



DRAFT

IPC Community Workshop Summary

April 30, 2014

This report summarizes the outcomes of the Community Workshop for the Inspiration Port Credit project, held on April 16, 2014 at Clarke Memorial Hall.

The evening's agenda included:

1. Open House and Registration
2. Opening Remarks and a Presentation
3. Community Workshop
4. Closing Remarks

The Community Workshop was intended as a group facilitated session for the estimated 200 participants. Workbooks and maps of the study area were placed on each table. Participants worked together through **the preliminary draft policy recommendations for the master plan for the Canada Lands Company (CLC) Site, the Imperial Oil Limited (IOL) Lands master planning framework, and the Conceptual Land and Water Network.**

The Inspiration Port Credit Team received many comments, questions, and ideas throughout the evening. 19 Workbooks were collected at the end of the evening. Subsequently, an additional 8 Workbooks have been added to this summary.

This feedback will be considered in finalizing the preliminary draft policy recommendations. Comments noted in this summary are verbatim extracts from Workbooks received on April 16 - 30, 2014.



CLC Site

VISION:

An integrated extension of the Port Credit urban waterfront village focussed around the marina, drawing people to the water's edge to live, work and play.

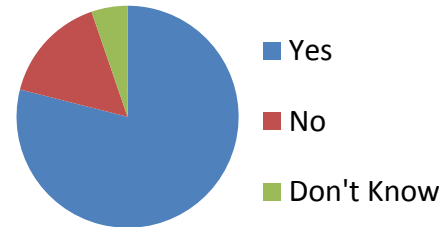
Marina

The existing 40 year old Port Credit Harbour Marina is operated by Centre City Capital Limited (CCCL), who are subject to a long term lease with Canada Lands Company (CLC), the owners of the site. For CLC to proceed with site redevelopment in the short term, the subject lease with CCCL would have to be addressed.

Preliminary Draft Policy directions for the Marina include:

- A long term plan.
- Require a marina as part of any future redevelopment.
- Permit marina uses anywhere on the site subject to compatibility and redevelopment feasibility studies.
- Future marina operations could include sales, service, repair subject to MOE.
- Alternate location for existing outdoor winter boat storage required (e.g. Lakeview).

1a. Are these the appropriate preliminary draft policy directions?



1b. If you selected "No" tell us why in the space below.

- Nightmare – Port Credit already. Sidewalks need to be bigger, people walk all over the roads now.
- Need to plan first. Do not "put cart before the horse"!
- Cyclists – dangerous already.
- Do not allow expansion of marina beyond existing.
- Need on-site boat storage to support sales, service and repair.
- No area shown for potential sales, service repairs.
- More green space.
- Less intensification.
- More social place/gathering spaces.
- 10 storeys? Where is this coming from, not on district plan. Want to see future of Port Credit beyond 2 years.
- 2 min? Where did this information come from? Who commissioned the survey?
- Should be more restaurants, art studios, gift shops. Only one condo they couldn't stop.
- What about the brown lands? Boat storage is ok for brown lands.

1b. If you selected “No” tell us why in the space below. (Cont’d)

- Poor sightlines; wall on Port Street.
- Limited public space; no visual connections.
- Bottleneck at Stavebank.
- Marina functionality seems limited. Need more open space; make marina stand out. Marina is part of our heritage.
- More open space with taller buildings.
- Wide boulevards; car free zone.
- We also need to keep public area around and through the development so it becomes an attraction and walking area for the public.
- Any plans should be built around having a healthy, functioning Marina. That is a special draw for public if it is handled well. The winter storage could be moved over to the east edge of the Texaco land on the water.
- Think of Grenville Island in Vancouver.
- Watch out for putting too much density in the Marina area. Lakeshore can’t handle increased density.
- The claim that offsite winter storage is either required or acceptable is false. As a working deep water marina designed for large vessels on site storage is crucial and possible (subject to MOE) using the expanded eastern seawall strategy articulated by Dr. James and first proposed ten years ago.
- No high density at all.

