

CREDIT RESERVE ASSOCIATION

Preserving Your Neighbourhood



www.credit-reserve.com

Spring 2010 NEWSLETTER

Chairman's Corner

The Directors of the Credit Reserve Association are pleased to deliver our traditional Spring Newsletter. Please take a moment to review it, as it highlights items of significance for our neighbourhood and for you.

The Executive have been involved in a variety of significant and continuing city-wide issues over the course of the last year. The new power generating plant proposed for east Oakville is a serious concern. There is a comprehensive article on this plant in this newsletter. Also the Hurontario Street rapid transit plan is evolving into a very significant project by the municipalities of Mississauga and Brampton. It will be a fifteen year project and will involve light rail transit and significant redevelopment along the Hurontario corridor. Details of the status and plans for this project can be found at www.hurontario-main.ca.

In addition, the City is currently updating the master plan for Port Credit and Lakeview. They have formed a citizen advisory panel to work with them on this process and representatives from our Executive contribute on this panel.

Miranet, which is a network of Mississauga ratepayer associations formed to provide a strong and unified voice and support on issues of concern to residents, has completed its first eighteen months and is flourishing. Representatives of our Executive are a part of this organization. Please visit the website at www.miranet.ca.

As we mentioned in previous newsletters, there is significant residential construction activity in our neighbourhood. Most of these projects meet development guidelines, and have not required Committee of Adjustment applications. Although the City does forward notices of impending hearings to our executive, we would encourage you to investigate any notices you become aware of and contact us with any significant concerns.

Please take a minute and renew your membership for 2010. As you are aware, the main vehicle for membership renewal is the response form in the newsletters. We no longer do the door-to-door campaign. The greater our membership levels, the more effective we are with the levels of government in having our views listened to and acted upon. The membership fees mainly provide funding for the newsletters and any outside professional fees that may be required to represent the interest of the community.

Finally, a reminder that our Annual General Meeting is at 7:00PM on October 12, 2010 - location to be determined. Please mark your calendars.

John McKinnon

CRA ANNUAL GENERAL MEETING

Tues., Oct. 12, 7:00 pm

Location:

To Be Determined

UPCOMING PORT CREDIT FESTIVALS & EVENTS

Mississauga Waterfront Festival
June 18 - 20

Canada Day Fireworks
Port Credit's 175th Anniversary
July 1

Port Credit's Busker Fest 5
August 20 - 22

Port Credit's In-Water Boat Show
August 27 - 29

Tim Horton's Southside Shuffle
Blues & Jazz Festival
September 10 - 12

LOG ON AT:

www.credit-reserve.com

CRA MEMBERSHIP DRIVE 2010

The 2009 CRA Membership Drive was a huge success! The main reason for the success was the help we received from our Street Captains. As always, your enthusiasm and commitment is greatly appreciated by all of the CRA Directors.

Can we count on your support this year?

The CRA has dealt with numerous community issues over the last few years including the OMB hearings on Hurontario Street, the FRAM/SLOKKER development and the QEW/HURONTARIO Interchange, to name a few. Your membership fees have been put to good use dealing with these important issues.

Please take the time to fill out the form and mail in your 2010 membership. We thank you for your continued support!

Susan Douglas, Marlene Baur Larose - Membership Directors



CRA Membership Form 2010

Name _____ Telephone (905) _____

Address _____ E-mail _____

Fee Enclosed _____ (\$15 per household, \$10 for seniors)

Please make cheques payable to: Credit Reserve Association

VILLAGE OF PORT CREDIT UPDATE

While the Credit Reserve Association's catchment area does not include the Village of Port Credit (we extend south to the CNR/GO Tracks), it cannot be denied that this increasingly vibrant "Village" is an integral part of our community and lifestyle. Port Credit's history stretches back to the late 1700's when Lieutenant Governor John Graves Simcoe ordered the Government Inn to be built on the east side of the river as it was a natural magnet for settlement and development along the Lakeshore route. Of course, there was an aboriginal presence dating several generations before "new Canadians" arrived. Long before the "First Purchase" of 1805, the Mississauga Tribe lived on the shores of Lake Ontario at the mouth of the Credit River. Port Credit became an important trading post and an import-export harbour along with being a significant fishing village. Population and trade were attracted to Port Credit's major river-mouth location, and the adjacent CRA area due to its close proximity to the village and its industries. The Town of Port Credit became part of Mississauga in 1974.

