

Port Credit: An Urban Village for the 21st Century A Model Community for the World

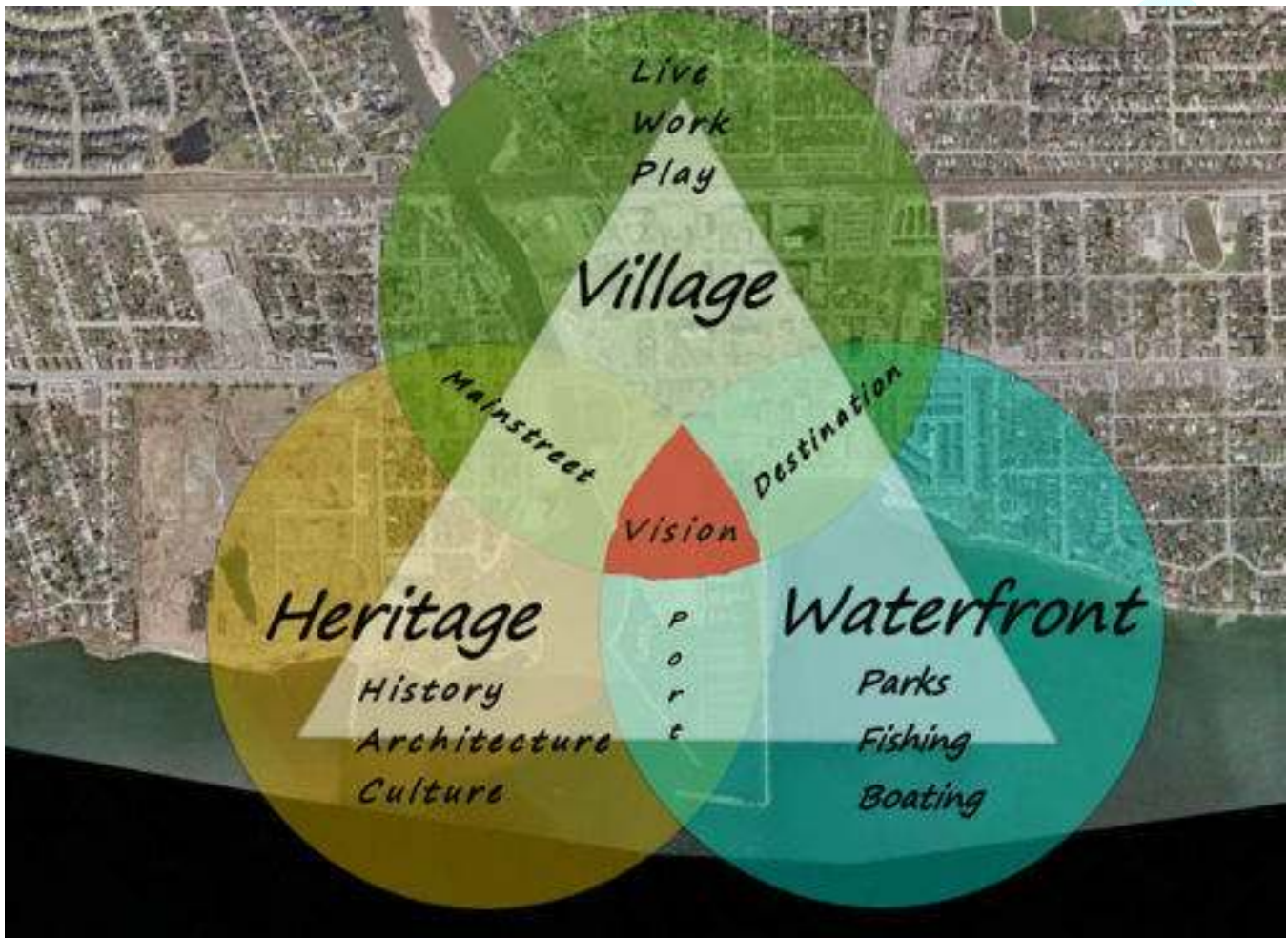


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1. MASTHEAD**DATE:** May 27, 2008

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"We would appreciate the above recipients further disseminating this document to those who would be interested, or in a position to comment or assist in this process."

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SUBSEQUENT DISTRIBUTION BY WEBLINK: www.VIVAPortCredit.ca

2. VIVA PORT CREDIT (Village Inspired Vision Alliance)

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VIVA Port Credit was formed in 2007 by diverse community groups with a mutual interest in [Port Credit](#). This White Paper is founded on the thoughts of hundreds of citizens in the Port Credit District, as expressed at public meetings, in group members' meetings, through e-mails, etc. over the past year, beginning with the galvanizing debate over moving our Public Library. This document is an audit of what is working in Port Credit, and the dreams prompted by this inventory. This is our shared input to the public process of the [District Policies Review](#).

Many citizens have provided specific thoughts, but collective [Vision of Port Credit](#) will be greater than the sum of these and requires an open Village conversation. Over two dozen people from many different groups (listed below) were directly involved in the compilation; a smaller group did the final writing and editing (See [MASTHEAD](#)).

This White Paper will be circulated on websites and through presentations, to ensure ongoing input by a wide civic audience. The objective is to crystallize a collective Vision for our community. This White Paper is our consensus of what needs to be discussed, and a distillation of all the ideas we have heard and contributed, but not a conclusion. To comment, please e-mail: VIVA@VIVAPortCredit.ca

Vision Statement for VIVA Port Credit:

Nurture collective ideals and initiatives that respect Port Credit's heritage and express a commitment to our future.

VIVA Port Credit's Goals Related to the District Policies Review:

1. Participate with the City to define, in planning terms, our vision of a sustainable Port Credit, incorporating the ideals and interests of residents and stakeholders.
2. Identify and enhance the essential elements of Port Credit's unique 'Urban Village Character', comprising culture, natural assets, heritage, streetscapes, architecture (built form) and open spaces.
3. Ensure that these concepts are well-defined in the Port Credit District Policies.

VIVA Port Credit has prepared for the [District Policies Review](#) and Place Making Study through participation in all City-led public forums, and by sponsoring public meetings to enable citizens to learn more about the process:

Place Making Presentation by Helle Søholt ([Gehl Architects](#)). Sponsored by VIVA PC, September 2007.
Google video: <http://video.google.com/videoplay?docid=3506282585227404028&hl=en>

Doing Our Homework: Preparing for Place Making in the Village of Port Credit | Led by Sharon Sbrocchi (PCVP) & John Danahy (CLR). Sponsored by Port Credit Village Project, October 2007.
Prototype website from Community Atlas project: <http://www.sarah.danahy.ca/communityatlas/>

Port Credit Community Conversation Facilitated by [BC21](#) Strategic Leader Andrew McNeill.
Sponsored by TOPCA, October 2007.

Walking and Biking: Creating a Great Waterfront Community in Mississauga South. Facilitated by Gil Penalosa (W&BL); presentations by Phil Green (Citizen) and David Marcucci (City of Mississauga). Sponsored by VIVA PC, January 2008. See [Appendix 4](#) (final Workshop report).

Many of us participated in the City's [BC21 Project](#), by attending the [Speaker Series](#) in Fall 2007 (including the presentation by Danish architect [Jan Gehl](#)) and the 2-day [Visioning Symposium](#) in February 2008.

VIVA Port Credit includes:

- Town of Port Credit Association (TOPCA) www.VIVAPortCredit.ca
- Friends of Old Port Credit Village www.TOPCA.net
- Port Credit Village Project
- Credit Reserve Association (CRA) www.credit-reserve.com
- Mississauga South Historical Society www.heritagemississauga.com
- Heritage Mississauga
- The Heritage Information Network (THIN)
(An initiative of Heritage Mississauga)
- Walk & Bike for Life (W&BL) www.walkandbikeforlife.org
- Lakeview Ratepayers Association www.lakeviewresidents.com
(Liaison member)

The Centre for Landscape Research (CLR) www.clr.utoronto.ca

John Danahy, Co-Director of CLR, a unit of the Faculty of Architecture, Landscape, and Design at the University of Toronto, has been available to VIVA Port Credit for consultation and endorses our White Paper initiative.

3. EXECUTIVE SUMMARY

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Port Credit: An Urban Village for the 21st Century; A Model Community for the World

The [Port Credit District Policies Review](#) and concurrent Place Making Study have provided a wonderful opportunity for those who live in Port Credit to gather together at public meetings to take stock of our waterfront Village, to audit what is working and to dream of what could be. This citizens' White Paper has been compiled by diverse community groups who have come together as [VIVA Port Credit](#).

Creating this White Paper has been both a discipline and a revelation: as a result of this analytical process, we are certain a collective [Vision of Port Credit](#) can be articulated and then uniquely attained. We **can** 'get it right'.

The knowledge that it is not too late -- that Port Credit can indeed be an urban [Village](#) in this new Century and become a model community for the World -- is a breathtaking concept, and an inspiration for all who will participate in Port Credit's renewal and growth. We are seeking evolutionary change that achieves the Vision.

[Port Credit](#) is not a blank slate, but 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 already 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 is a seminal moment in Port Credit's evolution. Port Credit is receiving attention from around the City as Mississauga's [Strategic Plan for the 21st Century](#) is debated and explored. In addition, the City's separate Master Plan reviews on broad policy areas from the Arts to Community Services, from Transit to Cycling, from the Waterfront Parks to the Lakeshore Corridor are all integral to the realization of Port Credit's potential within the context of Canada's sixth-largest city. With a strong existing foundation of human-scale community infrastructure, we believe Port Credit is the best place for the [City of Mississauga](#) to start implementing the dreams of so many citizens for a highly-liveable city.

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](#) which have been subject to public Place Making discussions (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 and with the benefit of the experiences of similar 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 and 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](#)
- Stewarding and restoring our natural [Environment](#)
- Celebrating the '[Port](#)' and the '[Credit](#)' in Port Credit
- Promoting our history and preserving our [Heritage](#)

This White Paper will be circulated on websites and through presentations, to ensure ongoing input by a wide civic audience. The objective is to crystallize a collective Vision for our community. This is our consensus of what needs to be discussed, 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. To view ongoing updates, or to comment, please visit: www.VIVAPortCredit.ca or e-mail: VIVA@VIVAPortCredit.ca

4. INTRODUCTION

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[Port Credit](#) is a long-established waterfront community in social and economic transition: a good place looking to become great. We are embarking on a collaborative process of self-examination and planning for future change. This is a unique and challenging opportunity to 'get it right' on a comprehensive scale, with the benefit of present successes in Port Credit and valuable examples gleaned from vibrant, highly-liveable communities worldwide.

Indeed, the '[Livable Streets Movement](#)' is an international phenomenon, with thousands of websites devoted to this concept. While we have written this White Paper from our own experience and intimate knowledge of Port Credit, we are keenly aware that citizens all over the World are actively involved with place making, revitalization, pedestrianization and other urban 'quality of life' issues – this is an inspiring context for our own public process.

Port Credit is a [Village](#) by nature, by design, by experience, and by consensus. We believe the existing [District Policies](#), begun over a decade ago, were visionary for their time and have helped Port Credit retain its Village character. The principle of 'village' must be understood, appreciated and respected by the new District Policies. This term is not used lightly, nor simply in a marketing nor a nostalgic sense, but with intention and pride. We also bear a sense of responsibility for such a precious legacy, and for adding our imprint for future generations. We seek to affirm our Village as a [complete community](#), as defined in the [Provincial Growth Plan](#).

Across the entire City, there is strong citizen support for Port Credit, where many come to enjoy our historic Village ambience, and the walking, biking and boating culture that thrives along our waterfront. We are the 'Jewel on the Lake' and a popular destination, as confirmed at Mississauga's [Visioning Symposium](#) in February 2008. Port Credit has strategic value within the context of the entire City of Mississauga. Port Credit's attributes and aspirations are 'in sync' with the clear and widespread priorities identified at the Symposium: connectivity, environment, quality of life. The District Policies need to reflect this strategic context and not just be a literal and linear policy document for our few square miles.

In Port Credit the public realm is fundamental to the collective quality of life in our community. Our sense of place is largely, in fact extraordinarily, defined by our significant public realm and connection to the natural world. How do we develop our public realm in keeping with our natural heritage? How do we guide private development to further enhance our community design?

We can be guided by the following principles, with special thanks to Helle Søholt, of [Gehl Architects](#) in Denmark, who facilitated our kick-off [Place Making meeting](#) in Port Credit, September 2007. This White Paper submission to the [Port Credit District Policies Review](#) was written with this philosophy, and this methodology, in mind:

1. Agree on the kinds of activities that the community wants to have in its public spaces
2. Decide upon the kinds of spaces needed to allow these activities to flourish
3. Plan the kinds of buildings that best fit those spaces and enhance human interaction

["It is interesting to note that the city spaces meeting most quality \[of life\] requirements are also the most popular and well-visited sites in the city. ... The city's residents have a well-developed sense of where they like to be..."](#)

[-- Jan Gehl, et al: *New City Life*. © The Danish Architectural Press: Copenhagen, 2006 \(p106\)](#)

Port Credit *is* where people like to be.

Our initial input to the District Policies Review is contained in the [November 20, 2007 letter](#) written by VIVA Port Credit, which itemized our consensus on Planning and Place Making Issues in Port Credit.

