth management. It builds upon Mississauga’s existing context and established urban form to ensure a sustainable living environment and identifies employment and population density targets.
- In conjunction with the City of Brampton, the City of Mississauga is conducting a comprehensive Hurontario Main Street Study.



Conclusion & Next Steps

Lakeview and Port Credit Districts

The information contained in this report represents a summary of public input and public policy recommendations as they have evolved from the public engagement process. The following sections outline a series of next steps in the process which include recommendations on a series of additional studies that should be undertaken to further inform new development in the Lakeview and Port Credit communities. The list of recommended studies will be reviewed by City staff to determine the need, feasibility, and required resources.

5.1 Future Studies

The following is a preliminary list of future studies that are recommended to further inform new development in both the Lakeview and Port Credit Districts.

- Community Improvement Plans for the Industrial Lands and the Former Lakeview Generating Site
- Lakeshore Road Corridor Study
- Transit Servicing Review
- Lakeshore Road Transportation Review
- Private and Public Realm Design Guidelines
- Community Services and Facilities Needs Assessment
- Winter Design Programing and Maintenance Study
- Street and Community Facility Sign Review and Design
- Sign By-law Review
- District Specific Public Art Programming
- Harmonized Street Furnishing Study
- Public Washroom Study Update



Lakeshore Road, Port Credit District.



Lakeshore Road, Lakeview District.

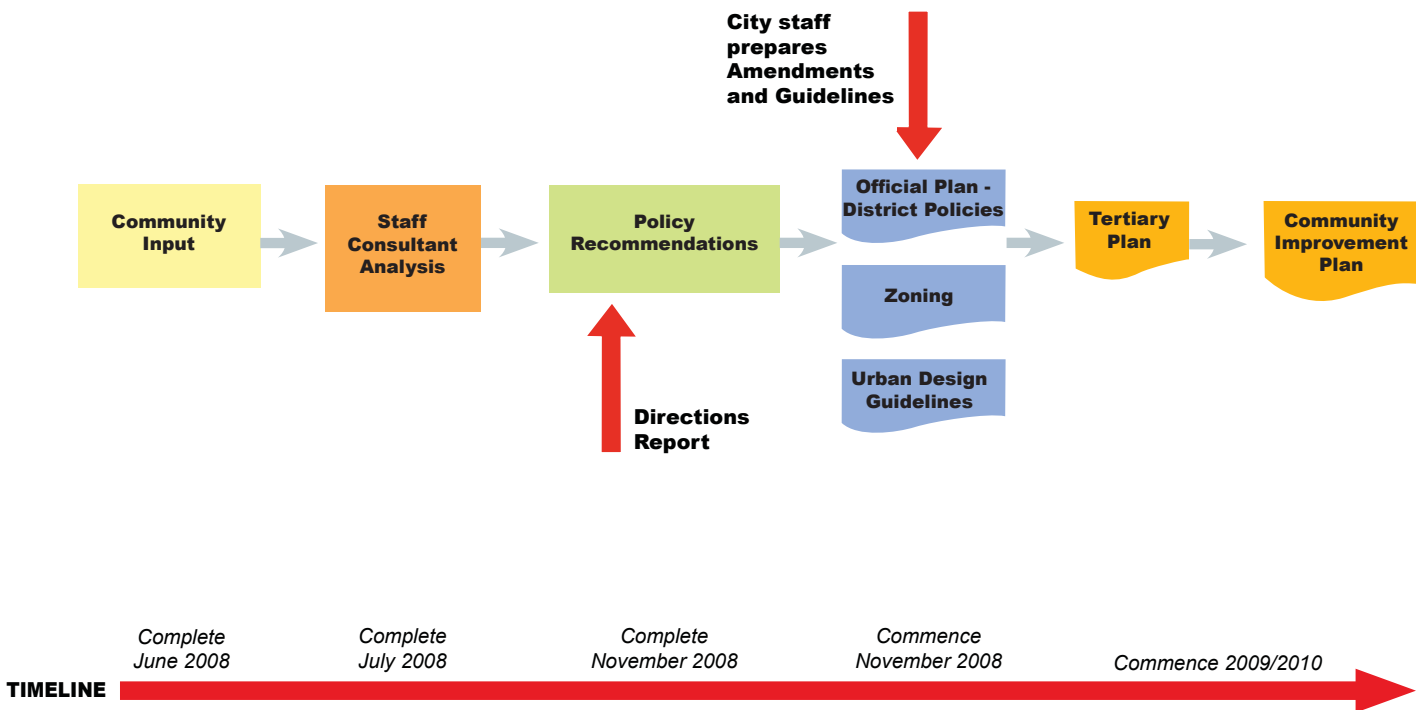
A Transportation Review should be performed for both districts and should address the following items:

- Identify the potential to introduce a bicycle lane in both directions of travel;
- Accommodate transit in the curb lane with enhanced bus stop locations and facility treatments such as shelters or waiting areas incorporated as part of urban design treatments;
- Identify the potential for the longer term introduction of higher order transit (HOT) including stop locations and treatments of intersection turning lanes;
- Enhance the strategic location for vehicle turning lanes;
- Coordinate the opportunity to introduce enhanced landscaping treatments within the right-of-way;
- Develop a strategy to rationalize and consolidate driveway entrances;
- Identify and enhance pedestrian crossing locations at the signalized intersections and other locations where feasible; and
- Enhance and increase the sidewalk widths where feasible.

5.2 Next Steps

Following the endorsement of the Directions Report by the Planning and Development Committee and City Council, staff will draft the Lakeview and Port Credit District Policies which will form amendments to the Mississauga Plan, and will include preparing land use policies, urban design guidelines and special site policies where needed. Staff will also prepare Zoning By-law amendments in conjunction with the Draft District Policies. Stakeholder consultation will be initiated to obtain comments on the draft District Policies and Zoning By-law amendments.

Occurring in tandem with the preparation of the draft District Policies are detailed studies on key waterfront properties, such as the Former Lakeview Generating Station, Port Credit Harbour Marina and the Imperial Oil lands, which are anticipated to take place over the next three years.



Study process flow chart.

5.3 Conclusion

Growth in Mississauga will depend largely on the potential for intensification and redevelopment. 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, visit, work and play.

In response to changing local circumstances and the recent provincial planning initiatives, review of the district policies are part of the continuing program to keep Mississauga's Official Plan valid and current. A critical step in this process includes identifying practical and realistic, community based visions for the future of the Lakeview and Port Credit districts.

Although many recommendations for public policies are presented in this report, there are number of key directions, common to both districts, that capture the community's sentiment regarding the future of Lakeview and Port Credit.

The common key directions include the following:

- Reinforce, enhance and maintain the existing character in each of the two districts;
- Promote appropriately designed, placed, scaled and timed development so that adjustments in transportation, transit and infrastructure can keep pace;
- Develop urban design guidelines to ensure development is compatible with the surrounding community, preserves existing heritage features, and guides new development in heritage and established residential areas;
- Protect, preserve and enhance views to natural areas, watercourses and to Lake Ontario;
- Maximize public access to the waterfront;
- Promote year-round activity along the waterfront and with the public realm;
- Improve the existing transportation system and accessibility and convenience for all forms of transportation;
- Promote a mix of uses where appropriate to encourage a vibrant and sustainable community;
- Promote low-impact, sustainable design, incorporating LEED design criteria; and,
- Provide facilities for a healthy lifestyle (bicycle facilities, walkable community, etc).

The findings of this study have revealed that the community's desires regarding growth in the two districts generally coincides with City and provincial objectives. Both Lakeview and Port Credit are already desirable places to live, work and recreate. It is reasonable that growth will occur throughout the two districts, especially in areas located close to Lake Ontario.

Significant re-development opportunities exist within both the Lakeview and Port Credit districts. Large sites including the Former Lakeview Generating Station, Industrial Lands, Inglis Site, Dixie Outlet Mall, Imperial Oil Lands and the Port Credit Harbour Marina are well placed for intensification and will have a significant impact on the community as they redevelop over time. Having a community based framework in place to help guide the redevelopment of these site will be critical in ensuring public support throughout the process.

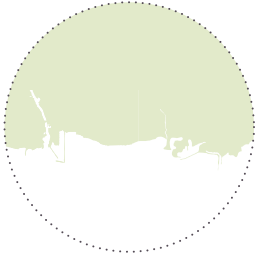
The ideas and recommendations carried forward in this Directions Report will provide City staff with the information required to prepare the appropriate amendments, guidelines, Tertiary Plans and Community Improvement Plans for the Lakeview and Port Credit districts.



Lakeview



Port Credit



Appendices

Lakeview and Port Credit Districts

Appendix A

A-1 Kick-Off Meeting Summary

Appendix B: Lakeview District

- B-1 Visioning Meeting Summary: Lakeview District
- B-2 Place Making Meeting Summary: Lakeview District
- B-3 Youth Outreach Workshop Summary: Lakeview District
- B-4 Lakeview Ratepayers Association Submission Materials

Appendix C: Port Credit District

- C-1 Visioning Meeting Summary: Port Credit District
- C-2 Place Making Meeting Summary: Port Credit District
- C-3 Youth Outreach Workshop Summary: Port Credit District
- C-4 VIVA Port Credit Submission Materials

Appendix D

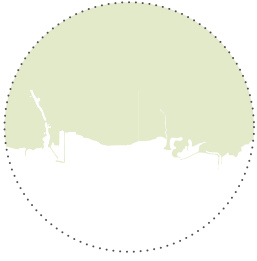
D-1 Final Public Open House Summary

Appendix E

E-1 Lakeshore Road Design Concept: Lakeview District

Appendix F

F-1 Transportation Memo, Poulos and Chung



Appendix A

Lakeview and Port Credit Districts

Appendix A

A-1 Kick-Off Meeting Summary



Public Consultation Summary: Kick-off Meeting November 22, 2007

Introduction:

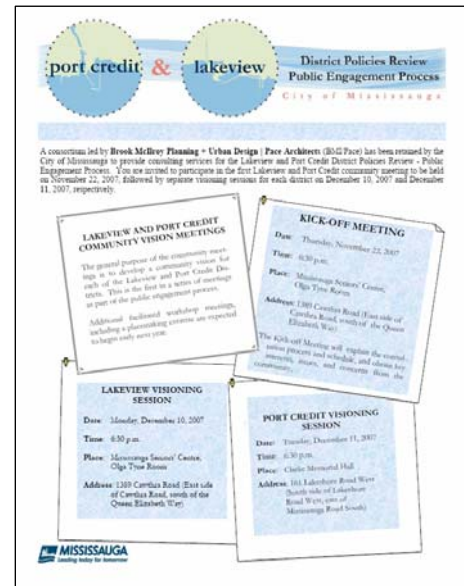
On November 22, 2007 the City of Mississauga, in conjunction with the consulting team of Brook McIlroy Inc./PACE Architects, MSAi Architects and Poulos and Chung Transportation Engineers hosted a public “Kick-off Meeting” to introduce the Port Credit and Lakeview District Policies Review, Public Engagement Process.

Who Came To the Kick-Off Meeting?

Approximately 140 people attended the event including representatives of many active community groups. 80% of the people who attended indicated that they are planning on attending the Visioning sessions in December.

What was presented?

Councillor Corbasson started the evening with an introduction of the project and the Project Team. Ron Miller, Acting Manager of Long Range Planning in conjunction with the Consulting team, presented an introduction to the project outlining the study process, goals and objectives. The presentation also included a brief overview of common community themes, stakeholder input to date and emerging issues for each of the districts. The presentation concluded with a summary of potential tools that can be used to ‘shape’ the community’s ideas for their districts.



What was the outcome?

Post-It Note Exercise:

A “visioning post-it” note exercise was initiated at the beginning of the session to begin to develop an understanding of the priority issues for each district. Below is a summary of the post-it note exercise’s Top 5 Priority Issues: (the entire post-it note comments are appended to the end of this summary)

Priority #1: **Shape Future Development**

- Use appropriate building heights, massing and design for all areas especially for residential areas and along Lakeshore Road.





Priority #2: Vision for Brownfield Sites

- Develop a new vision for the existing vacant and under-utilized sites, including the OPG lands, sites along Lakeshore Road, Texaco site and industrial areas.

Priority #3: Community Character and Main Streets

- Achieve and maintain a pedestrian and cyclist friendly main street for both communities
- Create vibrant public spaces
- Address existing transportation and traffic congestion issue(s)

Priority #4: Connect to the Waterfront

- Visually and physically connect to the waterfront with more green spaces and open views to the lake

Priority #5: The Environment

- Healthy communities – clean air, water and land
- Build environmentally friendly buildings
- Expand existing green spaces and enhance existing natural features

Questions and Comments:

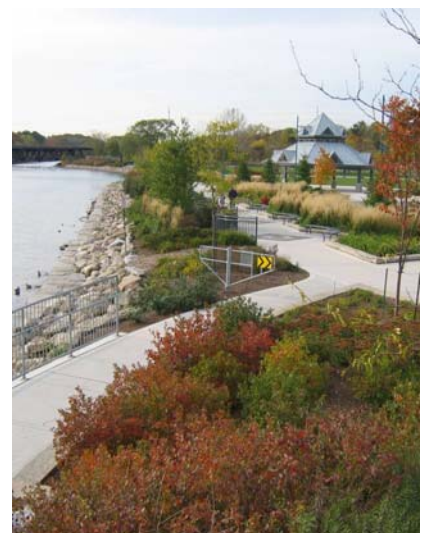
The following is a summary of the questions and/or comments and responses that were recorded after the presentation, questions were responded to by Councillor Corbasson (Councillor for both Port Credit and Lakeview Districts), AM - Anne McIlroy (Brook McIlroy Planning and Urban Design/ Pace Architects), NP – Nick Poulos (Poulos and Chung Transportation Engineers) and RM - Ron Miller (City of Mississauga):

- Public Comment 1 – Lakeview resident
 - Youth groups and parents of young children also need to be reached for their comments. Evening events are difficult for young families to attend. Suggest contacting youth groups, school groups.
- Public Comment 2 – Port Credit resident
 - Get youth involved.
 - Mixed income – loved that reference in the presentation but how do we reach the lower income group and reach people of other cultures to make the meetings diverse like Port Credit?
 - If we are really serious about youth and mixed income involvement then there needs to be more focused outreach.
- Public Comment 3 – Port Credit resident
 - Suggestion of how to reach the youth – go into the arenas, schools and libraries.
- Public Comment 4 – Port Credit resident
 - How much teeth is this document going to have? OMB just seems to overturn decisions in favour of the developers.
 - AM Response: it will be a set of recommendations structured so that it can have teeth, plugging directly into the City policy revisions.



- Public Comment 5 – Lakeview resident
 - Did anyone take transit to this meeting? Reply from crowd was mostly no
 - Wants us to understand that people drive so you need parking; there isn't enough parking spaces.
 - Need to also plan for car movement/traffic, not just transit.
 - AM Response: we understand but do not want parking to be the dominant element of the community; we need to give choice – biking, walking, etc. Don't design a community based on the car.
 - NP Response: we have come along way in the last 25 years. We live in a car oriented society which results in people getting into their car. Reality is that it doesn't have to be that way. Your children will have a chance to live and work within walking distance. We are not talking about getting rid of the car but tailoring it. There is no room to widen Cawthra, Hurontario or Lakeshore. Other forms of transportation will have to be better supported to handle more people.
- Public Comment 6 – lives in Lakeview and owns a business in Port Credit
 - Thinks that the City should take an initiative and make businesses barrier free through incentives, i.e. handicap access to shops
 - Also thinks they should provide assistance to improve the looks of shop fronts.
 - AM Response: spoke about how in the document there will be reference to grading along streets and about the articulation of buildings. The urban design guidelines and community improvement plans would speak to incentives to improve shop fronts.
- Public Comment 7 - Lakeview resident
 - How does this visioning process relate to the BC21 visioning?
 - RM Response: The BC21 visioning will contribute to an updated Strategic Plan and Mississauga Plan (Official Plan) - a vision for the City as a whole. This visioning for the Lakeview and Port Credit District Policies Review will focus on land use and density - much more specifically on the district.
- Public Comment 8 – Port Credit resident
 - Restaurants represent pedestrian nature of Port Credit. The restaurants are reacting to the pedestrians (in response to the demand).
 - Asked us to define reactionary growth.
 - Does not think 2 sessions are enough to get a vision.
 - AM Response: explained that reactionary growth wasn't a term coined by us but was mentioned by stakeholders.
- Public Comment 9 – Lakeview resident
 - Commented that these meetings are fabulous
 - Going west along Lakeshore scares her – old and decrepit buildings and empty land. Fear that developer will develop those sites with no heritage feel and get in before this vision is over. (The crowd applauded).

- Public Comment 10 – Lakeview resident
 - Commented that the live/work thing was something our grandparents did.
 - Lives by Etobicoke creek and explained how bad transit is; a 10 minute car ride translates into a 40 minute transit trip.
 - A big problem is also rush hour. People use Lakeshore as the next main artery to the QEW.
- Public Comment 11 – are you looking into additional crossings over the Queensway?
 - AM Response: Do you mean Queen St? Opportunities will be investigated
 - Additional note: We will be looking at a pedestrian crossing, not a road at Queen St.
- Public Comment 12 – is your attitude that bikes or LRT should not be central modes of transportation?
 - AM Response: no, they are critical modes of transportation in these communities. The City has a Cycling Master Plan and are thinking about alternate modes of transportation
- Public Comment 13 - Lakeview resident
 - Echo comments for cultural diverse and socioeconomic involvement. The less privileged may take more advantage of these parks because they do not have a cottage to go to.
- Public Comment 14 – Port Credit resident
 - What is the strategic plan? When there are economic, cultural and arts documents do you consult with those plans and use them?
 - AM Response: Yes this process and recommendation will encompass and consider the existing policy context and framework.
- Public Comment 15 - Port Credit resident
 - Not clear when the date of approval for a plan is. Worried that developers can get through before.
 - RM Response: there are residential intensification interim policies in the Mississauga Plan of a 4 storey height limit outside the Hurontario corridor (i.e. outside the Urban Growth Centre). This will prevent high density development until new policies are adopted for areas not already planned for.
 - Additional note: The Urban Growth Centre boundaries are approximate and follows the Hurontario corridor, from Andrika Crt, which is just north of Barondale Drive to the QEW.
- Public Comment 16
 - What's the height proposed for the condo at the No Frills?
 - Response: there has been no formal application submitted; in consultation process.



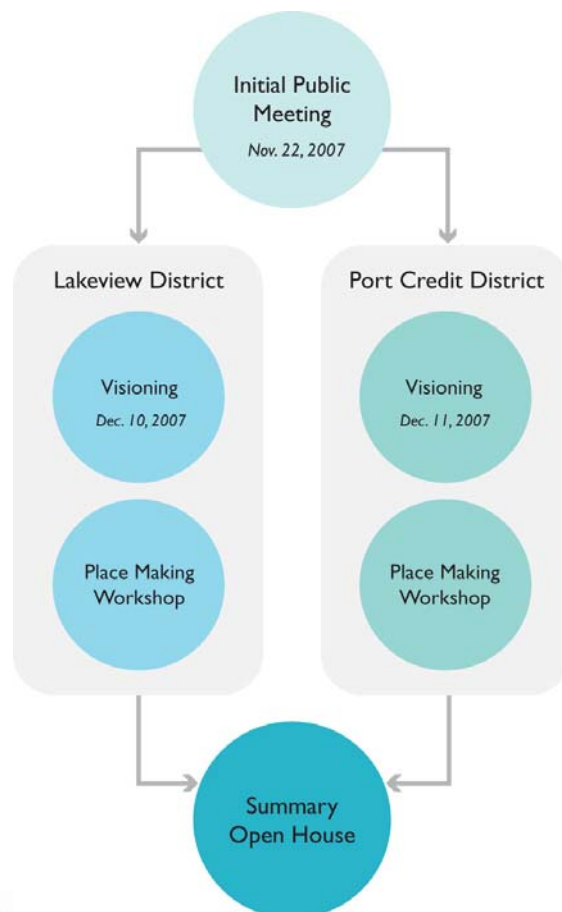


- Public Comment 17
 - What is the heritage gas bar at 411 Lakeshore Road E?
 - Response: May be the Sunoco.
 - Additional note: The building at 411 Lakeshore Road East is listed on the Heritage Register. It is an auto body shop now (ABV Auto Care) however, this commercial property was originally built as a Texaco gas station (fifties contempo style).
- Public Comment 18 – Lakeview resident
 - Likes the optimistic outlook but asks that we are realistic about transportation issues. Most people take the GO to work. Many people prefer/need to work in the City of Toronto but choose to live in Mississauga.
- Public Comment 19 – Port Credit resident
 - How does the process present the economic reality of the City? Recommendations need to try to keep things affordable
 - Councillor Corbasson responded that the process could be costly, although place making could be as simple as a bench. There are two transit lines that make money – Dundas and Hurontario. The BRT and LRT are being planned, to be implemented in the near future. Other levels of government could be lobbied for funding.

What's next?

Lakeview Visioning Session:
Monday, December 10, 2007
Mississauga Senior's Centre
1389 Cawthra Road

Port Credit Visioning Session:
Tuesday, December 11, 2007
Clarke Memorial Hall
161 Lakeshore Road West





November 22, 2007 Kick-Off meeting

Post-It Note Comments

The following pages are comments received from the Post-it Note Exercise at the Kick-off Meeting. That exercise included writing on the post-it note, your top two issues and concerns for the Lakeview and/or Port Credit District (L for Lakeview, PC for Port Credit).

