
General Committee

Date: January 29, 2020
Time: 9:30 AM
Location: Civic Centre, Council Chamber
300 City Centre Drive, Mississauga, Ontario, L5B 3C1

Members

Mayor Bonnie Crombie	
Councillor Stephen Dasko	Ward 1
Councillor Karen Ras	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4 (Chair)
Councillor Carolyn Parrish	Ward 5
Councillor Ron Starr	Ward 6
Councillor Dipika Damerla	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Pat Saito	Ward 9
Councillor Sue McFadden	Ward 10
Councillor George Carlson	Ward 11

Contact

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GENERAL COMMITTEE INDEX - JANUARY 29, 2020

1. CALL TO ORDER

2. APPROVAL OF AGENDA

3. DECLARATION OF CONFLICT OF INTEREST

4. PRESENTATIONS

4.1 Mayor Crombie to present a Certificate of Recognition posthumously to Mr. Karl (Fay) Fularczuk for his outstanding contributions to charitable causes in the City of Mississauga

5. DEPUTATIONS - NIL

6. PUBLIC QUESTION PERIOD - 15 Minute Limit

Pursuant to Section 42 of the Council Procedure By-law 0139-2013, as amended:

General Committee may grant permission to a member of the public to ask a question of General Committee, with the following provisions:

1. The question must pertain to a specific item on the current agenda and the speaker will state which item the question is related to.
2. A person asking a question shall limit any background explanation to two (2) statements, followed by the question.
3. The total speaking time shall be five (5) minutes maximum, per speaker.

7. CONSENT AGENDA

8. MATTERS TO BE CONSIDERED

8.1 Municipal Ward Boundary Review - Preliminary Ward Boundary Scenarios

8.2 Waterfront Parks Strategy Refresh 2019 (Wards 1 and 2)

8.3 Surplus Declaration – Lands adjacent to 3210 Parkerhill Road (Ward 7)

8.4 Participation in GLOBE Series/Delphi Group Climate and Sports Initiative

9. ADVISORY COMMITTEE REPORTS

9.1 Heritage Advisory Committee Report 1 - 2020 - January 14, 2020

9.2 Mississauga Cycling Advisory Committee Report 1 - 2020 - January 14, 2020

10. MATTERS PERTAINING TO REGION OF PEEL COUNCIL

11. COUNCILLORS' ENQUIRIES

12. OTHER BUSINESS/ANNOUNCEMENTS

13. CLOSED SESSION

(Pursuant to Subsection 239(2) of the Municipal Act, 2001)

13.1 A proposed or pending acquisition or disposition of land by the municipality or local board: Britannia Church and Gardner Cemetery Abandonment

13.2 Personal matters about an identifiable individual, including municipal or local board: 2019 Performance Review for the City Manager

14. ADJOURNMENT

City of Mississauga
Corporate Report



<p>Date: 2020/01/14</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files: LA. 19-WAR 2019</p>
<p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building</p>	<p>Meeting date: 2020/01/29</p>

Subject

Municipal Ward Boundary Review - Preliminary Ward Boundary Scenarios

Recommendation

That Council endorse the three preliminary ward boundary scenarios outlined in the report titled "Ward Boundary Review – Preliminary Ward Boundary Scenarios" dated January 14, 2020 from the Commissioner of Planning and Building, for the purpose of public and stakeholder consultation.

Report Highlights

- Along with the existing configuration of the City's wards; three new ward boundary scenarios have been developed and assessed against nine guiding principles. A detailed assessment is included in Appendix 1.
- Staff are seeking Council's endorsement of the scenarios for further public consultation along with preliminary Council feedback. Through the consultation process these scenarios could be altered, or new scenarios could be added, provided they continue to support the nine guiding principles.
- Staff will report back to Council in the spring of 2020 with a summary of feedback received, and potential changes to the proposed scenarios based on this feedback. At this meeting, staff will seek final direction from Council on how to proceed.
- A public consultation program to support the Ward Boundary Review has been proposed for the first half of 2020. This includes three public information sessions (to be held at different times and in different locations across the City) to maximize access and participation. An online/written survey, interactive web tool and opportunities for written feedback will also be provided.
- To have new boundaries in place for the 2022 municipal election, the by-law must be in force by December 31, 2021.

Background

On December 11, 2019 the Commissioner of Planning and Building presented a Corporate Report to Council titled “Ward Boundary Review.”

The Report set out the history of Mississauga’s ward boundary changes, along with the legislative requirements for a ward boundary review under the *Municipal Act, 2001*. The Report also proposed an approach to this ward boundary review, along with timelines, guiding principles, a framework for developing scenarios and a consultation program.

The contents of this report were endorsed through Council Resolution 0295-2019.

Guiding Principles

In the aforementioned Corporate Report, Council endorsed nine guiding principles for reviewing the City’s ward boundaries. These guiding principles were recommended by staff, based on input from Council and criteria considered by the Local Planning and Appeals Tribunal (LPAT) and the former Ontario Municipal Board (OMB) in other municipal ward boundary reviews.

The nine criteria are listed below:

- Current Population of Wards and Variation
- Future Population of Wards
- Use of Natural and Artificial Features
- Geographic Form and Area
- Impact on Historical Communities and Communities of Interest
- Impact on Business Improvement Areas (BIAs)
- Impact on Ratepayers Associations and their Divisions
- Ward Employment and Number of Businesses
- Institutions and Community Facilities

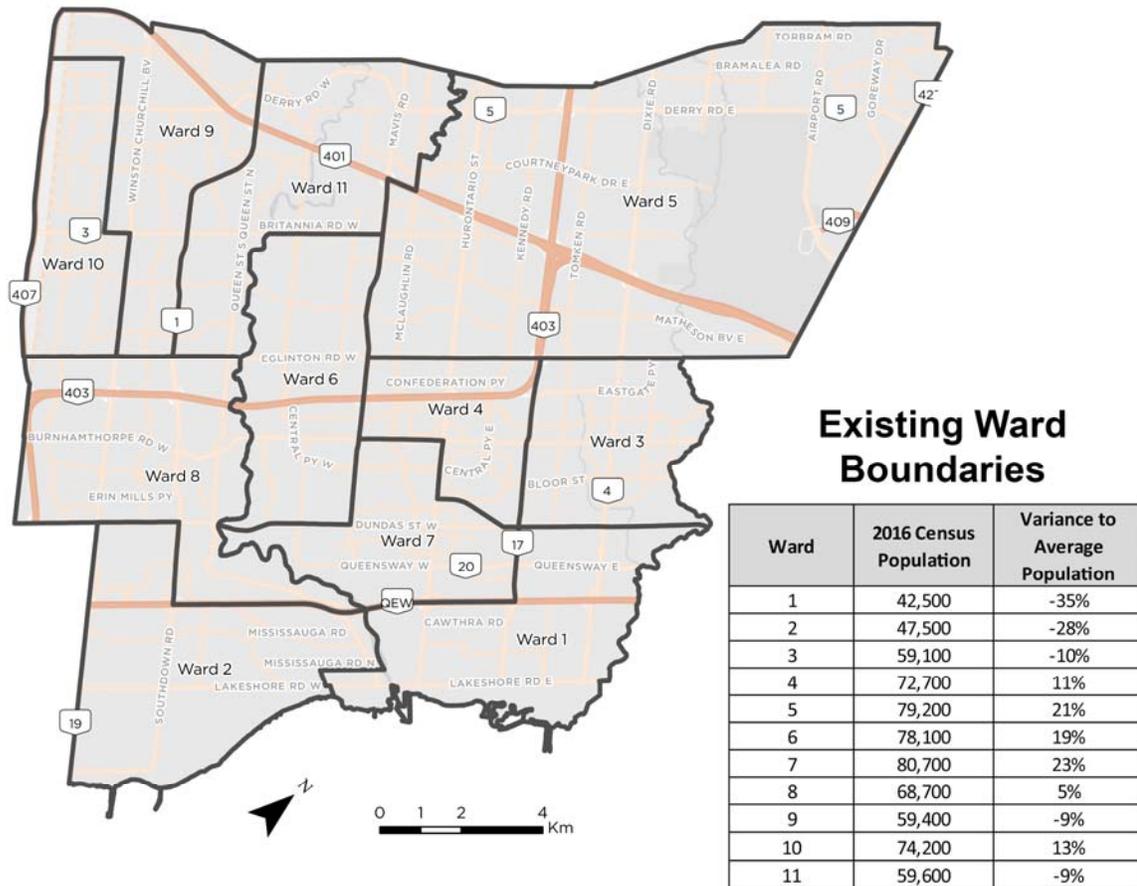
No scenario would be able to meet all of these criteria, and at times they can be at odds. The criteria are also not all of equal value. The scenarios developed all balance and give different weight to these criteria in light of the overarching goal of achieving “effective representation” for the City of Mississauga.

Comments

Mississauga's current 11 ward configuration was last updated in 2006. Staff will be seeking feedback on the City's current ward boundary configuration throughout the Ward Boundary Review process.

Staff consider a variation of less than 10 percent above or below the average ward population (~66K) ideal, but not always achievable. Based on the existing configuration, four of the City's wards are within an optimal 10 percent variance from the average ward population (Wards 3, 8, 9 and 11). Wards 1 and 2 are 35 percent and 28 percent from the average, respectively.

By 2030, it is forecasted that only two wards (Wards 8 and 10) will be within the optimal 10 percent variance from the average; and, three wards (Wards 1, 2 and 7) will be over a 25 percent variance from the average ward size. Given the existing variances from the average, and that these variances are often forecast to grow larger, a review of the ward boundaries is reasonable.



A detailed assessment of the current ward boundaries relative to the nine guiding principles is included in Appendix 1.

Overview of Proposed Scenarios

Approach to Developing Scenarios

Staff have developed three scenarios with careful consideration for the nine guiding principles. However, no scenario is able to fully meet all of these criteria, and at times these criteria can even be at odds (e.g. minimizing population variance but not fragmenting existing communities).

To balance and work through types of challenges, staff are seeking Council endorsement to consult on the three scenarios along with Council's preliminary feedback on the scenarios. Through this engagement process staff will be able to find out what the community most values, and refine and/or create new ward boundary scenarios in response to that feedback and in line with the nine guiding principles. Staff consider all of the scenarios to be reasonable and defensible.

Summary of Proposed Scenarios and Rationale

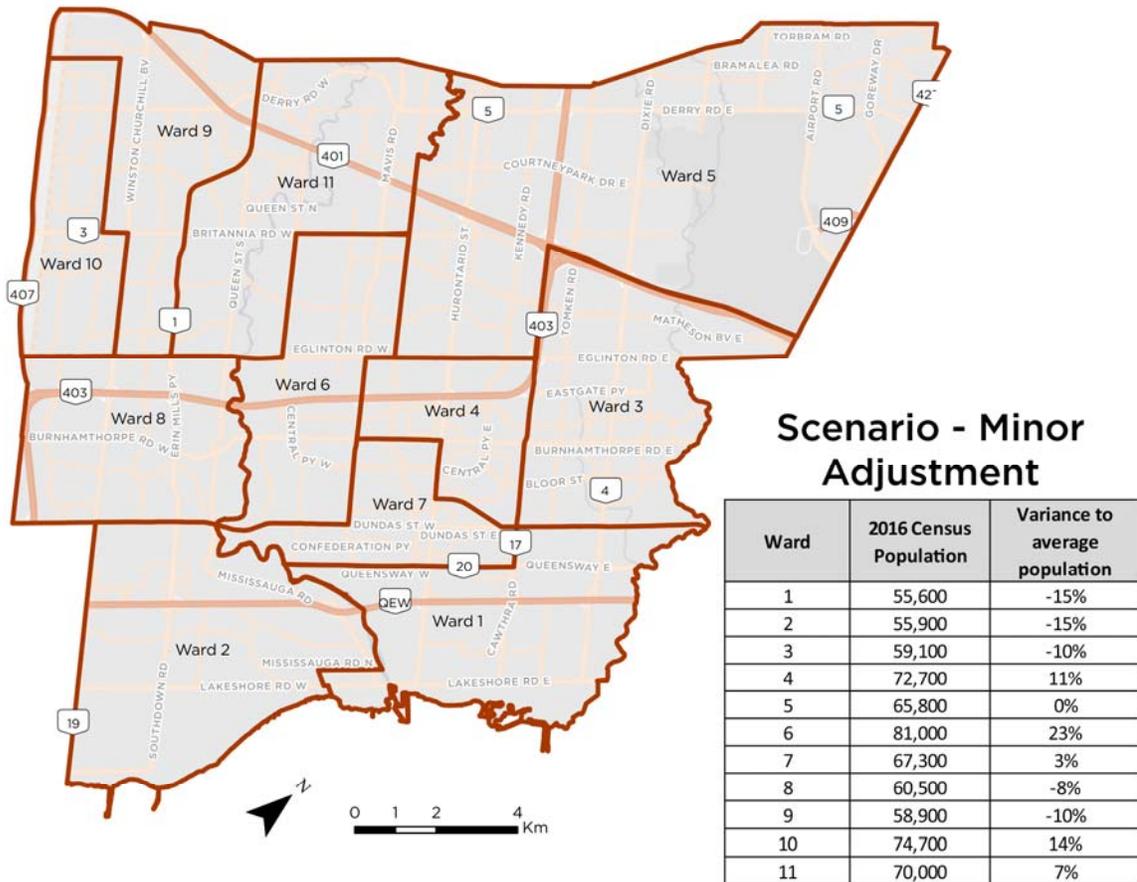
Scenario	Rationale	# of wards +/- 10 % from avg population
Existing Wards	The current ward configuration supports the nine criteria. Staff note the opportunity to minimize population variation in Wards 1, 2, 5 and 7, as well as the splitting of the Downtown Core and Uptown neighbourhoods.	4
Scenario 1: Minor Adjustment	Aims to better balance population across the wards, while minimizing changes to the existing ward structure.	6
Scenario 2: Aligning Neighbourhood Boundaries	Aims to adjust boundaries with a key focus on "Communities of Interest" and aligning high growth neighbourhoods into single wards (e.g. Downtown Core and Uptown Node).	7
Scenario 3: Significant Adjustments	Stronger focus on achieving minimal population variance, but results in more significant changes to existing ward structure and impacts some neighbourhoods (e.g. splits emerging Ninth Line community).	9

- The City has 16 libraries; under the proposed scenarios four are impacted. The City has 12 community centres (including Churchill Meadows Community Centre). Under the proposed scenarios four are impacted.
- The City's BIAs do not change wards under any of the proposed scenarios.
- The scenarios seek to redistribute major employment, currently concentrated in Ward 5.
- See Appendix 1 for details of these impacts, relative to the nine guiding principles.

Web Map to Review Proposed Boundary Changes

A web map has been developed to provide a more detailed and interactive view of Mississauga’s existing ward boundaries and the proposed scenarios. It can be accessed here: <https://arcg.is/01fqg9>

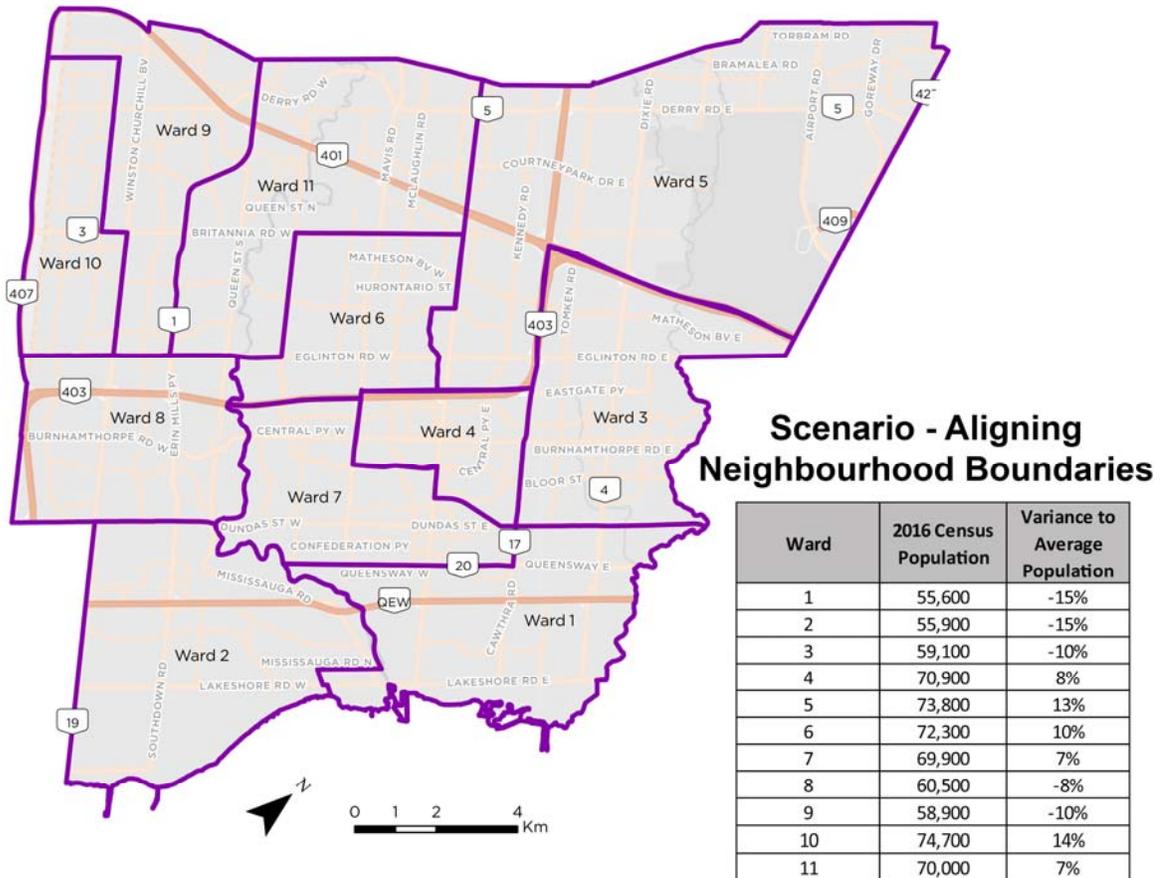
Scenario 1: Minor Adjustment Scenario



- The Minor Adjustment Scenario aims to better balance population across the wards, while minimizing changes to the existing ward structure.
- Wards within the optimal 10 percent variance would increase to 6. The largest population variation would be 23 percent.
- Population in Ward 1 and 2 would increase by expanding boundaries northward. New boundaries proposed for both wards would follow major roads (Dundas Street and the Queensway) and the Credit River. This change would also decrease Ward 7’s population.

- Ward 6 would have this largest population variation (23 percent) due to moving part of its eastern boundary to McLaughlin Rd. This change was proposed in order to address the high growth, large geographic size and the concentration of employment in Ward 5. Staff will be looking for feedback on the location of Ward 6's eastern boundary through the consultation process.
- Ward 3's northern boundary would move up to Highway 401 and include the Airport Corporate Centre. Ward 5 would accommodate 38 percent of the City's employment base, and Ward 3 would contain 18 percent.
- This scenario does not address division of "Communities of Interest." Specifically, the Downtown Core remains split between Ward 4 and 7, and Uptown is split between Ward 4 and 5.
- River Grove Community Centre would move from Ward 6 to Ward 11.
- Wards 4, 9 and 10 would not be subject to any changes.
- Please find a complete assessment of the Minor Adjustment Scenario in Appendix 1.

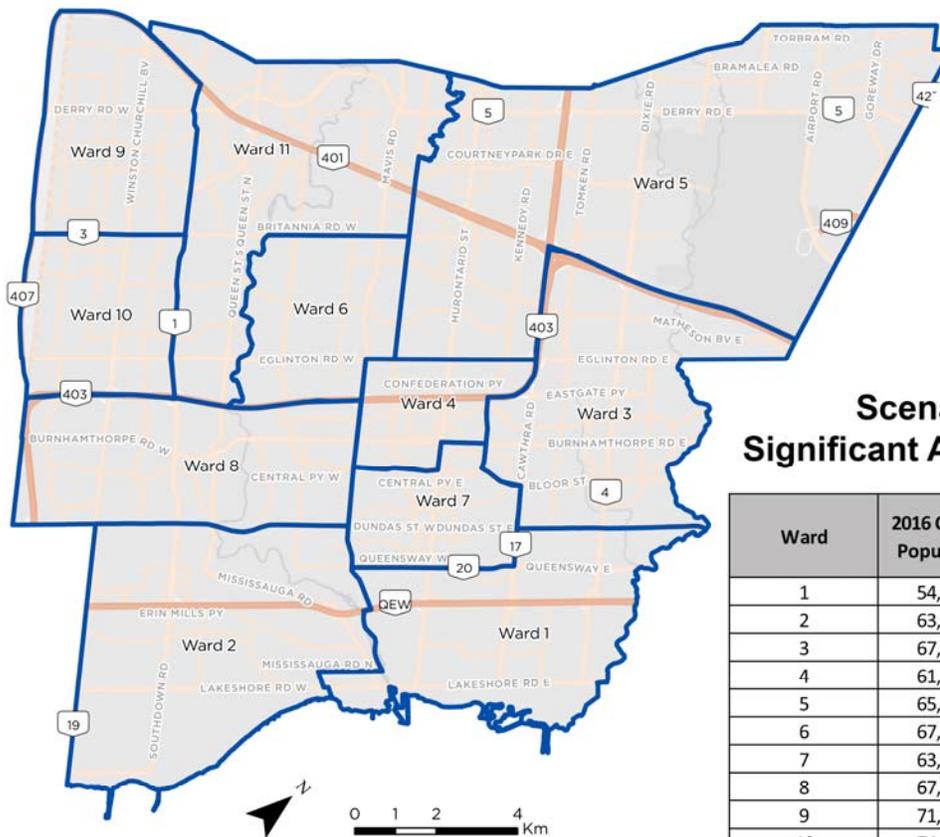
Scenario 2: Aligning Neighbourhood Boundaries



- The Aligning Neighbourhood Boundaries Scenario proposes to adjust boundaries with a key focus on “Communities of Interest.” Specifically, the scenario aligns high growth neighbourhoods into single wards; the Downtown Core (Ward 4), Uptown Node (Ward 5) and Cooksville (Ward 7). Highway 403 would divide Ward 4 and 5.
- Wards within the optimal 10 percent variance would increase to 7. The largest population variation would be 15 percent.
- Population variations do not perform as well over time and Ward 4 would end up with a high variance by 2030, due to growth projected in the Downtown Core.
- Population in Ward 1 and 2 would increase by expanding boundaries northward. This change would also decrease Ward 7’s population.

- Ward 3’s northern boundary would move up to Highway 401 and include the Airport Corporate Centre. Ward 5 would accommodate 38 percent of the City’s employment base, and Ward 3 would contain 18 percent.
- River Grove Community Centre would move from Ward 6 to Ward 11.
- Wards 9 and 10 would not be subject to any changes.
- Please find a complete assessment of the Aligning Neighbourhoods Scenario against the nine guiding principles in Appendix 1.

Scenario 3: Significant Adjustments



Scenario - Significant Adjustments

Ward	2016 Census Population	Variance to Average Population
1	54,900	-16%
2	63,000	-4%
3	67,500	3%
4	61,700	-6%
5	65,800	0%
6	67,500	3%
7	63,600	-3%
8	67,700	3%
9	71,600	9%
10	74,700	14%
11	63,700	-3%

- The Significant Adjustments Scenario aims to minimize population variances, while adhering to the other guiding principles. This scenario proposes the largest changes to ward boundaries.

- Wards within the optimal 10 percent variance would increase to 9. The largest population variation would be 16 percent.
- This scenario performs well when factoring in forecast growth; with 10 out of 11 wards projected to be within the optimal variation of 10 percent by 2030.
- The scenario proposes to realign Wards 9 and 10. Ward 9 would be configured to focus on the Lisgar neighbourhood, Meadowvale neighbourhood and the Meadowvale Community Node; and Ward 10 would focus on the Churchill Meadows neighbourhood. The southern boundary of Ward 10 would be Highway 403. This proposed change would split the emerging Ninth Line community.
- Ward 3's northern boundary would move up to Highway 401 and include the Airport Corporate Centre. Ward 5 would accommodate 38 percent of the City's employment base, and Ward 3 would contain 18 percent.
- Mississauga Valleys Community Centre would move from Ward 4 to Ward 7.
- Please find a complete assessment of the Significant Adjustment Scenario against the nine guiding principles in Appendix 1.

Process and Timing to Consult on the Three Scenarios

In order to have new boundaries in place for the 2022 municipal election, the by-law must be in force by December 31, 2021. To meet this timeline and in accordance with the *Municipal Act, 2001* staff have proposed the following timeline and process for Mississauga's Ward Boundary Review:

- **January 2020 – Develop 3 Scenarios for Council Endorsement (COMPLETED):** Staff to report back to Council with three preliminary ward boundary scenarios for Council's consideration, feedback and endorsement.
- **February – April 2020 – Public & Stakeholder Engagement:** Staff will consult with the public and stakeholders on the existing boundaries and the proposed scenarios. Specifically staff will:
 - **Online Survey:** Provide an online and written survey, asking the community to rank the existing configuration and the scenarios. This survey could be launched as early as January 29, 2020 (pending Council's endorsement of the three scenarios). Staff can also mail out hard copies of surveys, on request.
 - **Web Map:** A web map is available (<https://arcg.is/01fqq9>), to allow Council, stakeholders and the public the opportunity to closely review proposed changes to the ward boundaries under each scenario.

- **Stakeholder Circulation:** Circulate the proposed boundaries to key stakeholders (e.g. Council, the School Boards, Ratepayers Associations, Mississauga Board of Trade etc) for written comments.
 - **Public Information Sessions:** It is proposed that three public information sessions be held across the City (one north, one south, one centrally). These meetings will be held across a two week period at three different times (one during business hours, one in the evening and one on a weekend).
 - **Engagement Tactics:** Engagement tactics will support this proposal. This will include posters, mobile signs promoting the review, social media and brochures.
- **April 2020 – Document Consultation and Develop Final Scenarios:** Staff will document all feedback received on changes proposed to the ward boundaries. Staff will also consider feedback in relation to the proposed scenarios and either keep, add or refine scenarios for further consideration by Council.
 - **May 2020 – Report Back to Council and Seek Further Direction:** Staff will bring this feedback and the final set of proposed scenarios to Council for consideration in May, 2020. At this meeting, staff will seek direction on the scenarios and if any further adjustment is required, along with the need for further community consultation.
 - **June 2020 Onward – Finalize the By-Law:** The By-law could proceed to Council as early as June 2020. If there is a need for additional consultation or the need to create new scenarios, this date might be later in the year (e.g. September 2020).
 - **Notice Period / Appeal Period:** A municipal by-law to change ward boundaries is subject to a 45 day notice period, where the by-law can be appealed to the LPAT. In order to have new boundaries in place for the 2022 municipal elections, the by-law must be in force by December 31, 2021. Staff have considered the potential for appeals in developing the timeline to support this review.

Financial Impact

There would be no financial impact created by this proposal, all costs associated with public consultation can be covered within the existing capital budget of the City Planning Strategies Division.

Conclusion

It is recommended that Council endorse the proposed scenarios for consultation. Through the consultation process these scenarios could be altered, or new scenarios could be added, provided they continue to support the nine guiding principles.

Staff will report back to Council in the spring of 2020 with a summary of feedback received, and potential changes to the proposed scenarios based on this feedback. At this meeting, staff will seek final direction from Council on how to proceed with the Ward Boundary Review.

Staff will provide Council with scenarios that it considers defensible, in the event of an appeal to LPAT.

Attachments

Appendix 1: Assessment of Scenarios Against Guiding Principles



Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: Katherine Morton, City Planning Strategies
Katherine Lee, City Planning Strategies

Appendix 1 – Assessment of Scenarios Against Guiding Principles

1. Current Population

A population variance of 10 percent above and below the average is ideal, but not always achievable given other guiding principles, larger variances can be considered acceptable.

Ward	Existing Ward Boundaries		Minor Adjustment		Aligning Neighbourhood Boundaries		Significant Adjustments	
	2016 Census Population	Variance to Average Population	2016 Census Population	Variance to Average Population	2016 Census Population	Variance to Average Population	2016 Census Population	Variance to Average Population
1	42,500	-35%	55,600	-15%	55,600	-15%	54,900	-16%
2	47,500	-28%	55,900	-15%	55,900	-15%	63,000	-4%
3	59,100	-10%	59,100	-10%	59,100	-10%	67,500	3%
4	72,700	11%	72,700	11%	70,900	8%	61,700	-6%
5	79,200	21%	65,800	0%	73,800	13%	65,800	0%
6	78,100	19%	81,000	23%	72,300	10%	67,500	3%
7	80,700	23%	67,300	3%	69,900	7%	63,600	-3%
8	68,700	5%	60,500	-8%	60,500	-8%	67,700	3%
9	59,400	-9%	58,900	-10%	58,900	-10%	71,600	9%
10	74,200	13%	74,700	14%	74,700	14%	74,700	14%
11	59,600	-9%	70,000	7%	70,000	7%	63,700	-3%
City	721,600							
Average	65,600							

Source: 2016 Census (excluding census net undercoverage)

2. Forecasted Population

Staff have considered future growth projections when assessing the scenarios but would note that existing population should have greater weight than projected population, as market forces weigh heavily on both the timing and amount of growth achieved. Council also has the ability to undertake future ward boundary reviews to address any population imbalances that develop over time. The 2030 forecast below were approved by Council in 2013 and provide general guidance on where growth is likely to occur, and include growth in key waterfront sites and Ninth Line lands. Updated population forecasts are currently being developed by the Region and staff will share these for consideration, if they are available during the course of the Ward Boundary Review.

Ward	Existing Ward Boundaries		Minor Adjustment		Aligning Neighbourhood Boundaries		Significant Adjustments	
	2030 Forecasted Population	Variance to Average Population	2030 Forecasted Population	Variance to Average Population	2030 Forecasted Population	Variance to Average Population	2030 Forecasted Population	Variance to Average Population
1	50,700	-30%	65,800	-9%	65,800	-9%	65,200	-9%
2	49,300	-32%	57,800	-20%	57,800	-20%	64,600	-10%
3	62,500	-13%	62,700	-13%	62,700	-13%	71,800	-0%
4	87,100	21%	87,100	21%	103,100	43%	92,200	28%
5	84,300	17%	71,600	-1%	79,500	10%	71,600	-1%
6	80,000	11%	83,000	15%	74,200	3%	69,500	-4%
7	107,600	49%	92,600	29%	77,500	8%	72,100	0%
8	72,300	0%	63,800	-11%	63,800	-11%	69,500	-4%
9	60,600	-16%	60,500	-16%	60,500	-16%	73,500	2%
10	74,700	4%	74,700	4%	74,700	4%	75,800	5%
11	62,900	-13%	72,400	0%	72,400	0%	66,300	-8%
Mississauga	792,000							
Average	72,000							

Source: 2013 Mississauga Growth Forecasts (excluding census net undercoverage)

3. Natural and Artificial Features

Staff have taken into consideration natural and artificial features that act as community barriers. In Mississauga these include Highways 401, 403 and the QEW, the Credit River and arterial roads.