5. VISION OF PORT CREDIT

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Port Credit is an established port community and an evolving urban village; a synergy of diverse elements sustained by these **community values**:

- Respect for Heritage
- Economic Vibrancy
- Environmental Stewardship
- Urban Design Excellence
- Accessibility and Connectivity
- Beauty and Stimulation
- Social Responsibility
- Civic Engagement
- Safety and Comfort

To achieve this Vision is to realize Port Credit as a **model community** for the World.

FIGURE 1: Port Credit Vision



Public Realm is represented within the white triangle and **Private Realm** without, with both together comprising the whole community, and sharing common values.

6. THEMES

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6.1 Waterfront

Port Credit is first and foremost defined by its waterfront location, at the mouth of the Credit River and on a Great Lake (Lake Ontario). **As a model community, our waterfront is part of the commonwealth of the Citizens of Mississauga, and our natural heritage to be owned and enjoyed by all.**

In addition to its scenic aspect, the harbour paradigm adds tremendous value to the waterfront experience. The port is the geographic and historical centre of the Village, and an active hub integral to the experience of our waterfront setting (See [Figure 2: Port Domain](#)). We support our boating culture.

We heartily support the City's [Waterfront Parks Strategy](#) (March 2008), which is a comprehensive and visionary framework for our most-enduring public asset and legacy. The WPS recognizes the social, environmental and economic return of enhancing this greenbelt and we support additional public acquisitions, e.g. as may be possible at the former Texaco ([Brownfield](#)) site (See [Figure 4](#)).

Detailed input to the Waterfront Parks Strategy is contained in the [December 17, 2007 letter](#) written by VIVA Port Credit, which documented our consensus on a variety of issues concerning the three priority waterfront parks located in Port Credit: Memorial Park West, J.C. Saddington Park and [Marina Park](#).

[Credit Valley Conservation](#) (CVC) is the environmental steward of our waterfront and watershed, which are of great interest and concern to us. We support the significant contribution CVC is making in these areas: CVC needs a strong role in future land use decisions. See [6.10 Environment](#) → **Principle 3**.

Principles:

1. The [Waterfront Parks Strategy](#), as adopted by Mississauga City Council on March 26, 2008, should form an integral part of the Port Credit District Policies.
2. Commit to additional acquisitions of waterfront properties as they become available, to increase public ownership.
3. We are now sensitive to the mismanagement of the waterfront in Toronto and are still in a position here to say: "No development should trump the waterfront."
4. Enhance both physical and visual access to the water and the water's edge year-round.
5. Support a variety of public uses – but mitigate effect of human activity at the water's edge.
6. Anticipate the issue of fluctuating water levels, as controlled by the St. Lawrence Seaway, and as affected by climate change and extreme weather events.
7. New breakwaters, man-made islands, or further landfill extensions from the shoreline are only to be considered with extensive technical consultation and environmental impact assessment.

See also:

- [6.3 Public Open Spaces](#)
- [6.10 Environment](#)
- [6.14 Economic Development](#)
- [7.2 Brownfield](#)
- [7.4 Port Domain](#)
- [7.5 Marina Park](#)

- **Principle 6.** Waterfront Trail
- **Principle 7.** Naturalize shorelines
- **Principle 1.** Port operations
- Public Lakefront acquisition
- **Concept 6.** Waterfront access

[Figure 2: Port Domain](#)

[Figure 3: Connectivity](#)

[Figure 4: Brownfield Vicinity](#)

→ Waterfront Trail

6.2 Heritage

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“A harbour was instituted by the British government in 1828 and improved upon in 1834.... The Indians helped build the harbour, wharves and a pier. Some of the men worked at the Harbour Company and on the landing docks, loading and unloading the boats. Port Credit was the only harbour in the [Toronto] township.”

-- Kathleen Hicks: [Port Credit: Past to Present](#). © Mississauga Library System, 2007 (p. xvii)

Respecting Port Credit's heritage means managing our evolving role as a port, a fishing and boating community, and a crossroads for trade. We don't want to only have museums reflecting our past as a native settlement, colonial trading centre and industrial community, but to also be a living, ongoing enactment of all that we are now.

If we build well today, we are enhancing our heritage of tomorrow. We see preserving our heritage not just in terms of respecting the past, but building for the future as well. We are very different from the old Village dating from 1835 and earlier, and welcome organic change as we continue to evolve. **As a model community, we are seeking to enhance our natural and built heritage resources rather than simply maintain *status quo*.**

Principles:

1. Strengthen protocols for designation, and public acquisition and preservation of heritage sites and buildings, e.g. The pending availability of our landmark Post Office provides an excellent prospect for public acquisition by the City for adaptive reuse.
2. Commemorate our Native peoples and honour the presence of the Mississaugas in this place.
3. Highlight the rich history from the time of the first European traders through to the fishing, log driving and stone hooking, at the mouth of the Credit River.
4. Archeological interest of the west riverfront site should be examined is as possible, e.g. during development of Marina Park.
5. Promote private ownership retention, restoration and adaptive reuse of heritage buildings.
Examples on the Mainstreet (Lakeshore Road): former TD Bank building (Hooper's Pharmacy), Montgomery House (Second Cup), St. Lawrence Starch building.
6. Recognize or designate Landmark Sites of importance to our public realm. See [Figure 2: Port Domain](#), [Figure 3: Connectivity](#), [Figure 4: Brownfield Vicinity](#) → sites marked in **red**
 - Clarke Hall *
 - Library
 - Lions' Hall
 - Port Domain
 - Public boat launch
 - Totem pole
 - former C.S.L. dock
 - Fire Station (#104) *
 - Post Office
 - Arena
 - Outdoor swimming pool
 - *Ridgetown*
 - Lighthouse
 - Cenotaph *
 - Pump house building and cistern * (at J.C. Saddington Park)

* *designated as heritage sites*
7. Commission a heritage motif that characterizes the Village for use on signage, as a unifying device and to bolster civic pride (for complementary use in both Streetscapes and Parks).
8. Recognize the contributions made by our forebears with public art, e.g. proposed historical murals at the Credit River bridge, and proposed commemorative art piece at Memorial Park East.
9. Use our heritage for new street names and consider reverting to old ones in some cases, e.g. Joseph Street, now known as Mississauga Rd. S. in the Old Port Credit Village Heritage District.
10. Maintain Port Credit's traditional and distinctive grid layout with any new roadway development, e.g. on the former Texaco (Brownfield) site (See [Figure 4](#)).

See also:

- | | |
|--|--|
| <p>6.4 Main Streetscape</p> <p>6.5 Neighbourhoods</p> <p>6.11 Built Form</p> <p>6.12 Built Function</p> <p>7.5 Marina Park</p> | <p>→ Village heritage</p> <p>→ Old Port Credit Village Heritage District</p> <p>→ Principle 1, 5. Architecture and heritage</p> <p>→ Local museum</p> <p>→ Heritage impact assessment</p> |
|--|--|

[Figure 5: Port Credit Neighbourhoods](#) → Historic Names for Character Areas

Appendix 1: [Port Credit -- Heritage Register](#)

Appendix 2: [Port Credit: A Vibrant Heritage](#)

Appendix 3: [Illustrations of Heritage Buildings in Various Settings](#)

6.3 Public Open Spaces

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Our waterfront parks are the best 'outdoor community centres' available. We support the priority future development of Memorial Park West, J.C. Saddington Park and [Marina Park](#), as outlined in the [Waterfront Parks Strategy](#) (March 2008), including year-round maintenance and access.

As stated in [6.1 Waterfront](#) and [7.2 Brownfield](#), the southern (Lakefront) portion of the former Texaco site should be acquired by the City for public realm open space uses: parkland, trails and wetlands (See [Figure 4](#)).

There is regret in the community regarding the loss of the soccer field at the foot of Hurontario Street and the baseball diamonds at Memorial Park East. Sports fields are important outdoor spaces, especially for youth. There are soccer posts in the playgrounds of Riverside Public School and Forest Avenue Public School (*schools shown on [Figure 6](#)*), and open space at the former St. Mary's School (*shown on [Figure 4](#)*), but we need more publicly accessible and suitable facilities not just for our youth, but adults as well, and this may be possible on the former Texaco ([Brownfield](#)) site.

As a model community, we have unique opportunities for outdoor recreation in Port Credit, e.g. at Saddington Pond (See [Figure 4](#)) remote-controlled miniature replica boats are put in the water every Wednesday summer evening, and during the winter months a natural skating surface is maintained with help from the community. This is part of being a [complete community](#), as defined in the [Provincial Growth Plan](#).

The [Waterfront Trail](#) brings many people out on foot and on bike. We must provide pedestrian and cyclist amenities for the comfort of users, e.g. public washrooms and benches, much as we are proposing enhanced streetscape amenities on our [Mainstreet](#). Additional connectivity for the Waterfront Trail is either proposed in the [Waterfront Parks Strategy](#) (March 2008) or suggested in [6.9 Walking and Biking](#).

Memorial Park (East and West) is central to additional public connections needed to optimize access to our public realm (See [Figure 3](#)). This civic park straddling the Credit River also provides the function of a [public commons](#) and [Village green](#), key attributes for the heart of a Village community, and the perfect location for large public events such as the Mississauga Waterfront Festival, or for viewing small-boat regattas on the River. The [Memorial Park Foot Bridge](#), as proposed in [6.9 Walking and Biking](#), would connect the northern ends of the Park, and provide walkable/bikeable access to the GO Station from the west side of the River.

Principles:

1. Development of the three priority waterfront parks in Port Credit: integrate into the District Policies
2. Develop inland parks where possible, e.g. re-develop Lions' Park.
3. Signature Parks motif, compatible with the Streetscape motif.
4. Excellence in landscape architecture.
5. Special provisions (care) for designated 'City Gardens' e.g. Rhododendron Gardens.
6. Explicit commitment to extending, maintaining and providing amenities on the [Waterfront Trail](#)
7. Create sports fields in the community.
8. Create an artificial outdoor skating rink for winter use.
9. Maintain a year-round recreational setting and do not over-engineer the 'Jewel on the Lake'.

See also:

- [6.1 Waterfront](#)
- [6.4 Main Streetscape](#)
- [6.8 Parking](#)
- [6.9 Walking and Biking](#)
- [6.10 Environment](#)
- [6.12 Built Function](#)
- [7.2 Brownfield](#)
- [7.3 Port Street Concepts](#)
- [7.4 Port Domain](#)
- [7.5 Marina Park](#)

- **Principle 1.** Waterfront Parks Strategy
- Public street life
- **Principle 1.** Appropriate parking for Waterfront Parks
- **Principle 1.** Increase connectivity
- Waterfront Parks 'greenbelt'
- Public realm issues
- Parkland concepts
- **Concept 2.** Port Square
- **Concept 3.** Waterfront Trail
- **Concept 5.** Public wharf

[Figure 3: Connectivity](#)

[Figure 4: Brownfield Vicinity](#)

6.4 Main Streetscape

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As a model community, our Main Streetscape should create a welcoming sense of place for residents and visitors alike. It should support the flow of people through the Mainstreet Commercial character area of the Village – the public place where lively communal street life can be experienced, and daily needs met. Our Main Streetscape should be based on function and not just be quaintly decorative. These principles can also be applied to the Port Square concept, which would be connected to the Mainstreet (See [Figure 3: Connectivity](#)). The Mainstreet also provides connectivity and sight lines into every neighbourhood in Port Credit (See [Figure 5](#)).

The word ‘eclectic’ best describes the mix of options we think would benefit the Lakeshore Road pedestrian area, as described below. All will contribute to street-level enjoyment, safety and comfort. We like the density of retail (store-by-store with few gaps, at street level and right at the sidewalk) all along the Mainstreet. ‘Dead zones’, e.g. as exists across the Mainstreet frontage of the former Texaco ([Brownfield](#)) site (See [Figure 4](#)), should be avoided. Infill development should be retail on the street and could provide office or living space above (it is important to remember there are residents all along the Mainstreet). Where possible, existing alleyways should be used creatively to enhance the on-street experience, by providing intimate and quiet places to ‘stay’.

Our Mainstreet has height limits to maintain a character similar to ‘small-town mainstreets’ across Ontario: human scale of 1, 2 or 3 storeys maximum. But even so, we still need to be intentional about maintaining the eclectic Village appearance that has evolved as shops were added over time. The entire villagescape concept needs to be considered wherever infill development is planned, in order to maintain a variety of: elevations, storeys (1, 2 or 3), set-backs, rooflines, façade styles and articulations (where 2 or 3 sides of the building can be seen). A continuous and monotonous streetwall effect from all 3-, 2-, or 1-storey buildings, or from homogeneous street-level facades or whole-block developments, is antithetical to the variation that defines the Mainstreet. There are several 1-storey buildings presently and they work well with slightly higher buildings on either side.

Proposals in [7.1 Lakeshore Corridor Concepts](#) would see the Mainstreet made safely walkable and bikeable, as part of an integrated transportation solution. With wider set-backs, there is a real opportunity to animate the sidewalk area and enhance the Village atmosphere.

