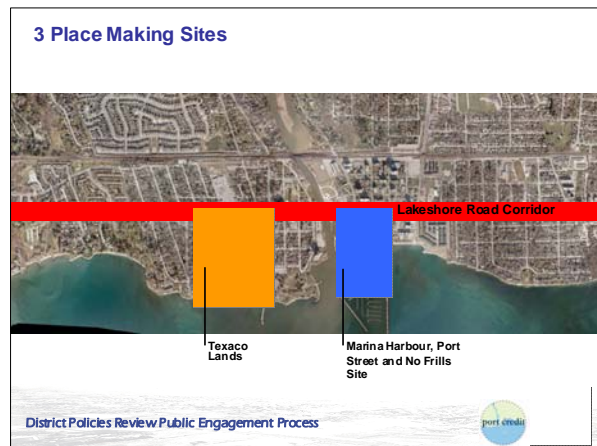


**Public Consultation Summary:
Port Credit Place Making Meeting February 20, 2008.**

1.0 Introduction:

On Wednesday February 20, 2008, 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 “place making” workshop for the Port Credit district. This was the fifth meeting in a series of meetings as part of the Port Credit and Lakeview District Policies Review, Public Engagement Process.



1.1 Who Came To the Visioning Meeting?

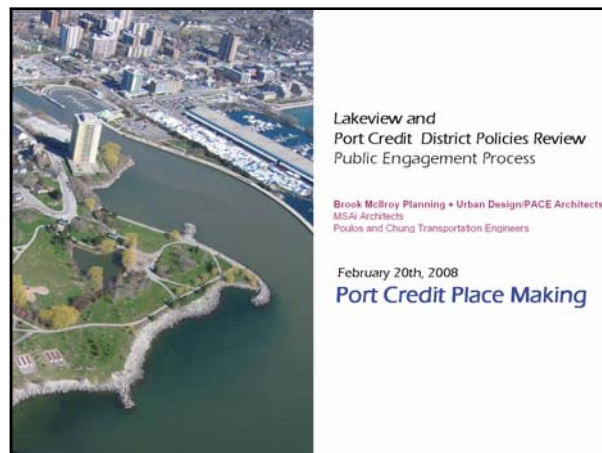
Approximately 81 people attended the event including representatives of many active community groups.

1.2 What was presented?

City Staff and Councilor Carmen Corbasson 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:

- Introduction of Place Making
- Review of Top Five Priorities from Kick off Meeting
- Review of physical community structure
- Introduction of Three Place Making sites – Lakeshore Road Corridor; Texaco Lands; Marina Harbour, Port Street and No Frills site



**Please Note: The Place Making Workshop materials are available on-line at:
www.mississauga.ca/lakeviewportcreditreview**



2.0 Place Making Workshop

The purpose of the Place Making Workshop was to determine community preferences for shaping the future of the Port Credit community. Each table initiated discussion by describing their top two priorities for that area, with further topics of discussion outlined on a worksheet. The following is an outline of each workshop's objectives:

- Lakeshore Road Corridor groups discussed
 - Common Elements of Lakeshore Road - Street features, Boulevards, Built form and Open Spaces
 - Character Areas – Shawnmarr, Texaco Lands, Core Village, East Village
- Texaco Lands workshop discussed
 - Development Principles – Land Uses, Built Form, Edges and Interfaces, and Open Spaces
 - Site Specific Development Strategies – Land Uses, Framework of Streets and Blocks, Lakeshore Road Streetscape and Street Character, Built Form, Green and Open Spaces, and Sustainability
- Marina Harbour Lands, Port Street and No Frills Sites discussed:
 - Establishing a Vision – The role of area in Village and Waterfront Setting, Character, Land Uses, Built Form, Edges and Interfaces, and Open Spaces.
 - Development Strategy – Looking at Pieces: Marina Harbour Lands, Lakeshore Road Frontage, Port Street, and No Frills Site.

Groups were asked to make notes of their ideas on the worksheets provided and utilize a series of precedent photographs to illustrate their preferred urban design elements. At the end of the place making workshop, each group presented their recommendations and discussion items.