Existing Ward Boundaries	Minor Adjustment	Aligning Neighbourhood Boundaries	Significant Adjustments
<p>Majority of ward boundaries follow natural and artificial features.</p> <p>The only exception is the boundary dividing Wards 1 and 2, but this boundary follows the Port Credit Neighbourhood (consistent with the `Communities of Interest_ principle) and the Lakeshore West Rail Line. That boundary has existed as far back as 1984.</p>	<p>Majority of boundaries follow major roads, railways or the Credit River.</p> <p>Only exception is Wards 1 and 2 boundary that follows the western boundary of Port Credit Neighbourhood.</p>	<p>Majority of boundaries align with natural and artificial features.</p> <p>Exceptions: Part of Ward 5 utilizes the Uptown Node boundary (consistent with the `Communities of Interest_ principle) and a minor collector road.</p> <p>Wards 1 and 2 boundary that follows the western boundary of Port Credit Neighbourhood</p>	<p>Majority of ward boundaries follow natural and artificial features.</p> <p>Only exception is Wards 1 and 2 boundary that follows the western boundary of Port Credit Neighbourhood.</p>
<p>Postal Codes - staff have heard concerns raised around ward boundaries and Canada Post neighbourhood mailings. Staff have compared Forward Sortation Areas (FSAs) against the existing and proposed ward boundary options. In every option FSAs are split. Neighbourhood mailings can be further targeted by using postal walks, which divided FSAs into smaller neighbourhoods. Postal walks don't align with natural and artificial features that we have used as a guiding principle. Division of postal walks will occur in all scenarios.</p>			

4. Geographic Form and Area

Staff have given consideration to the geographic size of a ward where practical. Pearson Airport, which occupies a significant land area as well as large areas reserved for employment and varied population density across the city all contribute to the difficulty of ensuring equal geographic ward sizes.

Ward	Existing Ward Boundaries		Minor Adjustment		Aligning Neighbourhood Boundaries		Significant Adjustments	
	Area (ha)	Percentage of Mississauga	Area (ha)	Percentage of Mississauga	Area (ha)	Percentage of Mississauga	Area (ha)	Percentage of Mississauga
1	2,300	7.9%	2,770	9.5%	2,800	9.5%	2,700	9.2%
2	2,900	9.9%	3,390	11.6%	3,400	11.6%	3,800	12.8%
3	1,700	5.8%	2,700	9.2%	2,700	9.2%	2,900	10.0%
4	1,200	4.1%	1,210	4.1%	1,000	3.4%	900	3.0%
5	8,600	29.5%	7,220	24.7%	6,700	22.8%	7,200	24.7%
6	2,100	7.2%	2,020	6.9%	1,700	5.8%	1,500	5.0%
7	1,600	5.5%	1,180	4.0%	1,900	6.4%	1,000	3.6%
8	2,800	9.6%	2,220	7.6%	2,200	7.6%	2,500	8.7%
9	2,100	7.2%	2,110	7.2%	2,100	7.2%	1,900	6.5%
10	1,500	5.1%	1,490	5.1%	1,500	5.1%	1,500	5.1%
11	2,500	8.6%	2,920	10.0%	3,300	11.4%	3,400	11.5%
Mississauga	29,200							

5. Historical Communities and Communities of Interest

Staff have highlighted historical villages (Clarkson, Cooksville, Dixie, Erindale, Lorne Park, Malton, Meadowvale Village, Port Credit, Streetsville) and growing neighbourhoods through this process to ensure where possible that these communities are not fragmented.

Existing Ward Boundaries	Minor Adjustment	Aligning Neighbourhood Boundaries	Significant Adjustments
<p>Historical communities located in single wards</p> <p>Downtown Core is split between Wards 4 and 7</p> <p>Uptown node is split between Wards 4 and 5</p>	<p>Historical communities located in single wards</p> <p>DT Core and Uptown Node continue to be split amongst Wards 4 and 7, and Wards 4 and 5 respectively</p>	<p>Historical communities located in single wards</p> <p>DT Core is located entirely in Ward 4</p> <p>Uptown node is located entirely in Ward 5</p>	<p>Historical communities located in single wards</p> <p>Downtown Core is located entirely in Ward 4</p> <p>Uptown Node is split between Wards 4 and 5</p> <p>Ninth Line is split between Wards 9 and 10</p>

6. Impact on Business Improvement Areas (BIAs)

Staff have kept the boundaries of each of the four existing BIAs (Clarkson, Malton, Port Credit and Streetsville), as well as the proposed Cooksville BIA, within a singular ward boundary.

BIA	Existing Ward Boundaries	Minor Adjustment	Aligning Neighbourhood Boundaries	Significant Adjustments
Clarkson	2	2	2	2
Malton	5	5	5	5
Port Credit	1	1	1	1
Streetsville	11	11	11	11
Cooksville (Proposed)	7	7	7	7

7. Impact on Ratepayers Associations

Staff were mindful of ratepayer association boundaries when developing revised ward boundaries. Where possible, staff avoided dividing these associations between wards.

Ratepayers Associations in singular wards and with no ward changes in proposed ward scenarios:

Applewood Acres Homeowners Association
 Birch Glen Residents Association
 Churchill Meadows Residents ~ Association
 Clarkson Fairfields South Ratepayers Association
 Cranberry Cove Ratepayers Association
 Credit Reserve Association
 Credit Pointe Residents ~ Association
 Hillcrest Ratepayers Association
 Lakeview Ratepayers Association
 Lorne Park Estates Association
 Lorne Park Watercolours Residents ~ Association
 Meadow Wood Rattray Ratepayers Association
 Meadowvale Village Residents Association

Mississauga-Kane Rds Ratepayers Association
 Orchard Heights Homeowners Association
 Owenwood Residents ~ Association
 Park Royal Community Association
 Parkland Area Residents ~ Association
 Port Credit Village Residents ~ Association
 Rockwood Homeowners Association
 Sheridan Homelands Residents Association
 Sherway Homeowners and Recreational Association
 Sir John's Homestead Ratepayer Association
 Tecumseh Area Ratepayers Association
 Town of Port Credit Association
 Whiteoaks Lorne Park Community Association

The following are ratepayer groups which are split between multiple wards or changes wards in the proposed scenarios

Ratepayer Groups	Existing Ward Boundaries	Minor Adjustment	Aligning Neighbourhood Boundaries	Significant Adjustments
Cooksville/Munden Park Homeowners Organization	7	1 & 7	1 & 7	1 & 7
Erindale Village Association	7	7	7	2
Gordon Woods Homeowners Association	7	1	1	1
Lisgar Residents ~ Association	9 & 10	9 & 10	9 & 10	9
Meadowvale Residents ~ Association	9	9	9	9 & 11
Mississauga Oakridge Ratepayers Association	8	2	2	2
Sherwood Forrest Residents Association	8	2	2	2

Staff were unable to verify the boundary or the active status of North Cooksville Community Association.

8. Employment and Number of Businesses

Mississauga has a strong employment base which can impact the complexity of issues for a ward Councillor. Using data from the 2019 Mississauga Employment Survey, staff have considered both employment and the number of business sites within the proposed ward boundary scenarios. It should be noted that there is a large concentration of jobs around Pearson Airport (Ward 5) and in large business parks, which does make it difficult to evenly distribute employment across wards.

Ward	Existing Ward Boundaries		Minor Adjustment		Aligning Neighbourhood Boundaries		Significant Adjustments	
	Number of Business Sites	Total Employment	Number of Business Sites	Total Employment	Number of Business Sites	Total Employment	Number of Business Sites	Total Employment
1	2,270	18,700	2,360	25,600	2,360	25,600	2,360	25,600
2	930	15,500	1,080	16,800	1,080	16,800	1,130	17,300
3	1,670	20,200	4,450	76,400	4,450	76,400	4,540	77,100
4	1,420	21,700	1,420	21,700	1,480	23,500	1,580	24,700
5	11,390	216,900	8,420	157,400	8,270	138,100	8,420	157,400
6	1,030	13,600	1,130	15,100	650	17,700	420	6,200
7	1,740	20,100	1,650	13,100	2,070	18,100	1,350	9,000
8	1,750	22,800	1,610	21,500	1,610	21,500	2,150	27,100
9	1,490	34,600	1,490	34,600	1,490	34,600	570	6,400
10	200	2,400	200	2,400	200	2,400	420	5,600
11	1,410	30,000	1,500	31,700	1,630	41,600	2,360	60,100

9. Institutions and Community Facilities

Institutions and community facilities within wards can function as community hubs and are recognizable facilities within the community. Staff have considered impacts on boundary changes to these facilities.

Community Centres: Mississauga has 12 community centres (including Churchill Meadows Community Centre). No community centre is currently located in Ward 11. Ward 6 would be without a community centre in the Minor Adjustment and Aligning Neighbourhood Boundaries scenarios, and Wards 4 and 11 would be without a community centre in the Significant Adjustments scenario.

Libraries: Mississauga has 18 libraries, 14 will not be affected by the three proposed scenarios. Ward changes would impact to 4 libraries, with Ward 6 being without a library in the Aligning Neighbourhood Boundaries and Significant Adjustment scenarios.

The following facilities are not affected in the ward boundary scenarios.

Libraries: Burnhamthorpe, Central, Churchill Meadows, Clarkson, Cooksville, Courtneypark, Frank McKechnie, Lakeview, Lorne Park, Malton, Meadowvale, Port Credit, South Common, Streetsville,

Recreation and Sports Facilities: Applewood Heights Outdoor Pool, BraeBen Golf Course, Burnhamthorpe Community Centre, Carmen Corbasson Community Centre, Churchill Meadows Activity Centre, Civic Fitness Centre, Clarkson Community Centre, Courtneypark Active Living Centre, David Ramsey Outdoor Pool, Don McLean Westacres Outdoor Pool, Erin Mills Twin Arena, Frank McKechnie Community Centre, Huron Park Recreation Centre, Iceland Arena, Lakeview Golf Course, Lewis Bradley Outdoor Pool, Lions Club of Credit Valley Outdoor Pool, Malton Community Centre, Meadowvale Community Centre, Mississauga Seniors Centre, Paramount Fine Foods Centre, Paul Coffey Arena, Port Credit Memorial Arena, South Common Community Centre, Streetsville Outdoor Pool, Tomken Twin Arena.

Post-Secondary Institutions: Mississauga is home to two post-secondary institutions. U of T Mississauga, located in Ward 8 has approximately 14,000 full-time students. Sheridan College Mississauga located in Ward 4 has an enrolment capacity of 5,500 full-time students. In all scenarios UofT Mississauga and Sheridan College continue to be located in their current wards.

The following table outlines the facilities which would have a change to their ward.

Institutions and Community Facilities	Existing Ward Boundaries	Minor Adjustment	Aligning Neighbourhood Boundaries	Significant Adjustments
Credit Valley Hospital	8	8	8	11
Mississauga Hospital	7	1	1	1
Erin Meadows Community Centre	9	9	9	10
Erindale Outdoor Pool	6	6	7	8
Meadowvale 4 Rinks	9	9	9	11
Mississauga Valley Community Centre	4	4	4	7
River Grove Community Centre	6	11	11	6
Erin Meadows Library	9	9	9	10
Mississauga Valley Library	4	4	4	7
Sheridan Library	8	2	2	2
Woodlands Library	6	6	7	8

City of Mississauga
Corporate Report



<p>Date: 2019/12/17</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files:</p>
<p>From: Paul Mitcham, P. Eng, MBA, Commissioner of Community Services</p>	<p>Meeting date: 2020/01/29</p>

Subject

Waterfront Parks Strategy Refresh 2019 (Wards 1 and 2)

Recommendation

That Council endorse the “Waterfront Parks Strategy Refresh” attached as Appendix 2 to the Corporate Report entitled “Waterfront Parks Strategy Refresh (Wards 1 and 2)” dated December 17, 2019 from the Commissioner of Community Services.

Report Highlights

- Twenty six existing parks are located along Mississauga’s waterfront which is approximately 22 km (13.7 miles) long;
- The 2019 Refresh is the first update to the Waterfront Parks Strategy since it was approved by Council in 2008;
- The 2019 Refresh builds upon the considerations in the 2008 document and updates the Strategy to address current planning trends and intensification along the waterfront;
- The 2019 Refresh provides a comprehensive plan to preserve, protect and enhance the waterfront park system for present and future generations;
- The implementation and funding of initiatives will be subject to approval of the annual budget and business planning process.

Background

The Lake Ontario shoreline stretches for approximately 22 km (13.7 miles) across Mississauga, with 26 parks for residents and visitors to enjoy. (Appendix 1: Map of Mississauga Waterfront Parks).

In 2008, Council approved the Waterfront Parks Strategy to guide the future parkland uses, development and programming of the City’s waterfront parks. The goal of the Strategy is to

General Committee	2019/12/17	2
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provide a comprehensive plan that will preserve, protect and enhance the waterfront park system for present and future generations. It is a dynamic document that sets out a twenty five year vision.

The 2008 Strategy included a Vision Statement, Principles and Design Strategies to guide the planning and design of the waterfront parks. Area and specific park recommendations were also outlined in the Strategy. Many of the 2008 Strategy recommendations have been implemented. Key accomplishments include:

- The design and construction of Lakeside Park which opened in 2011 and received the 2010 Brenda Sakauye Environment Award, the 2012 Ontario Builder Awards Category 3 from the Ontario General Contractors Association; and the 2013 Mississauga Urban Design Award for Excellence;
- The completion of the 2013 Port Credit Harbour West Parks Class Environmental Assessment and Large Block Concept Plan;
- The renovation of the manor and coach houses in the Harding Waterfront Estate into a banquet facility in 2014 which was awarded the 2015 Lieutenant Governor's Ontario Heritage Award for Excellence in Conservation;
- The completion of the 2018 Design Brief and associated pre design studies for the redevelopment of Marina Park and Port Credit Memorial Park (West); and
- the following maintenance initiatives:
 - 2014 Dredging of the Port Credit Harbour;
 - Revamped waterfront parks maintenance standards to acknowledge more intensive use of the waterfront parks; and
 - Upgraded winter maintenance of the Waterfront Trail to encourage year-round use of the trail system.

Dillon Consulting Ltd. was engaged to complete the Waterfront Parks Strategy Refresh (2019 Refresh). This included workshops with City staff and stakeholders, site investigations as well as review of associated City and CVC documents and current waterfront planning trends and best practices. The intention remains that the 2019 Refresh will be a living, dynamic document outlining a 25 year vision for the parks along Mississauga's waterfront.

The (2019 Refresh) builds upon the City's successes along the waterfront and provides a planning framework to address:

- Climate change;
- Intensification and brownfield development along the waterfront;
- The desire to create an enlivened water's edge with increased public access and water based recreation (i.e. boating, paddling, fishing and swimming);
- Increased use of the waterfront by a diverse population in balance with natural heritage goals;
- Tourism in balance with local community needs;

- Cost effective solutions that consider capital, operation and life cycle costs
- Relevant recommendations from City and CVC initiatives that have been completed since 2008.

Comments

The 2019 Refresh outlines an updated vision statement and nine guiding principles to be applied to the City's waterfront park and open space system in development, redevelopment, conservation and / or expansion endeavours.

The goals of the Refresh 2019 are to:

- Secure continuous public access along the edge of Lake Ontario as well as the creeks and rivers with outlets at the Lake;
- Strengthen the presence and identity of the whole waterfront parks system;
- Create high quality public spaces that are rich in amenities and flexible in their use;
- Preserve and interpret historical uses;
- Protect, enhance and expand natural heritage areas;
- Provide active and dynamic year-round destinations;
- Integrate well with, and connect to the surrounding urban fabric; and,
- Contribute to environmentally and economically sustainable development.

The 2008 Strategy articulated system-wide design strategies, many of which are still applicable and have been incorporated into this 2019 Refresh. The updated strategies reflect current trends, physical conditions and stakeholder input. The 2019 Refresh also includes a new strategy to address climate change.

The 2019 Refresh reorganized the waterfront park system into seven areas based on their geographic location which recognizes the importance of the gateway parks along the City's boundaries and the Port Credit Harbour Parks as the City's central waterfront. The recommendations recognize the unique settings of each park and ensure that the programming provides a balanced waterfront park system with the right elements in the right place.

Given the current planning context, the existing parks that are identified as priorities for development and redevelopment (subject to capital budget prioritization) are:

- Not Yet Named Park P-358 (The Arsenal Lands)
- Marina Park
- Port Credit Memorial Park West
- JJ Plaus Park
- JC Saddington Park
- Harding Waterfront Estate(Phase 2)

The 2019 Refresh provides recommendations for the Inspiration waterfront parks associated with the next generation of community redevelopment along Mississauga's waterfront which will be located in the Lakeview Waterfront Community, 1 Port Street East and 70 Mississauga Road

South (Brightwater). (The Refresh 2019 also recommends that the City continue to explore the opportunity for a full service marina and expansion of the eastern breakwater for public access at 1 Port St East). As both the Region of Peel and Credit Valley Conservation are landowners of some of the City's waterfront parks for which the City has leases to accommodate parks use, they are important stakeholders in this process. Staff worked with CVC to ensure that the Refresh 2019 maintains a balanced approach between public use of the waterfront for recreational purposes and environment conservation. The document therefore has regard for CVC's Living By the Lake Action Plan and the Credit River Trail Strategy as well as the future Jim Tovey Lakeview Conservation Area.

New development site design decisions will be undertaken through consultation with the public and stakeholders as per the Parks, Forestry and Environment Divisions current practices. The City of Mississauga is also committed to engaging with Indigenous peoples through these processes.

Strategic Plan

The 2019 Refresh supports the Mississauga Strategic Plan's Strategic Pillars for Change.

Connect: The 2019 Refresh promotes the protection and enhancement of the City's waterfront while providing public access along the water's edge and opportunities for recreation, tourism and economic development. The proposed infrastructure improvements will maintain and strengthen the City's historical connection to Lake Ontario.

Green: The 2019 Refresh makes recommendations to protect, enhance and connect the natural environment and promotes development that makes use of sustainable green infrastructure.

Financial Impact

There are no immediate financial impacts resulting from the recommendation in this report. The implementation and funding of proposed, future initiatives will be subject to approval through the annual budgeting business planning process.

Conclusion

The 2019 Refresh updates the long-term vision for the City of Mississauga waterfront parks to provide strategic direction and address current planning trends and intensification along the waterfront. Continued implementation of this vision will enhance the City's recreational, cultural and community amenities in the waterfront parks for local residents and visitors to the City to enjoy while protecting and enhancing the Lake Ontario shoreline for future generations.

Attachments

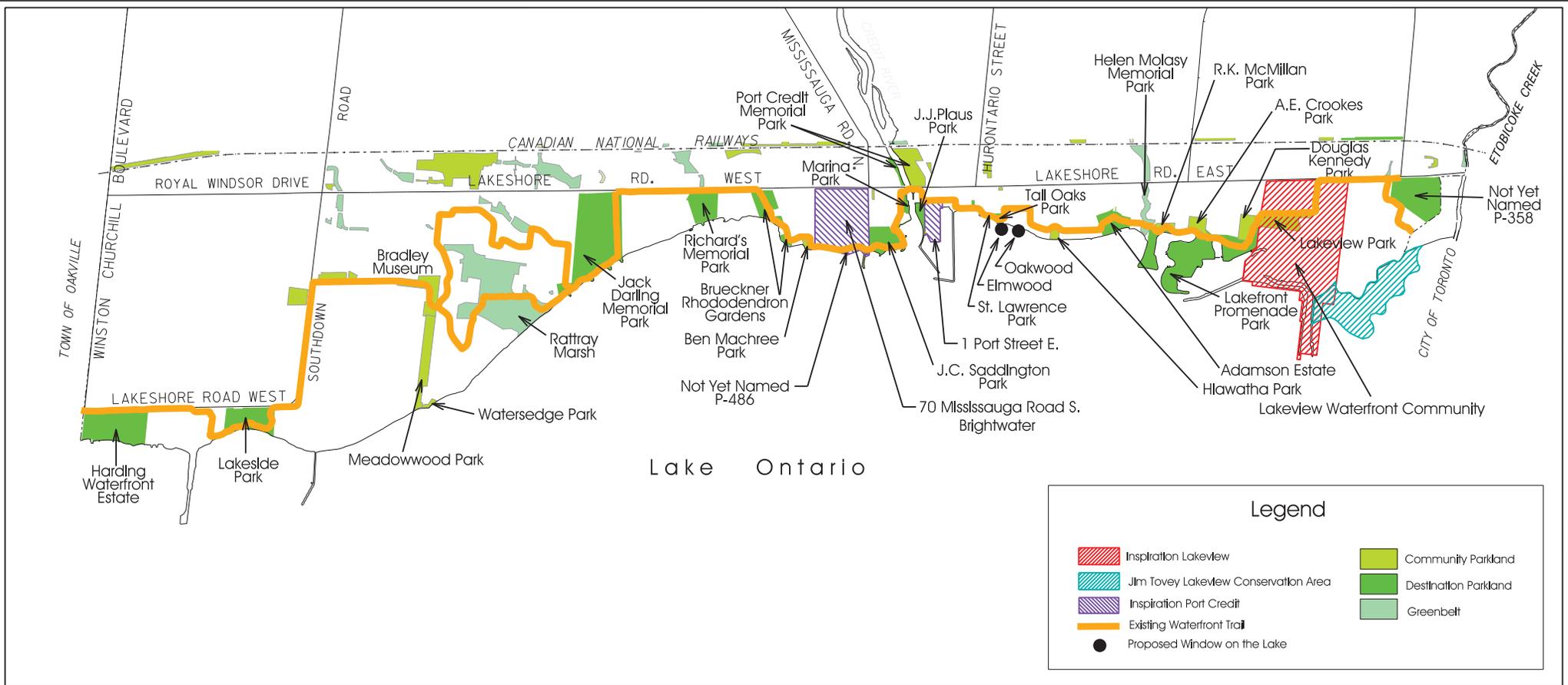
Appendix 1: Map of the Mississauga Waterfront Parks

Appendix 2: Waterfront Parks Strategy Refresh

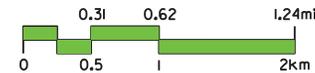


Paul Mitcham, P. Eng, MBA, Commissioner of Community Services

Prepared by: Jane Darragh, Planner, Park Planning



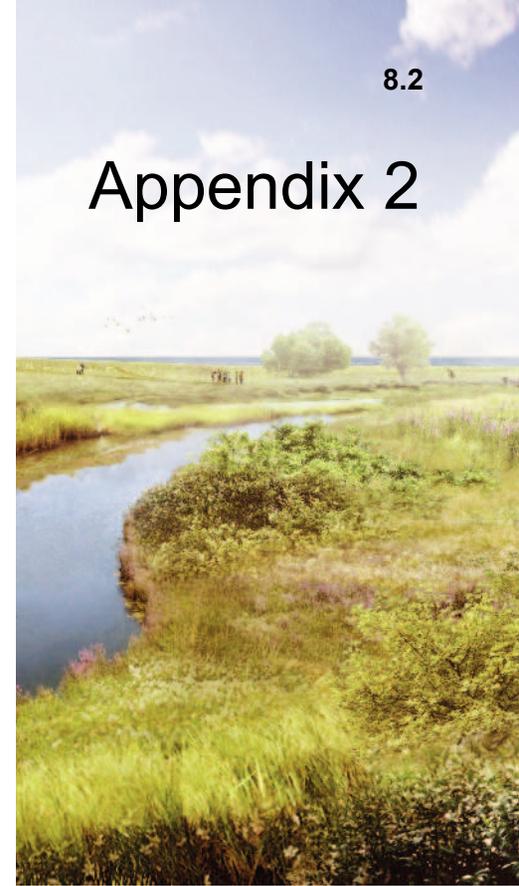
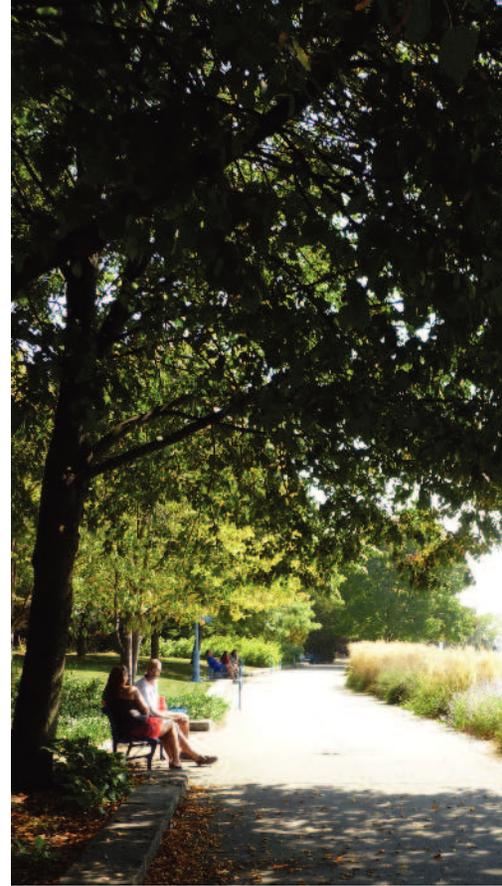
CITY OF MISSISSAUGA WATERFRONT PARKS



Produced by CPS-IT, Geospacial Solutions

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Appendix 2



MISSISSAUGA WATERFRONT PARKS STRATEGY REFRESH

June 2019





Lakefront Promenade Splash Pad - Photo Credit: Multiple Momstrocity

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**Cover Images: left to right: Harding Waterfront Estate, Jack Darling Memorial Park, J.J. Plaus Park (Photo Credit: Dillon Consulting). Jim Tovey Lakeview Conservation Area Rendering (Photo Credit: Credit Valley Conservation.)

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Jim Tovey Lakeview Conservation Area Visualization - Photo Credit - Credit Valley Conservation.

EXECUTIVE SUMMARY

The Waterfront Parks Strategy 2019 Refresh is the first update of the Mississauga City Council approved 2008 Waterfront Parks Strategy. This document builds on the City's successes and aligns with other relevant City plans which have also been completed since 2008. It incorporates the parkland needs of future redevelopments along the waterfront including the Lakeview Waterfront Community, 1 Port Street East and 70 Mississauga Road South that have been envisioned as the City's 'Inspiration Projects'. The 2019 Refresh process involved workshops with staff, agencies and site evaluations. Finally, this updated strategy will reset the vision for the next twenty five years and will continue to be a living document.

Mississauga's shoreline stretches for 22km along the edge of Lake Ontario from Toronto west towards Oakville. There are 26 existing and 5 planned parks connected by the Waterfront Trail and by Lakeshore Road. Many of the parks have excellent existing facilities and have been regularly updated and improved consistent with the 2008 Waterfront Strategy successes noted in **Section 1.3**

Most of the City's waterfront parklands are well maintained and require little intervention. However, some of the parks do require updating as part of regular asset management. Specific recommendations to address the most critical issues are outlined in **Section 4.0**.

Each of the Waterfront Parks has a unique character and as a collection, provides a variety of by-the-water experiences through lake viewing opportunities, trail use, natural heritage appreciation and various programs that support the way people want to interact with the water's edge. A goal is to maintain this diversity and to provide a richer palette of waterfront experiences as the population grows. The local community is evolving, as the current population ages and new residents influence what will be needed into the future.

The most significant changes for this 2019 Refresh of the Waterfront Strategy involve the new parkland associated with three new 'Inspiration Projects' as well as new large naturalized landscape created as part of the Jim Tovey Lakeview Conservation Area and the Not Yet Named Park P-358 (Arsenal Lands) noted in **Section 4.4**.

The Waterfront Trail is a critical part of the parks system. It connects all the parks and provides a cycling and pedestrian route from the City of Toronto to the Town of Oakville. The City's Cycling Master Plan was updated in 2018 and supports the vision to bring the Waterfront Trail towards the water's edge as opportunities become available. The north-south cycling routes are the connectors linking the city-wide cycling facilities to Lakeshore Road and the Waterfront Trail.

In 2017 Credit Valley Conservation approved the Credit Valley Trail Strategy which is a 25 year vision to create a main trail spine from Lake Ontario to the headwaters of the Credit River in Caledon. While the route along the river is still being finalized, there is a strong desire to locate a trailhead in J.C. Saddington Park.

Vision Statement

The 2008 Strategy articulated a vision statement and guiding principles that have been revised through the 2019 Refresh process, with stakeholder input to reflect changing trends, physical conditions and new economic development opportunities along the waterfront.

The vision statement ***“Life Thrives at the Water”*** captures the spirit of how the waterfront influences the well-being of all the communities and ecosystems along the lake edge.

Celebrate the spirit of the lake and the river where the land and water unite.

Identify the place where the natural and urban environments connect, providing vibrant experiences and uses as well as locations for rest and relaxation.

Educate the community by telling past, current and future stories of the Waterfront, explaining how to protect and enhance natural features, and demonstrating how to lead by example using prior knowledge and experiences.

Connect people to the waterfront visually and physically. Re-connect the community to the physical, natural, cultural, historical and emotional elements of the parks.

Promote Diversity through ‘who’ the Waterfront Parks attracts and are designed for. Create accessible and inclusive spaces along the water’s edge for all to enjoy.

Develop Resiliency across all the parks to adapt and mitigate against the effects of climate change on park infrastructure, natural heritage and the Lake Ontario Shoreline as well as resiliency to the impacts of human activity on natural features (trampling, spread of invasives, dumping).

Goals

This Strategy Refresh strives to:

- Secure continuous public access along the edge of Lake Ontario as well as the creeks and rivers with outlets at the Lake;
- Strengthen the presence and identity of the whole waterfront parks system;
- Create high quality public spaces that are rich in amenities and flexible in their use;
- Preserve and interpret historical uses;
- Protect, enhance and expand natural heritage areas;
- Provide active and dynamic year-round destinations;
- Integrate well with, and connect to the surrounding urban fabric; and,
- Contribute to environmentally and economically sustainable development.

Guiding Principles

The guiding principles reflect the vision and goals and are applied to the actions moving forward.

- Environment First
- Finding a Balance
- Sustainability
- Vibrancy
- Design Excellence and Innovation
- Best Management Practices
- Safe, Secure and Accessible
- Parks as a Good Neighbour
- Inclusive Process

Seven Park Areas

The Waterfront Park System is comprised of seven Park Areas moving from east to west.

1. East Gateway Parks
2. Lakeview Parks
3. Port Credit East Parks
4. Port Credit Harbour Parks
5. Port Credit West Parks
6. Clarkson-Lorne Park Parks
7. West Gateway Parks

Although each park in the system is unique and serves a number of functions including local, city-wide and regional roles, the overall compliment of parks provides diverse recreational opportunities from end to end illustrated on **Page 6, Figure 1**.

The East Gateway parks link the Mississauga waterfront to the City of Toronto's parks system and provide significant ecological landscapes that support trails and habitats for wildlife. The Lakeview Parks provide opportunities for programming including new spaces for cultural programming and expansion of marina and water-based recreation. The Port Credit Parks (East, Harbour, West) comprise the City's central waterfront, where Port Credit Village extends towards the lake around the mouth of the Credit River. These parks support festivals and events in addition to offering greenspace for passive recreation along the river. The Clarkson-Lorne Park parks have well used recreation destination parks as well as significant natural heritage resources. The West Gateway Parks link the Mississauga Parks to Oakville and provide unique cultural and natural heritage resources.

Priority Parks

These parks have been identified as having priority for improvement.

- Not Yet Named Park P-358 (Arsenal Lands)
- J.J. Plaus Park
- Marina Park
- Port Credit Memorial Park West
- J.C. Saddington Park
- Harding Waterfront Estate

Not Yet Named Park P-358 (Arsenal Lands) is a priority for development to complement the recent opening of Small Arms Inspection Building and to create a link to the Jim Tovey Lakeview Conservation Area that is currently under construction.