Principles:

1. ‘V’ formation, with heights rising a half-block back from 1, 2 or 3 storeys at Lakeshore Road; an important part of the Mainstreet experience is seeing the sky.
2. Discourage a ‘streetwall effect’, while maintaining retail density all along the Mainstreet.
3. Large mature trees are a desirable and crucial part of our present Mainstreet Village character, and potentially large trees should be planted strategically where they can achieve full growth.
4. Signature Streetscape motif, compatible with the Parks motif.
5. Maximize sidewalk widths for pedestrians.
6. Enhance public street furnishings and amenities, e.g. benches, garbage cans, bike facilities.
7. Street signs, store signage and heritage plaques that are compatible with a village mainstreet.
8. Lighting that highlights heritage architecture and store signage appropriately.
9. Winter warming stations.
10. Public art, e.g. sculpture, murals.
11. Graffiti-proof ambience.
12. Variety of interesting pavements, rather than straight asphalt or concrete.
13. Seasonal plantings and beautification.
14. Alleyways and courtyards to be created, utilized and maintained.
15. Support day and night-time access and activities.

We propose a workshop on Street (and Parks) furnishings with the [Port Credit BIA](#) and other parties.

See also:	6.3 Public Open Spaces 6.5 Neighbourhoods 6.6 Density 6.8 Parking 6.9 Walking and Biking 6.10 Environment 6.11 Built Form 6.13 Social Matrix 7.1 Lakeshore Corridor Concepts 7.2 Brownfield 7.3 Port Street Concepts	→ Principle 6. Waterfront Trail → Principle 1. Mainstreet residents → Principle 2. Mainstreet ambience → Principle 3. Parking away from the Mainstreet → Principle 1. Increase connectivity → Mainstreet air and noise pollution → Principle 2. Village Design Review Committee → Principle 4. Mainstreet residents → Taking back our Mainstreet → Concept 2. Mainstreet frontage → Concept 2. Port Square
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6.5 Neighbourhoods

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A neighbourhood is a community of people who live together within a set of boundaries and develop an identity, and even a culture, over time. Port Credit's increasing popularity is drawing new residents and new development. The character of Port Credit's neighbourhoods attracts new residents, yet development pressures make these neighbourhoods vulnerable. **As a model community, Port Credit's distinct and stable neighbourhoods must be preserved and enhanced.**

We see merit in the differentiation of individual neighbourhoods within the Village of Port Credit, as set out in 4.27.3 Urban Design Policies of the existing [District Policies \(September 2007\)](#). "Figure 1: *Character Areas – Port Credit District*" (p13) illustrates the need to delineate each neighbourhood unambiguously, e.g. there are 2 "North Residential" and two "South Residential" areas depicted.

Each of our neighbourhoods has a rich history and should have a distinctive name and identity, possibly based on the extensive history of each area. [Figure 5: Port Credit Neighbourhoods](#) shows sample names which are proposed by way of example. The relatively new Shawnmarr and St. Lawrence neighbourhoods, which also have unique identities, need to be recognized separately as well. Each neighbourhood should be enabled to choose their name, based on historical information and their own sense of identity.

Port Credit's neighbourhoods also have a strong sense of Village identity -- each connects directly to the Village [Mainstreet](#) (Lakeshore Road) which provides sight lines into each neighbourhood by virtue of the traditional and distinctive grid layout of the roadways (See [Figure 5](#)). We must also recognize that residents live all along Lakeshore Road itself, including above the stores, which contributes to the neighbourhood culture of our very public Mainstreet.

Research is presently being conducted into the history of each of Port Credit's neighbourhoods by members of the Mississauga South Historical Society.

Principles:

1. Continue to recognize, define and protect distinctive neighbourhood character areas, with provisions for residents living in the [Mainstreet Commercial](#) character area.
2. We support well-planned intensification within neighbourhoods (excepting the [Heritage District](#), which is subject to a Heritage By-law) that reflects existing [built form](#), provided that building lots, whether sub-divided or amalgamated, reflect the 'norm' in the neighbourhood.
3. Within each neighbourhood, there needs to be maintenance of and respect for the existing architecture, vegetation and streetscapes, and minimization of harmful development impacts on landscaping and neighbouring homes.
4. Decisions for cases which go to the Committee of Adjustment, or the [Ontario Municipal Board](#) (OMB), should be guided by robust and explicit District Policies for each neighbourhood.
5. Strengthen special conservation policies for the [Old Port Credit Village Heritage District](#) (with public consultation) and ensure this neighbourhood is well-buffered from potential development on the former Texaco ([Brownfield](#)) site (See [Figure 4](#)).
6. The "Central Residential District" *per* the existing [District Policies \(September 2007\)](#) -- we propose the name 'Upper Village' instead -- is the high-density neighbourhood of mostly apartment buildings south of the GO Station (See [Figure 6](#)), but should not be left out regarding streetscape improvements, beautification, etc.
7. Advocate an increased tree canopy in neighbourhoods, on public and private lands.
8. Address the issue of disruptive on-street parking in neighbourhoods, especially during large special events.

See also:

- | | | |
|----------------------|----------------------------------|---|
| 6.4 | Main Streetscape | → Connectivity to neighbourhoods |
| 6.6 | Density | → Principles 7, 8. Transitions zones |
| 6.8 | Parking | → Needs of residents |
| 6.10 | Environment | → Principle 8. Tree canopies |
| 6.13 | Social Matrix | → Principle 4. Mainstreet residents |
| 7.2 | Brownfield | → Principles 3, 4. Adjacent neighbourhoods |

[Figure 5: Port Credit Neighbourhoods](#)

[Figure 6: 500m Radius of the Port Credit GO Station](#) → Upper Village

6.6 Density

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Port Credit is one of the smallest residential [Districts](#) (by area) in all of Mississauga, and a compact community with the second-highest density, surpassed only by the City Centre District. Approximately 80% of our residents live in apartment buildings, mainly clustered around the GO Station (See [Figure 6](#)). Port Credit's contribution to meeting the Provincial mandate for [Smart Growth](#) is already impressive. Port Credit's current [District Policies \(September 2007\)](#) allow for additional intensification and substantial increases in density. **As a model community, our District Policies should embrace Smart Growth, while carefully considering the intensification potential already within the existing Policies, which has not yet been realized.**

Intensification needs to be planned in concert with public transit systems and all transportation infrastructure development, as stated in [6.7 Motorized Transportation](#).

The potential of a negative 'streetwall effect' on Lakeshore Road from homogeneous street-level facades or block infill development in the [Mainstreet Commercial](#) area is discussed in [6.4 Main Streetscape](#).

Principles:

1. Care must be taken to distribute any increased density in low- to mid-rise buildings throughout the District (and not to an extreme on any one site), thereby not compromising [community values](#) and existing infrastructure, e.g. at the former Texaco ([Brownfield](#)) site (See [Figure 4](#)).
2. To maintain the Village context of the Mainstreet, Lakeshore Road should have maximum heights of 1, 2 or 3 storeys. Structures behind the Lakeshore Road retail/office space should not overpower the Village ambience that the human-scale street façade serves to maintain.
3. In principle, we support densities as they are permitted in the current [District Policies \(September 2007\)](#). We note that this allows for significant intensification in Port Credit.
4. Implement Provincial [Smart Growth](#) policies in the context of our special character Village:
 - define how and where the principles will be applied, with attention to transportation
 - evaluate existing density levels and quantify future targets
5. The District Policies need to fundamentally defend and promote our [Village character](#) and must be supported by strong and rational planning arguments.
6. Given the limited opportunity for development within the immediate major transit station area,¹ insensitive or mechanistic application of [Smart Growth](#) policies within 500m of the GO Station will overwhelm the Mainstreet villagescape (See [Figure 6](#)). Continue with high-density immediately south of the GO Station.
7. Mixed housing: there is an opportunity for intensification in transition zones between neighbourhoods (See [Figure 5](#)) and along Lakeshore Road, e.g. semi-detached, duplex, townhouse and semi-commercial housing formats.
8. Create and enforce transition zones between high-density and low-density locations.
9. We believe many of the City's [Interim Residential Intensification Policies](#) (June 2006, August 2006) are well-founded and should form a reference point for the current process. We note that Port Credit is not included in Mississauga's [Urban Growth Centre](#) as depicted in Appendix 2 (June 2006) and Figure 1 (August 2006) of the respective documents.
10. Mississauga City Centre is identified as an [Urban Growth Centre](#) in the Provincial "Places to Grow" Program, which contains policies for managing growth and development to the year 2031. Port Credit Village clearly does not meet this same criteria nor have the supporting infrastructure to be viewed in this manner.²

¹ **Major Transit Station Area:** The area including and around any existing or planned *higher order transit* station within a *settlement area* Station areas generally are defined as the area within an approximate 500m radius of a transit station, representing about a 10-minute walk."
-- [Growth Plan for the Greater Golden Horseshoe 2006 \(Places to Grow\): Section 6: Definitions \(p44\)](#)

² [Growth Plan for the Greater Golden Horseshoe 2006 \(Places to Grow\): Section 2.2.4: Urban Growth Centres \(p 16\)](#)

See also:

- | | |
|--|---|
| <p>6.4 Main Streetscape</p> <p>6.7 Motorized transportation</p> <p>6.11 Built Form</p> <p>7.2 Brownfield</p> | <p>→ Principle 2. Streetwall effect</p> <p>→ Principle 2. Transit and intensification</p> <p>→ Principle 4. Human scale</p> <p>→ Concept 3. Distributed density</p> |
|--|---|

[Figure 5: Port Credit Neighbourhoods](#)

[Figure 6: 500m Radius of the Port Credit GO Station](#)

6.7 Motorized Transportation

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Port Credit is a multi-faceted destination. People will continue to arrive using a variety of transportation platforms, including: cars, boats, bus or rail transit, bicycles, or on foot. Increasing numbers of visitors will come, disproportionate to our relatively small resident population of under 12,000. **As a model community, we need to offer a choice of transportation modes for local travel, employment commuting and tourist support.**

Port Credit has traffic congestion and gridlock during peak hours, due to traffic volume and physical constraints of the Village configuration, which only has one Credit River road crossing and three crossings of the CNR tracks (See [Figure 6](#)). 'Rapid transit' is high on the public agenda and over time the goal should be a transition to integrated rapid transit connections in conjunction with planned intensification. Ontario's "Places to Grow" Program encourages "transit-supportive density".³ We also offer the phrase 'density-supportive transportation' (all modes), underscoring the need to adequately plan for future transportation needs within our confined District.

A comprehensive Transportation Study is part of the [Port Credit District Policies Review](#) and the interdependence of transportation and land use needs to be fully explored. Site-by-site traffic studies as each new development comes on stream are too limited in scope for the critical Lakeshore Corridor. We need to understand local and commuter movement patterns, and benchmark future scenarios now. We need to see the results of the Transportation Study before density targets can be set for the Village, as stated in [6.6 Density](#).

We need an integrated transportation solution along Lakeshore Road, including real bike lanes, wide sidewalks for pedestrians, improved public transit and a maximum of 3 traffic lanes (See [7.1 Lakeshore Corridor Concepts](#)). The GO Station provides Port Credit with a major transit station area. It is important to proceed with the pedestrian and cycling improvements, in addition to transit improvements, to take more cars off Lakeshore Road.⁴ See [Figure 3: Connectivity](#). This is part of being a complete community, as defined in the [Provincial Growth Plan](#).

There is ongoing consideration of a viable long-term strategy to bring the Lakeshore-Stavebank Intersection into normal alignment. In the District Policies, this strategy should include the potential of land acquisition or swapping, in order to re-route part of Stavebank Road. More detailed input on the LSI is contained in the [October 16, 2007 letter](#) written by VIVA Port Credit, which documented our consensus of the options available.

The Highway #10 (Hurontario) Transit Feasibility Study will be commencing in Spring 2008: the District Policies need to anticipate the possible impact of a North-South rapid transit terminus at the Port Credit GO Station, and clearly set out the spatial limitations south of the CNR bridge to the foot of Hurontario Street (*marked on [Figure 6](#)*), e.g. for 'turn around' or 'cross-over'.

Principles:

1. Lakeshore Road should not be viewed as an alternative to the Queen Elizabeth Way (Q.E.W.)
2. East-West transit options for the entire length of Lakeshore Road need to be studied: LRT (streetcar), trams, transit buses, shuttle buses (e.g. between the waterfront parks, and to the GO Stations), in consideration of all planned intensification (residential, employment, commercial).
3. LRT 'loop' along Lakeshore Road from Long Branch, or from the #10 LRT, needs to be studied.
4. Grid pattern with traditional intersections needs to be assessed for the effect of intensification.
5. Explore water-borne transportation options, e.g. a quay for ferry service to Toronto, water taxis and additional marina slips for day- and short-stay boat visitors.

³ "Transit-supportive: Makes transit viable When used in reference to development, it often refers to compact mixed-use development that has a high level of employment and residential densities to support frequent transit service. When used in reference to urban design, it often refers to ... pedestrian-friendly built environment along roads to encourage walking to transit...."

-- [Growth Plan for the Greater Golden Horseshoe 2006 \(Places to Grow\): Section 6: Definitions \(p47\)](#)

⁴ "Major transit station areas will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas."

