



City Commitment to Commuters



In response to increasing transit demand the Province of Ontario published the Rapid Transit Action Plan in June 2007. The Plan includes 52 action items facilitating the expansion and improvement of 902 kilometers of rapid transit throughout the greater Toronto area.⁷ Projects slated for Mississauga include Hurontario Light Rail transit between Queen Street in Brampton and Lakeshore Road, GO Lakeshore West Rail Line expansion from Port Credit to Oakville, Dundas Street West Light Rail Transit from Kipling Station to Hurontario Street and electrifying the GO Lakeshore line to increase speed and reduce emissions.⁸

With commuter traffic expected to increase 55% by the year 2021, increasing commuter options and transit availability has become a necessity.⁹ The City of Mississauga has secured funding for the Bus Rapid Transit (BRT) system in order to meet city objectives of increasing public transit use by 25% within the next 5 years. The BRT System will connect high density developments and employment centres within Mississauga and further connect with inter-regional transit and TTC stations. The federal government will ultimately contribute \$83 Million to the project with the Province contributing a further \$63 Million, and the remaining cost

to be shared by the city of Mississauga and GO transit. With the BRT expected to be operable in 2012, and dozens of transit stations scheduled to be constructed in areas such as City Centre, Winston Churchill, Erin Mills, Cawthra, and Dixie Road among others, the City will add 75 buses to its fleet in addition to increasing service hours by 300,000 per year.¹⁰

With this in mind, it is expected Mississauga's waterfront communities will reap the benefits of the increased public transit options.

⁷ "McGuinity government action plan for rapid transit will move economy forward." June 15, 2007. Office of the Premier. 18 March, 2008. <www.premier.gov.on.ca>

⁸ "More Rapid transit for Mississauga" June 20, 2007. The Corporation of the City of Mississauga. 18 March, 2008. <www.mississauga.ca>

⁹ Shifman, Brain and Rebekah McGurran. "Transportation Demand Management Strategies: Improving the GTA's traffic situation." EcDevJournal. 22 Feb, 2008 <EcDevJournal.com>

¹⁰ Chin, Joe. Transit funds better late than never, hazel says. Feb 21, 2008. The Mississauga News. 21 Feb, 2008. <www.mississauganews.com>



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Creating a Great Waterfront Destination



We knew most of the neighbours on the street. It was safe for children to walk to school by themselves and retail outlets were nearby. We walked a great deal because the family only had one car. We had a sense of community – a place where we belonged. Pure nostalgia? Not really.

Many Canadians are recognizing that a sense of community begins with careful attention to the kinds of neighborhoods we develop, and that steps can be taken to improve the ones we already have.

The economic challenges in providing health care, infrastructure and services, combined with a population which is interested in becoming more physically active, have created an opportunity for changing the way we design our communities. The time is

ripe for urban planners, transportation engineers, recreation planners and the health promotion sector to advance the case for compact mixed use planning i.e. mixed residential, business, and community facilities in a neighbourhood setting.

Providing accessible opportunities for physical activities within communities helps foster a healthier lifestyle. Walking and cycling are reportedly the favourite physical activities of Canadians. Planning for these favourites can generate economic benefits by making land use and transportation more efficient. An important by-product is improved health, reduced traffic pollution, reduced crime, a livelier community atmosphere and a lifestyle which encourages young people to find their entertainment in healthier ways.

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Recognizing an Opportunity



With this in mind, the City of Mississauga has recently recognized the unique opportunity they have with their waterfront - particularly with the elimination of the coal fueled power plant in 2006. Their recent commitment to focus on developing Lakeview's District Plan, which governs city growth management on a local level, will aim to capitalize on the uniqueness of the area. Lakeview is just steps away from a series of waterfront parks, walking/bike trails, public and private golf courses and is

just minutes from the GO Station and the Mississauga and Toronto public transit. Since 2004, the Region of Peel, also recognizing the uniqueness of the area, has been committed to eliminate the effects of the Lakeview Water Treatment Facility on the neighbourhood.¹ With this commitment to the revitalization of the Lakeview area, along with existing waterfront parks and expansion of existing transit lines, the Mississauga lakefront is scheduled to become one of Ontario's great waterfront destinations.