2.1 Discussion Items Summary: Please also refer to section 2.2 Worksheet Summaries

Group 1 Comments: Marina Harbour Lands, Port Street and No Frills Sites

- Retain marina capacity, connect/continue waterfront trail, setting for mixed land use similar to Granville Island.
- Auto-free, well circulated pedestrian routes/waterfront trails, links to LRT, make interesting and pedestrian friendly, connecting areas from GO/LRT/Lakeshore Road to the harbour, prevent heavy automobile use.
- Underground parking throughout, restricted automobile access to pedestrian areas.
- Some higher buildings for density, lower buildings with retail/hospitality, new development to have small building footprints.
- More public involvement regarding opportunities to increase density, including Canada Lands.
- Include artist/cultural industry with affordable housing options, live/work spaces.
- Central feature/site destinations for a mixed-use node.

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- Community centre a possibility.
- Density to eastern and western villages to spread traffic and jobs.
- Link Port Street and Lakeshore Road with condominium element, retail and commercial.
- Address the community concern of losing a pedestrian friendly grocery store.
- Generally supportive of proposed No Frills site redevelopment (not yet filed).
- If the marina port lands are redeveloped it will necessitate the repurposing of the Post Office parking and Ports Hotel on Port Street.
- Provide continuous vistas throughout.
- Initiate redevelopment opportunities before 2024 (end of lease date), start public consultation process.

Group 2 Comments: Lakeshore Road Corridor

- Continuous streetscaping, consider colours and signage.
- Gateway features at western and eastern boundaries.
- Development on Lakeshore to be consistent, rather than stripland/ eyesores.
- The Core Village Character area to be moderately uniform and consider scale and a continuous street wall.
- New development in Core Village to be set close to street, with wider sidewalk, benches, bikeposts, lampposts, hanging planters and use sustainable features such as solar power.
- Modern buildings with business to tie streetscape in East Village Character area and continue with main street commercial.
- The East Village is missing a place to gather.

Group 3 Comments: Texaco Lands

- Opportunities for these lands to be used by and for the public, such as historic, educational, cultural (museum), ecological (gardens, wetlands), as well as retail, farmers market and waterfront trails.
- Include alternative energy sources, such as solar and wind, and other environmentally sustainable or creative approaches.
- Public amenities should also be incorporated such as parking lots, comfort stations, tourist areas.
- Precedents are Riverdale Park and the Brickworks.

Group 4 Comments: Marina Harbour Lands, Port Street and No Frills Sites

- Marina should remain in some form.
- Enhance pedestrian access and connections to parks and water.
- Include mixed-use and office space.
- Height is not as important as open space and design.
- Marina lands and waters edge should be publicly owned.
- Site should have an iconic building, such as a light house or opera house.
- Opportunities for boat transport to Toronto and Rochester.
- Remove car use, option for a shuttle bus to bring people to area.

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- Create a public square similar to European examples.
- No Frills site should remain and have frontage that reflects streetscape with surrounding buildings stepping up.
- Activities should be mixed uses and offices, also school of the arts, community services such as a skating rink.
- Options to maintain/plow the trails.

Group 5 Comments: Texaco Lands

- One option to keep lands as one parcel and dream big, such as a campus.
- Another option to divide the lands – 1/3 for green space and parks, 1/3 for institutional and 1/3 for mixed residential.
- Parks to extend and continue from Saddington Park.
- Options for institutional use are education, community centre with pool, rink, museum, theatre, aquarium.
- Transportation – the LRT should run behind Loblaw's site and not disrupt.
- Parking should be below, the ground should be for people.
- New development should be at 2 storeys with stepbacks up to 6 storeys at full lot depths (towards the middle of the site) and reflect the adjacent neighbourhoods and heritage.
- Low rise, mid-density developments should have small footprints.
- Affordable housing should be included.
- Dedicate one bi-directional lane for peak traffic and one lane to bicycles and to accommodate a wider sidewalk.
- Provide shuttle and ferry service.
- Create natural connections to the water.