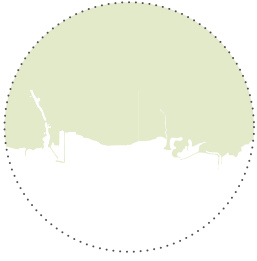
Priority 1 Shape Future Development	Priority 2 Vision for Brownfield Sites	Priority 3 Community Character and Main Streets
Too much restriction or too many development/design guidelines lead to uniformity and loss of individuality	Power Station Lands – Future Development of industrial area south of Lakeshore Dixie to Cawthra.	Keep diverse business sites. Main street parking.
Port Credit 1) Liveability of PC (public spaces, green spaces, low density bldgs, etc.) – strengthening it 2) Improvements to PC library	Lakeview/Port Credit 1) Lakeview Gen. Stn. What is the future? 2) Texaco Lands “Ditto”	Lakeview 1) Investment in community infrastructure: roads, parks, etc. 2) Appropriate development in appropriate locations.
Lakeview - More monitoring of by-law violations with respect to property – junk etc. - Better planning on new houses size especially replacing old houses	Which Industrial Sites will be converted to future Residential or mixed use areas	Port Credit 1) Community gathering place (theatre, art gallery) not just coffee shops 2) More use of river – trips, fishing, winter use
Both Lakeview & Port Credit: How to manage growth (intensification) in both communities? Does “stable” residential mean no change at all?	1) Use/Redevelopment of Lakeview Generating Station 2) Port Credit Marina Lands redevelopment	1) Need vibrant retail/business community 2) Port Credit & Lakeview are thoroughways for Oakvillians & west Mississauga to get to Toronto – We should not be QEW II !!
Lakeview 1) Built form & density that respects the existing stable neighbourhood fabric and character	Port Credit & Lakeview: Dealing with our brownfield sites (Texaco & hydro) sooner rather than later.	Port Credit: I would like to see small commercial operations prosper. No chain stores or Big Box
1) Lakeview & PC should look the same. Both upscale. 2) Lakeshore should look like Oakville Downtown. 3) Lakeview has a bad image – this needs to change. 4) Tall buildings should <u>not</u> be around.	Port Credit Texaco Lands No Frills location redevelopment Pioneer for nation redevelopment	Port Credit 1) <u>Major</u> development of pedestrian zones throughout the village 2) Build <u>Dedicated</u> bicycle routes adjoining all major nodes in Miss. 3) Prevent high trees encroaching on the village centre
Lakeview: 4-6 storey buildings on the North Side of Lakeshore Rd. No high-rise buildings. Scale of Lakeshore family homes <u>only</u> .	Port Credit Undeveloped lands – determine their future use	As the branch manager of the local BMO branch I am just interested to know what the community vision is and how it is evolving.

<p>Lakeview</p> <p>1) High-rise buildings</p> <p>2) Lacking plan for a more appealing lakefront.</p>	<p>Lakeview</p> <p>Creating an eco community node on old industrial lands.</p>	<p>Lakeview: Entertainment/Recreational facilities to accommodate all new housing development</p>
<p>Port Credit: No high rise condos or apt.</p>	<p>Lakeview Power Station lands & industrial area.</p>	<p>Continued safe pedestrian access to GO Train for future.</p>
<p>Lakeview: Concern of residential areas being zoned for "low rental" properties</p>	<p>Development of power plant land and access of its waterfront.</p>	<p>Port Credit: Keep the community spirit, where people know their neighbours and co-operate.</p>
<p>Port Credit: Respecting the variety of heritage we have, and have complementary development.</p>	<p>Lakeview: Industrial Lands redevelopment south of Lakeshore to rezone as Commercial & H.D. Development.</p>	<p>Lakeview: Economic Development (Businesses, Tourists)</p>
<p>Port Credit: How to ensure the quality of architecture remains high. Some recent buildings are poor in elevation and street relationship.</p>	<p>Old Gen. Station land should be park and some low rise residential.</p>	<p>Port Credit is not walkable</p> <p>Biking along Lakeshore terrible.</p>
<p>Port Credit: Would like to see the Village remain not too many High rises</p>	<p>Lakeview: Hydro Property. Arsenal Property</p>	<p>Lakeview: More vibrant main street.</p>
<p>Lakeview: Do not want a hydro generating plant in Lakeview.</p>	<p>Future of Lakeview Gen. Lands</p>	<p>Traffic on Hwy 10</p>
<p>No new gas plant in Lakeview.</p> <p>Yes to urban residential intensification south of Lakeshore Rd. between East Ave and Etobicoke.</p> <p>1) Power plants – Do Not want them in our community</p> <p>2) Overdevelopment</p>	<p>Lakeview</p> <p>1) Zoning</p> <p>2) OPG Plans?</p>	<p>1) 1 east, 1 west-bound traffic lane on Lakeshore between Southdown and Long branch → existing extra lanes to be used for streetcar lanes (1 east/1 west)</p> <p>2) Bike lane also included</p> <p>3) Port Credit and Lakeview should not be a highway between Oakville & Toronto.</p>
<p>Lakeview: Zoning and development in Lakeshore Blvd. I'd like to see it more developed and full of activities → incentives to walk.</p>	<p>Port Credit</p> <p>Make Texaco useful.</p>	<p>All the industry lining Lakeshore Blvd from Cawthra Park Road to beyond Dixie eastward not conducive with the elements that would represent an appealing community.</p>
<p>Lakeview: As a resident living north of QEW, I feel little connection to the rest of Lakeview. How can this QEW barrier be overcome?</p>	<p>What will happen with land belonging to the Ontario Power Generation Co.?</p>	<p>Port Credit: Traffic on Lakeshore – nation of Traffic Exits</p>

New gas plant will influence future industrial land development for 50 years but gas plant has a life of less than 30 years.	Development of the Postal/Arsenal Lands and the Generating station lands.	1) Lakeshore Blvd congestion must be decreased 2) Maintaining family oriented spaces (easy access to parks, libraries, festivals)
1) Cultural resource mapping tied to City's GIS Systems to determine cultural resource & development needs 2) Strategic Planning process tied to Arts & Culture Office Arts Plan Strategies	Lakeview Sewage Plant plans for the future?	Port Credit 1) Upgrade downtown core - pedestrian friendly places - improved streetscape – better street furnishings...
Development of Lakeshore Road corridor between Port Credit & Etobicoke.	Lakeview Generating Plant – mixed park & residential	Lakeview: Dixie – QEW Clover Leaf
Lakeview & Port Credit 1) Lakeview as an introduction to Mississauga South should be viable, linked will all other Lake Ontario Districts across Mississauga South 2) Port Credit Continues the link through Mississauga South.		Lakeview 1) Community is not walkable – few streets with sidewalks and residential speed limits are too high (50km) – especially if no sidewalk exists 2) Consider how we can make LV more youth-friendly (i.e. Skate Parks, etc.)
Lakeview NO Power Plant at Lakeview		Lakeview: <u>Transportation</u> : easier access (faster) to Subway Kipling or Islington (I would leave the car at home!)
Monster Homes in Port Credit. Height of buildings along Lakeshore Rd.		Port Credit & Lakeview Transit
Lakeview 1) Encourage low to mid rise shops with residential above along Lakeshore 2) Ban drive-through's, used car lots & garages (repair)		Lakeview 1) Pedestrian friendly lakeshore area/more retail/blvd planting etc. 2) Cohesion of storefronts to Port Credit so it flows from one to the other
Lakeview: Reduce industry on Lakeshore Rd. <u>More</u> residential.		Port Credit: Main street character – preserve the Village Charm
Port Credit: I would like to ensure development retain a pedestrian scale		Lakeview: Bringing retail to Lakeview that will bring people to our area.
Lakeview: Most Important: High Density, Lakeshore and Delta. Not in keeping with already established area.		Port Credit 1) Community gathering places 2) Local media reflections

Lakeview: More mixed use development Residential/Commercial		Lakeview 1) Lakeshore Rd Beautification (landscaping, sidewalks) 2) Traffic issues at Cawthra with fast food restaurants
Port Credit Keep building height low south of Lakeshore to keep the waterfront accessible. Stop oversized infill development in Port Credit.		Port Credit 1) Keeping P.C. a walking community where everything is accessible by walking – service, shopping etc. – in hand with development that is/will occur 2) Recreational access for all, all year – kids have no place to go in winter.
Height of buildings along Lakeshore		More dynamic development – younger
Lakeview Limit excessive high-rises		Lakeview 1) Queenscorp Lakeshore & Deta Rd. does not fit into community 2) Heritage walk – Arsenal Lands
Lakeview: Building Form (heights, setback)		
Lakeview: Out of scale development		
Lakeview: Height & Density of High Density along Lakeshore Rd. <u>*Queenscorp & OMB</u>		
Lakeview: Queenscorp building more generally (intensification, set backs, etc.)		
Port Credit & Lakeview: Steps towards dealing with a shared vision based on civility & engagement for both property owners & tenants.		
Lakeview: Coal Power plant?		
Lakeview: Generation plant for a gas plant.		
Lakeview: Intensification		

Priority 4 Connect to the Waterfront	Priority 5 The Environment	Miscellaneous
Reclaim 100% of Lakeview's waterfront for recreation	<u>No</u> power plant anywhere without an environment assessment.	Lakeview: Operate city within budget without tax increases.
Lakeview: Concern of blocking view of Lake Ontario by building high structures along the shore	Lakeview 1) Air quality 2) High rises on or close to the waterfront	Lower taxes.
Port Credit: Continuation of public access to waterfront in the core (i.e. Marina)	Lakeview Replace old Silver Maples with Hardier Trees Retain Green space	Lakeview has provided infrastructure – utilities, sewage water, etc. for 43 years. I think it should be someone else's turn to help out.
LV: Green space along Lakefront	Lakeview 1) Environmental Sustainability - Greener, more human scale – Walk on Lakeshore, no pollution, etc.	
Port Credit: Waterfront development	<u>Pollution</u> Noise, visual, air – please improve	
Street alignment to give view of the Lake Sight lines to allow Lakeview to have a Lake View.	Isolation of Lakefront Promenade Park.	
Port Credit: Waterfront, Streetscape	LV: Enviro-friendly building/development and using renewable energy to sustain development.	
LV: Health Waterfront.	LV → Lack of dispersed and publicly accessible green space → Stressed air shed (tougher pollution standards)	
LV: Connecting waterfront trail from Lakefront Promenade Park to Marie Curtis Park.	LV: (Marie Curtis) Park development	
LV: Reclaim waterfront in Lakeview for parkland.	1) No Gas Plant. 2) Green Space. Increase green spaces.	
LV: Waterfront transformation of Lakeview Generating Lands. Port Credit: Keep Waterfront for Everybody Better light on the lakefront.	Lakefront parks & access.	



Appendix B

Lakeview District

Appendix B: Lakeview District

- B-1 Visioning Meeting Summary: Lakeview District
- B-2 Place Making Meeting Summary: Lakeview District
- B-3 Youth Outreach Workshop Summary: Lakeview District
- B-4 Lakeview Ratepayers Association Submission Materials



Public Consultation Summary: Lakeview Visioning Meeting December 10, 2007

1.0 Introduction:

On December 10, 2007 the City of Mississauga, in conjunction with the consulting team of Brook McIlroy Inc. /PACE Architects, MSAi Architects and Poulos and Chung Transportation Engineers hosted a public "Visioning Session" for the Lakeview District. The evening's meeting was the second meeting hosted as part of the Port Credit and Lakeview District Policies Review, Public Engagement Process.

1.1 Who Came To the Visioning Session?

Approximately 70 people attended the event including representatives of many active community groups. 55% of the people who attended indicated that they are planning on attending the Place Making workshop on January 30, 2008.

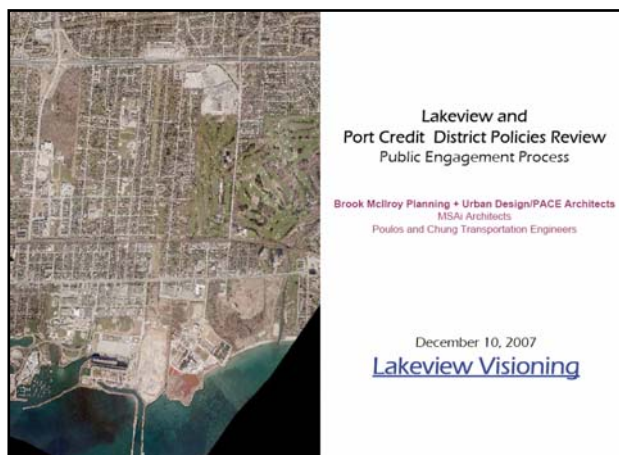
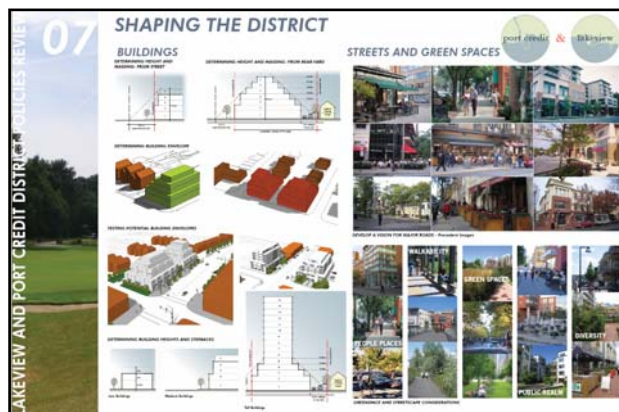
Mayor Hazel McCallion arrived partway through the evening and was available to conclude the session.

1.2 What was presented?

Councillor Corbasson started the evening with an introduction of the project. Ron Miller, Acting Manager of Long Range Planning, presented an introduction to the project outlining the study process, goals and objectives.

The presentation by Brook McIlroy Inc./Pace Architects included the following:

- Summary of the findings to date;
- Review of emerging guiding principles;
- Review of the physical community structure;
- Streets and public open spaces opportunities, and;
- Built form and site plan opportunities.



Please note: the display boards and power point presentation are available on-line at www.mississauga.ca/lakeviewportcreditreview.



2.0 Visioning Workshop

The purpose of the Visioning Workshop was to further define the community's ideas about their district by focusing discussions on three main topics. The discussion was generally guided by a questionnaire distributed at the beginning of the session. The topics were:

1. Community Structure;
2. New Buildings, and;
3. Improved streets and green spaces.

Groups were asked to make notes and illustrate their ideas on an aerial plan of the district. At the end of the session, each group presented their main discussion items.

2.1 Discussion Items Summary:

Group 1 Comments:

- Hydro lands, including corridors, new land use important, must be managed well. New waterfront development could include cafes, restaurants (i.e. Market Square), canal (double waterfront).
- Light industrial lands provide opportunity to increase density without affecting traditional neighbourhoods, bring in people and tax money.
- Waterfront trail should be contiguous along the shoreline between Etobicoke Creek and Cooksville Creek, a 200 feet setback from the water's edge should be retained for public use.
- Lakeshore Road needs focal areas to concentrate revitalization.
- Encourage people to walk, instead of driving through Lakeview

Group 2 Comments:

- Redevelop Lakeview lakefront, 100% reclaimed for public use, include boardwalks, cafes, lakefront should be the most important.
- On hydro lands, create a village centre right down by the lake, use old transmission corridors to build light rail transit to other parts of the district.
- Rezone the light industrial lands to allow for high density, pack in the density.

Group 3 Comments:

- Waterfront trail should be continuous along the shoreline with boardwalks.
- Establish a village centre with bakeries, galleries, and other amenities.
- Create an environmental study centre for contaminated sites, advance technology for pollution clean-up and treatment of brown-field sites on the Ontario Power Generation (OPG) lands.
- Development should provide an environmental model, LEED initiative; opportunity for long term payback out-weights initial costs.
- Provide live-work opportunities, diverse use mixes, dining, art galleries, groceries, professional offices, residences, bakeries etc.
- Balance the population during all hours of the day and night.



Group 4 Comments:

- Hydro corridors can become a 'green spine' with a large park area and marina at the base by the lake.
- Waterfront trail should be continuous along the shoreline.
- Mixed use buildings should be developed along Lakeshore Road with parks and green spaces as part of design.
 - High density should be inter-dispersed.
 - Higher quality building design and materials
 - Vary building heights, maintain three storeys next to low residential areas, but taller buildings are good if well-placed – near GO stations, industrial lands.

Group 5 Comments:

- Cannot stress enough the importance of controlling development.
- Ensure proper infrastructure – roads, circulation, services, parking etc.
- Facilitate access to the waterfront, balance residential and recreation amenities.
- Economic stability needs to be established, need successful shops with lots of visitors.
- Along Lakeshore Road:
 - Do not allow parking on Lakeshore Road, but allow it at the back of the building
 - Widen boulevards to create better pedestrian environment
 - Wide treed boulevards
 - Consider a ferry terminal that makes trip to and from downtown Toronto.

Group 6 Comments:

- Recapture the waterfront for the public - this is the core of Lakeview
- Create a waterfront for year-round use
- Wide boulevards along Lakeshore Road have room for more trees
- Light rail transit along Lakeshore Road with loop down to the waterfront.
- Create bike access on Dixie Road – use land (City owned) along the golf course.
- Create landmark on waterfront to replace the “four sisters” – an observation tower, four wind mills, or 1 windmill with 4 blades.

Group 7 Comments:

- Attributes that make good mixed-use development include commercial/residential, live/work and office
- Looked at specific location: the former Inglis site near the intersection of Lakeshore Road and Enola.
- Good location for a mixed use development with view corridors to the Lake.
- Built form should fill gaps along Lakeshore Road.
- Don't be afraid of height, can be done well and still maintain views.
- Make sure there are good environmental connections to natural areas. Take advantage of potential north/south connections.

Group 8 Comments:

- Population is aging in place, provide more facilities and services for older age groups.
- This is a community of diverse ages – let's try to keep them



- Streetscapes along Lakeshore need to have better benches, green space, lighting, and better quality people places to make it more inviting.
- Consider potential connection from Orchard Heights to waterfront along the Etobicoke Creek.

Note: Each group's original marked-up plans are included in the appendix of this document.

2.2 Illustrated Plan Summary:

Light rail transit:

- Shown along Lakeshore Road from the base of Hurontario to the Long Branch GO station.
- Also shown potential link to the north via the hydro tower corridor.
- Loops indicated through potential new mixed use development south of Lakeshore Road including the industrial areas and the former Lakeview Generating site.

Former Lakeview Generating Site:

- Mixed use 'village' concept with year round appeal, green powered.
- Create as destination – incorporate entertainment/theatre district, boat launch facilities, marina, restaurants and canal feature – create double sided waterfront.
- Location for centre for environmental studies, focus on research for contaminated sites.
- Re-establish landmark for the site with new concept – windmills to represent the 'four sisters', light house or ferris wheel.
- Finger piers could support high speed ferry to Toronto and other locations.

North/South Connections:

- Develop walkable, bike-able cross sections for Cawthra Road and Dixie Road.
- Develop pedestrian and cycle connections within the hydro corridor.
- Provide bridge crossing over Etobicoke Creek just south of the QEW to permit nearby neighbourhood to gain access to the trail system on the east side of the creek.

Industrial Lands:

- Redevelop as high density residential.
- New mixed use 'historic' development with live/work arrangements.
- Connect with potential new development at the former Lakeview Generating Site.

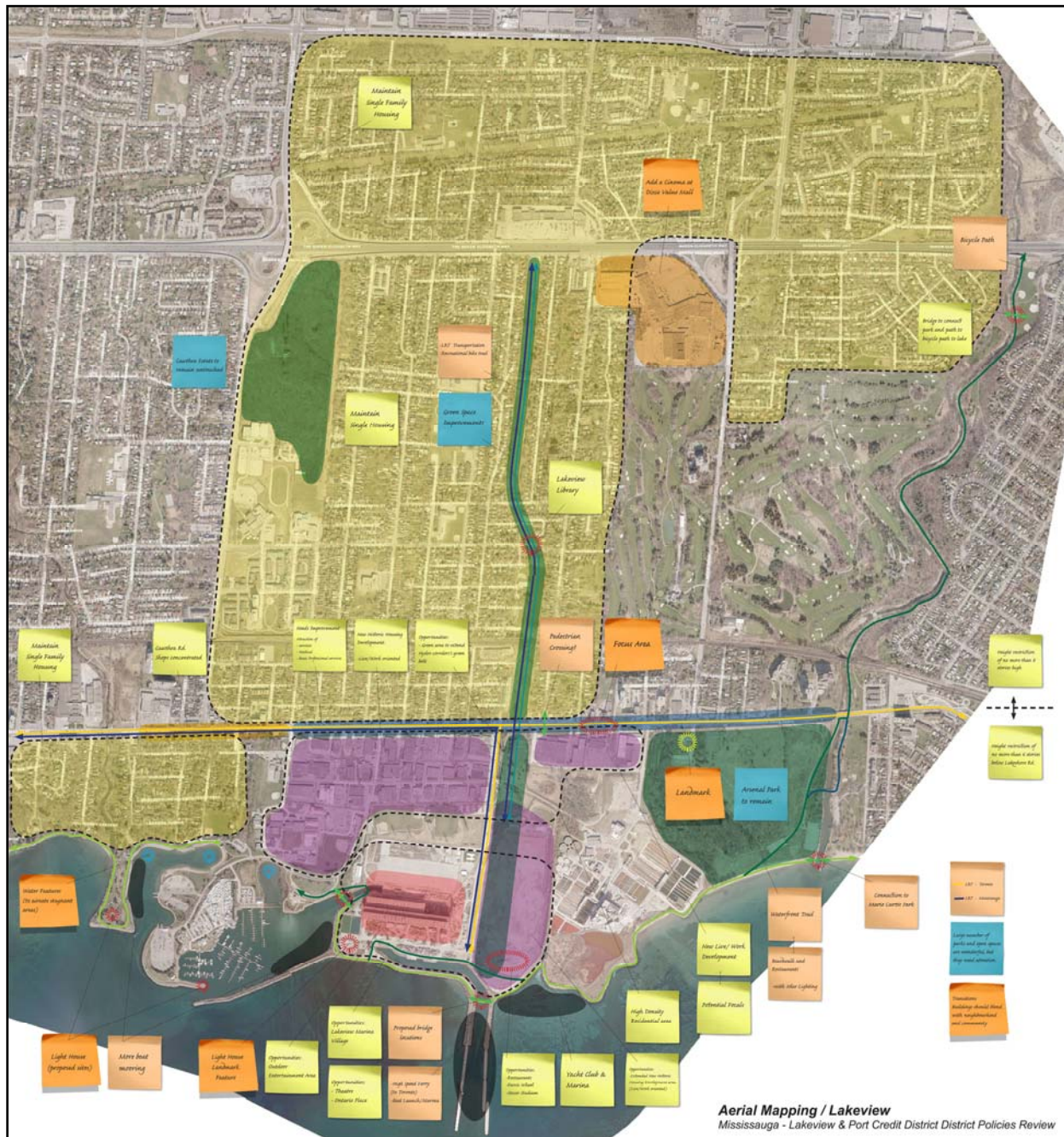
Waterfront Trail

- Should be continuous along the shoreline.
- Provide bridge connections over creeks and waterways to keep the trail at the lake edge.
- Look for connections that can be made to north-south corridors – hydro corridors, Etobicoke Creek.



