



Lakeview and Port Credit District Policies Review Public Engagement Process

Brook McIlroy Planning + Urban Design/PACE Architects
MSAi Architects
Poulos and Chung Transportation Engineers

February 20th, 2008

Port Credit Place Making

***A Chance to Shape Your Community
Creating Certainty for the Future
Ensuring a Flexible Community Framework***



Place Making Schedule

Welcome

6:35-6:40pm: Introductions (City Staff)

6:40-7:00pm: Presentation
(BMI/Pace)

Workshop Introduction

7:00-8:30pm: Workshop

8:30-9:00pm: Group Reporting

Next Steps



Team Introduction

**Brook McIlroy Planning
+ Urban Design/PACE Architects**

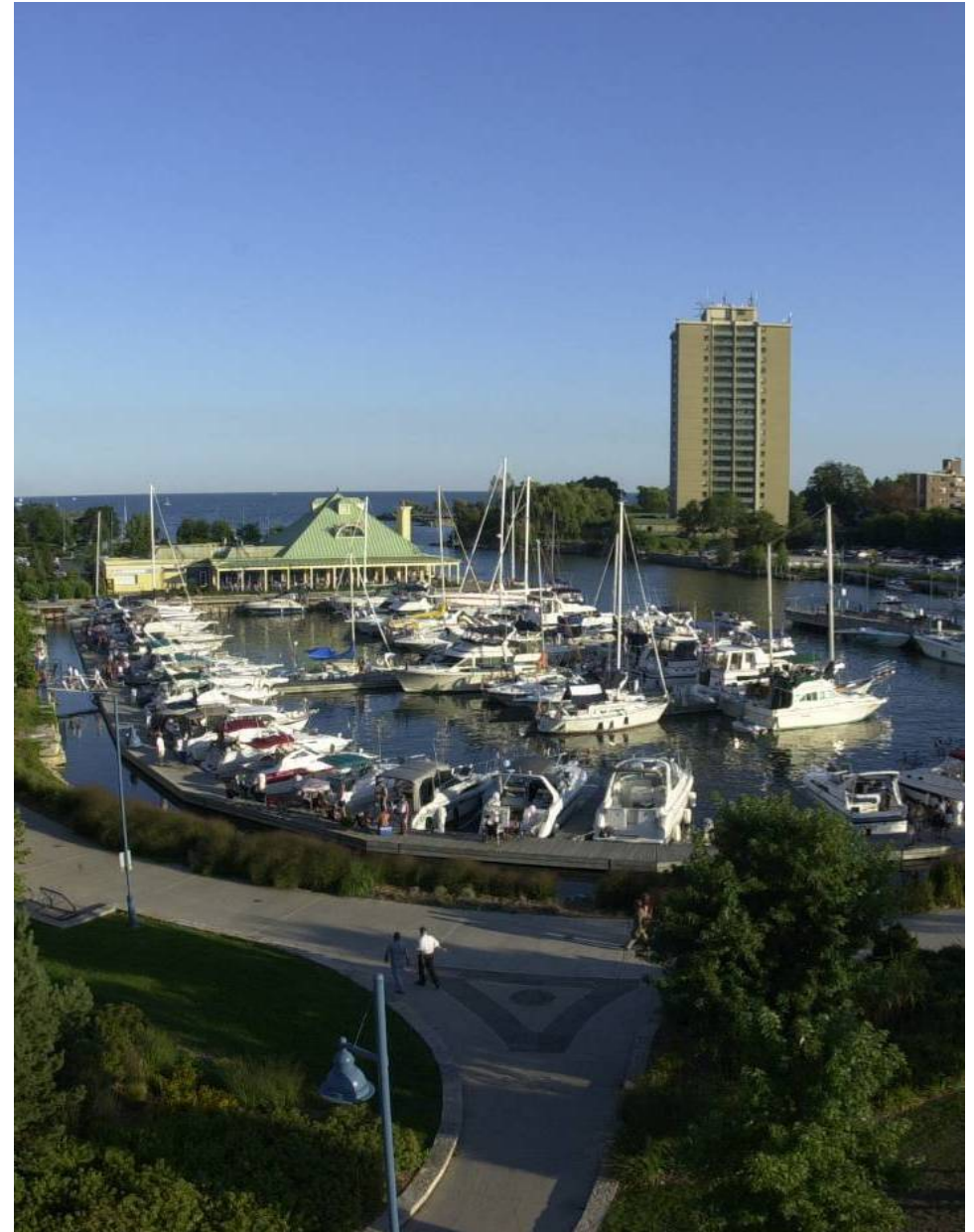
Anne McIlroy
Jana Joyce
Stacie Amo
Kate Kusiak