Port Credit is now a very important part of Mississauga as it's Village-on-the-Lake. As such, it is ripe for re-development, new transit, and new amenities. Witness the Fram-Slokker developments, the Port Credit Library renewal, new parks and so much more. It is easy to see what has already been done – it is important to realize what is being considered for the not too distant future.

The City's Port Credit Advisory Panel, comprised of several local Port Credit area associations (CRA is represented by Brian Holtham and Mark Searle), has been meeting for months to enthusiastically discuss future plans for Port Credit and to monitor progress and offer terrific input.

Discussion items include:

- Waterfront Development including Harbour Lands and Texaco Lands – these parcels will eventually be re-developed
- Port Credit Library – about to be re-built
- Port Credit Post Office – this historical sight is gathering interest for preservation and re-development possibly as a restaurant, museum or office development.
- Port Credit Arena – Major Renovation is underway.
- New Go-Transit Station & Parking Facility – this is largely under the control of the Province but public input into final configuration is vital
- Hurontario High Speed Transit (LRT or Bus) is high on the agenda – this will involve stations at or near GO Transit and further down in the Village.
- High Speed Transit on Lakeshore??? It's under consideration.
- "No Frills" Development – applications are in progress for a combination Retail/Office building as high as twelve stories on Port Street graduated down to three stories on Lakeshore.
- Bicycle Paths, Community Centres, Educational Institutions and more are discussed.

Mark Searle

HURONTARIO/QEW UPDATE

My how time flies! It was roughly three years ago that work began to renovate the QEW/Hurontario interchange, and the finish line is now clearly within sight. Most will remember the old cloverleaf design, with lane alignment requiring on-bound and off-bound traffic to weave back and forth together, and ramp radius which were too small for modern day transport trucks. The interchange design was more than 50 years old, and at the time was only functional for rural traffic. All work will be wrapped up by the end of July at the latest, and if mother nature cooperates, perhaps sooner. All structural bridge work and Hurontario roadway work has been completed. The major remaining work relates to landscaping, planting of trees and road surfacing work on the QEW. The surface will be rehabilitated, and final lane alignment work will be completed. If you are wondering about the large pond which has appeared in the northwest corner, this is a feature which contributes to improved watershed management. It has two main purposes: first, to allow sediment and pollutants to fall out of the water to

the bottom of the pond, and second to direct the water into the waterways in a more controlled fashion, especially when heavy rainfalls occur.

The Ministry of Transport is now beginning to turn its attention to the QEW bridge spanning the Credit River. It is getting closer to the point where major rehabilitation work will be required. The first step is an environmental assessment, which will begin soon. It may be a number of years before any work begins, but early planning has started. We will keep you posted as the work progresses and plans begin to be formed.

Hurontario Street properties have seen little change over the past year. The CRA brought to the City's attention that a property was being used for retail sales purposes. The City took quick action, and that use was immediately discontinued. With the improving economy properties are starting to change hands again. The CRA will continue to monitor the proposed uses for properties along Hurontario Street and work to ensure that appropriate and intended uses are respected.

Bruce Maule

MINEOLA AREA COYOTES

You may have spoken to a neighbour who “saw a dog...but not quite a dog”. Or you may think you have seen something “like a fox” yourself. Well, in our area it’s becoming more likely both you and your neighbour have both seen one of our larger wildlife residents ; a coyote.

