

ch 5, 2008



Corporate Report

General Committee
MAR 19 2008

Clerk's Files CD.22.WAT

Originator's Files CD.22.WAT.

DATE: March 10, 2008

TO: Chair and Members of General Committee
Meeting Date: March 19, 2008

FROM: Paul A. Mitcham, P.Eng. MBA
Commissioner of Community Services

SUBJECT: **Waterfront Parks Strategy**
(Wards 1 and 2)

RECOMMENDATION: That the "Waterfront Parks Strategy" document dated March 3, 2008, under separate cover, be approved to provide guidance to future waterfront parkland uses, development and programming, Future Directions for Recreation and Parks Implementation Plan, parkland acquisition, the capital budget process, and Mississauga's strategic and sustainability plans.

BACKGROUND: The following recommendation GC-0756-2007 was adopted by Council on November 21, 2007:

1. That the presentation by Jana Joyce, Brook McIlroy Inc. Pace Architect, regarding the Waterfront Parks Strategy, be received for information;
2. That the Corporate Report dated November 5, 2007 from the Commissioner of Community Services with respect to the Waterfront Parks Strategy, be received; and
3. That the Waterfront Parks Strategy be presented to the public and circulated to City Departments, agencies and stakeholders for final review and comment.

For an overview of the Strategy, see Appendix 1 "Revised Executive Summary – Waterfront Parks Strategy."

32a

COMMENTS:

Public Comments on the Waterfront Parks Strategy

On November 29, 2007, the Community Services Department held a Public Open House at the Port Credit Library having mailed notices to all property owners within 130 m (400 ft) of the "priority parks", mailed and/or emailed notices to those who had requested notification from previous meetings, installed portable signs at key locations, inserted notices in the media and circulated flyers to all City facilities and Business Improvements Associations.

Approximately 200 residents attended the public meeting. Generally, people were appreciative of the Strategy, its scope and the extent of the public consultation.

As a result of the above noted circulation and open house, the following is a general summary of the primary comments identified and subsequently addressed in the revised Waterfront Parks Strategy (WPS) document as now presented to General Committee for their consideration. Attached as Appendix 2 (Summary of Public Comments) is a compilation of the public comments.

Year Round Use of Waterfront Parks

Comment: The WPS should promote year round use of the waterfront parks.

Response: One of the Strategy's guiding principles is that the waterfront be a "Vibrant Place" and notes that it should be a year round destination. Further, the strategy recommends phasing in snow clearing of priority trails over the coming years; year round programming and/or the addition of new winterized facilities, e.g. winter weather shelters for specific parks; and installation of landscaping for all seasons.

Nature Conservation

Comment: "Nature" in the parks and the protection of the shorelines should be a priority. Reduction of the extent of hard surfaces, should be encouraged and if wind turbines are introduced in the future, the impact on the bird population be assessed.

Response: The Strategy's primary guiding principle is "Environment First" whereby protection, preservation and restoration of existing

10, 2008

32b

natural systems will be prioritized and balanced to direct and guide the planning of existing and future waterfront activities. For example, in the instance of shoreline protection, the Strategy's focus is to maintain the natural shore conditions such as at "Fusion" and Lakeside Parks. However, in instances where there is existing protection, the Strategy may recommend shoreline protection replacement coupled with the review for restoration opportunities such as at Marina Park. Park design and construction will only proceed after a thorough evaluation of existing site environmental conditions so that sensitive areas are conserved.

Any renewable energy structures and/or facilities will be assessed in the context of the feasibility studies prior to the park development to ensure viability and appropriate form, including the impact on the existing natural environment.

Overall Parking Reduction

Comment: Concern over reduced parking across the waterfront park system.

Response: The Strategy does promote that the waterfront parks be maximized for recreational uses and parking areas be reduced being cognizant of area specific concerns such as neighbourhood parking infiltration. Therefore, it is recommended that parking reduction be phased in over time concurrent to increased alternative transportation modes and parking demands. The upcoming Mississauga Parking Strategy will specifically review parking needs in Port Credit.

Overall Waterfront Connections

Comment: Would like to see a trail connection from Marie Curtis Park to Lakefront Promenade Park along the shores of the Region of Peel Wastewater Treatment Plant and the Ontario Power Generating Plant; and a trail connecting Meadowwood Park to Lakeside Park.

Response: One of the Strategy's guiding principles is accessibility and as such speaks to prioritizing the opportunities to extend the physical access along the entire waterfront. Additionally, the Strategy recommends that the City regularly review opportunities for park expansion across the waterfront. These may include opportunities with the Region of Peel and OPG to extend the Waterfront Trail along the Lake Ontario shoreline between the Arsenal lands and Lakefront

32c

Promenade Park; and explore opportunities with adjacent landowners at the west end of the waterfront park system to extend the Waterfront Trail along the Lake Ontario shoreline to connect "Fusion" and Meadowwood Park.

Port Credit Memorial West Park

Comment: A non-motorized boat launch should be provided within the park.

Response: The concept has been revised to include a non-motorized boat launch south of the Don Rowing Club docks. The details of the exact location, configuration and size will have to be examined at detailed design and reviewed with the Clubs (See Appendix 3 Concept plan for Port Credit Memorial Park). A second non-motorized boat launch is proposed within J. C. Saddington Park.

Marina Park

Comment: There were comments in support of the proposed collection of uses in the concept master plan and other comments expressing concern over the following aspects; loss of parking, removal of the boat launch ramps, and inclusion of permanent buildings.

Response: Further investigation of these comments indicates some of the concern for the loss of the launch ramps was the desire for people to launch non-motorized boats such as kayaks and canoes. This has been addressed as previously noted.

The matter of the adequacy of parking will be addressed through the Mississauga Parking Strategy. It would be preferable to accommodate municipal parking requirements on non-waterfront lands.

The removal of the boat launch ramp also permits the removal of parking. This allows for a greater number of people with diverse recreational objectives to enjoy a vibrant, pedestrian friendly urban plaza with uninterrupted access to the river's edge and connecting them to Memorial Park West and JC Saddington Parks.

In the peak of Marina Park's summer operations, the launch ramps often generate sufficient vehicle and boat trailer parking to fill the entire Park to the exclusion of other park users.

A review of the number of boat launches at this site shows a general decline since 2002. The City's main boat launch facility is located at Lakefront Promenade Park which can accommodate boat launch demand. The redevelopment of Marina Park is currently scheduled for

2012 – 2014. Given the concern expressed regarding the loss of the launch ramps, staff will continue to monitor the use of the launch ramps leading up to the redevelopment to reassess this decision.

The original proposed concept master plan included a variety of small scale complimentary commercial buildings framing the site. The WPS recommends that the feasibility of this opportunity be reviewed in the future subject to economic/market studies and physical site analysis including an evaluation of the hazards. In the interim, the concept master plan has been revised to exclude any permanent buildings.

The revised concept provides for locations for seasonal kiosks, seating and small gatherings to accommodate the potential for a farmer's market and other complimentary temporary uses e.g. food and beverage vending. Access for the Charter boat operators would be in the form of a circular driveway through the north portion of the site. The fishing deck is proposed to be separated from the Charter Boat docks to avoid conflict with fishing lines and the boats. (See Appendix 4 Revised Concept Master Plan for Marina Park)

JC Saddington Park

Comment: There were mixed reviews for the concept of a restaurant in JC Saddington Park as there are numerous restaurants existing within Port Credit village. There were also some concerns expressed regarding the need to provide parking if a restaurant was established in the park.

Response: The concept for JC Saddington has been revised to exclude a restaurant. However, given that this park is envisioned as a year round destination, the concept does propose an all season park pavilion to provide a concession (snack bar), washroom and warming facilities.

The Strategy does recognize that there may be an opportunity to expand the park pavilion into a restaurant use subject to market studies and community support.

32e

Comment: The park should include a non-motorized boat launch in "Hacienda Bay" and to open up views to the lake.

Response: The concept has been revised to include a non-motorized boat launch in "Hacienda Bay" along the northeast shores of the Credit River in the park and to open views through the park at the foot of Peter and John Streets. (See Appendix 5 Revised Concept Master Plan for JC Saddington Park)

Lakeside Park

Comment: The proposed "leash free" area should not be reduced in size given the popularity of the facility at this location.

Response: The leash free within Lakeside Park was a temporary facility. However the leash free does generate regular and frequent users and provides natural surveillance for the park. The continuation of the leash free must be balanced against Lakeside Park being an important city wide waterfront park. The current size of the existing leash free is approximately 1.6 ha (4ac). The original proposal was to reduce the leash free to approximately 0.6 ha (1.5 ac). The revised proposal has increased the proposed leash free to 0.8 ha (2 ac) which is considered the minimum size for such a facility in the City.

Comment: One of the park's industrial neighbours asked that the City work with them to review the potential future impact of the additional pleasure watercraft being attracted to Lakeside Park thereby traversing commercial shipping lanes.

Response: The concept master plan for Lakeside Park does not include either boat launch facilities or mooring facilities so boat use would not be specifically promoted at Lakeside Park. Additionally, staff understands that pleasurecraft operators in any navigable waterway need to abide by regulations set forth by the Transport Canada and the Canadian Coast Guard and that the City does not have jurisdiction in this regard.

Comment: Concern that Lakeside Park is located within an industrial neighbourhood and therefore will be impacted by intense truck traffic.

Response: It is anticipated that the majority of park use, once the park is redeveloped, will occur outside of the peak truck traffic hours.

Feb 10, 2008

32f

Additionally, traffic speeds along Lakeshore Road West will be reviewed prior to the park opening by Transportation and Works. (See Appendix 6 Revised Concept Master Plan for Lakeside Park)

Not Yet Named Park (informally know as "Fusion")

Comment: Ensure that the natural beauty of this site is preserved.

Response: The Strategy recommends a concept master plan for the site which was generated based on an understanding of the natural and cultural environmental attributes of the site. For example, the shoreline is recommended to be "untouched" with the exception of a small "escarpment" area to be addressed for public safety purposes. The cobble beach shoreline is unique in Mississauga and one of the few in the GTA which have the original Great Lakes shoreline. (See Appendix 7 Concept Master Plan for Fusion Park)

Impact of Organized Sports from Waterfront Parks

Comment: General support of the Strategy's direction to phase out organized sports from waterfront parks and relocate them to non-waterfront parks.

Response: The relocation of organized sports facilities along the waterfront is a long term action and subject to needs assessments and alternative sport facilities.

Cycling and Pedestrian Trail

Comment: Desire for possible connections, such as across the Credit River just south of the rail line in Port Credit. Request that the format of trails consider the separation of cyclists from pedestrians.

Response: These matters will be addressed by the Cycling Master Plan and Implementation Study currently underway by the Community Services and Transportation and Works Departments.

Funding for Waterfront Parks

Comment: Some concerns were expressed regarding the expenditures on the waterfront parks especially in light of tax increases to the residents and landowners in Mississauga.

Response: Please refer to the "Financial Impact" section of this report for a review.

329

General

Other Comments

Credit Valley Conservation (CVC) has approved the Waterfront Parks Strategy in principle at its meeting of February 8, 2008, subject to the

Strategy being reviewed and approved by CVC during the Strategy's review period every five years.

The Strategy is intended to be reviewed and updated every 5 years to reflect the ongoing studies by the City and its partners and changing dynamics within the waterfront parks context.

The Waterfront Parks Strategy will provide guidance to future waterfront parkland uses, development and programming, Future Directions for Recreation and Parks Implementation Plan, parkland acquisition, the capital budget process, and Mississauga's strategic and sustainability plans.

The Waterfront Parks Strategy provides a long term direction to create a waterfront parks system that is vibrant, connected, respects existing communities, with beautiful designs while maintaining an "environment first" priority.

FINANCIAL IMPACT:

Funding for Lakeside park was approved by Council in the 2007 - 2016 capital budget and forecast. Funding for the remaining priority parks has been identified over a ten year period outlined in the 2008 - 2017 capital budget and forecast, and approved by Council on January 30, 2008. These amounts will be reviewed through the future budget processes to reflect the concepts contained in the Waterfront Parks Strategy and ensure ongoing alignment with city wide priorities.

The funding for the priority parks is generated from both the development charges and tax revenue accounts. It is estimated that the total capital development costs of the remaining priority parks between 2008 and 2017 is in the order of \$30 million. Approximately 50% of these costs will be covered by development charge funds and the balance through the tax funds. As Fusion and Marina Parks are essentially being developed as new parks to serve population growth, development charges will cover the related development costs. The

other three priority parks (Port Credit Memorial West, and JC Saddington Parks) are redevelopment of the existing park infrastructure and these costs will be borne through the tax funds. Furthermore, funding this project in part by tax dollars is appropriate as the waterfront parks are a City-wide resource, thereby benefiting all residents and meets the strategic priorities of the City.

CONCLUSION:

The final draft of the Waterfront Parks Strategy, as revised by Brook McLroy Inc/Pace Architects, appropriately addresses all of the comments received through the recent public and stakeholder consultation. The Strategy is intended to be reviewed and updated every 5 years to reflect the ongoing studies by the City and its partners and changing dynamics within the waterfront parks context.