Lakeshore Road:

- Building heights north of Lakeshore Road should be max. 8 storeys.
- Building heights south of Lakeshore Road should be max. 6 storeys.
- Locate, define and support distinct areas along the corridor rather than trying to fix all of it – eg. Lakeshore and Cawthra Road.
- Provide more pedestrian crossings at key intersections, for example at Haig Boulevard.
- Attract diverse retail-commercial establishments such as medical services, professional offices etc.
- Transition of building heights must be thoughtful of existing residential neighbourhoods.



To view the Illustrated Plan Graphic Summary in Large Format please view or download from the City website: www.mississauga.ca/lakeviewportcreditreview.



2.3 Questionnaire Summary:

The following represents a summary of the questionnaires that were submitted at the Visioning Session. Questionnaires received after the event and on-line are not represented in this document.

Topic 1. Community Structure

1) What are your long term goals for your community?

- Natural feature protection
- Economic stability
- Preserve views to the Lake
- Improve the health of the area – no more polluting land uses – promote environmentally designed buildings and development
- Continuous waterfront access, reclaim the waterfront for public use, make it an attraction much like Ontario Place, rebuild landmark feature (something to replace the 4 Sisters)
- Shape development in support of community preferences. Attract and require high quality development with mix of uses and interconnected open spaces. Maintain integrity of single family residential areas. Create high density/mixed use community south of Lakeshore Road.
- Do not want energy production to occur here anymore (OPG lands). Create a “Village by the Lake”, University/college development that focuses on Brownfield and reclamation technologies.
- Make Lakeshore Main Street a destination, not a thoroughfare. Streetscape along needs major improvements. Re-establish LRT all along Lakeshore Road from Hwy 10 to meet with Toronto lines.
- Improved facilities for “aging-in-place” population: housing, services, social facilities, recreation, assisting living or retirement homes etc.
- Better connections to community areas to the north. For example, Orchard Heights, Sherway needs better connections to the Lake. Could develop Hydro Lands as public green spaces, linkages between areas.

2) On the maps provided highlight the following:

a) Show where you think there are opportunities for community improvements or redevelopment. Why are these sites and areas important?

- Refer also to Illustrated Plan summary





- Development on OPG site could become leader in environmental design – treatment and education.
- Lakeshore Road needs serious improvements, LRT should be considered.
- Need more live-work type of development.

b) Highlight your community's landmark sites such as heritage buildings, event areas, natural features or areas where the character and style of the existing buildings should be protected and enhanced. These can also be park areas and open space.

- Refer also to Illustrated Plan summary
- Waterfront trail, boardwalks, cycling and rollerblading trails
- Cawthra Estate
- Adamson Estate
- Churches
- Arsenal Park, building and water tower
- Lakeview Public School
- Marinas
- Marie Curtis Park (a City of Toronto park, but is well used by community)

c) What land-uses are vital in your community and what uses are missing? Are there existing land uses that no longer belong?

- Industry, power lines, hydro towers are land uses that emit pollution no longer belong.
- Need more office space, diverse professional services like medical services, second bank, police station, live-work space, entertainment centre – cinema at Dixie Mall, Distillery district idea (similar to Toronto's), restaurants, theatre
- Need skateboard park, Olympic sized swimming pool (at Arsenal Park), need to promote mix use development along Lakeshore Road to “enliven” area, need service station.

Topic 2: New Buildings

3) What are your goals for the design of new buildings in your community?

- Energy efficient, meet LEED standards
- Appropriate building heights and height transitions
- 6 storeys south of Lakeshore, 8 storeys north of Lakeshore
- New development to have heritage theme, style
- Transit supportive
- Incorporate mix of uses



4) What should new buildings look like along the major roads, in existing neighbourhoods and on under developed lands?

- Heritage themes and styles, should match the community, eclectic
- Natural materials, brick, stone eg. Arsenal building at foot of Dixie Road
- Parking behind, ground floor setbacks
- Adequate green space, lots of trees
- Street level stores at street
- Shorter building heights adjacent to residential areas.

5) Should there be a difference between buildings on the north side of Lakeshore Road versus the south side of Lakeshore Road?

- Buildings should not block views to the lake
- 6 storey maximum on south side of Lakeshore, 8 storey maximum on north side.
- Mixed use development, community oriented on the south side, low-level residential on the north side.
- Intensify south of Lakeshore – industrial lands, OPG lands

Topic 3: Improved Streets and Open Space

6) What are your goals for improved streets and open space in your community?

- Eliminate foul odours
- LRT all along Lakeshore Road
- Improve pedestrian and cycling realm
- Access along Etobicoke Creek
- Better connections for all areas of the district to the Lake
- Live-work development to orient to the street, better street presence
- More cafes and restaurants with patios or door and windows that open up to street.
- Contiguous waterfront trail
- Better treatment for parking areas

7) Where would you like to see new open spaces and streetscape improvements?

- Lakeshore Road between Dixie and Cawthra Road
- Pedestrian crosswalks, particularly at Haig and Lakeshore
- The entire waterfront including the Lakeview Generating Station lands to become public open space.
- More facilities and designs for “aging-in-place” population.
- More marina space.
- Hydro Corridors – public spaces for playgrounds and links to other parts of the community



- Trees in the boulevards
- Ferry to Downtown (Toronto)
- Waterfront trail link through the Lakeview generating site (OPG lands)

8) What kind of elements would you like to see in the streets and parks?

- Heritage structures like bandshells, gazebos etc.
- Tree canopy, connections to natural areas
- More transit, fewer cars in parks
- Better signage, street furnishings, lighting, special features like fountains, public art and history signs.
- Natural heritage links eg. to creeks
- LRT service along Lakeshore Road
- Lighthouse / waterfront feature

If you wish to fill out the on-line version of the questionnaire, it is available on the City's website: www.mississauga.ca/lakeviewportcreditreview.



Place Making Vote:

The conclusion of the evening included a Place Making Vote where the attendees of the workshop were asked to identify their top three locations they would like to include in the Place Making workshop. The following summarizes the locations identified and their suitability as a place making site.

Location	# of Votes	Ranking	Recommendations
Lakeshore Road Corridor (includes Cawthra/Lakeshore Gateway)	14	2	We are recommending the Lakeshore Road corridor for the place making exercise as it will be beneficial to discuss the common elements and qualities of the corridor (e.g. street features, boulevards, built form, and open spaces).
Industrial Lands	6	5	We are recommending this site for the place making to determine the community's preferences for development within the industrial lands. The industrial lands are in close proximity to the Ontario Power Generation lands and to the waterfront. Adjacent uses surrounding the industrial lands should be considered in a broader context.
Former Lakeview Generating Site	21	1	This was overwhelmingly the top vote and is an important site within the community. This site is close to the industrial lands and will be considered in a broad context at the place making exercise on the industrial lands.
Arsenal Lands / Park	4	7	Not recommended as plan for park is currently underway.
Lake Ontario Shoreline	7	4	As the shoreline is being addressed in the Waterfront Parks Strategy, it will not be included as a place making site.
Inglis Site	5	6	Although not selected as one of the top five sites, this site will have a lot to offer in terms of considering other land use policies in the City's Official Plan. It is close to Lakeshore Road, low density residential areas and the natural areas associated with Cooksville Creek. We recommend that this site be included.
Hydro Corridors	9	3	We are recommending the Lakeshore Road corridor for the place making exercise as it will be beneficial to discuss the common elements and qualities of the corridor (e.g. street features, boulevards, built form, and open spaces).
Dixie Outlet Mall	1	8	Not recommended at this time
Lakefront Promenade / Lakeshore Road	1	8	Not recommended at this time
Etobicoke Creek	1	8	Not recommended at this time
Queenscorp Bldg site (Lakeshore and Deta)	1	8	Not recommended at this time
Cawthra / Lakeshore Gateway	4	7	Not recommended at this time

The Study team will proceed with the following approved sites for Place Making in the Lakeview District:

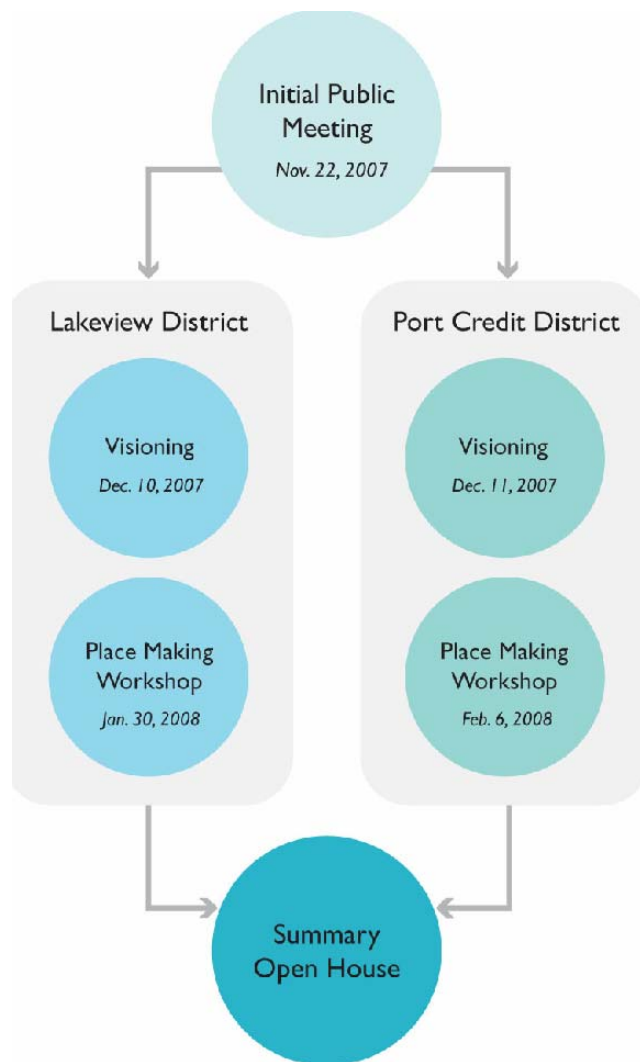
- Industrial Lands
- Inglis Site
- Lakeshore Corridor

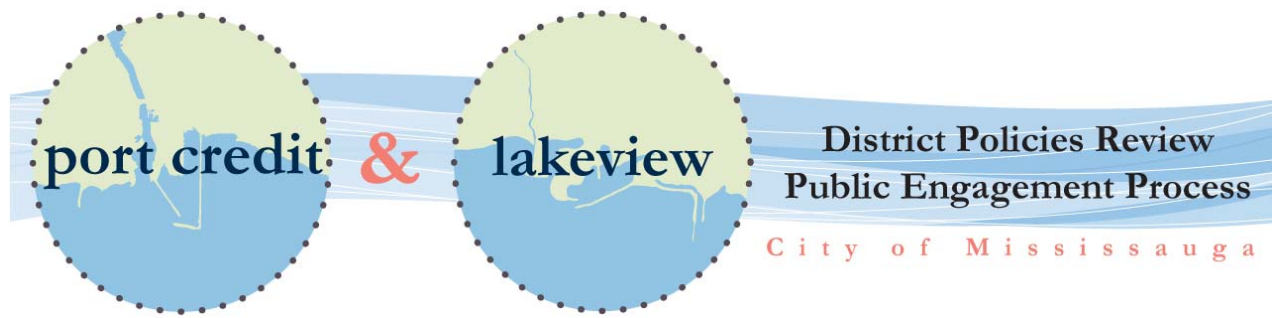


What's next?

Lakeview Place Making Session:
Wednesday, January 30th, 2008
Lakeview Golf Course

Port Credit Place Making Session:
Wednesday, February 6th, 2008
Clarke Memorial Hall



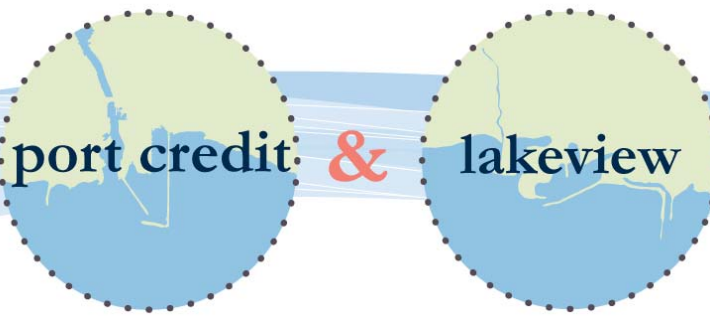


December 10, 2007 Lakeview Visioning Session

Appendix

Illustrated Plan – Group 2





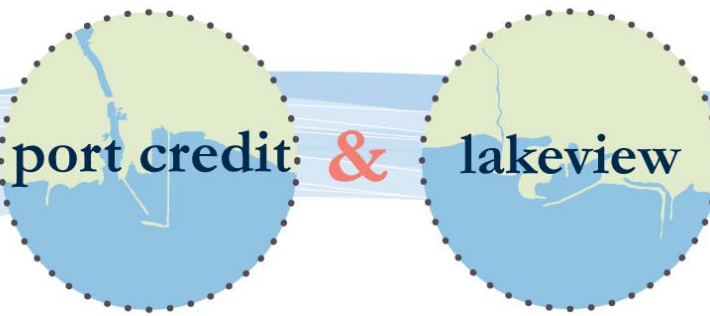
District Policies Review Public Engagement Process

City of Mississauga

Illustrated Plan – Group 3



Aerial Mapping / Lakeview
Mississauga - Lakeview & Port Credit District District Policies Review

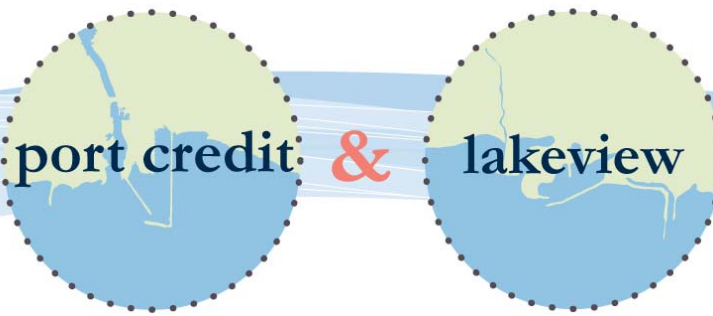


District Policies Review Public Engagement Process

City of Mississauga

Illustrated Plan – Group 5





District Policies Review Public Engagement Process

City of Mississauga

Illustrated Plan – Group 6



Illustrated Plan – Group 7 (plan not submitted)

Illustrated Plan – Group 8





Public Consultation Summary: Lakeview Place Making Workshop January 30, 2008.

1.0 Introduction:

On January 30, 2008 the City of Mississauga, in conjunction with the consulting team of Brook McIlroy Inc. /PACE Architects, MSAi Architects and Poulos and Chung Transportation Engineers hosted a public “Place Making Workshop” for the Lakeview District. The evening’s meeting was the fourth meeting hosted as part of the Port Credit and Lakeview District Policies Review, Public Engagement Process.

1.1 Who Came To the Place Making Workshop?

Approximately 43 people attended the event including representatives of many active community groups.

1.2 What was presented?

City Staff and Councilor Carmen Corbasson started the evening with an introduction of the project including an outline of the study process, goals and objectives.

The presentation by Brook McIlroy Inc./Pace Architects included the following:

- Introduction of Place Making
- Review of Top Five Priorities
- Review of physical community structure
- Introduction of Three Place Making sites – Inglis Site, Industrial Lands and Lakeshore Road Corridor

What we've heard from you...

The Place Making Vote indicated a desire to focus on sites along Lakeshore Road

This visioning process will still provide recommendations for the whole of the Lakeview community

Lakeshore Road Corridor

Inglis Site

Industrial Lands

District Policies Review Public Engagement Process

**Lakeview and
Port Credit District Policies Review
Public Engagement Process**

Brook McIlroy Planning • Urban Design/PACE Architects
MSAi Architects
Poulos and Chung Transportation Engineers

January 30, 2008

Lakeview Place Making

***Please Note: The Place Making Workshop materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview***



2.0 Place Making Workshop

The purpose of the Place Making Workshop was to determine community preferences for shaping the future of the Lakeview community. Each table initiated discussion by describing their top two priorities for that area, with further topics of discussion outlined on a worksheet or model. The following is an outline of each workshop's objectives:

1. Lakeshore Road Corridor – Common Elements (Built form, streetscape design, open spaces) and Character Areas (Cawthra Node segment, Industrial Lands segment and Arsenal Park segment).
2. Industrial Lands – Scenario 1: Assuming Employment Lands remain, how can they be better incorporated with the surrounding community? Scenario 2: Assuming the site could be significantly redeveloped, how should new development be organized and what should it look like?
3. Inglis Site – Developing key components regarding streetscape and street character, building base height and character, green space, architectural character and design, and sustainability opportunities.

Groups were asked to make notes of their ideas on the worksheets or model provided and utilizes a series of precedent photographs to illustrate their preferred urban design elements. At the end of the place making workshop, each group presented their recommendations and discussion items.

2.1 Discussion Items Summary:

Group 1 Industrial Lands

Scenario 1: Assuming Employment Lands remain

- Don't like this area.
- Don't like manufacturing/industrial.
- Change this into a prestige environment
- Commercial - is better on environment.
- Clean up – pollutants, industries.
- Add access points.
- Bike on these roads; north/south grid provides pathways and bikeways
- Add green connections.
- Better connection to water.
- Retain 'employment' jobs.
- Waterfront trail is a priority - continuous east/west connection
- Focus on permitting clean uses, replace industries with prestige commercial.
- LEED initiatives should be encouraged, required.
- Transit opportunities to TTC should be enhanced.

Scenario 2: Assuming the site could be significantly redeveloped

- Mixed use/live work environment
- Do not allow industrial uses.

Please Note: The Place Making Workshop materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview



- Stepped heights.
- Mixed vertical applications.
- Mixed use – all uses residential, commercial, office, cultural.
- Must be pedestrian oriented.
- Vibrant at night and during all seasons.
- Environment for everyone – walking, biking.
- Provide rear parking – cars park at a rear access, away from the water
- Focus on major access points e.g. Lakefront Promenade - add boulevards and bike paths
- Cars can't go down to the waterfront – keep away from water.
- Disperse traffic/access points.
- Intensify to get transit hook up LRT to Toronto light rail; build transportation links.

Group 2 Lakeshore Road

- Rear laneways/driveways could take pressure off traffic on Lakeshore Road.
- Curb cuts, exits/parking, needs to be rationalized.
- Reduce parking on main street.
- Improve realm for pedestrians – pedestrian connections.
- Have a village look, streetscape.
- Mixed commercial/retail along Lakeshore Road
- First 2 storeys at the street, after 3rd floor steps back.
- Friendly for bicycles, i.e. put in bicycle racks, be able to attach to buses, bike lanes?
- Lighting important.
- Safety needs to be designed for.
- Seating, benches – need more opportunities.
- Opportunities for shade.
- Awnings on buildings.
- Dog friendly – green spaces.
- Allow patios/retail restaurant cafes where appropriate.
- Opportunities in the industrial areas.
- Buildings need to be close to people to succeed as retail and commercial.
- Attract high end commercial.
- Access to lake – both visual and physical.
- Intensification – what about height? Higher buildings appropriate along rail road tracks? Place higher buildings away from low residential areas?
- Dedicated transit lanes.

Group 3: Inglis Site

- This site was once the admiral manufacturing plant; now an industrial site
- Bike path exists to park south of Lakeshore.
- Passageway under rail line to north.
- There is a bicycle path that carries up along the creek and a passageway over/under the bridge to Atwater
 - Need to open the entrance of the bicycle path and provide day lighting

***Please Note: The Place Making Workshop materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview***



- Make entrance to bike path more inviting – many people don't know about it.
- High buildings at back of property near the tracks, that are well designed, and not taller than 12-18 storeys.
- The three apartment buildings on Cawthra Road doesn't cause a problem [Note: this may be referencing the three apartment buildings along Caven Road and not Cawthra Road]
- Needs interesting facades – good architecture.
- Provide additional access other than Lakeshore – a side street connection to Cawthra Road to reduce traffic congestion.
- Townhouses development at front.
- Retail front okay but may be better to concentrate retail commercial at Cawthra Road.
- No more than 3 storeys on Lakeshore.
- Include central open space.
- Open green space along Cooksville Creek.
- Redirect water for an ice rink
- Region is relocating a pumping station
 - Site proposed is beside the creek
 - Like to have this located at the back of the site
 - Otherwise, needs well designed(?) facade
- No pumping station at Lakeshore. Push back so it can't be seen, or disguise it.
- High quality urban form along Lakeshore.
 - Keep larger forms at the back of the site
 - Build attractive townhouses
 - Create a central open space, a piazza
- Built form and uses:
 - Offices/employment to keep people in Lakeview.
 - Lakeview should have less industry because it cuts Lakeshore and neighbourhoods off from Lake.
 - Develop as a village – traditional townhomes with more contemporary design above.
 - Parking – behind buildings, instead of on street, office uses can share parking.
 - Technology park in Ottawa – with green spaces.
 - Buildings should be “transparent” at the Creek, with windows and glass looking onto creek and public spaces.
 - Organize site and buildings to create views and access to creek, eg. Beaches in Toronto – colour and variety.
- Streetscape and Open Space:
 - Tree-lined Lakeshore and open space along the Creek.
 - Creek as a pedestrian/bike corridor – bridge over rail line – it should be landscaped and naturalized and be publicly accessible.
 - Shuttles, express community bus to Go station.
 - Potential for Go train stop? Number of stops are restricted between Port Credit and Lakeview.
 - Transit to support density instead of density to support transit.
 - Local Lakeshore connection to regional line – connection to Long Branch.