MSAi Architects

Michael Spaziani

Poulos and Chung Transportation Engineers

Nick Poulos



Project Process

Research: *On-going*

Kick-off Meeting: *Complete*

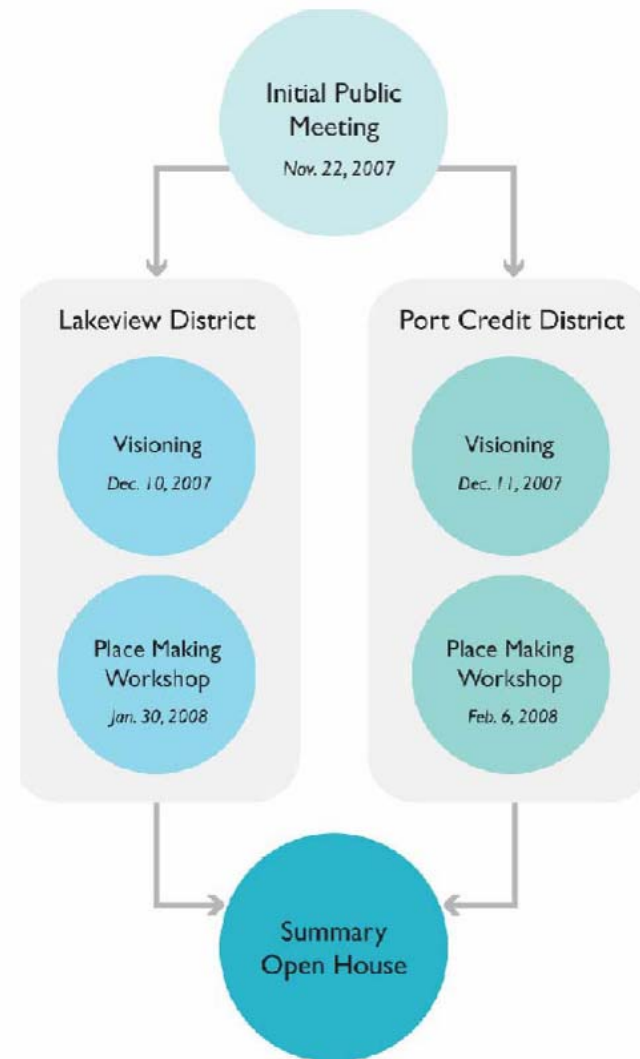
Visioning: *Complete*

Place Making:

Lakeview – January 30th, 2008

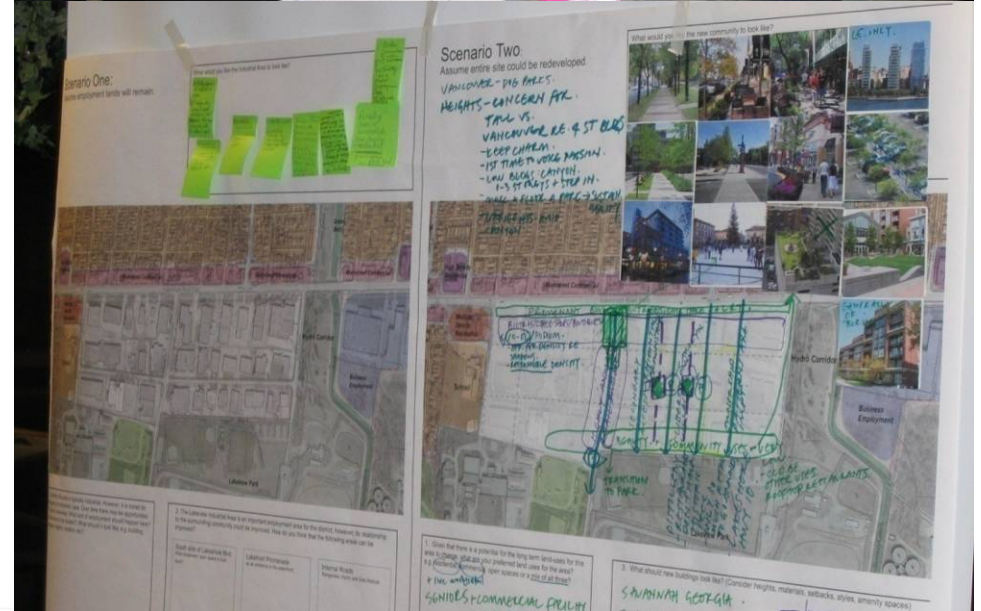
Port Credit - Tonight

Recommendations: *Spring 2008*



Place Making Purpose

- An interactive Workshop for 3 Key Port Credit Sites
- To develop urban design opportunities to shape the future of the Lakeview community
- Your designs will influence and guide future City Policy, Zoning, Design Guidelines and Community Improvement Plan directions



District Policies Review Public Engagement Process





District Policies Review Public Engagement Process



What we've heard from you...