J.J. Plaus Park is a well-used existing park on the east side of the Port Credit Harbour at the mouth of the river. It needs to be updated to integrate with the proposed 1 Port Street East redevelopment.

Port Credit Memorial Park West and Marina Park have preliminary design and development plans with final concepts in place for both parks. They are identified as priorities to maintain their current redevelopment momentum.

J.C. Saddington Park is adjacent to the 70 Mississauga Road South development and is an important contributor to Mississauga's Central Waterfront. As Port Credit continues to grow and intensify, it is important to identify J.C. Saddington Park as a priority for redevelopment.

The Harding Waterfront Estate buildings have been repurposed, however, the surrounding property needs to be addressed in order to fully realize the vision for this park as the West Gateway to the Mississauga waterfront.

Inspiration Parks

The Inspiration Projects are the next generation of community redevelopment along the waterfront. The expectations for the quality of these communities is very high and the public realm/parks system also must reflect best practices and showcase exceptional, sustainable design and contribute to the beauty and character of Mississauga's waterfront.

The Inspiration Parks are located in the Lakeview and Port Credit neighbourhoods south of Lakeshore Road along Lake Ontario. The future redevelopment plans are meant to be economic catalysts for these areas.

- Lakeview Waterfront Community
- 1 Port Street East
- 70 Mississauga Road South

The plans for these signature redevelopments involve a mix of land uses, a variety of densities, and supportive commercial and retail uses in a compact pedestrian and cycling friendly transit-based community.

These redevelopments will be in close proximity to each other as well as connected to some of the most popular and visited tourism destinations in Mississauga.

The design themes for each site must acknowledge the unique history of each property including integrating the cultural/industrial and natural heritage features of each site.

- Lakeview Waterfront Community's legacy has a history of providing community infrastructure (power, water, wastewater);
- 1 Port Street East has a long standing marine industry legacy (marina and working waterfront); and
- 70 Mississauga Road South's brick manufacturing and oil refining legacy has left a cultural and natural heritage imprint on the site.

System Wide Recommendations

The recommendations are overarching priorities that emerged through this 2019 Refresh process and reflect trends and stakeholder engagement.

1. Establish new waterfront parks concurrent with the Inspiration community redevelopments.
2. Expand continuous public shoreline access as a condition of all redevelopment projects.
3. Strengthen the cohesiveness of the waterfront parks system while acknowledging the unique character of each park.
4. Connect waterfront trails to transit and the City's trails network (east/west and north/south connections).
5. Expand water-based recreational activities.
6. Expand support facilities (picnic and shade) and amenities (food and rentals) to enhance the visitor experience.
7. Improve views and visibility to Lake Ontario.
8. Protect, enhance and expand the protection of sensitive and/or natural features while maintaining views and visibility to Lake Ontario and the Credit River.
9. Protect and expand cultural heritage interpretation of the former uses of the historic sites.
10. Expand parkland securement through acquisition, land conveyance, public private partnerships; land easements and/or protection agreements for shoreline access.
11. Establish innovative partnerships that are aligned with the public interest to create animated public spaces that celebrate local heritage and foster commercial opportunities.
12. Ensure high quality designs and maintenance of public spaces, including public recreational marina facilities.
13. Continue to consult with the general public, stakeholder groups and other levels of government (with shared mandates), to determine how to achieve world class waterfront parks.
14. Continue to leverage private sector investment in public realm infrastructure.

ACKNOWLEDGEMENTS

Mississauga City Council

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How to Read This Document

Section 1 - Introduction + Background

Purpose of the Waterfront Parks Strategy Refresh, Trends, Progress since 2008 and an Overview of the Waterfront Parks System.

Section 2 – Best Practices, Vision + Principles

Best practices, updated vision statement, guiding principles and overall goals for Mississauga’s Waterfront Parks.

Section 3 - Waterfront Parks System Design Strategies

General strategies for the design and programming of Waterfront Parks to be considered and implemented when moving forward.

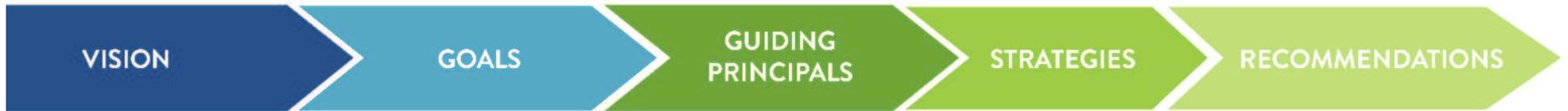
Section 4 - Park Areas + Individual Park Areas

Overview of the Park Areas and individual parks including general and park specific recommendations. Priority parks are identified and described in sequence from east to west including the Inspiration Parks.

Section 5 - Implementation

Next steps and estimated timelines, priority actions, how to strengthen partnerships and future studies needed to achieve the recommendations.

The study process diagram below shows the relationship between the principles, strategies and recommendations.



Study Process

01 INTRODUCTION





J.C. Saddington Park - Photo Credit: Dillon Consulting

1 INTRODUCTION + BACKGROUND

1.1 Purpose of the Waterfront Parks Strategy Refresh

In 2008, Mississauga City Council approved the Waterfront Parks Strategy. The purpose of that document was to guide future uses, programming and development. That document set out a twenty five year vision to preserve, protect and enhance the waterfront park system for the future. It was intended to be a living document to be updated on a regular basis.

The Waterfront Parks Strategy Refresh is the first update of that strategy. This document builds on the City's successes since 2008 and is aligned with other relevant City plans which have also been completed since 2008. It will also incorporate the parkland needs of future redevelopments along the waterfront including the Lakeview Waterfront Community, 1 Port Street East and 70 Mississauga Road South that have been envisioned as the City's 'Inspiration Projects'. Finally, the 2019 Refresh will reset the vision for the next twenty five years and will continue to be a living document.

1.2 Trends

The context for planning and design of waterfront parks has evolved since 2008, particularly when addressing the question of how to create a resilient and dynamic waterfront parks system that is more accessible and diverse. Residents and park users demand cleaner water, expanded waterfront access and beautiful new parks in redeveloping areas that are not exclusive to those who live adjacent to them. The realities of extremes in climate and finite financial resources means that it is not always possible to develop new parks the same way as in the past, and we need to make choices that balance programmed activity spaces with protection of the near shore and integrity of the shoreline.

Best practices in waterfront design have changed over the last decade and now advocate for integrated design that considers improved public access to support water based recreation. The aim is to create an enlivened water's edge that includes economic development benefits without undermining the ecological integrity of the habitats along the shoreline. It is no longer appropriate to have one benefit at the expense of another and it has been demonstrated that through comprehensive planning and design all desired outcomes can be achieved.



St. Lawrence Park - Photo Credit: Dillon Consulting

To achieve this balance requires collaboration and inter-disciplinary teams to solve the challenge of finding feasible, cost effective design solutions that yield exciting and memorable places. While each site has its own physical characteristics, the design principles are common to all the waterfront parks.

- **Enhance Ecology** – The system needs to be protected, enhanced and expanded through redevelopment and the decision making process should be science based.
- **Encourage Water Based Use** – Create more access and enhancement of water-dependent uses including a wide range of boating opportunities.
- **Commit to Community Equity and Involvement** – Serve the diverse needs of all the users to ensure that less privileged groups are included.
- **Promote Resiliency** – Accommodate, mitigate and adapt to shoreline flooding and protect threatened habitats.
- **Enhance Safe and Easy Public Access to the Water's Edge** - Encourage a wide range of opportunities (physical, visual, psychological) for human interaction with the water.
- **Seek Cost Effective Solutions** - Include not only initial capital costs but build in operational and life cycle costs.

These concepts should inform how the City approaches park development moving forward.

1.3 Successes from the 2008 Strategy

There have been great accomplishments over the past decade. The progress since 2008 includes:

Park Construction & Improvements

- **Brueckner Rhododendron Gardens**

- Pathway improvements including a looped pedestrian circuit and bridge upgrades;
- Installation of plant identification signs;
- Garden and tree inventory expansions including collections of salvaged plants from the Hancock Property;
- Addition of a rose garden; and
- Interim Place memorial plaque and garden.

- **Jack Darling Memorial Park**

- Regional water treatment facility upgrades;
- Twenty-five acre leash free area and pathways;
- Winterized washrooms;
- Toboggan hill;
- Two boat launch access areas; and
- Expanded trail loops and connections to the Waterfront Trail.

- **Lakeside Park**

- Themed playground with educational features (First Nations, Industrial, 21st Century);
- Spray pad and plaza;
- Winterized washroom;
- Two acre leash free area;
- Flexible open space and event area;
- Year-round Waterfront Trail access;
- Parking expansion with 100 parking spaces and 60 overflow;
- Two picnic shelters;
- Clay tile shoreline protected to preserve natural integrity;
- Meadow and woodlot enhancement;
- Rain garden, irrigation pond and, bioswale as part of low-impact design (LID) measures;
- Pervious concrete overflow parking lot; and
- Awarded the 2010 Brenda Sakauye Environment Award; the 2012 Ontario Builder Awards Category 3 from the Ontario General Contractors Association; and 2013 Mississauga Urban Design Award for Excellence.

- **Harding Waterfront Estate,**
 - Reuse of the manor house & coach house as a public banquet facility;
 - Enhancements to the landscape setting around the house;
 - Redeveloped parking;
 - Low-impact development including a bioswale for parking lot runoff and unpaved overflow parking; and
 - Awarded the 2015 Lieutenant Governor's Ontario Heritage Award for Excellence in Conservation.

Planning and Design

- **Port Credit Harbour West Parks**
 - Completed pre-design studies for Port Credit Memorial Park West, Marina Park and J.C. Saddington Park including the Port Credit Harbour West Parks Pre-Design/Environmental Study Report October 2013.);
 - Completed the Design Brief, Pre-Engineering Investigations and Site Analysis and Coastal Report for Port Credit Memorial Park (West) and Marina Park in June 2018; and
 - Completed pre-engineering investigations and Site Analysis Report in July 2018.

Maintenance

- Completed Port Credit Harbour Dredging in 2014;
- Revamped waterfront parks maintenance standards to acknowledge more intensive use in the larger Destination Parks; and
- Upgraded winter maintenance of the Waterfront Trail to encourage year-round use of the trail system.

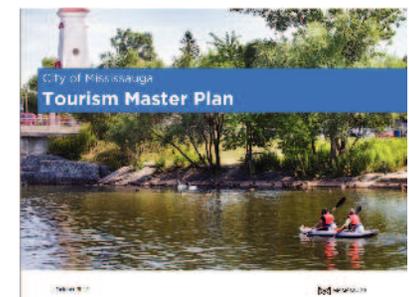
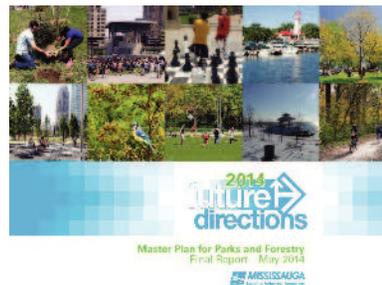


Port Credit Harbour Marina - Photo Credit: Dillon Consulting

1.4 Studies Completed Since 2008

The following reports have been completed and are relevant to informing the Waterfront Parks Strategy Refresh.

- Strategic Plan 2009;
- Culture Master Plan 2009;
- Cycling Master Plan 2010;
- Living Green Master Plan 2012;
- Credit River Parks Strategy 2013;
- Sports Tourism Strategy 2013;
- Natural Heritage and Urban Forest Strategy 2014;
- Urban Forest Management Plan 2014;
- Future Directions 2014;
- Port Credit & Lakeview Parking Strategy Phase II 2014;
- Inspiration Lakeview Master Plan 2014;
- Greater Toronto and Area Waterfront: An Urban Recreational Fisheries Plan 2015;
- Mississauga Recreational Boating Demand and Capacity Study 2015;
- City of Mississauga Parks: Signage Standards Manual 2015;
- Credit Valley Conservation LOISS Assessment of Coastal Engineering Structures 2015;
- Charting the Future Course: 70 Mississauga Road South Master Planning Framework 2015
- Charting the Future Course: 1 Port Street East Comprehensive Master Plan 2016;
- Public Art Master Plan 2016;
- Heritage Management Strategy 2016;
- Fishing in Your Backyard: An Urban Recreational Fisheries Strategy for the Lake Ontario Northwest Waterfront, TRCA & MNRF, 2016;
- Mississauga Official Plan Consolidation 2017;
- Sport Field and Sport Court Facility Provision Strategy 2017;
- Tourism Master Plan 2017; and
- Living by the Lake Action Plan 2018, CVC (formerly Lake Ontario Integrated Shoreline Study (LOISS)).



1.5 Concurrent Studies

Building on the completed work, there were also ongoing concurrent planning studies that were considered.

- Credit Valley Trail Strategy (CVC) 2017;
- Cycling Master Plan Update 2018;
- Old Port Credit Village Heritage Conservation District Plan 2018 (under appeal);
- Climate Change Action Plan 2019;
- Future Directions 2019;
- Invasive Species Management Plan and Implementation Strategy 2019;
- Lakeshore Connecting Communities 2019;
- Mississauga Moves 2019;
- Park Classifications Study 2019; and
- Parking Matters 2019.

1.6 Overview of the Waterfront Parks

Mississauga's shoreline stretches for 22km along the edge of Lake Ontario from Toronto towards Oakville. There are 26 existing parks and 5 planned parks connected by the Waterfront Trail as well as by Lakeshore Road. **Figure 1** illustrates Mississauga's existing and planned Waterfront Parks, grouped into geographic Park Areas.

Many of the parks have excellent existing facilities and have been regularly updated and improved consistent with the 2008 Waterfront Strategy successes noted in **Section 1.3**





PARKS

- | | | | |
|---|------------------------------|---|--------------------------------------|
| ① Arsenal Lands - P-358 | ⑧ R.K. McMillan Park - P-226 | ⑮ Port Credit Memorial Park - P-106 | ⑳ Jack Darling Memorial Park - P-012 |
| ② *Jim Tovey Lakeview Conservation Area | ⑨ Adamson Estate - P-169 | ⑯ Marina Park - P-112 | ㉑ Rattray Marsh - P-126 |
| ③ *Lakeview Waterfront Community Parks (formerly Lakeview Park - P-381) | ⑩ Hiawatha Park - P-108 | ⑰ J.C. Saddington Park - P-167 | ㉒ Watersedge Park - P-016 |
| ④ Douglas Kennedy Park - P-021 | ⑪ Tall Oaks Park - P-142 | ⑱ *70 Mississauga Road South Park (formerly Imperial Oil Waterfront Ext. - P-486) | ㉓ Meadowwood Park - P-006 |
| ⑤ Lakefront Promenade Park - P-323 | ⑫ St. Lawrence Park - P-435 | ⑲ Ben Machree Park - P-107 | ㉔ Bradley Museum - P-406 |
| ⑥ A.E. Crookes Park - P-023 | ⑬ *1 Port East Street Parks | ⑳ Brueckner Rhododendron Gardens - P-156 | ㉕ Lakeside Park - P-037 |
| ⑦ Helen Molasy Memorial Park - P-262 | ⑭ J.J. Plaus Park - P-109 | ㉑ Richards Memorial Park - P-067 | ㉖ Harding Waterfront Estate - P-389 |

*Planned parks that are under construction or have undergone Official Plan Amendments.

The most significant changes for this 2019 Refresh involve the East Gateway Parks which include Not Yet Named Park P-358 (Arsenal Lands) and the Jim Tovey Lakeview Conservation Area and the parkland associated with three new 'Inspiration Projects' at Lakeview Waterfront Community, 1 Port Street East, and 70 Mississauga Road South which are noted on **Figure 2**.

The balance of the City's waterfront parklands are well maintained and require less intervention. However, some of the parks do require updating as part of regular asset management and specific recommendations to address the most critical issues are outlined in **Section 4.0**.

Each of the Waterfront Parks has a unique character and provides a variety of by-the-water experiences through viewing opportunities, trail use, natural heritage appreciation and various programs that support the ways people interact with the water's edge. A goal is to maintain this diversity and to provide a richer palette of waterfront experiences as the population grows. The demographics in Mississauga are not static and is changing as aging population, intensification and accessibility influences needs into the future.



Jim Tovey Lakeview Conservation Area Visualization -
Photo Credit: Credit Valley Conservation.

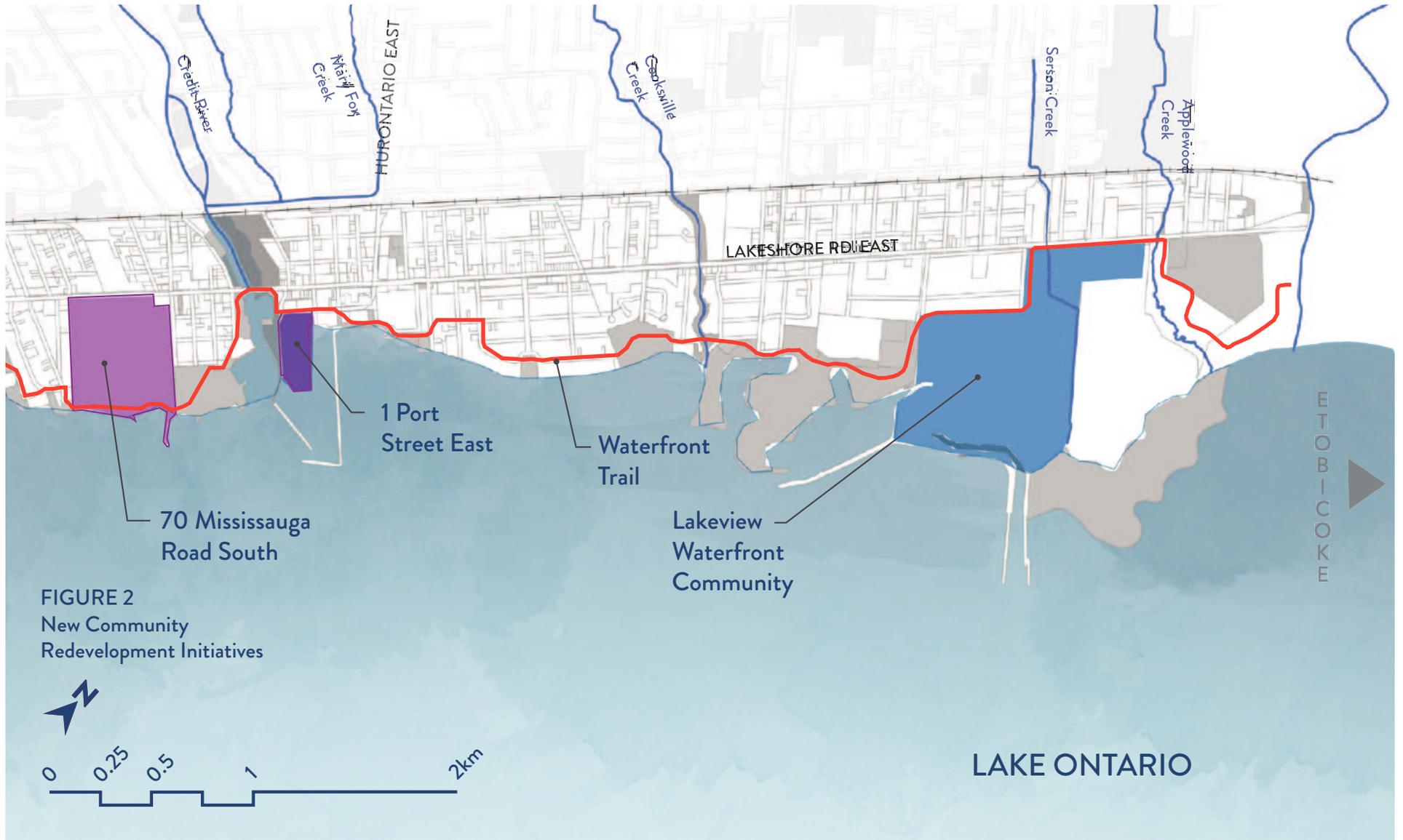


FIGURE 2
New Community
Redevelopment Initiatives

Cultural Heritage

The Lake Ontario Shoreline and Credit River are closely associated with the indigenous peoples. The Mississaugas of the Credit occupied the Credit River area from the late 17th – early 18th centuries to the mid-19th century.

Figure 3 illustrates Mississauga’s extensive inventory of heritage structures and landscapes along the waterfront. Important built heritage properties include the Small Arms Inspection Building which is located within Not Yet Named Park P-358 (Arsenal Lands), the water tower located in the park which is also designated, the Adamson Estate, the Bradley Museum and the Harding Waterfront Estate.

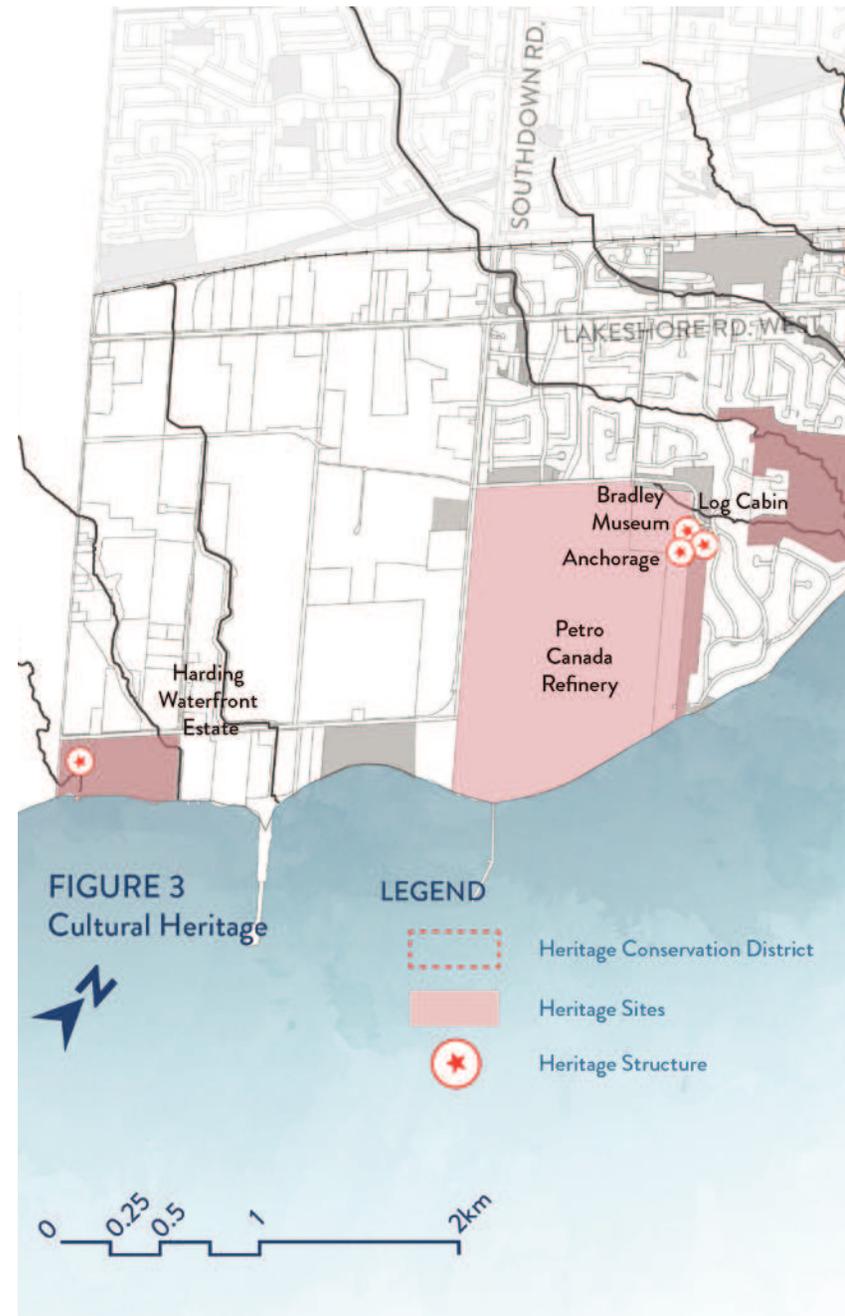
The Adamson Estate is comprised of several historic buildings including a gate house, home and barn all set in a picturesque garden.

The Harding Waterfront Estate has a repurposed historic manor house and associated coach house now used as a banquet facility. The grounds are extensive with both natural and managed greenspaces.

The 2018 Old Port Credit Village Heritage Conservation Plan (HCD) (under appeal) is an update to the original plan approved by the Ontario Municipal Board in 2004. J.C. Saddington Park including two heritage buildings, Marina Park, a portion of the Credit Village Marina and the west shore wall of J.J. Plaus Park are all located within the HCD. **Figure 4** illustrates the new HCD boundaries which now extend to the east side of the Credit River.



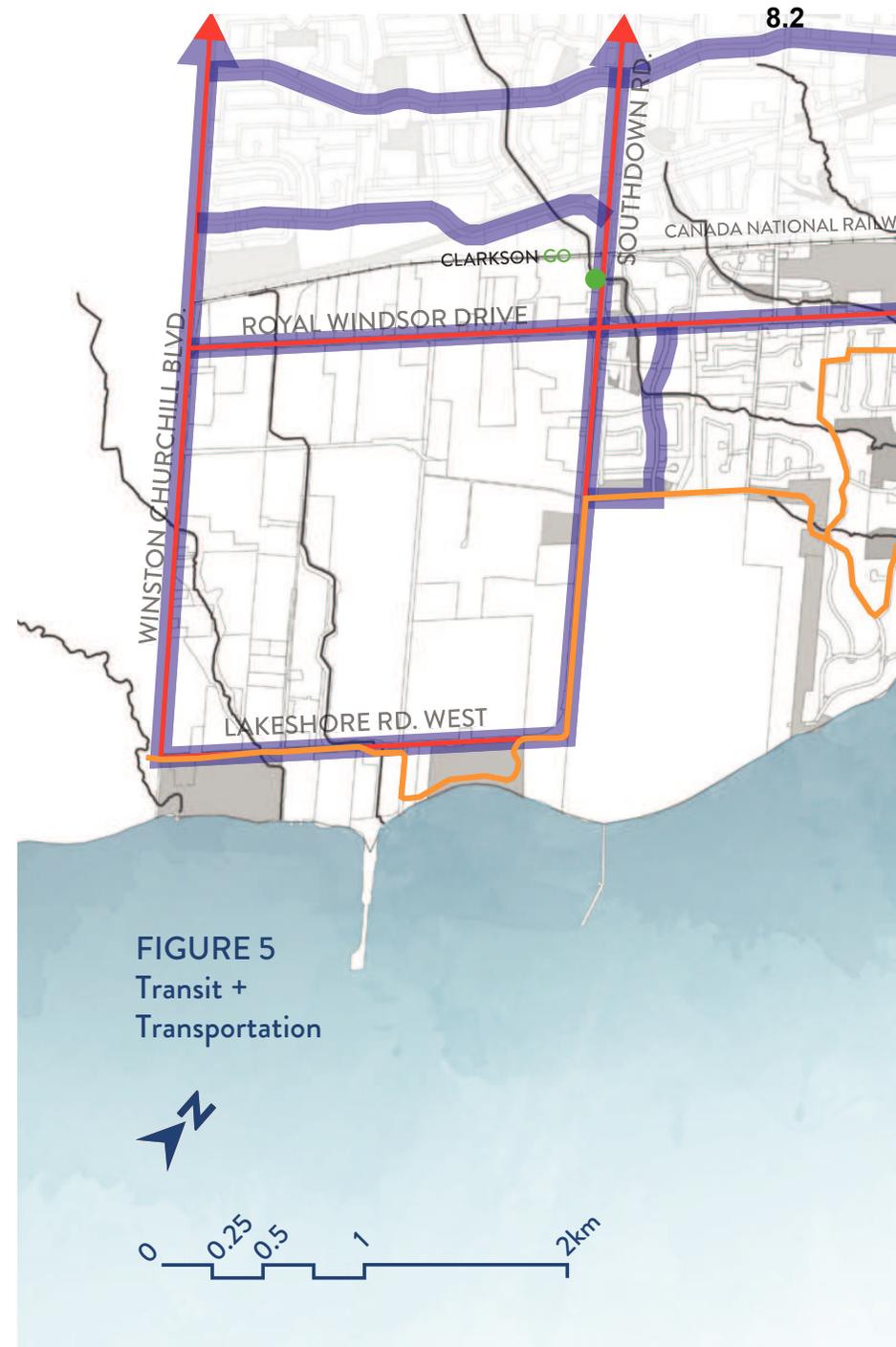
FIGURE 4 - Old Port Credit Village Heritage Conservation District Boundary

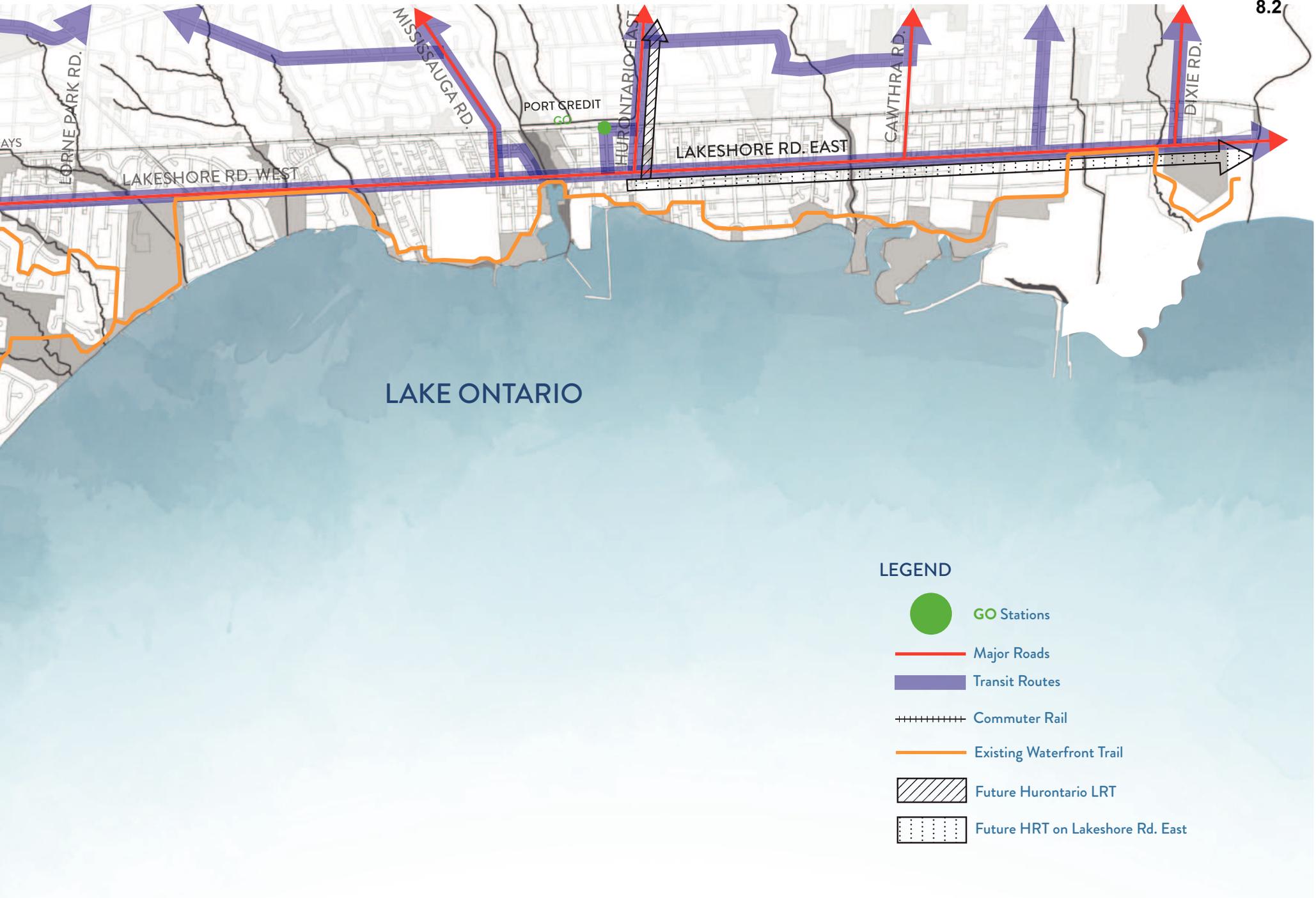




Major Roads, Go Transit and MiWay

Lakeshore Road is the main east-west road that is the northern boundary for several parks and links the waterfront parks. In the short term, an express bus route is planned along the Lakeshore Road corridor in anticipation of the future residential development. The City is currently completing a transportation master plan, Lakeshore Connecting Communities 2019, which will provide recommendations for enhancing Lakeshore Road into a multi modal corridor that will accommodate vehicular traffic, higher order transit, cycling facilities and a more comfortable pedestrian environment. The future north-south Hurontario Light Rapid Transit (HLRT) will provide a stronger regional link to the Port Credit Parks illustrated in **Figure 5**. Metrolinx and the City's Active Transportation Office are working together to better link the GO Stations and cycling routes.