¹ Corbasson, Carmen. "Councillor's Report Spring/Summer 2006." The Corporation of the City of Mississauga. 26 Feb, 2008. <<http://www.mississauga.ca/portal/cityhall/ward1>>



Map of Mississauga Waterfront Trail and Parks. www.waterfronttrail.org/trail

Waterfront Parks along the Shores of Lake Ontario

Designated a Gateway Park; Marie Curtis Park and the adjacent Arsenal Lands have been earmarked for redevelopment. Located on the border of Mississauga and Toronto, the combined parks will service surrounding lakeside communities, and provide a stunning entry point into Mississauga. Current plans for the park include the extension of existing nature trails, the creation of picnic facilities, splash pads, bicycle dirt jumps, leash free zones and engaging play areas with beach volleyball facilities. Increasing fishing and streamside access in accordance with Etobicoke Creek Fisheries Management Plan objectives and maintaining natural beach facilities are also priorities. The Park will eventually be connected to an extended network of commuter bike lanes along Lakeshore Road East in Mississauga and Lake Shore Blvd West in Etobicoke. Initial monetary commitments for the improvement to the Arsenal lands are expected to be \$3 Million with a further \$1 million going to Marie Curtis Park. Funding will be provided collectively by the City of Toronto, the City of Mississauga, the Initial Site Remediation Budget, Toronto and Region Conservation Authority, and through fundraising grants by the Great Lakes Sustainability Fund, the Toronto Remedial Action Plan and TD friends of the Environment Fund. ²

² "Arsenal Lands Master Plan Addendum." Nov 2007. Toronto and Region Conservation Authority. 24 March, 2008. <<http://www.trca.on.ca/>>

Taking Action to Develop the Waterfront Parks

In association with Park redevelopment, the City's Community Services Department along with Brook McIlroy Inc. and Pace Architects are conducting a review of the Waterfront Park Strategy which aims to provide the city with an overall Waterfront Park Plan. Guiding principals under the current revised strategy emphasize the creation of vibrant, sustainable year round waterfront destinations for public use, and places special emphasis on the maintenance and

preservation of natural landscapes. Increasing park accessibility is a primary goal of the strategy, and Mississauga Council has recommended connecting Marie Curtis Park to the Lakefront Promenade Park in an effort to better integrate and connect the waterfront parks and improve connections to the City at large. The strategy also calls for input from public stakeholders, which will be used in further revisions to the Waterfront Parks Strategy and its guiding principals. ³



³ "General Committee" March 19, 2008. The Corporation of the City of Mississauga. 24 March, 2008. <www.mississauga.ca>

As efforts to redevelop the waterfront continue, contributions from local community groups have been well received. The Lakeview Ratepayers "Lakeview Legacy Project" which would see the Lakeview waterfront become a \$2 Billion dollar waterfront destination was unanimously endorsed by Mississauga City Council. The project proposes the redevelopment of over 200 hectares, including extending the existing waterfront trails and parklands, the addition of major features such as aquariums and piers, the encouragement of medium density residential towers and live work opportunities, and the creation of treed promenades accommodating the extension of the TTC streetcar. ⁴ Given the amount of waterfront land in Mississauga, proactive planning has become essential. With potentially 200 Hectares available for development, the Mississauga waterfront could become the GTA's "biggest, fully planned and best coordinated people friendly waterfront district with 7 kilometers of waterfront trails and over 99% water accessibility." ⁵ "The waterfront will be a jewel in Mississauga's Crown and that jewel is a diamond" stated Councillor Corbasson as the Lakeview Ratepayers presented their proposal to City Council. As this may be the last opportunity to create a vibrant waterfront community, both the city and its citizens are working hard to maximize the waterfront as a destination landscape and connect it to surrounding and extended communities and other neighborhood waterfront parks. ⁶

⁴ Gombu, Phinjo. "Vibrant Waterfront Plan Approved" Feb 28, 2008. The Toronto Star Feb 28th, 2008 <<http://www.thestar.com/article/307711>>

⁵ Lefkeman, Rich. "Rising from the Ashes" The Mississauga Business Times. Feb 2008.

⁶ City Council Meeting - Feb 27th, 2008. Video Recording. The Corporation of the City of Mississauga, 2008.



Marie Curtis Park/Lakeview, 1972. www.mississauga.ca



Marie Curtis Park/Lakeview, Future