Please Note: The Place Making Workshop materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview



- Buses every ½ hour, can walk faster.
- Create a plaza on the creek of in the centre of the site – eg. Distillery District, Old Montreal.
- Improve entrance to the creek – lighting, landscape, signage – creek doesn't feel safe at night.
- Pumping station location needs to be carefully considered from an urban design perspective.
- Entrance to creek on south side – welcoming sign.

Group 4: Inglis Site

- Floodplain– no development should be allowed.
- Lakeshore Road should be pedestrian friendly with lower building heights.
- Higher density and taller buildings in back.
- Low heights on edges.
- Lower density/buildings along the west side of the site – gradual decrease in density.
- Towers adjacent to flood plain – views, scale of space more appropriate.
- Bike path/ walk path along creek; have connections across the creek to the other neighbourhood.
- Front of Lakeshore should be mixed commercial/retail/office use.
- Buildings to have character and individuality. No “cookie cutter” buildings.
- Preserve green spaces.
- Area near GO Station to support higher density.
- Character of community is very important.

Group 5 Industrial Lands

Scenario 1: Assuming Employment Lands remain

- Group did not consider the existing condition as staying. Assumed whole site could be redeveloped.

Scenario 2: Assuming the site could be significantly redeveloped

- Connecting Lakeshore to lake is a key element.
- More employment opportunities without industrial uses and allow mixed use commercial/residential.
- Rail station - use buffer for transit.
- Wide boulevard could contain LRT to Toronto, trendy rail station, lands, access to appropriate commercial/retail, park seating
- Connect Lakeshore to lake along Lakefront Promenade
- Key commercial entry point to be identified. Create hierarchy of entrance nodes.
- Pick up on existing street grid to the north.
- Secondary street 3-4-5 storey buildings should be mixed uses.
- Heights need to retain charm of community.
- Lower portion of industrial area as entry point.
- Create vibrant store front, commercial centres, etc.
- Railway station with a bench and park

Please Note: The Place Making Workshop materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview



- Create a village square feel.
- Courtyards between buildings with semi-private spaces.
- Secondary circulation could happen away from street and be pedestrian oriented.
- Park transition zone at south end of site along existing parks.

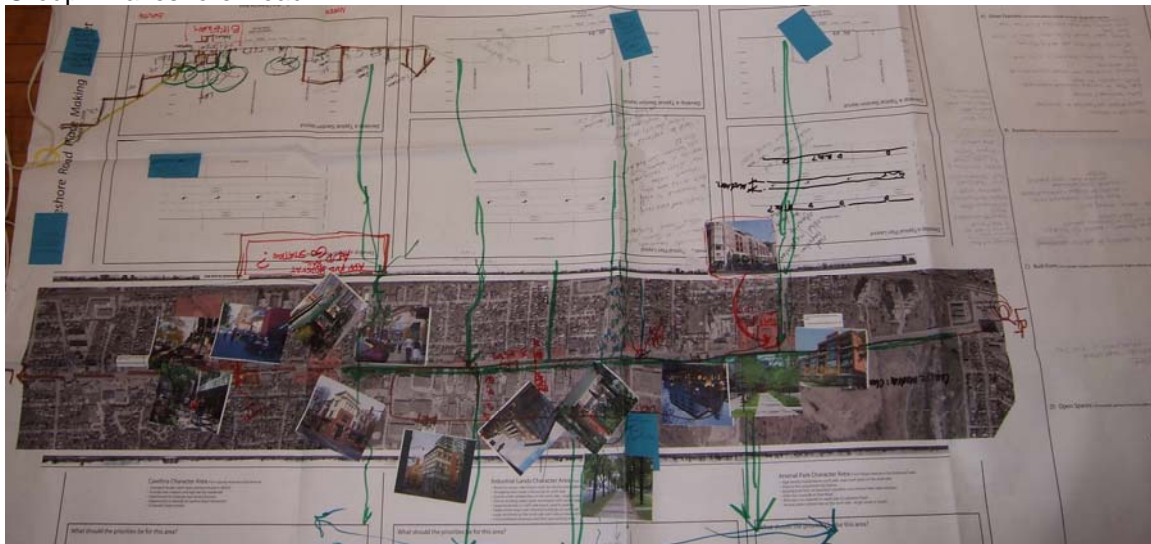
Group 6: Lakeshore Road

- 3 different pockets – Cawthra Node, Industrial Lands and Arsenal Park – each with a different character.
- 4 storeys high at the most throughout development. Sidewalk, setback and building relationship to the street frame quality of pedestrian space. First tier of buildings should be low, maximum 4 storeys in height.
- Lakeshore Road itself to be improved with streetscaping reflecting character of pocket.
- Industrial area boulevard wide enough to include mixed use development fronted by linear park that includes bike lanes and LRT line. Connect LRT to Long Branch station to the east.
- Industrial area should be mixed use including employment, residential and commercial.
- Distillery lands downtown Toronto are a good example.
- Parking – allow for proper parking – remove from main street to allow room for bike lanes - driveways parallel to Lakeshore can provide access to lots or structures and take traffic off of Lakeshore Road – reduce congestion. Use Clarkson as example.
- Control access points, driveways and curb cuts. Promote shared entranceways on Lakeshore Road and/or encourage access points on side or back streets.
- Line up north south streets to better organize intersections.
- Train tracks on hydro lands, connect to this area; become part of LRT?
- Cawthra and Lakeshore Road node is good retail strip. Increase quality, variety and opportunities for shopping. Use wide colonnades and pedestrian spaces in front of buildings, stepback tall buildings up and away from street.

*Please Note: The Place Making Workshop materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview*

2.2 Illustrated Worksheets:

Group 1 Lakeshore Road



Group 2 Lakeshore Road



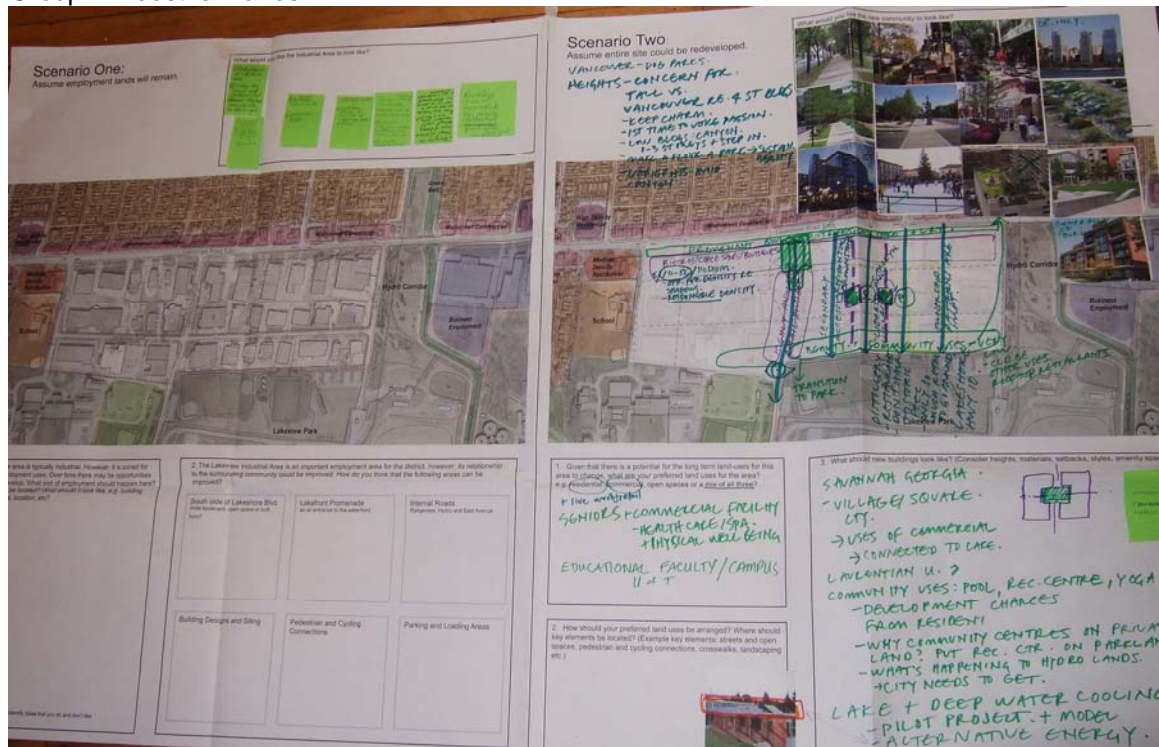
Please Note: The Place Making Workshop materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview

port credit & lakeview

District Policies Review Public Engagement Process

City of Mississauga

Group 4 Industrial Lands

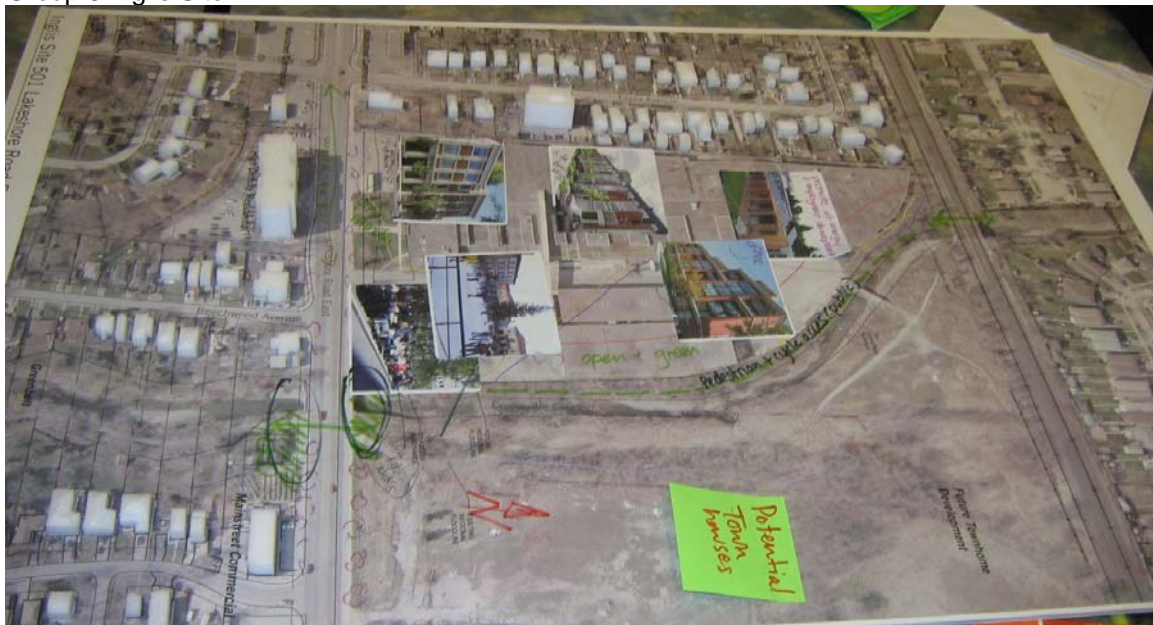


Please Note: The Place Making Workshop materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview

Group 5 Inglis Site



Group 6 Inglis Site



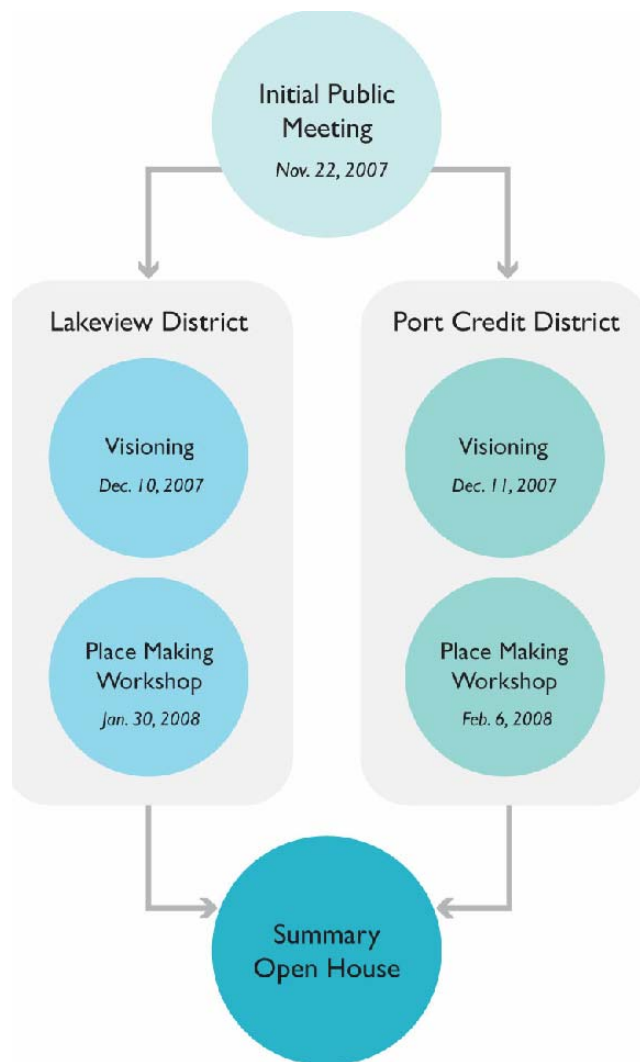
Please Note: The Place Making Workshop materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview



What's next?

Lakeview and Port Credit Open House
Spring 2008

(Exact date and location to be determined)



*Please Note: The Place Making Workshop materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview*



Public Consultation Summary: Lakeview Youth Engagement Workshop April 8, 2008.

1.0 Introduction:

On Tuesday April 8, 2008, staff from the City of Mississauga, in conjunction with consultants Brook McIlroy Inc./Pace Architects, visited Alan A. Martin Senior Public School to conduct a workshop for the Lakeview District.

1.1 Who participated in the workshop?

Twenty-two grade 8 students from Mr. Bell's class took part in the workshop.

1.2 What was presented?

The workshop began with a presentation by Brook McIlroy Inc./Pace Architects. The presentation included the following:

- Study Team Purpose
- Community Characteristics
 - Context
 - Primary Physical Elements
 - Green Spaces and Natural Areas
- Quality of Great Waterfront Community
 - Sustainable: Environmentally Responsible
 - Connected to the Water
 - Balanced Use of Natural Areas
 - Streets for People
 - Heritage
 - Year Round Use
 - Options for Travelling
 - Built Form
 - Active Building Uses
 - Activities For All Ages



***Please Note: The Workshop materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview***



2.0 Workshop

The purpose of the Youth Engagement Workshop was to understand how youth utilize their community and determine preferences for shaping the future of the Lakeview community. Each table initiated discussion by describing the top three things they love about their community, with further topics of discussion outlined on a worksheet. The following is an outline of the workshop's objectives:

- Tell Us About Your Community
 - What is important to you in your community and what makes it special?
 - What do you like/dislike about your community?
 - What is missing in your community?

Groups were asked to make notes of their ideas on the worksheets provided and utilize a series of precedent photographs to illustrate their preferred urban design elements under the headings:

- Favourite public spaces and parks
- Favourite buildings
- Things we don't like

At the end of the workshop, each group presented their recommendations and discussion items.

2.1 Discussion Items Summary: Please also refer to section 2.2 Worksheets

Group 1 Comments

Tell Us About Your Community

- A) What is important to you in your community and what makes it special?
 - Variety of stores and places to shop.
 - Safety.
 - Cawthra Community Centre.
- B) What do you like/dislike about your community?
 - Like:
 - Adamson Estate.
 - You can ride your bike to many places.
 - Schools are close together.
 - Golf course nearby.
 - Dislike:
 - Lack of winter maintenance.
 - Safety for people walking or biking - not enough crossings over the rail line. Not enough Police patrolling the parks.
 - Sidewalks are not continuous.
- C) What is missing in your community?
 - Community Center close to the lake.
 - Movie theatre.

***Please Note: The Workshop materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview***

- Cycle events and bike trails.
- Museum.
- Facility like the Playdium.
- Arcade.
- Good bus/GO service.
- Basketball courts and soccer fields
- “Youth Lounge” – a place for kids under 18 years old to go that is supervised, provides after school and weekend activities and is connected to trail / bike system and bus route.
- Tennis courts.
- Skate Park and BMX.
- Places to eat such as the Mandarin, Harveys, Popeyes
- Clean beaches

Group 1 Selected Images



Students liked the image showing a dedicated bike lane and thought this would be appropriate for Lakeshore Road.

An outdoor skating rink could be made at the Waste Water Treatment Plant.

Lakeview Park could become more attractive now that the power station is gone.



Students liked the idea of green roofs on buildings and separated bike lanes.

Images showing streetscapes with lots of people, seating and trees were selected many times by the students.

***Please Note: The Workshop materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview***



Places We Like to Visit:

- Pizza Pizza at Lakeshore and Cawthra Road.
- Mississauga Seniors Centre.
- Cawthra Community Centre.
- Cawthra Woods Park.
- Applewood Village Plaza.
- Dixie Outlet Mall .
- Library.
- Lakeview Park.
- Adamson Estates.
- Stores along Lakeshore Road.
- Lakefront Promenade.
- Arsenal Park.
- Bike Trails in Arsenal Park and Toronto Golf Club.
- Skatepark near Dixie Mall.

Group 2 Comments

Tell Us About Your Community

A) What is important to you in your community and what makes it special?

- Malls – better than main streets (technology, clothing and jewellery).
- Places to bike.
- Places to shop.
- Parks.
- Port Credit Arena. (Port Credit District)
- Square One, Yorkdale.
- Coffee shops e.g. Tim Horton's.
- Water Park by AE Crooks Park.
-

B) What do you like/dislike about your community?

- Like the new condos, need more.
- Stores are close by.
- Need more trees.
- Transit - Bus is expensive (\$2.75)
- We need better student prices
- Need places to hang out with friends.
- Dancing at Polish Community Centre.
- Need a place for indoor badminton.
- Waterfront – walkways not ploughed in the winter.
- Need a Skateboard Park.
- Lake is a great draw.

***Please Note: The Workshop materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview***



- Plazas – Dixie and Applewood Village.
- There are lots of schools.
- Like the Library.
- It is close by the highway.

C) What is missing in your community?

- Extra-curricular activities.
- More Stores
 - Fairweather
 - EB Games
 - West 49
 - Le Chateau
- Bike trails.
- More affordable and healthy restaurants – (Subway, buffet-style, sushi)
- Chuck-E-Cheese.
- Need more ice cream stores.
- Basketball court.
- Community Center near Lakeshore (Swimming Pool, Hockey).
- Clean lake water.
- Fishing access.
- Lakefront Promenade
 - Jungle gym
 - Old playground was better (new one is too dangerous)
- Marie Curtis Park
 - Needs to be cleaned up.
 - Bad people hang out here (drug addicts, guns, and rapists)
 - Too much goose poop
- Paintball facility.
- Need more indoor/outdoor cafés.
- We would like to see lots of condos in Mississauga instead of Toronto.
- There should be lots of malls.

*Please Note: The Workshop materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview*



Group 3 Comments

Tell Us About Your Community

A) What is important to you in your community and what makes it special?

- Waterfront and parks.
- Lake Ontario.
- Golf Club.

B) What do you like/dislike about your community?

- Dislikes:
 - The run-down parts of Lakeshore.
 - Can't swim in lake.
 - Graffiti.
 - Not enough police (don't feel safe).
 - Not enough biking trails (mountain biking).
 - Traffic goes too fast.

C) What is missing in your community?

- More police (North of QEW and in parks).
- Graffiti Wall – a place for clean graffiti artists.
- Winter parks maintenance.
- Places to shop (e.g. Mall).
- Bigger sidewalks.
- Not enough walking bridges (Holburne Rd., Asgard Dr. and Dixie Mall)
- Need more crosswalks near schools and over railway tracks.
- More buses with better service.
- More trees/green in parking lots.
- More basketball courts.
- Library that is close by.
- Community centre that is more accessible.
- Recreation areas nearby.

Group 3 Selected Images



Students selected images that showed active outdoor spaces that included walkways, ice rinks, water features and patio areas.

port credit

&

lakeview

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Students indicated that they did not like buildings that were modern in style.

Students preferred images of buildings that were constructed of warm, natural materials like brick and stone.

Images showing walkways and trails were selected with the added note that the addition of benches would make the images more attractive.