Top five priorities identified at the Kick-off Meeting

Place Making Opportunities:

Appropriate building uses, heights and forms

- How should buildings relate to Lakeshore Road and stable residential areas?
- Is there access to open space (public or private) – can I see the Lake?

Priority #1: Shape Future Development

Use appropriate building heights, massing and design for all areas especially for residential areas and areas along Lakeshore Road.



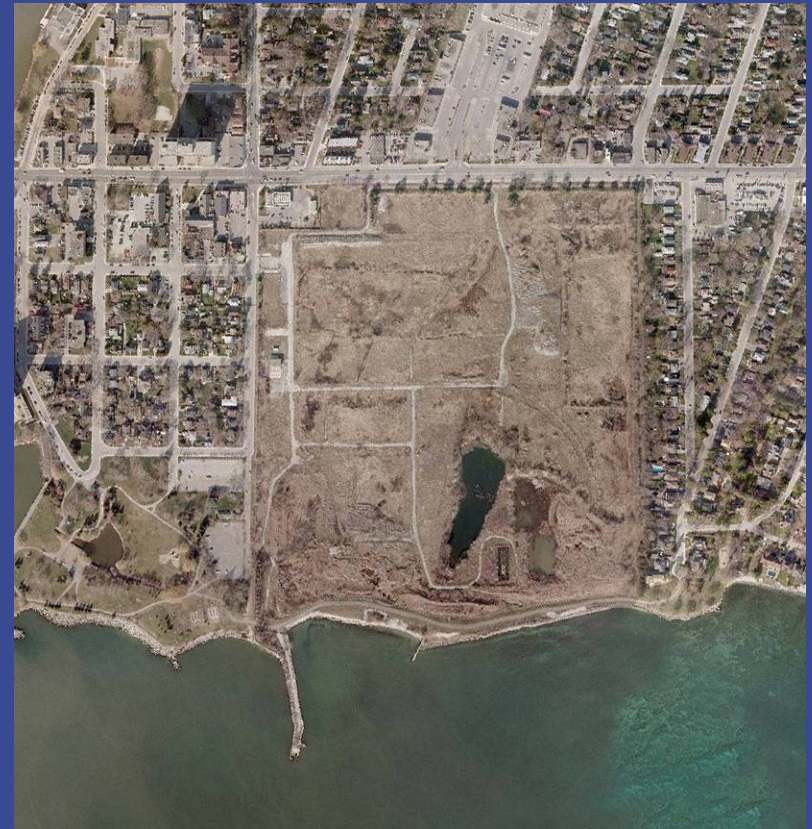
What we've heard from you...

Place Making Opportunities:

- How can the Texaco Lands contribute to a vital and attractive mixed use community connecting Lakeshore Road, adjacent neighbourhoods and Lake Ontario?
- How can access and views to the Lake and waterfront parks be strengthened through the development of the Texaco Lands?

Priority #2: Vision for Brownfield Sites

Develop a new vision for the existing vacant and under-utilized sites, including the Texaco Lands and sites along Lakeshore.



What we've heard from you...

Place Making Opportunities:

What makes a great street?

- Places to socialize and rest
- Street trees and canopies for shade and beauty
- Many local shops grouped closely together
- Beautiful signs and lighting
- Bicycle Parking

Priority #3: Community Character and Main Streets

Achieve and maintain a pedestrian and cyclist friendly main street for both communities. Create vibrant public spaces . Address existing transportation and traffic congestion issues.



What we've heard from you...

Place Making Opportunities:

- How can buildings be designed and placed to maximize waterfront views and access?
- Can streets and public walkways be designed to lead people by bus, car, bike and foot to the waterfront? (what's the best way to get there - can cars be left behind?)

Priority #4: Connect to the Waterfront

Visually and physically connect to the waterfront with more green spaces and open views to the lake



What we've heard from you...

Place Making Opportunities:

- What uses will best support a healthy community?
- How can buildings be more land efficient and environmentally conscience?
- With many more people living and working in Port Credit, what opportunities can minimize their 'footprint' and contribute to a healthy lifestyle (i.e. transit, walking, cycling and recreation, live-work)?

Priority #5: Health and the Environment

Healthy communities – clean air, water and land. Build environmentally friendly buildings. Expand existing green spaces and enhance existing natural features.



What we've heard from you...

