

Public Consultation Summary: Final Public Open House June 19th, 2008

1.0 Introduction:

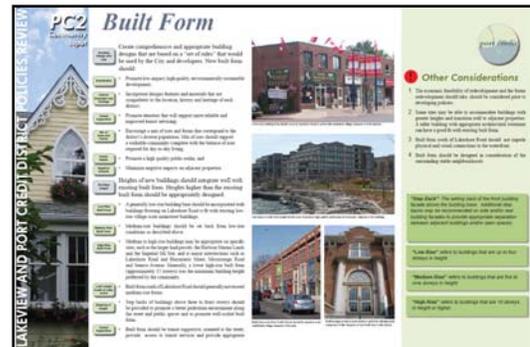
On Thursday June 19th, 2008, staff from the City of Mississauga, in conjunction with consultants Brook McIlroy Inc./PACE Architects, and Poulos and Chung Transportation Engineers hosted an open house for the Lakeview and Port Credit District Policies Review Public Engagement Process. Approximately 70 people attended the Open House sessions.

1.2 What was presented?

A series of display panels for each of the planning districts was presented. The panels outlined the summary of public input collected to date relating to specific themes. The panels also indicated other matters that will need to be considered when developing the policy recommendations. The display panels are available for viewing on-line at the web address provided below.

2.0 Public Participation

Attendees of the Open House were asked to participate by reviewing the display panels; making comments on each panel with post-it notes provided; asking questions and discussing their ideas and concerns with staff from the City and the consultant team and completing and submitting a questionnaire. The intent of the evening's input is to ensure that the consultant team has "got it right" before proceeding into the recommendations phase of the study.



**Please Note: The Open House materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview**



2.1 Summary of Comments for the Lakeview District Panels

Panel L3: Waterfront

- New designation should allow small scale food/drink kiosks like they have in Rio or Barcelona.

Panel L4: “Mixed Use” Designation

- Small scale stores such as sandwich shops should be encouraged.

Panel L5: Intensification

- We want to grow smart. Intensification is good but not on the magnitude of Toronto's Waterfront. Keep community aesthetics as much as possible.

Panel L7: Neighbourhoods

- Create regulations for maximum lot coverage on residential lots to discourage “monster homes”, homes that take up the entire lot.
- Add policies that require the preservation and protection of existing trees and gardens.

Panel L9: Industrial Lands

- The south side of Lakeshore Road should be developed as a “heritage” trail. It should look more like a boulevard.
- If we change all employment land, where are people going to work? Shouldn't it be better to have a balance residential/employment? Regenerate that area for employment use instead. That makes more sense: Live & work in your community.
- I am selling my house after seeing your visions for Lakeview.
- This is quite a wish list.

Panel L10: Former Lakeview Generating Site

- Add more boat slips and marina facilities.
- Density placed here must not place pressure on Lakeshore Road.

Panel L11: Lakeview Wastewater Treatment Facility and Arsenal Lands

- These types of businesses must be more open to public. Encourage “open houses” so concerned citizens can ask questions. This may help disperse ‘myths’ about the facility and enhance their public image at the same time.

Panel L12: Lakeshore Road

- Traffic should flow on Lakeshore Road, including left and right turns. No light rail – it's bad for traffic. Think about Spadina Ave (Toronto).
- Maximum heights should be established by considering the adjacent community.

Panel L13: Inglis Site

- Protection of Cooksville Creek as natural habitat is critically important.
- No buildings should be allowed in the floodplain.

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Panel L14: Dixie Outlet Mall and Applewood Village Plaza

- We like Dixie Outlet Mall the way it is. Why spoil it. It is safe to shop there. Sometimes you can't find a place to park.
- Applewood Plaza was part of our first master-planned community in Mississauga. Should it be preserved?
- The Dominion store should be designated and included in any redevelopment scheme.

2.2 Summary of Comments for the Port Credit District Panels

Panel PC1: Vision Statement

- New development must demonstrate a higher level of responsibility to environment.
- This may imply or promote "NIMBY-ism".
- Intensification on waterfront in the past has been bad with not much being left for lake front open space in Port Credit. No more!
- Even if under new regulations brownfield development is allowed (Imperial Oil lands) We should be very wary of future problems related to pollution.
- Does intensification make sense to the local community or the City?
- Cyclists and pedestrians if possible should be separated. Walking is not fun with cyclists flying by.
- Show us vision for next 33 years.
- Must avoid canyons on the lakeshore – continuous wall of tall buildings should be avoided.
- Right on! I agree with this statement.