Places We Like to Visit:

- Lakeview Park
- AE Crooks Park
- Applewood Village Plaza

Please Note: The Workshop materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview

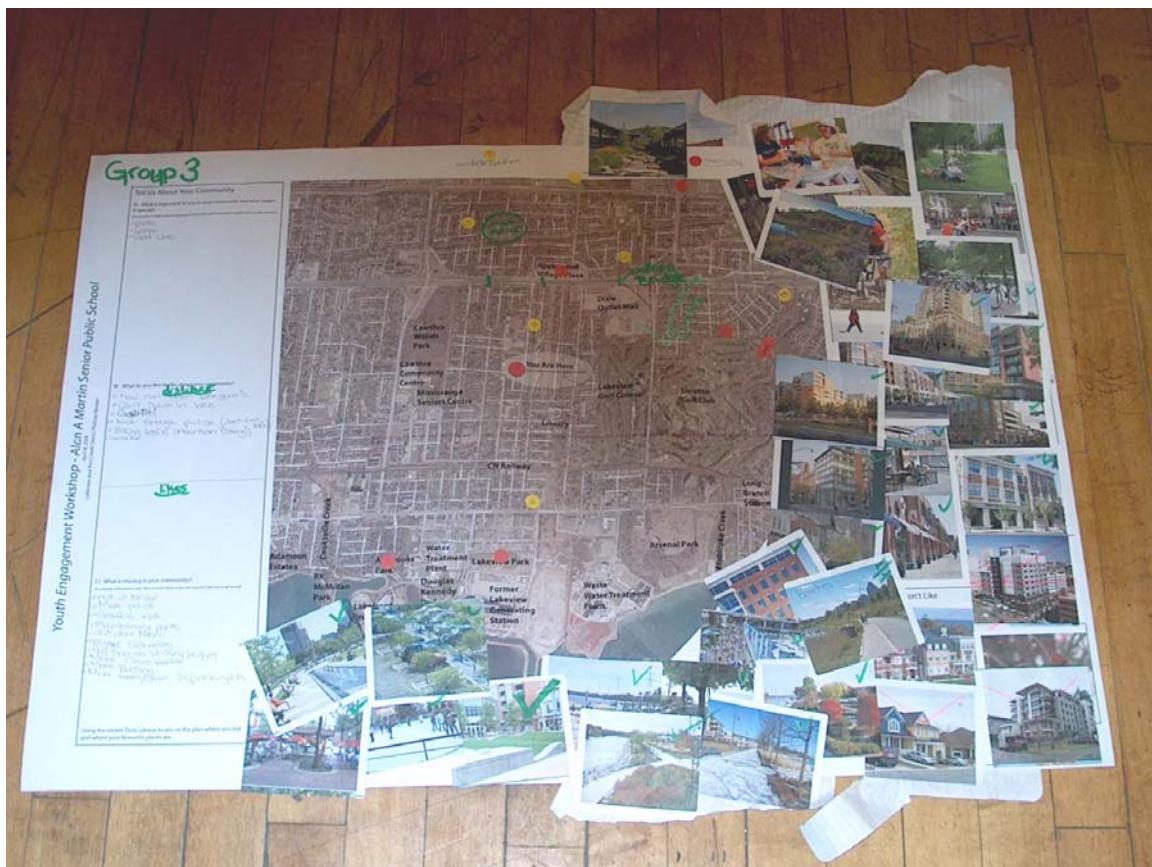
2.2 Worksheets

Group 1



***Please Note: The Workshop materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview***

Group 3



Please Note: The Workshop materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview

Lakeview Ratepayers Association

The Lakeview Ratepayers 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. The Association includes several committees, each assigned the task of staying current on specific community topics.

The Lakeview Ratepayers Association is concerned with the following community issues:

- The Lakeview Generating Grounds
- Health of our Environment
- Health of our Citizens
- Pollution and Litter
- The Lakeview District Plan
- Development on Lakeshore Road
- Infill Housing
- Lakeview Waste Treatment Plant
- Storm Sewer Overflow
- Community Safety
- The Arsenal Lands Park
- Traffic and Transit

Lakeview Legacy Project – a 10 step Strategy beginning at the water's edge

1) Make Lakeview's waterfront an unbroken 7 kilometre network of public waterfront parks that act as the foundation for the Lakeview community experience, economy and lifestyle.

2) Re-institute the original 1954 shoreline behind the Coal Plant breakwater to form a protected water canal feature and re-establish a continuous walkable beachfront in front of the Regional sewage treatment plant to provide a continuous unobstructed trail system at the waters edge that people can easily access and engage the water.

3) Create the Lakeview Piers destination experience out on the water surrounded by 360 degree lake views using the former Coal Piers harbour as Mississauga's destination venue on the Lake. (entertainment and educational components such as a fresh water aquarium as well as enhanced harbour functions for tourism)

4) Stadium event venue destination feature on the brownfield coal pile – multi purpose and linked with the Pier feature

5) Arts and entertainment destination feature on an island (foot print of the generator plant) completing a constellation of features that establish the area as a regional destination.

6) Lakeview Waterfront Community Core south of Lakeshore, consisting of compact mixed use intensification including residential, employment, and post secondary research and education facilities. Consisting of compact medium density and a built form designed to maintain Lakeview's "sky views" lifestyle by establishing a form of 4 storeys at Lakeshore Road and sloping building heights up to maximum heights of 12 floors at the centre of the Lakeview Core area and then sloping building heights back down to four storeys at the waters edge parks and destination features (strategies 1-5).

7) Establish the lakeshore Corridor as a Tree lined linear Heritage Park including an LRT and Bikeway on the south side of Lakeshore Road flanking and servicing the medium density south of Lakeshore in the Lakeview Core (strategy 6) and linking Lakeview's existing neighbourhoods to the waterfront, core community services, revitalized commercial and employment zone.

8) Encourage Four story, intensification with live work units, mixed use commercial and residential on the north side of the Lakeshore Corridor to create an appropriate transition and preserve traditional neighbourhoods and Lakeview's "Sky" and "Tree Canopy" view experience in the public realm experience.

9) Linkages to the Water

9a re-alignment of north-south streets in the intensification area south of Lakeshore Rd to establish views and access corridors to the lake for the community north of Lakeshore.

9b connect these corridors to the northern neighbourhoods with pedestrian and bike friendly road improvements and crossings at the Railway tracks.

9c develop a major north-south green linear park along the hydro transmission line corridor and neighbourhoods north of the QEW.

10) Improve Atwater Road as the secondary East West public realm Corridor creating a safe pedestrian and bike friendly boulevard linking Lakeview's high schools, bus transit, community Centre and Library.

www.lakeviewresidents.com

Please visit the Lakeview Ratepayers Association website for more information.



Part of the Lakeview Ratepayers Association's vision for the site includes a tourist destination component that would be functional all seasons of the year. (Image prepared by the Lakeview Ratepayers Association in conjunction with the University of Toronto, Centre for Landscape Research)

Guiding Principles and Values

The Lakeview experience is the community's capital. It underwrites the community lifestyle that attracts smart people and money to form what will become the next generation sustainable economy.

The following qualities of Lakeview's urban and lakeside landscape attract its residents and businesses to make significant investments in their real estate, generate sustainable tax base and generate local economic activity.

Make this a model for protecting existing stable high quality neighbourhoods and property investments in while increasing densities in strategically planned zones.

- Lake views
- Sky views (135 degrees of sky – 3x 45degrees)
- Tree Canopy views
- Architecture that earns the sky
- Protecting the experience and quality of existing neighbourhoods
- Form a model green community that serves as the model

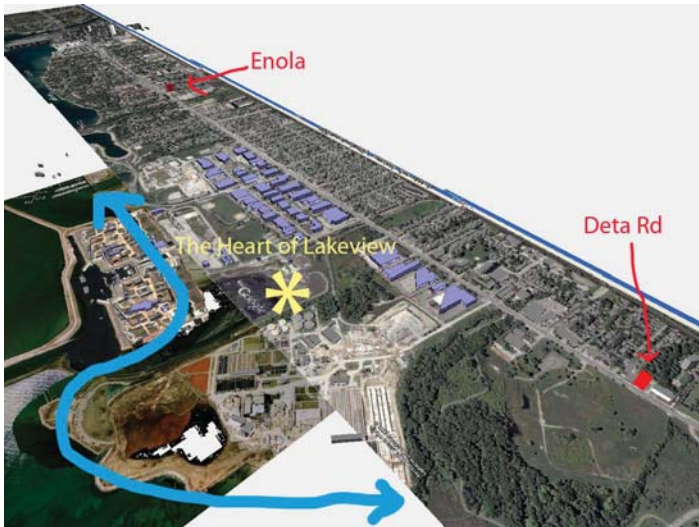
of urban living in the 905 that reduces energy demands and pollution.

- A Community Core capable of car-free everyday activity
- Healthy active lifestyle
- Leading the way to the future by moving Lakeview toward the option of living with one car
- Environment and Health
- The destination aims to attract people to lead active physical engagement of the community to get exercise and to do this in a healthy atmosphere. The Lakeview community core is to place the priority of the public realm on the convenience, health and enjoyment of the pedestrian followed by modes of mobility in the following order, foot, transit, cycling, vehicles.
- People need to engage the waterfront and pull its qualities into a lifestyle that privileges the human scale and all human senses (eyes, ears, smells and physically active engagement).



8) Encourage Four story, intensification with live work units, mixed use commercial and residential on the north side of the Lakeshore Corridor to create an appropriate transition and preserve traditional neighbourhoods and Lakeview's "Sky" and "Tree Canopy" view experience in the public realm experience.

lakeview ratepayers association // centre for landscape research, university of toronto



The redevelopment of the Former Lakeview Generating Site as a vibrant mixed-use community at the centre of the district could have a profound effect on the community. Continuous shoreline access should be one of many major improvements. (Image prepared by the Lakeview Ratepayers Association in conjunction with the University of Toronto, Centre for Landscape Research)



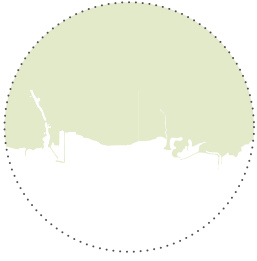
The community sees the entire area being redeveloped as a new mixed-use area for the community that has a strong relationship to the waterfront. (Image prepared by the Lakeview Ratepayers Association in conjunction with the University of Toronto, Centre for Landscape Research)



The Lakeview Ratepayers Association has visualized an "Eco Industrial Campus" as one potential option for the redevelopment of the site. (Image prepared by the Lakeview Ratepayers Association in conjunction with the University of Toronto, Centre for Landscape Research)



The Lakeview Ratepayers Association has developed revitalization plans for the Industrial Lands in conjunction with the former Lakeview Generating Site. (Image prepared by the Lakeview Ratepayers Association in conjunction with the University of Toronto, Centre for Landscape Research)



Appendix C

Port Credit District

Appendix C: Port Credit District

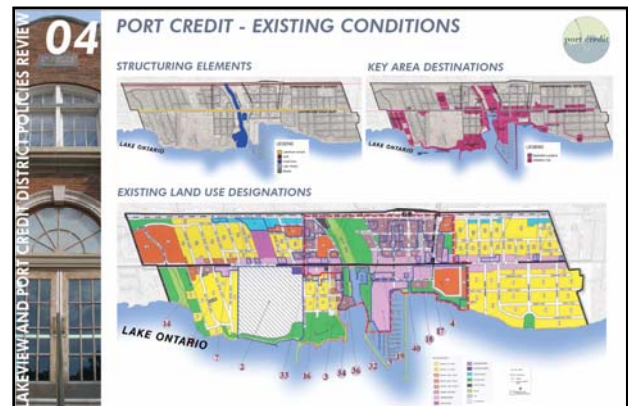
- C-1 Visioning Meeting Summary: Port Credit District
- C-2 Place Making Meeting Summary:
Port Credit District
- C-3 Youth Outreach Workshop Summary: Port Credit
- C-4 VIVA Port Credit Submission Materials



Public Consultation Summary: Port Credit Visioning Meeting December 11, 2007

1.0 Introduction:

On December 11, 2007 the City of Mississauga, in conjunction with the consulting team of Brook McIlroy Inc. /PACE Architects, MSAi Architects and Poulos and Chung Transportation Engineers hosted a public "Visioning Session" for the Port Credit District. The evening's meeting was the third meeting hosted as part of the Port Credit and Lakeview District Policies Review, Public Engagement Process.



1.1 Who Came To the Visioning Meeting?

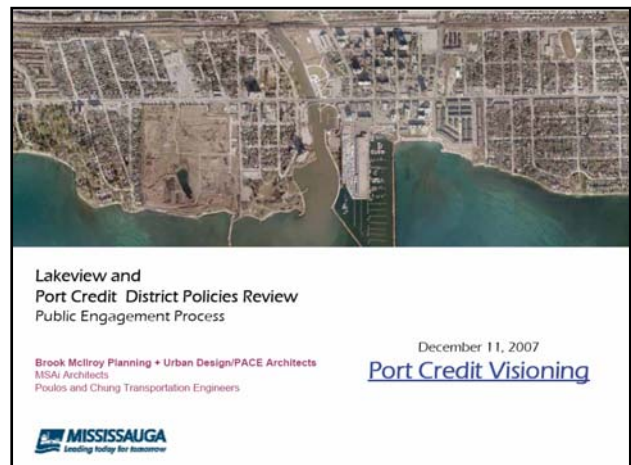
Approximately 55 people attended the event including representatives of many active community groups. 62% of the people who attended indicated that they are planning on attending the Place Making workshop on February 6, 2008.

1.2 What was presented?

Ron Miller, Acting Manager of Long Range Planning, started the evening with an introduction of the project including an outline of the study process, goals and objectives.

The presentation by Brook McIlroy Inc. /Pace Architects included the following:

- Summary of the findings to date;
- Review of emerging guiding principles;
- Review of the physical community structure;
- Streets and public open spaces opportunities, and;
- Built form and site plan opportunities.



Please note: the display boards and power point presentation are available on-line at www.mississauga.ca/lakeviewportcreditreview.



2.0 Visioning Workshop

The purpose of the Visioning Workshop was to further define the community's ideas about their district by focusing discussions on three main topics. The discussion was generally guided by a questionnaire distributed at the beginning of the session. The topics were:

1. Community Structure;
2. New Buildings, and;
3. Improved Streets and Green Spaces.

Groups were asked to make notes and illustrate their ideas on an aerial plan of the district. At the end of the session, each discussion group presented their main discussion items.

2.1 Discussion Items Summary:

Group 1 Comments:

- Parking is and will be an issue – must be addressed.
- Walkability very important, pedestrian comfort and connections must be considered first, site development after.
- Post Office site might be a good location for a Marine Museum.
- More public marina facilities are needed – City facility at Snug Harbour becoming too shallow, too busy – public marina could be part of the Texaco site redevelopment.
- Keep building heights between 6 to 8 storeys on the south side of Lakeshore, 8 storeys on north side.
- Buildings should be environmentally conscious.

Group 2 Comments:

- New building heights should be restricted to 12 storeys outside of Lakeshore Road – heights should be maximum 3 storeys at the street front.
- Should be a 3 storey maximum on both sides of Lakeshore to help preserve the village character.
- There are a number of buildings that should be preserved – Riverside Public School, Wilcox Inn, Stavebank Church / War Memorial, Port Credit Arena and Clarke Hall.

Group 3 Comments:

- We need a pedestrian / bike bridge connection below the CN rail line.
- Looping is important to making transit work in compact communities – this will help eliminate traffic, allow transit to move – includes bikes and pedestrians.
- Don't promote development that will result in a 'theme-park' village – goal should be to promote a live/work functional community.
- Support local businesses; make it easier for small establishments to set-up business and stay.
- "Pedestrianize" Port Street, provide parking and pedestrian oriented features and linkages.
- Building heights should promote pedestrian places – limit heights adjacent to people places to 2 to 4 storeys – allow for eclecticism in building heights, materials, styles.



- Respect the tradition of an economic port – provide opportunities for boats to loop, continue with dredging to support harbour activities.

Group 4 Comments:

- Port Credit is a pedestrian village, we need lots of places to meet, sit, talk etc.
- Accessibility to the Lake and visibility of the Lake is very important.
- Village Main Street should “trump” the highway function of Lakeshore Road.
- Bring back the streetcar along Lakeshore to Long Branch.
- Decrease the lanes on Lakeshore to 2 lanes.
- Encourage public transit, provide facilities for walking, biking.
- Focus on the heritage of the village and the storeys that it tells.

Group 5 Comments:

- Hurontario and Credit River Area should be more attractive.
- Fill in the gaps in building form with a continuous building front.
- Buildings not being re-developed because of unrealistic parking requirements.
- Need a better parking strategy, implemented as incentive for redevelopment.
- Clean up the Texaco site – like the idea of a university campus.

Group 6 Comments:

- Had many of the same comments as the other groups.
- Shopping area between Hurontario to Credit River not very pedestrian friendly.
- South of Lakeshore are opportunities for improved walkability – combination of stores, offices in a park-like setting.
- Texaco Lands could be developed as the University of Port Credit, wealth buildings with research labs for fresh water fish – labs for on-site remedial work for contaminated lands.
- Better transit and circulation, smaller shuttle buses – “free” supported by City – gets people out of their cars.
- Opportunities for large structured parking required to provide parking.

Group 7 Comments:

- We need to shape our community as a sustainable community
- How buildings meet the street and people spaces will become very important
- Pockets along Lakeshore should be focused, apply a creative philosophy to address gaps.
- Remain open to mixed uses.
- Lakeshore is a pedestrian corridor part of a larger system, connections need to be made.
- Higher order transit, light rail from Long Branch to Hurontario along Lakeshore
- Already an influx of visitors to the park system, should expect more when district develops.
- Live, work, bike and walk to destinations.
- Parking not well used – need a better strategy. Not sure lack of parking is an issue.
- How and where parking is designed and how it is accessed will be critical to a successful strategy.



- Don't use large pieces of land for parking.
- Landmarks need unique personality – design and lifestyle
- Expansion of cultural facilities and arts – integrate with pedestrian nodes.

Group 8 Comments:

- Maintain character of the 'Village'
- We understand that the developer wants to make money but should respect the old and balance with the new – proper scaling is important.
- No large, massed development. No big boxes – use village scale and character to our advantage, preserve it.
- Reclaim the waterfront for public use. Lease back waterfront property for waterfront use. Waterfront is our distinct feature and we must respect and preserve it.
- Linkages that include features, connecting areas such as the east and west village, east village district to hwy 10 and the Credit River.
- Use streetscape and heritage features to connect distinct areas.
- High quality designs and building materials.
- New development must be sustainable.

2.2 Illustrated Plan Summary:

Parking:

- "Cash in Lieu" policy not working – too expensive for small establishments
- Multi-story parking lot could be located at Queen Street east and Hurontario
- Parking could be located at the Post Office
- Keep parking areas at JC Saddington Park
- Need better parking strategy
- Surface parking needs to be landscaped and visually ameliorated

Lakeshore Road:

- Potential commuter bike lane
- Buildings should be Max 3 to 4 storeys at street, can step back to storeys above

Land Use, Mix of Use:

- Will lose grocery store with the No Frills development.
- Too many restaurants, salons and spas, dollar stores, consignment stores
- Need more basic needs stores like hardware
- High density buildings should be nearest the go station
- Should allow taller height restrictions to make a better case for under-utilized sites (2 storeys or less) to redevelop.

Texaco Site:

- One of the last large parcels in the district with waterfront access.
- Should be developed as mixed use community including recreation and open spaces. New area with "jet-ice", condos, entertainment,
- Could incorporate University of Port Credit concept – facility focused on brownfield development and reclamation sciences, fresh water fisheries studies etc.



- Could incorporate new marina.

Protect and Preserve:

- Port Credit Arena
- Riverside Public School
- Heritage Conservation Area – Wilcox Inn, Clarke Hall
- All churches
- Lawn Bowling site as public space

Recreation:

- Need more usability in the winter months, especially at the water edges.
- Waterfront trail should be continuous along the shoreline.
- Restore wetland area in JC Saddington Park
- Need all-season washrooms in parks

Transit:

- LRT / Bike loop from Hwy 10, Lakeshore Road, up through the Credit Landing mall, along CNR line to meet back with Hwy 10. Plus an extended line along Lakeshore Road from the Toronto lines to the east.
- Provide free shuttle bus in the summer.

Marina Harbour Lands, Port Street and No Frills:

- Rapid Ferry service to TO
- Make into pedestrian promenade
- Allow some residential development with mixed use ground floor

Pedestrian and Bike Circulation:

- Pedestrian / Bike bridge over the Credit River adjacent to the rail bridge would provide better access to the GO Station for community west of the river.
- Pedestrian tunnel under CNR line at Mississauga Road needs to be connected



bmi | pace



2.3 Questionnaire Summary:

The following represents a summary of the questionnaires that were submitted at the Visioning Session. Questionnaires received after the event and on-line are not represented in this document.

Topic 1. Community Structure

1) What are your long term goals for your community?

- Preserve the “Village” character, keep small town feel along Lakeshore Road, Village main street should take precedent over highway maintaining a small-town atmosphere and sense of community
- Heritage preservation, find a way to tell the stories. Preservation of whole neighbourhoods, (streets, trees, front lawns, and not just individual buildings)
- Economic stability and diversity supported by local community and beyond.
- High quality pedestrian realm, keep community walk-able, fill in gaps in circulation including lots of places to stop and talk, incorporate both active and passive aspects.
- Maintain and promote accessibility and visibility to both river and lake.
- Get people out of their cars, improve public transit, and encourage cycling and other modes of movement. Extend accessibility, including a higher order of transit from Long Branch
- Multi-season use – lots going on in the summer, nothing in the winter. Plenty of park space to take advantage of. Sidewalk and trail maintenance in the winter months.
- Natural feature protection.
- Successful integration between old and new. Both structural (buildings) and lifestyle
- More opportunities for cultural facilities and the arts.
- Reclaim the waterfront for public use. Redevelop the Marina lands for public use – creating a destination. Create continuous waterfront along the shoreline.
- Create a diversity of activities to appeal for all ages, cultures
- Develop the Texaco lands, presence along Lakeshore Road, uses must benefit community
- Maintain, retain and expand public parks, paths and green spaces
- Shaping the community development – high quality streets and architecture. Manage the scale of buildings with regards to shadowing etc. Restrict development where necessary. Maintain village character of building form, including height and materiality.
- Connect the east and west villages (Credit River divides).
- Community centre development for youth and general public
- Good parking strategy.
- More dense and pedestrian friendly development around Lakeshore with better facilities for walking and biking.