LAKE ONTARIO

LEGEND

- GO Stations
- Major Roads
- Transit Routes
- Commuter Rail
- Existing Waterfront Trail
- Future Hurontario LRT
- Future HRT on Lakeshore Rd. East

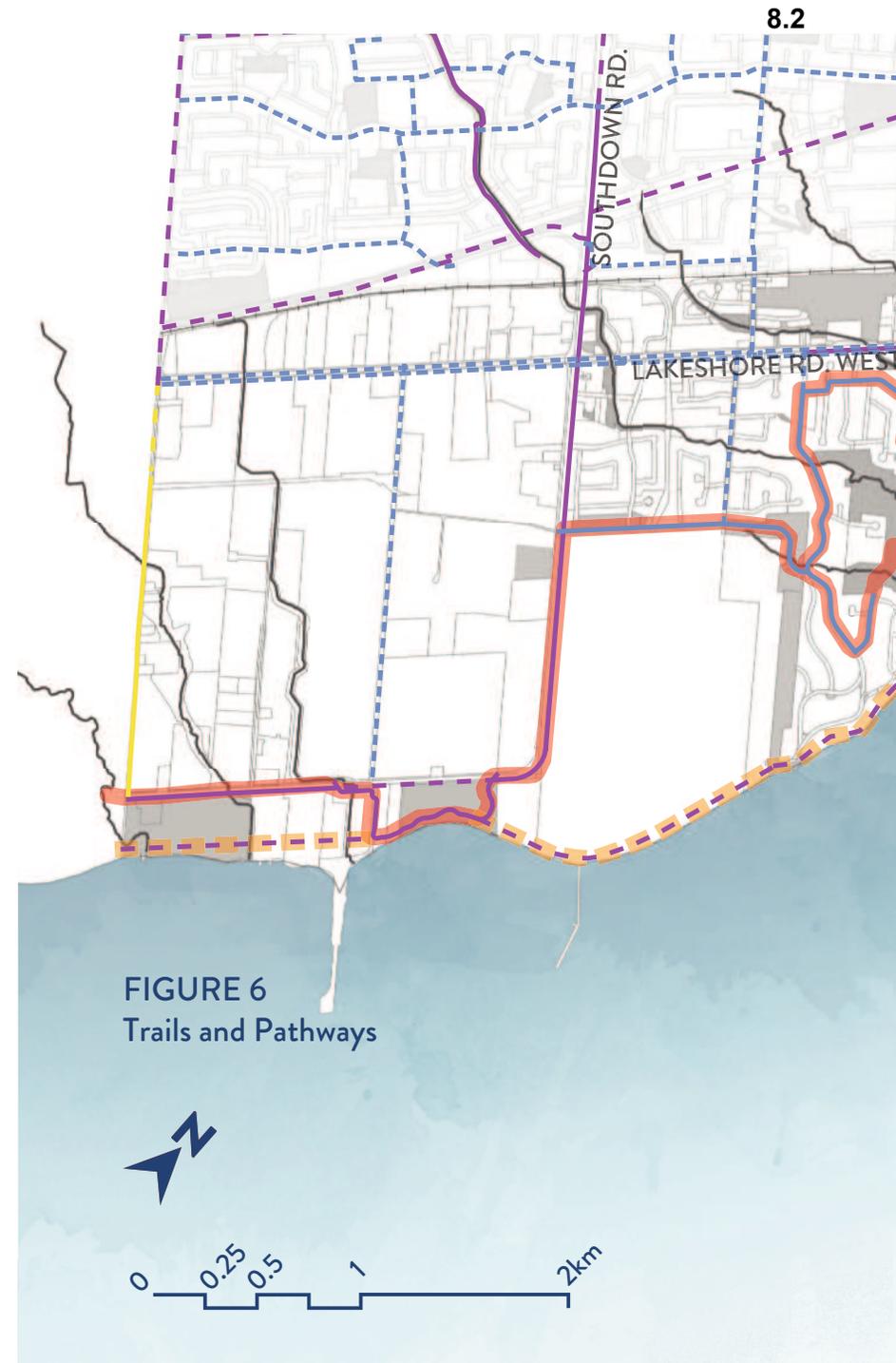
Waterfront Trail and Mississauga Trails

Figure 6 illustrates how the existing Waterfront Trail also links the parks system together. The Cycling Master Plan 2018 supports the vision to bring the Waterfront Trail to the water's edge as opportunities become available. The north-south cycling routes throughout the City continue to be the main connectors linking the city wide cycling facilities to the waterfront park system.

In 2017, Credit Valley Conservation (CVC) approved the Credit Valley Trail Strategy which is a 25 year vision to create a main trail spine from Lake Ontario to the headwaters of the Credit River in Caledon. While the route along the river is still being finalized, there is a strong desire to locate a trailhead in J.C. Saddington Park.



Jack Darling Memorial Park - Photo Credit: Dillon Consulting





LEGEND

Existing Facilities

- Cycle Track/
Separated Bike Lane
- Bike Lane
- Shared Route
- Multi-Use Trail

Proposed Facilities

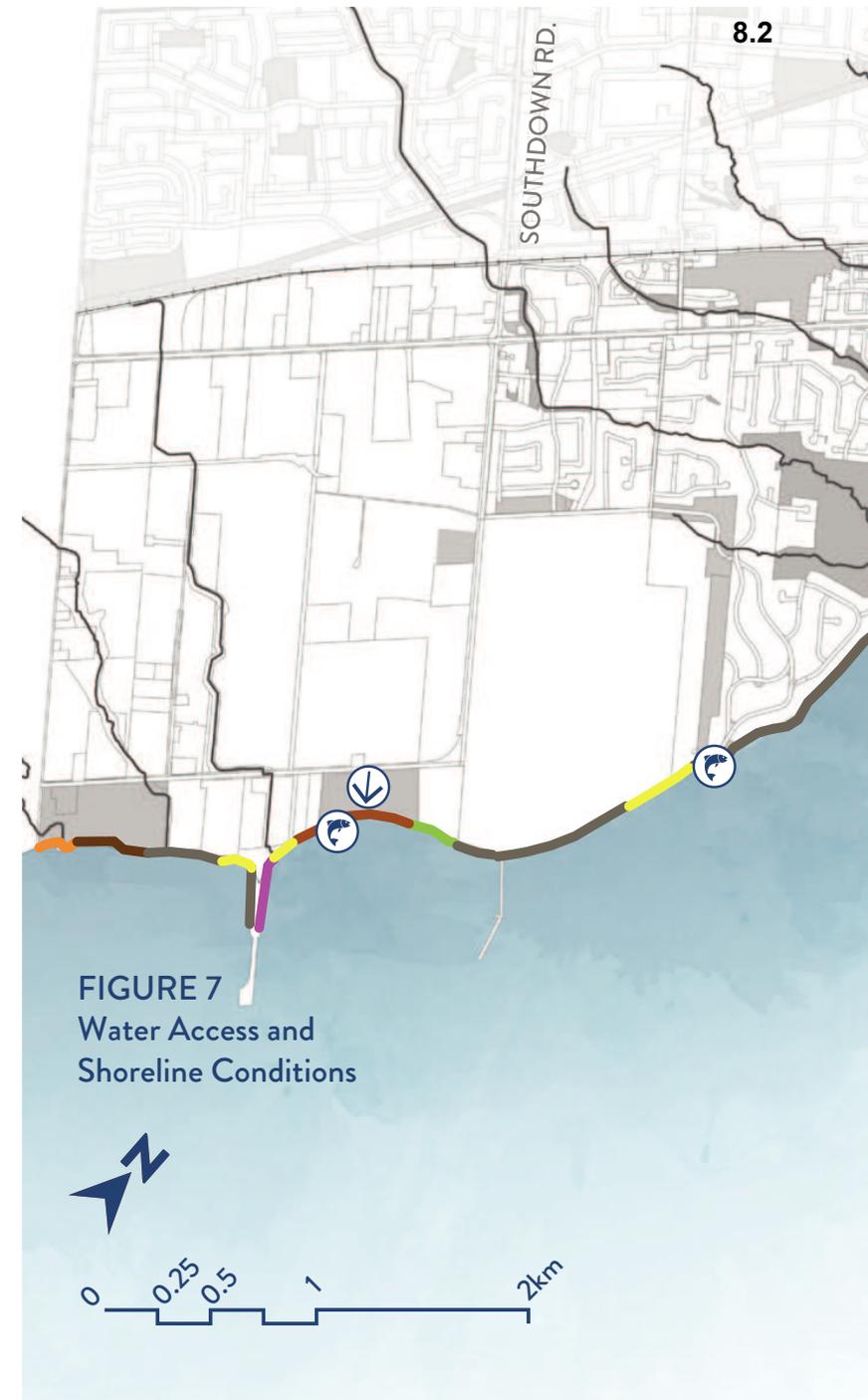
- - - Cycle Track/
Separated Bike Lane
- - - Bike Lane
- - - Shared Route
- - - Multi-Use Trail
- - - Waterfront Trail Extension
- Existing Waterfront Trail
- Paved Shoulder
- - - Proposed Paved Shoulder

Water Access and Shoreline Conditions

The Mississauga waterfront has a variety of man-made and natural shoreline conditions illustrated in **Figure 7**. The CVC approved the Living by the Lake Action Plan in 2018 which envisions “a revitalized shoreline that maximizes access for people while maintaining and restoring health, aquatic and terrestrial habitat features and functions.” The City will collaborate with the CVC to conserve, enhance and restore the health of the Mississauga shoreline while providing public access to the water’s edge and protecting views to the lake. This includes providing opportunities for boating through the City’s marinas and public boat launches.



Jack Darling Memorial Park - Photo Credit: Dillon Consulting





LAKE ONTARIO

LEGEND

- | | | | |
|---------------------------------------|-----------------------|----------------|--------------------------------------|
| Existing Water Access (Swimming) | Armour Stone | Concrete Wall | Sand |
| Existing Water Access (Non-Motorized) | Boulder + Broken Rock | Eroded Bluff | Sand Beach |
| Fishing Access | Broken Brick | Natural | Sheet Pile Wall |
| Existing Motorized Boat Launch/Marina | Broken Concrete | Old Barge | Jim Tovey Lakeview Conservation Area |
| | Cobble | Retaining Wall | |

*Source: Credit Valley Conservation - Shoreline Treatments in the LOISS Study Area

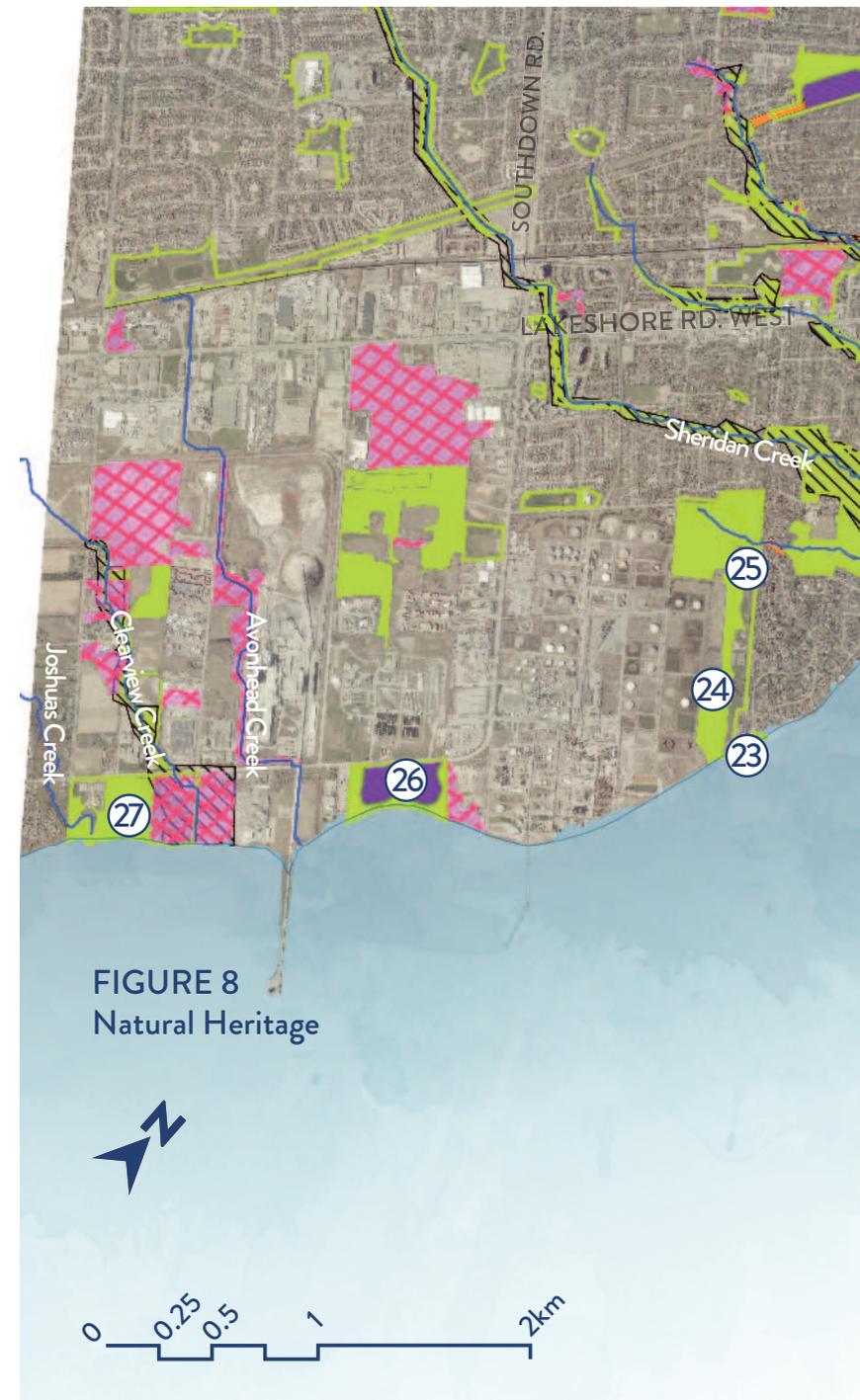
Natural Heritage

The City's Green System consists of the Natural Heritage System, the Urban Forest, Natural Hazards and Parks and Open Spaces.

The Natural Heritage System is comprised of:

- **Significant Natural Areas** – provincially or regionally significant life science areas of natural and scientific interest (ANSI), environmentally sensitive or significant areas; threatened or endangered species habitat, fish habitat, significant wildlife habitat, significant woodlands, significant wetlands, significant valleylands.
- **Natural Green Spaces** – non-significant wetlands and woodlands, non-significant valleylands and watercourses, natural areas larger than 0.5 ha with uncommon vegetation.
- **Special Management Areas** – lands that are adjacent to or near Significant Natural Areas or Natural Green Spaces and are managed or restored to enhance them.
- **Residential Woodlands** – found in older residential areas with mature trees, mostly continuous canopy cover and minimal understorey on large lots.
- **Linkages** - areas that are necessary to maintain biodiversity and support the ecological functions of the natural areas.

Figure 8 illustrates the following components of the Natural Heritage System which are found along Mississauga's Waterfront including **Proposed Expansion Areas** which are candidate sites for inclusion in the city's Natural Heritage System.





LAKE ONTARIO

LEGEND

- Green Spaces
- Natural Area
- Proposed Expansion Areas
- Jim Tovey Lakeview Conservation Area
- Contributing NHS Linkages
- Primary NHS Linkages
- Residential Woodlands
- Special Management Areas
- Watercourses

Source: Natural Area System GIS information provided by the City of Mississauga.

PARKS

- | | | | |
|---|-------------------------------------|--|-------------------------------------|
| ① Arsenal Lands - P-358 | ⑧ R.K. McMillan Park - P-226 | ⑮ Marina Park - P-112 | ⑳ Rattray Marsh - P-126 |
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| ⑥ A.E. Crookes Park - P-023 | ⑬ J.J. Plaus Park - P-109 | ㉁ Richard's Memorial Park - P-067 | ㉕ Harding Waterfront Estate - P-389 |
| ⑦ Helen Molasy Memorial Park - P-262 | ⑭ Port Credit Memorial Park - P-106 | ㉂ Jack Darling Memorial Park - P-012 | |
- *Natural Area Currently Under Construction

Within the waterfront there is also the Rattray Marsh which is a Provincially Significant Wetlands and the new **Jim Tovey Lakeview Conservation Area** which is a natural feature creation project developed on lakefill. The lakeshore is an important migratory area, and significant wildlife habitat for migrating birds and butterflies (within 5 km of the waterfront) therefore it is important to provide food, shelter, habitat and habitat connectivity for migratory wildlife.

The Natural Heritage and Urban Forest Strategy (NH&UFS) 2014 supports protecting, enhancing and restoring the City's urban forest canopy. It is aligned with the CVC's Living By The Lake Action Plan which seeks to protect, enhance and restore terrestrial and near shore habitats as a bird migratory corridor. The City is committed to the natural heritage recommendations for waterfront parks when implementing these strategies.

The Urban Forest Management Plan (UFMP) 2014 identifies key opportunities including proactive tree health, collaborative planning and design solutions, compensation for tree removal, minimum tree growth requirements, invasive species

management, acknowledging and promoting the Urban Forest and Natural Heritage System as community assets and city infrastructure, and developing and strengthening partnerships. The UFMP focuses on operational, technical and tactical strategies for the Urban Forest and Natural Heritage System while strengthening natural heritage connectivity.

The city is developing a comprehensive, City-wide Invasive Species Management Plan and Implementation Strategy to refine an approach to managing invasive plants and insects to protect and enhance the overall biodiversity and ecological integrity of the Natural Heritage System.





02 BEST PRACTICES, VISION AND PRINCIPLES

Port Credit West - Marina Park Visualization -
Photo Credit: Dillon Consulting

2 BEST PRACTICES, VISION + PRINCIPLES

2.1 Best Practices

Best Practices for Waterfront Park Design

The 2019 Refresh process included a scan of trends and best practices in North America and northern Europe to provide a way of benchmarking Mississauga's existing and proposed park standards with successful waterfronts in similar climates. Three important trends emerged, urbanization on the waterfronts is common, most often on Brownfields. Redevelopment is often large scale, complex and challenging. The second trend is the integration of significant ecological habitats as part of the redevelopment projects, particularly on sites where there are existing degraded shorelines. There are excellent examples of very successful, ecologically sustainable new public park systems. Finally, all of the exemplary parks have diverse uses and intensive programming resulting in wonderful animation and all season use.

Brownfield Intensification along the Waterfront

Mississauga is experiencing intensification and that is occurring concurrently in more than one location. One example of successful intensification is on the Toronto waterfront. Much of the redevelopment has occurred on brownfields sites that have been transformed into mixed use neighbourhoods with public access to lakefront parks. These are attractive destinations for both tourists and residents. Toronto's **East Bayfront** is one of the first new neighbourhoods to be developed in the Port Lands.¹ Parks and public spaces in the East Bayfront including Sherbourne Common, Canada's Sugar Beach and the Water's Edge Promenade have reinstated public access to the waterfront where previously there was none.

¹ Waterfront Toronto. East Bayfront. Retrieved from: <https://waterfronttoronto.ca/nbe/portal/waterfront/Home/waterfronthome/precincts/east-bayfront>, on 7/6/2018.



East Bayfront Promenade - Photo Credit: Waterfront Toronto



Sugar Beach - Photo Credit: Waterfront Toronto



Hammarby Sjostad, Stockholm Sweden - Photo Credit: Dillon Consulting

Revitalizing working waterfronts comes with environmental challenges from historic land uses. As noted previously, available waterfront property is scarce, and brownfields present an opportunity for intensification, but are challenged by the “fear of unknown environmental conditions and contamination, regulatory controls, and increased costs associated with remediation”.²

An example of successful waterfront brownfield redevelopment is **Hammarby Sjostad** in Stockholm, Sweden which repurposed an industrial district into an eco-city comprised of sustainable mixed uses. The city aimed to have a “development focus [on] building a sustainable community that is twice as efficient as a typical one.”³ It has self-sustaining systems for energy, water and waste and an extensive restored natural shoreline ecosystem.

Intensification can also yield candidate sites which are smaller than anticipated and results in flexible spaces that can withstand intensive programming. An example of this is Phase 1 for **District Wharf** in Washington D.C. which features a renovated and repurposed pier, vibrant mixed redevelopment, and high quality public realm. Although it is part of a larger plan, the Phase 1 public realm work led the renewal with a vibrant public space.

² Leger, C. et. al. Understanding the planning challenges of brownfield development in coastal urban areas of England. *Planning Practice and Research*, 31 (2) pp.2-3.

³ Gaffney, A. et. al. Hammarby Sjostad Stockholm, Sweden: A Case Study. *CP249 Urban Design in Planning*. 2007. pg. 2.

Providing Water Based Access and Use

Intensification creates new opportunities to re-open the water's edge to the public and municipalities are increasingly finding ways to provide diverse water based uses. Access to the water for both motorized and non-motorized boating is highly valued because there are very limited locations where the conditions are suitable.

According to the 2015 Recreational Boating Demand and Capacity Study, there is and will continue to be steady growth projected for all boating activities. Between 2011 and 2035, rowing is expected to grow by 3-3.5%, kayaking by 2.4-5.8%, canoeing by 6.8-8.6%, sailing by 3.6-4.9% and power boating by 10.8-15.4%.⁴ Another trend on the rise is the sport of stand-up paddle boarding (SUP). In 2011, over 1.2 Million people in North America tried SUP, an increase of 18% over the previous year.⁵

The City of Toronto has also expanded access to paddling in the previously industrial waterfront at the **Harbourfront Canoe & Kayak Centre** where residents and visitors can learn to paddle, rent equipment, or organize groups/tours/camps in downtown Toronto on the water. They offer services for kayaking, canoeing, and SUP. The paddling center has a formal rental building, constructed with the sole purpose of public rentals on the waterfront. Another examples exists at Woodbine Beach (WSUP) offering rentals and lessons from a semi-permanent shipping container, located seasonally and positioned adjacent to the Martin Goodman Trail and the beach.

⁴ City of Mississauga. Recreational Boating Demand and Capacity Study. 2015. pg. 17.

⁵ Channel Signal. By The Numbers: The Growth of SUP (Stand Up Paddle Boarding). Retrieved from: <https://channelsignal.com/blog/by-the-numbers-the-growth-of-sup-stand-up-paddle-boarding/> on. 7/9/2018.



Harbourfront Canoe & Kayak Centre, Toronto



SUP Paddle Rentals, Toronto - Photo Credit: Harbourfront Canoe and Kayak Centre

In 2017, The City of Toronto with TRCA committed to developing five paddling nodes to encourage and provide paddling and fishing access from the Lake Ontario Shoreline. These included Bluffers Park, Marie Curtis Park, Prince of Wales Park and Coronation Park. Toronto Islands have a new paddling access that includes rock steps down to the shore for paddling, and a platform area with seating for viewing and fishing.

Although the demand for fishing has not grown (due in part to less stocking) several conservation authorities including Conservation Halton, Credit Valley Conservation, Central Lake Ontario Conservation, Ganaraska Conservation and Toronto and Region Conservation, with support from the provincial and federal governments have developed the “Fishing in Your Backyard” which “encourages responsible and sustainable use of Ontario’s natural resources and promotes angling, healthy habitats and accessible fishing sites throughout the Greater Toronto Area.”⁶ The plan recognizes that urban fishing decline is a result of limited opportunities to access the water as well as limited access to information about fishing opportunities.

Finally, the trend for swimming is on the rise. Warming climate and growing populations have resulted in a greater attraction for swimming in Lake Ontario. People have been making their own way into the water without managed facilities. This informal access can pose increased risks to public safety from lack of safe, supervised sites or unsafe water conditions.

⁶ TRCA and MNRF et. al., Fishing in Your Backyard – An Urban Recreational Fisheries Strategy for the Lake Ontario Northwest Waterfront. pg. 1.

The City of Toronto's beaches are monitored and verified by the **Blue Flag Program** which awards blue flags to communities who aim for high water quality. Water samples are taken daily between June and Labour Day⁷. Another resource for water monitoring is with the Swim Guide powered by Lake Ontario Waterkeeper which tests the water quality along the Lake Ontario shoreline for bacteria levels and posts whether it is safe to swim.⁸

The Lifesaving Society recently commissioned a study that found that new Canadians, particularly those who have lived in Canada less than five years – are at higher risk for drowning when boating and swimming,” close to four times as likely to drown than those born here.⁹ Mississauga's Waterfront Parks including those with public access to the water are a big draw to all residents including new Canadians. The City may therefore wish to consider options to enhance water safety.



Fishing in the Credit River, Riverwood, Mississauga -
Photo Credit: The Riverwood Conservancy

7 City of Toronto. Toronto Beaches Water Quality. Retrieved from <http://app.toronto.ca/tpha/beaches.html> on 7/10/2018.

8 The Swim Guide. Retrieved from: <https://www.theswimguide.org/> on 7/10/2018.

9 Newswire. Study reveals new Canadians at higher risk for drowning. Retrieved from: <https://www.newswire.ca/news-releases/study-reveals-new-canadians-at-higher-risk-for-drowning-544783112.html> on 7/10/2018.

Community Equity and Involvement

The populations in municipalities across Ontario are becoming increasingly diverse. Community equity, inclusivity and involvement should therefore be considered in any planning and design project. Inclusion of First Nations is also very important especially since water and nature are important parts of their traditional knowledge and history.

Population diversity continues to increase due to immigration into urban areas, highlighting the need to achieve community equity in planning and design of public spaces.

One of the ways that municipalities are increasing community equity is by making travel to parks for those without cars easier, by offering no-cost or low-cost shuttle services from downtowns to public parkland. Intensification, economic diversity and a decrease in urban car ownership are the drivers of this particular trend. Two Toronto examples exist. The first is a pilot project with the Toronto Transit Commission (TTC) involving a **paid fare shuttle between Bluffers Park and the Scarborough Bluffs** and the **Kennedy Subway Station** during the summer of 2018. This pilot helped to close the gaps in the public transit network and reduced on-site parking demand.

The other example is the **Rouge Express**, a free shuttle bus service from downtown to Toronto to Rouge National Urban Park (RNUP), which is approximately 30km away. This service runs from July 1st to October 22nd.

Community equity can also be achieved by making the design of parks universally accessible. In 2014 the government of Ontario developed the Integrated Accessibility Standards Regulation which includes guidelines for the accessible design of public spaces. The vision for Access Ontario is to have an accessible Ontario by 2025. Some of the areas covered by the regulation include recreational trails, public use eating areas, outdoor play spaces, parking, and maintenance.¹⁰

¹⁰ Access ON. A Guide to the Integrated Accessibility Standards Regulation. April 2014. pg. 265.

In 2015 the United Nations Sustainable Development goals were adopted by various countries as part of the "2030 Agenda for Sustainable Development". One of those goals spoke to inclusivity, safety, resiliency and sustainability and one of its associated targets is to "provide universal access to safe, inclusive and accessible, green and public spaces, in particular for women and children, older persons and persons with disabilities by 2030."¹¹

More population means many different groups will be using the parks as their local green space. These spaces need to be flexible to accommodate a wide range of informal use and be adaptable to transform to meet various needs.

¹¹ Wong, Liza. Build more urban parks and have happier cities. Star2. Retrieved from: <https://www.star2.com/culture/design/2016/10/08/build-more-urban-parks-and-have-happier-city-dwellers/> on 7/10/2018.



Rouge Park Express, Toronto - Photo Credit: PARKBUS

2.2 Vision Statement

The 2008 Strategy articulated a vision statement and guiding principles that has been revised through the 2019 Refresh process, with stakeholder input to reflect changing trends, physical conditions and new economic development opportunities along the waterfront.

The vision statement *“Life Thrives at the Water”* captures the spirit of how the waterfront influences the well-being of all the communities and ecosystems along the lake edge.

Celebrate the spirit of the lake and the river where the land and water unite.

Identify the place where the natural and urban environments connect, providing vibrant experiences and uses as well as locations for rest and relaxation.

Educate the community by telling past, current and future stories of the Waterfront, explaining how to protect and enhance natural features, and demonstrating how to lead by example using prior knowledge and experiences.

Connect people to the waterfront visually and physically. Re-connect the community to the physical, natural, cultural, historical and emotional elements of the parks.

Promote Diversity through ‘who’ the Waterfront Parks attract and are designed for. Create accessible and inclusive spaces along the water’s edge for all to enjoy.

Develop Resiliency across all the parks to adapt and mitigate against the effects of climate change on park infrastructure, natural heritage and the Lake Ontario Shoreline as well as resiliency to the impacts of human activity on natural features (trampling, spread of invasives, dumping).

2.3 Overarching Goals

This Strategy Refresh strives to:

- Secure continuous public access along the edge of Lake Ontario as well as the creeks and rivers with outlets at the Lake;
- Create high quality public spaces that are rich in amenities and flexible in their use;
- Strengthen the presence and identity of an overall waterfront parks system;
- Preserve and interpret historical uses;
- Protect, enhance and expand natural heritage areas;
- Provide active and dynamic year-round destinations;
- Integrate well with, and connect to the surrounding urban fabric; and
- Contribute to environmentally and economically sustainable development.



Lakeside Park - Photo Credit: Dillon Consulting

2.4 Guiding Principles

Environment First

Mississauga's Natural Heritage System is a significant community asset servicing local, city-wide, regional and provincial interests. Restoration and enhancement are required to make the system stronger. Any decisions pertaining to its restoration, enhancement and expansion need to be science-based and balanced with future programming in the parks. Park landscapes will be managed at a high level of aesthetic and ecological quality.

Natural systems including air, land, water, terrestrial, aquatic, animal and plant life remain an important focus and guide how future parks are planned. River-mouth ecosystems are complex and unique environments that must be carefully managed.

Environmental features need to be highlighted through interpretation and education.

Finding a Balance

There will be a balanced approach, respecting cultural heritage, protecting natural heritage (ecology) and serving the social and recreation needs of the City.