1c. Is there anything missing? If so what and why?

- A connection route between the east and west side of the river both for auto and pedestrian (walking and biking) access to transportation.
must be south of Lakeshore
- Where is the parking?
- What about loading and unloading the boats. Shuttle.
- We need at least one floor of office space, this was never in the plan.
- Views. More prominence to marina.
- Public areas to enjoy the water.
- Important not to kill the Marina and it’s unique life.
- It would be desirable to have a viewing patio / park for the public to observe the marina activities.
- The Marina and its quasi –industrial image is a valued and integral part of the “port in Port Credit” as with Longdale Quay (North Vancouver) or Granville Island (Vancouver) working marinas are attractive and desirable.

1c. Is there anything missing? If so what and why? (Cont'd)

- Maintain the plan to have the east side a public space.
- Access to the boat by the owner from directly in from versus a parking lot.
- Public transportation into site and parking.
- Prefer beach be incorporated into the new eastern pier.
- Winter boat storage – where?
- Too many unanswered questions: how far into water? Activities? Where will you put all the people that come? Traffic? Close off streets – where put cars?
- Lake views will be reduced.
- A realistic plan to move and keep the businesses associated with the marina not kick them out and hope they'll come back.
- Concrete plan for boat storage.
- It would be good to use the site for education (i.e. sailing lessons) and heritage site.
- Present lack of clarity on status and progress on lease renewal between CCCL and CLC.
- Want on-site boat storage.
- Marina to be made larger.
- No residential development – should be modeled after Navy Pier in Chicago.
- Add fill to eastern mooring to free up more mooring space for other use.
- Like restriction on development height – if anything reduce height.
- Like the pedestrian walkway and slips as pedestrian on east side.
- Keep marina shed.
- There is a need to identify transportation, road, transit, pedestrian and parking options/proposals to accommodate growth in order to prove viability of both the CLC and IOL developments.
- No mention of fishing charters.
- Marina operations says could include sales and repair, why not will include these services?
- The existing marina has unique facilities for accommodating larger boats. These should be preserved.



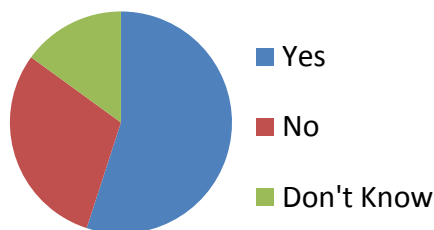
Public Open Space

Waterfront open space is a priority for the City to protect for recreation, natural areas, climate change and water quality improvements. In accordance with the Province of Ontario Planning Act and City policies requiring parkland dedication to the City, additional park land is to be identified to meet the needs of the future residents of this key waterfront site as well as provide destination parkland for all City residents to enjoy.

Preliminary Draft Policy directions for Public Open Space include (see page 8):

- A long term plan.
- Public Open Space will include:
 - A Destination Park comparable to Toronto's Sugar Beach at the southerly end of the wharf
 - Significant connection points to the adjacent J.J. Plaus and St. Lawrence Parks
 - An extensive waterfront promenade along the eastern wharf
 - The Waterfront Trail for shoreline public access for pedestrians and cyclists

2a. Has an appropriate amount of open space been identified along the water's edge?



2b. If you selected "No" tell us why in the space below.

- Park at the end needs to be larger.
- Too soon to tell.
- Too many pedestrians already.
- In accordance with long term plan and significant population growth we believe there could be a higher ratio of open space along the waterfront and in the residential area.
- It is very important to connect all the parks along the waterfront.
- Public space not well defined.
- Not enough information provided to know.
- There is enough open space.
- More green space.
- Less intensification.
- More social place/gathering spaces.
- No proper public open space. Minimal public open space.