- To become a live/work community
- Entrance feature to Port Credit (East end “gateway”)
- Intensify the Library site, include more storeys on the bldg for meeting rooms, event venues etc.
- Making a more attractive destination of central Port Credit (Lakeshore Rd. between Hiawatha Parkway and Credit River, by creating continuous mixed uses.
- Provide more office type space to strengthen pedestrian aspect of streets.
- Maximum bldg heights along Lakeshore Road should be 2 to 4 storeys maximum.

2) On the maps provided highlight the following:

a) Show where you think there are opportunities for community improvements or redevelopment.

Why are these sites and areas important?

- Texaco site - its size and waterfront location are significant, needs to be part of the community. Could be developed as a University with focus on environmental studies, mixed use community, marina etc.
- Marina Lands, Port Street.
- Lawn Bowling site (SW corner of Park Street and Hwy 10), preserve as public open space.
- Lakeshore Road Corridor.
- Queen Street, emerging artisan community.
- West bank of Credit River, south of Lakeshore (Marina Park).
- Stavebank and Helen St. corridor.
- Develop Port Street as a pedestrian corridor.
- Shoreline protection and enhancement.

b) Highlight your community’s landmark sites such as heritage buildings, event areas, natural features or areas where the character and style of the existing buildings should be protected and enhanced. These can also be park areas and open space.

- Marina Harbour Lands, public marina and Snug Harbour
- Building at High Street / Hwy 10
- Port Credit Arena
- Riverside Public School
- Wilcox Inn (Front Street and Bay Street)
- Lighthouse
- Stavebank Church
- War Memorial
- The Ridgetown
- Waterfront Parks



- Port Credit Heritage Conservation District
- Library, Post Office, Second Cup
- The Credit River
- Clark Hall
- Hamilton House

c) What land-uses are vital in your community and what uses are missing? Are there existing land uses that no longer belong?

- Vital: parks, waterfront and waterfront trail, family activities, community centres, Lion's Club, Library, affordable groceries, entertainment, retail, mix of housing levels, JC Saddington park, etc.
- Lacking: Grocery store, Institutional, University or college, waterfront destination at Texaco site, cold season attraction, cultural spaces/facilities, office space, public art, fountain, theatre/concert hall, museum/art gallery, waterfront recreation for the public, outdoor skating rink/winter facilities, affordable hotel, artists, major park, parking for visitors, live/work spaces
- No longer belong: Industrial side of marina lands

Topic 2: New Buildings

3) What are your goals for the design of new buildings in your community?

- Maximum 3 storeys along Lakeshore Road.
- Maximum of 2 storeys along Lakeshore with sensitivity to adjacent buildings.
- Maximum 12 storeys beyond Lakeshore Road.
- Architecture that 'fits' with the community, "Green" buildings: energy efficiency / sustainability.
- Attractive, well-lit, safe and beautiful Lakeshore Road corridor.
- Pleasing aesthetics which utilize natural materials (e.g. recycled woods, stone, and glass brick).
- Low density, compatible with Village character.
- No point towers, No more glass and girder towers, No more monster homes
- Parking should help address parking issues in the whole community – provide some public parking on site or help pay for public parking elsewhere.
- Imaginative buildings.
- Buildings should integrate into the street in a manner which is pedestrian friendly and engaging. Interaction of buildings with the sidewalks (storefronts, sidewalk café's etc.) to create a high quality streetscape.
- Encourage designs which are complimentary to existing buildings.
- Buildings which are less than 3-4 storeys.



- Mixture of uses within the same building with flexible parking standards.
- In low density residential areas, maintain character and scale and materiality of single family homes.
- The city should take responsibility for parking, creating lots 1 block off of Lakeshore
- User friendly buildings which have good natural lighting and air circulation

4) What should new buildings look like along the major roads, in existing neighbourhoods and on under developed lands?

- Buildings should contribute to the beauty of the corridor
- Allow diversity, variety of bldg frontages e.g. rooflines, step-backs, facades, colours etc.
- Improve ground level streetscape around Elizabeth, Helene and Anne Streets.
- Low rise / low density with deep setbacks.
- Incorporate green space
- Underground parking
- Side street access to resident parking
- Retail incorporated on main streets
- No franchises
- Warm materials (wood)
- 2-4 storeys
- Significant architecture

5) Should there be a difference between buildings on the north side of Lakeshore Road versus the south side of Lakeshore Road?

- Maximum 3 storeys on both north and south side of Lakeshore Road.
- Maximum 6 storeys on north side, and a maximum of 3 storeys on south side of Lakeshore Road.
- Lower Heights closer to the Lake.
- Access to the Lake should remain open and available to the public.
- Buildings should be taller from riverfront to Hurontario, north and south of Lakeshore Rd.
- There should be a height restriction of 3 storeys on the south side of Lakeshore Rd.
- Step back (vertically) the north side of Lakeshore to reduce street frontage.
- Develop open courtyards on frontage/road sides.

Topic 3: Improved Streets and Open Space

6) What are your goals for improved streets and open space in your community?

- Better left turn functions, less congestion, fewer parking issues.
- Create pedestrian only spaces such as the Marina Lands.
- More benches, trees, landscaping, along Lakeshore Road.



- Hide parking. Should be placed behind buildings or in municipal stacked structure like Burlington. Directional signage key to making this work.
- Allowances for bicycle circulation within the streets.
- Provide streetcar service along Lakeshore Road connecting to future Hurontario line.
- Good sun exposure in the streets and public spaces.
- Connect Queen Street neighbourhood on west side of River to the community on the east side via a pedestrian bridge adjacent to the CNR line.
- Downtown should have an open view of the lake.
- Separation of sidewalk from the street using grass boulevards.
- Reduce traffic on Lakeshore Rd. (Local traffic only).
- Pedestrian-friendly streetscapes with more public art spaces, parks and gardens, creating a dense green canopy on Lakeshore Rd.
- More bicycle and walking trail expansions/improvements
- A higher order of transit from Long Branch (street car)
- Enhance, create gateways for the district

7) Where would you like to see new open spaces and streetscape improvements?

- Port Street becomes a promenade.
- Texaco Property.
- Shoreline on west side of Credit River from CNR line to JC Saddington Park.

8) What kind of elements would you like to see in the streets and parks?

- Public art.
- Added topography.
- Trees and Shrubs, gardens.
- Benches and other seating.
- More street furniture. Uniformity amongst street furnishings
- Separated pedestrian / bike trails.
- Drinking Fountains.
- Heritage Signs at appropriate sites.
- Retain as much open space as possible.
- Elements for seniors (e.g. outdoor chess).
- Signage reflective of unique history (e.g. street names).
- Eliminate concrete planters

If you wish to fill out the on-line version of the questionnaire, it is available on the City's website: www.mississauga.ca/lakeviewportcreditreview



Place Making Vote:

The conclusion of the evening included a Place Making Vote where the attendees of the workshop were asked to identify their top three locations they would like to include in the Place Making workshop. The following summarizes the locations identified and their suitability as a place making site.

Location	# of Votes	Ranking	Recommendations
Lakeshore Road Corridor	6	3	We are recommending the Lakeshore Road Corridor for the place making exercise.
Texaco Lands	10	1	We recommend this site for place making
Marina Harbour Lands	6	3	We recommend this site for place making
Port Street	7	2	We recommend this site for place making. It would be good to combine this site with the Marina Harbour Lands.
Lake Ontario Shoreline / Waterfront	1	6	As the shoreline is being addressed in the Waterfront Parks Strategy, we don't recommend that it be included as a place making site.
Marina Park	5	4	This site is being addressed in the Waterfront Parks Strategy.
Credit River Pedestrian Bridge Crossing	1	6	Not recommended at this time.
Lawn Bowling Site (Park / Hurontario)	1	6	Not recommended at this time.
Canada Post Building	2	5	Not recommended at this time.
No Frills Site	1	6	Although not part of the community's top five sites, it would be good to include this site with the Marina Harbour Lands and Port Street.
Port Credit Gateways, east and west	1	6	Not recommended at this time.

The Study team will proceed with the following approved sites for Place Making in the Port Credit District:

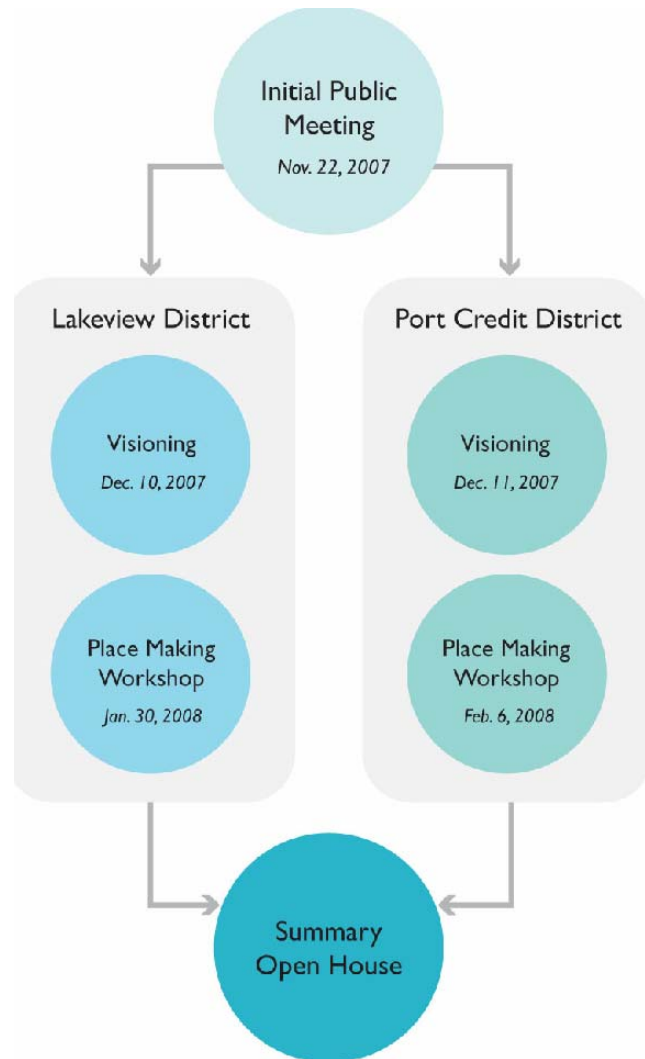
- Texaco Lands
- Marina Harbour Lands, Port Street, No Frills Site
- Lakeshore Road Corridor



What's next?

Lakeview Place Making Session:
Wednesday, January 30th, 2008
Lakeview Golf Course

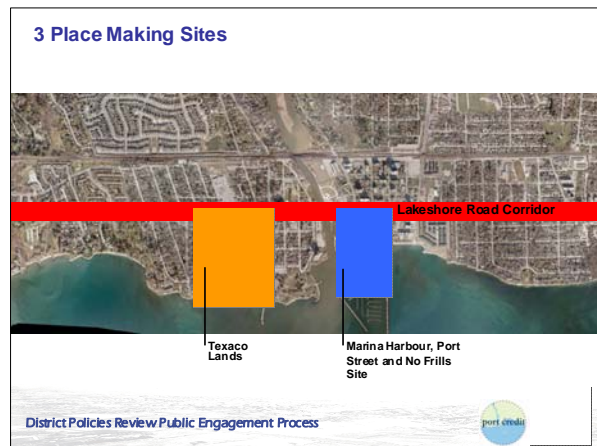
Port Credit Place Making Session:
Wednesday, February 6th, 2008
Clarke Memorial Hall



***Public Consultation Summary:
Port Credit Place Making Meeting February 20, 2008.***

1.0 Introduction:

On Wednesday February 20, 2008, the City of Mississauga, in conjunction with the consulting team of Brook McIlroy Inc./Pace Architects, MSAi Architects and Poulos and Chung Transportation Engineers hosted a public “place making” workshop for the Port Credit district. This was the fifth meeting in a series of meetings as part of the Port Credit and Lakeview District Policies Review, Public Engagement Process.



1.1 Who Came To the Visioning Meeting?

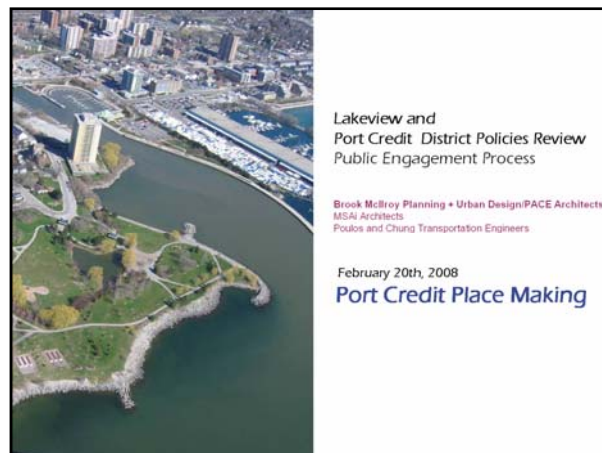
Approximately 81 people attended the event including representatives of many active community groups.

1.2 What was presented?

City Staff and Councilor Carmen Corbasson started the evening with an introduction of the project including an outline of the study process, goals and objectives.

The presentation by Brook McIlroy Inc./Pace Architects included the following:

- Introduction of Place Making
- Review of Top Five Priorities from Kick off Meeting
- Review of physical community structure
- Introduction of Three Place Making sites – Lakeshore Road Corridor; Texaco Lands; Marina Harbour, Port Street and No Frills site



***Please Note: The Place Making Workshop materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview***



2.0 Place Making Workshop

The purpose of the Place Making Workshop was to determine community preferences for shaping the future of the Port Credit community. Each table initiated discussion by describing their top two priorities for that area, with further topics of discussion outlined on a worksheet. The following is an outline of each workshop's objectives:

- Lakeshore Road Corridor groups discussed
 - Common Elements of Lakeshore Road - Street features, Boulevards, Built form and Open Spaces
 - Character Areas – Shawnmarr, Texaco Lands, Core Village, East Village
- Texaco Lands workshop discussed
 - Development Principles – Land Uses, Built Form, Edges and Interfaces, and Open Spaces
 - Site Specific Development Strategies – Land Uses, Framework of Streets and Blocks, Lakeshore Road Streetscape and Street Character, Built Form, Green and Open Spaces, and Sustainability
- Marina Harbour Lands, Port Street and No Frills Sites discussed:
 - Establishing a Vision – The role of area in Village and Waterfront Setting, Character, Land Uses, Built Form, Edges and Interfaces, and Open Spaces.
 - Development Strategy – Looking at Pieces: Marina Harbour Lands, Lakeshore Road Frontage, Port Street, and No Frills Site.

Groups were asked to make notes of their ideas on the worksheets provided and utilize a series of precedent photographs to illustrate their preferred urban design elements. At the end of the place making workshop, each group presented their recommendations and discussion items.

2.1 Discussion Items Summary: Please also refer to section 2.2 Worksheet Summaries

Group 1 Comments: Marina Harbour Lands, Port Street and No Frills Sites

- Retain marina capacity, connect/continue waterfront trail, setting for mixed land use similar to Granville Island.
- Auto-free, well circulated pedestrian routes/waterfront trails, links to LRT, make interesting and pedestrian friendly, connecting areas from GO/LRT/Lakeshore Road to the harbour, prevent heavy automobile use.
- Underground parking throughout, restricted automobile access to pedestrian areas.
- Some higher buildings for density, lower buildings with retail/hospitality, new development to have small building footprints.
- More public involvement regarding opportunities to increase density, including Canada Lands.
- Include artist/cultural industry with affordable housing options, live/work spaces.
- Central feature/site destinations for a mixed-use node.

***Please Note: The Place Making Workshop materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview***



- Community centre a possibility.
- Density to eastern and western villages to spread traffic and jobs.
- Link Port Street and Lakeshore Road with condominium element, retail and commercial.
- Address the community concern of losing a pedestrian friendly grocery store.
- Generally supportive of proposed No Frills site redevelopment (not yet filed).
- If the marina port lands are redeveloped it will necessitate the repurposing of the Post Office parking and Ports Hotel on Port Street.
- Provide continuous vistas throughout.
- Initiate redevelopment opportunities before 2024 (end of lease date), start public consultation process.

Group 2 Comments: Lakeshore Road Corridor

- Continuous streetscaping, consider colours and signage.
- Gateway features at western and eastern boundaries.
- Development on Lakeshore to be consistent, rather than stripland/ eyesores.
- The Core Village Character area to be moderately uniform and consider scale and a continuous street wall.
- New development in Core Village to be set close to street, with wider sidewalk, benches, bikeposts, lampposts, hanging planters and use sustainable features such as solar power.
- Modern buildings with business to tie streetscape in East Village Character area and continue with main street commercial.
- The East Village is missing a place to gather.

Group 3 Comments: Texaco Lands

- Opportunities for these lands to be used by and for the public, such as historic, educational, cultural (museum), ecological (gardens, wetlands), as well as retail, farmers market and waterfront trails.
- Include alternative energy sources, such as solar and wind, and other environmentally sustainable or creative approaches.
- Public amenities should also be incorporated such as parking lots, comfort stations, tourist areas.
- Precedents are Riverdale Park and the Brickworks.

Group 4 Comments: Marina Harbour Lands, Port Street and No Frills Sites

- Marina should remain in some form.
- Enhance pedestrian access and connections to parks and water.
- Include mixed-use and office space.
- Height is not as important as open space and design.
- Marina lands and waters edge should be publicly owned.
- Site should have an iconic building, such as a light house or opera house.
- Opportunities for boat transport to Toronto and Rochester.
- Remove car use, option for a shuttle bus to bring people to area.

***Please Note: The Place Making Workshop materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview***



- Create a public square similar to European examples.
- No Frills site should remain and have frontage that reflects streetscape with surrounding buildings stepping up.
- Activities should be mixed uses and offices, also school of the arts, community services such as a skating rink.
- Options to maintain/plow the trails.

Group 5 Comments: Texaco Lands

- One option to keep lands as one parcel and dream big, such as a campus.
- Another option to divide the lands – 1/3 for green space and parks, 1/3 for institutional and 1/3 for mixed residential.
- Parks to extend and continue from Saddington Park.
- Options for institutional use are education, community centre with pool, rink, museum, theatre, aquarium.
- Transportation – the LRT should run behind Loblaw's site and not disrupt.
- Parking should be below, the ground should be for people.
- New development should be at 2 storeys with stepbacks up to 6 storeys at full lot depths (towards the middle of the site) and reflect the adjacent neighbourhoods and heritage.
- Low rise, mid-density developments should have small footprints.
- Affordable housing should be included.
- Dedicate one bi-directional lane for peak traffic and one lane to bicycles and to accommodate a wider sidewalk.
- Provide shuttle and ferry service.
- Create natural connections to the water.

Group 6 Comments: Lakeshore Road Corridor

- The context of Port Credit is that it is an authentic village, it offers full services accessible by foot or bike – new district policies to reflect “built function”.
- The boundaries of Port Credit makes Lakeshore Road the life-blood artery, traffic is a priority issue in order to maintain village mainstreet and foster a “signature look”.
- Port Credit has strategic value to the entire city, as a “Jewel on the Lake”, which should be reflected in district policies.
- Density should be shared throughout the city, increased density in Port Credit should be low- to mid-rise distributed along the length, with a maximum of 3 storeys along corridor with new development that respects heritage.
- Retail to create a continuous streetscape that reaches right to the sidewalk.
- Imperial Oil property should have storefront retail with a mix of office and living space above to avoid “dead zones”.
- Lakeshore should support integrated transportation modes with bike lands, wide sidewalks, improved public transit and 3-tidal traffic lanes for circulation.
- Environmental challenges should be addressed, looking at trees, watershed, unpleasant nuisances and green buildings.

***Please Note: The Place Making Workshop materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview***

- One or two Parking garages are preferred.
- There are opportunities for year round, all ages community spaces in laneways behind Lakeshore.
- Enhance north-south connectivity and views to alleviate pressure along Lakeshore, build a bridge across Credit River.
- District policies should reflect and retain the current social matrix.