-- [Growth Plan for the Greater Golden Horseshoe 2006 \(Places to Grow\): Section 2.2.5: Major Transit Station Areas... \(p 17\)](#)

See also:

- [6.6 Density](#)
- [6.8 Parking](#)
- [6.9 Walking and Biking](#)
- [7.1 Lakeshore Corridor Concepts](#)
- [7.4 Port Domain](#)

- **Principle 4.** Transportation and intensification
- **Principle 3.** Provide parking away from the Mainstreet
- **Principle 1.** Reduce car use
- **Concept 4.** Redesignation of the four traffic lanes
- **Concept 9.** Ferry quay

[Figure 3: Connectivity](#)

[Figure 6: 500m Radius of the Port Credit GO Station](#)

6.8 Parking

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Parking is the lifeblood of the shops, restaurants and businesses along Lakeshore Road, but this issue also encompasses the several waterfront parks, the boat launch, the GO Station and the neighbourhoods which are all closely connected to the Village Mainstreet (See [Figure 5](#)). Many special events and festivals put additional parking stresses on the community. Residents also rely on public parking, whether it is on the street, or on public lots such as the one by the Library. We have 4 large churches, a library, an arena, a funeral home, busy canoe and rowing clubs on the Credit River, the Legion Hall, destination waterfront restaurants, a significant working marina on Lake Ontario, great fishing spots, a prestige hotel and a high-use central grocery store. People might walk or bike to many of these destinations, but given the nature of these venues (e.g. need to haul boats or recreational gear), the rigours of winter and an aging population, the need for parking will continue to be an issue.

Public surface parking is inadequate in Port Credit and will get worse over time, despite a planned transition to transit and active forms of transportation. The 90 surface parking spots presently at the No Frills site, for instance, get a lot of off-hour use, especially during special events. These spots will be eliminated with the re-development of the site, although some underground public parking will be provided instead.

We are ready for public multi-storey parking, but with the provisos that the design must not be ugly or obtrusive (it does not have to be) and that it be located off the Mainstreet. We don't want land being consumed unnecessarily for surface parking, but we do want people to come, stay and shop -- elevated parking is a logical solution for Port Credit.

Public underground parking is an option as long as security issues are satisfactorily met (including cameras if necessary), and which also avoids surface use of increasingly scarce land.

As a model community, we need to deal with parking realistically, meeting the diverse needs of residents, local businesses, and visitors alike. We note here that we need both better parking modes, and better pedestrian pathways and bicycle lanes.

Our proposals in [7.1 Lakeshore Corridor Concepts](#) would see the Mainstreet in Port Credit made safely walkable and bikeable, and more pleasant for shopping, as part of an integrated transportation solution.

In place of street parking on Lakeshore Road, we propose to expand and better utilize the laneways and parking areas at the rear of the Mainstreet retail properties. The present Port Credit Parking Study should identify all of these options.

We don't support the removal of any on-street parking until satisfactory alternatives are created. In the case of Lakeshore Road, this transition will be important to achieve the public space required to support the vibrant street life and multiple transportation platforms envisioned for our Mainstreet.

Principles:

1. Sufficient and appropriately designed public parking to support intended uses, including the Waterfront Parks, whether it be surface (lot and on-street), underground, or elevated parking.
2. The Port Credit Parking Study is a welcome component of the current DPR and Transportation Study and the results should be part of the District Policies Review process.
3. Provide parking away from the Mainstreet (i.e. half-block behind with laneway access) but accessible to shopping and businesses, as is done successfully in other village mainstreet areas, e.g. Oakville, Bloor West Village, The Kingsway and The Danforth.
4. All parking must be well-marked and well-maintained for residents and visitors.

See also:

[6.5 Neighbourhoods](#)

[6.9 Walking and Biking](#)

[6.12 Built Function](#)

[7.1 Lakeshore Corridor Concepts](#)

[7.2 Brownfield](#)

[7.5 Marina Park](#)

→ **Principle 8.** On-street parking

→ **Principle 2.** Bike parking/storage facilities

→ Potential parking garage

→ Appropriate parking

→ Parking configurations

→ **Concept 3.** Boat trailer parking

[Figure 5: Port Credit Neighbourhoods](#)

6.9 Walking and Biking (Active Transportation)

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As a model community, we need to promote a healthy year-round lifestyle, which includes walking and both recreational and commuter cycling.

Mississauga's [Visioning Symposium](#) in February 2008 confirmed strong city-wide citizen support for walking and biking in our increasingly urbanized city. As [Jan Gehl](#) said at the [Speaker Series](#) on Nov. 13, 2007: "You get a great city when you cater to pedestrians and bikes". Port Credit is a place where this is already starting to happen, but bike and pedestrian safety and overall connectivity still needs to be improved (See [Figure 3: Connectivity](#)).

The District Policies need to put pedestrians and cyclists first. The promotion of a walking and biking culture (along with efficient transit) in Port Credit (and Mississauga South) is the only enduring way to resolve the [Lakeshore Corridor](#) conundrum and maintain the community's economic base of retail trade, professional enterprise and tourism. This is part of being a [complete community](#), as defined in the [Provincial Growth Plan](#).

"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".

-- [Waterfront Parks Strategy \(March 2008\): 4.5.1 Connectivity \(p56\)](#)

We want this NOW. This will foster significant commuter as well as recreational cycling. Our proposals in [7.1 Lakeshore Corridor Concepts](#) and [7.3 Port Street Concepts](#) would see Port Credit made a year-round, walkable and bikeable destination for local residents and visitors alike, offering comfort, safety and a slower pace with which to enjoy our unique Village.

The [Waterfront Trail](#) is a big draw and will increasingly bring cyclists to our community. We must plan the bike facilities and enhance cycling connectivity, both within our community and with neighbouring districts.

The under-bridge pathway proposed for the west side of the Credit River (at the Lighthouse) is essential to provide much-needed safety and connectivity for cyclists and pedestrians crossing Lakeshore Road on the west side of the Credit River.

Construction of a pedestrian/cycling bridge just south of the CNR tracks (while the railway bridge is being reconstructed to accommodate the [third track](#)), or further up the river if need be, would streamline access to the Port Credit GO Station from neighbourhoods on the west side of the Credit River. This would reduce rush-hour car usage on Lakeshore Road by GO commuters, and lessen GO Station parking requirements as well. We are calling this concept the [Memorial Park Foot Bridge](#).

Principles:

1. Increase connectivity to further encourage active transportation and reduce car use on the Mainstreet, including special arrangements with private owners where possible: the Waterfront Trail extension across the former Texaco ([Brownfield](#)) site, as arranged with owner Imperial Oil, is a prime example (See [Figure 4](#)).
2. Mandate creation of safe bike lanes and bike parking/storage facilities.
3. Pedestrian amenities must be a component of any new development.
4. Children must be able to safely walk or bike to school (*schools shown on [Figure 6](#)*).
5. Integrate components from the 2008 Cycling Master Plan Review: "[Shifting Gears](#)"

See also:

[6.3 Public Open Spaces](#)

[6.4 Main Streetscape](#)

[6.12 Built Function](#)

[7.1 Lakeshore Corridor Concepts](#)

[7.3 Port Street Concepts](#)

[7.4 Port Domain](#)

→ **Principle 6.** Waterfront Trail

→ **Principle 6.** Street furnishings

→ **Principle 5.** Public washrooms

→ **Concept 5.** Lakeshore Bikeway

→ **Concept 1.** Village Pedestrian Precinct

→ **Concept 3.** Waterfront Trail

[Figure 3: Connectivity](#)

Appendix 4: [Walking & Bicycling: Creating a Great South Mississauga Community](#) (March 2008)

6.10 Environment

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Port Credit has the potential to become a civic model of environmentally proactive and protective policies that promote a healthy lifestyle for residents and visitors, and steward our natural environment.

The waterfront parks in Mississauga South, including the several in Port Credit, truly comprise the GTA's 'greenbelt' and are a waterfront trust for the millions of residents here now, and the millions expected to settle near Lake Ontario in the future. Although of a much smaller scale than the Province-mandated Greenbelt wrapping the Golden Horseshoe, our local greenbelt has the added value of making the Lakefront visually and physically accessible to all. The District Policies should ensure the environmental benefit of our greenbelt is maximized.

Our community has specific environmental concerns:

- a) The airshed in Mississauga South is over-taxed, as shown by results of the [Clarkson Airshed Study](#)
- b) Water quality at the harbour and along the Lake Ontario is an issue, e.g. the summer [algae bloom](#)
- c) Fisheries, shore bird habitats and wildlife
- d) The Credit River mouth is silting up rapidly (See [Figure 2](#)), due to rapid runoff from developed sites upstream, which should be mitigated effectively, e.g. with use of permeable pavings and catch basins
- e) Parkland is in significant need of additional tree cover
- f) Watershed issues, including needed sunlight exposure for creeks, runoff and erosion
- g) Trees need to be increased along the Lakeshore Corridor, employing strategic placement to enable tree canopies to reach mature heights
- h) Air and noise pollution from the traffic on Lakeshore Road currently has a negative effect on the Village Mainstreet experience
- i) Brownfield remediation and monitoring of present contamination, e.g. 75-acre former Texaco site (See [Figure 4](#)).

Promoting a walking and biking culture, and public transit, are important ways to reduce car use and improve air quality for the health of our community. Our proposals in [7.1 Lakeshore Corridor Concepts](#) would see the Mainstreet in Port Credit made a year-round, walkable and bikeable destination, with rapid transit also in place.

[Credit Valley Conservation](#) is the environmental steward of our waterfront and watershed, which are of great interest and concern to us. We support the significant contribution CVC is making in these areas. CVC needs a strong role in future land use decisions, as also stated in [6.1 Waterfront](#), and per the [June 27, 2007 letter](#) written by CVC regarding: natural hazards, natural heritage, shoreline naturalization and sustainable development.

Principles:

1. We are opposed to the development of any electricity-generating power plants in the highly populous area of Mississauga South, most especially at the waterfront which is a greenbelt for the City and the GTA.
2. Reduce dependence on energy, e.g. with efficient street lighting, solar panels, lake water cooling.
3. Formally recognize [Credit Valley Conservation](#)'s contribution to stewardship of the waterfront, the watershed and contiguous eco-systems, and CVC's role in land use decisions.
4. Promote environmental sustainability in all development decisions.
5. Identify and remediate present environmental encroachments, e.g. sewer pipe into Lake Ontario at St. Lawrence Park; [algae bloom](#) and smell along the Lakefront.
6. Respect wetlands eco-systems.
7. Naturalize shorelines and restore beaches where possible.
8. Tree canopy preservation and regeneration: parks, streetscapes, Mainstreet (Lakeshore Road), neighbourhoods.
9. Continue and incorporate the Heritage Tree Project.
10. Green buildings: the District Policies should implement policies required to minimize the potential negative impacts of intensification, with the goal of meeting [LEED standards](#).

See also:

[6.1 Waterfront](#)
[6.3 Public Open Spaces](#)
[6.9 Walking and Biking](#)
[6.14 Economic Development](#)
[7.1 Lakeshore Corridor Concepts](#)
[7.2 Brownfield](#)

→ **Principle 7.** Landfill extensions
 → **Principle 5.** Special care for Rhododendron Gardens
 → **Principle 1.** Reduce car use
 → **Principle 2.** Dredging
 → **Concept 5.** Lakeshore Bikeway
 → **Concept 7.** Monitoring of contamination

6.11 **Built Form**

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One aspect of Port Credit's heritage is a significant inventory of historical buildings and a variety of architectural styles and formats from many eras. **As a model community, Port Credit will never be kept frozen in time**, but the District Policies must ensure that future developments respect and enhance the existing heritage.

Any new built form introduced to Port Credit should be architecturally interesting and aesthetically pleasing, reflecting the best practices of its time. New architecture should be worthy of heritage designation by future generations: well built and durable, with design excellence complementing and enhancing its immediate surroundings and the greater environment. Port Credit deserves no less.

Our distinct villagescape is largely a product of the historic way that buildings along the Mainstreet were slowly added, one-by-one, as the Village grew. With redevelopment, the charmingly eclectic appearance of the storefront facades will be lost without careful attention to new additions. The potential of a negative 'streetwall effect' on Lakeshore Road from homogeneous street-level facades or block infill development in the Mainstreet Commercial area is discussed in [6.4 Main Streetscape](#).

Principles:

1. Architecture should be responsive to the Village, heritage, waterfront and environmental contexts.
2. Establish a Village Design Review Committee including citizens, professionals and city officials to assess and influence new building designs along Lakeshore Road, as is common in many sensitive urban areas and heritage districts, and as provided for in the Ontario Planning Act.
3. Encourage urban design excellence.
4. Maintain the human scale of buildings on the Mainstreet (1, 2 or 3 storeys maximum).
5. Provide guidelines for street-level facades in the Mainstreet Commercial area, to enhance the heritage value of this location and continue the eclectic Village Mainstreet appearance.
6. Encourage individual 'village commercial' shops and boutiques instead of strip malls and block development, to maintain our 'small-town mainstreet' ambience.

See also:

- | | |
|--------------------------------------|--|
| 6.2 Heritage | → Principle 1. Heritage buildings |
| 6.4 Main Streetscape | → Principle 2. Streetwall effect |
| 6.5 Neighbourhoods | → Principles 2, 5. Built form in neighbourhoods |
| 6.6 Density | → Principle 7. Mixed housing |
| 6.12 Built Function | |

Appendix 1: [Port Credit -- Heritage Register](#)

Appendix 2: [Port Credit: A Vibrant Heritage](#)

Appendix 3: [Illustrations of Heritage Buildings in Various Settings](#)

6.12 Built Function

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Port Credit is a functional Village where residents can walk or bike to most things needed for daily life. This is part of being a [complete community](#), as defined in the [Provincial Growth Plan](#). Significantly, we have seen the loss of both hardware stores along with local entertainment venues, e.g. the bowling alley and movie theatre, reflecting competition from the 'big box' formula that sprang up in past decades. **As a model community, our District Policies should encourage the built functions we need to maintain for a complete Village.**

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 and a vibrant community life. The Library is our primary Public Institution, in a Park, at the River and on the Mainstreet, and has proven to be the nexus of all these issues. In 2007 there was great public debate and affirmation of the location and role of our Library in the Village; we must now explore how all our public built functions will work together in a model context.