Panel PC2: Built Form

- The push for high-rise buildings on these sites seems to be coming from developers, not residents. It may be coming from the professionals who have studied this stuff.
- Low rise only on south side of Lakeshore Road. Mid rise can set back one lot depth.
- Medium rise should be the maximum height south of Lakeshore Road.
- Mid rise should be the maximum height in Port Credit. Limit to south of Lakeshore Road.
- Low rise only along village mainstreet. Mid rise must be 100 feet back.
- New buildings should be sensitive to village character.
- Include easy access to basic and reasonably priced food stores.
- Existing city-owned heritage buildings need to be properly maintained. i.e. Derry House.
- There should be no high rise development south of Lakeshore.
- High-rises only by GO Station, low-rises on Lakeshore Road on both north and south sides. Medium rise elsewhere (except south of Lakeshore Road).
- High Rise is NOT desirable for Imperial Oil or Harbour Marina sites.
- Everyone I speak to will be shocked with 15 storeys as the maximum building height.
- No medium or high rise on Harbour Marina lands.
- Ensure the Post Office has the adaptive reuse. Historical designation.

Panel PC3: Waterfront

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- Should allow some small scale food/drink kiosks along waterfront trails.
- Year round path access in Parks. Please plough snow.
- Need the pedestrian bridge over the Credit at CNR tracks to complete connectivity!!
- Rocks are not enough, we need more accessible beaches.
- Brownfield sites should only have moderate intensification targets.
- Yes – promote LEED compliance.
- Brownfield sites! Texaco lands should remain open for public use, ie. waterpark, family complex etc.
- Brownfield sites could also be used for lower intensity activities if capped rather than cleaned.
- It would not enhance the waterfront to have medium to high rise development on the Harbour Marina lands.
- Public washrooms should be added to the new “Waterfront”.
- Make more direct access to water in parks. Build beaches in all waterfront park

Panel PC4: “Mixed Use” Designation

- Eco-coop type housing should be considered.
- Encourage employment in town. This may be the key to traffic issues.
- Consider co-op housing.
- Need to add more of a ‘canopy effect’ along the streets.
- Affordable mixed use housing is critical.
- More trees along the street please.
- Must integrate transit frequency and bike facilities to allow lower parking requirements.
- City must provide guidance on how many new people will comprise intensification over next 30-50 years – How intense is intense?

Panel PC5: Intensification

- Determine Port Credit’s “fair share” of population through 2030. How many people?
- Maintaining agricultural lands is vital, but hydro lands for home gardens should be made available.
- Parking facilities should not interrupt the flow of the main street character on Lakeshore Road.
- Intensification should include employment facilities/work space.
- No above ground/grade visible parking structures.
- Please do not intensify on the Marina Harbour Lands – it would be such a waste! This needs to be a public place.
- Note that intensification doesn’t mean (necessarily) great heights and that it shouldn’t happen.

Panel PC6: Transportation

- Don’t use pending studies as an excuse to do nothing now (re: bike lanes). Put the bike lanes in next week!
- Yes to bike lanes along Lakeshore Road.
- Yes Yes Yes! (in reference to the cycle lanes image).

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- Do this in 2008 (in reference to the cycling facilities).
- Huge! (in reference to the transit lifestyle)
- Street furniture please.
- Make Lakeshore Road 2 or 3 lanes by Sept 2008! Do it now.
- Create a second bridge over the Credit River and be creative about traffic distribution to minimize impact on neighbourhoods.
- Study Lakeshore Road traffic; is the problem local, or caused by commuter traffic from other areas?

Panel PC7: Neighbourhoods

- Provide protection for existing trees and gardens.
- Create regulations for lot coverage to discourage “monster homes”.
- Set construction completion dates so that half finished houses don’t stay that way.
- Protect historical buildings!
- All new development should be sympathetic to the neighbourhood.
- The city needs to make a commitment to maintain existing property i.e. Derry House.
- Make adaptive re-use mandatory.
- Get support from new Provincial legislation.
- This is also a distinct neighbourhood: (sketch shows railroad tracks to the North, Lake Ontario to the South, Credit Landing to the East, and Broadview to the West, with Lakeshore bisecting E-W).