2b. If you selected “No” tell us why in the space below. (Cont’d)

- The distance is too far to green space, have to walk too far, widen the east green space.
- Adequate space but wrong location, large beach at the end of the peninsula does not require use of entire parkland dedication. It is nearly 1 km from Port Street; too far for use in conjunction with local events and too long a hike for most uses. The eastern seawall does not need to be a public thoroughfare if it interferes with marina use.
- The park at the southern end of the wharf seems too small to function as a destination park. The connection to J.J. Plaus and the walkway along the east side of the wharf are too narrow. It will feel constricted to move through these spaces. Make the east side walkway wider, like the connection to St. Lawrence Park, to preserve the flow of public open space and draw people along.

2c. Is there anything missing? If so what and why?

- Preserve the whole of the east side for public “beach” or space that is well done and an interesting public space.
- Make sure that there are long views towards the south and the lake.
- We don’t have percentage of open space. No mention made of senior facilities – ramps, sitting areas.
- More trees in area. More green space.
- This will draw families from around the city. Let’s make sure there are safe areas for children to play.
- Winter use – outdoor rink.
- Details needed re: boardwalk, etc.
- Where will put people?! Where would you put parking structure!
- Need more consideration to views and access.
- Ensure the walkers and cyclists are separate so both are safe – wide walkways/ bike paths, adequate space to secure bicycles along the pathway. However, we feel that there could be infill to expand the actual land to more parkland.
- Need to maintain that “Green Corridor” from Lakeshore Rd. down to the lake like Inspiration Lakeview an important option and functional pedestrian and cycling access.
- A boardwalk.
- More public space.
- This will draw families from around the city as let’s make sure there are safe areas for children to play.
- Winter use – open rink?
- Please ensure a beach along the shore to walk in the sand. Please ensure a cement path for biking/walking/rollerblading/skateboarding/wheelchairs.
- Please provide benches and picnic tables.
- There should be a park on the property abutting Port Street at the south end of Elizabeth Street. It can provide an attractive stop for village shoppers and waterfront trail cyclists and walkers.
- Parks are for people. Keep them proportionate to need.

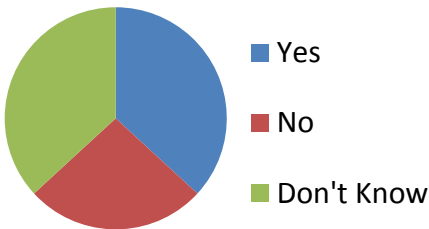
Mobility

Stavebank Road lies to the west of the CLC site, and Helene Street lies to the east. Elizabeth Street bisects the CLC site. The Waterfront Trail currently extends along the south side of Port Street East between Stavebank Road and Helene Street.

Preliminary Draft Policy directions for Mobility include:

- A long term plan.
- New streets will be designed to extend the existing village street and block pattern into the site with east/west connections for good pedestrian and cycling accessibility and safety; frontage to the public open space; vehicle and goods movement; and access to marina facilities and parking.
- A secondary cycling route is proposed along the east/west street south of Port Street.
- Required parking will below grade, and alternatively, within integrated at-grade and above-grade structures. On-street parking will be provided wherever feasible.

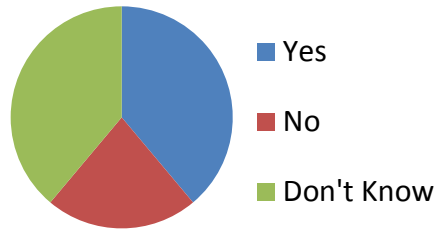
3a. Is the proposed public street network appropriate?



3b. If you selected “No” tell us why in the space below.

- Traffic increase not dealt with.
- Concern about number of cars.
- Where will public parking be? Above ground or below grade?
- Insufficient Information.
- Just another “cookie cutter” subdivision, Mississauga has enough. ‘Think Big’, loops, one way.
- Because parking to be dedicated is for condos.
- Concerned site lines are too limited; wideness of streets and height restrictions should not be above 4 storeys on front rows.
- The centre roadway on the site is less conducive to public/pedestrian and resident enjoyment than the square contemplated in the Centre City proposal. Why is that idea being ignored?

3c. Are the parking policies appropriate?



3d. If you selected “No” tell us why in the space below.