The pending availability of our landmark Post Office provides an excellent prospect for public acquisition by the City for adaptive reuse, e.g. museum/art gallery, arts centre, or other function as determined in context with continued use of the Library building, Clarke Hall (e.g. Performance space) and Lions' Hall (e.g. meeting space). The Post Office building is in an ideal location: near a hotel, shops, restaurants, the Cenotaph and the historic port, with surrounding green lands linked to the harbour (tourist) area. The Post Office building is also near the Port Square concept (See [7.3 Port Street Concepts](#)), and within the special study area for a proposed pedestrian precinct (See [Figure 3: Connectivity](#)). Public use of the Post Office may best be considered in this overall context.

A holistic approach is needed for all public realm issues centred at Memorial Park East (the pivot space of the Village in public control), including the Arena refurbishment (Summer 2008), the planned Library renovation (2011), future realignment of the Lakeshore-Stavebank intersection (including possible land swaps), public art, a potential parking garage and addition of public amenities to support destination uses. Memorial Park East is the hub of additional public connections needed to optimize access to our public realm (See [Figure 3: Connectivity](#)).

Concurrently, the City is conducting a new Arts and Culture Master Plan, a Community Facilities review ("[Future Directions](#)"), a Cycling Master Plan review ("[Shifting Gears](#)"), the Lakeshore Corridor study (2009) and the Port Credit Parking and Transportation studies (attached to the District Policies Review). Together all these play a strategic role in our [Vision for the Village](#) and how we plan for additional public built functions, including:

- community centre
- sports fields and outdoor skating rink, as stated in [6.3 Public Open Spaces](#)
- fitness / sports centre with indoor swimming pool
- local marketplaces for artisans and seasonal '100-mile' produce
- theatre (performance space)
- arts studios / art gallery
- local museum(s) on the history of Port Credit, the Mississauga Indians and the Great Lakes (e.g. shipping, fishing, geological history)
- college or university campus, or research institute

Redevelopment of the [Port Domain](#) (See [Figure 2](#)) and the former Texaco ([Brownfield](#)) site (See [Figure 4](#)) on the waterfront may uniquely provide the space for some proposed functions, incorporating landmark design elements.

Principles:

1. Diversity of public and private support and services for daily life, e.g. arts, retail (*see list above*).
2. Maintain an affordable grocery store in the heart of the Village.
3. Enhance entertainment opportunities within the Village.
4. Community places should be self-sustaining and inherently 'people places' that will attract many people pursuing a variety of social and recreational activities.
5. Provide accessible and adequate public washrooms, near outdoor activities and shopping.
6. Festival and event support, e.g. Mississauga Waterfront Festival.

See also:

- | | | |
|----------------------|--------------------------------------|---|
| 6.3 | Public Open Spaces | → Public commons |
| 6.13 | Social Matrix | → Principle 2. Affordable housing stock |
| 6.14 | Economic Development | → Principle 9. Professional office space |
| 7.2 | Brownfield | → Mixed-use options |
| 7.3 | Port Street Concepts | → Concept 2. Port Square |
| 7.4 | Port Domain | → Principle 7. Authentic function |

Appendix 5: [Comments Regarding Options for the Port Credit Branch Library](#) (March 2, 2007).

6.13 Social Matrix

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“Complete Communities: Complete communities meet people’s needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and *community infrastructure* including *affordable* housing, schools, recreation and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided.”

-- [Growth Plan for the Greater Golden Horseshoe 2006 \(Places to Grow\): Section 6: Definitions \(p41\)](#)

Port Credit has a diverse population in all life stages. Our social fabric is just as important to the future of our Village as land use, built form and other quantifiable attributes. We have residents of every age: parents with strollers, teens with skateboards and seniors with walkers. We live in everything from rooming houses to million-dollar homes. We live in a variety of neighbourhood character areas (See [Figure 5](#)) which are all directly connected to Lakeshore Road, our [Mainstreet](#). **As a model community, we need to show social responsibility in meeting the needs of all our residents.**

Our community already demonstrates many of the [community values](#) that are integral to the [Vision of Port Credit](#). Social responsibility is one of them.

The District Policies need to assist our Village in maintaining a broad range of housing forms to serve all segments of our community, in order that low- and (even) mid-income groups are not forced out over time, and to ensure that our aging population can remain and thrive. The social mix of people in Port Credit contributes to the Village ambience enjoyed by visitors and residents alike, and encourages our business district to offer services and products for everyday life.

We have a significant stock of [affordable rental accommodation](#) which needs to be maintained. This is a preferable and more integrated approach than many examples of ‘official’ social housing developments. Many of our residents live above stores and in modest mid-rise buildings along the Lakeshore Corridor, in duplexes and small apartment buildings within our neighbourhoods, and in mid- and high-rise buildings clustered south of the GO Station (See [Figure 6](#)) in what we are calling the ‘Upper Village’ neighbourhood. All residents are an integral part of our community.

The imminent loss of ‘No Frills’ (a discount grocery store in the heart of the Village) due to redevelopment of the site is causing great concern in the community. If an [affordable](#) and [walkable](#) alternative is not provided, there will be serious social and economic disruption for many residents. The ‘No Frills’ site is shown in [Figure 6](#).

Principles:

1. Support diversity of population in all life stages and situations (age, ability, income, culture).
2. Affordable housing stock, both rental and private ownership, needs to be maintained. Intensification and redevelopment should be evaluated to ensure that no element of the housing spectrum is depleted.
3. Enhance possibilities for public human interaction, including a vibrant Mainstreet and comfortable public open spaces.
4. Residents living above stores in the Mainstreet character area are entitled to considerations of privacy and access to their homes.

See also:

[6.3 Public Open Spaces](#)

[6.4 Main Streetscape](#)

[6.5 Neighbourhoods](#)

[6.12 Built Function](#)

[6.14 Economic Development](#)

→ **Principle 9.** Year-round recreational setting

→ Lively communal street life

→ **Principle 1.** Distinctive character areas

→ **Principle 1.** Support and services for daily life

→ **Principle 2.** Maintain an affordable grocery store

→ **Principle 3.** Variety of activities

[Figure 5: Port Credit Neighbourhoods](#)

[Figure 6: 500m Radius of the Port Credit GO Station](#) → Upper Village

6.14 Economic Development

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As a model community, Port Credit needs to be economically self-sustaining.

We want to keep the 'Port' in Port Credit. Port Credit is a significant recreational harbour on Lake Ontario for residents and tourists alike, and offers extensive public marina facilities and charter boat operations. Port Credit is also a Customs Reporting Station. The port is important to local, regional and international visitors. Planning decisions must support continuing of all these functions.

We want to keep the 'Credit' in Port Credit. Port Credit is a long-established community in social and economic transition. The century-old employment base of industrial and manufacturing jobs has been lost and needs to be replaced with new employment uses. Jobs need to be restored and the concept of living and working in the same community needs to be upheld with proactive planning. With no strong economic backbone, the transition will falter, regardless of our tourist industry.

If we increase our employment base, it will support the shops and new businesses we want to have flourishing on our Mainstreet and maintain Port Credit's long-historic role as a 'crossroads for trade'. This is part of being a [complete community](#), as defined in the [Provincial Growth Plan](#).

Additional [professional office space](#) will attract and distribute employment opportunities (including entrepreneurialism) throughout the District, but we also need to provide an opportunity for a large employer to locate here and create 'gravity' and spin-off businesses. The idea of a [university, college, or research campus](#) on the former Texaco ([Brownfield](#)) site (See [Figure 4](#)) has been discussed precisely because of the variety and extent of employment possibilities that an institution of this size would provide, together with the architectural and urban design potential. The cohort of post-secondary students in the GTA is expected to increase significantly for the next 20 years and Port Credit could help meet this need.

Our proposals in [7.1 Lakeshore Corridor Concepts](#) would see the Mainstreet in Port Credit made a year-round, walkable and bikeable destination for local residents and visitors. Enhancing our unique Village Mainstreet in this way will give a much-needed boost to our retail sector.

Our proposals in [7.4 Port Domain](#) (Federal Harbour Lands) would see the thriving Marina enterprise remain (See [Figure 2](#)) and continue to promote the boating industry and tourism.

Principles:

1. Maintain port operations and international 'point of entry' function.
2. Dredging of the harbour must be continued, to maintain our boating culture and port economy.
3. Ensure a balanced variety of activities are available to work, shop, play and dine; monitor over-representation of certain sectors, e.g. spas and bars.
4. Support and promote tourism, e.g. information, washrooms, signage, services, marketing.
5. Accommodate the charter boat fishing fleet at Marina Park or elsewhere.
6. Provide facilities for fishing, e.g. fish cleaning stations, annual Salmon Derby, access to the river's edge at Marina Park and elsewhere.
7. Foster local support for retail businesses.
8. Encourage independent retail and owner-operated businesses for variety and uniqueness.
9. Provide professional office space.
10. Attract employers to provide a significant job base, and promote Port Credit as a centre of excellence in a particular sector, e.g. Environment, Marketing, PR and Social Trending, IT and other professional sectors that would benefit from our waterfront urban Village setting.

See also:

[6.7 Motorized transportation](#)

[6.8 Parking](#)

[7.1 Lakeshore Corridor Concepts](#)

[7.2 Brownfield](#)

[7.4 Port Domain](#)

→ Employment commuting and tourist support

→ **Principle 3.** Accessible to shopping and businesses

→ [Mainstreet Commercial District](#)

→ **Concept 2.** Revitalized Mainstreet

→ **Concept 5.** Thriving marina

[Figure 2: Port Domain](#)

[Figure 4: Brownfield Vicinity](#)

→ Silting

7. SPECIAL SITES (Place Making)

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7.1 Lakeshore Corridor Concepts: Mainstreet, Lakeshore Bikeway

"Getting around will be easy. An integrated transportation network will allow people choices for easy travel both within and between urban centres throughout the [Golden Horseshoe] region. Public transport will be fast, convenient and affordable. Automobiles, while still a significant means of transport, will be only one of a variety of effective and well-used choices for transportation. Walking and cycling will be practical elements of our urban transportation systems.... All of this will translate into a place where residents enjoy a high standard of living and an exceptional quality of life."

-- [Growth Plan for the Greater Golden Horseshoe 2006 \(Places to Grow\): 1.2: Vision for 2031 \(p9\)](#)

1) The Lakeshore Corridor is a special and complex artery -- the locus for land use, density, transportation and urban design issues, and the greatest challenge facing Port Credit's evolution as a model community. Lakeshore Road is both our historic Mainstreet for local traffic and access to the shops, and a major 4-lane highway for East-West through-traffic. This dichotomy is having an increasingly dysfunctional effect on the village landscape.

2) Where are we headed? Adding infill developments along the entire Lakeshore Corridor, thereby adding traffic to Lakeshore Road, while only paying lip service to the Mainstreet concept, will not work. With traffic alternately too fast (50+ km/hr in off-peak times) or too slow (congestion during rush hour), businesses and shoppers will continue to struggle with the Village's (literally) split identity. If Lakeshore Road is reinforced as an alternative highway to the Q.E.W., a tipping point will come and the Village character will suddenly be gone through attrition.

3) What needs to happen? We need a Village intervention. We must act boldly and decisively, and do everything in our power starting NOW, to take back our Mainstreet. We're ready to go for it!

Every opportunity must be taken to enhance the street life and economic viability of our Mainstreet Commercial district. For cyclists and pedestrians we need to make our Village safe, convenient and comfortable, with better linkages and amenities. For commuters, we need a commitment to upgrade our public transit system. Motorists need better intersections, well-defined and maintained roadways, and appropriate parking. *But further...*

4) We are proposing a dramatic re-think about the manner in which Lakeshore Road is viewed and used. We propose the redesignation of the existing four traffic lanes, to accommodate an integrated transportation solution along the entire length of Lakeshore Road, including: differentiated bicycle lanes, wide sidewalks for pedestrians and a maximum of 3 traffic lanes for cars and public transit vehicles.

5) Lakeshore Bikeway

"Create a bicycle-friendly Ontario that encourages people of all ages to cycle for recreation, fitness and transportation enhancing the overall health and quality of life of Ontarians."

-- [Ontario Bike Plan \(Feb. 2008\): 2.1: Vision statement \(page i\)](#)

One existing traffic lane on Lakeshore Road should be reassigned to create two dedicated bike lanes. Cycling commuters in South Mississauga need a safe direct route between Oakville and Toronto, and to the GO Stations along the way. We propose to call this route the Lakeshore Bikeway (See [Figure 3: Connectivity](#)).

These bike lanes must be physically separated (curbed) from cars and from pedestrians, to be safe for all cyclists regardless of age or ability. While the Waterfront Trail is for recreation and the proposed Lakeshore Bikeway is primarily for commuter cycling, families must be able to use the Lakeshore Bikeway to reach the Waterfront Trail.

"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."

-- [Waterfront Parks Strategy \(March 2008\): 4.5.1 Connectivity \(p56\)](#)

Yes, but we do not want the Lakeshore Bikeway only "in the long term", for our grandkids. We want it for us. This is a model best practice that will be followed by other municipalities. This is doable. Let's do it NOW.