Park expansion will also be balanced between protecting natural areas, encouraging diverse experiences through programming and ensuring that there is universal accessibility throughout.

Sustainability

Sustainability is truly achieved when the needs of the natural environment are balanced with the desires from the community both culturally and economically. A balanced approach to decision making for sustainability is needed in order to create harmony.

The City's approach to planning for the Waterfront Parks will be to lead by example. New relationships and partnerships are expected (public/private) to support the long term sustainability of the Waterfront Parks.

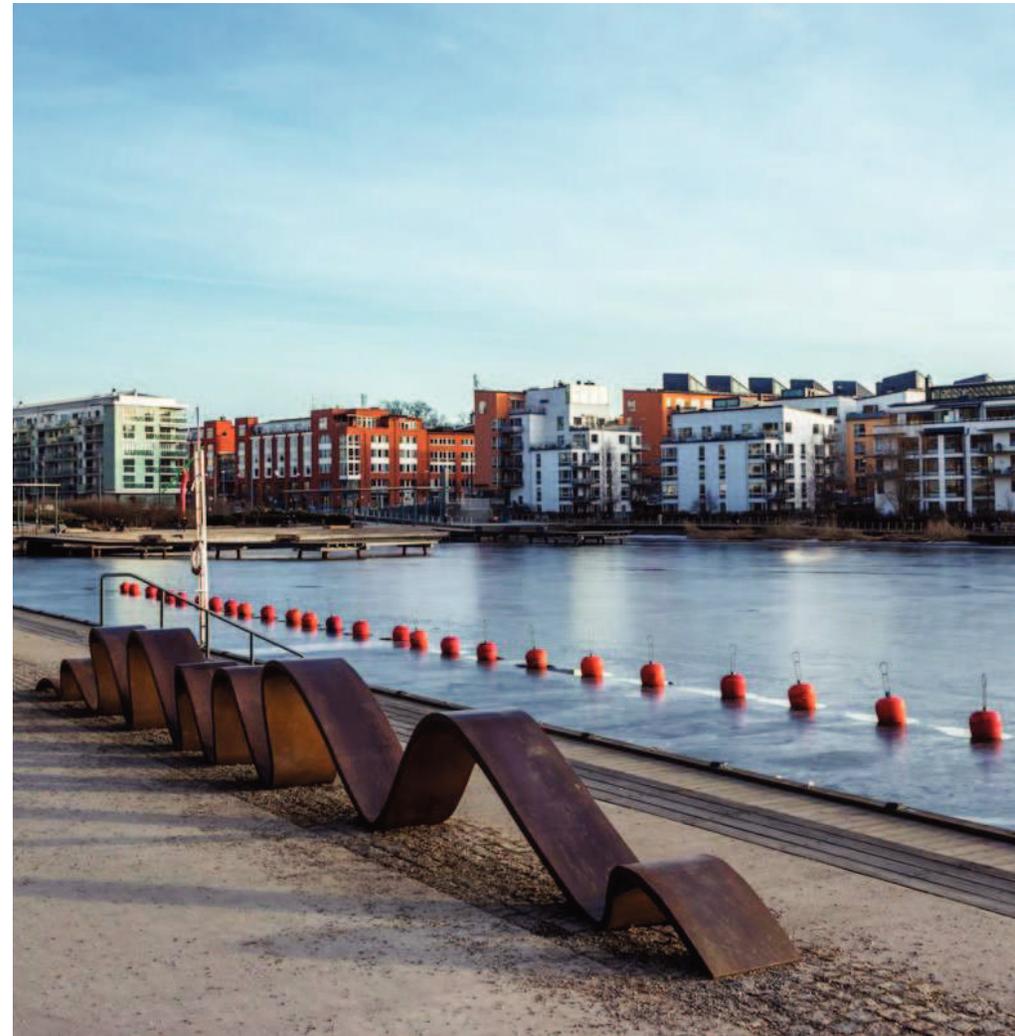
Vibrancy

Mississauga's Waterfront is a destination that attracts visitors year round. Each park is celebrated as a contributor to the overall system. Diverse facilities and unique features serve as animators and catalysts including special events, amenities like food and beverage help draw visitors and encourage them to stay.

Design Excellence and Innovation

High quality, meaningful design is a hallmark of the Waterfront Parks System. Each park will reflect its unique local natural and cultural heritage that will be expressed through theming. Archaeological resources will be protected, recognized and respectfully incorporated into the design of the park.

Design excellence is found in noble and durable materials applied using innovative and sustainable practices, having the lowest impact possible on the environment. Designs must be universally accessible, affordable and enjoyable



Hammarby Sjöstad, Stockholm, Sweden - Photo Credit: Dillon Consulting



Urban Beach, Oslo, Norway - Photo Credit: Dillon Consulting

Best Management Practices

The City will continue to utilize best management practices to consistently maintain the quality that the public expects from the parks system.

Improving maintenance operations, including adequate funding is necessary to protect the investment in park assets. Life-cycle costing and asset management will be applied to capital projects and ongoing maintenance.

Safe, Secure and Accessible

The Waterfront Parks will be safe and comfortable for all who use them. They will accommodate all ages, cultures and physical abilities.

Parks will be designed to reduce mobility conflicts (vehicles, cyclists, pedestrians). Designs will also provide accessible areas and promote easy access to transit.

The trails system will provide continuous multi-use access and have adequate capacity and design standards to support all users. In locations where there are sensitive natural areas or high pedestrian activity, the trails will be separated and designed accordingly.

Parks as a Good Neighbour

New development or redevelopment adjacent to existing residences and neighbourhoods will be done with a high degree of sensitivity to existing uses.

Edges of parks will be designed with buffers to minimize the impact of lighting and noise and to have a complementary relationship between park uses and the adjacent communities.

Inclusive Process

New development site design decisions will be undertaken through consultation with the public and stakeholders in an open and fair process. Stakeholder collaboration with the City is encouraged to establish stewardship relationships for the parks system.

The City of Mississauga is committed to working with Indigenous peoples and their communities to understand their ideas and wishes for the future of these parks. It is very important to recognize the City's First Nations presence both historical and current. The Bradley Museum is an example of existing collaboration between the City of Mississauga and the Peel Aboriginal Network (PAN) where a healing garden and sweat lodge were built within the museum grounds. Both include interpretational signage about the traditional practices associated with each.



Sweat Lodge and Interpretive Signage at Bradley Museum - Photo Credit: Dillon Consulting

03

WATERFRONT PARK SYSTEM DESIGN STRATEGIES

Aerial view of Port Credit Waterfront -
Photo Credit: Dillon Consulting



3 WATERFRONT PARK SYSTEM DESIGN STRATEGIES

The 2008 Strategy articulated system wide strategies, many of which are still applicable and have been incorporated into this 2019 Refresh. The updated strategies reflect changing trends, physical conditions and stakeholder input.

3.1 Connectivity

3.1.1 Park System Connectivity

Most parks have excellent facilities but the linkages connecting them need to be strengthened to build a more visible/ identifiable system. The City should reinforce the existing east-west connections provided by Lakeshore Road, the Waterfront Trail and the Lake Ontario Shoreline. To achieve this **the City should strengthen the north–south connections by adding cycling routes between the parks and Lakeshore Road (and beyond) and greening those corridors to create visual connections that lead the public to the parks.** The strategy to **protect, enhance and expand the Natural Heritage System (including the Credit River and 14 creeks that drain into Lake Ontario)** will strengthen the linkages between the Waterfront Parks.

Signage and interpretation should be employed to strengthen wayfinding.

3.2 Identity

3.2.1 Park System Identity

The Waterfront Parks are a unique subset of the City’s overall parkland system. The physical and visual identity of the Waterfront Parks system should be prominent and consistent, and also have flexibility to showcase a park’s unique character. **The City should consider the development of a promotional strategy, specifically to highlight the available amenities and to assist in communicating experiences that are possible.**

The Waterfront Parks identity could be based on the geographic areas, and highlight groups of parks. For example, **Port Credit Harbour Parks today function as a tourism destination and should be branded as ‘Mississauga’s Central Waterfront’.**

Creation of a Waterfront Parks ‘Brand’ will increase awareness of the park system and the amenities within it and should be considered. This identity will be inclusive of and support the Culture and Parks, Forestry and Environment branding as well as the Waterfront Trail and the Mississauga Cycling Signage. Collaboration with the Conservation Authorities, the Region and other City partners is encouraged.



The Adamson Estate - Photo Credit: City of Mississauga

3.2.2 Signage

The development of a comprehensive signage strategy is needed. It will improve wayfinding to direct users between arterial roads such as Lakeshore Road and Southdown Road into the Waterfront Parks and could also include signage for those arriving by water. The signage hierarchy should include wayfinding, distance, life-safety, interpretation, naming and amenities. This signage will be a design expression of the “Waterfront Parks Brand.”

3.2.3 Technology in Parks

Introducing digital technologies in the parks will assist in communicating relevant information as well as resources available within the parks.

Digital tools are complementary to traditional ones like physical signage; however, they’re likely to appeal to a broader group of users. Wi-Fi hot spots, linkages to the City’s website and park specific ‘real-time’ notifications can assist park’s operations to disperse visitor volumes and better manage the availability of parking in popular parks. Real-time notifications can also include severe weather alerts.

Implementing sustainable technologies like the use of solar power should also be considered (e.g. electric charging for smartphones, tablets, electric vehicles etc.)

3.2.4 Park Classifications

The City should update their overall classification system to better reflect current and future parks and open space typologies. These classifications inform maintenance/service levels as well as prioritize development and redevelopment decisions. Currently, the most active and highly used parks are described as ‘Destination Parks’. However, with urban intensification, there is a need for an additional ‘Urban Destination Park’ to acknowledge the intensified uses anticipated in the Inspiration Parks. Also, there is a need to acknowledge that there are several “windows on the lake” to capture the use of unopened road allowances that provide public access to the water’s edge and the Waterfront Trail.

3.3 Cultural Heritage

3.3.1 Adaptive Reuse of Buildings and Structures

Waterfront parks need to be assessed for cultural heritage resources in order to identify, protect and interpret these assets. Existing heritage buildings and structures present a unique opportunity to provide programming, interpretation and other elements within the parks. The Small Arms Inspection Building, Adamson Estate and Harding Waterfront Estate are examples of successful adaptive reuse of buildings within the parks. The heritage buildings in J.C. Saddington Park have potential to be adaptively reused in the future.

3.3.2 Archaeological Assessment

Archaeological resources will be protected within the Waterfront Parks. Any major development will be subject to an archaeological assessment and any mitigation measures will be subject to the review and approval of the Ministry of Culture, Tourism and Sport. Indigenous communities will be engaged during archaeological fieldwork.

3.3.3 Interpretation

The ability to interpret local history gives meaning to places and helps to educate the public about how the past influences our park spaces. **Interpretative signage and plaques should continue to be used as well as augmented with new interactive technology.** As technology becomes available consider using Wi-Fi and other interactive technology in parks as an interpretative tool (virtual reality tour such as historic views of park sites) and integrating multimedia and on line content into interpretative signage and self-guided walking tours (i.e. Smart/interactive technology).

3.3.4 Public Art

Public art should be implemented along the waterfront and in the parks in alignment with the City's Public Art Master Plan (2016-2020). The plan identified the waterfront as one of five priority areas for public art. The curatorial themes of First Nations, Aviation, Industrial, Naval and Military Heritage, Contemporary Explorations and Water and the Environment are preferred. Locations along the Waterfront Trail which are highly visible and connected are recommended.

In direct response to the Public Art Master Plan recommendations, the Culture Division will be recommending a percentage for art allocation from applicable City capital projects. This approach will provide an effective way to continue to develop and grow the City's Public Art Program well into the future.



“Art of Sport”, temporary art installation in Lakeside Park commissioned by the City of Mississauga’s Public Art program. Photo Credit: Tori Lambermont.



Rattray Marsh Boardwalk - Photo Credit: Dillon Consulting

3.4 Sustainability

3.4.1 Park System Sustainability

Protect, enhance and expand the Natural Heritage System to help mitigate and adapt to climate change by implementing sustainable strategies.

These strategies include the creation of natural areas (meadows etc.), the incorporation of Low Impact Development (LID) techniques, as well as enhancement and effective management of the urban forest canopy. All of these strategies contribute to the sustainability of the natural heritage features in the parks. **Expansion and enhanced connections are key components of the sustainability of the natural heritage system.**

3.4.2 Natural Heritage

The Waterfront Parks are critical to the terrestrial habitats and nearshore aquatic/riparian habitats that support migratory species.

The 2019 Refresh supports the recommendations from the Natural Heritage and Urban Forest Strategy including: enhancing and expanding the Natural Heritage System (Strategy 11); Maintaining and Improving Natural Heritage System connectivity (Strategy 12); and Enhancing and expanding the Urban Forest (Strategy 13). Approaches to implementing these strategies include land acquisition, partnerships with adjacent landowners and stewardship with stakeholders.

Tree planting is encouraged in parks to protect the urban forest along the waterfront and help offset impacts from invasive pests (e.g., Gypsy Moth, Emerald Ash Borer (EAB)). Urban forest enhancement should include establishing multiple layers of plant materials including herbaceous ground cover, understory shrubs and young trees, and canopy trees to create a woodland condition and ensure long term sustainability. In addition to woodlands, a diversity of habitats should be created (e.g., woodland, wetland, meadow, thicket) to support a diversity of fauna including birds, pollinators, bats, etc. with habitat functions for foraging, rearing young, and providing shelter. This diversity of habitat contributes to the resiliency of the Natural Heritage System.

3.4.3 Stormwater Management

Continue to implement the City’s, Region of Peel’s and the Conservation Authorities’ best management practices for water quality improvements for Lake Ontario. Particularly the implementation of LID measures (rain gardens, bioswales, permeable paving) where the discharge of stormwater is directed towards the watercourses that ultimately outlet to Lake Ontario. **The parks implementation should support the practices identified in Mississauga’s Storm Water Quality Control Strategy.**

3.4.4 Stewardship & Outreach

Formalize a working committee comprised of inter-departmental City staff, representatives from the Conservation Authorities and the Region of Peel to monitor and advise on the implementation of the 2019 Refresh recommendations. This committee will enhance coordination, collaboration and communication into the future.

Continue to consult the general public and stakeholders on the programming and development of the waterfront parks system. The existing outreach, education and stewardship activities related to invasive species should be continued. Specifically, preparing and distributing informational materials related to identification, prevention, monitoring and control of invasives as well as engaging volunteers in invasive plant control activities, and in stewardship of naturalization plantings to ensure success.

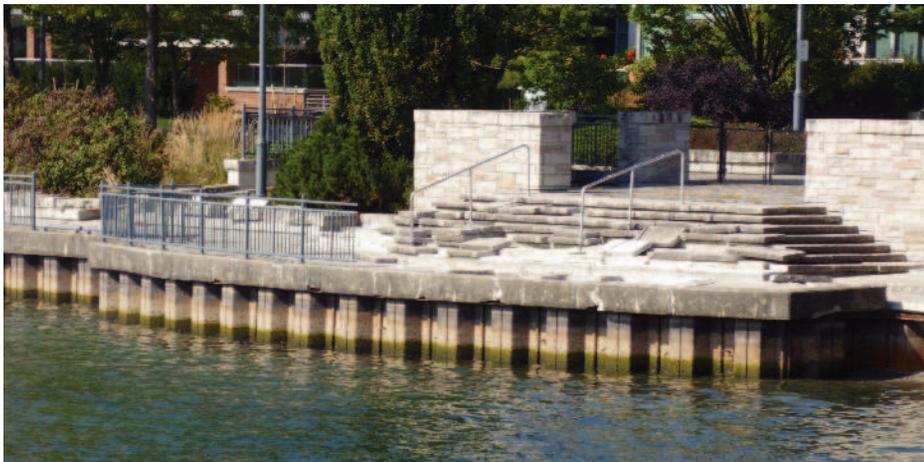


Rattray Marsh Heritage Marker - Photo Credit: Dillon Consulting

3.5 Shoreline

3.5.1 Park System Shoreline

The Lake Ontario shoreline is an integral part of the Waterfront Parks System. **All efforts to achieve continuous public access and to protect views to the lake should be explored. The City will encourage the protection and enhancement of the shoreline (including aquatic and terrestrial habitats) while balancing the need for public safety, water based recreation and public access.** The shoreline will continue to be a dynamic feature ranging from beaches, riparian habitats to man-made shoreline protection structures. A key consideration will be mitigating and adapting the shoreline to the effects of climate change (flooding and damaging storms).



St. Lawrence Park Shoreline Damage - Photo Credit: Dillon Consulting

3.6 Climate Change

3.6.1 Resilience in Design

In recent years, there has been damage to the public realm in parks and along the shoreline due to severe weather events and the introduction of invasive pests and species. In response, **park designs will emphasize resilient solutions for storm water and shoreline treatment to protect property, infrastructure and the natural environment from erosion and flooding and to enhance water quality.**

The City is developing a Climate Change Action Plan (2019) to help mitigate greenhouse gases and make Mississauga more resilient to the impacts of a changing global climate. Adaptive measures are needed to manage the effects of rising temperature, severe weather events and the introduction of invasive pests, such as the Emerald Ash Borer (EAB) and diseases.

Vegetation management should consider micro climate, location and biodiversity when selecting species to enhance the forest canopy.

Protect park visitors by blocking/absorbing UV radiation as well as other microclimatic effects associated with climate change by encouraging shade and shelter in Waterfront Parks by tree planting and adding shade shelters.



Lake Wilcox Park, Shade Sails - Photo Credit: Dillon Consulting

3.7 Transportation

3.7.1 Active Transportation

The existing Waterfront Trail will continue to be the main east-west route for cyclists and pedestrians. The park trails are well used and in some locations congested. **There is a need to reduce conflicts including separating users and creating a hierarchy of trails to safely accommodate the increasing volume of users.** When redevelopment occurs, twinning the Waterfront Trail and separating cyclists from pedestrians in high traffic areas is needed to ensure that speed related conflicts are minimized.

Continue to implement the City's Cycling Master Plan which identifies north-south cycling connections that include on-road shared routes, bike lanes and multi-use trails. There is a need to continue to look for opportunities to bring the Waterfront Trail to the water's edge and to link public transit more frequently to the parks on the lake.

Cycling amenities such as bike parking, repair stations, cycling signage and pavement markings (locations where there are decision points) are needed to improve wayfinding. **This 2019 Refresh supports the City of Mississauga Active Transportation Wayfinding Signage Guidelines.**



Waterfront Trail through Tall Oaks Park - Photo Credit: Dillon Consulting

3.7.2 Multi-Modal Transportation

The Waterfront Parks need to be well-connected, accessible for all modes of movement. Historically, park users have arrived by car, in the future improved public transit, cycling and walking will become more frequent. **Safe, convenient and pleasant cycling and pedestrian facilities are needed to connect to the future Hurontario LRT and transit along Lakeshore Road to encourage multi-modal transportation.**



Kensington Market Bicycle Parking, Toronto. Photo Credit: City of Toronto

3.7.3 Park Shuttle

Until public transit is available to all the parks, **explore the potential for a weekend 'park hopper' bus and/or partnership with MiWay to facilitate transportation during summer peak use times.**

3.7.4 Parking

The 2019 Refresh does not support additional parking within existing parkland, However the City should to continue to find ways of managing the existing and planned parking effectively. This can involve implementing paid parking, active demand management (technology to let visitors know where parking is available) and continuing to improve transit and cycling facilities.



Porous / Permeable Parking, Berlin, Germany - Photo Credit: Dillon Consulting

In the short to mid-term, the City should continue to investigate shared parking opportunities with nearby business landowners to help meet weekend overflows. The introduction of paid parking in Waterfront Destination Parks should be considered. As well, secure convenient bicycle parking for events and festivals can incentivize bicycle use.

3.7.5 Water Transportation

The use of water taxis can provide a new experience for park users as well as an alternative mode of transportation between the waterfront parks. **As the popularity of the waterfront grows and when there is enough demand to support water based transportation between the larger parks, the City should explore the feasibility of the use of a water taxi system.** The marinas in Port Credit and Lakefront Promenade Park can be easily adapted for this service.



Water Taxi, Toronto - Photo Credit: Harbourfront Centre



Aquabus, Granville Island, Vancouver, B.C - Photo Credit: Tourism Vancouver



Paddlers on the Credit River - Photo Credit: Dillon Consulting

3.8 Water Access

3.8.1 Non-Motorized Boating

Non-motorized, water based activities such as canoeing, kayaking, and stand-up paddle boarding (SUPs) are growing in popularity. Residents and visitors are using the existing boat launch ramps and creating their own informal access points into the water. There are risks associated with this informal access and sharing ramps with motor boats.

Investigate opportunities to improve water access to launch canoes, kayaks and SUPs. Prior to any shoreline redevelopment, technical and environmental studies are required to ensure that these facilities are safe and resilient to climate change and compatible with the riparian ecosystem.

Investigate opportunities to build partnerships with rentals, storage and instruction to support greater access for kayaking, canoeing, and SUPs.

Continue to support the Mississauga Canoe Club and Don Rowing Club whose members practice and hold regattas on the Credit River.

Given that the Port Credit Harbour can become congested with all the boating activity, **investigate the feasibility of moving some recreational boating activity to Lake Ontario when the shoreline of 70 Mississauga Road South and J.C. Saddington Park are redeveloped.**

3.8.2 Marinas

Continue to monitor the demand for boat slips and expand marina services to meet demand as appropriate.

Continue to monitor the need for dredging of the Port Credit Harbour. If it is not economically sustainable, consider relocating the keel boats from the Credit Village Marina.

3.8.3 Public Motorized Boat Launches

The City operates launch ramps in Marina Park and Lakefront Promenade Park. The public wants to have boating access to Lake Ontario along the Mississauga shoreline. There are however conflicts in the Credit River related to congestion during peak times and between motorized boats and paddlers. **The 2019 Refresh strategy acknowledges the need for boat launches and is focused on providing safe water-based recreation for all users.**



Lakefront Promenade Marina - Photo Credit: Dillon Consulting

3.8.4 Fishing

Opportunities for shore fishing are essential along the lake and particularly along the Credit River. **The City should look to provide safe and accessible locations for angling purposes.** Improved grading, natural stone steps and/or natural stone seating at the water's edge are all potential interventions to assist anglers with improved access to the water for fishing.

3.8.5 Swimming

Unsupervised swimming locations and areas for wading currently exist in the Waterfront Parks system. There are unguarded but highly popular beaches at Jack Darling and Richard's Memorial Parks. A sheltered beach also is available in the embayment at Lakefront Promenade Park. **As the waterfront intensifies and the demand for swimming increases, the Recreation Division and Parks, Forestry and Environment Division may wish to investigate how to enhance water safety.**



Swimming at Richards Memorial Park - Photo Credit: Dillon Consulting

3.9 Waterfront Activities/Facilities

3.9.1 Park Use

As the City intensifies and the community becomes more culturally diverse, there is a need for more social equity within the parks and the City as a whole. All ages, cultures, socio-economic classes and abilities should be able to enjoy the parks along the waterfront in a safe and comfortable environment.

Park designs should provide green space for un-programmed informal uses and casual activities. They should also allow for space along trails and in green spaces for fitness trails and fitness equipment. Park use, programming and design should include interactive interpretation of the environment as well as the cultural heritage of the area.

Designs for park development should incorporate Crime Prevention Through Environmental Design (CPTED) principles to ensure the safety of all park users.

The 2019 Refresh does not support the location of new active sports fields in Waterfront Parks. As per the 2008 Strategy, the following uses are examples of activities and facilities that would generally be discouraged from the waterfront: Arena Pad; Leash Free Areas; Baseball; Formal Soccer Fields; Softball and Lacrosse. Where the uses already exist, the facilities can remain; however, their expansion is discouraged. Consideration for these types of uses or facilities within new park developments will be reviewed based on their individual and site specific merits.



Jack Darling Memorial Park Waterfront Trail - Photo Credit: Dillon Consulting

3.9.2 Animation

The City should consider animating parks throughout the system with a variety of programming and events to help lessen the congestion at the most popular parks. For example, the performance spaces for Buskerfest can be expanded to include Lakefront Promenade and the parks west of the Credit River.

Animate the parks with food and beverage services to encourage park visitors to extend their stay. Strategies should be developed for new and innovative (low start-up cost) approaches of providing food and beverages services such as temporary pop up concessions.

Examples of this could include a pilot project locating a temporary teahouse in Brueckner Rhododendron Gardens or locations for additional ice cream and hot dog vendors who have mobility to travel to locations where there is demand.

Encouraging the adaptive reuse of heritage buildings (and properties) can also support animation in the park if and when new outdoor uses can be supported with vendors who can provide services in the buildings.

Consider piloting bike or other rentals to draw users to larger parks and to increase access between parks that are in close proximity.



Pop-up café and paddle board rentals, Denmark - Photo Credit: Dillon Consulting

3.9.3 All Season Use

The City should develop a plan to encourage and facilitate all season use of parks. The parks can support all season use with programming that encourages winter use, specifically, opportunities for skating and cross country skiing. Facilities such as warming stations, and wind shelters are needed to create a comfortable environment during cold weather months.

3.9.4 Tourism

The City should support the growing interest in tourism in the parks to ensure that the visitor experience is sustainable, diverse, enjoyable and memorable.

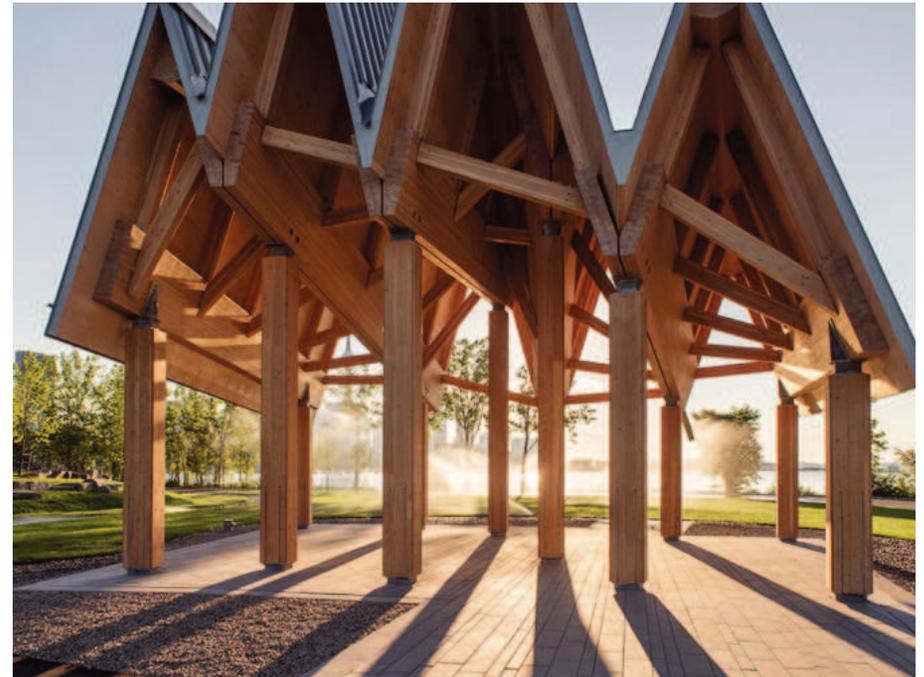


Skating at Celebration Square - Photo Credit: City of Mississauga

3.10 Buildings and Structures

Great park buildings are landmarks and make the user experience more pleasant. Whether they provide opportunities for cooling in the summer or warming in the winter, park buildings are necessary to making the visit more enjoyable.

New designs for park structures should be sustainable, preferably to LEED standards, easily maintained and support multiple functions.



Pavilion at Trillium Park, Ontario Place, Toronto - Photo Credit: Azure Magazine

3.10.1 Washrooms

Park washrooms should be accessible and winterized. Redevelopment in existing parks and new Destination Parks should include plans for accessible and winterized washrooms. Existing washrooms in parks not slated for redevelopment should comply with accessibility standards and be winterized when upgrades are planned. This process should be delivered in a cost effective manner and timed appropriately with development.



Washroom Buildings, Coronation Park, Oakville - Photo Credit: Green Propeller

3.11 Accessibility

Universal access is required for a successful, well connected and sustainable park system. AODA regulations must be met and access for people with disabilities is mandated by law.

Waterfront Park designs should continue to comply with City of Mississauga Facility Accessibility Design Standards and incorporate age and ability-friendly design of trails to achieve universal accessibility. This could include but is not limited to washroom facilities, shade shelters, hydration stations, parking, spray pads, playgrounds, boardwalks, trail amenities, outdoor fitness and picnic facilities.



Accessible Park Pathway, Hiawatha Park - Photo Credit: Dillon Consulting

04 PARK AREAS AND INDIVIDUAL PARKS



Port Credit Memorial Park Playground - Photo Credit: City of Mississauga

4 PARK AREAS + INDIVIDUAL PARKS

4.1 Park Areas

The Waterfront Park System is divided into seven Park Areas moving from east to west.

1. East Gateway Parks;
2. Lakeview Parks;
3. Port Credit East Parks;
4. Port Credit Harbour Parks;
5. Port Credit West Parks;
6. Clarkson-Lorne Park Parks; and
7. West Gateway Parks.

Although each park in the system is unique and serves a number of functions including local, city-wide and regional roles, the overall complement of parks provides diverse recreational opportunities from end to end illustrated on Page 56, **Figure 1**.

The East Gateway parks link the Mississauga waterfront to the City of Toronto's parks system and provide significant ecological landscapes that support trails and habitats for wildlife. The Lakeview Parks provide opportunities for programming including new spaces for cultural programming and expansion of marina and water-based recreation. The Port Credit Parks (East, Harbour, West) comprise the City's Central Waterfront, where Port Credit Village extends towards the lake around the mouth of the Credit River. These parks support festivals and events in addition to offering greenspace for passive recreation along the river. The Clarkson-Lorne Park parks have well used recreation destination parks as well as significant natural heritage resources. The West Gateway Parks link the Mississauga Parks to Oakville and provide unique cultural and natural heritage resources.

Some parks have special considerations in this 2019 Refresh and are either Priority Parks or parks associated with the Inspiration Projects. Both are discussed in the sections following.

4.2 Priority Parks

Overview of Priority Parks

These parks have been identified as having priority for development / redevelopment.

The 2008 Strategy identified Port Credit Memorial Park West, Marina Park, J.C. Saddington Park, Lakeside Park and the Harding Waterfront Estate as priorities to move forward for redevelopment.



Aerial View of Port Credit Waterfront - Photo Credit: Dillon Consulting

The parks that are highlighted as 2019 Refresh Priority Parks include from east to west on **Figure 9**.

- Not Yet Named Park P -358 (Arsenal Lands);
- J.J. Plaus Park;
- Marina Park;
- Port Credit Memorial Park West;
- J.C. Saddington Park; and
- Harding Waterfront Estate.

Not Yet Named Park P-358 (Arsenal Lands) is a priority for development to complement the reopening of the Small Arms Inspection Building and the Jim Tovey Lakeview Conservation Area that is currently under construction.

J.J. Plaus Park is a well-used existing park on the east side of the Port Credit Harbour at the mouth of the river. It is adjacent to the proposed 1 Port Street East redevelopment and includes the Credit Village Marina.

Port Credit Memorial Park West and Marina Park have preliminary design and development plans with final concepts in place for both parks. The parks are identified as priorities to maintain the current redevelopment momentum.

J. C. Saddington Park is located on the west side of the mouth of the Credit River and is adjacent to the future 70 Mississauga Road South community. This popular park is a priority for redevelopment as Port Credit continues to grow and intensify.