Further, staff recommend that the Waterfront Parks Strategy be approved to provide guidance to future waterfront parkland uses, development and programming, Future Directions for Recreation and Parks Implementation Plan, parkland acquisition, the capital budget process, and Mississauga's strategic and sustainability plans.

ATTACHMENTS:

- Appendix 1 Revised Executive Summary – Waterfront Parks Strategy
- Appendix 2 Summary of Public Comments
- Appendix 3 Revised Concept Master Plan for Port Credit Memorial West Park
- Appendix 4 Revised Concept Master Plan for Marina Park
- Appendix 5 Revised Concept Master Plan for JC Saddington Park
- Appendix 6 Revised Concept Master Plan for Lakeside Park
- Appendix 7 Concept Master Plan for Not Yet Named Park (“Fusion Park”)



Paul A Mitcham, P.Eng. MBA
Commissioner of Community Services

Prepared By: Ruth Marland, MCIP, RPP, Strategic Leader

32i

MAR 19 2008

Appendix 1

REVISED EXECUTIVE SUMMARY - WATERFRONT PARKS STRATEGY

The Mississauga Waterfront Parks Strategy is a comprehensive long term plan to manage the future development of the City's Waterfront Parks. The Strategy sets park development priorities, guides park design, recommends programming for each park and identifies criteria for park expansion. Key strategic goals include better integration and connectivity of Waterfront Parks, improved connections to the city at-large, the introduction of more sustainable elements into the parks and promotion of a stronger relationship between the parks and the existing natural systems.

The purpose of the Strategy is to:

1. Guide future park planning/design and land-use decisions;
2. Promote a triple bottom line approach in park design which considers environmental, social and economic sustainability;
3. Plan for future park expansions;
4. Identify key park elements which will contribute to year-round enjoyment and greater continuity;
5. Inform budgetary decisions;
6. Set park development priorities;
7. Preserve and Enhance existing natural systems; and
8. Provide recommendations for future work.

Implementation of this strategy will enhance the City's recreational, cultural and community amenities, and will help promote economic and socially sustainable park design thereby achieving Provincial, Regional and local planning objectives.

Public Consultation

The development of the Mississauga Waterfront Parks Strategy incorporated input from an extensive public and stakeholder engagement process. Public input was collected through one-on-one park user interviews, the Waterfront Parks website, mailed self-administered surveys, two public information and workshop sessions in Wards 1 and 2 and a final public open house. This input was used in the development of the vision and key principles that guided the creation of this document.

Vision Statement

Embrace the spirit of the lake and the river at the point where land and water unites.

Identify the place where the natural and urban environments connect with locations for rest and relaxation for all.

Educate with the knowledge gained from experiencing the Waterfront Parks and demonstrate how to lead by example.

Connect the physical, natural, cultural and emotional elements of the parks to the community, the environment and to the passage of time.

Guiding Principles

1. Environment first;
2. Finding a balance between the natural environment and public recreation;
3. Sustainability of the parks system relative to the needs of the environment, society, culture and economics;
4. Make the park system a vibrant place;
5. Pursue design excellence and innovation;
6. Pursue best management practices;
7. Ensure safety, security and accessibility;
8. Create parks as good neighbours within the community;
9. Ensure an inclusive process for decisions and actions related to the waterfront park system.

Waterfront Park System

The Waterfront Park System has been divided into eight park areas moving from east to west. These park areas were determined through an analysis of the existing park uses and locations. Each park area plays an important role in the waterfront park system and serves a different need for the overall city/community. These include Gateway Parks, Waterfront Recreational Parks, Community and Historical Parks, the Urban Activity Centre and Traditional Parks /Primary Natural Areas. For each area a long term vision was developed which includes a series of short and long term programming recommendations that will aid in the implementation the park area vision. These recommendations are based on a survey of the entire park system and begin to balance the distribution of popular park programming across the entire system ensuring equal access to activities.

Plans for various aspects of the Waterfront Park System were identified including programming, maintenance and design recommendations to be considered for the development of the new and existing Waterfront Parks. The recommendations provide a framework by which the City can evaluate future park design proposals and prioritize park upgrades. There are two types of recommendations included:

1. Those that address the entire waterfront system including connectivity, identity, sustainability and shorelines; and
2. Those that are more waterfront park oriented, addressing elements such as signage, seasonal usage, accessibility and landscaping, etc..

The detailed park recommendations can be considered by the City on a park by park basis as upgrade opportunities are presented.

Key Strategies

1. Park System Connectivity – The emotional, physical and visual connections are documented and recognized as critical to the health and sustainability of the park system as well as its profile within the City.
2. Park System Identity – The waterfront park system’s identity through both its physical characteristics and policy framework need to be prominent, consistent and flexible to accommodate each site’s individual elements and opportunities.

32k

3. Park System Sustainability – The park system needs to be cognizant of the natural heritage connections and relationships that shape park programming and works accordingly. There is also an opportunity to build on existing and new partnerships to help support ongoing and new initiatives.
4. Park System Shoreline – The shoreline of the park system has many elements including aquatic habitats and fisheries buffers, terrestrial habitats, and shoreline related hazards. In protecting and conserving the lake as a renewable resource, its shoreline has to be respected accordingly. Therefore the strategy speaks to understanding the shoreline and natural shoreline restoration opportunities.
5. Sustainable Best Practices – “Green” technologies are promoted such as permeable parking areas with bioswales and alternative energy services.
6. Transportation – Transit, pedestrian and recreational access is important to ensure parks are well connected, accessible and sustainable through the analysis of park entrance accommodation of pedestrians and cyclists, transit and vehicles. The strategy encourages alternative modes of transportation to the parks in order to decrease the reliance of the park system on vehicular parking.
7. City Signage – A hierarchy of signage is recommended for the Waterfront Parks system to clearly delineate signage related to direction, interpretation, naming and use.
8. Circulation – Street networks, the waterfront trail and park pathways all form critical elements of the waterfront system with direct connections to each park and to the balance of the City. Recognition of these elements through distinctive landscaping and a trail hierarchy will assist in improving the public’s understanding of the park system and connections.
9. Waterfront Activities – In planning for upgraded, expanded and new Waterfront Parks, it is recommended that more passive land based recreational uses be approved and that over the long term, park areas dedicated to specific recreational uses such as sports fields be removed from the waterfront.
10. Education and Seasonal Use – The use, programming and design of the park system should include interpretation promoting respect for the environment from the perspective of natural and cultural environment history and inventory. Design should consider year round use of the Waterfront Parks through the provision of wind protection; warming stations, snow and ice removal and park use and events.
11. Landscaping – More naturalization of the park system is appropriate given the “environment first” principle of this plan, and to ease resource pressures for parks management. Landscaping should be design for sustainability, seasonality and interpretation.

Priority Parks

The recommendations from the Waterfront Parks Strategy are applied to five priority parks that were selected for review in order to alleviate environmental, operational and recreational impacts

on other well-used Waterfront Parks. Consequently, concept designs were developed for each park as a starting point for the future detail design process.

Port Credit Memorial Park West

The concept plan for Port Credit Memorial Park West is for a place to enjoy river activities and explore the area's history related to the Credit River and includes the following park uses:

- Water's edge walkway and seating;
- Non-motorized boat launch facility;
- Open lawn and stepped river bank areas for river activity viewing;
- Education and interpretation Area;
- Olympic Walk of Fame to document achievements of local athletes;
- A new Waterfront Trail connection to Marina Park at grade or below the Lakeshore bridge;
- A variety of planted areas to aid in geese management and to provide buffering from adjacent uses;
- Varying soft and hard water's edge treatment to facilitate fish habitat and the dissipation of wave action; and
- Parking along Front Street North.

Marina Park

Marina Park will be a vibrant, pedestrian friendly urban space providing the public with access to the river's edge and serve as an important connection between Memorial Park West and J.C. Saddington Park. The multi-use civic plaza and flexible open and green spaces can support a variety of community functions that reflect the cultural heritage themes of Port Credit Village. The proposed concept master plan for Marina Park includes the following park uses:

- Fishing;
- Short term vehicle access;
- Water's edge walkway and seating;
- River activity viewing areas;
- Education and interpretation;
- Multi-use civic area and flexible use open green space;
- Charter boat facilities; and
- Locations for seasonal kiosks and an open air structure.

J.C. Saddington Park

J.C. Saddington Park will continue to act as a destination park focusing on full-service, all-season family activities and events with a strong heritage interpretation component as well as the following additional park uses:

- All season park pavilion;
- Water's edge Boardwalk to Marina Park;
- Water's edge seating;
- Children's play areas;
- Lake activity viewing areas;
- Education and interpretation;
- Water access, including non-motorized watercraft launching facilities; and
- Winter programming and facilities.

32m

Lakeside Park

Lakeside Park will be themed as a demonstration area for green technologies with landscape focusing on the contrast between industrial and waterfront landscapes and is proposed to include the following park uses:

- Children's play areas;
- Comfort station with washrooms;
- Leash-free area;
- Flexible open space with designated area for events;
- Multi-use trails;
- Erosion education elements;
- Water access from beach;
- Open lawn area;
- Naturalized meadow and restoration areas;
- Demonstration gardens; and
- Picnicking.

Park 389 – Not Yet named (unofficially referred to as Fusion)

The house will be themed as an early century manorhouse with a narrative landscape, powerfully linked to the natural environment and elemental experience while the concept for the surrounding park land includes:

- Event venue;
- Bird watching and nature interpretation centre;
- Picnicking;
- Walking trails;
- Educational features;
- Reuse of existing house and public access to grounds;
- Flexible open spaces;
- Naturalized areas;
- Waterfront Trail connection, and,
- Skating rink on the front lawn adjacent to Lakeshore Road.

Implementation Plan

The Waterfront Parks Strategy includes a number of implementation directions to ensure it is achievable. The following outlines some of the elements:

1. Design Checklist - This is a tool to test new park development or existing park redevelopment against the strategy recommendations.
2. Waterfront Parks/Open Space Land Securement Criteria - Outlined in the list below are the securement criteria for the waterfront parkland and open spaces. These criteria are intended to provide direction to staff and City Council as to the expansion priorities for the existing Waterfront Parks and open space networks. Established criteria enables the City to act efficiently and appropriately as park expansion opportunities arise. The criteria are as follows:
 - Improve continuous public shoreline access;
 - Expand recreational activities;
 - Provide needed support facilities;

- Improve views and ‘windows’ on the Lake;
- Protect sensitive and /or natural features;
- Expand natural features and systems;
- Protect and explore cultural heritage elements; and
- Provide important east/west and north/south connections.

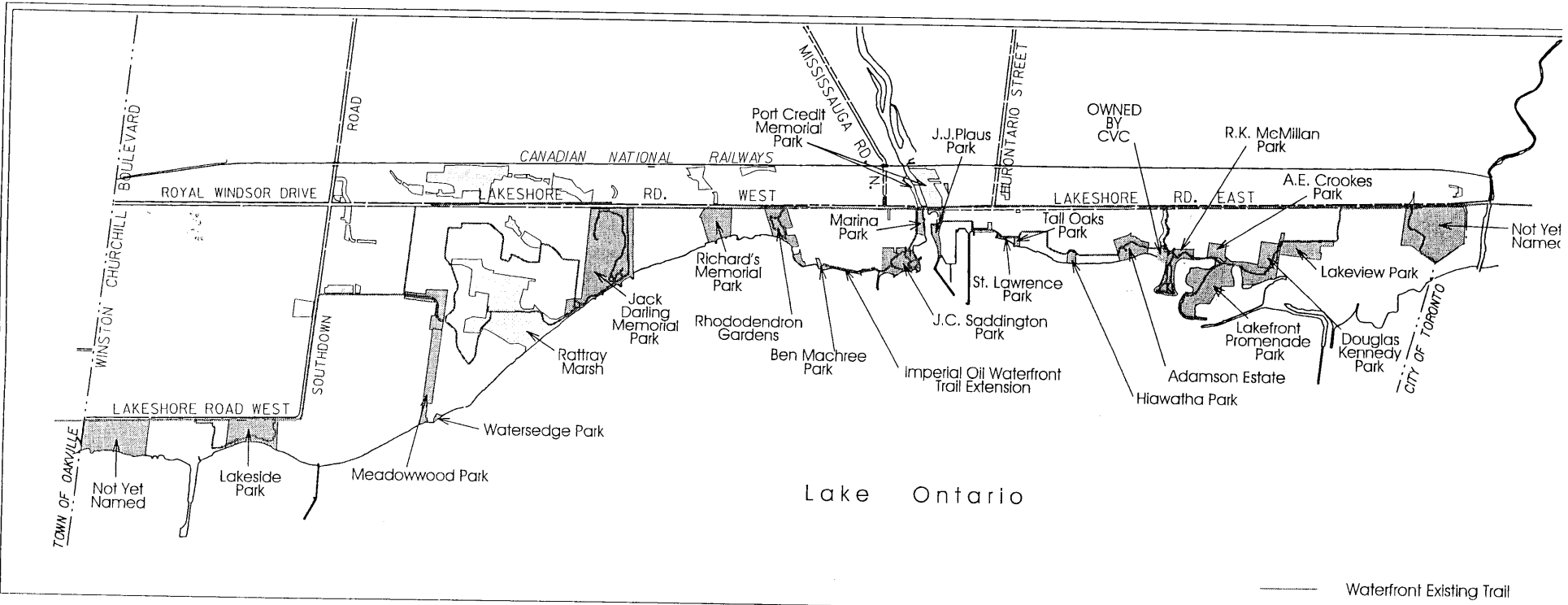
Methods of securing additional park lands could include public private partnerships, land easements, access agreements, land acquisition, land conveyances and/or protection agreements. Parks are not recommended to be expanded through land expropriation.