Panel PC8: Remnant Employment

- Yes! (to support recent trend of the emerging artist /craftsmen uses)
- GREAT IDEA! (support recent trend)
- No (to mitigate vacancies)
- Consider new road East/West adjacent to the railway.

Panel PC9: Port Credit Harbour Marina Lands and Port Street

- Retain the PORT characteristic(s) in this place. Keep warehouse use and reuse as artisan workshops featuring port activities of both past and present. Harbourfront (Toronto) comes to mind.
- Need to create “opportunity” to develop Ports Hotel, and that means height.
- Must allow 100% public access to all shoreline.
- Should have 1 or 2 high rises out on the point to help reduce some of the land coverage.
- “Tall iconic structure” should be artwork, not a building.
- Looks like Port Street East is planned to be another Toronto style condo alley along the waterfront despite what the public wants.
- No high rises south of Lakeshore.
- No high rises!!
- Port Street is an alternate traffic route during festivals and emergencies. It must be maintained.
- Ferry from Toronto and the USA would be perfect!!

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- Bullet #3 is a great idea.
- The west side of the river should echo that look and have small shops and restaurants etc.
- Port Street should be developed as a centre for restaurants, coffee shops etc. with a uniform look!
- Yes! Ferry!
- If a ferry from downtown Toronto to US didn't work economically, a ferry from PC would never work.
- Keep the Port in Port Credit!
- Provide space for patio restaurant seating along the shoreline and other areas.

Panel PC10: No Frills Site

- Keep small character and building material to match existing buildings.
- 2-3 storeys at Lakeshore Road may step back to taller buildings in behind.
- Frontage onto Lakeshore Road should have some character. Not box like.
- Bullet #2 - Make the storefront as 1 grocery store instead of 5 stores.
- Keep eclectic main street look of village.
- Bullet #2 – add to this the need for the walking distance to be convenient to apartment building neighbourhood.
- Below grade grocery store?
- Offer lower parking standard for grocery store.
- Coordinated block development is required. Prevent repetitive shadow and other negative impacts for nearby buildings.
- Put a grocery store by the GO Station.

Panel PC11: Imperial Oil Lands

- Right On! Great idea.
- No tall buildings. Low to mid rise only.
- Bullet #4 Yes! Good idea.
- Maintain existing pond on south-western corner of site.
- Agree with bullet #2 100%.
- If this is a viable site for development, Imperial Oil would have done so years ago! Why haven't they?
- Imperial Oil should be taxed at a rate commensurate with what they had there previously. Maybe then they'll be compelled to clean the site.

Panel PC12: Lakeshore Road

- Distributed density along Lakeshore obviates the need for high rises.
- Step buildings back to avoid a "canyon" effect.
- Yes to bullet #8 – this is an eyesore.
- Parking should be placed behind storefronts.
- Narrow Lakeshore Road to get bike lanes and wider sidewalks. Dedicate secure bike facilities for locals.

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Panel PC13: Lawn Bowling Site and the Port Credit GO Station

- Would allotment gardens be possible on the Lawn Bowling Site?
- Houses at the edge of the site are designated heritage and would remain designated while they are used for public use.
- Provide ample retail space. This could be an excellent site (GO Station) for No Frills type grocery store.
- No above grade parking.
- Need parking garage for station with stores above.
- Put a grocery store by the GO Station to serve the high-rise walkers & commuters.
- Put a parking garage by the GO Station.
- "If" the lawn bowling site is developed, income should be directed to Port Credit amenities.

2.2 Questionnaire Summary

The questionnaire prepared for the Open House asked the following questions:

1. Which District are you commenting on? Lakeview, Port Credit or both?
2. What is your involvement with the community? Resident, business person or other?
3. How accurately does the information on the panels represent your views? Very accurate, accurate or inaccurate?
4. Please explain your response.

Question 1 Results:

74% of the respondents were commenting on the Port Credit District.

13% commented on the Lakeview District.

13% commented on both Districts.

Question 2 Results:

100% of the respondents were residents. Of the residents, 13% were also business owners in the area.

Question 3 Results:

33% of the respondents answered that the panels were "Very Accurate".