The Harding Waterfront Estate is located in the West Gateway Parks Area. A portion of the Harding Waterfront Estate has been redeveloped into a banquet facility. There remains potential to enhance the remainder of the property in order to realize the vision for this park and develop the site as a West Gateway.





LEGEND

- Destination Park
- Greenlands Park
- Community Park
- Waterfront Trail

4.3 Individual Park Recommendations East to West

This section provides context specific recommendations.

Area 1 – East Gateway Parks

There are two parks in the East Gateway, **Not Yet Named Park P-358 (Arsenal Lands)** and the **Jim Tovey Lakeview Conservation Area**. In addition to being the interface with the City of Toronto, it is also the eastern limit of the Waterfront Trail in Mississauga.



The Arsenal Lands are located west of Marie Curtis Park and are currently not programmed and largely inaccessible. Landscape typologies within the boundaries include forests, wetlands and cultural meadows as well as remnant access roads and water tower.

In 2017, the City of Mississauga acquired a 3.8 ha (9.4 acre) portion of the property along Lakeshore Road East including the Small Arms Inspection Building from Toronto and Region Conservation Authority (TRCA) and the vacant acres along Lakeshore Road East. The balance of the lands within the Not Yet Named Park P-358 (Arsenal Lands) parcel is owned by the TRCA. Adjacent parcels are owned by the City of Toronto and Region of Peel. The original funding agreements for the land purchases are complex, resulting in the need for the Region, TRCA and the City of Toronto to be consulted during the preparation of preliminary design and development plans.

The property was designated under the *Ontario Heritage Act* in 2009 and identifies the Small Arms Inspection Building and water tower as having historic significance. The site was used for military purposes during WWII including a rifle range and a munitions plant which manufactured small arms for the Canadian Army, where thousands of women joined the war effort.¹² On the Region's property to the west, are the remnants of a firing range including wooden baffles and concrete backstop, offering a potential location for interpretation.

Phase 1 of the redevelopment of the Small Arms Inspection Building was completed in 2018, reopening as a multi-purpose facility that offers a range of arts and cultural programs. As the only cultural hub of its kind in Mississauga, the Small Arms Inspection Building supports meaningful audience engagement through dynamic exhibitions, events and experiences. Future phases of renovations will see the bridge and north sections of the Small Arms Inspection Building adapted for arts, culture and creative industry use.

¹² Toronto and Region Conservation for the Living City. Small Arms Inspection Building – Redevelopment Project. Retrieved from: <https://trca.ca/conservation/green-infrastructure/small-arms-inspection-building-redevelopment-project/> on 06/12/2017.

The Jim Tovey Lakeview Conservation Area is currently under construction and will support a trails system that connects the Arsenal Lands to the future Lakeview Waterfront Community. The project is a partnership between CVC, TRCA, the Region and the City of Mississauga to establish diverse ecological habitats and the Waterfront Trail along the eastern Mississauga waterfront.

When completed in approximately 2026, the Jim Tovey Lakeview Conservation Area will be owned and managed by the CVC.

Area 1 General Recommendations

- Following hazard ash tree removals due to EAB infestation in woodlands, continue to follow up with naturalization to rejuvenate the tree canopy and enhance the woodland.
- Have consideration for future Lakeshore Road Higher Order Transit (HOT) as part of new designs.
- Work with Metrolinx to add park maps at Lakeshore Road HOT Stops.

Recommendations for the individual parks are outlined in the following sections:



Aerial Plan of Jim Tovey Lakeview Conservation Area, Credit Valley Conservation

Not Yet Named Park P-358 (Arsenal Lands) – Priority Park

Recommendations

- Collaborate with TRCA to secure agreements for park development and operations.
- Enter into discussions with the Region of Peel for stewardship over their lands for natural heritage as well as future interpretive opportunities of the site including the rifle range.
- Implement the Waterfront Trail Extension connecting the Arsenal Lands through the Jim Tovey Lakeview Conservation Area to the future Lakeview Waterfront Community.
- Consult with internal and external stakeholders as well as the public to confirm a program for Not Yet Named Park P-358 (Arsenal Lands) and prepare a master plan that will direct park development including:
 - Create an interface between the Small Arms Inspection Building and future park where programming and events can occur;
 - Create a trailhead at Lakeshore Road for the Waterfront Trail and the Jim Tovey Lakeview Conservation Area;



Heritage Water Tower, Arsenal Lands - Photo Credit: Dillon Consulting

- Investigate the possible placement of an iconic adventure/ nature playground to respond to the natural landscape;
- Interpret the cultural heritage of the site including the significance of the Small Arms Inspection Building and the Water Tower;
- Establish a 'gateway' feature to welcome visitors into the Mississauga Waterfront Parks system and include an overall wayfinding map of the system; and
- Preserve, protect and enhance natural heritage features and linkages on site including wetlands.

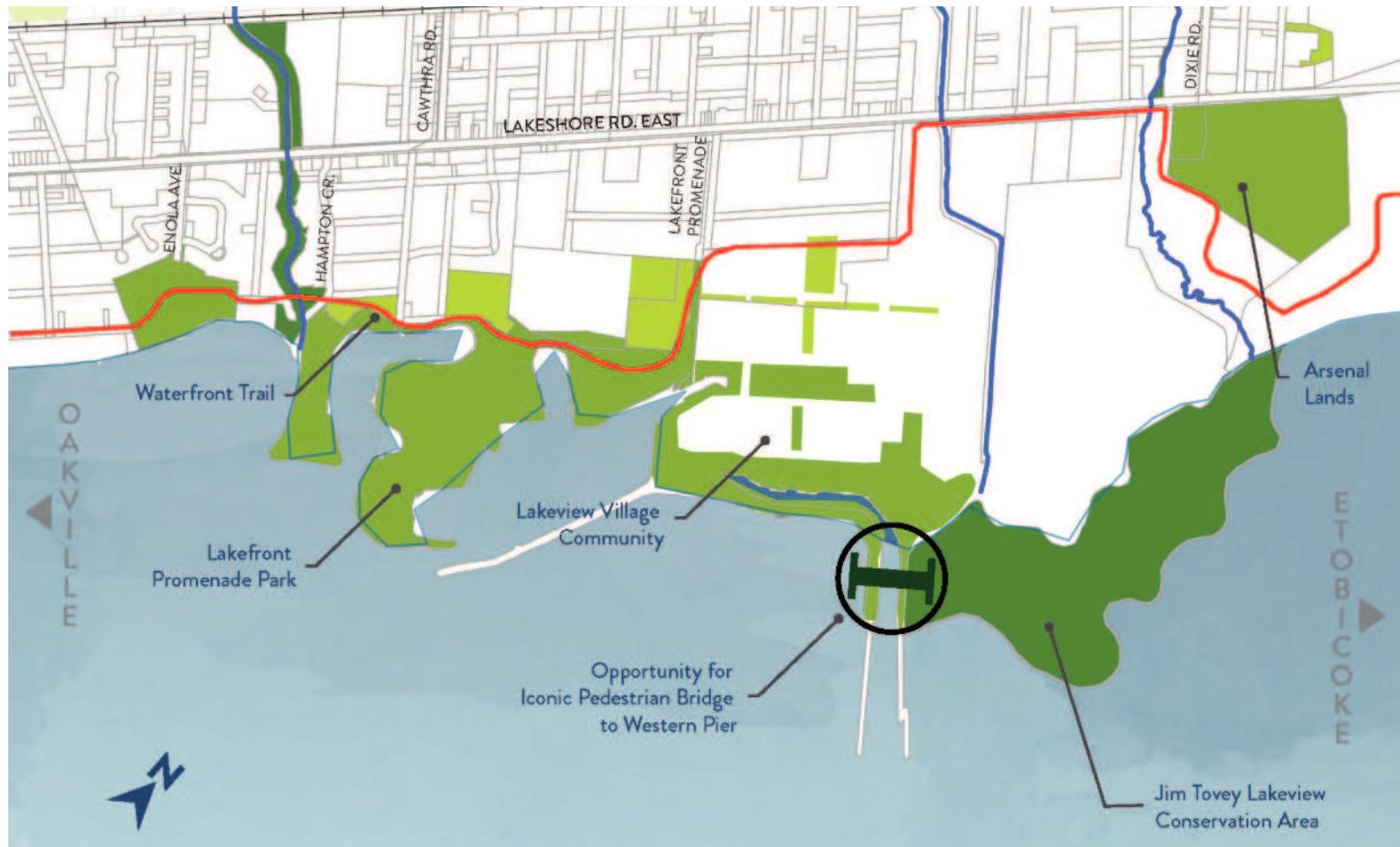


Wetland, Arsenal Lands - Photo Credit: Dillon Consulting

Jim Tovey Lakeview Conservation Area

Recommendations

- Investigate the feasibility of an iconic pedestrian/cycling bridge connection to the western pier.
- Provide shore fishing opportunities along the newly constructed shoreline, accessible from the Waterfront Trail.





Visualization of Jim Tovey Lakeview Conservation Area, Credit Valley Conservation

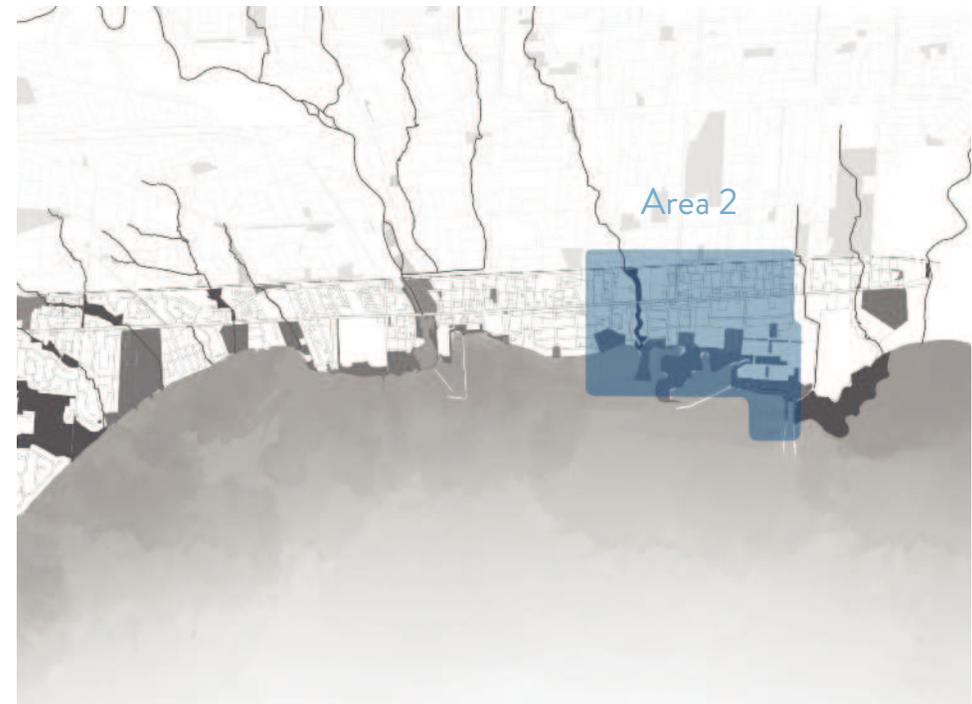
Area 2 – Lakeview Parks

There are seven existing parks as well as the future parks associated with the proposed **Lakeview Waterfront Community** in Area 2. The future development will replace one of the existing parks (Lakeview Park P-381). A more detailed discussion of Lakeview Waterfront Community is located in **Section 4.4**.

The six remaining individual Lakeview Parks include: **Douglas Kennedy Park, A.E. Crookes Park, R.K. McMillan Park, Lakefront Promenade Park, Helen Molasy Memorial Park** and the **Adamson Estate**

They are located south of Lakeshore Road East, accessed by Lakefront Promenade or local roads. Helen Molasy Memorial Park (straddles Cooksville creek) and the Adamson Estate are on the west side of the creek; the others are part of Lakefront Promenade group of parks are on east side of the Cooksville Creek. The various parks offer a variety of experiences including the sand beach at Lakefront Promenade Park which is also one of three designated areas for swimming along the waterfront.

Each park is connected for active transportation purposes by the Waterfront Trail.



Douglas Kennedy Park is east of Cawthra Creek and supports ball fields. In addition to beach volleyball courts, a playground, a splash pad, waterfront promenade, Lakefront Promenade Park has a groomed sand beach, the Mississauga Sailing Club, Port Credit Yacht Club, four launch ramps with trailer parking and the Lakefront Promenade Marina. A.E. Crookes contains a ball field, playground, a splash pad, and washrooms in the clubhouse. R.K. McMillan is a naturalized headland with trail loops, parking, a picnic pavilion on a cobble beach and washrooms.

Helen Molasy Memorial Park is located in the floodplain of Cooksville Creek and includes a trail connection north to Lakeshore Road East.

The westernmost park is The Adamson Estate, located at the terminus of Enola Avenue and includes the heritage house (leased to the Blythe Academy), the barn (used by City of Mississauga for Parks Operations storage), the pet cemetery, the Derry House and the Folly House. The Adamson Estate was heritage designated in 1992 and has formal gardens, maintained lawns, and significant stands of mature trees along the Lake Ontario shoreline. It is popular for wedding photography during the summer. Despite tenants in the main house, the grounds remain open to the public.

Area 2 General Recommendations

- Develop a communications strategy to provide a unified parks identity in this area.
- Consider amalgamating the parks under the 'Lakefront Promenade Park' banner and maintaining the original historic names (A.E. Crookes, R.K. McMillan) as park zones.
- Create a unique identity for the Adamson Estate as a public park (is confused as a private facility).
- Provide wayfinding signage to direct users from Lakefront Promenade Park Road to the various areas within the park beyond the Waterfront Trail.
- Increase marketing of the park's amenities such as the pavilions for small group functions in the Lakefront Promenade Central Headland and at R.K. McMillan to better utilize the spaces.
- Look to minimize conflicts and confusion along the Waterfront Trail by providing additional wayfinding to differentiate secondary trails on the headlands as well as providing more direct access along the main shoreline.

- Increase urban forest canopy and Natural Heritage System Linkages and habitat for migratory fauna (birds and butterflies).
- Introduce bicycle amenities at park entrances and destination points including bike parking, repair stations, and water refill stations.
- Improve park connectivity by implementing the proposed connections from the Cycling Master Plan Update north to Lakeshore Road East.
- Partner with the Region, CVC, TRCA and the Waterfront Regeneration Trust to establish a water's edge Waterfront Trail connection through the Lakeview Waterfront Community, connecting into Area 1.
- Work with Metrolinx to add parks information to maps at Lakeshore Road ROT Stops.
- Enhance opportunities for non-motorized boat launching for canoeing, kayaking, stand up paddle boarding and consider offering paddling rentals, learn-to-paddle programs etc.
- Investigate the opportunity for locating events such as sail-in or floating cinemas (using the embayment), paddling festivals, music festivals etc.
- Replace the barbeques that were removed from the beach volleyball courts. Consider locating them in the various picnic areas throughout the parks.
- In anticipation of the future development of the adjacent Lakeview Waterfront Community, consider relocating the parks operations yard and repurpose the area for recreation purposes.
- Consider the relocation of the Marine Police Services from Lakefront Promenade Park to the Port Credit Harbour Parks to reflect the proposed intensification of the Port Credit waterfront.
- Introduce interpretation to tell the story of the creation of the park (lakefill/man-made history).



Lakefront Promenade. Mississauga - Photo Credit: Marinas.com

Recommendations for the individual parks are outlined in the following sections:

Douglas Kennedy Park

Recommendations

- Continue to pursue the reinstatement of the ball diamond through the license agreement between the Region the City, anticipated to occur in 2019.
- Investigate additional visual buffers e.g. a living wall between the treatment plant and the park road.

A.E. Crookes Park

Recommendations

- Screen neighbouring residential properties from the ball field with a more substantial vegetative buffer.
- As the ball field lighting reaches the end of its life cycle, re-evaluate service level of the ball field and ensure that if the lighting is replaced that it is compatible with the adjacent community.
- Provide additional program elements suitable for winter and all season use (e.g. skating rink on field or designated kite flying areas).



A.E. Crookes Park - Photo Credit: Dillon Consulting



R.K. McMillan Park - Photo Credit: Dillon Consulting

R.K. McMillan Park & Helen Molasy Memorial Park

Recommendations

- Update the appearance of the parking area by expanding plantings at the park entrance.
- Incorporate natural and cultural heritage interpretation including themes such as the original shoreline, native and invasive species, naturalization and lakefill, and the Cooksville Creek mouth.
- Introduce a fitness trail as part of the trail loops using digital fitness tools or outdoor fitness stations.
- Consider locating a food truck in the R.K. McMillan parking lot as a pilot project in support of animating the pavilion on a more permanent basis.
- Investigate natural features for inclusion in the Natural Heritage System.
- Increase foraging habitat for Species At Risk Barn Swallows nesting on site (i.e. increase meadow habitat for insect foraging as Barn Swallow are aerial insectivores).

Lakefront Promenade Park

Recommendations

- Continue to update the Marina Café décor to encourage boaters and other park visitors to enjoy the food and beverages.
- Proceed with the dock replacements for Lakefront Promenade Marina as the current infrastructure is past its 25 year lifecycle.
- Retain the public boat launches and associated parking. Consider implementing LIDs as part of the next lifecycle improvements.
- Locate rentals (paddleboats, canoes and/kayaks/stand up paddle boards, beach/folding chairs, beach umbrellas) on the groomed beach where the embayment is calm and is ideal for people who are learning to paddle.
- Further animate the park by providing options for food services, either food trucks or temporary pop up self-contained stands. These initiatives should complement and not compete with the existing long term hot dog vendor in the launch area of the park or the marina café.
- Work with Region of Peel and CVC to implement appropriate water quality improvements to facilitate swimming and other water based activities in the inlet and lagoon. Possible approaches include stormwater source and conveyance controls, reduction of erosion and scouring from the stormwater outfall and/or the relocation of the outfall.
- Improve pedestrian access to the sandy beach by formalizing pathways from the boat launch parking lot.
- Consider introducing Wi-Fi service at Lakefront Promenade.
- Investigate tree canopy and naturalized areas for migratory species including plant species that provide food for migrating birds.
- Increase foraging habitat for Species At Risk Barn Swallows nesting on site (i.e. increase meadow habitat for insect foraging as Barn Swallow are aerial insectivores).



Lakefront Promenade Marina - Photo Credit: Dillon Consulting



Lakefront Promenade Splash Pad, Mississauga - Photo Credit: Multiple Momstocity

Adamson Estate

Recommendations

- Maintain and enhance public access to the grounds and wedding photography sites.
- Investigate alternate uses for the barn (programmable performance space) rather than its current use as Parks, Forestry and Environment storage building.
- Improve wayfinding to reduce conflict between Waterfront Trail users and park visitors.
- Balance natural heritage and heritage conservation objectives.
- Investigate reinstating the original tree species from the historic Estate plan.
- Create a presence for Adamson Estate on Lakeshore Road East through wayfinding and street tree planting along Enola Avenue to lead people towards the park.
- Enhance the grounds through the introduction of temporary or permanent art programming or other cultural installations per the City's Public Art Master Plan.
- Expand heritage information regarding the history of the Estate including the addition of interpretive signage for the pet cemetery.
- Future Estate uses should be complementary to the scale and interior functions of the house. Any additions or changes to the house should respect its heritage character and scale. The uses should also remain complementary to the three photography locations on the site.

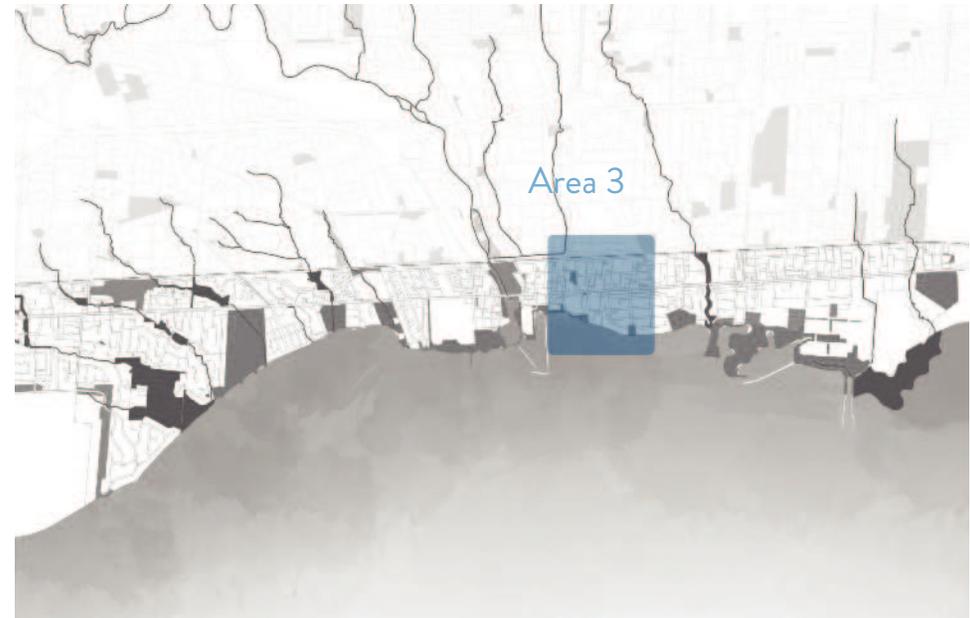


Adamson Estate - Photo Credit: Dillon Consulting

Area 3 - Port Credit East Parks

There are three existing parks and two proposed parks east of Port Credit Harbour including **Hiawatha Park**, the proposed parks at the foot of Oakwood Ave South and Elmwood Ave. South, **Tall Oaks Park** and **St. Lawrence Park**.

Hiawatha Park is a small community park with a playground, pathway and mature tree canopy. Elmwood and Oakwood Avenues sites are currently unopened road allowances which terminate at Lake Ontario. Tall Oaks Park is a community park with seating, mature trees and lake viewing. St. Lawrence Park contains a playground, water's edge pavilion, a plaza space and a waterfront promenade. All are connected to the Waterfront Trail.



Hiawatha Park

Recommendations

- Strengthen buffers between the park and adjacent neighbours while maintaining views to the lake.
- Visually screen the Region of Peel pumping station and ensure that visual and physical public access to the park is not overwhelmed by proposed improvements to the pumping station. Consider relocating the pumping station to the north east corner of the park in the future.



Hiawatha Park - Photo Credit: Dillon Consulting

Oakwood Ave. South and Elmwood Ave. South

Recommendations

- Pursue transfer of the unopened rights of way from the Transportation and Works Department to the Community Services Department's park inventory. The "window on the lake" park will need to be identified with a name and park signage.
- Monitor and assess condition of the shoreline and plan for restoration as needed. Provide access to the lake for paddling and fishing.
- Add seating, signage, and tree planting for shade. Incorporate the future park space at the foot of Elmwood Avenue South with Tall Oaks Park.



Tall Oaks Park

Recommendations

- Maintain the existing beach and enhance the water access for paddleboards, windsurfing and kayaks etc.
- Provide additional seating for passive lake viewing.
- Given the adjacency of the two parks, consider consolidating Tall Oaks Park into St. Lawrence Park.



Tall Oaks Park - Photo Credit: Dillon Consulting

St. Lawrence Park

Recommendations

- Encourage and extend current informal uses of the plaza, i.e. Latin dance night.
- Consider redesigning the plaza to encourage uses such as festivals, markets and potential winter skating.
- Address the perception that the south portion of St. Lawrence Park between the lake and the Regatta building is private property through additional signage, public art and additional animation.



St. Lawrence Park - Photo Credit: Dillon Consulting



Area 4 – Port Credit Harbour Parks

Area 4 is centered on the parks that are associated with the mouth of the Credit River. This location is one of the most popular destinations in the parks system and a tourism draw for Mississauga. Its popularity also is driven by the shops and restaurants along Lakeshore Road, frequent special events, rowing and paddling regattas and festivals as well as harbour viewing and sport fishing. The Mississauga Canoe Club, the Don Rowing Club and charter fishing boats are located along the south west shoreline. The iconic Port Credit Lighthouse is the landmark on Lakeshore Road that announces the presence of the harbour.

The Port Credit Harbour Parks on the east side include **J.J. Plaus Park** and the **Credit Village Marina, Port Credit Memorial Park** (on both sides of the Credit River,. **Marina Park** and **J.C. Saddington Park** are located on the west side.

J.J. Plaus Park includes the Credit Village Marina, is the setting for Snug Harbour Restaurant and provides public parking and a wide river's edge promenade. Port Credit Memorial Park on the east side of the river is one of the City's premier festival sites with large pavilion and plaza space, walkways, picnic areas, a skate park, a playground and an open lawn for events. Parking is shared with the Port Credit Library and the Port Credit Memorial Arena.

On the west side of the harbour Marina Park will be repurposed to a multi-use events park with public boat launches, charter boat docks a wide water's edge promenade and public washrooms on the ground floor of the lighthouse. J.C. Saddington Park is a large greenspace, constructed on a former landfill and is used more passive enjoyment of the lake. The amenities include a small entry pavilion, washrooms, picnic areas, a playground, heritage buildings, an informal amphitheatre, parking and a looped path system.

This Area has four **Priority Parks** (J.J. Plaus Park, Port Credit Memorial Park West, Marina Park and J.C. Saddington Park) and two locations for future **Inspiration Parks**.

The Old Port Credit Village Heritage Conservation District (HCD) is located on the west side of the Credit River, south of Lakeshore Road. Both Marina Park and J.C. Saddington Park are located within the HCD. In 2018 the HCD boundary was expanded to east to include all of the Credit River mouth.

Area 4 General Recommendations

- Create an identity and brand the Port Credit Harbour Parks as a cultural hub and waterfront tourist destination.
- Rename the west side parks as part of the redevelopment process.
- Update new interpretive installations (e.g. plaques, kiosks, interactive technology) at specific locations along the Port Credit waterfront to convey the history of the area.
- Locate Public Art to celebrate Mississauga's connection to the Credit River and Lake Ontario as well as the Mississaugas of the Credit First Nation (and their long standing association with the land and water).
- Provide dedicated locations for fishing at the mouth of the Credit River to reduce conflicts with paddlers and boaters.
- Work with MiWay to provide park information where possible.
- Work with Metrolinx to add parks information to maps at Port Credit Station for Hurontario LRT and Lakeshore Road ROT Stops.
- Pilot a transit shuttle bus (between Clarkson GO and Port Credit GO) that stops at J.C. Saddington Park, Marina Park, Port Credit Memorial Park, and J.J. Plaus Park during the peak summer season.
- Investigate the feasibility of implementing paid parking, and shared parking arrangements with adjacent landowners to alleviate congestion in the parks.
- Investigate the feasibility of structured parking in the vicinity of the Port Credit Parks.
- Investigate twinning or separate the alignment of the Waterfront Trail to reduce congestion related conflicts between cyclists and pedestrians.
- Provide bicycle facilities including secure bike parking and repair stations at park entrances.
- Continue to apply a campus approach (dispersed among parks) to the events hosted in the Port Credit Harbour Parks to ensure that there is balanced use of the spaces and to avoid over-use.
- Once redeveloped, relocate some activities from the east side of the Credit River the west side parks (Marina Park, J.C. Saddington Park) and the future 70 Mississauga Road South park.
- Pending the completion of the Region's Front St. Pumping Station Class Environmental Assessment (Class EA), consider the long term repurposing of the Port Credit Lighthouse building to support park programming.
- Investigate opportunities to improve Natural Heritage linkages and habitat for migratory wildlife while protecting views to the lake and river.

Port Credit Memorial Park (east side)

Recommendations

- Continue to utilize the east side of Port Credit Memorial Park for festivals and events such as ArtFest Port Credit, Mississauga Waterfront Festival, and the Southside Shuffle.
- Animate the park in the wintertime with the use of tree lighting as an attraction for visitors.
- Investigate the potential for installing a synthetic ice trail within the park.
- Maintain the open lawn to facilitate festivals and large group events, however increase shade with tree planting along the pathways as appropriate.



Buskerfest at Port Credit Memorial Park - Photo Credit: City of Mississauga

Port Credit Memorial Park West & Marina Park – Priority Parks

Recommendations

The final development plan for Marina Park and Port Credit Memorial Park West (2018) includes the following elements:

- Pedestrian Underpass below Lakeshore Road connecting Marina Park and Port Credit Memorial Park West.
- Riverfront Promenade and lookout points at river's edge.
- Modified Waterfront Trail Pedestrian / Cycling Bridge landing in Marina Park.
- Secured and improved charter boat docks.



Concept Plan for Port Credit Harbour West Parks - Photo Credit: Dillon Consulting

- Flexible multi-use parking/event space to also support fishing, boating, paddling and passive park activities.
- Motorized and non-motorized boat launch ramps.
- Flood proofing above the 100 year flood line.
- Improved streetscapes along Front Street North and South along the parks.

- Elevated pedestrian boardwalk along the river connecting Marina Park to J.C. Saddington Park.
- Shoreline improvements that support the boating activity in Marina Park and include a soft coastal edge in Port Credit Memorial Park West where appropriate.

Next steps for these Priority Parks are detailed design, ongoing agency consultation and approvals.



Cross Section for Port Credit Memorial Park West - Photo Credit: Dillon Consulting



J.J. Plaus - Photo Credit: Dillon Consulting

J.J. Plaus Park – Priority Park

Recommendations

- Pending the redevelopment of 1 Port Street East reconfigure the current parking area to accommodate both parking and events.
- Investigate the potential for a paddling rental centre at the Credit Village Marina.
- Support restaurant uses such as Snug Harbour, an important and well-known landmark for Port Credit Village.
- Maintain the waterfront promenade which is a popular destination for lake viewing.
- Regularly review the sedimentation in the harbour and evaluate the on-going dredging activities required to accommodate keel boats in the Credit Village Marina and the charter boats on the west side of the harbour.
- Enhance and protect the mature tree canopy within the park and along the 1 Port Street East redevelopment area.
- Provide opportunities for educational and interpretive features.
- Relocate the Government Inn Provincial Heritage sign from Port Credit Memorial Park West to J.J. Plaus Park.

J.C. Saddington Park – Priority Park

Recommendations

- Establish the feasibility and program for the future Credit Valley Trails Gateway at the intersection with the Waterfront Trail at the mouth of the river.
 - Investigate opportunities to repurpose and renovate the existing heritage pumping station buildings for all season adaptive reuse (e.g. change rooms, food services or warming areas).
 - Relocate the parks operations storage area (adjacent to the heritage buildings) to avoid conflicts with future programming.
 - Provide interpretive elements that support Indigenous themes through art and signage as well as a space for Indigenous ceremonies.
- Consider adding temporary food vendors as a pilot project to compliment the proposed trail head and event space.
 - Replace the existing play structure with a waterfront themed or a natural/adventure playground.
 - Consider a themed spray pad adjacent to the reconstructed children’s play structure to provide summer cooling for park users during summer months.
 - Upgrade and maintain the washrooms for all seasons.
 - Investigate the feasibility of constructing a refrigerated skating trail for winter use.
 - Investigate the feasibility of winter skating on the rehabilitated pond.