3. Park Maintenance and Management - Mississauga’s Waterfront Parks, by virtue of their location represent a significant city-wide resource. Given this, these parks should be managed in a manner consistent with the City’s “Placemaking” initiative. This will require a management structure geared toward implementation of parks programming and events, and active community engagement. Management resources and expertise will need to be devoted to working with community groups, businesses, schools, and other stakeholders to develop activities, amenities and programs that meet community needs. Management will need to focus on community building, programming, partnerships, alternate sources of funding, communication and promotion in addition to the more traditional role of parks maintenance.
4. 25 Year Planning Action Plan - This strategy outlines a number of works, initiatives and enhancements to be pursued within the 25 year planning horizon to assist the City with Capital budgeting and planning; identification of future studies and approval processes.

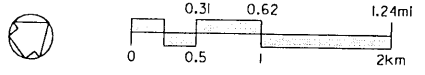
Conclusion

As the City proceeds into the millennium, one of its goals is to ensure that the waterfront is protected and remains a phenomenally rich resource. For this reason the Mississauga Waterfront Parks Strategy provides a long term vision for Waterfront Parks located along the Lake Ontario and Credit River shoreline. This comprehensive plan outlines the framework required to ensure the enhancement, creation and maintenance of sustainable, desirable and unique waterfront recreational opportunities and public spaces in recognition of Lake Ontario as an invaluable natural and cultural resource.

976



CITY OF MISSISSAUGA WATERFRONT PARKS



General Committee
 MAR 19 2008



**Appendix 2 – Summary of Public Comments
Draft Waterfront Parks Strategy**

<p align="center">Compilation of Extracts from Public Comments Received (Comments Sheets, Facsimile, Email, Mail) At or since the November 29 2007 Public Open House</p>	<p align="center">Draft Waterfront Strategy Response</p>
<p>MARINA PARK – Parking and Vehicle Access</p> <ul style="list-style-type: none"> From a macro level it's a great master plan, however, my concerns are many i.e., heavy summer use will put a big demand on parking, I'm not sure the commercial applications along Marina Park will be successful, it appears that the loss of the boat launching facilities in Marina Park can be replaced conveniently and the ultimate access and enjoyment of the water quality is not significantly addressed. Wonderful, especially Marina Park, but once again where will everyone park? Big concern with the Marina Park plan is the proposed one way road from Port Street around the proposed shopping area and ending at the bottom of Bay Street. Concerns about the proposal for Marina Park. I suspect that the plan for these parks is to turn them into designation parks. As such, I believe it is not only unworkable, but it's undesirable, for residential areas. Proposal not only takes away those lots from Marina Park but will encourage more traffic into this residential area. Where do we park! Why more retail, we are having a hard enough time keeping stores full. Need parking allowed on streets as well, they are wide enough. Additional vehicles in this area will create gridlock on weekends. Parking will impact local residents. Why bring vehicles down here. Pedestrian only No commercial but perhaps a farmers market; need trees <div data-bbox="1244 641 1570 787" style="border: 1px solid black; padding: 5px; margin: 10px auto; text-align: center;"> <p>General Committee MAR 19 2008</p> </div>	<p>The concept has been revised to remove buildings and replaced with multi-use civic area and flexible greenspace.</p> <p>The removal of the parking allows the maximization of the 3 ac (1.2 ha) park for park uses. The trigger for the removal of the parking is the elimination of the boat launch ramps. In the peak of Marina Park's summer operations, the launch ramps generally generate sufficient vehicle and boat trailer parking to fill the entire Park to the exclusion of other park users.</p> <p>The matter of the adequacy of parking is being addressed through the Mississauga Parking Strategy as it would be preferable to accommodate municipal parking requirements on non-waterfront lands.</p>
<p>MARINA PARK – North/South Connections to other Parks</p> <ul style="list-style-type: none"> West side Lakeshore Road, Front Street North you will need a stop light or another under the bridge walkway Trail links (especially under bridge). It is very difficult to cross the road there at the moment I like the creation of a park here... extension of path around building to JC Saddington Park, opportunity for a farmers market, fish monger, and connection under the bridge to north park. I'll like to see a nice boardwalk along the line in Front Street like the way it is in Toronto Under bridge connections good. Please do it. Soft edge to river bank needed to absorb boat wake 	<p>No changes.</p> <p>North/South connections maintained in concept.</p>
<p>MARINA PARK – Launch Ramps, Charter Boats, Fishing</p> <ul style="list-style-type: none"> The area of "Hacienda Bay" is too far close to the mouth of the river and in my opinion would be unsafe for canoe access. The river gets extremely choppy anywhere south of the current launch. In your proposal you are getting rid of the boat launch ramps at Marina Park. This is taking away the small boaters' access to the Lake. The only other boat launch ramps are over past Cawthra at Promenade Park. Boat launch ramps should remain. Boating/fisherman bring charm & character to 'Port Credit'. 	<p>No changes to concept regarding launch ramps' removal and retention of Charter Boats' docking.</p> <p>The draft Waterfront Parks Strategy has been revised to identify two possible locations for non-motorized boat</p>

329

<p align="center">Compilation of Extracts from Public Comments Received (Comments Sheets, Facsimile, Email, Mail) At or since the November 29 2007 Public Open House</p>	<p align="center">Draft Waterfront Strategy Response</p>
<ul style="list-style-type: none"> • There is nothing in your proposal to create a new launch ramp/parking facility either at Marina Park or an alternate park. What is going to happen is people will be going to Oakville to spend their money, they have 3 launch facilities. • Before the public can decide whether it is appropriate to move these facilities, there needs to be an understanding of the alternatives proposed...the streets of OPCV were filled with car and trailer parking every weekend during the boating season, which caused much disruption to residents. We believe that a public boat launch in Port Credit is essential. The old Texaco lands, or more possibly the Harbour Marina lands, could potentially be utilized for this purpose.... • The charter boats and the public boat launch are an integral part of Marina Park. They need to stay • Marina Park (south of Lakeshore) – concern that Charter Boat businesses will have “slips” but where do their clients park? In front of homes on Port and Bay streets? Permanent structures (market place) for what will be only seasonally operated. • I am concerned about the fishing area at Marina Park. With moving the fishing area close to the charter boats you might have a problem with the boats being caught up in the fishing lines. • No access for launching personal craft, canoe/kayak • Fish cleaning station; fish disposed. No services for charter operator. • Keep boats • Offering charter boat businesses without having on site (not street) parking for unloading customer’s car is showing no consideration for neighbours on Port & Bay Streets. • Low bushes parking issues; No buildings; more park & walk ways; Keep charters; Boat ramps remain. • No parking unloading area for charter business • The plan calls for the existing boat launch and parking in Marina Park to be relocated but doesn't say where it will be relocated to. I hope the new location will still be in Port Credit. • Applaud your ideas for maintaining the boat charters, providing a fishing area, as well as having a path between these 3 parks. • Marina Park needs a place for public to launch a canoe. 	<p>launching: one in “Hacienda Bay” in Credit River along the shores of JC Saddington Park; and south of the Don Rowing Club docks along the shores of Port Credit Memorial Park West.</p> <p>A review of the number of boat launches at this site shows a general decline since 2002. As the redevelopment of this site is currently scheduled for 2012 – 2014, staff will continue to monitor the use of the launch ramps leading up to the redevelopment. The current level of launch activity can be accommodated at Lakefront Promenade Park.</p> <p>Access for the Charter boat operators would be in the form of a circular driveway through the north portion of the site and parking would be off-site.</p> <p>The concept has been revised to separate the fishing deck from the Charter Boat docks to avoid conflict with fishing lines and the boats.</p>
<p>MARINA PARK – Uses/Buildings and design</p> <ul style="list-style-type: none"> • (Like) Farmers Market • Like the idea of restaurants and shops • No Shops • Where are umbrella patios? Seating to eat, eateries, booths, carts; Public dining areas where people can bring their lunch • (Like) Coffee places/ ice cream • Village market place will be seasonal. What use are permanent structures that will only be viable 4-5 months, a year. • No building, more garden space • Heritage incorporated – Mississauga Indians – Credit River • I am strongly opposed to having buildings within this site and the proposed one way vehicle loop. • This should be for residents not tourists • Be sure who you are building for tourists/residents or new condo dwellers • Generally good. The reasons for two “Village Market Places” at Marina Park are not evident to me – these would be out of place and not harmonal with adjacent residential uses. (Also – very close to the existing commercial district along Lakeshore) • Like the village market Place 	<p>The concept has been revised to remove the permanent buildings and that the feasibility of this opportunity be reviewed in the future subject to economic/market studies and physical site analysis including an evaluation of the hazards and in the interim, the concept master plan has been revised to exclude any permanent buildings.</p> <p>The revised concept provides for locations for seasonal kiosks, seating and small gatherings to accommodate the potential for a farmer’s market and other complementary temporary uses</p>

229

**Compilation of Extracts from Public Comments Received (Comments Sheets, Facsimile, Email, Mail)
At or since the November 29 2007 Public Open House**

**Draft Waterfront Strategy
Response**

- No buildings; more green space; Keep boat ramp; less traffic
- Absolutely no buildings; Green space only and maintain view
- We are now a designated heritage district what is the effect on our "Village by the Lake" designation.
- Buildings erected in Marina Park will ruin the serenity and the street-escape of the mouth of the Credit River.
- Like to see more green space and a nice wide board walk, and not more bricks, mortar and asphalt. Strongly opposed to having buildings within this site and the proposed one way vehicle loop makes absolutely no sense to me.
- Marina Park is not a large parcel of land so lets keep it void of the congestion of buildings and roads(one way loop)
- Buildings erected in Marina Park will ruin the serenity and the streetscape of the mouth of the Credit River. The view from Front St. will be typically what one would expect to see when one looks at the rear of buildings - trash bins.
- Like to see more green space and a nice wide board walk, and not more bricks, mortar and asphalt. The charter boats and the public boat launch are an integral part of Marina Park. They need to stay. Strongly opposed to having buildings within this site and the proposed one way vehicle loop makes absolutely no sense to me.
- Strongly object to buildings, structures of any type – no tents or pavilions
- No shops/stores – the existing shops in Port Credit struggle for business – let’s support other shops and encourage green space, park, etc.
- The buildings at Front Street South (east side) have businesses on Lakeshore that depend on summer (spring & fall) trade generated by the people using the trail. Why not put up structures, that provide shelter and seating; umbrellas etc. require high maintenance.
- Very sterile. Remember we have winter here 6 months of the year. Seating – as I age, I need a back to my chair.
- No through way roads, No buildings, make all park with lots of trees.
- No structures of anything.
- Marina Park buildings will limit access and bring more vehicles to the area – we have enough places to shop as it is – why do we need more – additional taxes! I think so. More cars, more traffic, less parking not good
- Marina parks removed all the parking? Added more retail? We have more than enough
- Control types of shops, commercial development. Port Credit is full of tattoo parlours and spas
- Less buildings; have more greenery; need more plants and less of paved areas; don’t waste so much space; need parking lot instead of demonstration garden.
- Love the trees; I don’t want to see any building; there is no need for parking; I only want to see green space; no need for a road
- Needs an Interim Plan (Marina Park)
- Marina & Saddington are embedded parks inside a residential area! They must be considered differently with the residents concerns; parking issues; no shops off Lakeshore; support Salmon Fisheries; Open Vistas for air; No Road Lane
- Like to see added: ensure shade trees are added for comfort and environmental reasons and narrowing of Front St S – current traffic is too fast – not sure if this is part of mandate
- People friendly, Marina Park removing gravel parking for village market, pedestrian path facing waterfront.
- We strongly support the recommendations that maintain the connection with the water, and harmonize the park with the neighbouring Heritage District, namely: stabilization of the shoreline; walkway connections under the Credit River Bridge north to Memorial Park West, and along the water’s edge south to Saddington Park; enhanced sightlines along Port St. W. and Bay St. to the Credit River, with primarily pedestrian use; improved streetscape along Front St. S.; eco-sensitive landscaping and encouragement of tree plantings; water’s edge seating; use of Front St. N. for alternate parking facilities; provision of a dedicated fishing area and fish-cleaning facilities; continued presence of charter boat docking, which reinforces the traditional Harbour ambience and draws tourists to a central area to maximize the positive economic impact... We believe that this site needs to be the subject of a Place-Making exercise. In keeping with the public wharf concept, an interesting idea has been put forward...by building an historic replica of a boat from our distinct waterfront heritage – the stone hooker... We need strong tangible reference(s) to this epoch (Mississaugas), perhaps located in Marina Park. .. The

e.g. food and beverage vending.