- Not enough info.
- Underground parking not viable because of water courses. Above ground parking needs to be attractive and green with gardens and perhaps multi purpose.
- More people will be coming, not enough parking.
- Cycling routes need clear marking.
- Extending Stavebank great idea because it is an accident ready to happen!!!
- Possibly look at shuttle between ‘parking structures’ and lakefront.
- LRT must STOP at the Go and not extend to the CLC site.
- Parking is a serious issue for the neighbourhood and sufficient parking is already an issue. Is majority of parking to be below grade? (preference)
- The only solution is extremely high above ground parking structures which are unacceptable for aesthetic environment and doesn’t conform to area surroundings.
- Stop studying the pedestrian/ cycling RIVER CROSSING – do it now! By the CNR to get to the GO Station.
- Insufficient data.
- Is underground parking feasible given water table?
- Concerned about above-grade structure for parking on this valuable space. Consider a garage at GO station, maybe with a shuttle bus.
- What are the policies for parking?
- How many parking places? Again, Lakeshore overload remains a big limiting factor.

3e. Is there anything missing? If so what and why?

- The LRT vision should continue to be a part of the planning. Provision for termination point and parking structure on western edge of site should be preserved.
- Plan how to accommodate tour buses – they are already visiting Port Credit and will probably want to stop at the site.

3e. Is there anything missing? If so what and why? (Cont'd)

- It is not clear what the parking policies are.
- Landfill?
- Do not cap parking – this will tell me to stop visiting Port Credit businesses.
- Parking!
- Parking north of Lakeshore leaving marina lands for pedestrians.
- Maintain fine grain street grid to maintain consistency with adjacent community to help prevent over bearing development.
- There is a need to identify transportation, road, transit, pedestrian and parking options/proposals to accommodate growth in order to prove viability of both the CLC and IOL developments.
- Need surface parking.
- Maybe a bridge connection the gap in harbour.
- Street level parking? How are people going to get closer and park where?
- LRT on Port Street - I understand that you want to bring Mississauga to the Waterfront, but why clog access with LRT? Please have the LRT 'turn-around' by the Go Train and let commuters walk the streets through the Village and to the Lake. The Waterfront is busy with pedestrians and bikes and will be getting much busier. Let the Public enjoy the scene without additional traffic, congestion, and noise.

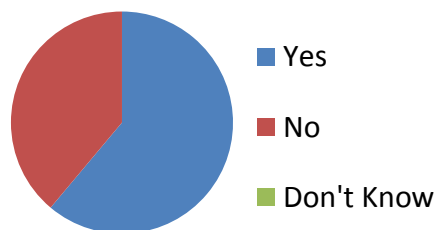
Land Use and Built Form

The CLC site is located within the Port Credit Community Node. Port Credit's existing resident to jobs ratio is 3.2:1. The desired target for Port Credit is 2:1.

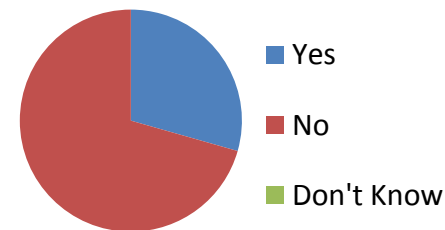
Preliminary Draft Policy directions for Land Use and Built Form include:

- A long term plan.
- A range of housing opportunities, including affordable housing would be permitted (primarily upper floor).
- Require employment on site:
 - Marina (addressed on page 7-8)
 - Office (primarily upper floor with limited ground floor)
 - Retail commercial (retail shops, restaurant, overnight accommodation, cultural, community, artisan workshop and sales space – primarily ground floor)
- Limit non-marine retail uses to a size that reflects an urban village scale.
- Building Heights as illustrated on diagram and reflect heights reducing towards the water and the east to reflect the adjacent block character.

4a. Is the proposed range of uses appropriate?



4b. Are the building height policies appropriate?



4c. If you selected “No” to 4a or 4b tell us why in the space below.