Group 6 Comments: Lakeshore Road Corridor

- The context of Port Credit is that it is an authentic village, it offers full services accessible by foot or bike – new district policies to reflect “built function”.
- The boundaries of Port Credit makes Lakeshore Road the life-blood artery, traffic is a priority issue in order to maintain village mainstreet and foster a “signature look”.
- Port Credit has strategic value to the entire city, as a “Jewel on the Lake”, which should be reflected in district policies.
- Density should be shared throughout the city, increased density in Port Credit should be low- to mid-rise distributed along the length, with a maximum of 3 storeys along corridor with new development that respects heritage.
- Retail to create a continuous streetscape that reaches right to the sidewalk.
- Imperial Oil property should have storefront retail with a mix of office and living space above to avoid “dead zones”.
- Lakeshore should support integrated transportation modes with bike lands, wide sidewalks, improved public transit and 3-tidal traffic lanes for circulation.
- Environmental challenges should be addressed, looking at trees, watershed, unpleasant nuisances and green buildings.

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- One or two Parking garages are preferred.
- There are opportunities for year round, all ages community spaces in laneways behind Lakeshore.
- Enhance north-south connectivity and views to alleviate pressure along Lakeshore, build a bridge across Credit River.
- District policies should reflect and retain the current social matrix.

2.2 Worksheet Summaries

Group 1 Marina Harbour Lands, Port Street and No Frills Sites

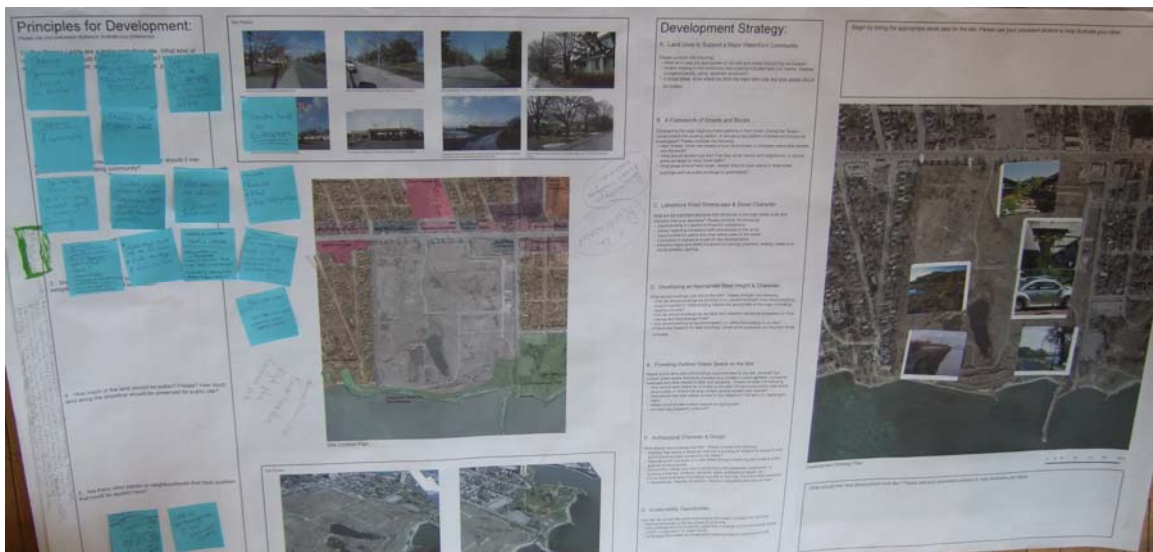


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Group 2 Lakeshore Road Corridor



Group 3 Texaco Lands



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Group 4 Marina Harbour Lands, Port Street and No Frills Sites

Principles for Development:
Please use these ideas and your personal ideas to discuss your ideas.