The details around the final design, form and location of park components, interpretative features etc. will be further evaluated during detailed design prior to park redevelopment and reviewed with the public at that time. Given that pre-design feasibility studies are required to further evaluate the site and given the amount of public consultation to date on this site, it would be premature to further consult the public on the site at this time with a “place-making” exercise.

**Compilation of Extracts from Public Comments Received (Comments Sheets, Facsimile, Email, Mail)
At or since the November 29 2007 Public Open House**

**Draft Waterfront Strategy
Response**

SLS

proposal for commercial and small scale retail at Marina Park has proven to be controversial with some stakeholders. We support the recommendation of conducting a marketing study that could also encompass any proposed restaurant at Saddington Park. In any event, the land at Marina Park should remain publicly-held.

- With all the commercial space being built in Port Credit more temporary and seasonal buildings will have difficulty surviving. These two parks, Marina and J C Saddington are 'embedded' in a residential area, should be addressed differently than the 'destination' parks and these 2 should not be lumped in with all 5 parks as the same. They are not the same. I believe Marina Park also has the added issues of environmental disposal with soil disturbance?

J.C. SADDINGTON – Park Design, Restaurant

- I do not see any need for a restaurant in the park. There may be a market for a seasonal snack bar next to the pond, but that function could also be served by mobile vendors. ...do, however, see a potential for a park pavilion / small special events facility...If the building could be designed to allow people to experience the park environment - water view, natural surroundings, wildlife from the comfort of indoors, I could see it becoming a popular place for weddings, conferences, group picnics that need insurance against inclement weather, etc...
- Like the idea of the promontory looking out on the lake, 'however as much as I would like it I have some doubts as to whether a restaurant would survive year round at this location. Perhaps a seasonal snack building would make more sense.
- can the old pumping station buildings...be used for Art Gallery of Mississauga outreach gallery?
- The restaurant not a good move. I don't see it surviving. Parks should be for people maybe offering refreshment areas (vending?) - clean washrooms - Roofed-open shelter areas, splash pads, music pit. BBQ pits.
- Concerns with the draft plan for J.C. Saddington insofar as the addition of facilities at the same time as parking is removed. The parking is full on weekends at present and there is little doubt that an increase in facilities will encourage additional park users. Additional parking will be required, not less.
- Concerns with the proposed restaurant in J.C. Saddington Park. While a small concession might be a good idea, a privately operated and potentially liquor licensed restaurant has no place in a public park.
- While there are low-lying areas of J.C. Saddington Park which would require raising to promote proper drainage, paving of the park should be limited. As well, trees should not be removed to accommodate pathways, promontories or other features.
- I dislike the Restaurant in park, consider food cart vendor permits instead
- How does climate change lake level affect plans?
- There is no need for large boat launch areas at Saddington
- Food shade should be good at restaurants
- Think about winter months, outdoor skating rink would be nice, no restaurants needed
- Good to know that there will be further Public Consultation on JCSaddington Park
- Restaurant would be a great idea if done properly. Sit and relax, enjoy beer or wine... Look at popularity of Snug Harbour. It overlooks the water, people walk and enjoy the surroundings.
- Naturalization is Great; CVC consultation ongoing Please.
- Good idea to get rid of the old parking lot on Lake street
- Need the parking here
- Balance of people use / natural restoration. More shade trees, more bicycle routes, more seating, like the lookouts in J.C. Saddington Park.
- Let's hope "naturalization" means more than just letting the weeds go! ... The same is already happening on the footpath below the Texaco lands. No more naturalization that just makes a mess
- Subsidized food services to keep it affordable for all ages, especially children i.e., hot chocolate/ ice cream
- You need parking if you have a restaurant. What kind of restaurant? Small scale- affordable or families? Prefer options
- The vertical markers look ugly!

The concept for JC Saddington has been revised to exclude a restaurant. However, given that this park is envisioned as an all year round destination, the concept does propose an all season park pavilion to provide a concession (snack bar), washroom and warming facilities.

The Strategy does identify the potential opportunity to expand the park pavilion into a restaurant use subject to market studies and community support.

The details around the location of park and all season components, interpretative features etc. will be further evaluated during detailed design prior to park redevelopment and reviewed with the public at that time.

The level of Lake Ontario does have a bearing on the layout of the park as it relates to extent of the related hazard areas. A detailed review of hazards in addition to an environmental audit will identify use, development and landscaping measures mitigate impacts to and/or enhance the physical environment.

**Compilation of Extracts from Public Comments Received (Comments Sheets, Facsimile, Email, Mail)
At or since the November 29 2007 Public Open House**

**Draft Waterfront Strategy
Response**

- Make this a true Greek style amphitheatre with true natural acoustics
- Garbage is a huge concern. Signs should be put enforcing use or garbage bins; Also put more recycling bins for plastic bottles + green bins (left over)
- We don't want a restaurant (garbage) here. There are enough nice restaurants/coffee shops within 2min walk
- Lighting for safety
- Doesn't need restaurants. There are enough close by, and it would just take up space
- Parking Issues; No restaurants! Any shops on west side of bridge will not survive and Main drag already suffering/ struggling
- I strongly disagree with restaurants at JC Saddington.
- I like the warming facilities promoting all season use, heritage courtyard using the existing pump house buildings, community programs, amphitheatre, wetland and canoe/kayak access in Hacienda Bay, lookouts that connect park to the lake, river edge connection to Marina Park
- not sure about the promontory at foot of Mississauga Road and not sure about restaurant since Port Credit has enough restaurants within walking distance.
- Why do we need a restaurant in JC Saddington? We don't need another restaurant in Port Credit. What about Family Picnic Area? We strongly support the recommendations that open up the park to the water, and harmonize the park with the neighbouring Heritage District, namely: stabilization of the shoreline, walkway connection via water's edge boardwalk to Marina Park to the north, elimination or reshaping of the berms, improved sightlines to the lake from the interior of the park, and from the foot of both John and Peter Streets, improved streetscapes along Mississauga Rd. and Lake St., eco-sensitive landscaping and encouragement of diverse tree plantings, enhancement of the existing pond, stream, and wetlands, provision of dedicated fishing areas, updating and repair of physical features (e.g. wooden retaining walls), The park's design needs to be re-oriented to optimize its lakeside location. It is important to provide comforts, including sufficient washroom facilities, drinking fountains, picnic areas, numerous benches, at least one shelter, and other amenities such as a concession kiosk or café. Warming stations for the winter months, and continuation of the skating pond, but with better facilities, are good ideas. While we agree that the northern parking lot should be converted to a "village green" area, to provide better transition to the Heritage neighbourhood, and a more attractive approach to the park, provision for adequate parking needs to be maintained for the large number of visitors hauling coolers, chairs, BBQs, tents, and other equipment, in order to stay for the day. ..Insufficient parking would result in cars parking along the residential streets of the adjacent Heritage District....The proposed new "promontory" feature unfortunately spoils the Harbour vista at the south-east point of the park. The visual and physical connection between the lake and river should not be "formalized as a park feature"...The designated area for fishing respects the existing patterns. ..Proposed "lookouts" should be minimal, low-profile, and a simple extension of the shoreline stabilization protocol...The possibility of a small-boat launch for kayaks and canoes in the "Hacienda Bay" location ties in beautifully with the recreational identity of the park, and should be in addition to the launch we have proposed for Memorial West. The ability to view the night sky from an area of darkness, coupled with a proposed astronomical lookout at the foot of Mississauga Rd., reinforces present use. Care should be taken not to destroy the sightline to the water, when one is traveling down Mississauga Rd. S. to the Park....Interpretive elements should be in keeping with the Heritage District, and not detract from the natural features of the park (pond, stream, wetlands, trees, wilderness areas, etc.) Wilderness areas are fine if care is taken to nurture native plantings and enable ecological understanding...Potential wetland restoration is a very exciting concept in the "Hacienda Bay" area, but again, subject to the same concerns. ...We would promote a genuine amphitheatre, sunk into the ground (which may not be possible in a landfill site), with natural acoustics that will awe children and adults alike... Adaptive re-use of the existing pump house buildings, as suggested, and with a possible courtyard, is an excellent idea, and could also be the site for small theatre enterprises instead of, or in addition to, the amphitheatre concept. Note that there is a high berm located behind the pump house - perhaps this, or some other berm in the park, could be adapted for amphitheatre seating? ...There is controversy about the "restaurant" component, as indeed occurred during the previous public workshops.... There is an economic concern by some stakeholders that this would compete with the restaurants on the Lakeshore Rd. business strip, and keep JCS Park visitors from

Compilation of Extracts from Public Comments Received (Comments Sheets, Facsimile, Email, Mail) At or since the November 29 2007 Public Open House	Draft Waterfront Strategy Response
<p>walking into the Harbour area, although the new boardwalk north to Marina Park will surely encourage just that! There is also a concern that a restaurant, with the additional parking it would require, and the blockage of the lake view, is an unnecessary encroachment and an unwanted built form in what should be a pastoral environment. In any event, the land at Saddington Park should remain publicly-held. Simple food amenities at the Park are a must, ...There is a felt need for the proposed water's edge trail between Marina and Saddington parks.</p>	
<p>J.C. SADDINGTON – Non-Motorized Boat Launch</p> <ul style="list-style-type: none"> • If the boat launch is removed from Marina Park, there is no facility to put a canoe into the Credit. “Hacienda Bay” is far too open/choppy to use. • Need canoe, kayak launch • Small craft launching facilities • I strongly suggest that the water conditions at Hacienda Bay be investigated under varying weather conditions....for non-motorized craft...and that an alternate location upriver be considered. 	<p>The Strategy has been revised to add another non-motorized boat launch in Port Credit Memorial Park West, in addition to the one proposed at the east shores of JC Saddington Park.</p>
<p>J.C. SADDINGTON – Views</p> <ul style="list-style-type: none"> • The promontory feature proposed for Saddington Park looks like a sculpture and it seems out of place in a semi-natural environment... • I like the lookout • Saddington Park lookout shelter looks ugly – too modern – not in keeping with rest of structures in other parks which are modern Victorian types 	<p>No Change</p> <p>The details around the form and location of any promontory would be further evaluated during detailed design prior to park redevelopment and reviewed with the public at that time.</p>
<p>PORT CREDIT MEMORIAL PARK WEST – Design, Landscaping, Connections</p> <ul style="list-style-type: none"> • Memorial Park West – I like the layout • Planting area to the south of the Don Rowing Club paved area should be moved further south to allow large boat trailers to turn to access our boat bays. About 20 meters should be okay (adjacent to proposed pedestrian walkway) • The Don Rowing Club needs the area next to the Club – on the northern part of the Park – for Boat storage and transportation equipment. • Care and concern re Memorial Park west development that facilitates recreational use of Credit River – not only by Don Rowing club and Mississauga Canoe Club but by private users as well (that a proper and protected regatta course on the lake!) • Memorial Park West: The canoe club and the rowing club both large public regattas and spectators and visiting teams use this space. The planting area just south of rowing club cuts off usable space and would likely be trampled. Keep it simple and don't over plant. • Existing totem pole requires painting and the base reinforced and the pole vertically straightened. • Provide for parking off waterfront • drinking fountain needed, public washrooms • like maintaining the green space....vegetated slope section to river, possibility of path under the Lakeshore bridge. • not sure about the vertical columns • reconfigure Lakeshore and Front Str N to remove existing metal barriers between sidewalk and park...”push” pedestrian into traffic... • We strongly support the following recommendations: stabilization of the shoreline, walkway connection under the Credit River Bridge to Marina Park to the south, continuation of the bike path up the Credit River as far as possible, maintenance of Front St. N. car parking, buffered from the park, open lawn concept, water's edge seating, eco-sensitive landscaping and respect for the existing tree canopy, potential expansion of the park northward as sites (e.g. the Legion) become available (i.e. no new built structures such as apartment buildings, should be permitted), provision of fishing areas. ..A further connection...is construction of a pedestrian/cycling bridge just 	<p>No Change</p> <p>Prior to park redevelopment, the process of detailed design will review the actual extent of planting areas, park facilities such as fountains, interpretative elements and will be reviewed by the public at that time.</p> <p>Given that there are public washrooms in Marina Park to the south, no public washrooms are planned for this park.</p> <p>The construction of a cycling and pedestrian bridge over the Credit River will be reviewed as part of the City's Cycling Master Plan and Implementation Study.</p>