- 4b – Keep the building height to a maximum of 3-4 storeys (not up to 6) down by the lake. This is important for light levels of the public spaces.
- We don't want to block the views.
- Leave the marina alone, boat repair, storage as is – why lose the jobs.
- 4b – Built form appears too dense. Limit heights on Port Street to 6 storeys and low rise buildings to 3 storeys.
- Shouldn't have housing structures – do not need more people living in this area. Let them visit, spend money and go back home!
- Park usage and board walk great but let people go back home.
- 10 floors on Port Street too high – keep consistent with “Starch land”.
- We need ‘affordable’ housing for ‘everyone’.
- Building Heights DO NOT exceed proposed height.
- Consider integrating a long term care facility.
- We believe the 2:1 ratio is arbitrary and not compatible with the future employment profile of Port Credit. As a community we need respect age in place while maintaining village feel.
- Should maintain winter storage for boats.
- Area in east end of site and breakwall should be considered for marina sale service and repairs, including buildings.
- Intention to have “low rise” south of Lakeshore, however, high rise has already been approved for “No Frills” property.
- What is affordable housing? Various levels of affordability, social innovation?
- How can we encourage employment.
- Too dense on residential. Lacks vibrancy.
- Corner of Stavebank and Port should carry a 14-storey building. Taller building, open space around the building. Waterside Inn is 14 storeys.
- Looks like barracks – solid wall, no proper views.
- It would be more attractive and of a community scale if the waterfront was kept at 3 – 4 storeys. We don't want to repeat Toronto's mistake.
- The height of 6 – 10 in the mixed use “north buildings and 6 – 8 will block the views of the Lake from the Waterside Inn.
- Port Street should be held for commercial use first and residential second. We need jobs if our city and community are to prosper. I support the “phased “ implementation approach on Port Street.
- In addition to reducing heights toward the water and toward the east, there should be a maximum height of 3 storeys at all edges facing public open space, to preserve an appropriate scale for pedestrian interaction with the buildings and avoid shadowing parkland.
- The massing on Port are wrong and too dense.



4d. Is there anything missing? If so what and why?

- 4-6 possibly but no higher.
- This marina is working as is, why destroy it?
- Keep Port Credit unique.
- Wide corridors for views to lake – e.g. Elizabeth looking south.
- Outdoor art and animated space.
- Staying on the lower height range for buildings would be advantageous.
- Land should not be used for marina servicing (repairs, storage, etc.).
- We like the idea of lower 4-6 storey development on water, don't minimize the views.
- No more than 2-3 storeys along the water.
- Live work units? Yes, a possibility.
- This plan just replicates CLC Master Plan. Where is the VISION? Lost opportunity as a tourist destination.
- Need to review different design alternatives.
- Units should be in keeping with present condo unit values and sizes.
- Build a proper, functional marina.
- This plan is not representative of what was discussed at the CLC workshop meetings.
- If the Marina is intended as a centre piece to attract visitors, it should be reflected in actual marine-friendly activities. What boaters want and need. Don't take the magic of the water out of this area to appease apartment developers. Let's be proud of the Port.
- Where is the vision? The CLC plan as a baseline was discredited as ignoring the public input. Since the community has tried to share a preference a visionary approach but for some reason, the IPC team chooses to retreat to the CLC proposal. This is public land held via CLC so we have a right.



IOL Lands

VISION:

An integrated extension of the Port Credit urban waterfront village as a lakefront district of landscapes, plazas, living and learning, drawing people to the water's edge to live, work, learn and play.

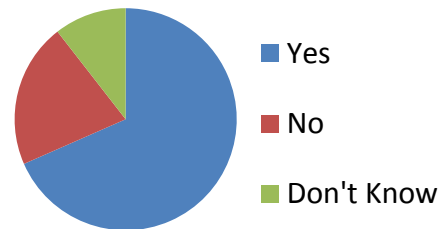
Open Space

Waterfront open space is a priority for the City to protect for recreation, natural areas, climate change and water quality improvements. In accordance with the Province of Ontario Planning Act and City policies requiring parkland dedication to the City, additional park land is to be identified to meet the needs of the future residents of this key waterfront site as well as provide destination parkland for all City residents to enjoy.