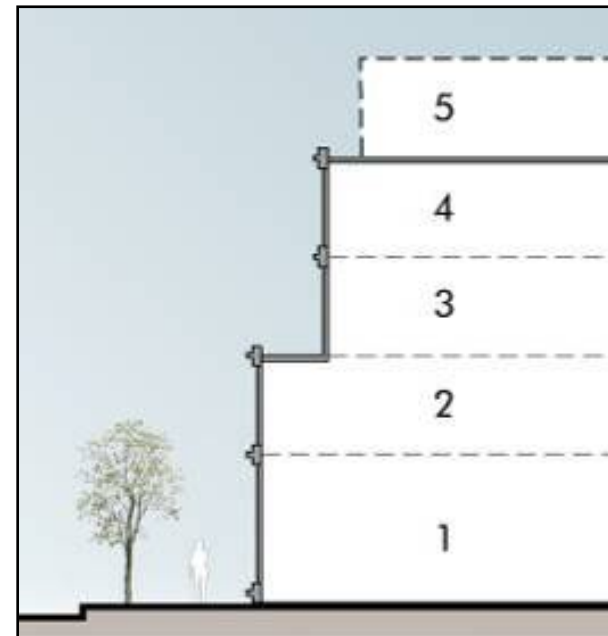
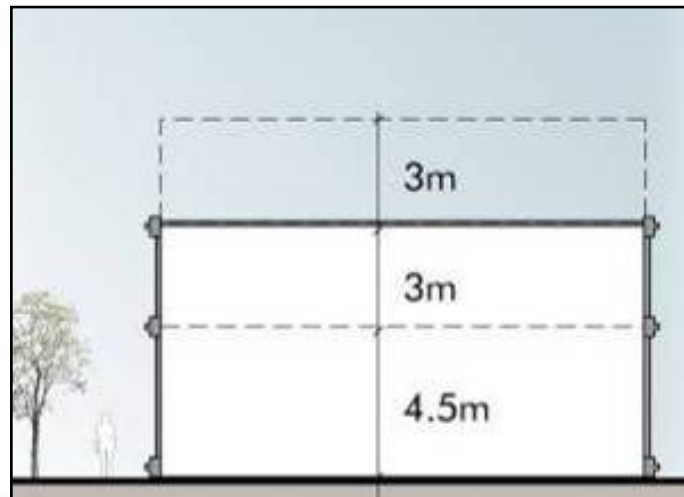
The Place Making Vote indicated a desire to focus on major waterfront sites and the Lakeshore Road corridor.

This visioning process will still provide recommendations for the whole of the Port Credit community



Shaping the Lakeshore Road Corridor: Base Case

- What should the general character and built form be along the Lakeshore Corridor? (i.e.. Building heights, streetscape design, parking and circulation)
- Is a single storey building too low? Can buildings above 3 or 4 storeys fit along Lakeshore Road?



Shaping the Lakeshore Road Corridor: Special Sites

- Where are the special sites? What constitutes a special site? (i.e.. Location , Depth, width)
- How could development be different on special sites?
- How can we ensure that appropriate building scale and mass occurs on special sites?



Special Sites

- Should buildings be low, medium or tall - or a combination of different heights and forms?
- What conditions allow for greater building height/size and where should lower buildings be applied?





District Policies Review Public Engagement Process







District Policies Review Public Engagement Process



Understanding the Area

Lakeshore Road is both a Major Arterial and a Main Street.

- Predominantly 1 to 2 storey main street commercial.
- Lakeshore Road will likely remain 4 lanes wide with left turning lanes at some intersections.
- The Right of Way is typically 26m wide.
- Area has strong ties to the Lake and to the Credit River.
- Provides access to many high quality waterfront parks.
- Focal area for festivals and events



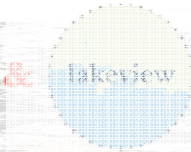


Existing commercial built form.



New commercial built form .