279

Compilation of Extracts from Public Comments Received (Comments Sheets, Facsimile, Email, Mail) At or since the November 29 2007 Public Open House	Draft Waterfront Strategy Response
<p>south of the CNR tracks, which would streamline access to the Port Credit GO Station, and link Memorial West to Memorial East over the Credit River. The proposed "interpretive column" features within the park would clutter the landscape and detract from the passive experience. The existing totem pole, while not historically correct, <i>has</i> become a local landmark and should be the prominent feature if it is retained in this location. Any lighting near the water would spoil the evening experience of darkness many enjoy along the riverbank.</p> <ul style="list-style-type: none"> • Need to acknowledge and be flexible to accommodate rowing paddling regattas, lots of people, boats and need for viewing; Canoe & Rowing clubs are wonderful resources truly unique to Mississauga and need to celebrate these. 	
<p>PORT CREDIT MEMORIAL PARK WEST – Shoreline</p> <ul style="list-style-type: none"> • Memorial Park West – shore treatment needs to be natural (soft) to allow boat wake to dissipate. East side treatment has created a problem which for novice rowers, paddlers and family canoe trips becomes a safety concern. Planting proposed just south of rowing club would get trampled by visiting teams and spectators watching events held regularly at the two clubs. Don't over plant – keep it simple. • I am concerned about changes proposed to the riverbank along Front Street between Lakeshore and the Rowing Club. We need a soft-scape bank, not retaining wall to disrupt the wake caused by boats. The retaining wall on the east side of the river has created a lot of issues with boat wake. • I would also like to see a plan that will encourage the geese to go elsewhere! • Memorial Park West: Shoreline treatment must consider boat wake from coach boats, pleasure craft; The east side treatment has created wake making it unsafe for novice rowers paddlers, and family canoe trips. • Shoreline should not be like east side of river, which bounces back wake from the power (coach) boats as safety issue to rowing shells. The new water's edge should allow waves to disappear – considering rowing traffic. 	<p>No Change.</p> <p>The shoreline will be designed to address the matters of recreational boat users along with the natural environment and wildlife management (incl. geese) matters, as the location and type of shoreline planting can deter the geese, where appropriate.</p>
<p>PORT CREDIT MEMORIAL PARK WEST – Boat Launch</p> <ul style="list-style-type: none"> • Addition of a public canoe / kayak launching area would be compatible with the existing tradition of the private clubs, and reinforce the recreational use of the River (now an echo of the historic trading uses)... The "Olympic Walk of Fame" could mark the route paddlers would take to reach the launch at the water's edge... • would like to see added: canoe kayak access since the parking is a reasonable distance – a contoured shoreline would be nice; • Need a place to put canoe in the river • Have suitable signed dock launch facilities for private canoers & kayaks so that they do not need to use the facilities of private member clubs such as Don Rowing 	<p>The concept has been revised to add a non-motorized boat launch.</p> <p>The details around the final design, form and location of park components, interpretative features etc. will be further evaluated during detailed design prior to park redevelopment and reviewed with the public at that time.</p>
<p>FUSION – Design, Naturalization</p> <ul style="list-style-type: none"> • Maintaining a much naturalized approach to park design and management. This site should be managed to increase and maintain biological diversity; the outdoor ice rink is a great idea. • Extremely pleased that the park will have cross country skiing as a use. How does the City intend to keep other people off the trail if they are snow covered? Overall, I think this park design is very good. • Fusion Park (and any others) nice to see preserving historic buildings, incorporate and utilize • Leave the Fusion Park as natural as possible. This shoreline has one of the last remaining pebble beaches in Lake Ontario and are important (fish habitat). Leave the two parks in this area as "Adult Parks" retaining wildlife access to this lake • Armour stone is NOT natural & takes away the natural lake edge much needed by shoreline. • LEED design for structures • like Preservation of woodland walking trails, Outdoor skating rink, Preservation and improvement of area for bird migration, Bus access in east parking lot, Tree house & secret garden, Naturalization of Clearview creek, Shoreline recommendation 	<p>No Change.</p> <p>The Strategy recommends options for shoreline protection for public safety only in the area of the site with an escarpment.</p> <p>The trail system includes a range of trail types for different users. As such, in the winter the trails available for non- skiers would be signed accordingly and possibly cleared depending on the trail's ranking in the</p>

92v

<p align="center">Compilation of Extracts from Public Comments Received (Comments Sheets, Facsimile, Email, Mail) At or since the November 29 2007 Public Open House</p>	<p align="center">Draft Waterfront Strategy Response</p>
<p>LAKESIDE</p> <ul style="list-style-type: none"> • Lakeside Park – grass between cars parked – white, nice, is not practical for maintenance • I do not like the fact that leash free park is reduced in sizes in some parts of the park • If the leash free area at Lakeside is slated to “shrink”, I am opposed. The park is well used year-round by dogs and their owners • The air around Lakeside Park can be quite foul. Are we spending wisely developing a park space that may never attract a crowd? • Move large leash free to Texaco land in Port Credit (reply to this: This is a non starter) • The size of the existing leash free area must remain or increase; not be made smaller. This park is well used by dogs and their owners • Size of leash free must stay the same or large • Why develop a park where the air is so foul? • concern with environmental impact (pollution) caused by heavily used parks. Recommend to leave this section of waterfront “natural and undisturbed. • concern with public safety. This heavy industrial area with truck traffic 7 days per week. Recommend to leave this area as natural, undisturbed area with some trails for use by small number of people to observe natural wildlife and flora/fauna • Like green paving idea, alternate energy source, demonstration gardens, splash pad, winter shelter • I welcome the green technologies demonstration area planned for Lakeside Park, and I hope that green technologies will be used throughout the Waterfront Parks system where possible. • concern ...if the proposed park began to attract greater numbers of pleasure craft to the area, the owners of which may not be as aware of the dangers of navigation in commercial shipping lanes. • The 2 western parks Lakeside and Fusion are located in a heavy industrial area with plants operating 24/7. Development of the plants with splash pads etc. are inconsistent with this area. Splash pads/ice rinks should be where the people are • Leave P389 and Lakeside Park as “natural” parks for nature lover to hike and observe local wildlife. Do not develop this area. It will cause more pollution (litter, cars, etc.) this is a heavy industrial area used 24/7 and bringing large numbers of public may cause safety issues. 	<p>winter maintenance program at the time.</p> <p>No Change.</p> <p>The details around the final design, form and location of park components, interpretative features etc. will be further evaluated during detailed design and in the context of the natural environment features prior to park redevelopment and reviewed with the public at that time.</p> <p>Given the importance of the leash free facility in this location, the size of the leash free is consistent with the minimum standard for such a facility.</p> <p>The City is participating with local industries and other stakeholders to develop a community-based ambient air quality monitoring program in the Clarkson Airshed Study area.</p> <p>The City has no jurisdiction over navigable waterways and given that the Lakeside Park concept excludes boat facilities, watercraft activity is not specifically promoted.</p>
<p>OTHER – Process, General</p> <ul style="list-style-type: none"> • That it's a “draft” and it's still open to input from the community • (like) There is a strategy and input is being sent • Well developed and cohesive strategy linking natural resource to use with blend of interests/uses in mind • The Waterfront Parks Strategy is a comprehensive and visionary framework for Mississauga's finest and most enduring asset: the waterfront. The City has recognized the social, economic, and environmental return on enhancing this asset, and has put the appropriate resources into researching and developing this plan. The degree of public access to the waterfront that is currently available, and planned for the future, reflects an enlightened principle that has been followed since the City's inception, and has now brought us to this exciting new phase. Speaking more specifically in terms of Port Credit, the strategy to bring uniformity, as well as cultural identity, to each waterfront park is well-conceived. • Recognise the waterfront as Mississauga's most vital natural resource. It should be formally recognized as a significant cost centre and not as an opportunity to spend the bare minimum. 	<p>No Change.</p> <p>Funding - Two of the five priority parks will be developed as “new” parks and as such will rely on Development Charges for funding. Whereas the other priority parks will be redeveloped to repair, replace and/or change the existing park infrastructure and will utilize Tax Revenues as they are a City-wide resource and benefit all residents.</p>

Compilation of Extracts from Public Comments Received (Comments Sheets, Facsimile, Email, Mail) At or since the November 29 2007 Public Open House	Draft Waterfront Strategy Response
---	---

- with impending tax increases concern with spending 30 million dollars on parks. ..I strongly object to these projects at a time when we should be belt-tightening.
- Given the diverse socio-economic mix of the population, the parks are a great equalizer where all can freely benefit from the cooling Lake breezes; the walking, biking & small-boating culture; fishing; and "getting away from it all." We would like to see these parks evolve in response to usage patterns, rather than be over-engineered initially. Do not "program", but rather allow visitors to make their own choices and create their own sense of place. An increasing number of seniors living in South Mississauga will also be shaping how the parks are used, and what facilities are needed. The "place" should be the destination, not the program, and each "place" should be affordable and comfortable for all. That said, our overall impression is that "programming" is not the intent and the focus of the Draft Final Report, and we strongly endorse the emphasis on sustainability and flexibility in the Parks Strategy
- like having a strategy that looks at all the parks

OTHER – Park Design, Uses

- Please do not overdevelop the parks
- If we are to move towards being environmentally friendly, we need green
- It feels a bit "contrived", we should be striving to create natural areas
- Emphasis on enhanced green space and waterfront access
- Strategy shows that City is really trying to provide improved parkland for the public.
- No restaurants/commercial in the parks – there are enough in the village! Less mortar, more green!
- Light hearted music – semi classical – not blaring, affordable
- Like the idea of people first, not cars
- I like the idea of lighting, right now some of the trails are poorly lit
- Like the idea of outdoor skating rinks. Want to see a place to rent skates and buy hot chocolate
- Like the idea of theme gardens (e.g. Toronto Music Gardens)
- Like the "event" area
- Pedestrian and bicycle friendly spaces
- Access to the lake preserved for all
- Multi-use facilities
- Attractive and multi-purpose friendly
- Green space brings out community! Yeah
- Nice to see the improvements!
- I like the fact that we're protecting the land from development and making it accessible to citizens and visitors
- Activities should be walking, etc. at Waterfront not organized sports i.e. A.E. Crookes
- Eliminating organized sports facilities in waterfront parks, i.e. baseball, softball
- I believe the beautification is essential for preservation. An attractive Waterfront will draw people. Parking though, becomes a bigger issue. Like the Farmer's Open Market very much.
- Urgent Problems: Goose defecation is a very serious health and safety issue. Any modification of shoreline that would encourage Geese to access the shoreline via canoe and rowing docks will be a disaster. Slipping on Goose droppings can cause serious injury, when carrying rowing shells.
- The general concept is good.
- Aesthetically pleasing. More recreational opportunity for those who would not normally visit our parks.
- More park areas and trails, more benches and shade

No Change.

Park programming and facility ideas will be forward to the City's Recreation and Parks and park development staff respectively.

Goose management is addressed by the City through landscape and park design, public education and habitat modification.

The Strategy proposes canoe launch in Port Credit Memorial West and JC Saddington Parks.

X7C

**Compilation of Extracts from Public Comments Received (Comments Sheets, Facsimile, Email, Mail)
At or since the November 29 2007 Public Open House**

**Draft Waterfront Strategy
Response**

324

- All parks good for people. More gardens
- Overall good
- Overall I think the strategy is good, encouraging more people to get out and enjoy the outdoors and community, this is why I like to live in Port Credit.
- Not much (to like)
- Would like move parking lot (short term) to allow canoes to be launched near water's edge (beach areas) – now there is only Jack Darling and Canoe Club (when they aren't there or by Salmon ramps) which according to plans will not be available (Richards Park might work)
- I would like to see the front open view to the lake
- I don't like the fact of having buildings blocking the view of the lake
- Green space: need to add more
- Natural theatre seating – good, no need to port chairs
- Impressive
- Green space
- I like everything pertaining to the revitalization of our parks
- First class art work but of no value unless each picture is shown in relation to location along the waterfront. Useless you are steeped in the progress, a "visitor" would never be able to recognize the areas or locations – the small overall map is at the end
- I have recently started to discover Mississauga's parks and they are lovely as they are (and large and plentiful)! Talk of things like "blurring" the lines between parking and parkland with little squares of concrete with greenery growing in between is lovely - but absolutely unnecessary and extremely wasteful of taxpayer dollars.
- Too much infrastructure. A park should offer an opportunity for picnics, exploration, solitude for children to explore. I find that the City constantly attempts to build roads, restaurants and other unnecessary structures. People will find their own way of enjoying the beautiful waterfront parks
- Do not eliminate the natural water's edge environment by putting armour-stone. It's unwelcoming for migratory birds. Natural, natural, natural for the little remaining, waterfront, please. There seems to be too much organization.
- (like)Expanding the usable waterfront public space. Long term direction of preserving and building for generations to come.
- We want the waterfront attraction to bring people from the rest of the City (& beyond) so need to make parking more of a priority, not eliminate it.
- Promote boating/fishing
- Create amenities that will create income to help pay for facilities amphitheatre rental, Thai Chi in summer
- Like recommendation about food and drink on waterfront. Europe example – walks and enjoy "market atmosphere". Need a place to sit, enjoy, coffee, ice cream or hot chocolate as a family
- Saving Harbour nice but too expensive for family outings
- No buildings, tents, pavilions
- No metal structures
- No shops
- More green space, parks!
- Boat rentals should be maintained
- Some ideas seem to make the parks system to commercialized; it can take away from the quiet atmosphere of the park.
- Location for community gardens, more education/demonstration for natural/sustainable living, eco/struc. i.e. homes, natural gardens, organic gardens, more/larger market places for local foods / farmers (i.e. local farmers markets)
- Signage needed for the Waterfront Trail – in these parks and others – it is somewhat "hit and miss" at present