Preliminary Draft Direction for Master Planning Framework:

- A long term plan
- Site will have a significant waterfront destination open space and maintain the Waterfront Trail
- A diversity of recreation opportunities will be explored for the site
- Opportunities to create, enhance and/or expand the natural heritage corridor, improve the shoreline for water quality and climate change along the lakefront are priorities
- A system of neighbourhood parks will be integrated within the new mixed-use community

1a. Has an appropriate amount of open space been protected along the water's edge?



1b. If you selected "No" tell us why in the space below.

- Additional lanes between Pine and Mississauga Road is going to make matters worse.
- Not enough green space.
- Get rid of houses.
- Port Credit is unique! Keep it that way – already too many people.
- Environmental? Economics?
- Want to see all park space from Lake St. to the lake.
- Don't know based on what a final proposed plan from Imperial Oil will be brought forward.
- Institutional space should be added to green space. Institutional space should be part of mixed use.
- Green space needs to be bigger.

1b. If you selected “No” tell us why in the space below. (Cont’d)

- Not proportional to development.
- No high rise.
- There is a big maybe here. If the density is high in the northern part of the Texaco (IOL) lands, the green space maybe overwhelmed. It also looks as though a lot of buildings may use up the open space – green space and high development.
- Morning traffic on Lakeshore is often heavy, particularly when there is a problem on the QEW. Having 4 additional inter-connecting roads between Pine Ave and Mississauga Road is going to make matters worse.

1c. Is there anything missing? If so what and why?

- The southbound intersection on Mississauga Road and Lakeshore is poorly designed and should be reconfigured. The centre lane should be for left turning on straight through traffic.
- Sports facilities.
- Community Centre with a significant artistic facility/ performing arts facility.
- Imperial Oil will do what they want with it to make money.
- Parking?
- Environmental assessment data and economic analysis.
- Yes. Sports tourism is an economic benefit. There is opportunity on the lake for a water course to accommodate canoeing, rowing, dragon boating, stand up paddle, water polo, etc. Sports-water use good for all ages and abilities. Let’s get water sports on the map. Athletes need training facilities on water, as well as competition facilities. Play + recreational and competitive.
- Lack of or not enough open/green spaces, parks/ children, playgrounds/splash pads.
- East and west green corridors.
- 75% public space.
- Restaurants/public space/museums/art gallery.
- Could there be more land allocated for park/green space? Perhaps central square with cinema or some meeting place for residents, art gallery. Perhaps a University campus.
- We can’t tell how this will flow as it looks very “blocky”. It is important not to overdevelop this space for tax revenue. We have an opportunity to create something unique, family friendly and nature friendly here.
- Please add a restaurant to the north of the pedestrian way – like Harbourfront in T.O. or Spencer’s in Burlington.
- We must accept the fact that the economic considerations around this site remain completely unknown. Sure, this is our land and free funded by the City, we could choose how the space gets filled. For now it is premature to imply we can choose. This site is not ready to develop.
- Some waterfront open space shown on the plan, connecting Ben Machree park to parkland west of Godfrey’s Lane, is currently in private use. Any new waterfront open space should be public, not private.

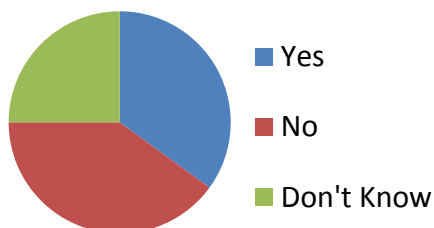
Mobility

Opportunities to knit the existing surrounding neighbourhoods together through street extensions and connections to transit, cycling and pedestrian facilities is important for community building and function.