2.2 Worksheet Summaries

Group 1 Marina Harbour Lands, Port Street and No Frills Sites

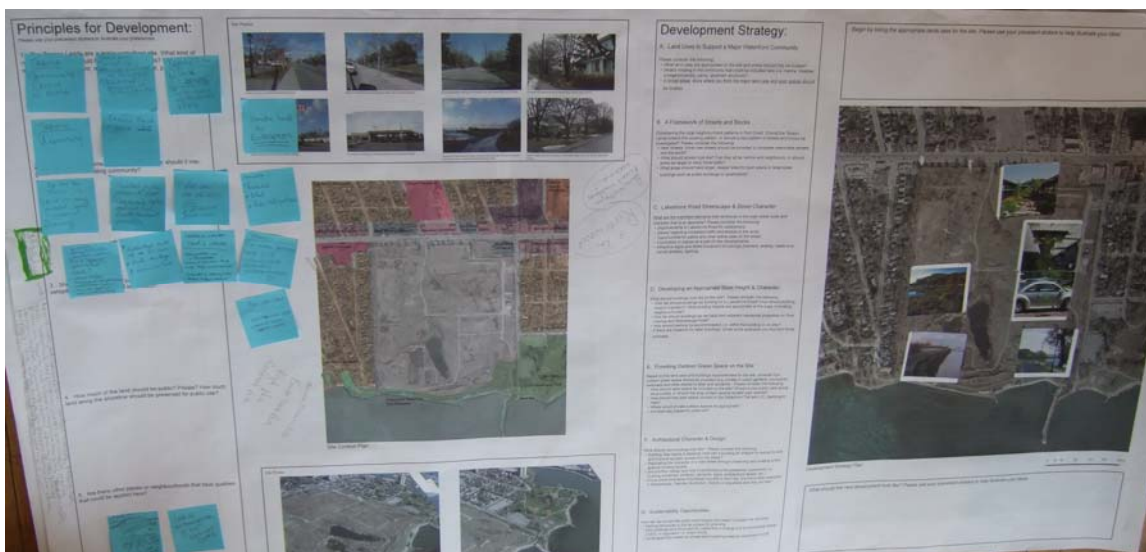


Please Note: The Place Making Workshop materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview

Group 2 Lakeshore Road Corridor



Group 3 Texaco Lands



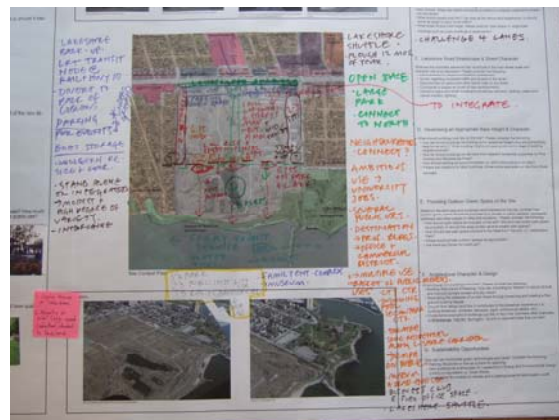
Please Note: The Place Making Workshop materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview

port credit & lakeview

District Policies Review Public Engagement Process

City of Mississauga

Group 5 Texaco Lands



Please Note: The Place Making Workshop materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview

Group 6 Lakeshore Road Corridor



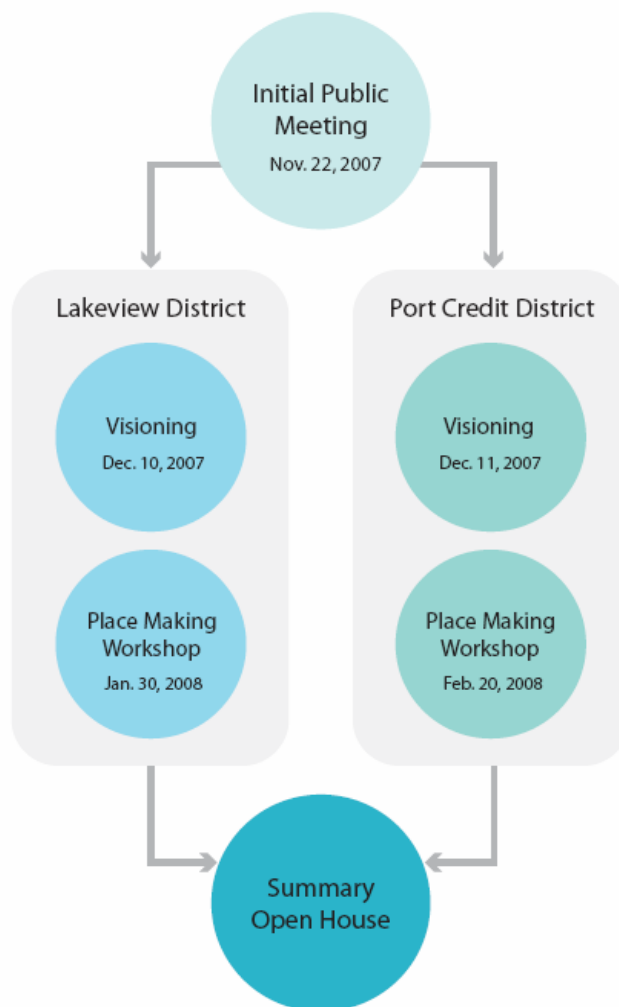
Please Note: The Place Making Workshop materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview



What's Next?

Lakeview and Port Credit Open House
April 2008

(Exact date and location to be determined)



*Please Note: The Place Making Workshop materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview*

Public Consultation Summary: Port Credit Youth Engagement April 8, 2008.

1.0 Introduction:

On Tuesday April 8, 2008, staff from the City of Mississauga, in conjunction with consultants Brook McIlroy Inc./Pace Architects, visited Riverside Public School to conduct a workshop for the Port Credit District.

1.1 Who participated in the workshop?

Twenty-six grade 8 students from Mr. Billings class took part in the workshop.

1.2 What was presented?

The workshop began with a presentation by Brook McIlroy Inc./Pace Architects.

The presentation included the following:

- Study Team Purpose
- Community Characteristics
 - Context
 - Primary Physical Elements
 - Green Spaces and Natural Areas
- Quality of Great Waterfront Community
 - Sustainable: Environmentally Responsible
 - Connected to the Water
 - Balanced Use of Natural Areas
 - Streets for People
 - Heritage
 - Year Round Use
 - Options for Travelling
 - Built Form
 - Active Building Uses
 - Activities For All Ages



***Please Note: The Place Making Workshop materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview***



2.0 Workshop

The purpose of the Youth Engagement Workshop was to understand how youth utilize their community and determine preferences for shaping the future of the Port Credit community. Each table initiated discussion by describing the top three things they love about their community, with further topics of discussion outlined on a worksheet. The following is an outline of the workshop's objectives:

- Tell Us About Your Community
 - What is important to you in your community and what makes it special?
 - What do you like/dislike about your community?
 - What is missing in your community?

Groups were asked to make notes of their ideas on the worksheets provided and utilize a series of precedent photographs to illustrate their preferred urban design elements under the headings:

- Favourite public spaces and parks
- Favourite buildings
- Things we don't like

At the end of the workshop, each group presented their recommendations and discussion items.

2.1 Discussion Items Summary: Please also refer to section 2.2 Worksheets

Group 1 Comments

Tell Us About Your Community

- A) What is important to you in your community and what makes it special?
 - Everything should be environmentally friendly.
 - Festivals.
 - Places to use a computer.
 - Waterfront and Credit River parks.
- B) What do you like/dislike about your community?
 - Like the people, many people know each other.
 - We generally feel safe.
 - Like the School.
 - We like that we can walk and bike to where we want to go – friends are close by.
- C) What is missing in your community?
 - Places to eat for younger age groups.
 - Animal Shelter.
 - A place to play paintball.
 - ATV/BMX/skateboard park in addition to the one at the arena.
 - Marine Land type facility.

***Please Note: The Place Making Workshop materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview***

port credit & lakeview

District Policies Review Public Engagement Process

City of Mississauga

Group 1 Selected Images



Students selected images that showed active outdoor places such as sport courts, bike lanes and trails, concerts, urban waterfront and skateparks. Images showing environmentally positive features such as permeable pavers, higher order transit, roof gardens and solar panels were selected.

Places We Like to Visit:

- Shawnmarr Park.
- Rhododendron Gardens.
- Waterfront Extension trail.
- JC Saddington Park.
- Harbour Marina.

Please Note: The Place Making Workshop materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview



- Memorial Park East.
- Arena.
- Neighbourhood school playground.
- Downtown Port Credit.

Group 2 Comments

Tell Us About Your Community

A) What is important to you in your community and what makes it special?

- People are friendly.
- Homey and small scale. It is not like the rest of the City.
- There are a lot of natural areas with trails.
- Everything is close together – schools, shops, houses, waterfront.
- Library is close by and near the waterfront.
- There are a lot of trees.
- Close to the pool.
- Texaco land could be made into a big park.
- Able to picnic in lots of places.

B) What do you like/dislike about your community?

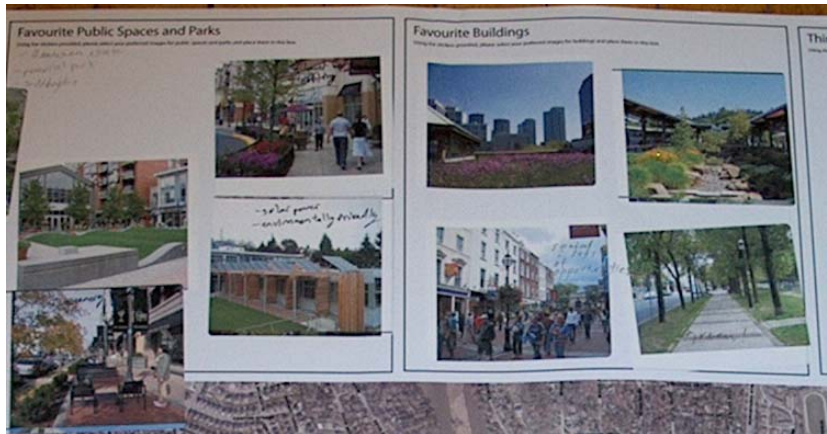
- Many places lack trees.
- Greenery near buildings.
- Polluted and smelly water.
- Can't swim in lake.

C) What is missing in your community?

- Hobby shops.
- Bigger skateboard parks that include bikes.
- Large fountains or water feature.
- Outdoor skating rink like City Hall.
- More parks
- Places to eat e.g. McDonalds

***Please Note: The Place Making Workshop materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview***

Group 2 Selected Images



Images showing roof and rain gardens were selected as favourite buildings. Tree planted, landscaped and active pedestrian oriented spaces were also selected.

Students liked the idea of solar panels.



Students indicated that they did not like certain building types.

Group 3 Comments:

Tell Us About Your Community

A) What is important to you in your community and what makes it special?

- The many different parks.
- Everything is based on one main road (Lakeshore Road).
- The Waterfront Festival.
- The closeness to the lake.
- The balance of urban and rural.
- History.
- Not too crowded.
- The environment – cleanliness of the water and the Lake.

Please Note: The Place Making Workshop materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview



B) What do you like/dislike about your community?

- Dislike the traffic
- Crappy buildings and cars.
- Like the restaurants and parks.
- Nothing, it's perfect!
- Can't swim in the lake.

C) What is missing in your community?

- Soccer fields.
- McDonalds.
- Paintball.
- Community Centre.
- Bigger outdoor pool.
- Hiking trails.
- Skating arena open all year.
- Youth-gearred restaurants.
- Large fountains.
- Amusement park e.g. like Marineland.
- Shopping centre/mall.
- Cleaner water.
- Animal shelter.
- Better transportation.
- Mountain biking trails.
- More festivals.
- Better library services.
- ATV/Skateboard park.

***Please Note: The Place Making Workshop materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview***

Group 3 Selected Images

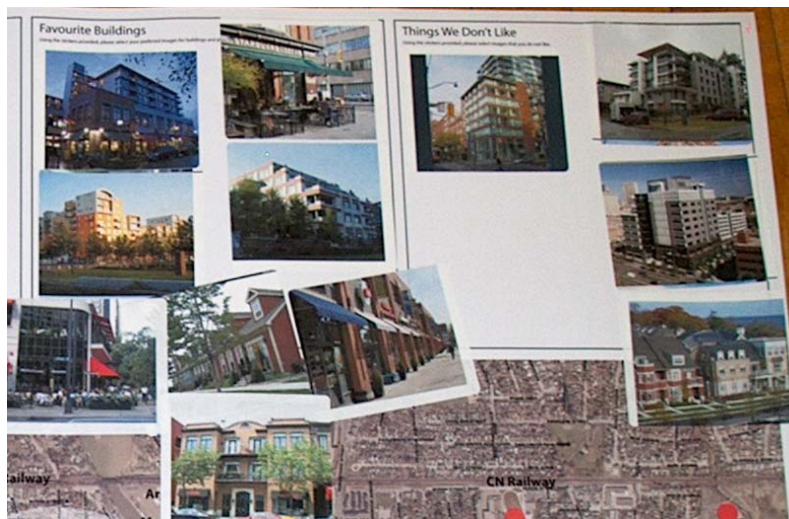


Images selected for favourite public spaces and parks included active places like skateboard, basketball and skating facilities.

Students liked landscaped and people oriented streets.

Images that showed unique places to gather and places to display amateur art were selected.

Selected images for waterfront spaces indicated that students liked a variety of spaces along the waterfront.



Students seemed to prefer buildings that were constructed of natural materials such as brick and stone.

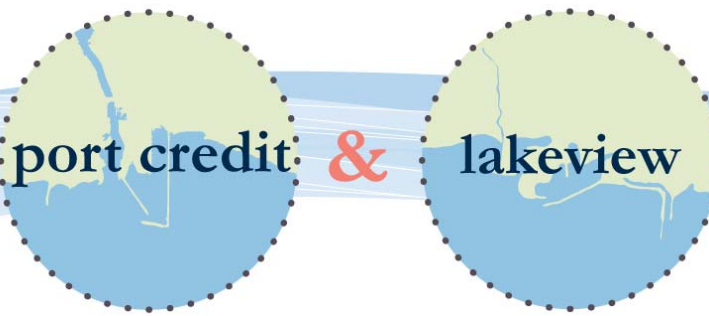
Preferred images showed active ground floor uses such as cafes and retail space.

Images selected as favourites often included tree canopy.

Places We Like to Visit:

- JC Saddington Park
- Harbour Marina

Please Note: The Place Making Workshop materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview



District Policies Review Public Engagement Process

City of Mississauga

- St. Lawrence Park
- Hiawatha Park
- Local School playgrounds
- Adamson Estate
- Lakefront Promenade
- Library
- Memorial Park East

2.2 Worksheets

Group 1



Please Note: The Place Making Workshop materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview

port credit & lakeview

District Policies Review Public Engagement Process

City of Mississauga

Group 2



Please Note: The Place Making Workshop materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview

Port Credit: An Urban Village for the 21st Century, A Model Community for the World

VIVA Port Credit

In May of 2008, VIVA Port Credit submitted the first release of this detailed document with the goal of providing intricate and community based input on the future of Port Credit. Refer to section 2.2.1 Stakeholders for more information on the structure of VIVA Port Credit. The information contained in this document represents consensus between several community groups.

The executive summary of the document includes the following document description:

“...our task is about more than guiding infill development in the predictable places, and enhancing an existing framework. We must re-invent our interpretation of the civic framework we have. We must imagine a transformative village design centred on shared and stated community values. We must intentionally guide development for both the public and private realms in a way that respects existing heritage, builds on current successes and ensures the sustainability of our Village community.

This White Paper is presented in a modular format, with discrete sections on fourteen (14) main Themes (e.g. Economic Development) and five (5) Special Sites (e.g. Port Street), all broken out for individual focus and discussion. Separating the themes has served to reveal their profound interdependence, and their joint application to the special sites. It is remarkable that these significant sites can still be subject to enlightened 21st Century thinking informed by “sense of place” and “quality of life” concepts, with the benefit of the experiences of other communities around the world.

Port Credit has a strong Public Realm (Waterfront, Mainstreet, Parks and Public Institutions), which defines our Village identity to an extraordinary degree, and supports our deep sense of place. The central Mission of the District Policies should be to enhance Port Credit’s vibrant community life, especially in our public spaces. Together we can fulfill this mission and create a dynamic legacy for succeeding generations.

In this White Paper we propose many specific ideas and principles that exemplify this approach, including:

- *Putting Pedestrians and Cyclists first (e.g. enhancing connectivity)*
- *Reconfiguring Lakeshore Road, our Mainstreet, to balance all transportation modes*
- *Planning holistically to maintain our Village Character*
- *Clearly defining and protecting our distinctive Neighbourhoods*

Port Credit: An Urban Village for the 21st Century A Model Community for the World



www.VIVAPortCredit.ca

VIVA Port Credit's "White Paper", May 2008.

- *Stewarding and restoring our natural Environment*
- *Celebrating the “Port” and the “Credit” in Port Credit*
- *Promoting our History and preserving our Heritage*

The objective is to crystallize a collective Vision for Port Credit. This is our consensus of what needs to be talked about, and a distillation of all the ideas we have heard and contributed, but not a conclusion. We offer this White Paper as a tool for discussion using a common vocabulary and point of reference.

www.vivaportcredit.ca

Please visit the VIVA Port Credit website to download a complete copy of “Port Credit: An Urban Village for the 21st Century, A Model Community for the World”.



Previous place making exercise included superimposing known places onto the Harbour Marina Lands to help the community understand the scale and proportion of the site. The above image shows the Sydney Opera House on the site. (Photo courtesy of VIVA Port Credit)



The above image shows the Miami Centre Harbour on the site. (Photo courtesy of VIVA Port Credit)



The sunken freighter Ridgetown, the Former Canada Steamship Lines pier and breakwater and the "Port Domain" are significant elements of Port Credit's identity and history and should be preserved to promote the harbour experience. (Port Credit: An Urban Village for the 21st Century; A Model Community for the World, VIVA Port Credit)



Previous place making exercise included superimposing known places onto the Imperial Oil Lands to help the community understand the scale and proportion of the site. The above image shows Square One Shopping Centre on the site. (Photo courtesy of VIVA Port Credit).



University of Toronto Campus on the site. (Photo courtesy of VIVA Port Credit).

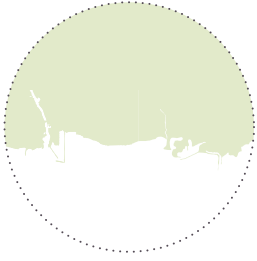


CN Tower, Rogers Centre and Harbourfront on the site. (Photo courtesy of VIVA Port Credit).



The "study area" in this diagram refers to a Pedestrian Precinct south of Lakeshore Road that incorporates a re-developed Port Street. The Port Square concept is described as follows:

"At the heart of the proposed precinct there should be a significant public pedestrian square that intimately connects the street life on the Mainstreet (Lakeshore Road) with the harbour area. We are calling this concept Port Square. The optimal location for the square is on the present Ports Hotel site. Such a transformation should be undertaken in the context of the redevelopment of the No Frills site and the Port Domain. Development should be structured to generate and support pedestrian flows and civic activity in the square. This area should have mixed-use development convivial to pedestrians, cyclists and boaters, including street-level retail, and comfort amenities. There are already waterside destination restaurants in close proximity." (Port Credit: An Urban Village for the 21st Century; A Model Community for the World, VIVA Port Credit)



Appendix D

Lakeview and Port Credit Districts

Appendix D

D-1 Final Public Open House Summary



Public Consultation Summary: Final Public Open House June 19th, 2008

1.0 Introduction:

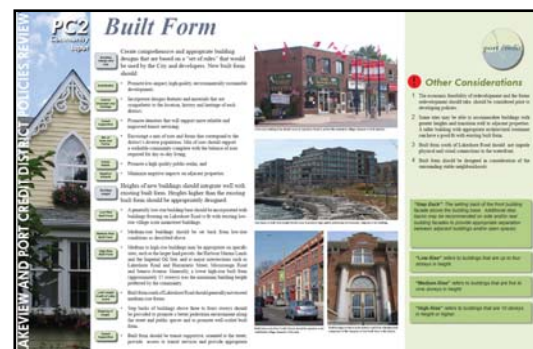
On Thursday June 19th, 2008, staff from the City of Mississauga, in conjunction with consultants Brook McIlroy Inc./PACE Architects, and Poulos and Chung Transportation Engineers hosted an open house for the Lakeview and Port Credit District Policies Review Public Engagement Process. Approximately 70 people attended the Open House sessions.

1.2 What was presented?

A series of display panels for each of the planning districts was presented. The panels outlined the summary of public input collected to date relating to specific themes. The panels also indicated other matters that will need to be considered when developing the policy recommendations. The display panels are available for viewing on-line at the web address provided below.

2.0 Public Participation

Attendees of the Open House were asked to participate by reviewing the display panels; making comments on each panel with post-it notes provided; asking questions and discussing their ideas and concerns with staff from the City and the consultant team and completing and submitting a questionnaire. The intent of the evening's input is to ensure that the consultant team has "got it right" before proceeding into the recommendations phase of the study.



Please Note: The Open House materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview



2.1 Summary of Comments for the Lakeview District Panels

Panel L3: Waterfront

- New designation should allow small scale food/drink kiosks like they have in Rio or Barcelona.

Panel L4: “Mixed Use” Designation

- Small scale stores such as sandwich shops should be encouraged.

Panel L5: Intensification

- We want to grow smart. Intensification is good but not on the magnitude of Toronto's Waterfront. Keep community aesthetics as much as possible.

Panel L7: Neighbourhoods

- Create regulations for maximum lot coverage on residential lots to discourage “monster homes”, homes that take up the entire lot.
- Add policies that require the preservation and protection of existing trees and gardens.

Panel L9: Industrial Lands

- The south side of Lakeshore Road should be developed as a “heritage” trail. It should look more like a boulevard.
- If we change all employment land, where are people going to work? Shouldn't it be better to have a balance residential/employment? Regenerate that area for employment use instead. That makes more sense: Live & work in your community.
- I am selling my house after seeing your visions for Lakeview.
- This is quite a wish list.

Panel L10: Former Lakeview Generating Site

- Add more boat slips and marina facilities.
- Density placed here must not place pressure on Lakeshore Road.

Panel L11: Lakeview Wastewater Treatment Facility and Arsenal Lands

- These types of businesses must be more open to public. Encourage “open houses” so concerned citizens can ask questions. This may help disperse ‘myths’ about the facility and enhance their public image at the same time.

Panel L12: Lakeshore Road

- Traffic should flow on Lakeshore Road, including left and right turns. No light rail – it's bad for traffic. Think about Spadina Ave (Toronto).
- Maximum heights should be established by considering the adjacent community.

Panel L13: Inglis Site

- Protection of Cooksville Creek as natural habitat is critically important.
- No buildings should be allowed in the floodplain.

***Please Note: The Open House materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview***



Panel L14: Dixie Outlet Mall and Applewood Village Plaza

- We like Dixie Outlet Mall the way it is. Why spoil it. It is safe to shop there. Sometimes you can't find a place to park.
- Applewood Plaza was part of our first master-planned community in Mississauga. Should it be preserved?
- The Dominion store should be designated and included in any redevelopment scheme.