District Policies Review Public Engagement Process





Waterfront Parks



St.Lawrence Park



JJ Plaus Park



Memorial Park East



JC Saddington Park



Imperial Oil Trail Extension

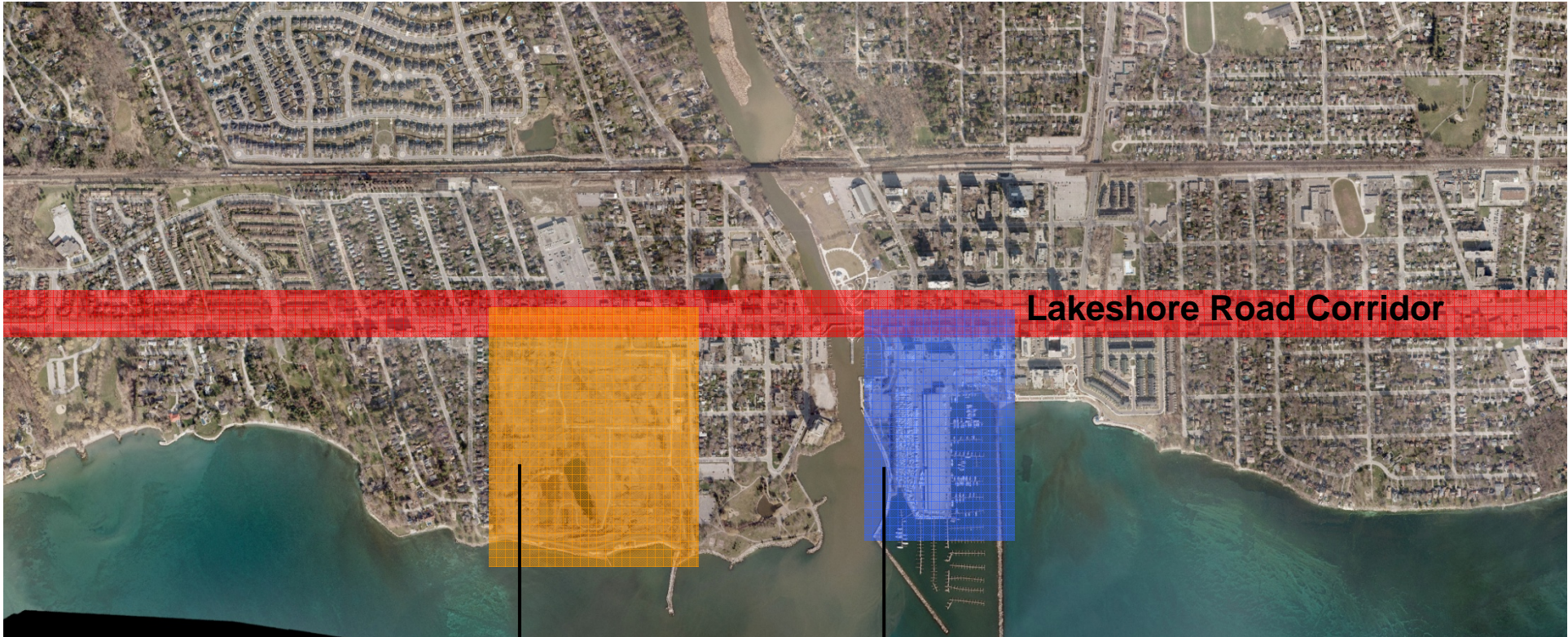


Rhododendron Park

District Policies Review Public Engagement Process



3 Place Making Sites



Lakeshore Road Corridor

**Texaco
Lands**

**Marina Harbour, Port
Street and No Frills
Site**



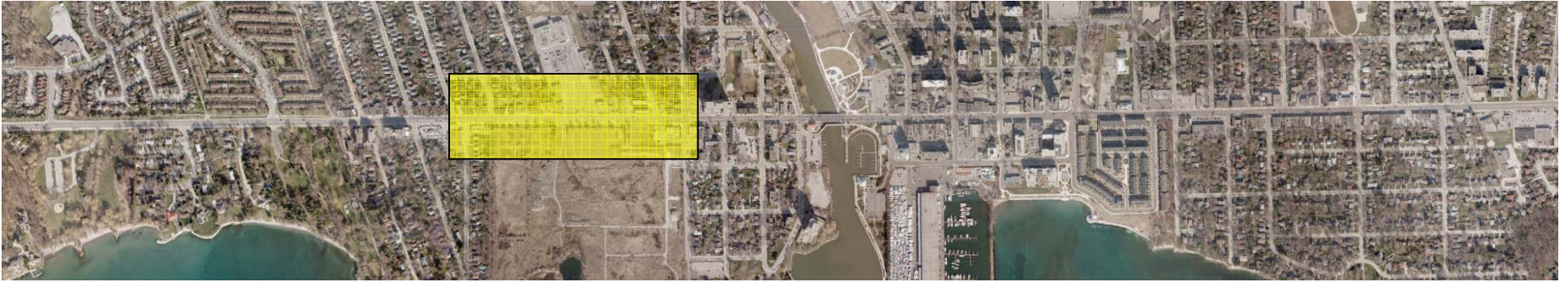
Lakeshore Road Corridor



Shawmarr Character Area: From Shawmarr to Pine Avenue

- Wide boulevard on north side and park on south side create wide, open street cross section.
- Very little main street commercial.
- Low, medium and high density residential.
- Built form typically 2 to 3 storeys on north side, 3 to 8 storeys on south side.
- Large portion of area adjacent to public park (Rhododendron Gardens).