Coyotes have inhabited the cities of southern Ontario for some time and frequent many areas of Mississauga. Sightings occur just as often in more heavily populated residential areas including private property, park lands and school grounds as in the wild.

What you should know about Coyotes

During the 1990s Mississauga Animal Services was inundated with reported sightings of coyotes and foxes throughout the City. Over the past decade an outbreak of “mange” has decimated our native Mississauga fox population and coyote population. However for the first time since 2001 coyotes sightings have increased dramatically in Mississauga and surrounding areas once again.

The good news: Coyotes are intelligent and highly adaptable and also good agents of rodent control. Coyotes do not generally pose a threat to human safety, as they are typically non-confrontational and frightened of people but curious and like to watch or follow from what *they* consider a safe distance.

However, many residents have concerns and questions about coyotes in the area. Mainly active at dusk, dawn and during the night, they are becoming increasingly bold with more proximity to humans. They startle easily with loud noises or sudden movements.

Their main diet consists of mice and rabbits, voles, rats, and squirrels which is good news for our gardens and homes. They will also eat birds, snakes, lizards and even deer as well as frogs and large insects. Though they will consume large amounts of carrion and even human garbage, they tend to prefer fresh meat. Their success is largely due to their dietary adaptability.

Less positive news however is that coyotes do consider outdoor pets to be prey unless they are attached to a human by a leash! They will prey on cats and in a few cases have even been suspected of taking small dogs from their backyards after dark. Everyone recalls the media coverage of the coyote lose in a Beaches park last summer!

Coyotes cannot easily be trapped due to their size. They also cannot be relocated as it is against Provincial Law and it is not considered effective (due to their range and ability to travel over a large distance) or humane.

Why do Coyotes live in our neighbourhood and how do I recognize one?

Coyotes have enlarged their range and now thrive in suburban settings where there are large gardens and an ability to travel relatively unhindered by fences and roads etc. Urban coyotes now live longer than their rural counter-parts!

They range in colour from greyish brown to yellowish gray on the upper parts, while the throat and belly tend to have a buff or white color. The forelegs, sides of the head, muzzle and paws are reddish brown. Their back is tawny-coloured under fur with long, black-tipped hairs that form a black dorsal stripe and a dark cross on the shoulder area.

Coyotes typically grow up to 76–86 cm in length, not counting a tail of 30–41 cm. They stand about 58–66 cm at the shoulder and, on average, weigh from 15–46 lb.



Tips to living with Coyotes

Never feed or encourage a Coyote!

Make sure you are not leaving garbage in an area where it can be consumed by wildlife. Raided garbage cans do not always mean a coyote, as racoons are normally the villain.

Keep pets on leash and cats indoors, particularly during the hours between dusk and dawn.

If you observe coyotes in our neighbourhood, use this opportunity to scare them with a sudden movement or a loud noise as this will reinforce their respect for humans.

Alistair Frisby

OUR DIRECTORS

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POWER PLANT IN SOUTHWEST GTA

Your Credit Reserve Association has been active in supporting MIRANET (a City-wide network of Ratepayer and Residents' Associations in Mississauga), our Mayor, all of City Council, MPP Charles Sousa, MP Paul Szabo and the Clarkson community against the development of a 900 MW power plant being constructed in the already pollution stressed Clarkson Airshed.

