

**Public Consultation Summary:
Port Credit Visioning Meeting December 11, 2007**

1.0 Introduction:

On December 11, 2007 the City of Mississauga, in conjunction with the consulting team of Brook McIlroy Inc. /PACE Architects, MSAi Architects and Poulos and Chung Transportation Engineers hosted a public “Visioning Session” for the Port Credit District. The evening’s meeting was the third meeting hosted as part of the Port Credit and Lakeview District Policies Review, Public Engagement Process.



1.1 Who Came To the Visioning Meeting?

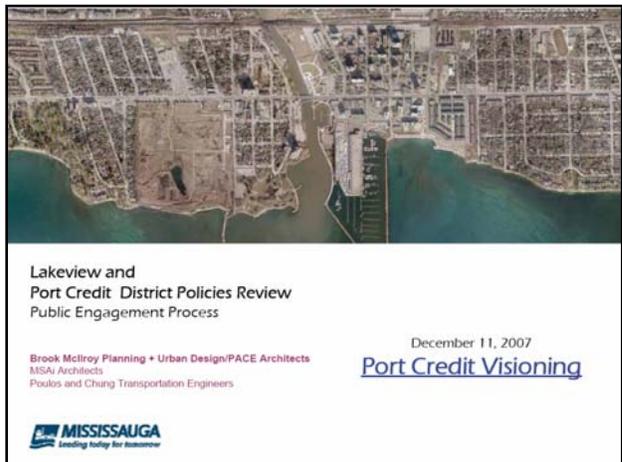
Approximately 55 people attended the event including representatives of many active community groups. 62% of the people who attended indicated that they are planning on attending the Place Making workshop on February 6, 2008.

1.2 What was presented?

Ron Miller, Acting Manager of Long Range Planning, started the evening with an introduction of the project including an outline of the study process, goals and objectives.

The presentation by Brook McIlroy Inc. /Pace Architects included the following:

- Summary of the findings to date;
- Review of emerging guiding principles;
- Review of the physical community structure;
- Streets and public open spaces opportunities, and;
- Built form and site plan opportunities.



Please note: the display boards and power point presentation are available on-line at www.mississauga.ca/lakeviewportcreditreview.



2.0 Visioning Workshop

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

1. Community Structure;
2. New Buildings, and;
3. Improved Streets and Green Spaces.

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

2.1 Discussion Items Summary:

Group 1 Comments:

- Parking is and will be an issue – must be addressed.
- Walkability very important, pedestrian comfort and connections must be considered first, site development after.
- Post Office site might be a good location for a Marine Museum.
- More public marina facilities are needed – City facility at Snug Harbour becoming too shallow, too busy – public marina could be part of the Texaco site redevelopment.
- Keep building heights between 6 to 8 storeys on the south side of Lakeshore, 8 storeys on north side.
- Buildings should be environmentally conscious.

Group 2 Comments:

- New building heights should be restricted to 12 storeys outside of Lakeshore Road – heights should be maximum 3 storeys at the street front.
- Should be a 3 storey maximum on both sides of Lakeshore to help preserve the village character.
- There are a number of buildings that should be preserved – Riverside Public School, Wilcox Inn, Stavebank Church / War Memorial, Port Credit Arena and Clarke Hall.

Group 3 Comments:

- We need a pedestrian / bike bridge connection below the CN rail line.
- Looping is important to making transit work in compact communities – this will help eliminate traffic, allow transit to move – includes bikes and pedestrians.
- Don't promote development that will result in a 'theme-park' village – goal should be to promote a live/work functional community.
- Support local businesses; make it easier for small establishments to set-up business and stay.
- "Pedestrianize" Port Street, provide parking and pedestrian oriented features and linkages.
- Building heights should promote pedestrian places – limit heights adjacent to people places to 2 to 4 storeys – allow for variation in building heights, materials, styles.



- Respect the tradition of an economic port – provide opportunities for boats to loop, continue with dredging to support harbour activities.