See also: [Appendix 4: Walking & Bicycling: Creating a Great South Mississauga Community \(March 2008\)](#)

Lakeshore Road is mentioned frequently in 6. THEMES. This demonstrates the integral role our Mainstreet plays in fulfilling multiple objectives throughout the District Policies. Concurrent progress pertaining to Transportation and Parking, in particular (both the subject of special District studies), will lead to increasing and exciting civic traction to achieve the Vision of Port Credit. See [7.1A Compendium \(following\)](#).

7.1A Lakeshore Corridor Compendium

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The cross-referenced sections listed below highlight the THEMES which relate directly to the repurposing of Lakeshore Road and the structural enhancement of our 'village eclectic' Main Streetscape.

6.2 [Heritage](#)

Promote private ownership retention, restoration and adaptive reuse of heritage buildings. Examples on the Mainstreet: former TD Bank building (Hooper's Pharmacy), Montgomery House (Second Cup), St. Lawrence Starch building.

6.4 [Main Streetscape](#)

The word 'eclectic' best describes the mix of options we think would benefit the Lakeshore Road pedestrian area. All will contribute to street-level enjoyment, safety and comfort.... With wider set-backs, there is a real opportunity to animate the sidewalk area and enhance the Village atmosphere.

6.5 [Neighbourhoods](#)

Port Credit's neighbourhoods also have a strong sense of Village identity -- each connects directly to the Village Mainstreet (Lakeshore Road) which provides sight lines into each neighbourhood by virtue of the traditional and distinctive grid layout of the roadways (See [Figure 5](#)). We must also recognize that residents live all along Lakeshore Road itself, including above the stores, which contributes to the neighbourhood culture of our very public Mainstreet.

6.6 [Density](#)

To maintain the Village context of the Mainstreet, Lakeshore Road should have maximum heights of 1, 2 or 3 storeys. Structures behind the Lakeshore Road retail/office space should not overpower the Village ambience that the human-scale street façade serves to maintain.

6.7 [Motorized Transportation](#)

A comprehensive Transportation Study is part of the Port Credit District Policies Review and the interdependence of transportation and land use needs to be fully explored. Site-by-site traffic studies as each new development comes on stream are too limited in scope for the critical Lakeshore Corridor. We need to understand local and commuter movement patterns and benchmark future scenarios now. We need to see the results of the Transportation Study before density targets can be set for the Village.

6.8 [Parking](#)

Parking is the lifeblood of the shops, restaurants and businesses along Lakeshore Road. In place of street parking on Lakeshore Road, we propose to expand and better utilize the laneways and parking areas at the rear of the Mainstreet retail properties. The present Port Credit Parking Study should identify all of these options.

We don't support the removal of any on-street parking until satisfactory alternatives are created. In the case of Lakeshore Road, this transition will be important to achieve the public space required to support the vibrant street life and multiple transportation platforms envisioned.

6.9 [Walking and Biking](#)

We need to promote a healthy year-round lifestyle, which includes walking and both recreational and commuter cycling.... The District Policies need to put pedestrians and cyclists first. The promotion of a walking and biking culture (along with efficient transit) in Port Credit (and Mississauga South) is the only enduring way to resolve the Lakeshore Corridor conundrum and maintain the community's economic base of retail trade, professional enterprise and tourism.

6.10 [Environment](#)

Air and noise pollution from the traffic on Lakeshore Road currently has a negative effect on the Village Mainstreet experience. Promoting a walking and biking culture, and public transit, are important ways to reduce car use and improve air quality for the health of our community.

Trees need to be increased along the Lakeshore Corridor, employing strategic placement to enable tree canopies to reach mature heights.

6.11 [Built Form](#)

Establish a Village Design Review Committee including citizens, professionals and city officials to assess and influence new building designs along Lakeshore Road, as is common in many sensitive urban areas and heritage districts, and as provided for in the Ontario Planning Act.

6.13 [Social Matrix](#)

Many of our residents live above stores and in modest mid-rise buildings along the Lakeshore Corridor.... All residents are an integral part of our community.

6.14 [Economic Development](#)

If we increase our employment base, it will support the shops and new businesses we want to have flourishing on our Mainstreet. Enhancing our unique Village Mainstreet will give a much-needed boost to our retail sector.

7.2 **Brownfield (Former Texaco Lands)**

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Imperial Oil is now the owner of this 75-acre site (See [Figure 4](#) and [Figure 5](#)), which is subject to provincial Brownfield legislation. Industrial uses for the past century (most recently the Texaco oil refinery) and the resultant contamination have in fact 'saved' this significant waterfront parcel for future development.

This is a rare planning opportunity to reinforce the [Vision](#) for both Port Credit's Waterfront and Mainstreet. This site presents a unique combination of advantages:

- 75 acres of flat land, with optimal dimensions
- 600m full Lake Ontario frontage
- 600m full Mainstreet (Lakeshore Road) frontage
- close to the GO Station and Mississauga Transit
- residential, recreational and commercial setting
- desirable urban Village within a dynamic city

Any single-use should take full advantage of all these attributes. Single-use for the entire site could include:

- Post-secondary or research campus (See [6.14 Economic Development](#))
- Parkland with trails, wetlands and an interpretive centre

At the very least, the southern (Lakefront) portion of this site should be acquired by the City for public realm open space uses: parkland, trails and wetlands, as stated in [6.1 Waterfront](#) and [6.3 Public Open Spaces](#). The existing [Waterfront Trail](#) extension along the shoreline of the site should be connected to additional paths and trails throughout the property to encourage walking and biking. As well, there should be an appropriate [parking](#) configuration for optimal public access.

Any combination of mixed uses should be appropriate to each section of the site and, again, should provide the cumulative best use of the site's advantages. Mixed-use options include:

- 1) Public / institutional use for the middle portion of the site, following the needs identified in [6.12 Built Function](#), e.g. community centre, sports fields. An executive golf course has also been suggested.
- 2) The present 'dead zone' along the Lakeshore Road frontage of the site needs to be revitalized with [Mainstreet Commercial](#) development, at the sidewalk, as outlined in [6.4 Main Streetscape](#). [Parking](#) should not be on the Mainstreet side. Professional office space could be incorporated into the retail sector of the site, either above the street-level shops, or situated behind.
- 3) If any residential development is to be considered, a mix of low-rise (detached homes or 2-3 storey townhouses) and mid-rise rental and condominium apartments would be an example of 'distributed density' intensification, as stated in [6.6 Density](#). There needs to be transition to the adjacent neighbourhoods (OPCV Heritage District and the Cranberry Cove neighbourhood), where the maximum height is limited to 2 storeys. A social and architectural mix of housing formats is strongly preferred to a homogeneous (and less interesting) development. We support the current [District Policies \(September 2007\)](#), section 4.27.3.1.6b, which advocates landscape buffering for the Heritage District, which we support in [6.5 Neighbourhoods](#).
- 4) Road connections through the property to both Pine Ave South on the west, and Mississauga Road South on the east, may be possible after very close consultation with the adjacent neighborhoods as to use, scale and character of any new development. Port Credit's traditional and distinctive grid layout should be emulated with any new roadway development, as stated in [6.2 Heritage](#).
- 5) The public boat launch could potentially be relocated to this site (with trailer parking) if it is not to remain at [Marina Park](#).
- 6) Some boat storage could be relocated to this site, from the present Harbour Marina location at the [Port Domain](#) (Federal Harbour Lands).
- 7) Present contamination of the site needs to be monitored, as stated in [6.10 Environment](#)

See also: [Figure 4: Brownfield Vicinity](#)
[Figure 5: Port Credit Neighbourhoods](#)

7.3 Port Street Concepts: Port Square, Elizabeth Street Portway

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All great places make significant connections to their natural geographic features. Our 'sense of place' in Port Credit is centred on connection to the Port, the River and the Lake. We propose to create a focal Village gathering and staying space: Port Credit's meeting place.

1) Village Pedestrian Precinct: An opportunity exists to connect and extend the heart of the Village southward from the Mainstreet, between Stavebank Rd. S. (including the Post Office site) and Helene St. S. This pedestrian precinct would meet the revitalized Port Domain (Federal Harbour Lands) and the diverse activities at the harbour (See Figure 2). This is the most viable area in the entire Village to privilege pedestrians and focus our public social life.

We propose that this area south of Lakeshore Road (including the rear laneway), extending to and encompassing Port Street, and possibly an area south of Port Street, become a pedestrian precinct. Here, vehicular traffic would be subordinate to the needs of a community landscape with human-scale spaces and activities. Design elements would be geared to the year-round needs of pedestrians and cyclists. This concept deserves a special study to look at configuring all new development in the study area to support such a precinct.

The pending availability of our landmark Post Office (located within the proposed study area) provides an excellent prospect for public acquisition by the City. Any decision on public adaptive reuse of the Post Office and its surrounding lands must be considered in the overall context of the study area.

2) Port Square: At the heart of the proposed precinct there should be a significant public pedestrian square that intimately connects the street life on the Mainstreet with the harbour area. We are calling this concept Port Square. The optimal location for the square is on the present Ports Hotel site (See Figure 3). 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.

3) Port Street: Port Street east of Helene St. is already fully developed as a high-density residential street. Port Street should provide a boulevard approach leading westward to Port Square, flanked by trees and dedicated bike paths, which will impart a more residential character, while emphasizing walking and cycling in the Village. The proposed condominium development on the existing No Frills site, while a contiguous extension to the residential portion of the street, provides the opportunity for intentional and interesting visual transition to the proposed adjacent pedestrian area at Port Square.

4) Waterfront Trail: The Waterfront Trail provides a pedestrian/cycling connection to the proposed Port Square area from the east and west, with a further southern extension planned as part of the Port Domain redevelopment. At the River's edge, the public Port Credit Village Marina and harbour landscape form a western connection reinforced by the sight line across the River into Port Street West in the Heritage District on the west bank of the Credit River (at Marina Park).

5) Elizabeth Street Portway: We propose that Elizabeth Street become a transit, pedestrian and cycling linkage connecting the core high-density 'Upper Village' neighbourhood and the GO Station (See Figure 6) north of Lakeshore Road, to the Mainstreet Commercial district, and then further south to the proposed Port Square and into the redeveloped Port Domain. This North-South connection provides an urban sight corridor to the Lake from the core of the Village. We are proposing to call it the Portway (See Figure 3).

The Portway creates a dramatic 'point of entry' concept for visitors arriving by GO train. We support further redevelopment of the GO Station in keeping with this new anchor role at the head of the Portway.

Note that cyclists especially, crossing from the west side of the Credit River via the proposed Memorial Park Foot Bridge, would also be able to connect efficiently with the Portway to reach the harbour area.

See also: 6.4 [Main Streetscape](#)
 7.4 [Port Domain](#)

[Figure 2: Port Domain](#) → Study Area

[Figure 3: Connectivity](#)

[Figure 6: 500m Radius of the Port Credit GO Station](#) → Upper Village

7.4 Port Domain (Federal Harbour Lands)

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Canada Fisheries and Oceans owns these harbour lands, which we are calling the Port Domain (See [Figure 2](#)). A long-term lease is in place until 2023. There is a pending strategic transfer of the lands, deemed surplus, to [Canada Lands Company](#) (CLC) within a year. According to CLC, the site is encumbered with environmental and structural problems which need to be resolved before eventual redevelopment is planned.

These lands are intrinsic to Port Credit's extensive heritage as a working Port. These lands are an enigma to many residents of Port Credit: with no public access to the Lakefront, the Marina site is currently for the private use of the boating community. There is great potential for increased public connectivity (See [Figure 3](#)).

- 1) We strongly support that the Port Domain remain in public ownership, whether through CLC, or partial or complete ownership by the City. The District Policies should signal a commitment to negotiate with the Federal Government ([Canada Lands Company](#)) and interested stakeholders to ensure that any redevelopment of the Port Domain is consistent with [Port Credit's Vision](#).
- 2) The iconic sunken freighter *Ridgetown* is one of the features being evaluated and we would support an innovative use of this structure to enhance the harbour experience, as safety and practicality allow.
- 3) An extension of the [Waterfront Trail](#) will definitely be included in any redevelopment (according to CLC), and access to the waterfront will be designed with the water's edge being as genuine as possible. We strongly support these initiatives. The enhanced Waterfront Trail would be key connector to the [Port Square](#) concept.
- 4) Connectivity with J.J. Plaus Park and the former Canada Steamship Lines (CSL) breakwater (to the west) and St. Lawrence Park (to the east) is essential and could be accomplished in some places with foot bridges.
- 5) We believe an ongoing, thriving Marina needs to be retained on these lands to perpetuate our Port tradition. Further to comments in [6.14 Economic Development](#), we want to retain the extensive public marina enterprise (and the approximately 100 jobs) of the area and continue to promote the boating industry and tourism. The Port Credit Harbour Marina building (the 'Shed') is huge, and houses numerous marine services in addition to indoor storage for very large vessels. This building is a hold-over from the days when Port Credit was the largest single commercial port on Lake Ontario, run by Canada Steamship Lines. The 'Shed' needs to be re-evaluated in the context of the recreational destination we are today.
- 6) A reconfiguration of the site is needed to open up the waterfront to the public. The old-style security issue of the gates and the method of boat storage have to be addressed with a redesign, as CLC has indicated. The possibility of off-site boat storage at the former Texaco ([Brownfield](#)) property needs to be explored,
- 7) Given the unique sense of place at this harbour location, all design concepts should be inspired by and speak to the waterfront and port legacy. The natural, social and built elements of any architecture should be revealed through a marine aesthetic, an authentic function and a signature identity. This will be a landmark site, which will anchor the Portway at the water's edge.
- 8) Continuation of the unique marina boutique and warehouse-style outlets is essential to service the Marina clientele. With the area more accessible and welcoming to the public, additional uses should be considered, such as a market, arts facilities, or a café. In the context of the Port Square concept in [7.3 Port Street Concepts](#), some private development could take place at Port Street to finance enhanced public amenities.
- 9) The Port Domain would be a logical site for a ferry quay with service to Toronto, or a place to catch a water taxi. Additional slips for day- and short-stay boat visitors could be added. Visiting boaters could walk about Port Square, the Mainstreet and the entire harbour area, enjoying our fully pedestrianized Village centre.
- 10) The public boat launch could be relocated to this site (with trailer parking) if it is not to remain at [Marina Park](#).