- Think about the Marina Harbour Lands as a whole, and how it fits into the Port Credit and waterfront setting.
 - bank marker to remain in some form
 - pedestrian friendly
 - mixed use, residential/office
 - Public Access / Public ownership on marina lands
 - Public Pool / museum / performance centre.
 - Iconic building from lake in Public Ownership
 - Potential Commercial District
 - Future buildings - reject tall towers (retail)
 - Public space is school of arts
 - Community pool
- What is the role of this area in its key location along the waterfront?
 - iconic building / functioning light house.
 - Open house / Australia
 - pedestrian connection to parks
 - Continuous water front trail, pedestrian & bicycles.
 - Ferry service to the city / Alternative to transit
 - no more parking / driving
 - remove curb for secondary lanes
- How much of the land should be reserved for public use?
 - All waterside should be in public lands
 - 50' → 400' of waterfront to be in Public Ownership.
 - What's required for Public square.
 - streets to be partially in public. B.s. private
- What is your preferred vision for the area? A mix of uses? Residential? Retail? Parks and open spaces?
 - The 100 mile market
 - Natural market / Community focused food & product.
 - Swans only.

Additional notes and sticky notes on the map include:

- change Port Street to Pedestrian & bicycle friendly
- Public Square
- Keep no Frills on the site
- Keep away from Lakefront as destination
- View from street maintained - street (vintage residential)
- Height not as much but best spaces
- emp-loy ment office in building

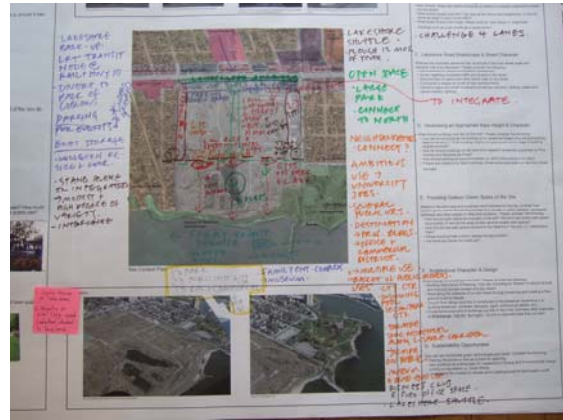
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port credit & lakeview

District Policies Review
Public Engagement Process

City of Mississauga

Group 5 Texaco Lands



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Group 6 Lakeshore Road Corridor

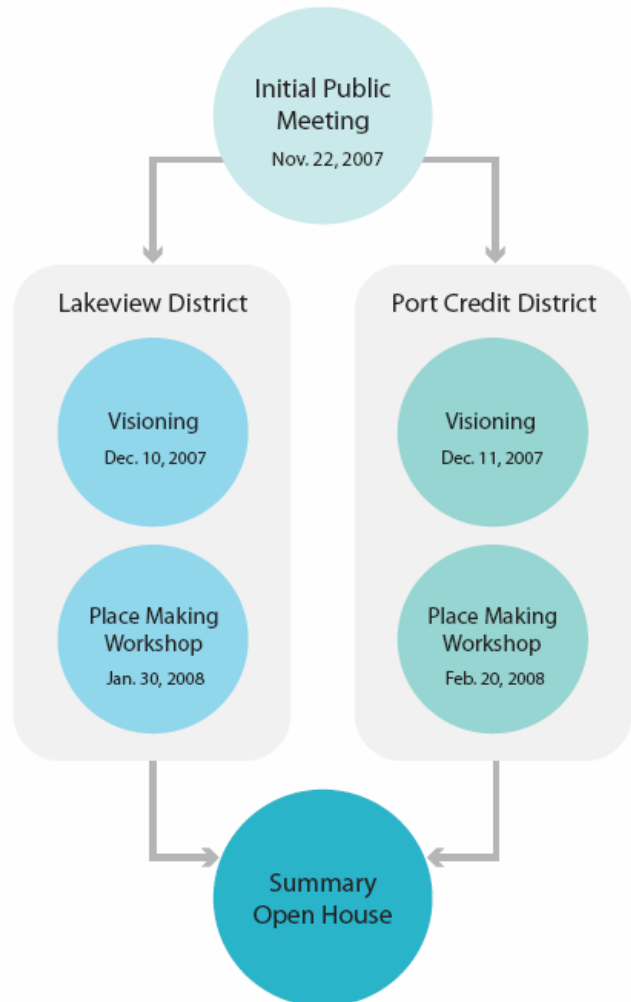


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What's Next?

Lakeview and Port Credit Open House
April 2008

(Exact date and location to be determined)



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