Group 4 Comments:

- Port Credit is a pedestrian village, we need lots of places to meet, sit, talk etc.
- Accessibility to the Lake and visibility of the Lake is very important.
- Village Main Street should “trump” the highway function of Lakeshore Road.
- Bring back the streetcar along Lakeshore to Long Branch.
- Decrease the lanes on Lakeshore to 2 lanes.
- Encourage public transit, provide facilities for walking, biking.
- Focus on the heritage of the village and the storeys that it tells.

Group 5 Comments:

- Hurontario and Credit River Area should be more attractive.
- Fill in the gaps in building form with a continuous building front.
- Buildings not being re-developed because of unrealistic parking requirements.
- Need a better parking strategy, implemented as incentive for redevelopment.
- Clean up the Texaco site – like the idea of a university campus.

Group 6 Comments:

- Had many of the same comments as the other groups.
- Shopping area between Hurontario to Credit River not very pedestrian friendly.
- South of Lakeshore are opportunities for improved walkability – combination of stores, offices in a park-like setting.
- Texaco Lands could be developed as the University of Port Credit, wealth buildings with research labs for fresh water fish – labs for on-site remedial work for contaminated lands.
- Better transit and circulation, smaller shuttle buses – “free” supported by City – gets people out of their cars.
- Opportunities for large structured parking required to provide parking.

Group 7 Comments:

- We need to shape our community as a sustainable community.
- How buildings meet the street and people spaces will become very important.
- Pockets along Lakeshore should be focused, apply a creative philosophy to address gaps.
- Remain open to mixed uses.
- Lakeshore is a pedestrian corridor part of a larger system, connections need to be made.
- Higher order transit, light rail from Long Branch to Hurontario along Lakeshore.
- Already an influx of visitors to the park system, should expect more when district develops.
- Live, work, bike and walk to destinations.
- Parking not well used – need a better strategy. Not sure lack of parking is an issue.
- How and where parking is designed and how it is accessed will be critical to a successful strategy.



- Don't use large pieces of land for parking.
- Landmarks need unique personality – design and lifestyle.
- Expansion of cultural facilities and arts – integrate with pedestrian nodes.

Group 8 Comments:

- Maintain character of the 'Village'.
- We understand that the developer wants to make money but should respect the old and balance with the new – proper scaling is important.
- No large, massed development. No big boxes – use village scale and character to our advantage, preserve it.
- Reclaim the waterfront for public use. Lease back waterfront property for waterfront use. Waterfront is our distinct feature and we must respect and preserve it.
- Linkages that include features, connecting areas such as the east and west village, east village district to hwy 10 and the Credit River.
- Use streetscape and heritage features to connect distinct areas.
- High quality designs and building materials.
- New development must be sustainable.

2.2 Illustrated Plan Summary:

Parking:

- “Cash in Lieu” policy not working – too expensive for small establishments.
- Multi-story parking lot could be located at Queen Street east and Hurontario.
- Parking could be located at the Post Office.
- Keep parking areas at JC Saddington Park .
- Need better parking strategy.
- Surface parking needs to be landscaped and visually ameliorated.

Lakeshore Road:

- Potential commuter bike lane.
- Buildings should be Max 3 to 4 storeys at street, can step back to storeys above.

Land Use, Mix of Use:

- Will lose grocery store with the No Frills development.
- Too many restaurants, salons and spas, dollar stores, consignment stores.
- Need more basic needs stores like hardware.
- High density buildings should be nearest the go station.
- Should allow taller height restrictions to make a better case for under-utilized sites (2 storeys or less) to redevelop.

Texaco Site:

- One of the last large parcels in the district with waterfront access.
- Should be developed as mixed use community including recreation and open spaces. New area with “jet-ice”, condos, entertainment.
- Could incorporate University of Port Credit concept – facility focused on brownfield development and reclamation sciences, fresh water fisheries studies etc.