Lakeshore Road Corridor

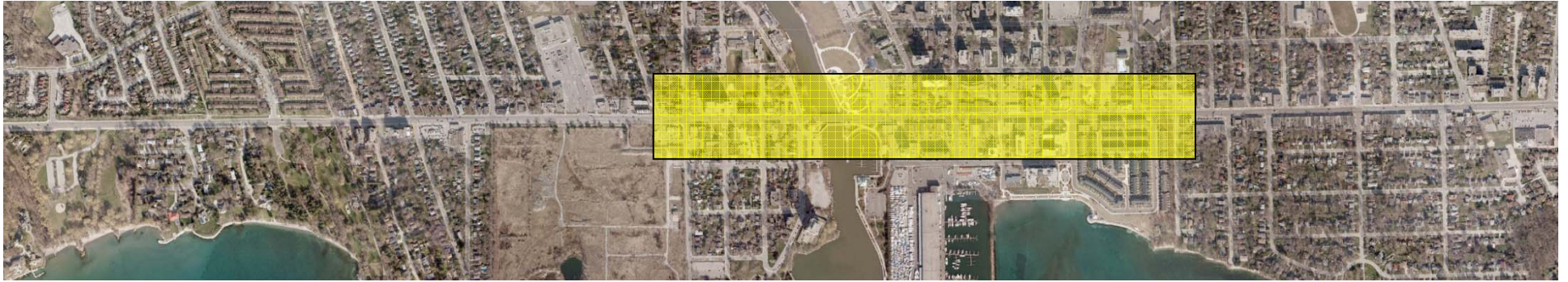


Texaco Lands Character Area: Pine Avenue to Mississauga Road

- Currently one sided street condition with main street and general commercial on the north side.
- Minimal sidewalks on both sides of Lakeshore Road.
- Future land use for the Texaco Lands is unknown at this time.