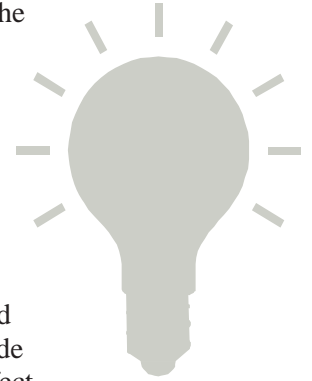
The Ontario Power Authority (OPA) had made a commitment to award a Power Plant contract to one of four proposals all in the Clarkson Airshed (slightly reduced from the general boundaries of Dundas Street to the North, Trafalgar Road to the West, Mississauga Road to the East and extends down to Lake Ontario). This area has approximately 56 companies that generate pollution within the air shed including Petro Canada and St. Lawrence Cement (now Holcim). The highway structure joining the 403 and the QEW concentrates vehicle pollution into this airshed along with pollution from the North-eastern U.S. and South-western Ontario. Due to numerous air quality concerns in the past the Ministry of Environment has been studying this area since 2000, and it is reasonable to argue that emissions in the Clarkson Airshed will continue to rise without additional industrial development. This power plant construction and operation will add high levels of air pollutants (NOx, SO2, CO, NH3), fine particulate matter, volatile organic compounds, polycyclic aromatic hydrocarbons and trace metals to the already overtaxed Clarkson Airshed which will seriously affect human health.

In 2009 many events occurred in Mississauga to demonstrate opposition to a gas fired generating station being approved in the Clarkson Airshed by the Ontario Power Authority.

- March 3rd 2009 OPA town hall meeting - 400 attended
- April 21st 2009 17 residents' associations met with the Mayor and the Minister of Environment John Gerretson identifying concerns about the shortcomings of his ministry on the Clarkson Airshed issue
- April 2009 - Unanimous support from City Council for a resolution to prohibit new industrial pollution in the Clarkson Airshed
- May 28th 2009 - Ministry of Environment meeting at Lorne Park High School - standing room only - residents were informed of proposed specifics and grilled consultants on how to end the prospect of this power plant in the Clarkson Airshed
- June 24th 2009 - The Citizens of South Mississauga held the biggest public rally in Mississauga's history with over a thousand in attendance and produced 17,000 signatures on petitions against the Power Plant. Mayor McCallion and MPP Charles Sousa presented the petitions to the Premier's Office
- July Oakville had a similar rally which MIRANET supported

On September 30, 2009 TransCanada, Oakville site was awarded the OPA contract to build and operate a 900MW

gas-fired power plant. Out of the four (4) proposals submitted to build a power plant in the Clarkson Airshed this was the only proposal located in Oakville. The reality is that all four plant locations were clustered together regardless of the selection, and no matter what, the impact on the Airshed is severe. Half a kilometre inside Oakville's borders has little effect on huge amounts of additional air pollution still blowing over South Mississauga.



TransCanada negotiated a deal with Ford Canada for property to build the Oakville Generating station at 1500 Royal Windsor Drive. The Citizens for Clean Air (C4CA) based in Oakville have taken over the lead on this issue and with MIRANET continues to advocate for no power plant anywhere in this airshed. In Dec. 2009 MIRANET made a presentation to 400 residents at a C4CA meeting to share past experiences.

TransCanada is proceeding with the development of the Oakville Generating Station and the Provincial Government's response to public objection to date, has been the formation of the Clean Air Task Force. Their mandate is to develop a comprehensive Action Plan to reduce emissions from local industry, traffic and residences in order to improve air quality in the Southwestern Greater Toronto Area. It is our understanding that there is limited discussion about the thousands of tons of pollutants that will be added to the Clarkson Airshed once this 900MW generating station is operational. The MIRANET Clean Air Subcommittee will continue to report on the progress of the new Provincial Air Quality Task Force on the Clarkson-Oakville Airshed. The first meeting was in January 2010.

On March 2, 2010 an outdoor rally took place at Queen's Park to demonstrate against the proposed 900MW gas fired power station to be sited in the stressed Clarkson-Oakville Airshed. Citizens from Oakville, Mississauga and beyond made the trip in 40 buses provided by C4CA. The main theme was this is an air pollution war and there should be no power plant anywhere in this airshed...period.

Over the next few months the Credit Reserve Association will work with MIRANET's representative on the Ministry of the Environment - Air Quality Task Force Community Advisory Committee which is to bring down its final report by June 2010.

For the latest information on the Power Plant please visit www.miranet.ca

Brian Holtham