We look forward to a public presentation by Canada Lands Company, in order to understand CLC's role and intentions with regard to this strategic property.

See also: [Figure 2: Port Domain](#)
[Figure 3: Connectivity](#)

7.5 Marina Park

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Marina Park is a prime west riverfront property within the Old Port Credit Village Heritage District. This is a complex location subject to a variety of uses, and strategic to the harbour paradigm of Port Credit. It is our most visible under-developed public space and not a park in the usual sense.

Our detailed input to the [Waterfront Parks Strategy](#) is contained in the [December 17, 2007 letter](#) written by VIVA Port Credit, which documented our consensus on a variety of issues concerning the three priority waterfront parks located in Port Credit: Memorial Park West, J.C. Saddington Park and Marina Park.

- 1) We strongly support the recommendations concerning the redevelopment of Marina Park, contained in the [Waterfront Parks Strategy](#) (March 2008), which will serve to maintain the visual and physical connection with the water and harmonize the Park with the neighbouring Heritage District.
- 2) This site should be the subject of a heritage impact assessment in addition to the planned archaeological, environmental and marketing assessments.
- 3) We believe that a public boat launch in Port Credit (currently located at Marina Park – See [Figure 3](#)) is essential for residents and tourists alike. Riverfront launching is preferable to Lakefront entry, because it is safer. If, after study, it is decided to relocate the boat launch, the redeveloped [Port Domain](#) (Federal Harbour Lands) should be used for this purpose due to the present breakwater sheltering (See [Figure 2](#)) and the room available for trailer parking. Another alternative is a potential new facility at the former Texaco ([Brownfield](#)) site (See [Figure 4](#)).
- 4) The under-bridge pathway proposed for the west side of the Credit River is essential to provide much-needed safety, accessibility and connectivity for cyclists and pedestrians crossing Lakeshore Road between Marina Park and Memorial Park West. The proposed at-grade pedestrian crossing at the west end of the bridge, as proposed in the [Waterfront Parks Strategy](#) (March 2008), is not a safe solution. The proposed pathway connection to J.C. Saddington Park from Marina Park is strongly recommended and should be fully accessible.
- 5) Marina Park is our public wharf and we strongly support developing this west side of the harbour in a manner sympathetic to its trading heritage (e.g. a market, kayak rentals, fishing supplies, a café), in order to re-establish the traditional Village centre straddling the Credit River and to provide additional destinations to support a walking, biking and boating culture.
- 6) Marina Park would be an ideal site for a project to build a replica of a stone-hooker, which upon completion could serve economic purposes (tourism, boat tours) along with educational (training vessel) and heritage uses as an adjunct to a proposed local museum.

See also:

- [6.1 Waterfront](#)
- [6.3 Public Open Spaces](#)
- [6.12 Built Function](#)
- [7.2 Brownfield](#)
- [7.4 Port Domain](#)

- **Principle 1.** Waterfront Parks Strategy
- **Principle 1.** Waterfront Parks Strategy
- Local museum
- **Concept 5.** Boat launch
- **Concept 10.** Boat launch

[Figure 2: Port Domain](#)

[Figure 3: Connectivity](#)

[Figure 4: Brownfield Vicinity](#)

8. PORT CREDIT DISTRICT POLICIES

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8.1 Review Process

“Never doubt that a small group of thoughtful, committed citizens can change the world. Indeed, it is the only thing that ever has.”

-- Margaret Mead (cultural anthropologist)

This quote was projected on the screen during the close of Mississauga's [Visioning Symposium](#) (February 2008). Port Credit is presently enjoying unprecedented, enthusiastic citizen involvement and we are not a “small group”. Our tremendous civic pride and interest is an asset to the City. We in Port Credit are eager to agree upon a community [Vision](#) and we are ready to start realizing it NOW, through immediate changes that will set us on course to be a model community. Indeed, with a strong existing foundation of human-scale community infrastructure, we believe Port Credit is the best place for the [City of Mississauga](#) to start implementing the dreams of so many of its citizens for a highly-liveable city.

Port Credit has a wide variety of stakeholders: home owners, apartment dwellers, community and special interest groups, commercial property owners, store and office renters, local developers and four levels of government -- a complex set of interests in a very strategic District of the City. One thing is clear – we who live here have the responsibility to participate in this public Review process. Our expectations are high. We have been inspired!

Helle Søholt, of [Gehl Architects](#) in Denmark, came to Port Credit in September 2007 and spoke about her experience with urban renewal around the World (e.g. Copenhagen, Melbourne). Helle outlined a 3-step process:

1. Agree on the kinds of activities that the community wants to have in its public spaces
2. Decide upon the kinds of spaces needed to allow these activities to flourish
3. Plan the kinds of buildings that best fit those spaces and enhance human interaction

The central [Mission of the District Policies](#) should be to enhance Port Credit's vibrant community life, especially in our public spaces. Port Credit is already a place where people want to be. Place Making here entails studying and building on what is already working. Our legacy will be the creation and enhancement of dynamic public spaces for succeeding generations. We seek evolutionary change to achieve the Vision.

Port Credit is not a blank slate, but 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.

Port Credit poses a challenge because the existing infrastructure presents significant limitations. As Port Credit's population and popularity increase, innovative planning is needed to provide the public spaces and amenities, the transportation infrastructure, and the additional housing and employment space to accommodate our growth. This growth must be accomplished without compromising Port Credit's most vital asset: our [Village character](#), replete with historical architecture, small-town Mainstreet ambience and a natural and traditional community design which connects us to our geographic environment.

The District Policies comprise a [social contract](#) between the Citizens and the City. The process of translating citizen input into the planning language of the revised District Policies should not be too rapid. Citizens must be given sufficient time to fully comprehend the planning language used in the draft District Policies Review proposals and relate it back to the underlying principles we (and others) have expressed and agreed to. The City must undertake a public education process with the citizens to effectively communicate how our community [Vision](#) will be embodied and advanced through the rules and policies of our new District Policies.

The City periodically reviews the Mississauga Official Plan and District Policies, but in the case of Port Credit, where so much is waiting to happen, it may become an [ongoing process](#) of testing, reinforcing and/or expanding the Vision and the Policies as Port Credit evolves. As citizens, we appreciate the opportunity to monitor all proposed amendments or reviews of our District Policies against the principles that we have expressed and the Vision we seek to fulfill. This approach is inherent in the format we have chosen for our White Paper.

8.2 Policy Principles

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- 1) The new District Policies will be a collective statement of the entire community's Vision for the future, while at the same time defining Port Credit's legacy in its entirety. The District Policies should express our [community values](#), which need to form the basis for the whole document, including land use policies.
- 2) The District Policies should be written to enable Port Credit to become a model community for the World, and should reflect international best practices. This emphasis on building the highest possible quality of life here will have the effect of attracting the 'best and brightest' to Mississauga and spur civic creativity.
- 3) The District Policies should enshrine Port Credit's important role in the context of Mississauga's Strategic Plan, which will be updated through the City's Visioning process ([Becoming a City for the 21st Century](#)). The District Policies need to reflect this strategic context and not just be a literal and linear policy document for our few square miles.
- 4) Port Credit is a tourist destination and welcomes visitors from all of Mississauga, from the GTA and from around the World. We need to thoroughly plan for our visitors, to ensure their stay is comfortable, safe and enjoyable for all, including those who live here.
- 5) The District Policies must be specific and coherent regarding land use and zoning, to allow for harmonious growth and change consistent with the Council-approved policies. This applies to both new and infill development, not only within [neighbourhoods](#), but along the [Lakeshore Corridor](#) and in the [Port](#) area. Robust District Policies will attract development that will meet the requirements of all Port Credit stakeholders.
- 6) Land use opportunities for large parcels of post-industrial land that haven't been defined (or not changed from historic uses), should be conscientiously evaluated and clearly defined during this process, for example the former Texaco ([Brownfield](#)) site.
- 7) We believe the existing [District Policies \(September 2007\)](#), begun over a decade ago during a thorough and ongoing [Ontario Municipal Board](#) (OMB) hearing process, were visionary for their time, particularly regarding our [Special Character Neighbourhoods](#), the [Mainstreet Commercial](#) area and the [Harbour Mixed-Use](#) area. These concepts need to be updated, reapplied and reinforced. For example, the latter now contains the 'St. Lawrence' neighbourhood development, the proposed Study Area for a pedestrian precinct (See [Port Street Concepts](#)) and the [Port Domain](#) (Federal Harbour Lands). See [Figure 2](#).
- 8) The District Policies should mean what is stated and be defensible and defended in the City's Planning Dept., at City Council, and before the [Ontario Municipal Board](#) (OMB). The design integrity of each character area must be maintained, or the overall intentions of the Policies will be disrupted and cumulatively weakened.
- 9) Establish criteria that require both the City and private developers to create development plans in close consultation with the community. In recognition of our renewed Vision and [community values](#), concepts such as: environmental criteria, architectural guidelines, quality of life, village character, social concerns, etc. should be defined and enshrined as parameters.
- 10) All future policies must guide private development and public infrastructure investments (including road improvements) and set a clearly defined direction for change, against the long, 33-year view. This will preempt short-sighted responses to ideas that seek to attain long-term goals. Periodic reviews will take place, but the long-term Vision always needs to be carried forward.
- 11) While it has been important to pay extra attention to the high-potential focal points of the Place Making exercises (See [7. SPECIAL SITES](#)), these areas must not be considered in isolation from overall governing principles of the new District Policies. The needs of the rest of the Port Credit must also be reflected, to render the District Policies comprehensive and uniformly strong.
- 12) As this public consultation progresses, it will be important to ensure that all information is widely shared between the concurrent [Lakeview and Port Credit DPR/P-M](#) processes and the [Clarkson Village Study](#), to enable residents in all three Districts to discuss and participate actively in the formation of a coherent Lakeshore Corridor strategy. We look forward to the proposed Lakeshore Corridor Study in 2009.

9. AFTERWORD

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This White Paper is an audit of what is working in Port Credit, and the dreams prompted by this inventory. This is our shared input to the public process of the [District Policies Review](#).

Many citizens have provided specific thoughts, but the collective [Vision of Port Credit](#) will be greater than the sum of these and requires an open Village conversation. This White Paper will be circulated on websites and through presentations, to ensure ongoing input by a wide civic audience. The objective is to crystallize a collective Vision for our community. This White Paper is our consensus of what needs to be discussed, 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. We thank those who have already offered to review this White Paper, and encourage others to do so.

We look forward to new District Policies that will ensure our evolving urban Village provides the highest possible quality of life for all those who abide here, or become part of our community in the future.

To view ongoing updates, please visit: www.VIVAPortCredit.ca

To comment, please e-mail: VIVA@VIVAPortCredit.ca

First Release

FIGURE 2: Port Domain

Showing silting towards the mouth of the Credit River. Also shown: special Study Area south of the Mainstreet (Lakeshore Road) for a proposed pedestrian precinct, and existing public Landmark Sites (marked in **red**).

The present public boat launch (at [Marina Park](#)) is also shown; it may be considered for relocation to the Port Domain.

Referenced from:

- 6.1 [Waterfront](#)
- 6.2 [Heritage](#)
- 6.10 [Environment](#)
- 6.12 [Built Function](#)
- 6.14 [Economic Development](#)
- 7.3 [Port Street Concepts](#)
- 7.4 [Port Domain](#)
- 7.5 [Marina Park](#)
- 8.2 [Policy Principles](#) → Principle 7.

FIGURE 3: Connectivity



Showing the [Waterfront Trail](#) (with possible extensions) and several Waterfront Parks, with walking/cycling connections to the GO Station and the [Port Domain](#) via the proposed [Lakeshore Bikeway](#), [Elizabeth Street Portway](#) and [Memorial Park Foot Bridge](#).

Also shown: special [Study Area](#) south of the Mainstreet (Lakeshore Road) for a proposed pedestrian precinct, proposed [Port Square](#) location, and existing public [Landmark Sites](#) (marked in **red**).

Referenced from:

- 6.1 [Waterfront](#)
- 6.2 [Heritage](#)
- 6.3 [Public Open Spaces](#)
- 6.4 [Main Streetscape](#)
- 6.7 [Motorized Transportation](#)
- 6.9 [Walking and Biking](#)
- 6.12 [Built Function](#)
- 7.1 [Lakeshore Corridor Concepts](#)
- 7.3 [Port Street Concepts](#)
- 7.4 [Port Domain](#)
- 7.5 [Marina Park](#)

FIGURE 4: Brownfield Vicinity

Showing the former Texaco oil refinery site (now a Brownfield owned by Imperial Oil). The Old Port Credit Village Heritage District is to the East; the Cranberry Cove neighbourhood is to the West.