Roberta Bondar Park Pavilion, Sault Ste. Marie - Photo Credit: Birdair

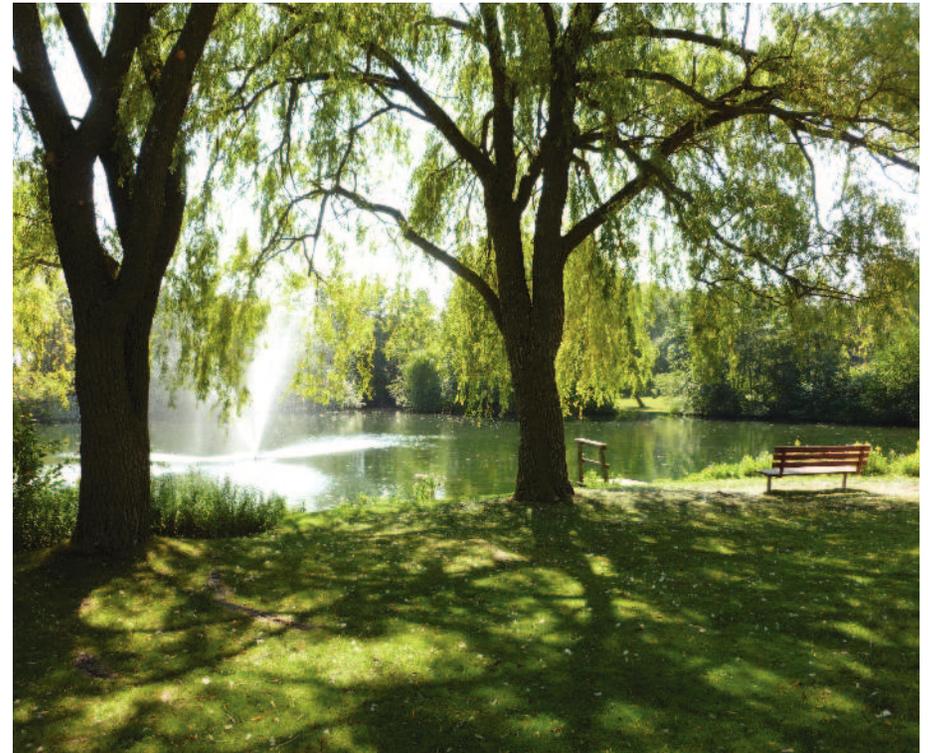


Food Trucks in High Park, Toronto - Photo Credit: Shawn Goldberg

- Provide and protect view corridors to the Credit River and to Lake Ontario (as well as internal views to the pond).
 - Provide shaded picnic facilities including spaces to accommodate smaller groups.
 - Investigate the enhancement of migratory birds habitat on site with new plantings (which will better adapt to climate change).
 - Investigate the naturalization of the pond and the channelized stream to create a self-sustaining ecosystem.
 - Provide additional shade tree planting along the trails and surrounding the picnic areas to provide protection from wind and sun.
- Enhance the street tree canopy along Mississauga Road South and Front Street South (where feasible) to improve the connection to Lakeshore Road West.
 - Investigate the addition of layby parking on the east side of Mississauga Road South.
 - Enhance, protect and soften the shoreline, consider cobble beaches as per the recommendations in the Port Credit Harbour West Parks Class EA.
 - Investigate the feasibility of creating a launch for canoes and kayaks at the end of the Mississauga Road South/park driveway (east of the existing pier).



Informal Picnic Area, High Park, Toronto - Photo Credit: High Park Toronto



J.C. Saddington Pond - Photo Credit: Dillon Consulting

Area 5 – Port Credit West Parks

Area 5 has two parks, **Ben Machree Park**, and **Brueckner Rhododendron Gardens**.

Ben Machree Park is a small community park with an open lawn, children’s playground and lake viewing opportunities. Brueckner Rhododendron Gardens is a well-known destination drawing visitors in to see the extensive garden displays featuring rhododendrons, azaleas and other plantings. The collection was donated by Dr. Joseph Brueckner.



Area 5 General Recommendations

- Investigate the potential for a transit shuttle bus (between Clarkson GO Station and Port Credit GO Station) that stops at Brueckner Rhododendron Gardens during peak seasons.
- Undertake additional tree planting for shade and natural habitat enhancement where appropriate.
- Identify opportunities for public art and/or interpretation.

Ben Machree Park

Recommendations

- Update the park to include a trail gateway into Central Waterfront through improved features such as plantings, signage and interpretation.
- Repair the existing shoreline protection features along the east side of the park.



Ben Machree Park - Photo Credit: Dillon Consulting

Brueckner Rhododendron Gardens

Recommendations

- Investigate the potential addition of a teahouse in the garden. Consider a pilot project, using a moveable 'container as a kitchen' with temporary, outdoor seating for patrons. If successful, investigate repurposing the washroom/office building to include more permanent food services.
- Work with the existing stewardship group to further program the space including guided walks describing the collections, the history of the park and horticultural events in the spring to showcase the unique Brueckner Rhododendron gardens.
- Improve the visual identity of the park along Lakeshore Road West with enhanced streetscaping and entrance features.
- Recognize that the shoreline is fragile by limiting public access to designated locations for lake viewing.
- Maintain natural shoreline edge and monitor existing shoreline conditions.



Example of Floral Display - Photo Credit: Dillon Consulting

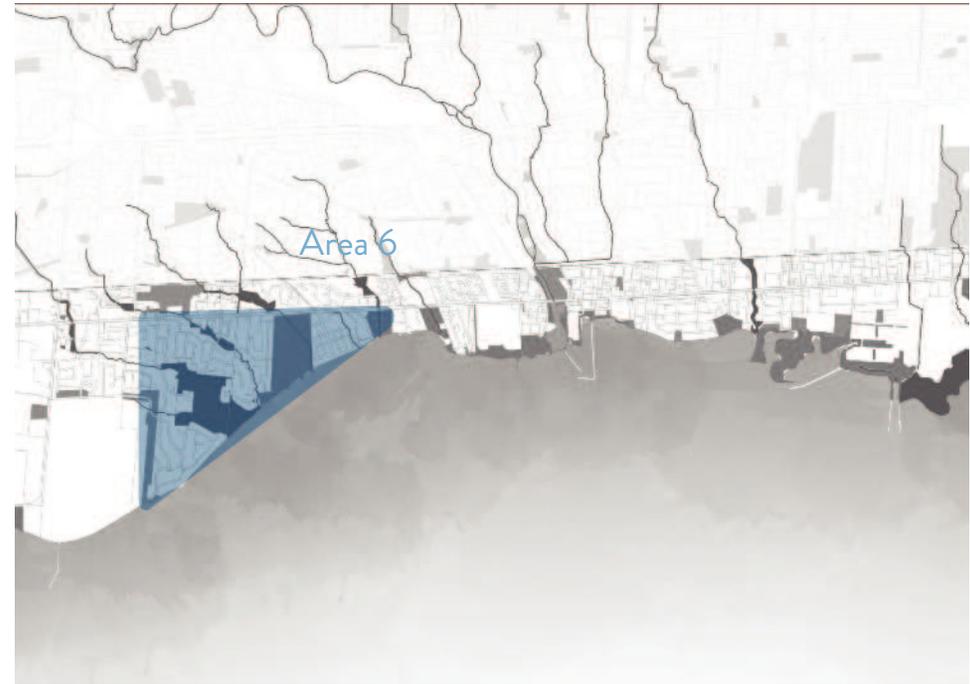


Brueckner Rhododendron Gardens - Photo Credit: Dillon Consulting

Area 6 – Clarkson-Lorne Park Parks

Area 6 includes **Richard’s Memorial Park, Jack Darling Memorial Park, Rattray Marsh, Watersedge Park, Meadowwood Park** and the **Bradley Museum**.

Richard’s Memorial Park is surrounded by woodland and has picnic areas, a swimming beach and a playground with a washroom and parking. The popular Jack Darling Memorial Park includes tennis courts, picnic areas, a splash pad, swimming beach, playground, a dog’s off-leash area, a toboggan hill as well as natural areas, several washrooms and parking lots. Rattray Marsh is a provincially significant wetland managed by the CVC as a conservation area with walking trails and boardwalks. Watersedge Park is comprised of open lawns, shade trees and locations for lake viewing. Meadowwood Park is a linear pastoral space with significant tree canopy, a playground and tennis courts. The Bradley Museum contains various heritage buildings and gardens with Indigenous interpretation and programming.



Area 6 General Recommendations

- Improve wayfinding to the Clarkson-Lorne Park locations with signage at Southdown Road and Orr Road to direct motorists, cyclists and pedestrians to the Area 6 parks.
- Create a stronger and more inviting visual presence from the street by improving the streetscape by planting trees and redesigning park entrances with landscaping and signage.
- Where possible, provide additional sheltered lake and park viewing locations. These structures should be multi-purpose and also provide sun protection (shade).
- Investigate having a potential transit shuttle bus (between Clarkson GO and Port Credit GO) that stops at Jack Darling Memorial Park and Richard's Memorial Park.
- Monitor the dynamically stable beaches at Richard's Memorial and Jack Darling Memorial Parks as well as Rattray Marsh.
- Continue to align with the Cycling Master Plan and explore opportunities to move the Waterfront Trail towards the Lake Ontario shoreline (specifically Meadowwood Park to the City of Mississauga/Town of Oakville boundary).
- Continue the dialogue with Petro Canada/Suncor and other private landowners to negotiate trail access.
- Investigate opportunities to improve Natural Heritage linkages and habitat for migratory wildlife while protecting views to the lake.

Richard's Memorial Park

Recommendations

- Pending completion of the Region's Front Street Pumping Station Class EA, develop a site plan for the new pumping station along the Lakeshore Road frontage that successfully integrates into the park setting.
- Strengthen the park entrance visually for visitors arriving by car, bicycle and foot.
- Improving the picnic facilities by adding a new shelter and planting for shade.
- Update the plumbing and accessibility of the washroom building.



Beach at Richards Memorial Park - Photo Credit: Dillon Consulting

- Improve universal access to the beach by installing an accessible pathway from the parking lot.
 - Monitor and manage the shoreline and beach to maintain water quality and access to water.
 - Investigate the feasibility of locating a pop-up paddling rental store (i.e. trailer or container) near the beach.
 - Support the picnic area and beach with the addition of an ice cream/ food vendor (potential pilot project).
- Continue to investigate the feasibility of daylighting the Lornewood Creek with CVC.
 - Protect and enhance the existing tree canopy.
 - Review natural features through field study for potential addition to the Natural Heritage System.
 - Maintain and protect the Peace Stone and provide more seating for overlooking the lake.
 - Retain the existing, popular rock garden on Lakeshore Road East and continue to 'permit' it for wedding photography.



Richards Memorial Park - Photo Credit: Dillon Consulting



Ice Cream Truck at Jack Darling Memorial Park - Photo Credit: City of Mississauga

Jack Darling Memorial Park

Recommendations

- Work with the Culture Division to locate public art in Jack Darling Memorial Park as per the recommendations in the Public Art Master Plan (2016).
- Provide Wi-Fi hotspot as per Parks, Forestry and Environment iParks Strategy.
- Investigate implementing a parking management plan to reduce congestion and conflicts during special events (requirement for park permits).



Example of Pop Up Food and Beverage Stalls - Photo Credit: Dillon Consulting

- Investigate the feasibility of separating cycling and pedestrian users along the Waterfront Trail.
- During peak periods, expand pop-up, self-contained or seasonal food and beverage kiosks.
- Continue to enhance and expand the natural heritage features on site by managing the prairie habitat and forest canopy. Consider the use of open meadow to maintain views to the lake while providing habitat for migrating wildlife.
- Potentially add platforms for wildlife and weather watching and/or star gazing on one or more of the shoreline headlands.



Example of Bicycle Tourism - Photo Credit: Dillon Consulting

Ratray Marsh

Recommendations

- CVC to continue to enhance the forest canopy as a result of the tree loss from the EAB infestation.
- Support the CVC (through collaboration of digital resources) for education and interpretation opportunities related to natural heritage protection and climate change mitigation and adaptation.



Ratray Marsh Signage - Photo Credit: Dillon Consulting

Watersedge Park

Recommendations

- Provide a shade structure with seating (picnic tables) to support casual use of the park and viewing of the lake.
- Provide locations for informal picnicking (non-permitted) and plant additional trees to provide shade and increase habitat for migratory wildlife.



Picnic and Shade Shelter at Lakeside Park - Photo Credit: Dillon Consulting

Meadowood Park

Recommendations

- Undertake naturalization that maintains the pastoral nature of the park, enhances the understory, and replaces trees lost due to EAB infestation and to increase linkage of natural areas between the shoreline and the Natural Heritage System to the north to improve habitat for migratory species.
- Provide interpretive and wayfinding signage at park entrances.



Meadowood Park - Photo Credit: Dillon Consulting

Bradley Museum

Recommendations

- Protect, and enhance tree canopy and maintain open lawn areas.
- Provide wayfinding at the entrance of the woodland trail to direct visitors through Meadowood Park to Lake Ontario.



Bradley Museum - Photo Credit: Dillon Consulting

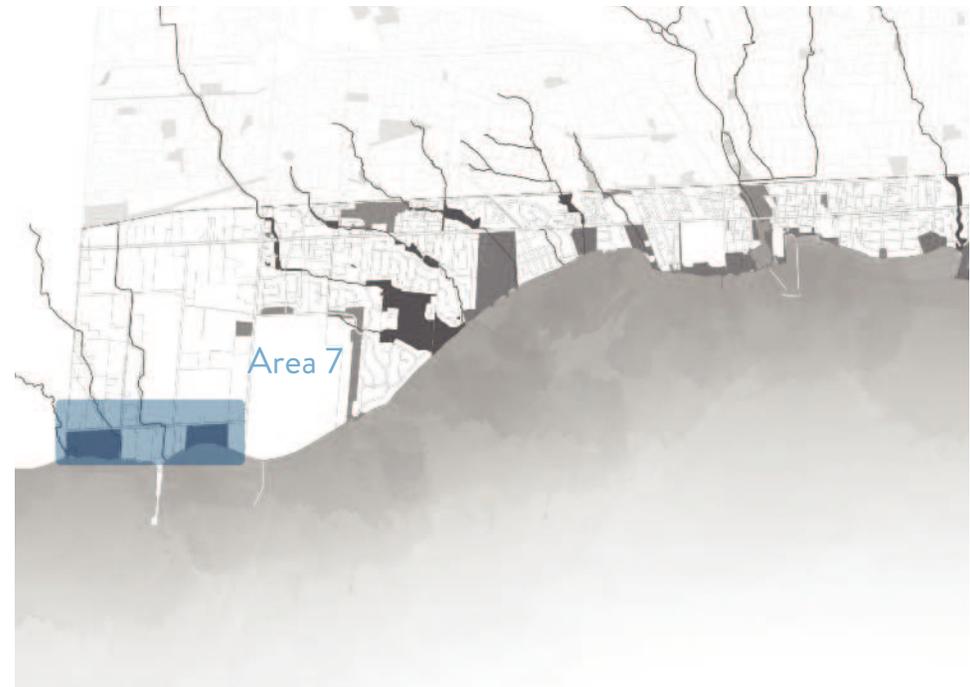
Area 7 – West Gateway Parks

Area 7 is the western gateway into the Mississauga Waterfront Parks system as well as a trailhead for the Waterfront Trail network. These parks are located within a business employment and industrial node at the Town of Oakville boundary.

Lakeside Park contains picnic areas, splash pad, playground, and a dog's off-leash area. It was identified as a Priority Park in 2008 and was constructed in 2011.

The Harding Waterfront Estate is situated at the mouth of Joshua's Creek, south of Lakeshore Road West at the border with the Town of Oakville. The repurposed estate home is now used as a banquet facility including a carriage house, ornamental gardens, naturalized spaces, manicured open lawns and woodland. It is easily accessible and visible from Lakeshore Road West. Designated as a heritage property in 2009, it exemplifies 'Modern Classicism' in Mississauga and displays a high degree of craftsmanship and artistic merit.

This site was identified as a Priority Park in the 2008 Strategy. The refurbishment of the house to the banquet facility was completed; however the gardens, naturalized areas and the Joshua's Creek lands were not included. As such, it continues to be identified as a **Priority Park** in the Strategy Refresh due to the opportunity for additional programming and to develop the lands associated with the heritage buildings as the western gateway into the waterfront parks system.



Area 7 General Recommendations

- Address parking congestion by pursuing opportunities for shared parking arrangements with nearby businesses.
- Investigate the potential for a transit shuttle bus (between Clarkson GO Station and Port Credit GO Station) that stops at Lakeside Park and the Harding Waterfront Estate.

Lakeside Park

Recommendations

- Work with the Culture Division to locate public art as recommended in the Public Art Master Plan (2016).
- Develop a fitness trail along the existing pathway network.
- Monitor the natural shoreline in order to ensure that the water's edge is adequately protected.
- Maintain informal access to the water's edge for paddling and fishing.
- Undertake pilot project to offer pop-up food and beverage services in the park.
- Develop a woodland management plan for the western edge of the park, building upon the Ecological Report by Dougan Associates (2008) and the Invasive Species Management Plan (2019).
- Work with land owners to the east (Petro Canada) for natural heritage stewardship opportunities and expansion of the natural area as per the objectives in the Natural Heritage Strategy.
- Continue to manage the central area of the park to coordinate with the management of the natural features around the perimeter of the park.



Example of a Fitness Trail - Photo Credit: City of Mississauga



Pop Up Food Vendor, Melbourne, Australia - Photo Credit: The City Lane

Harding Waterfront Estate

Recommendations

- Develop a woodland management plan for the eastern portion of the site and the interface between the woodlands and banquet facility to include formalizing trails and enhancing the urban forest to provide more diverse habitat for local and migratory bird species. Potential negative impacts such as trampling, littering and introduction of invasive species will need to be managed.
- Collaborate with CVC and Transportation & Works to restore and naturalize Clearview Creek from Lakeshore Road West to Lake Ontario while protecting the integrity of the woodlands and Lake Ontario shoreline.
- Collaborate with Conservation Halton (CH) and CVC to develop a management plan that:
 - Protects and enhances natural bluff and shingle beaches;
 - Restores coastal wetlands¹³;
 - Softens the shoreline for aquatic habitat improvements;
 - Showcases low impact development solutions; and
 - Enhances habitats with native planting.

¹³ Development will need to have regard for the Town of Oakville's Creek Flood Mitigation Study.



Harding Waterfront Estate - Photo Credit: Dillon Consulting



Shoreline at Harding Waterfront Estate - Photo Credit: Dillon Consulting

- Work with CH, CVC and the City's Heritage Planning group to expand interior and exterior interactive interpretative opportunities. Investigate using smart technology to link the exterior interpretative signs to the website (the internal signs are linked to the website). Topics could include Joshua's Creek and/or James Arthur Gardiner.
- Establish a trailhead on the north-west portion of the site to create a western gateway to the Waterfront Park System and Waterfront Trail. The trailhead should include: a shade shelter, hydration stations, washrooms, wayfinding, and bike repair station.
- Investigate utilization of the maintenance access for public trail use at eastern boundary of the property and for a potential Waterfront Trail connection eastward along the Lake Ontario Shoreline.

4.4 Inspiration Parks

The Inspiration Projects are the next generation of community redevelopment along the waterfront. These parks are located in the Lakeview and Port Credit neighbourhoods, south of Lakeshore Road along Lake Ontario. The expectations for the quality of these communities is very high and the public realm and parks system also must showcase exceptional, sustainable design and amenities that are appropriate and fit within the beauty and character of Mississauga's waterfronts. They will transform brownfields into dynamic and complete communities. The Inspiration Projects are:

- Lakeview Waterfront Community;
- 1 Port Street East; and
- 70 Mississauga Road South.

The guiding visions for these signature redevelopments involve a mix of land uses, variety of densities, supportive commercial and retail uses, in a compact pedestrian and cycling friendly transit-based community.

These redevelopments will be in close proximity to each other as well as connected to some of the most popular and visited tourism destinations in Mississauga. The Inspiration Projects have the potential to become immensely valuable economic development assets that attract new visitors, activate economic activity and provide much needed green space for the residents. These new parks will act as both regional and tourism destinations while also providing local park space for future residents and adjacent communities.



The design response to each site must acknowledge the unique history of each property including integrating the cultural/industrial and natural heritage features of each site.

- Lakeview Waterfront Community’s legacy is its history of providing community infrastructure (power, water, wastewater);
- 1 Port Street East has a long standing marine industry legacy (marina and working waterfront); and
- 70 Mississauga Road South’s brick manufacturing and oil refining legacy has left a cultural and natural heritage imprint on the site.

Inspiration Parks General Recommendations

- Provide public waterfront access and use through a generous public edge with a variety of event/multi-use public spaces and water based activities (e.g. Toronto, Vancouver).
- Provide continuous walkways and cycling facilities that link to north/south cycling and transit connections.



Waterfront access at District Wharf, Washington, D.C.,
Photo Credit: Visit Washington D.C.

- Enable a more comfortable year-round micro-climate on public parkland by taking advantage of building massing, vegetation and topography.
- Encourage retail uses to ‘spill out’ onto streets abutting parkland.
- Apply climate change resiliency measures including Low Impact Development (LID) techniques for managing the stormwater collected from within the parks.
- Parks should provide for local use while also offering regional tourism opportunities where appropriate.
- Inspiration waterfront parks should be proximate to various options for public parking including on-street parking and structured parking and all should be universally accessible.
- Where possible measures should be taken to enhance and expand the Natural Heritage System.



Stormwater management and natural heritage expansion, Hammarby Sjöstad,
Stockholm, Sweden. Photo Credit: bennieontheloose.com

Lakeview Waterfront Community

Council approved the Inspiration Lakeview Master Plan in 2014 and the implementing Official Plan Amendment in July 2018. Currently the former OPG lands are vacant many of the industrial buildings have been demolished but their footprints and the internal industrial road network remains. The overall area is bounded by Lakefront Promenade Park to the west, Lakeshore Road to the north, the G.E. Booth Wastewater Treatment Plant to the east and Lake Ontario to the south.

Inspiration Lakeview Vision

The vision for the Lakeview Waterfront Community (**Inspiration Lakeview**) aspires to transform the former Lakeview Hydro Generating Station (OPG lands) and adjacent existing business employment lands to a prominent and sustainable waterfront community. The core principles, which are listed below, originate from the original Inspiration Lakeview Master Plan 2014 and the approved Official Plan has carried them forward.

Inspiration Lakeview Core Principles

- **Link** - Connect the City and the Water.
- **Open** - Open the site with accessible public spaces for all.
- **Green** - Create a green, sustainable innovative model community.
- **Vibrant** - Create a mixed use community affordable and welcoming to all.
- **Connect** - Provide multiple ways to get around; transit, walking & cycling.
- **Destination** - Create a special place to draw visitors.

- **Remember** - Commemorate history while creating a new legacy.
- **Viable** - Balance public & private investment to be economically sustainable.

This site is very important to the 2019 Refresh because it represents a significant opportunity to realize a continuous waterfront open space and trail from the City's East Gateway at the Small Arms Inspection Building, across the front of the G.E. Booth Wastewater Treatment facility through the Jim Tovey Lakeview Conservation Area, linking to Lakefront Promenade Park.

The Lakeview Waterfront Community parks that are included in the 2019 Refresh include those south of the current alignment of the Waterfront Trail which parallels Rangeview Road to the lake, east of Lakefront Promenade Park Road, and west of Serson Creek. The Lakeview community will include a variety of public parks and open spaces along the waterfront that will be multi-functional and programmed for all seasons. All the parks and open spaces will be linked together with bike lanes and multi-use trails. The Western Pier will be improved for public access and linked with pedestrian bridges. Linkages to the Douglas Kennedy Headland in Lakefront Promenade Park will complete the connection from the Jim Tovey Lakeview Conservation Area.

The 2019 Refresh strategy recommendations for parks themes, programs and facilities can animate the proposed new waterfront park spaces along the Lakeview waterfront. The aspiration for the area is to create a green, sustainable and creative community that is linked to the lake with expansive open spaces, cultural and recreational amenities and a vibrant public realm.

The demonstration of how a sustainable model community interacts with the waterfront parks, is one of the overarching themes for the Lakeview parks. This will involve incorporating technical innovation, climate change resiliency and ensuring that the parks have distinctive cultural and leading edge ecological design.

Lakeview Waterfront Community Parks Recommendations

- Create an 'Urban Destination Park' at south-west edge overlooking the Lakefront Promenade marina basin. The park will be a high quality, programmed multi-use space and a focal point along the Waterfront Trail.
- Provide shade through tree planting the provision of park pavilions or shade structures. Pavilions would have the potential for iconic designs to provide landmarks.
- Provide for and emphasize north/south natural space links which act as habitat corridors along Serson Creek.
- Establish a wide multi-use, programmable water's edge promenade to support water-related recreation amenities.
- Provide for outdoor winter activities such as skating.
- Provide access to food and beverage services, washrooms in the Waterfront Park and along the Waterfront Trail.
- Provide an iconic pedestrian bridge for the Waterfront Trail from Jim Tovey Lakeview Conservation Area to the Western Pier and connect the trail to Lakefront Promenade Park.
- Provide multiple pedestrian accesses to and across the piers, canals and breakwaters.



Wide, multi-use programmable water's edge promenade, Norway. Photo Credit: Tomasz Majewski



Example of Pop up Paddleboard Rentals and Classes - Photo Credit: Dillon Consulting



Example of Iconic Pedestrian Bridge, Hammarby Sjöstad - Photo Credit: Dillon Consulting

Inspiration Port Credit

The Inspiration Port Credit – Charting the Future Course: A Strategic Comprehensive Master Plan and Implementation Guide 2013 outlined the first steps towards the future for Port Credit. Inspiration Port Credit was notable because it included the four proposed parks as well as adjacent parks in the Port Credit Harbour area part of Mississauga’s ‘Central Waterfront’.

Through extensive consultation a new vision and guiding principles were developed for the area.

Inspiration Port Credit Vision

“Inspirational, dynamic and beautiful, global, creative and innovative, vibrant, safe, connected, diverse – these are some of the key descriptors in Mississauga’s Vision for the Future. The City’s Strategic Plan which includes the Vision, Strategic Pillars for change, and an Action Plan, sets the future direction for all of Mississauga. Embedded in the Strategic Plan document is the transformative action of creating a model, sustainable and creative waterfront community. Port Credit is aspiring to be this community.”

Inspiration Port Credit Guiding Principles

- Embrace the Water
- Celebrate Port Credit’s Waterfront Heritage
- Living Green and Blue
- Create an Economically Sustainable Waterfront
- Connect Land + Water
- Balance Development + Embrace Regional Context
- Active Early + Often

The vision and guiding principles helped to direct change for Port Credit’s waterfront. Two documents were subsequently developed, each focusing on a specific area: Charting the Future Course: 70 Mississauga Road South Master Planning Framework 2015 and Charting the Future Course: 1 Port Street East Comprehensive Master Plan 2016. Each plan focused on one of two key redevelopment properties located on either side of the Credit River; 1 Port Street East (Port Credit Harbour Marina): and 70 Mississauga Road South (former Imperial Oil Lands) and further established the design direction for comprehensive redevelopment.

This 2019 Refresh, builds on the principles and planning framework outlined in previous documents for the waterfront public realm and open spaces.

1 Port Street East imagines the creation of a vibrant and publicly accessible central waterfront which also creates opportunities for very high quality public spaces and allows for formal and informal gatherings of groups of people.

The parks at 70 Mississauga Road South are supported by a campus with ground floor commercial uses) and set in a natural setting that will offer resiliency to climate change.

1 Port Street East

1 Port Street East is located south of Port Street East, east of J.J. Plaus Park and west of Helene Street South. This site has historically been used for marine related functions including the Port Credit Harbour Marina and associated boating sales, repair and storage facilities. The Inspiration Port Credit team worked with the Canada Lands Company, the community and stakeholders to create the Charting the Future Course: 1 Port Street East Comprehensive Master Plan with a vision to ensure that an iconic and vibrant mixed-use waterfront neighbourhood and destination with a full service marina is developed at the 1 Port St. East site. City of Mississauga Council approved the master plan in 2016 and the implementing Official Plan Amendment in 2017.



Granville Island, Vancouver B.C. - Photo Credit - mffoto (Shutterstock)

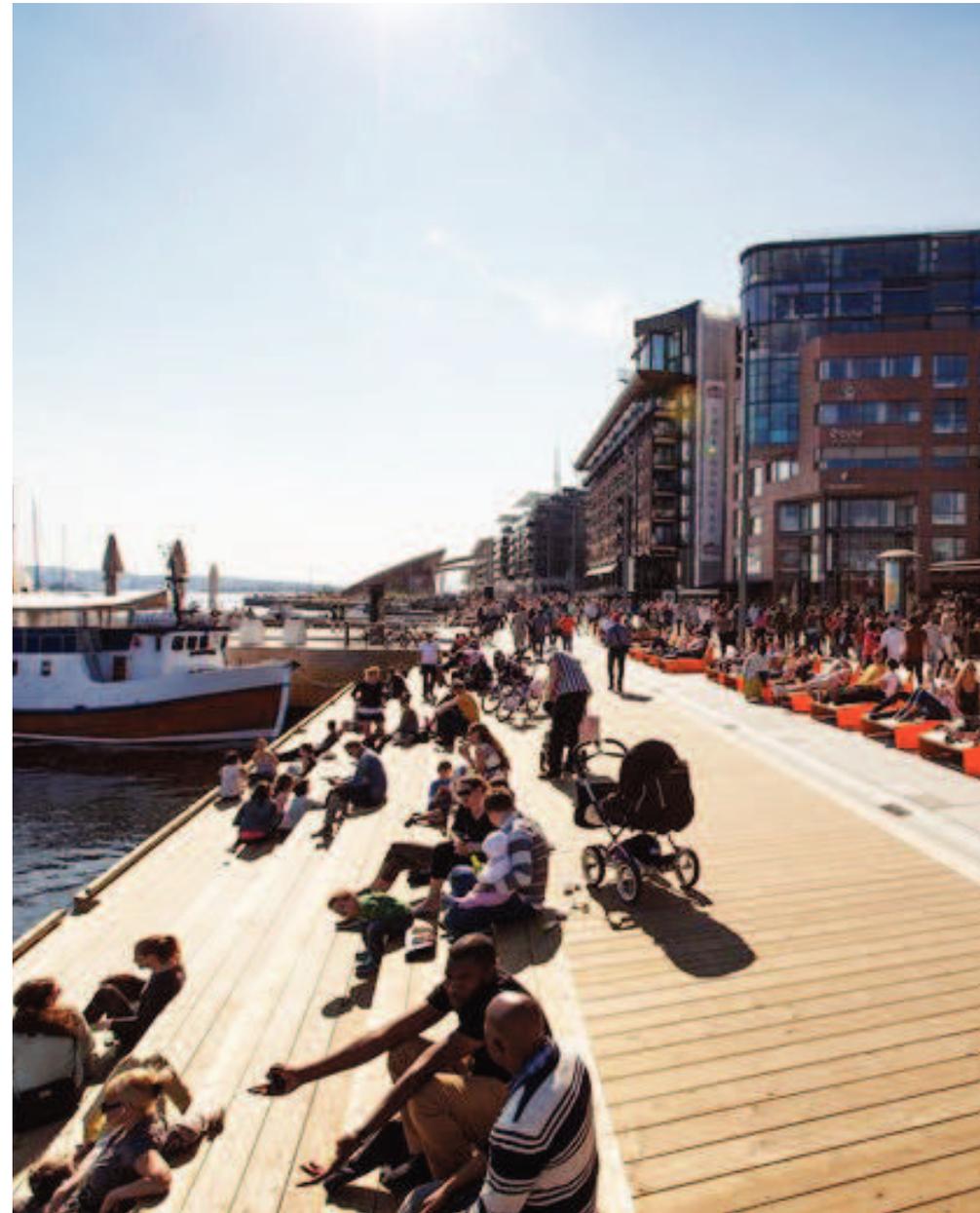
The plan is to create a continuous pedestrian realm including a wide multi-functional waterfront promenade from St. Lawrence Park to J.J. Plaus Park and northwards to Lakeshore Road.