- Could incorporate new marina.

Protect and Preserve:

- Port Credit Arena.
- Riverside Public School.
- Heritage Conservation Area – Wilcox Inn, Clarke Hall.
- All churches.
- Lawn Bowling site as public space.

Recreation:

- Need more usability in the winter months, especially at the water edges.
- Waterfront trail should be continuous along the shoreline.
- Restore wetland area in JC Saddington Park.
- Need all-season washrooms in parks.

Transit:

- LRT / Bike loop from Hwy 10, Lakeshore Road, up through the Credit Landing mall, along CNR line to meet back with Hwy 10. Plus an extended line along Lakeshore Road from the Toronto lines to the east.
- Provide free shuttle bus in the summer.

Marina Harbour Lands, Port Street and No Frills:

- Rapid Ferry service to Toronto.
- Make into pedestrian promenade.
- Allow some residential development with mixed use ground floor.

Pedestrian and Bike Circulation:

- Pedestrian / Bike bridge over the Credit River adjacent to the rail bridge would provide better access to the GO Station for community west of the river.
- Pedestrian tunnel under CNR line at Mississauga Road needs to be connected.



2.3 Questionnaire Summary:

The following represents a summary of the questionnaires that were submitted at the Visioning Session. Questionnaires received after the event and on-line are not represented in this document.

Topic 1. Community Structure

1) What are your long term goals for your community?

- Preserve the “Village” character, keep small town feel along Lakeshore Road, Village main street should take precedent over highway maintaining a small-town atmosphere and sense of community.
- Heritage preservation, find a way to tell the stories. Preservation of whole neighbourhoods, (streets, trees, front lawns, and not just individual buildings).
- Economic stability and diversity supported by local community and beyond.
- High quality pedestrian realm, keep community walk-able, fill in gaps in circulation including lots of places to stop and talk, incorporate both active and passive aspects.
- Maintain and promote accessibility and visibility to both river and lake.
- Get people out of their cars, improve public transit, and encourage cycling and other modes of movement. Extend accessibility, including a higher order of transit from Long Branch.
- Multi-season use – lots going on in the summer, nothing in the winter. Plenty of park space to take advantage of. Sidewalk and trail maintenance in the winter months.
- Natural feature protection.
- Successful integration between old and new. Both structural (buildings) and lifestyle
- More opportunities for cultural facilities and the arts.
- Reclaim the waterfront for public use. Redevelop the Marina lands for public use – creating a destination. Create continuous waterfront along the shoreline.
- Create a diversity of activities to appeal for all ages, cultures.
- Develop the Texaco lands, presence along Lakeshore Road, uses must benefit community.
- Maintain, retain and expand public parks, paths and green spaces.
- Shaping the community development – high quality streets and architecture. Manage the scale of buildings with regards to shadowing etc. Restrict development where necessary. Maintain village character of building form, including height and materiality.
- Connect the east and west villages (Credit River divides).
- Community centre development for youth and general public.
- Good parking strategy.
- More dense and pedestrian friendly development around Lakeshore with better facilities for walking and biking.



- To become a live/work community.
- Entrance feature to Port Credit (East end “gateway”).
- Intensify the Library site, include more storeys on the bldg for meeting rooms, event venues etc.
- Making a more attractive destination of central Port Credit (Lakeshore Rd. between Hiawatha Parkway and Credit River, by creating continuous mixed uses.
- Provide more office type space to strengthen pedestrian aspect of streets.
- Maximum bldg heights along Lakeshore Road should be 2 to 4 storeys maximum.

2) On the maps provided highlight the following:

a) Show where you think there are opportunities for community improvements or redevelopment.

Why are these sites and areas important?