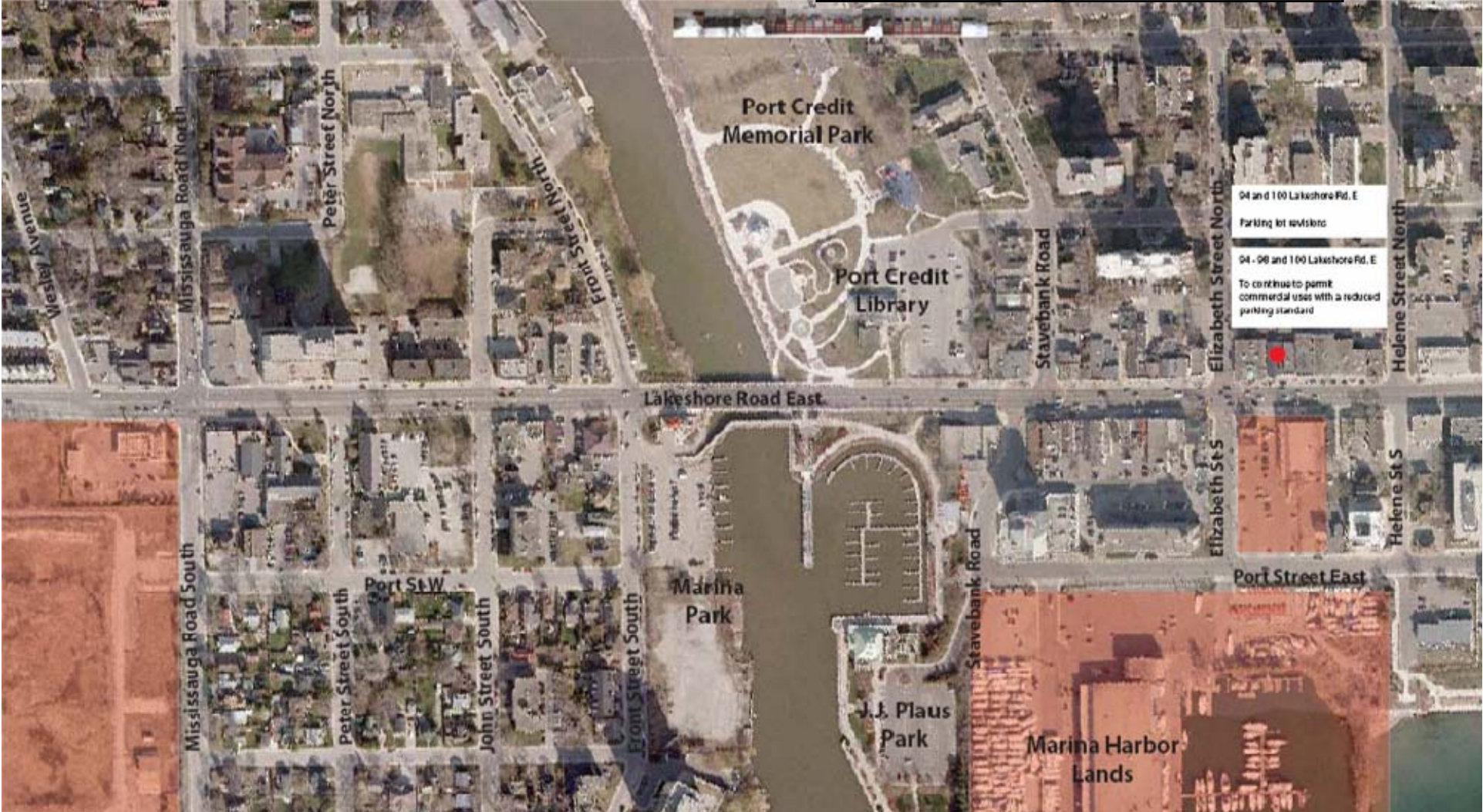


Lakeshore Road Corridor



Core Village Character Area: Mississauga Road to Elmwood Avenue

- Street pattern is dense, intersections are close together.
- Right of way width is typically 26m.
- Large variety of retail, commercial, municipal and community uses typically 1 to 3 storeys.
- Main street is backed by higher density residential neighbourhoods.
- Special elements: Credit River, Heritage Conservation District, heritage building fabric.
- Go Station
- Major transportation intersection at Hurontario Street and Lakeshore Road.



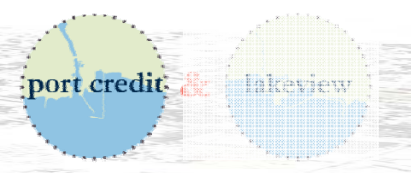
Lakeshore Road Corridor



East Village Character Area: Elmwood Avenue to Seneca Avenue

- Mostly main street commercial on both sides of street.
- Backed by low density residential neighbourhoods.
- Built form typically 2 storeys with a few buildings in the range of 3 to 5 storeys.
- Right of way is typically 26m including parallel parking.
- Blocks are longer with few breaks between buildings.





Lakeshore Road Corridor Workshop

- Length of Lakeshore Road in District: Approx. 3.4 kms
- Lakeshore Road will remain 4 lanes with turning lanes at some intersections.
- Right of ways are typically 26m in width.
- Plans for high order transit along Hurontario Street.
- Strong ties to Lake Ontario and Credit River.
- Provides access to waterfront parks and trail.

Adjacent Land Uses:

- Main Street Commercial
- High, Medium and Low Density Residential
- Motor Vehicle Commercial
- To be Determined (Texaco Lands)
- Greenbelt
- Public Open Space



Lakeshore Road Corridor Workshop

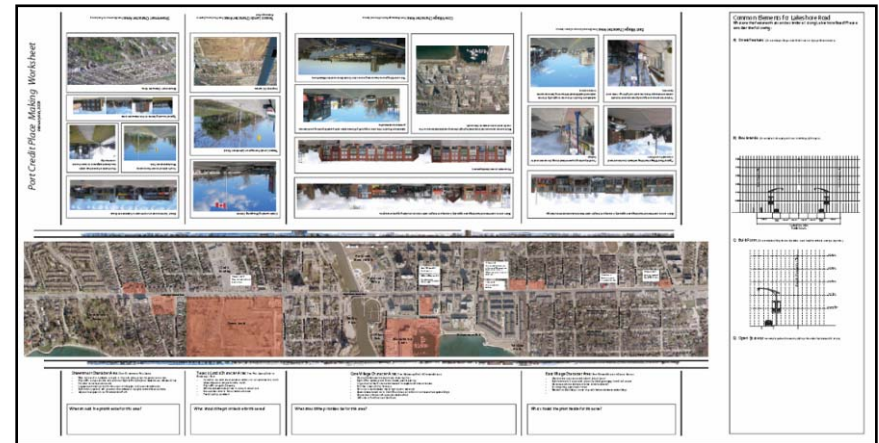
What characteristics of built form, open space and streetscape design will contribute to creating a high quality community main street?

Common Elements of Lakeshore Road:

- Built form
- Streetscape design
- Open spaces

Character Areas:

- Shawnmarr Character Area
- Texaco Lands Character Area
- Core Village Character Area
- East Village Character Area



What do you think Lakeshore Road should look like? What are the common elements? What are the special elements?



Texaco Lands Workshop

- Length of Frontage on Lakeshore Road: Approx. 510m (1675 ft)
- Size of Area: 75 Acres (30 Hectares)
- Length of Shoreline: Approx. 500m
- Adjacent Land Uses: Main Street Commercial, General Commercial, Low and Medium Density Residential, Motor Vehicle Commercial, Greenbelt, Public Open Space
- Adjacent to low density residential neighbourhoods and Heritage Conservation District.
- Timing is unknown to reclaim the site or what uses would be permitted.