**Compilation of Extracts from Public Comments Received (Comments Sheets, Facsimile, Email, Mail)
At or since the November 29 2007 Public Open House**

**Draft Waterfront Strategy
Response**

- Generally – good!! Looking forward to seeing this come to fruition.
- Parks receive year round use. Why not have washroom facilities available for 12 months of the year, not just the summer months?
- Encourage access to parks by means other than automobile (i.e. walking, cycling, bus, etc.)
- Create more places to congregate in small numbers, benches, places to sit etc. Connect to existing Lakeshore Road shops etc., especially west of the river, rather than compete by adding more marginal commercial space. More “comfort stations” where concentration of people are expected.
- Like to see a bonfire pit area that can be reserved. Allows you to use the area at night
- Want ability to rent kayaks and canoe, want a designated canoe pond
- Less development, put more money into maintaining the existing park
- More natural spaces
- Focus on foot and bike traffic
- Outdoor activities for the family – year round i.e. outdoor skating rink at the Marina Park (by lighthouse)
- An outdoor skating rink would be nice – such as Gage Park Brampton
- Addition of trees (mixed evergreen and deciduous) in existing parks
- More benches, a boardwalk with solar lighting that would stretch far enough for a safe form of exercise even in the middle of winter when it’s dark by 5 p.m.
- A very specific type of Commerce, ice-cream shops, outside vendors, reasons for people to come down from north Mississauga and Brampton. More playgrounds for small children
- Leave park areas as natural as possible; more police; washrooms open during daytime hours; trail use in winter; snow removal
- I wish the City will implement strict selection as to the kind of shops/store they will allow to put in our park
- Include some areas for skateboarders and cyclists to keep them off the sidewalks! Wetlands excellent; education ,drainage and lake improvement
- Really need dual (or more) use facilities to draw people to parks even in winter. Ponds - fishing, canoe lessons, kayaking, all “summer” – skating “winter” – areas where planned activities can occur in winter (e.g. a Winterfest; Iditarod(dog sled race/rally); orienteering trails of various lengths, 1km, 2km...)
- More “youth” focussed areas – if not on the water’s edge at least spread across an area such as Douglas Kennedy Park or Lakefront Promenade
- Benches adaptable for seniors and grandchildren both of us fall through some wide backs and too tall seats
- Skate board area – more basketball courts
- Outdoor swimming pool somewhere along the Lakeshore trail looking out to the lake. There is a lack of outdoor swimming facilities for adults in Port Credit
- Fire pits near the proposed seating rinks
- Credit Village Marina has facilities for large boat docking and has, in fact, been used for this purpose in the past. The pier extending along the west side of CVM is sufficient to moor boats such as those pictured (Mariposa Belle) in the Strategy. There is no need to also provide this facility at J.C. Saddington Park.
- Toilets - many more are needed. The few that do exist are closed for 6 months. Water fountains - the few that exist have not worked in several years. Garbage cans - 90% are removed during 6 months of winter. All cans need lids to stop raccoons from tipping them over and spreading garbage everywhere.
- I hope there is plenty of restaurant/pub/coffee shops on the lake included in the plan – we want to attract visitors – people like to eat, drink, chat with a lake view. There is nothing available for these activities between Burlington and Toronto – we have the best bit of waterfront with which to add this kind of “big city” (e.g. Baltimore, San Francisco, San Diego, etc.) approach

**Compilation of Extracts from Public Comments Received (Comments Sheets, Facsimile, Email, Mail)
At or since the November 29 2007 Public Open House**

**Draft Waterfront Strategy
Response**

Jan

- “year round destination” None of your photos on this board relates to the 6 month of cold wet slush & ice which are the ingredients of a Mississauga winter. Are you dreaming!
 - Celebrate Aboriginal heritage. Build in First Nations into Planning and Economic Development
 - Keep “Art” displays away from natural areas. Orange banners (for example) would alarm bird, especially during migration. Waterfront (a rare commodity) should be first and foremost welcoming to migratory birds.
 - Markings On walkways should be kept to a minimum, as they do not enhance a walk in the park
 - Seems like a lot of construction & money spent to create “natural” park system. Why not just nudge nature a bit?
 - Need benches to sit and relax and view the waterfront
 - Considering our aging populating, would there be ramps for wheel chair access? Please think about this.
 - More trees, not just 2 small strips.
 - We need year around washroom in parks, not comfort stations that are open for only 4 months.
 - give more budget towards landscaping in existing parks include mixture of evergreens as well as deciduous trees
 - why not have water fountains in all City parks?
 - skateboards area and lots of basketball, teenage stuff
 - some facilities are needed to draw people to lakefront parks in fall and winter e.g. skating pond, actual canoe/boat pond in summer
 - Existing natural areas with "Let it be" concept are nice but often are regarded as the lowest cost option. More variety and vision is required. The introduction of more wild life especially deer would be most welcome
 - Winter use - there are no activities. Without dog walkers, the parks would be deserted. What about cross country skiing? Cafes along the waterfront are desperately required. Events - Mississauga Marathon is about it. Many more are needed.
 - Introduction of sandy beaches everywhere.
 - More lease free zones
- I agree that organized recreational activities should be phased out. They swallow up all available parking and cause a constant strain with neighborhood with illegal street parking and garbage. I do not agree that existing sports facilities should stay. Other locations should be actively investigated.
- Maintain no development of the parks along our waterfront should trump the waterfront itself. If primary attention is paid to preserving and reinforcing the shorelines (river and lake), to enable public access without damaging the delicate edge where water meets land, then a tremendous responsibility will have been met for generations to come.
 - Part of the Waterfront Parks Strategy should encourage usage in the winter months, by making parks and pathways accessible for pedestrians, cyclists, joggers, and pets... and along the Waterfront Trail in winter would promote Port Credit as a year-round destination for all of Mississauga, and for winter tourists, and would provide more flexible and pleasant access to the West Village shopping district
 - Just as there is a need for a street-furnishings policy across Port Credit’s business district, our waterfront parks (which are all highly visible) need a coordinated policy on signage, drinking fountains, lighting, heritage markers, garbage cans, bike racks, benches, etc. Furnishings throughout the Village and the parks should work together, with materials, colours and styles providing an overall Port Credit “signature” that reflects our rich heritage resources, Harbour location, and natural environment
 - Ambient sound is also a factor in park enjoyment, and people should be able to hear the water lapping against the shore, the wind in the trees.
 - remove organized recreational use in park and allow more use by public for spontaneous sports cricket, soccer. baseball etc.
 - where are the outdoor musical shells that teen band/orchestra etc groups could perform from?
 - where are the wind farm elements to be located that make these outdoor power needing elements cheap and self-sufficient? Will there be solar panelled sitting areas to attract the temperature conscious elderly?
 - will there be astronomy oriented teaching learning centres for youth teen adults to enjoy attending/participating? Where will scuba

Compilation of Extracts from Public Comments Received (Comments Sheets, Facsimile, Email, Mail) At or since the November 29 2007 Public Open House	Draft Waterfront Strategy Response
<p>diving etc displays/learning centres be located? Will glaziers/potters/jewellers have a centre to call home and to teach youth from?</p> <ul style="list-style-type: none"> • Has the impact of our greasy geese been planned for? • a fishermen's museum here? • Signage pointing to the nearest washroom facility. Especially needed at waterfront trail between JC Saddington and Ben Machree Park. Upon entering a park have directions to the various points of interest. • How will artistic structures defining spaces and architectural canopies age in their design and the materials that are used in their construction. 	
<p>OTHER – Park Operations</p> <ul style="list-style-type: none"> • Nowhere are my concerns about increased gang activity, drug dealing, traffic calming, parking controls, after hours security and park closing times addressed. • Comment regarding the stench emanating from the waterfront during the summer months, particularly after a rainfall. This seems to be an on-going occurrence as I have had this malodorous experience on previous visits. • By-law for pet control. Higher fines for non-leashed animals and poop and scoop • Like to see washrooms open earlier (6a.m.) and remain open off season. • Would love some snow ploughing on pedestrian / cycle paths for most popular waterfront parks. It would allow much better footing and greater use. • parks within residential areas should say "Parks close as sun-down". This is being done in Oakville. • snow removal of trail will improve winter use • Ice removal - all park trails not just priority trails. Improved after hours security to circumvent any increased gang activity or drug dealing. The City needs a full time marketing department to promote the waterfront as a destination point, a tourist attraction, develop new ideas and create excitement. • before we focus on expansion, perhaps we could maintain the existing system. For example, snow removal and year round washroom access. • Dredging of the Credit River will need to be dearly addressed sometime very soon...the silt level is so high...this should be addressed along with upgrading the shoreline parks! It goes hand in hand and I understand will require a lot of money coupled with environmental/disposing issues. 	<p>No Change.</p> <p>Park operations comments and ideas will be forward to the City's Recreation and Park's staff for review and consideration.</p> <p>Dredging – The Strategy identifies this matter for further study to answer the questions of cost benefit analysis, functional and environmental issues related to dredging, the natural evolution of the Credit River channel and other related issues. From a City marina operations perspective, the dredging feasibility study would have to consider that the Credit Village Marina was designed as a small craft harbour where significant water depths are not required.</p> <p>Winter Use – The Strategy recommends a Park Winterization Strategy be completed to address winter use.</p>
<p>OTHER – Park Expansion</p> <ul style="list-style-type: none"> • Acquisition of waterfront property as it becomes available • We like the idea of linking as many parks as possible along the waterfront. • The concepts are excellent, what about the area presently used by the Post Office to park their vans between the Marina and C/Y yachts? • Lots of parkland • Whereas Port Credit and Clarkson have lost the opportunity, 100% of Lakeview (except 9 homes on Richey Crescent) must be a waterfront trail and park - from the Adamson Estate to the Arsenal Lands. • Link Marie Curtis Park in front of sewage treatment plant to Lakeview generating site & Lakefront Promenade. • Open waterfront from Etobicoke creek to Port Credit walkway along shoreline. 	<p>No Change.</p> <p>The Strategy identifies parkland securement criteria to be applied to opportunities for parkland and/or open space expansion.</p>

3266

225

**Compilation of Extracts from Public Comments Received (Comments Sheets, Facsimile, Email, Mail)
At or since the November 29 2007 Public Open House**

**Draft Waterfront Strategy
Response**

- The future development of the Lakeview Generating Grounds must be a priority for waterfront and park development. The idea of placing a new Gas plant there is unthinkable.
- All parks, and the entire water's edge, should ideally be in public ownership, and accessible year round

OTHER – Park Connections, Transportation, Parking

- Concept of a shuttle among parks and into parks, (village market and Marina Park), Greater winter-time activities proposal, Underground connection to Marina Park, Saddington Park. Water activities are always a great draw/use of space
- Lack of parking – it is needed in Port Credit, many visit the area
- Parking is going to be a major problem
- Parking, Parking, Parking
- Concern about parking – definite route buses to parks
- Bike lane on Lakeshore – already too busy
- Better access to parks at water from subdivision
- No recommendation to better connect “water colours”
- Need tunnel or bridge over to Port Credit or Clarkson
- Anyone in this community has to travel north before they can go south to Lakeshore. Causes traffic congestion at waterfront
- Possibility that transit will help connect/link the waterfront parks. What about smaller buses – “shuttling” people between sites? Is it less costly than running a full bus service?
- Great to see connecting water front parks and water front trail
- Parking accommodation is a big concern
- Too Urban Park scheme. Parking will be a problem. If you add attraction, tourists will come. Create parking north of Lakeshore Road.
- Although we need to increase non-vehicle access to parks, the more popular parks will require more parking. The reality is that we're a city set-up for drivers.
- Some realistic thought concerning how people will get to the parks and park their car
- Keep parking and more.....underground parking?
- Transit Strategy need to be aligned
- No mention of a LRT or other Transit Plan.
- 2nd level parking in library parking lot – Port Credit needs more parking!
- Water trail walkways should have walking/cycling/roller blading lanes to organize traffic along the trail.
- What about a shuttle bus between parks- especially along the lake in the summer time?
- Bike paths & walking path along trails – “designated paths”
- While I agree fewer cars and parking spaces is an ideal concept, it is not reality. Until bus routes are expanded, bike and roller blade paths from Lakeshore are created and expanded, parking at the parks is a huge issue
- Access streets such as Hampton Crescent and Montbeck Crescent need traffic calming. This area has no sidewalks and no cycle paths.
- Bus routes access right to park entrances are needed, not just along Lakeshore Road. Signage from Lakeshore needs huge improvement E.G. Lake Promenade signage from Lakeshore is tiny.
- Better separation of cycle and roller bladers from pedestrians along trails
- Port Credit needs to move towards a walking and cycling community model, and encourage Active Transportation, to reduce traffic gridlock and parking congestion
- Port Credit welcomes visitors from all of Mississauga and well beyond – our local residents, and local movement patterns, should be protected from the impact

No Change.

The Strategy does promote that the waterfront parks be maximized for recreational uses and that parking areas be reduced being cognizant of area specific concerns such as neighbourhood parking infiltration. Therefore, it is recommended that parking reduction be phased in over time concurrent to increased alternative transportation modes and Mississauga Parking Strategy.