2.2 Summary of Comments for the Port Credit District Panels

Panel PC1: Vision Statement

- New development must demonstrate a higher level of responsibility to environment.
- This may imply or promote "NIMBY-ism".
- Intensification on waterfront in the past has been bad with not much being left for lake front open space in Port Credit. No more!
- Even if under new regulations brownfield development is allowed (Imperial Oil lands) We should be very wary of future problems related to pollution.
- Does intensification make sense to the local community or the City?
- Cyclists and pedestrians if possible should be separated. Walking is not fun with cyclists flying by.
- Show us vision for next 33 years.
- Must avoid canyons on the lakeshore – continuous wall of tall buildings should be avoided.
- Right on! I agree with this statement.

Panel PC2: Built Form

- The push for high-rise buildings on these sites seems to be coming from developers, not residents. It may be coming from the professionals who have studied this stuff.
- Low rise only on south side of Lakeshore Road. Mid rise can set back one lot depth.
- Medium rise should be the maximum height south of Lakeshore Road.
- Mid rise should be the maximum height in Port Credit. Limit to south of Lakeshore Road.
- Low rise only along village mainstreet. Mid rise must be 100 feet back.
- New buildings should be sensitive to village character.
- Include easy access to basic and reasonably priced food stores.
- Existing city-owned heritage buildings need to be properly maintained. i.e. Derry House.
- There should be no high rise development south of Lakeshore.
- High-rises only by GO Station, low-rises on Lakeshore Road on both north and south sides. Medium rise elsewhere (except south of Lakeshore Road).
- High Rise is NOT desirable for Imperial Oil or Harbour Marina sites.
- Everyone I speak to will be shocked with 15 storeys as the maximum building height.
- No medium or high rise on Harbour Marina lands.
- Ensure the Post Office has the adaptive reuse. Historical designation.

Panel PC3: Waterfront

Please Note: The Open House materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview



- Should allow some small scale food/drink kiosks along waterfront trails.
- Year round path access in Parks. Please plough snow.
- Need the pedestrian bridge over the Credit at CNR tracks to complete connectivity!!
- Rocks are not enough, we need more accessible beaches.
- Brownfield sites should only have moderate intensification targets.
- Yes – promote LEED compliance.
- Brownfield sites! Texaco lands should remain open for public use, ie. waterpark, family complex etc.
- Brownfield sites could also be used for lower intensity activities if capped rather than cleaned.
- It would not enhance the waterfront to have medium to high rise development on the Harbour Marina lands.
- Public washrooms should be added to the new “Waterfront”.
- Make more direct access to water in parks. Build beaches in all waterfront park

Panel PC4: “Mixed Use” Designation

- Eco-coop type housing should be considered.
- Encourage employment in town. This may be the key to traffic issues.
- Consider co-op housing.
- Need to add more of a ‘canopy effect’ along the streets.
- Affordable mixed use housing is critical.
- More trees along the street please.
- Must integrate transit frequency and bike facilities to allow lower parking requirements.
- City must provide guidance on how many new people will comprise intensification over next 30-50 years – How intense is intense?

Panel PC5: Intensification

- Determine Port Credit’s “fair share” of population through 2030. How many people?
- Maintaining agricultural lands is vital, but hydro lands for home gardens should be made available.
- Parking facilities should not interrupt the flow of the main street character on Lakeshore Road.
- Intensification should include employment facilities/work space.
- No above ground/grade visible parking structures.
- Please do not intensify on the Marina Harbour Lands – it would be such a waste! This needs to be a public place.
- Note that intensification doesn't mean (necessarily) great heights and that it shouldn't happen.

Panel PC6: Transportation

- Don't use pending studies as an excuse to do nothing now (re: bike lanes). Put the bike lanes in next week!
- Yes to bike lanes along Lakeshore Road.
- Yes Yes Yes! (in reference to the cycle lanes image).

***Please Note: The Open House materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview***



- Do this in 2008 (in reference to the cycling facilities).
- Huge! (in reference to the transit lifestyle)
- Street furniture please.
- Make Lakeshore Road 2 or 3 lanes by Sept 2008! Do it now.
- Create a second bridge over the Credit River and be creative about traffic distribution to minimize impact on neighbourhoods.
- Study Lakeshore Road traffic; is the problem local, or caused by commuter traffic from other areas?

Panel PC7: Neighbourhoods

- Provide protection for existing trees and gardens.
- Create regulations for lot coverage to discourage “monster homes”.
- Set construction completion dates so that half finished houses don't stay that way.
- Protect historical buildings!
- All new development should be sympathetic to the neighbourhood.
- The city needs to make a commitment to maintain existing property i.e. Derry House.
- Make adaptive re-use mandatory.
- Get support from new Provincial legislation.
- This is also a distinct neighbourhood: (sketch shows railroad tracks to the North, Lake Ontario to the South, Credit Landing to the East, and Broadview to the West, with Lakeshore bisecting E-W).

Panel PC8: Remnant Employment

- Yes! (to support recent trend of the emerging artist /craftsmen uses)
- GREAT IDEA! (support recent trend)
- No (to mitigate vacancies)
- Consider new road East/West adjacent to the railway.

Panel PC9: Port Credit Harbour Marina Lands and Port Street

- Retain the PORT characteristic(s) in this place. Keep warehouse use and reuse as artisan workshops featuring port activities of both past and present. Harbourfront (Toronto) comes to mind.
- Need to create “opportunity” to develop Ports Hotel, and that means height.
- Must allow 100% public access to all shoreline.
- Should have 1 or 2 high rises out on the point to help reduce some of the land coverage.
- “Tall iconic structure” should be artwork, not a building.
- Looks like Port Street East is planned to be another Toronto style condo alley along the waterfront despite what the public wants.
- No high rises south of Lakeshore.
- No high rises!!
- Port Street is an alternate traffic route during festivals and emergencies. It must be maintained.
- Ferry from Toronto and the USA would be perfect!!

***Please Note: The Open House materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview***



- Bullet #3 is a great idea.
- The west side of the river should echo that look and have small shops and restaurants etc.
- Port Street should be developed as a centre for restaurants, coffee shops etc. with a uniform look!
- Yes! Ferry!
- If a ferry from downtown Toronto to US didn't work economically, a ferry from PC would never work.
- Keep the Port in Port Credit!
- Provide space for patio restaurant seating along the shoreline and other areas.

Panel PC10: No Frills Site

- Keep small character and building material to match existing buildings.
- 2-3 storeys at Lakeshore Road may step back to taller buildings in behind.
- Frontage onto Lakeshore Road should have some character. Not box like.
- Bullet #2 - Make the storefront as 1 grocery store instead of 5 stores.
- Keep eclectic main street look of village.
- Bullet #2 – add to this the need for the walking distance to be convenient to apartment building neighbourhood.
- Below grade grocery store?
- Offer lower parking standard for grocery store.
- Coordinated block development is required. Prevent repetitive shadow and other negative impacts for nearby buildings.
- Put a grocery store by the GO Station.

Panel PC11: Imperial Oil Lands

- Right On! Great idea.
- No tall buildings. Low to mid rise only.
- Bullet #4 Yes! Good idea.
- Maintain existing pond on south-western corner of site.
- Agree with bullet #2 100%.
- If this is a viable site for development, Imperial Oil would have done so years ago! Why haven't they?
- Imperial Oil should be taxed at a rate commensurate with what they had there previously. Maybe then they'll be compelled to clean the site.

Panel PC12: Lakeshore Road

- Distributed density along Lakeshore obviates the need for high rises.
- Step buildings back to avoid a "canyon" effect.
- Yes to bullet #8 – this is an eyesore.
- Parking should be placed behind storefronts.
- Narrow Lakeshore Road to get bike lanes and wider sidewalks. Dedicate secure bike facilities for locals.

***Please Note: The Open House materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview***



Panel PC13: Lawn Bowling Site and the Port Credit GO Station

- Would allotment gardens be possible on the Lawn Bowling Site?
- Houses at the edge of the site are designated heritage and would remain designated while they are used for public use.
- Provide ample retail space. This could be an excellent site (GO Station) for No Frills type grocery store.
- No above grade parking.
- Need parking garage for station with stores above.
- Put a grocery store by the GO Station to serve the high-rise walkers & commuters.
- Put a parking garage by the GO Station.
- "If" the lawn bowling site is developed, income should be directed to Port Credit amenities.

2.2 Questionnaire Summary

The questionnaire prepared for the Open House asked the following questions:

1. Which District are you commenting on? Lakeview, Port Credit or both?
2. What is your involvement with the community? Resident, business person or other?
3. How accurately does the information on the panels represent your views? Very accurate, accurate or inaccurate?
4. Please explain your response.

Question 1 Results:

74% of the respondents were commenting on the Port Credit District.

13% commented on the Lakeview District.

13% commented on both Districts.

Question 2 Results:

100% of the respondents were residents. Of the residents, 13% were also business owners in the area.

Question 3 Results:

33% of the respondents answered that the panels were "Very Accurate".

60% answered that the panels were "Accurate"

7% answered that the panels were "Inaccurate"

***Please Note: The Open House materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview***



Question 4 Comments:

1. Only concerned about the Marina Lands. I do not want residences south of Lakeshore Road. Like bicycle, pedestrian, transit push. Post Office land should be incorporated into parks.
2. The public involvement process has worked well, however I think it would be useful to keep track of who the suggestions are coming from – residents, small businesses, developers, etc.
3. The requirement for intensification has been discussed but resisted by the majority of residents. I think the boards deal with this with the balance weighing in favour of more rather than less intensification, and more height rather than less (again, probably not the majority view).
4. Community input is important but not when it is not grounded in strong supported arguments and not when it reverts to simple (and dangerous) “NIMBYism”.
5. Above grade parking (multi level deck) should be avoided at all costs (GO train site, heritage/central residential district, etc.)
6. When defining neighbourhoods, not sure the East Village is identified. (Drawing showing boundary of #10 and ‘Seneca’ to ‘Adamson’ and Lake)
7. Can a below grade (with above grade entrance/boutique) grocery store be included in the No Frills development?
8. There are good ideas here, but also we need to have a balance between jobs and residences. It is not a good idea to change all the employment areas into residential and commercial uses. These employment areas could be transformed into nice looking office areas for professionals and highly skilled workers. (I think there are lots of professionals living in Mississauga and highly skilled workers that would love to work close to home.) This in addition to some small manufacturing.
9. I’m a commuter and it will be good for the community start working in the community.
10. Imperial Oil / Esso should be taxed for their land as all other property owners are. This might speed up the clean-up of the land.
11. No high rises on Lakeshore & Mississauga Roads. Need better recreation facilities in Port Credit. A proper swimming pool not behind propane tanks and high rises, multi level parking at GO Station. One cannot get a parking space after 10 AM.
12. Existing buildings are accurate. Plans look good.

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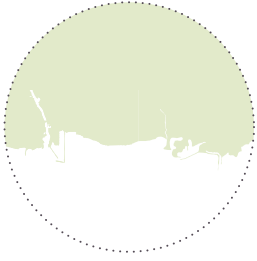
13. More development is required in Lakeview-Lakeshore. Rail buses (street car) is a bad idea: Spadina (Toronto) under construction these last 5 years is killing business.
14. Need to upgrade sewage treatment plant first. (Dixie/Lakeshore)
15. The building height issue seems very vague and not well defined. I am very opposed to any building south of the Lakeshore taller than the Waterside Inn. My preference would be that new development not exceed the height of the Regatta building.
16. I am also unclear on the plans for the GO Station and lawn bowling site. Most of the statements are very vague, so the success of this process will depend on the city's interpretation of the community's input.
17. I understand intensification around the GO Station, but do not want it to go as far as Mississauga Road, nor to Lakeview.
18. Want tree-lined streets, recreation, more walks, fountains, winter activity (rinks), summer splash pool, crafts, etc.
19. Please listen to the public.
20. No high-rises in Port Credit. Retain the village character. Enhance on the 'canopy' and add more green! Protect and preserve our natural environment.
21. Excellent integration of ideas.
22. Must manage density with real forecast of population growth that Mississauga and this area must absorb over next 30 years. Quantify it please. Then we can judge how much density to plan! Share the demographic facts with us.
23. Giving access to the lake to the public and making Lakeview a destination. New structures must tie in to existing residential areas to maintain its charm and they must transition properly to the neighbourhoods.
24. Most main themes are relevant, but the exact details/recommendations may not totally reflect my ideas. These differences have been noted on Post-Its. I would have liked to have examined Lakeview's boards as Lakeshore Road is a corridor connecting us from Etobicoke Creek to South Downtown. We must get it right – we won't have a second chance.
25. Thanks for all your work. You've captured the essence of our needs.

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26. I feel that the development will enhance the community. However, it is too bad that the development being built at the corner of Hwy 10 and Lakeshore did not keep to a lower density as the proposed development seems to be too high and it will greatly affect traffic in the area.
27. Community Objectives re: Marina Harbour, Port Street and No-Frills Site. How many contradictions can there be in one development plan?
28. Support Main Street 'Walkable' Village Character: Much is made of the desirability of maintaining or even improving "walkability." But what's the plan? First construct a twenty-something floor condo tower. Then demolish the only supermarket within walking distance of the largest concentration of the existing population and replace it with what? Yet another high-rise condo building of new residents who will also require to travel by car or grocery shop at convenience store prices and limited selection.
29. I can see how this may achieve another stated aim, to slow traffic, but it will be as a result of increased not decreased congestion.
30. The list goes on but perhaps the biggest anomaly is that Mississauga should persist in characterizing Port Credit as "the village on the lake" while allowing it to increasingly resemble Manhattan.

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www.mississauga.ca/lakeviewportcreditreview***



Appendix E

Lakeview District

Appendix E

E-1 Lakeshore Road Design Concept:
Lakeview District

The existing built form along Lakeshore Road East is characterized by a mixture of retail, highway commercial, industrial and residential uses, some of which were built to outmoded standards. This design concept describes the type of redevelopment which is required to transform Lakeshore Road East into a high profile "showcase" street appropriate to an increasingly urbanized City.

Objectives

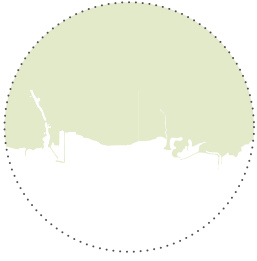
- a. Reduce the automobile-oriented character of Lakeshore Road East.

- b. Develop a built form which creates an attractive pedestrian environment along Lakefront Promenade, along Cawthra Road between the railway tracks and Lakeshore Road East, and along Lakeshore Road East in the areas near Cawthra Road and near Lakefront Promenade.

Guidelines

- a. On lands designated Mixed Commercial along Lakeshore Road East, comprehensive developments are encouraged which also incorporate the adjacent residential lands. Such development would have commercial uses adjacent to Lakeshore Road East, residential uses on the portion designated residential, and parking internal to the development with the parking covered by a landscaped deck which serves as amenity space for the residential units.
- b. The commercial component of Mixed Commercial areas should be developed as storefront retail outlets with building faces close to the street, display windows, and parking at the rear. This provides greater visual interests for pedestrians and avoids the existing clutter of parked cars in front of buildings, as well as improving access conditions from a traffic perspective.
- c. The amenity space for the residential component of Mixed Commercial areas should include private open space such as rooftop decks or terraces; grade level open space should have adequate privacy, sufficient screening from parked cars and direct connection to the unit for which it is intended.
- d. The development of two storey buildings adjacent to Lakeshore Road East in Mixed Commercial areas is encouraged. Two storey buildings create a stronger sense of enclosure for the street and thus make a more comfortable pedestrian space.
- e. Well-defined pedestrian walkways should be provided to facilitate pedestrian movement from parking areas to the street.

- f. In General Industrial areas along Lakeshore Road East and along Lakefront Promenade, the character of most existing industrial developments should be preserved, especially the large, well landscaped front yards with no parking between the building and the street. Any redevelopment should also exhibit this character in order to support the emerging pedestrian environment.
- g. The development of marine oriented uses is encouraged as a complement to the harbour activity of Lakefront Promenade Park.
- h. Sites adjacent to watercourses or open spaces should be developed to highlight those spaces by avoiding parking areas adjacent to them at the street line. Site landscaping should blend with and emphasize the watercourses or open spaces.



Appendix F

Lakeview District

Appendix F

F-1 Transportation Overview Assessment, Poulos and
Chung Inc.

Lakeview and Port Credit District Policies Review

Transportation Overview Assessment

Prepared by Poulos and Chung, Transportation Engineers

May 5, 2008

1. Setting

The Lakeview and Port Credit Districts are located in the southern part of the City of Mississauga, essentially extending from the City of Toronto boundary to west of the Port Credit river.

The open space conditions, the historical development pattern and the primary road network have defined the community setting and the definition of the neighbourhoods, retail and employment areas.

The primary road 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 twofold:

- To serve the accessibility and circulation functions of the Districts, and;
- 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 Mississauga Road, Hurontario Road, Cawthra Road and Dixie Road.

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.

2. Existing Conditions

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.

The successful merger of all of these activities is what has made corridor into a successful place where people want to be. This is evidenced by the wide variety of retail /

commercial activities and the significant amount of pedestrian flows that occur on both sides of Lakeshore Road.

It is very 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.

3. On-going Transportation Studies and Investigations

The City of Mississauga has both on-going investigations and studies underway which can help the Districts. These include:

- The City Bicycle Master Plan which is currently underway. This study could potentially identify Lakeshore Road as a link in the overall bicycle route network. If it does, it would be anticipated that further feasibility and engineering studies would be required to determine how the designated space could fit within the available right-of-way and changes required to curb and boulevard conditions;
- Continual traffic counting programs and monitoring of intersection operating conditions. The Transportation Department continually reacts to vehicle and pedestrian demand flow needs;
- Continual monitoring and counting of passenger flow demands on all of the routes serving the Districts. The Traffic Department continually reacts to any changes on service and facility demands. All traffic signals are designed to accommodate not only vehicle flows but the time taken for pedestrians to cross any intersection leg;
- A review of parking demands and potential supply solutions in the Port Credit District is underway;
- The Waterfront Trail, a continuing effort to form a pedestrian and bicycle trail along the Waterfront. In effect this facility parallel to Lakeshore Road can become a very important connector serving the Districts;
- The Mississauga Transit Ridership Growth Strategy calls for the introduction of higher order transit to serve the on-going increasing transit demand in the City. Hurontario Road has been identified for a higher order rapid transit service while Lakeshore Road has been identified for increased transit service. Consideration is also being given to the extension of increased transit services or to possibly extend the Toronto Transit Commission Streetcar Service which presently terminates at Brown's Line.

The Districts have an opportunity to influence the timing and service feature introductions particularly in the context of re-development opportunities.

4. Transportation Direction

It is evident that the Districts need to satisfactorily accommodate all primary modes of transportation. These primary modes include; vehicles (automobiles, service and emergency vehicles), buses (including potential bus only curb lane utilization if passenger demands increase to justify frequency of service), pedestrians and bicyclists.

It is imperative to provide a balanced approach and ensure that no one mode is excluded but neither is one mode penalized. The balanced approach is required to ensure that the assimilation of land uses and activities is strengthened such that the corridor can continue to be a vibrant location where people want to be.

The Districts and the Lakeshore Road corridor should serve the needs and requirements of the immediate area. Although Lakeshore Road serves a regional function, particularly when problems occur on the Queen Elizabeth Way such demands should not be contemplated or accounted for as enhancements and modifications are made to the corridor.

5. Transportation Opportunities

The Districts could benefit by a strategic functional review of Lakeshore Road. This review could investigate the existing right-of-way condition, lane configurations and pavement conditions. Once the existing physical conditions are known a functional design process could begin to:

- Identify the potential to introduce a bicycle lane in both directions of travel;
- Accommodate transit in the curb lane with enhanced bus stop locations and facility treatments such as shelters or waiting areas incorporated as part of urban design treatments, and;
- Identify the potential path for the longer term introduction of higher order transit including stop locations and treatments of intersection turning lanes;
- Enhance the strategic location for vehicle turning lanes, and;
- Co-ordinate the opportunity to introduce enhanced landscaping treatments within the right-of-way;
- Identify and enhance pedestrian crossing locations at the signalized intersections and other locations where feasible;
- Enhance and increase the sidewalk where feasible.

This strategic Functional review should be based on the premise that a balance must be achieved between all modes of transportation. It is an acknowledgement that Lakeshore Road must retain two (2) lanes of travel in each direction to service both vehicle and transit demands now and in the immediate future. However, the effort will attempt to introduce space for the other primary modes as their usage increases. The effort should

increase area accessibility and circulation while encouraging more people especially residents, patrons and others attracted to the area to take transit. It is also an effort to enhance the streetscape while accommodating the primary modes in a clear and accommodating manner.

As part of the re-development opportunities consideration can be given to the introduction of strategic public parking. It is not the intent to create independent public parking lots but rather provide for public parking in small amounts as part of the general parking supply provided for development. This could be done through shared parking principles or through the introduction of small amounts of reserved parking spaces.

Re-development opportunities will come forth in the Districts. The ability to provide access and minimize impacts on all existing roads and modes is crucial.

An effective way to deal with re-development opportunities is to acknowledge the role and function of Lakeshore Road and to protect for it. The most effective means of protection is to discourage or not permit any new vehicular openings onto Lakeshore Road. If any such openings are to occur it must be based on the premise of shared access between properties and preferably such an opening should occur only where a new traffic signal opportunity is feasible. Vehicle access to re-development opportunities should only be considered from existing north south side streets. To service one or more potential properties service roads and laneways parallel to Lakeshore Road should be the critical vehicle access path. The service road and laneway



Brook McIlroy Planning & Urban Design / Pace Architects

Prepared for the City of Mississauga
2008