60% answered that the panels were "Accurate"

7% answered that the panels were "Inaccurate"

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Question 4 Comments:

1. Only concerned about the Marina Lands. I do not want residences south of Lakeshore Road. Like bicycle, pedestrian, transit push. Post Office land should be incorporated into parks.
2. The public involvement process has worked well, however I think it would be useful to keep track of who the suggestions are coming from – residents, small businesses, developers, etc.
3. The requirement for intensification has been discussed but resisted by the majority of residents. I think the boards deal with this with the balance weighing in favour of more rather than less intensification, and more height rather than less (again, probably not the majority view).
4. Community input is important but not when it is not grounded in strong supported arguments and not when it reverts to simple (and dangerous) “NIMBYism”.
5. Above grade parking (multi level deck) should be avoided at all costs (GO train site, heritage/central residential district, etc.)
6. When defining neighbourhoods, not sure the East Village is identified. (Drawing showing boundary of #10 and ‘Seneca’ to ‘Adamson’ and Lake)
7. Can a below grade (with above grade entrance/boutique) grocery store be included in the No Frills development?
8. There are good ideas here, but also we need to have a balance between jobs and residences. It is not a good idea to change all the employment areas into residential and commercial uses. These employment areas could be transformed into nice looking office areas for professionals and highly skilled workers. (I think there are lots of professionals living in Mississauga and highly skilled workers that would love to work close to home.) This in addition to some small manufacturing.
9. I’m a commuter and it will be good for the community start working in the community.
10. Imperial Oil / Esso should be taxed for their land as all other property owners are. This might speed up the clean-up of the land.
11. No high rises on Lakeshore & Mississauga Roads. Need better recreation facilities in Port Credit. A proper swimming pool not behind propane tanks and high rises, multi level parking at GO Station. One cannot get a parking space after 10 AM.
12. Existing buildings are accurate. Plans look good.

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13. More development is required in Lakeview-Lakeshore. Rail buses (street car) is a bad idea: Spadina (Toronto) under construction these last 5 years is killing business.
14. Need to upgrade sewage treatment plant first. (Dixie/Lakeshore)
15. The building height issue seems very vague and not well defined. I am very opposed to any building south of the Lakeshore taller than the Waterside Inn. My preference would be that new development not exceed the height of the Regatta building.
16. I am also unclear on the plans for the GO Station and lawn bowling site. Most of the statements are very vague, so the success of this process will depend on the city's interpretation of the community's input.
17. I understand intensification around the GO Station, but do not want it to go as far as Mississauga Road, nor to Lakeview.
18. Want tree-lined streets, recreation, more walks, fountains, winter activity (rinks), summer splash pool, crafts, etc.
19. Please listen to the public.
20. No high-rises in Port Credit. Retain the village character. Enhance on the 'canopy' and add more green! Protect and preserve our natural environment.
21. Excellent integration of ideas.
22. Must manage density with real forecast of population growth that Mississauga and this area must absorb over next 30 years. Quantify it please. Then we can judge how much density to plan! Share the demographic facts with us.
23. Giving access to the lake to the public and making Lakeview a destination. New structures must tie in to existing residential areas to maintain its charm and they must transition properly to the neighbourhoods.
24. Most main themes are relevant, but the exact details/recommendations may not totally reflect my ideas. These differences have been noted on Post-Its. I would have liked to have examined Lakeview's boards as Lakeshore Road is a corridor connecting us from Etobicoke Creek to South Downtown. We must get it right – we won't have a second chance.
25. Thanks for all your work. You've captured the essence of our needs.

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26. I feel that the development will enhance the community. However, it is too bad that the development being built at the corner of Hwy 10 and Lakeshore did not keep to a lower density as the proposed development seems to be too high and it will greatly affect traffic in the area.
27. Community Objectives re: Marina Harbour, Port Street and No-Frills Site. How many contradictions can there be in one development plan?
28. Support Main Street 'Walkable' Village Character: Much is made of the desirability of maintaining or even improving "walkability." But what's the plan? First construct a twenty-something floor condo tower. Then demolish the only supermarket within walking distance of the largest concentration of the existing population and replace it with what? Yet another high-rise condo building of new residents who will also require to travel by car or grocery shop at convenience store prices and limited selection.
29. I can see how this may achieve another stated aim, to slow traffic, but it will be as a result of increased not decreased congestion.
30. The list goes on but perhaps the biggest anomaly is that Mississauga should persist in characterizing Port Credit as "the village on the lake" while allowing it to increasingly resemble Manhattan.

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