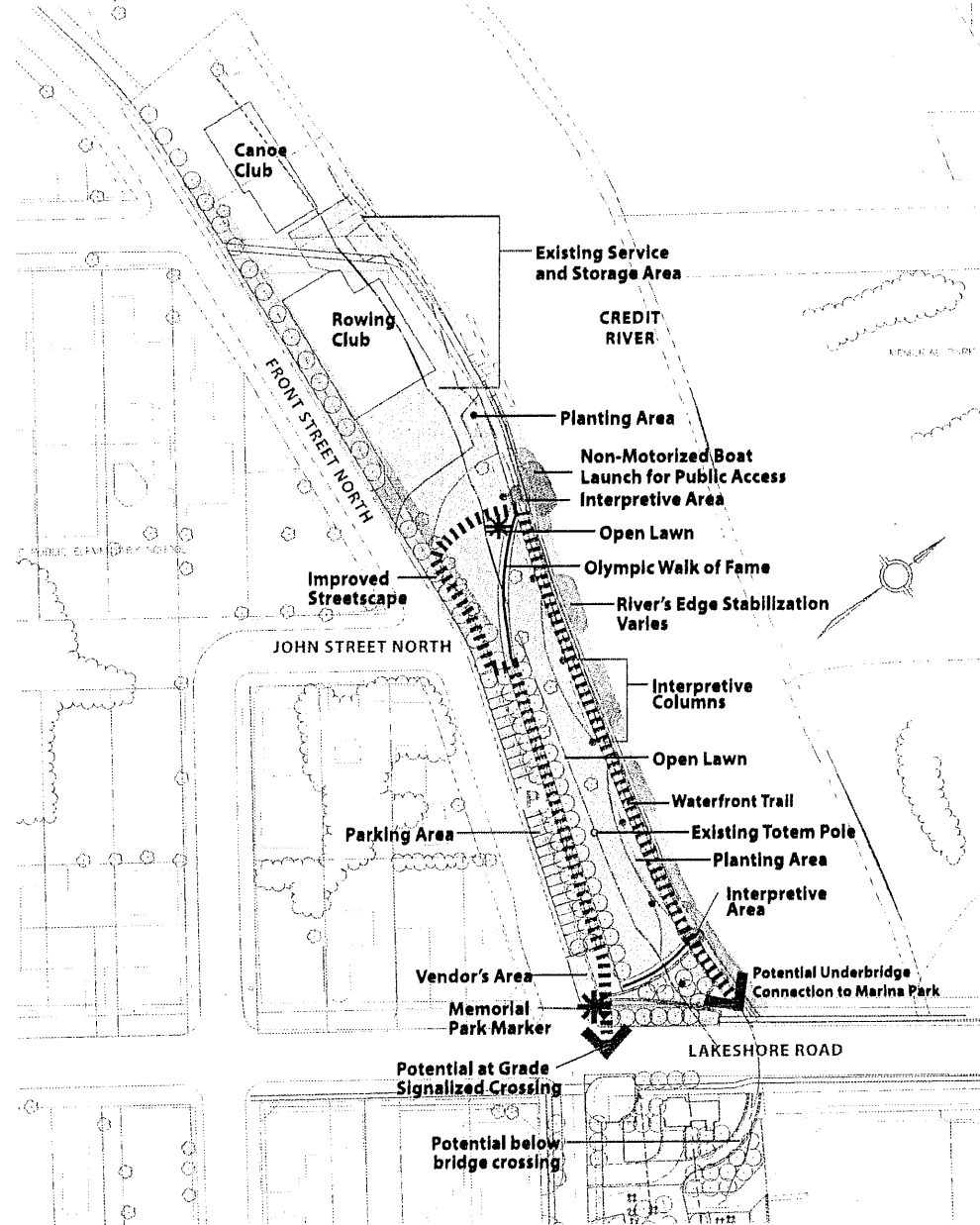
<p align="center">Compilation of Extracts from Public Comments Received (Comments Sheets, Facsimile, Email, Mail) At or since the November 29 2007 Public Open House</p>	<p align="center">Draft Waterfront Strategy Response</p>
<ul style="list-style-type: none"> • In addition to logical public transit within the district, feeder transit lines need to be developed in the rest of Mississauga to bring residents down to all the Waterfront Parks • Parking needs to be looked at holistically, not just at site-specific park locations, but as part of the overall destination of Port Credit. Parking issues go well beyond the parks to encompass both the Lakeshore corridor and the rest of the Village, including the neighbourhoods. ...Surface parking is at present inadequate in Port Credit, and will be much worse over time, despite a hoped-for increase in transit and non-automobile forms of transportation. We need both better parking and better pedestrian / bicycle pathways. ...It is believed that better public transit will result in increased park usage with lower impact on "gridlock". The suggestion of a "potential Waterfront [Shuttle] Bus route" (p57) is excellent, and could be tried on a pilot basis • consideration of improving public transportation access to parks • Adequate parking is required wherever there are group picnic sites 	
<p>OTHER – Specific Properties</p> <ul style="list-style-type: none"> • <u>No</u> large boat launch off Imperial Oil property • Priority list for Arsenal lands would be to make it a destination that can be all year around and use it for exercise. For this it would be great if it were connected to a Waterfront trail. A boardwalk would be fantastic. The off leash area looks too small to be useful. What about using the long narrow strip on the east side of the creek as the off leash area. It would give the dogs a longer run and keep it completely separate from any kids' activities. I currently have to drive my dog all the way over to The Jack Darling Park for a decent off leash area. I would love to be able to just walk to this one. What is the next step in the process for this particular park? • I think that P389 and Lakeside Park should be left undisturbed in natural condition, undisturbed. Have you asked local industries for their comments and input about plans for these parks. • Jack Darling Toboggan Hill – not hay bale and fences at the bottom but berms to slow and stop sleds at bottom. Present solution is dangerous, maybe some sculpting of winter runs for excitement and safety • Winter washrooms in Jack Darling Ti accommodate children sliding, cross county skiers and walkers. Plant native species for wildlife which depend on it. • Jack Darling Park has lots of winter activity, sledding, skiing, but no washroom facilities in winter • A side note – the Derry House (Adamson Estate) is in need of maintenance i.e. paint, replace boards, broken window • Green parking at vacant Imperial Oil site – free parking. Add bench Volleyball to Saddington – Add "do not feed birds" sign. • More emphasis on water quality improvement and attention to the algae problem that plagues the Ben Machree and Rhododendron Parks. • Connect Ben Machree with Rhododendron Park asap. • why cant' we add a skating area beside the Credit River or when cold enough, on the river? Why not bring people down in the winter? • Arsenal Lands - a large lease free zone with water access should be identified. Create a Heritage walk for students and a war memorial, identifying the women that worked there in the ammunition factories. • Lakeview Park should be abandoned and relocated on the Lakeview Generating Grounds. • Douglas Kennedy Park baseball field should be relocated and re-identified as alternate parking and/or boat storage area away from the lake. ... • A.E. Crookes Park softball field should be relocated. Immediate ban on expanding existing administration building facilities. ... • R.K. McMillan Park - already has a North/South trail connection to Lakeshore. • Make the cleaning of Cooksville creek a priority. Abandon parks - E.G. just east of Richey Crescent. Land owned by the Credit Valley Conservation at the mouth of Cooksville Creek, west side. • from AE Crookes Park west to Richard's Park, no 'sport' centred place for teens • AE Crookes baseball park needs to have late games moved to another park re: nuisance to local residents, parking and park users. The 	<p>No Change.</p> <p>Park programming and facility ideas, comments will be forward to the City's Recreation and Parks and park development staff respectively.</p> <p>Through the Region of Peel infrastructure replacement at Jack Darling Park, a winterized washroom is proposed to be constructed.</p> <p>Park connection opportunities will be reviewed on a site by site basis based on the parkland securement criteria in the Strategy.</p>

322d

Compilation of Extracts from Public Comments Received (Comments Sheets, Facsimile, Email, Mail) At or since the November 29 2007 Public Open House	Draft Waterfront Strategy Response
<p>park should be for everyone to use not just baseball.</p> <ul style="list-style-type: none"> • Hampton Crescent identified for an increased access point to encourage more people to use facilities. I want you to perform a traffic study on a long weekend in the summer before you make any such recommendations. • There needs to be a public canoe launch into the Credit River, with parking nearby. • Make Arsenal Park a destination that I can go to all year round and use it for exercise. Another essential component is lighting...solar? Off leash area looks too small to be useful. • I'd like to see the planners identify at least some residential streets in Port Credit, Lorne Park and Clarkson for access too. 	<p style="text-align: right;">5/20/08</p>

K:\RECOM\SECTION\GROUP\2008\VP&H\Corporate Reports\WaterfrontParksStrategCommentSummary.doc

Appendix 3 Revised Concept Master Plan for Port Credit Memorial West Park



General Committee
 MAR 19 2008

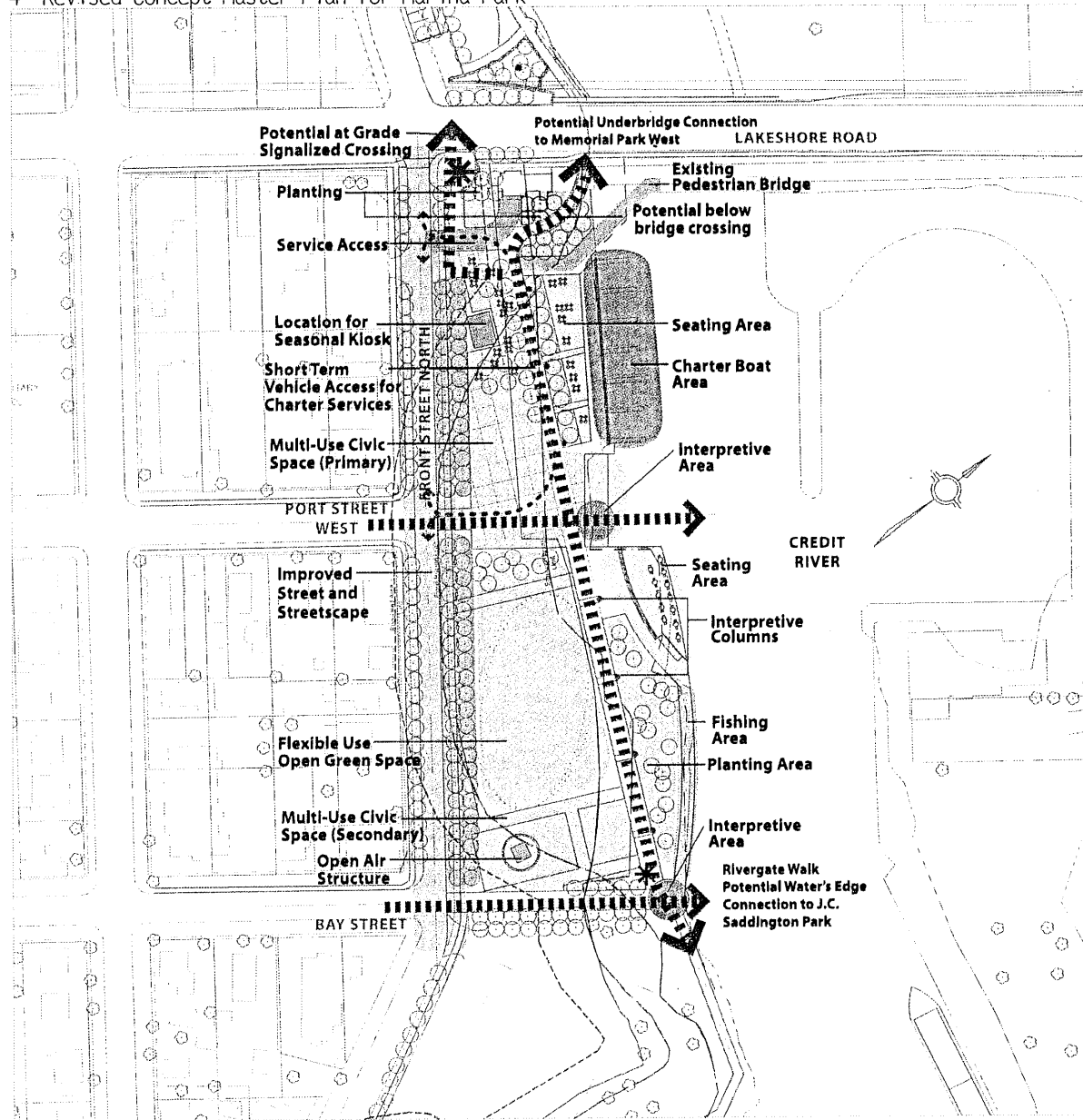
Notes:
 1. The concept plans are intended to provide guidance for the detail design phase. Information appearing on the concept plans may be subject to change or further refinement based on conclusions and recommendations from on-going and future studies.
 2. Information appearing on the concept plans may be subject to change or further refinement based on further consultation with land owner(s) and relevant jurisdictional agencies as the park development proceeds into the detail design phase.
 3. The natural hazard lines and limits appearing on the concept plans were obtained from the 'Lake Ontario Shoreline Hazards CVC Report prepared by Shoreplan, September 2005. Regional storm flood plain, fisheries buffers and top of bank lines were interpolated from information provided by the CVC. The locations of the lines, limits and buffers are required to be confirmed on site with the relevant conservation authorities, prior to commencement of detail design.