- Texaco site - its size and waterfront location are significant, needs to be part of the community. Could be developed as a University with focus on environmental studies, mixed use community, marina etc.
- Marina Lands, Port Street.
- Lawn Bowling site (SW corner of Park Street and Hwy 10), preserve as public open space.
- Lakeshore Road Corridor.
- Queen Street, emerging artisan community.
- West bank of Credit River, south of Lakeshore (Marina Park).
- Stavebank and Helen St. corridor.
- Develop Port Street as a pedestrian corridor.
- Shoreline protection and enhancement.

b) Highlight your community’s landmark sites such as heritage buildings, event areas, natural features or areas where the character and style of the existing buildings should be protected and enhanced. These can also be park areas and open space.

- Marina Harbour Lands, public marina and Snug Harbour
- Building at High Street / Hwy 10.
- Port Credit Arena.
- Riverside Public School.
- Wilcox Inn (Front Street and Bay Street).
- Lighthouse.
- Stavebank Church.
- War Memorial.
- The Ridgetown.
- Waterfront Parks.



- Port Credit Heritage Conservation District.
- Library, Post Office, Second Cup.
- The Credit River.
- Clark Hall.
- Hamilton House.

c) What land-uses are vital in your community and what uses are missing? Are there existing land uses that no longer belong?

- Vital: parks, waterfront and waterfront trail, family activities, community centres, Lion's Club, Library, affordable groceries, entertainment, retail, mix of housing levels, JC Saddington park, etc.
- Lacking: Grocery store, Institutional, University or college, waterfront destination at Texaco site, cold season attraction, cultural spaces/facilities, office space, public art, fountain, theatre/concert hall, museum/art gallery, waterfront recreation for the public, outdoor skating rink/winter facilities, affordable hotel, artists, major park, parking for visitors, live/work spaces.
- No longer belong: Industrial side of marina lands.

Topic 2: New Buildings

3) What are your goals for the design of new buildings in your community?

- Maximum 3 storeys along Lakeshore Road.
- Maximum of 2 storeys along Lakeshore with sensitivity to adjacent buildings.
- Maximum 12 storeys beyond Lakeshore Road.
- Architecture that 'fits' with the community, "Green" buildings: energy efficiency / sustainability.
- Attractive, well-lit, safe and beautiful Lakeshore Road corridor.
- Pleasing aesthetics which utilize natural materials (e.g. recycled woods, stone, and glass brick).
- Low density, compatible with Village character.
- No point towers, No more glass and girder towers, No more monster homes.
- New buildings should provide for public parking on site or help pay for municipal parking elsewhere, for the benefit of the community.
- Imaginative buildings.
- Buildings should integrate into the street in a manner which is pedestrian friendly and engaging. Interaction of buildings with the sidewalks (storefronts, sidewalk café's etc.) to create a high quality streetscape.
- Encourage designs which are complimentary to existing buildings.
- Buildings which are less than 3-4 storeys.



- Mixture of uses within the same building with flexible parking standards.
- In low density residential areas, maintain character and scale and materiality of single family homes.
- The city should take responsibility for parking, creating lots 1 block off of Lakeshore.
- User friendly buildings which have good natural lighting and air circulation.

4) What should new buildings look like along the major roads, in existing neighbourhoods and on under developed lands?

- Buildings should contribute to the beauty of the corridor.
- Allow diversity, variety of bldg frontages e.g. rooflines, step-backs, facades, colours etc.
- Improve ground level streetscape around Elizabeth, Helene and Anne Streets.
- Low rise / low density with deep setbacks.
- Incorporate green space.
- Underground parking.
- Side street access to resident parking.
- Retail incorporated on main streets.
- No franchises.
- Warm materials (wood).
- 2-4 storeys.
- Significant architecture.

5) Should there be a difference between buildings on the north side of Lakeshore Road versus the south side of Lakeshore Road?