Texaco Lands Workshop

Workshop Objective

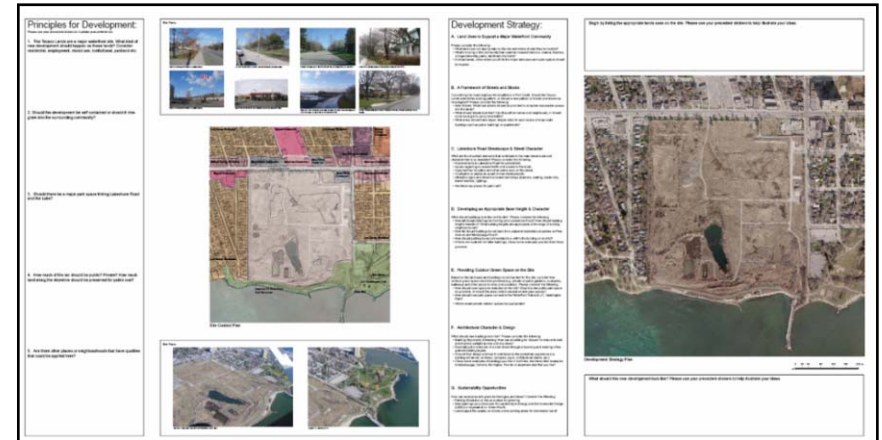
What characteristics of built form, open space and streetscape design will contribute to creating high quality new development on this site ?

Development Principles:

- Land Uses
- Built Form
- Edges and Interfaces
- Open spaces

Development Strategy:

- Land Uses
- Framework of Streets and Blocks
- Lakeshore Road Streetscape and Street Character
- Built Form
- Green and Open Spaces
- Sustainability



What is your vision for the site?

What kind of new development could happen here?



District Policies Review Public Engagement Process



Marina Harbour Lands, Port Street and No Frills Site

- Size of Areas (Approximate):
No Frills Site - 1.5 acres
Marina Harbour Lands - 17 acres
Port Street (Stavebank Road to Helene Street) - 285m (935 feet)
- Adjacent Land Uses: Main Street Commercial, High Density Residential, Greenbelt, Public Open Space
- Tallest building height in the area is currently 14 storeys.
- Harbour Lands currently has approximately 700m of shoreline frontage on Lake Ontario
- Site is currently the largest single commercial harbour on Lake Ontario. Includes approx. 900-1500 boat slips, customs reporting station, repair, sales, service and storage for both sail and power watercraft.
- No Frills site is being looked at for development.



Marina Harbour Lands, Port Street and No Frills Site

Workshop Objective

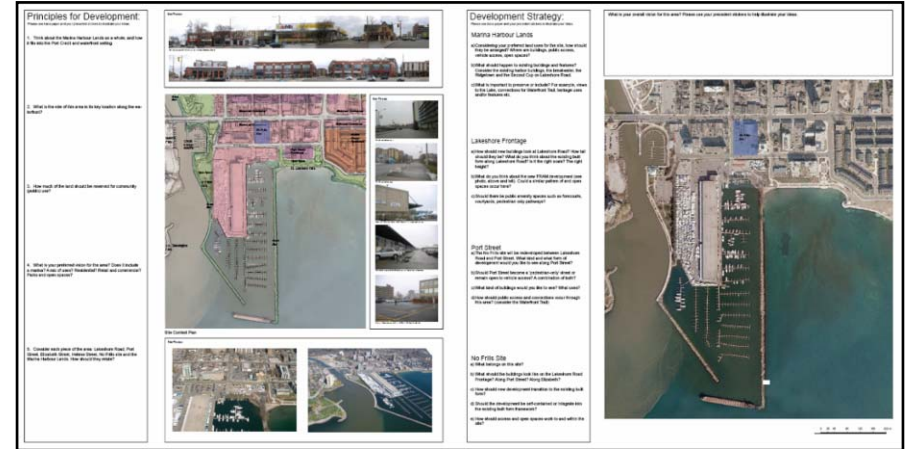
To determine community preferences for development within the Harbour Marina Lands, Port Street and the No Frills Site

Establish a Vision :

- Role of Area in Village and Waterfront Setting
- Character
- Land Uses
- Built Form
- Edges and Interfaces
- Open spaces

Development Strategy – Looking at the Pieces:

- Marina Harbour Lands
- Lakeshore Road Frontage
- Port Street
- No Frills Site



*What is your vision for this area?
 What kind of new development should happen here?
 What should it look like?*



Workshop Introduction

Three Sites – 2 tables per site

Lakeshore Road Corridor

Texaco Lands

**Marina Harbour Lands, No Frills and
Port Street**

Post It Note Exercise

Present **Top Two Ideas** you would like to propose for the site

Appoint Scribe and Presenter

Materials

Worksheets

Precedent Stickers

Background Document

Workshop

7:00 to 8:30pm



District Policies Review Public Engagement Process



Next Steps

Reporting Phase

Public Open House

Early April, date to be determined.

Important Information:

City Website for Project:

www.mississauga.ca/lakeviewportcreditreview

City Contacts:

Lakeview District:

Karin Phuong, City Planner

(905)615-3200 x3806

Karin.phuong@mississauga.ca

Port Credit District:

Susan Tanabe, City Planner

(905)615-3200 x3807

Susan.tanabe@mississauga.ca