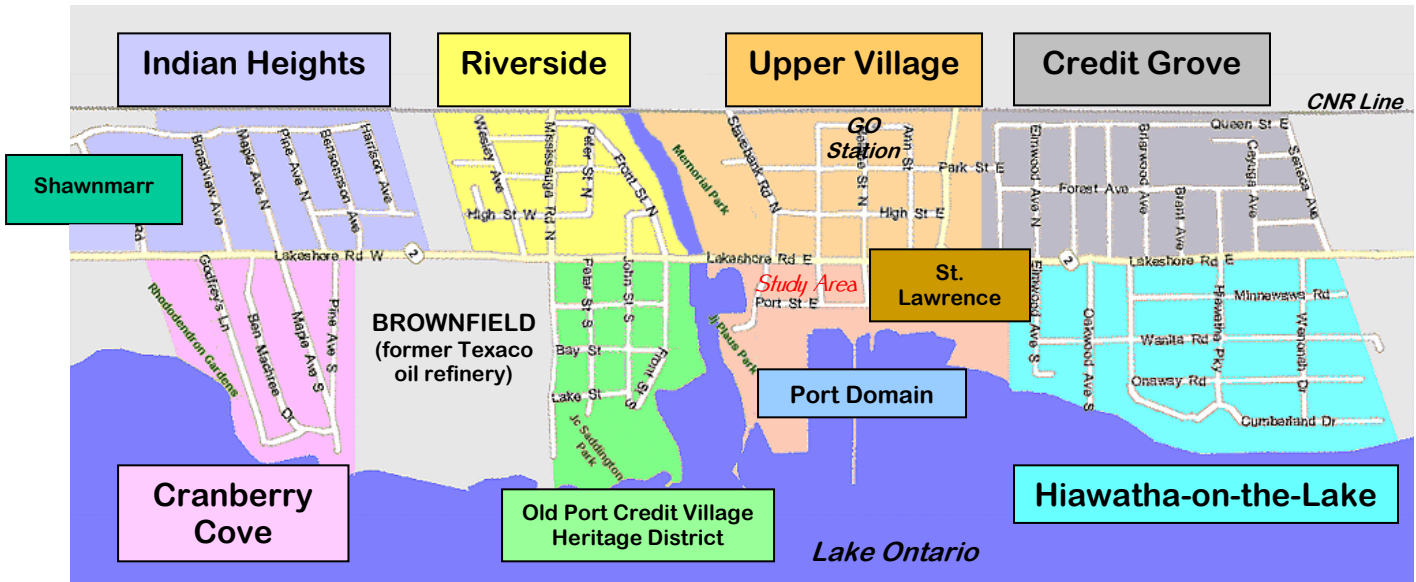
The Waterfront Trail extension across the Lakefront of the site connects Ben Machree Park with J.C. Saddington Park.

The present public boat launch (at Marina Park) is also shown; it may be considered for relocation to this Brownfield site.

Referenced from:

- 6.1 [Waterfront](#)
- 6.2 [Heritage](#)
- 6.3 [Public Open Spaces](#)
- 6.4 [Main Streetscape](#)
- 6.5 [Neighbourhoods](#)
- 6.6 [Density](#)
- 6.9 [Walking and Biking](#)
- 6.10 [Environment](#)
- 6.12 [Built Function](#)
- 6.14 [Economic Development](#)
- 7.2 [Brownfield](#)
- 7.5 [Marina Park](#)

FIGURE 5: Port Credit Neighbourhoods



Showing possible examples of Historic Names for Character Areas, and how all neighbourhoods have direct connection and sight lines to the Village Mainstreet (Lakeshore Road). The location of the former Texaco oil refinery site (now a Brownfield owned by Imperial Oil) is shown within its neighbourhood context.

Also shown is the proposed *Study Area* for a pedestrian precinct (per [Figure 3: Connectivity](#)).

Referenced from:

- 6.2 [Heritage](#)
- 6.4 [Main Streetscape](#)
- 6.5 [Neighbourhoods](#)
- 6.6 [Density](#)
- 6.8 [Parking](#)
- 6.13 [Social Matrix](#)
- 7.2 [Brownfield](#)

FIGURE 6: 500m Radius of the Port Credit GO Station



Showing the 'Upper Village' (per [Figure 5: Port Credit Neighbourhoods](#)), where high density exists within the prescribed 500m radius. Port Credit's Village Mainstreet and the proposed Study Area for a pedestrian precinct (per [Figure 3: Connectivity](#)) also fall within the 500m radius.

"Major Transit Station Area: The area including and around any existing or planned *higher order transit station* within a *settlement area* Station areas generally are defined as the area within an approximate 500m radius of a transit station, representing about a 10-minute walk."
 -- [Growth Plan for the Greater Golden Horseshoe 2006 \(Places to Grow\): 6. Definitions \(p44\)](#)

Referenced from:

- 6.3 [Public Open Spaces](#)
- 6.5 [Neighbourhoods](#)
- 6.6 [Density](#)
- 6.7 [Motorized Transportation](#)
- 6.9 [Walking and Biking](#)
- 6.13 [Social Matrix](#)
- 7.3 [Port Street Concepts](#)

REFERENCES» [Table of Contents](#)**VIVA PORT CREDIT**

The following documents have been developed by VIVA Port Credit as a result of various public meetings, collaborations and consultations, and have been submitted or copied to the City of Mississauga.

RE: Mississauga's Waterfront Parks Strategy: Draft Final Report. December 17, 2007. E-mailed letter from VIVA Port Credit. Addressed to Ruth Marland, Project Leader, Community Services Dept., City of Mississauga. 10 pages. [*Web link pending*]

RE: Planning and Place-Making Issues in Port Credit. November 20, 2007. E-mailed letter from VIVA Port Credit. Addressed to Anne McIlroy, Principal, Brook McIlroy Inc. 3 pages. [*Web link pending*]

RE: Proposed Intersection Changes at Lakeshore and Stavebank Roads (LSI), Port Credit. October 16, 2007. E-mailed letter from VIVA Port Credit. Addressed to Carmen Corbasson, Councillor, Mississauga Ward 1. 3 pages. [*Web link pending*]

CITY OF MISSISSAUGA**Interim Residential Intensification Policies.**

June 2006 http://www.mississauga.ca/file/COM/pdc2006_06_26.pdf

August 2006 http://www.mississauga.ca/file/COM/Amend_58_Interim_Res_Intensification_Policies.pdf

Waterfront Parks Strategy: Draft Final Report. March 3, 2008. Brook McIlroy Inc., for Planning and Heritage Section, Community Services Dept. 170 pages. *Adopted by Mississauga Council on March 26, 2008.*
http://www.mississauga.ca/portal/residents/parks?paf_gear_id=9700018&itemId=67900060

Section 4.27 Port Credit District Policies of Mississauga Plan. September 2007. 50 pages.
<http://www6.mississauga.ca/onlinemaps/planbldg/missplan/text/section%204.27-port%20credit.pdf>

Future Directions For Recreation & Parks and Library Services Plans. 2004. Community Services Dept.
http://www.mississauga.ca/portal/home?paf_gear_id=9700018&itemId=9100021 *Subject of a Master Plan Review beginning in 2008.*

PROVINCE OF ONTARIO

Growth Plan for the Greater Golden Horseshoe 2006. Ontario Ministry of Public Infrastructure Renewal. Prepared and approved under the Places to Grow Act, 2005. 54 pages.
<http://www.placestogrow.ca/images/pdfs/FPLAN-ENG-WEB-ALL.pdf>

Ontario Bike Plan. February 2008. Cycle Ontario Alliance. 42 pages.
<http://www.cycleontario.ca/images/stories/OBP/OntarioBikePlan-2008-web.pdf>

Clarkson Airshed Study: A Scientific Approach to Improving Air Quality. Part II: The Ambient Air Monitoring Program. November 2006. Ontario Ministry of the Environment. 90 pages.
<http://www.ene.gov.on.ca/envision/techdocs/6031e.pdf>

Re: Port Credit District Policies Review, City of Mississauga. CVC File: R13.02 Port Credit District. June 27, 2007. Letter from Chris Hibberd, Senior Planner, [Credit Valley Conservation](#). Addressed to Susan Tanabe, Planner, Planning and Building Dept., City of Mississauga. 6 pages.

OTHER RESOURCES

Lake Ontario Shoreline Algae Action Advisory Committee: Final Report. January 2008. 33 pages. Members of LOSAAAC submitted this report to Halton Regional Council, based on a six-year investigation of nuisance algae (Cladophora) http://www.halton.ca/PPW/water/PDFs/LOSAAAC_FinalReport_PPW10-08_Attach1of2.pdf

New City Life. Jan Gehl *et al.* © The Danish Architectural Press: Copenhagen, 2006. 180 pages.
<http://www.gehlarchitects.dk/newcitylife.asp>

Port Credit: Past to Present. Kathleen A. Hicks. © Mississauga Library System, 2007. 286 pages.
http://www.mississauga.ca/portal/residents/booksandreading?paf_gear_id=9700018&itemId=103200551n

LINKS» [Table of Contents](#)

The following are links to external websites, as referenced throughout the White Paper:

Port Credit, Ontario - Wikipedia, the free encyclopedia www.en.wikipedia.org/wiki/Port_Credit,_Ontario

Ward 1 Information (including [Development Updates in Ward 1](#))
<http://www.mississauga.ca/portal/cityhall/ward1>

City of Mississauga <http://www.mississauga.ca/portal/home>

District Policies Review for Port Credit and Lakeview – Public Engagement Process
<http://www.mississauga.ca/portal/residents/lakeviewportcreditreview>

Clarkson Village Study www.mississauga.ca/portal/residents/clarksonstudy

Mississauga Plan District Land Use Index Map (*click on Port Credit*)
<http://www.mississauga.ca/file/COM/mpdist.swf>

BC21 Project (Becoming a City for the 21st Century): Our Future Mississauga www.conversation21.ca

- Speaker Series, Fall 2007: http://www.conversation21.ca/inspire_speakerseries.html
- Visioning Symposium, February 22-23, 2008: http://www.conversation21.ca/feature_article_3.html

Shifting Gears - Mississauga's Cycling Master Plan Review 2008 <http://test.itransconsulting.com/>

Port Credit BIA (Business Improvement Association) www.portcredit.com

Region of Peel www.region.peel.on.ca

Waterfront Trail www.waterfronttrail.org

Ontario Municipal Board (OMB) www.omb.gov.on.ca

Credit Valley Conservation (CVC) www.creditvalleycons.com

Places to Grow Program (Ontario "Smart Growth" Policy) <http://www.placestogrow.ca/index.php?lang=eng>

GO Transit Rail Improvement Program (*click on Lakeshore West Line: Port Credit to Kerr St.*)
www.go transit.com/gotrip/index.asp

Canada Lands Company (CLC) www.clc.ca

LEED standards http://en.wikipedia.org/wiki/Leadership_in_Energy_and_Environmental_Design

Gehl Architects www.gehlarchitects.dk

Livable Streets Movement -- Sample resource citing the work of [Gehl Architects](#):
"Melbourne, Australia after a Decade of Focus on Public Spaces"
<http://www.streetsblog.org/2007/08/02/melbourne-australia-a-model-for-new-york-city/>
(*Search on the phrase 'livable streets movement' to find 1000's more websites*)

APPENDICES» [Table of Contents](#)

- Appendix 1** **Port Credit – Heritage Register.** April 8, 2008. Microsoft Excel Worksheet. Prepared by Heritage Mississauga. 2 pages.
[Port Credit – Heritage Register.xls](#) Submitted by e-mail as Appendix 1 on April 8, 2008.
[Web link pending]
- Appendix 2** **Port Credit: A Vibrant Heritage.** April 3, 2008. Narrative comments by Matthew Wilkinson, Historian, Heritage Mississauga and Greg Carraro, Chair, The Heritage Information Network. 3 pages.
[Port Credit DPR Narrative Comments.pdf](#) Submitted by e-mail as Appendix 2 on April 7, 2008
[Web link pending]
- Appendix 3** **Illustrations of Heritage Buildings in Various Settings** [*Power Point, on CD*]
Prepared by Richard Collins, Executive Member, Mississauga South Historical Society
[Web link pending]
- Appendix 4** **Walking & Bicycling: Creating a Great South Mississauga Community. Community Led Action Plan (CLAP).** March 2008. Prepared by Gil Penalosa, Executive Director, Walk & Bike for Life. Based on VIVA PC-sponsored community workshop held January 17, 2008. 38 pages.
[CLAP-4-LifeSoMissiFinal.pdf](#) Submitted by e-mail as Appendix 4 on April 24, 2008
[Web link pending]
- Appendix 5** **Comments Regarding Options for the Port Credit Branch Library.** March 2, 2007. Letter from John Danahy, Director, Centre for Landscape Research (CLR), University of Toronto. Addressed to Ruth Marland, Planning and Heritage, Community Services Dept., City of Mississauga. 6 pages.
[CLR-Library Letter.pdf](#) Submitted by e-mail as Appendix 5 on April 29, 2008
[Web link pending]