- |||| Water Front Trail 3.5 M
- * Primary Park Marker
- * Secondary Park Marker
- Connector Trail 2.4 M

32 ff

66769

Appendix 4 Revised Concept Master Plan for Marina Park



General Committee
 MAR 19 2008

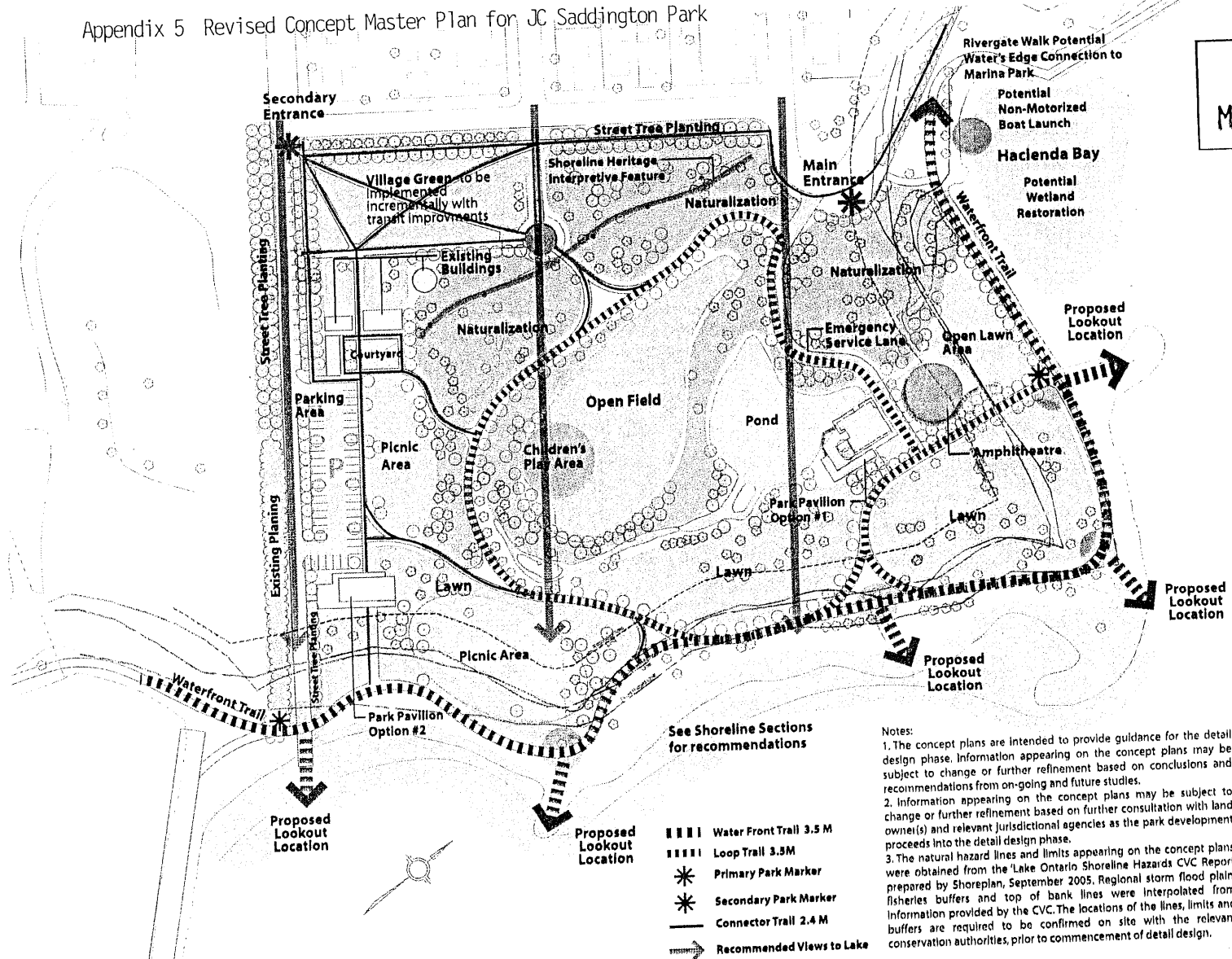
Notes:
 1. The concept plans are intended to provide guidance for the detail design phase. Information appearing on the concept plans may be subject to change or further refinement based on conclusions and recommendations from on-going and future studies.
 2. Information appearing on the concept plans may be subject to change or further refinement based on further consultation with land owner(s) and relevant jurisdictional agencies as the park development proceeds into the detail design phase.
 3. The natural hazard lines and limits appearing on the concept plans were obtained from the 'Lake Ontario Shoreline Hazards CVC Report prepared by Shoreplan, September 2005. Regional storm flood plain, fisheries buffers and top of bank lines were interpolated from information provided by the CVC. The locations of the lines, limits and buffers are required to be confirmed on site with the relevant conservation authorities, prior to commencement of detail design.

- ▬▬▬ Water Front Trail 3.5 M
- * Primary Park Marker
- * Secondary Park Marker

Appendix 5 Revised Concept Master Plan for JC Saddington Park

General Committee

MAR 19 2008



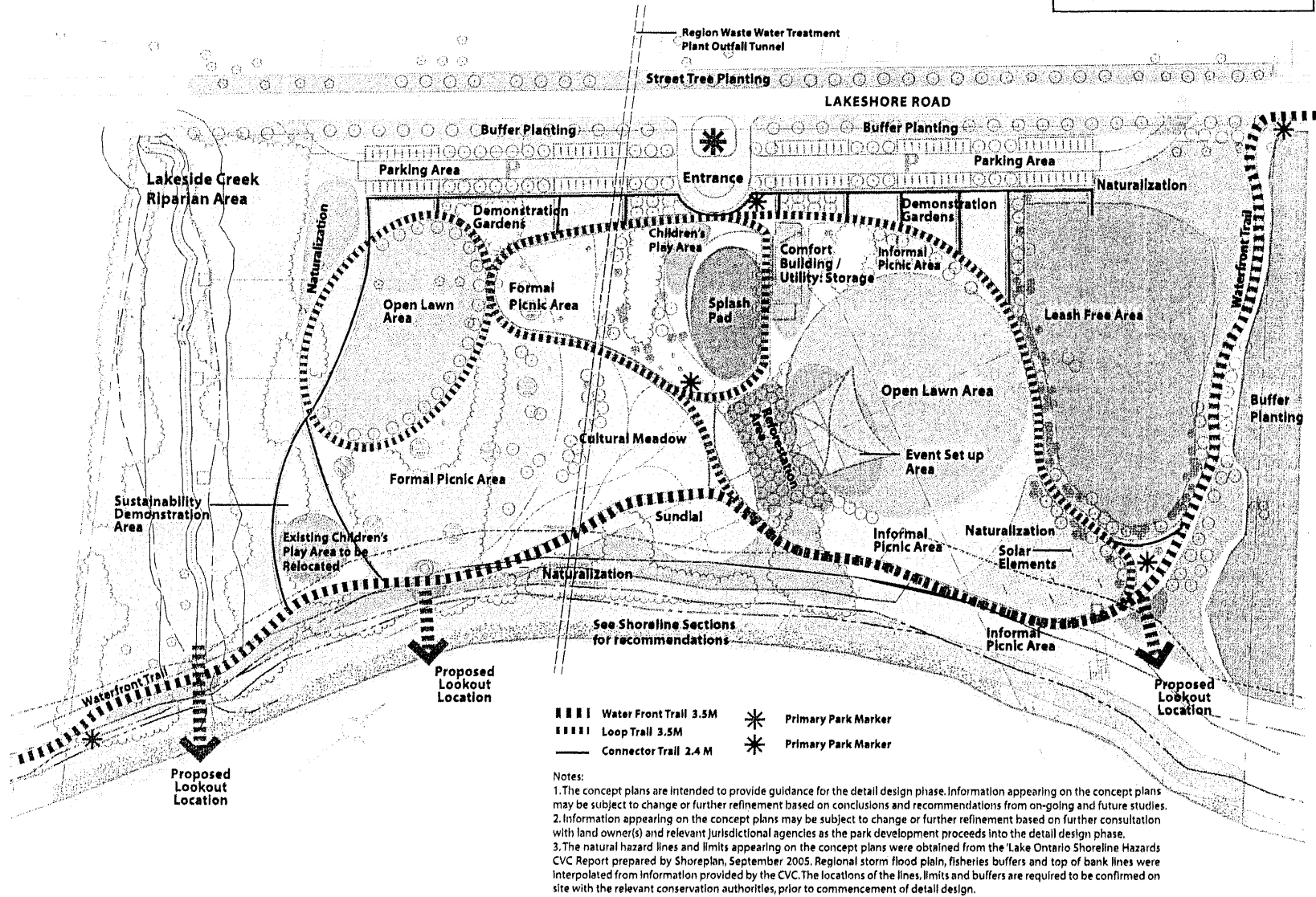
17

3211

General Committee

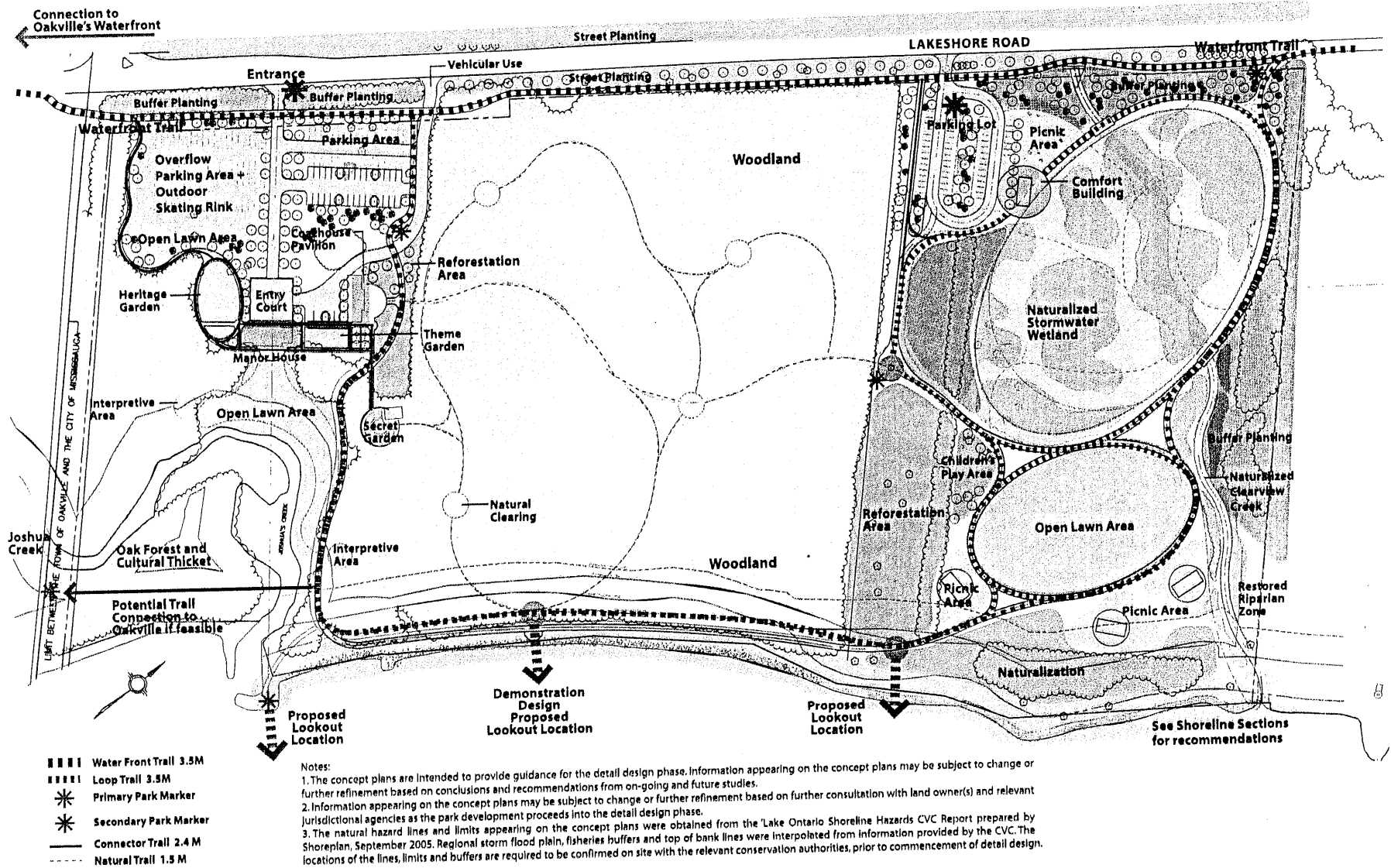
MAR 19 2008

Appendix 6 Revised Concept Master Plan for Lakeside Park



MAR 19 2008

Appendix 7 Concept Master Plan for Not Yet Named Park ("Fusion" Park)



5211