- Maximum 3 storeys on both north and south side of Lakeshore Road.
- Maximum 6 storeys on north side, and a maximum of 3 storeys on south side of Lakeshore Road.
- Lower Heights closer to the Lake.
- Access to the Lake should remain open and available to the public.
- Buildings should be taller from riverfront to Hurontario, north and south of Lakeshore Rd.
- There should be a height restriction of 3 storeys on the south side of Lakeshore Rd.
- Step back (vertically) the north side of Lakeshore to reduce street frontage.
- Develop open courtyards on frontage/road sides.

Topic 3: Improved Streets and Open Space

6) What are your goals for improved streets and open space in your community?

- Better left turn functions, less congestion, fewer parking issues.
- Create pedestrian only spaces such as the Marina Lands.
- More benches, trees, landscaping, along Lakeshore Road.



- Hide parking. Should be placed behind buildings or in municipal stacked structure like Burlington. Directional signage key to making this work.
- Allowances for bicycle circulation within the streets.
- Provide streetcar service along Lakeshore Road connecting to future Hurontario line.
- Good sun exposure in the streets and public spaces.
- Connect Queen Street neighbourhood on west side of River to the community on the east side via a pedestrian bridge adjacent to the CNR line.
- Downtown should have an open view of the lake.
- Separation of sidewalk from the street using grass boulevards.
- Reduce traffic on Lakeshore Rd. (Local traffic only).
- Pedestrian-friendly streetscapes with more public art spaces, parks and gardens, creating a dense green canopy on Lakeshore Rd.
- More bicycle and walking trail expansions/improvements.
- A higher order of transit from Long Branch (street car).
- Enhance, create gateways for the district.

7) Where would you like to see new open spaces and streetscape improvements?

- Port Street becomes a promenade.
- Texaco Property.
- Shoreline on west side of Credit River from CNR line to JC Saddington Park.

8) What kind of elements would you like to see in the streets and parks?

- Public art.
- Added topography.
- Trees and Shrubs, gardens.
- Benches and other seating.
- More street furniture. Uniformity amongst street furnishings.
- Separated pedestrian / bike trails.
- Drinking Fountains.
- Heritage Signs at appropriate sites.
- Retain as much open space as possible.
- Elements for seniors (e.g. outdoor chess).
- Signage reflective of unique history (e.g. street names).
- Eliminate concrete planters.

If you wish to fill out the on-line version of the questionnaire, it is available on the City's website: www.mississauga.ca/lakeviewportcreditreview

Place Making Vote:

The conclusion of the evening included a Place Making Vote where the attendees of the workshop were asked to identify their top three locations they would like to include in the Place Making workshop. The following summarizes the locations identified and their suitability as a place making site.

Location	# of Votes	Ranking	Recommendations
Lakeshore Road Corridor	6	3	We are recommending the Lakeshore Road Corridor for the place making exercise.
Texaco Lands	10	1	We recommend this site for place making
Marina Harbour Lands	6	3	We recommend this site for place making
Port Street	7	2	We recommend this site for place making. It would be good to combine this site with the Marina Harbour Lands.
Lake Ontario Shoreline / Waterfront	1	6	As the shoreline is being addressed in the Waterfront Parks Strategy, we don't recommend that it be included as a place making site.
Marina Park	5	4	This site is being addressed in the Waterfront Parks Strategy.
Credit River Pedestrian Bridge Crossing	1	6	Not recommended at this time.
Lawn Bowling Site (Park / Hurontario)	1	6	Not recommended at this time.
Canada Post Building	2	5	Not recommended at this time.
No Frills Site	1	6	Although not part of the community's top five sites, it would be good to include this site with the Marina Harbour Lands and Port Street.
Port Credit Gateways, east and west	1	6	Not recommended at this time.

The Study team will proceed with the following approved sites for Place Making in the Port Credit District:

- Texaco Lands
- Marina Harbour Lands, Port Street, No Frills Site
- Lakeshore Road Corridor

What's next?

Lakeview Place Making Session:
Wednesday, January 30th, 2008
Lakeview Golf Course

Port Credit Place Making Session:
Wednesday, February 6th, 2008
Clarke Memorial Hall