The plan introduces two new parks, an 'Urban Destination Park' overlooking the retrofitted marina at the end of the wharf and an 'Arrival Park' are proposed. The latter provides a public square that becomes the interface between the existing Village of Port Credit and the new community. The parks are connected by a continuous Waterfront Promenade along the edge of the harbour. The park space optimizes public water's edge access, incorporates a continuous waterfront promenade and adds to the quality and quantity of parkland in Port Credit village. Given the importance of a marina to the Port Credit Community, the City is investigating the feasibility of developing a full service marina on the eastern breakwater which may require the expansion and redevelopment of the breakwater and shoreline in the harbour.

The Canada Lands Company's vision for 1 Port Street East is to create a distinct waterfront neighbourhood that incorporates marina uses and balances those uses with a mix of residential and commercial functions. The parks at 1 Port Street East will support existing annual festivals for large gatherings/events and provide continuous lake access. The public realm will be designed as vibrant, flexible spaces that will be animated with programming for all seasons, recognizing that this area will be very attractive to the public and visitors in addition to the local residents. The buildings and facilities will be designed as architectural landmarks that will contribute to the unique character of the area. The street network will be prioritized for pedestrians and cyclists with linkages to the Port Credit Mobility Hub (GO Station).

1 Port Street East Waterfront Parks Recommendations

- Establish the 'Urban Destination Park' (South Promontory Event Plaza) as a flexible, multi-functional programmable space for community and civic/tourism events.
- Establish an urban gateway 'Arrival Park' at Elizabeth Street with open views towards the lake.
- Provide a generous walkway connection to St. Lawrence Park and J.J. Plaus.
- Establish a wide multi-use programmable waterfront promenade (15m min).
- Consider all-season animation at the arrival park including temporary or semi-permanent food and beverage services.
- Continue to explore the opportunity for a full service marina and expansion of the eastern breakwater for public access.
- Animate the event space with all season amenities including an accessible fountain/winter sculpture, aesthetic lighting, warming shelters.
- Work with the Culture Division to source and locate public art (marine heritage) in the Destination Park that aligns with the waterfront themes identified in the city's Public Art Master Plan.
- Integrate public amenities including washrooms.
- Provide trees for shade while maintaining open views to the water.



Harbour Promenade, Oslo, Norway - Photo Credit: Tomasz Majewski

70 Mississauga Road South

The City's Inspiration Port Credit Team collaborated with the community, stakeholders and landowner to create a future vision for the former refinery lands, located at 70 Mississauga Road South. *A lakefront urban neighbourhood of landscapes, meeting places, living, working, learning and drawing people to the water's edge.*

In 2015, City Council approved this vision and a Master Planning Framework to guide the future redevelopment of these lands. In August, 2017, the West Village Partners submitted planning applications for the redevelopment of the former Imperial Oil refinery brownfield site into a mixed use community, the Port Credit West Village.

70 Mississauga Road, the site of the proposed Port Credit West Village is located on the west side of J.C. Saddington Park and borders the designated Old Port Credit Heritage Conservation District. The western boundary meets the properties that face into Pine Avenue South. The Waterfront Trail runs along the southern portion of the site along the Lake Ontario shoreline connecting Ben Machree Park with J.C. Saddington Park.

The current proposal aspires to become a dynamic and lively mixed use community with a new 'Urban Destination Park' along Lake Ontario. The overall vision for the park is to provide an accessible shoreline and high quality parkland which create a generous, useable, continuous and connected green space along the Lake Ontario shoreline. The lake edge will be protected and enhanced with aquatic habitat while also providing water's edge access for recreation.

The 70 Mississauga Road South park system will provide a softer green edge, access to the water and an escape from the city. The parks in this development also provide opportunities to restore and enhance existing wildlife migration and habitat corridors along the Lake Ontario and the Credit River Valley.

This park system functions as a seamless extension of J.C. Saddington Park that is both visually and physically accessible along its entire length with a pedestrian corridor that is open throughout the year. The themes and programming celebrate Lake Ontario enabling the public to enjoy, unimpeded vistas of the lake and a range of gardens, picnic spaces, trails and cycling experiences. The large 'Urban Destination Park' is connected to a network of local linear parks that augment the amenities for local residents, the community and visitors.

The following recommendations are envisioned through this Strategy Refresh to guide development of the new waterfront park at 70 Mississauga Road South.

70 Mississauga Road South Waterfront Park Recommendations

- Establish a new 'Urban Destination Park' along the full water's edge at 70 Mississauga Road South designed with sculpted landscapes with lake vistas and supporting for programming and events and group recreation.
- Provide opportunities to interpret the quarry and oil refining history of the site as identified in the Public Art Master Plan.
- Commemorate Port Credit Village heritage.
- Reintroduce shade tree planting wherever possible.
- Encourage the development of softened publicly accessible water's edges. Avoid locations with strong currents.
- Determine where to provide aquatic and water's edge wildlife habitat and softening of the shoreline edge.
- Ensure that the shoreline treatments are resilient and facilitate safe access into the water.
- Entrances to and the green network need to 'look and feel' public and support integrated mobility.
- Ensure that the trails have adequate capacity and separate trails in



Olympic Village Square, Vancouver, B.C. Photo Credit: Brett Hitchins



Flexible open space, Bryant Park. Photo Credit: New York City Parks

locations where there are conflicts (capacity, mode, speed and ability).

- Enhance the current Waterfront Trail corridor by expanding the width, adding amenities and separating cyclists from pedestrians in high demand locations.
- Create gateways in J.C. Saddington and Ben Machree Park to identify arrival to the site with nodes that include trailhead, signage and wayfinding.
- Provide a structure or pavilion which can also support year round events.
- Develop a flexible open green space for informal open play with the capability of use during events.
- Develop a cobble beach.
- Create a terraced picnic area and a sun deck overlooking the cobble beach.

- Ensure that the interface between the park and the new mixed-use campus is seamless and catalyzes animation of the waterfront.
- Repurpose the existing pier for pedestrian and fishing access.
- Redesign the shoreline to include headlands to protect and anchor the shoreline while also providing lake lookout points.
- Consider offshore barrier islands to further protect the shoreline from wave action from the lake for paddling and protect the cobble beach.
- Investigate opportunities to improve natural heritage east/west linkages and habitat for migratory wildlife while protecting views to the lake.



Urban pier and sun deck, Norway - Photo Credit: Dillon Consulting Limited

05 IMPLEMENTATION



Public realm and pedestrian bridge along waterway, Oslo, Norway - Photo Credit: Dillon Consulting

5 IMPLEMENTATION

The system wide recommendations are at a high level and generally address the actions that will have the greatest impact towards enhancing public access, enjoyment and reducing the risk of harm from climate change. Some actions simply require regular ongoing management, while others are essential and need to be included in future capital budgets. The most significant upcoming changes along the waterfront are the redevelopment of the Inspiration projects (Lakeview Waterfront Community, 1 Port Street East and 70 Mississauga Road South). These are complex parks requiring significant investment both in staff resources and in capital for construction. The planning and implementation of the parkland for the new lakeside communities will be phased in as the projects are constructed. However, there is still considerable uncertainty around the timing of when the parkland will be needed and development related funding will become available.

Regardless of the challenges associated with the new development related parks, the City should continue to pursue securement of waterfront lands, system wide, to fill the gaps in trails and water's edge access, whenever the opportunity presents itself.

5.1 Priority Actions

The following priorities emerged through the 'Refresh 2019' study process:

1. Establish new waterfront parks concurrent with the Inspiration redevelopment projects.
2. Secure continuous public shoreline access as a condition of all redevelopment projects.
3. Strengthen the cohesiveness of the waterfront parks system while acknowledging the unique character of each park.
4. Connect waterfront trails to transit and the City's trails network (east/west and north/south connections).
5. Expand water-based recreational activities.
6. Expand support facilities (picnic and shade) and amenities (food and rentals) to enhance the visitor experience.
7. Improve views and visibility to Lake Ontario.
8. Protect, enhance and expand sensitive and/or natural features and linkages.
9. Protect and expand cultural heritage interpretation of historic sites and former uses.
10. Expand parkland securement through acquisition, land conveyance, public private partnerships; land easements and/or protection agreements for shoreline access.
11. Establish innovative partnerships that are aligned with the public interest to create animated public spaces that celebrate local heritage and foster commercial opportunities.
12. Ensure high quality designs and maintenance of public spaces, including public recreational marina facilities.
13. Continue to consult with public sector stakeholders (shared mandates) to determine how to achieve world class waterfront parks.
14. Continue to leverage private sector investment in public realm infrastructure.
15. Continue to consult with the general public and stakeholder groups on the planning and design of new and redeveloped parks.

5.2 Strengthening Partnerships

Partnerships can facilitate the development of better infrastructure, programs and services through additional funding or volunteerism. Having partners is a key element for ensuring success for the waterfront parks. The City already works with a number of partners including senior levels of government, agencies and community organizations. Many of these partners like TRCA, CVC and CH already play important roles in protecting the natural environment in many waterfront parks.

The City needs to continue to coordinate its activities with those of its partners to better address climate change impacts (e.g. shoreline flooding) and natural heritage degradation. Other actions involve continuing to seek funding in collaboration with organizations such as Environment and Climate Change Canada, the Sierra Club and TD Friends of the Environment.

Agencies

The City of Mississauga has partnered with a variety of agencies across its boundaries. These partnerships include:

- Region of Peel and TRCA as the owners of some of the Arsenal Lands and regulators of the Etobicoke Creek Watershed;
- CVC as the owners and managers of Rattray Marsh and regulators of the Credit River, Clearview Creek, Avonhead Creek, Sheridan Creek, Turtle Creek, Birchwood Creek, Lornewood Creek, Tecumseh Creek, Cooksville Creek, Serson Creek, and Applewood Creek. Due to their role governing the watercourses, they are relevant stakeholders for J.C. Saddington, a portion of Lakeside Park and Lakefront Promenade, the Adamson Estate and Watersedge Park;
- CH along Joshua's Creek;
- The Region of Peel, as the owners of Jack Darling Memorial Park; and
- The Waterfront Trust, who govern the Waterfront Trail.

The City through its various departments should continue to partner with the conservation authorities, particularly to continue to improve natural heritage linkages. This has been and will continue to be mutually beneficial for the natural areas along the Mississauga waterfront.

Some outcomes of past agency partnerships have included capital projects, stewardship relationships, funding initiatives and knowledge sharing.

The Region of Peel and the City have mutual interest in employing strategies to improve the urban forest, mitigate greenhouse gases, promote active living and public health, and implement climate change adaptation. Partnerships at the Regional level can help inform where there are opportunities to leverage infrastructure projects such as sewer and water upgrades to improve the parks that host the facilities. The City may also continue to work with Peel Region Public Health to advocate for enhanced parkland and provide opportunities for expanded waterfront programs and initiatives.

Community Partnerships/Volunteerism

In addition to agency stakeholders there are also local non-government organizations that the City can partner with and utilize to leverage operations and programming for the waterfront parks. Many parks have community groups, institutions and sports groups that contribute to programming.

There are opportunities to expand these partnerships to provide relevant programming and events for the local community. This includes engaging residents in stewardship activities (e.g. invasive plant control, stewardship of natural plantings etc.) These opportunities help to provide a sense of ownership and stewardship that alleviates pressures on the City to provide additional services.

Parks, Forestry and Environment is currently undertaking a stewardship plan to identify opportunities to engage volunteers and to promote park stewardship. This should continue and be encouraged.

Currently there is a program for community groups with local projects to apply for additional funding through Mississauga's Small Project Matching Grant program, which provides grants of up to \$2,500 to community groups, to help fund small scale projects such as local festivals, recreation activities and services. This funding has the potential to be focused on programming and animating the waterfront parks.

It is beneficial to dedicate management resources and expertise to working with community groups, businesses, schools, and other stakeholders to develop activities, amenities and programs that meet community needs.

Corporate Sponsors

Corporate Sponsors are another way that the City can gain additional stewardship for the Waterfront Parks. Private sector businesses can put teams of volunteers together for programs such as tree planting, naturalization, and park clean ups which are often City run with assistance from agencies and environmental groups. There are also opportunities for business to sponsor events or educational programs that occur within parks.

There is great value in continuing to partner with local and adjacent businesses for financial donations towards park infrastructure, donations in kind (i.e. construction materials), and providing access to parking when the business owners do not need the space.

Public Non-Profit

Partnerships with public non-profit groups help the City of Mississauga to deliver programs and services through reliable volunteer efforts. It is important that these groups receive sustained and continuous support from the City in terms of funding commitments. An example of one of the existing partnerships with a public non-profit group is with the Brueckner Rhododendron Gardens Stewardship Committee. This particular group operates programs and organizes volunteers in Brueckner Rhododendron Gardens.

The City has mechanisms such as the Environmental Grants Program to support and showcase community based environmental initiatives. The City could consider focusing a portion of these grants towards Waterfront Parks related initiatives.

One of the most successful projects for Parks, Forestry and Environment is the One Million Trees Mississauga. Projects like this are dependent on a variety of community partnerships. There are many partners including non-profit organizations, senior levels of government, agencies and conservation authorities who help to achieve the goal of protecting and enhancing parks and natural areas in Mississauga. These partners bring funding and in-kind contributions, which increases the City's capacity to deliver on strategic actions.

The City should also continue to seek out potential partnerships to provide cultural heritage interpretation and funding for adaptive reuse of heritage assets. Current partners include:

- Port Credit Village Project;
- Port Credit BIA;
- Small Arms Society;
- Mississauga South Historical Society; and
- Heritage Mississauga.

5.3 Next Steps

The investigations, planning and design work that is needed to implement the 2019 Refresh is outlined below and organized into short(0 – 5 years), medium (5 – 10 year) and long term (10 – 25 year) time frames. The proposed work plan will be coordinated with the implementation of the applicable Future Directions recommendations which are also highlighted.

Short Term - 2019-2023

In the short term the focus of the implementation is to address Future Directions (2019) recommendations and to complete waterfront park projects that are currently funded and underway. Planning and design for the future new parkland (and adjacent park redevelopments) and developing strategies for securing funding to implement new parkland should also be part of short term activities.

- Implement Future Directions 2019 recommendations:
 - The City should develop comprehensive plans for the waterfront development sites that address both local needs for parkland in new development areas as well as opportunities for destination parks sites. (FD#2).
 - Update the existing park/open space classifications. New categories to include Urban Parks, and sub-categories of Greenlands. The City will incorporate these new categories into the Official Plan and apply the new classifications to the existing inventory or parks and open spaces to inform development and redevelopment decisions and maintenance standards. (FD#7).
 - An update to the Recreational Boating Capacity and Demand Study (2015) should be undertaken to investigate the potential expansion of the Lakefront Promenade Marina and/or development of a new marina location to address the demand for boat slips. The results of the study will be subject to the outcome and impacts

from the possible redevelopment of the 1 Port Street East Marina. (FD#40).

- Refine the 2015 Mississauga Marina Business Case Study recommendations for a future marina at 1 Port Street East and ensure the feasibility of a full-service, publicly-owned marina prior to making a decision on the development approach. (FD#41).
- Confirm priorities for the redevelopment/upgrading of existing, older parks to support: growth and intensification, changing demographics, cultural influences, opportunities for self-directed and informal activities, and climate change resiliency. Priority will be given to older parks that are adjacent to new parkland undergoing the Master Planning process, in order that a comprehensive approach is undertaken. Examples include the J.J. Plaus Park/1 Port Street East redevelopment and the J.C. Saddington/70 Mississauga Road South redevelopment. (FD#45).
- Investigate opportunities and partnerships for new/redeveloped infrastructure to support kayaking, canoeing, rowing and stand-up paddle boards with rentals, storage and launch areas. (FD#57).
- Complete the technical and environmental shoreline studies required to support non-motorized water sport amenities on Mississauga's waterfront. (FD#58).
- Undertake feasibility studies and / or environmental assessments for:
 - 1 Port Street East Marina;
 - J.J. Plaus Park Redevelopment;

- 70 Mississauga Road South; and
- Lakeview Waterfront Community.
- Prepare development concept plans and detailed design for:
 - J.J. Plaus Park;
 - 1 Port Street East Marina;
 - 70 Mississauga Road South;
 - J.C. Saddington Park; and
 - Lakeview Waterfront Community Parks
- Construct the Port Credit West Parks (Marina Park and Port Credit Memorial Park West).
- Dredge the Port Credit harbour
- Redevelop Richard’s Memorial Park (pending completion of the Region of Peel Front St. Pumping Station Class EA).
- Investigate additional points of access for water based recreation to coordinate with overall priorities and goals.
- Develop a signage and branding strategy to highlight the Waterfront Parks’ unique identity within the City’s overall signage system.
- Develop a visual identity for the Waterfront Parks along Lakeshore Road West and East and the connecting trail system.
- Pilot shared parking and seasonal/peak transit shuttle services.

- Undertake the following natural heritage initiatives;
 - Complete the EAB replacement planting along the waterfront parks while maintaining views and visibility to Lake Ontario and the Credit River.
 - Investigate through field study, the existing identified potential expansion areas from the NH&UFS and identify further expansion areas along the waterfront
 - Increase native perennial plantings in garden beds and naturalization in parks to increase biodiversity and wildlife habitat. Biodiversity includes plant species diversity as well as diversity of vegetation community composition (e.g., woodland, savannah, wetland, meadow, prairie, thicket).

Medium Term – 2024-2028

Activities in the medium term will include implementing Future Directions recommendations, constructing , planning and designing the next generation of Waterfront Parks. The timing and priority will be dependent on which communities are constructed first.

- Implement Future Directions recommendations:
 - Mitigate parking congestion at parks by seeking vehicle diversion strategies. Use the criteria established in the City’s Parking Master Plan and Implementation Strategy to identify various parking improvement options including parking agreements, improving temporary parking during events and evaluating paid parking where appropriate. (FD#53).

- Expand the provision of food and beverage services in City parks to enhance the park user experience with a priority on destination and waterfront parks. (FD#55).
- Complete a management plan for the Brueckner Rhododendron Gardens so that long-term goals, objectives, public uses and management needs can be determined in consultation with the public, potential stewardship organizations, and other stakeholders and interest groups. (FD#64).
- Prepare development concept plans and detailed design for:
 - Arsenal Lands
 - JC Saddington Park
 - 1 Port St East Arrival and Destination Parks and The Promenade
- Initiate a Park Food and Beverage Study which looks at examples of temporary concessions / pop up restaurant locations in parks and identify parks where this activity would be appropriate.
- Continue to update the City’s asset management plan with new waterfront park initiatives.
- Develop a shared parking and transit shuttle service strategy.

Long Term - 2029-2044

Activities in the long term will involve phasing and prioritizing the implementation of the remaining waterfront parkland along the waterfront as well as addressing asset management responsibilities in the existing parks. Again, the timing and priority will be dependent on which communities are completed and where the demand for open space is the greatest.

- Prepare development concept plans and detailed design for:
 - Harding Waterfront Estate
 - Lakefront Promenade Park
- Complete the implementation of new parkland.
- Investigate alternative uses for the Barn at the Adamson Estate and prepare a redevelopment concept.
- Implement a shared parking and transit shuttle service.



Drone Photo of 70 Mississauga Road and J.C. Saddington Park
Photo Credit: Dillon Consulting

City of Mississauga
Corporate Report



<p>Date: 2020/01/07</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files: PO.11.PAR</p>
<p>From: Gary Kent, CPA, CGA, ICD.D Commissioner of Corporate Services and Chief Financial Officer</p>	<p>Meeting date: 2020/01/29</p>

Subject

Surplus Declaration – Lands adjacent to 3210 Parkerhill Road (Ward 7)

Recommendation

1. That the Corporate Report titled “Surplus Declaration - Lands adjacent to 3210 Parkerhill Road (Ward 7)” dated January 7, 2020 from the Commissioner of Corporate Services & Chief Financial Officer, be received.
2. That City lands adjacent to 3210 Parkerhill Road, containing an area of approximately 33 square meters (355 square feet), being PIN 13149-0595 and legally described as Block 226, Plan 43M-1317, Mississauga (Ward 7), be declared surplus to the City’s requirements to permit the sale to the owner of 3210 Parkerhill Road at nominal consideration and pursuant to an agreement acceptable to Legal Services.
3. That Realty Services staff be authorized to proceed to dispose of the subject lands to be declared surplus, at a nominal value of \$2.00, plus payment of all applicable costs.
4. That all steps necessary to comply with the requirements of Section 2.(1) of the City Notice By-Law 215-08 be taken, including giving notice to the public by posting a notice on the City of Mississauga’s website for a two week period, where the expiry of the two week period will be at least one week prior to the execution of an agreement for the sale of the subject lands.

Background

The owners of 3210 Parkerhill Road made a request to acquire the City-owned lands adjacent to their property.

The subject property (PIN 13149-0595) is a parcel of land that was transferred to the City of Mississauga on April 14, 1999 by the developer, Jannock Limited. As a condition of the transfer, this parcel of land was to be held by the City in trust for the abutting land owners to the north

east fronting on Parkerhill Road and municipally identified as 3210 Parkerhill Road, to be re-conveyed gratuitously in conjunction with the development of such owners' lands.

Comments

Jannock Limited entered into a Development Agreement with The City of Mississauga on September 8, 1998. Pursuant to the Development Agreement, and as a condition of the transfer of the subject property, the City was to hold the subject property in Trust for the abutting land owners to be re-conveyed gratuitously once development is completed.

Realty Services has completed its circulation and received confirmation that these lands can be declared surplus to the City's requirements and sold.

Prior to the sale of the subject lands, public notice will have been given by the posting of a notice of the proposed sale on the City of Mississauga's website for a two week period, where the expiry of the two week period will be at least one week before the execution of the agreement for the sale of the said lands. This notice satisfied the requirements of the City Notice By-Law 0215-2008, as amended by By-Law 0376-2008.

Once agreement is reached, an Agreement of Purchase and Sale to convey the subject property to the owners of the abutting property at 3210 Parkerhill Road, at a nominal value of \$2.00, will be processed pursuant to Delegated Authority By-Law 0148-2018.

Financial Impact

There is no financial impact from declaring the lands surplus.

In accordance with a covenant set out in the Transfer of a parcel of land from Jannock Limited to the City of Mississauga, the City is to gratuitously re-convey the lands to the abutting owners.

Conclusion

It is reasonable for the City to convey the lands being held in Trust to the abutting land owners as the conditions required under the transfer of the lands to the City have been met.

Attachments

Appendix 1: Approximate Location of Subject Lands

Appendix 2: Partial copy of Plan 43M-1317 identifying the subject lands as Block 226

General Committee

2020/01/07

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Originators files: PO.11.PAR



G. Kent.

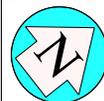
Gary Kent, CPA, CGA, ICD.D, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Janeth Huab, Project Leader, Realty Services, Facilities & Property Management

Subject Lands



MISSISSAUGA



Corporate Services

Realty Services

City of Mississauga Surplus Land
Parcel of Land adjacent to 3210 Parkerhill Road
Approximate Location of Subject Lands

SCALE FOR REDUCED DRAWINGS



City of Mississauga
Corporate Report



<p>Date: 2020/01/14</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files:</p>
<p>From: Paul Mitcham, P. Eng, MBA, Commissioner of Community Services</p>	<p>Meeting date: 2020/01/29</p>

Subject

Participation in GLOBE Series/Delphi Group Climate and Sports Initiative

Recommendation

That the Corporate Report dated January 14, 2020 from the Commissioner of Community Services entitled Participation in GLOBE Series/Delphi Group Climate and Sports Initiative be received for information.

Report Highlights

- With the recent approval of the City's first Climate Change Action Plan (CCAP) staff is now implementing the five action pathways: Buildings and Clean Energy; Resilient and Green Infrastructure; Accelerating Discovery and Innovation; Low Emissions Mobility; and, Engagement and Partnerships.
- To advance the Engagement and Partnerships action pathway staff is looking to implement innovative initiatives and programs to increase community education, awareness and engagement of climate change and support attitude and behavioural change by providing meaningful engagement opportunities.
- GLOBE Series/Delphi Group are part of a network of organizations that provide initiatives, programs and services to empower businesses, governments and youth to improve sustainability performance, with a focus on climate change.
- GLOBE Series/Delphi Group has developed a unique climate and sports initiative through a strategic partnership with the Canadian Olympic Foundation, which will bring attention to the impacts of climate change and leverage Canadian Olympians to be ambassadors for positive change.
- The City of Mississauga will be the first host municipality to participate in this initiative, which will be launched at GLOBE 2020 Forum, North America's largest sustainability forum held in Vancouver in February. To support and profile the launch, Mayor Crombie

has been invited to participate and speak at this Forum.

Background

In 2018, GLOBE Series/Delphi Group approached the City of Mississauga with an opportunity to participate in their Climate and Sports initiative that would benefit our joint interests.

GLOBE Series provide services and platforms that empower business, government and youth to improve sustainability performance. For over 25 years, GLOBE Series convenes world-renowned events that accelerate the clean economy and brings together leaders, decision-makers and innovators from business, government, and civil society to share knowledge, leverage opportunities and find solutions. Their signature global event is the GLOBE Forum which is held in Vancouver every other year. This event is attended by senior decision-makers and influencers across Canada and the world and on average, attracts between 5,000 - 6,000 participants.

The Delphi Group is seen as one of Canada's leading consultancy organization working with businesses, not-for-profit organizations and governments in the areas of climate change, the green economy, cleantech and innovation, and corporate sustainability. The Delphi Group manages the GLOBE Series and works with many companies headquartered in Mississauga.

GLOBE Series/Delphi Group has developed a unique Climate and Sports initiative through a strategic partnership with the Canadian Olympic Foundation. The initiative has been designed to bring awareness to the potential impact a changing climate would have on sports, particularly outdoor sports. It is being designed to train and support Canadian Olympians to become Climate Ambassadors and lead community climate-related programming.

With a focus on the implementation of Mississauga's CCAP, the City is seeking opportunities to participate in innovative climate related public engagement initiatives and programs that engage, challenge, and inspire our residents to participate in local action that supports the City's goals in mitigating and adapting to the effects of climate change.

Present Status

In December 2019, City Council unanimously approved the City's first CCAP. The City is now moving from development to the implementation phase of the plan, which will include a public education and engagement campaign. The campaign will seek to implement innovative initiatives and programs that will increase community education and awareness of climate change and support attitude and behavioural change by providing meaningful engagement opportunities within the Engagement and Partnerships action pathway within the CCAP.

Comments

By participating and supporting this initiative, the City of Mississauga and GLOBE Series/Delphi Group will achieve a shared value proposition with the following objectives:

- Advance community climate change efforts, awareness, education, and conversations in Mississauga (and other partner Canadian cities)
- Educate using the power of sports to raise awareness to a broad audience about the impacts of climate change
- Engage by accelerating impact and action by training and supporting future Canadian athletes to become climate ambassadors and providing those athletes with a platform to act as climate-sport ambassadors to communities in Mississauga
- Bringing awareness and media attention to Mississauga's efforts to combat climate change

Through the official launch of this Climate and Sports initiative (occurring between February and Summer 2020), GLOBE/Delphi which will help to position the City as a leader in climate action with our participation at events, speaking opportunities, media coverage for Mississauga on our climate change messages and significant outreach. More specifically, it will include:

- High-level speaking opportunity at GLOBE Forum 2020 initiative launch announcement in Vancouver in February, as well as 1 full delegate badge for the Forum.
- This opportunity includes press conference/media exposure to a large domestic and international audience where Mississauga would be able to share our leadership on climate change. The domestic and international audiences as part of GLOBE/Delphi has a large reach (100,000+). This is particularly important for Mississauga to garner national media attention and bring awareness to Mississauga's leadership.
- Recognition as the first host municipality participating in GLOBE's Climate and Sports initiative with all associated promotion including logo on the media advisory, website promotion, and announcement banner at GLOBE Forum in Vancouver.
- The City's participation and presence at GLOBE's signature Climate and Sport event featuring a high-profile Canadian Olympic athlete, being held at Pearson Airport, Terminal 1 international arrivals in Summer 2020. The Greater Toronto Airport Authority is also a participant in this initiative.
- Opportunity to showcase Mississauga's leadership on climate action and engage local and international audiences at this event.
- Ongoing exposure through a dedicated initiative website with all social channels linked, GLOBE e-blast highlighting the partnership and initiative to their 100,000+ contact mailing list, blog and high-level interview showcasing the initiative and Mississauga's CCAP, engaging and informative social media posts by GLOBE, other partners and 2 social media posts by the high-profile athlete shared with their significant social media following.

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- Metrics tracking to quantify the exposure and opportunities to engage with the broader public created by the initiative.

It is the intention of the GLOBE Series/Delphi Group to develop a more comprehensive climate and sports program in 2021.

Strategic Plan

Participation in this initiative supports the Green Pillar within the Strategic Plan as well as the Engagement and Partnerships action pathway in the CCAP.

Financial Impact

There are no financial impacts.

The \$20,000 cost to participate will be allocated from the Parks, Forestry and Environment Division's existing Outreach program operating budget (cost centre 24727) for 2020.

Conclusion

Acting as the first host municipality of the GLOBE Series/Delphi Group Climate and Sports initiative offers exciting potential to bring national media attention to the City of Mississauga's leadership in climate action and to enhance the City's climate change community engagement and outreach efforts for 2020. The opportunity to collaborate on the development and delivery of this unique climate change initiative will benefit our joint interests of educating, engaging, and empowering residents in climate change action that supports the City's goals in mitigating and adapting to the effects of climate change.



Paul Mitcham, P. Eng, MBA, Commissioner of Community Services

Prepared by: Dianne Zimmerman, Environment Manager, Parks, Forestry and Environment

REPORT 1 - 2020

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Heritage Advisory Committee presents its first report for 2020 and recommends:

HAC-0001-2020

That the property at 795 First Street, which is listed on the City's Heritage Register, is not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process, as per the Corporate Report from the Commissioner of Community Services dated December 19, 2019.

(Ward 1)

(HAC-0001-2020)

HAC-0002-2020

1. That the resignation email from Adrian Zita-Bennett, Citizen Member, Heritage Advisory Committee be received.
2. That due to the resignation of Adrian Zita Bennett, a vacancy exists on the Heritage Advisory Committee, and that the City Clerk be directed to review previous applications to the Heritage Advisory Committee to address the vacancy in accordance with the Corporate Policy #02-01-01 on Citizen Appointments to Committees, Boards and Authorities.

(HAC-0002-2020)

REPORT 1 - 2020

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Mississauga Cycling Advisory Committee presents its first report for 2020 and recommends:

MCAC-0001-2020

That the memorandum dated January 8, 2020 from Fred Sandoval, Active Transportation Coordinator entitled Quarterly Cycling Program Update be received.

(MCAC-0001-2020)

MCAC-0002-2020

That the 2019 Mississauga Bike Challenge Report be received.

(MCAC-0002-2020)

MCAC-0003-2020

That the Bicycle Friendly Event Manual be received.

(MCAC-0003-2020)

MCAC-0004-2020

That the Mississauga Cycling Advisory Committee Work Plan Review be received.

(MCAC-0004-2020)