Preliminary Draft Direction for Master Planning Framework:

- A long term plan
- Extend the existing street grid of the neighbourhoods north of Lakeshore Road and east to the Old Port Credit Heritage Conservation District into the IOL lands being sensitive to these adjacent communities through mitigation measures such as traffic calming
- Investigate a future street connection to the west to Ben Machree Drive
- Development will be supportive of transit, pedestrian and cycling connections

2a. Are the future street and multi-modal connections appropriate?

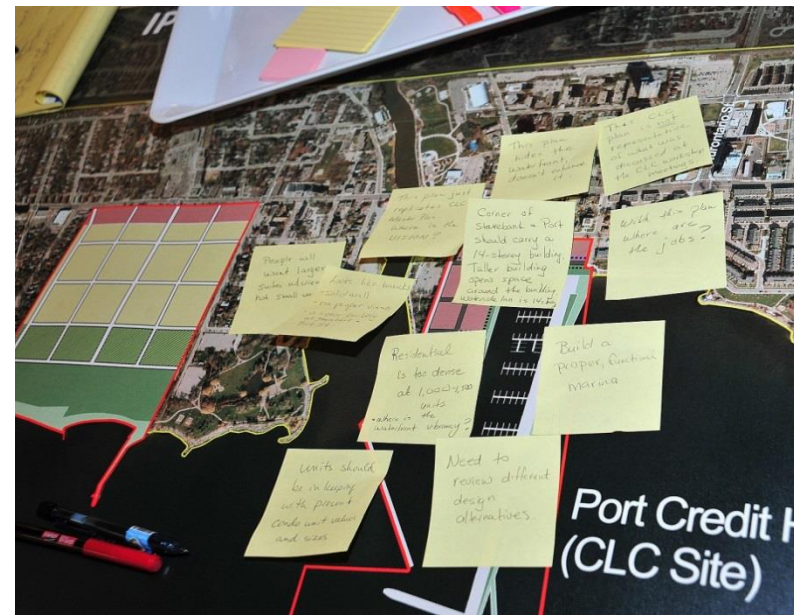


2b. If you selected “No” tell us why in the space below.

- Probably not sufficiently well researched. The presentation indicated times to cross Port Credit that were not correct (e.g. 2 minutes).
- A connection from Mississauga Road to Ben Machree along the waterfront is not appropriate. It would increase traffic on Ben Machree and on Godfrey’s Lane which is not built for high traffic volume. We already have a waterfront trail along Ben Machree. That is enough.
- Support the idea of creating the Queensway across the River.
- Not in favour of connecting IOL road to Ben Machree Drive. This will encourage through traffic trying to avoid congestion on Lakeshore Road.
- Need public land to stay as public land.
- Land isn’t growing – people, population are growing.
- In the absence of an upgraded public transit system, the current proposal could create congestion on Lakeshore.
- Congestion is an issue now along Lakeshore/bridge concerned with this east/west corridor ending up in the same mess as Toronto. Unless this corridor is addressed the plan will ruin the “open lakefront” marina feel.
- There is a need to identify transportation, road, transit, pedestrian and parking options/proposals to accommodate growth in order to prove viability of both the CLC and IOL developments.
- Statistics provided in the presentation seemed incorrect and unfounded. AS PC residents we know the times i.e. 2 minutes through PC is incorrect as an ever increasing congestion is visibly persistent, this includes peak & non-peak.
- The grid road is not desirable.
- Do not want large numbers of car traffic.
- Don’t like extension of Ben Machree Road into the IOL, violates character of neighbourhood.
- Too many streets – depends on usage.
- Street access to heritage area.
- Lakeshore access to be in line with existing traffic i.e. Credit Landing Plaza.
- A calm area ruined in Cranberry. The city has created beautiful well-used park connections along its lakefront and is working on more. We have encouraged walkers, cyclists, kids, dog walkers etc. to go from Sandington Park over to Maple / Pine to along Ben Machree. A through street there.
- DO NOT tie into Ben Machree Drive – too much traffic will disrupt the serene multi-family neighbourhood.
- Connection to Ben Machree Drive is absolutely ridiculous, as it will; increase car traffic, increase noise from car traffic, reduce neighbourhood safety as many pedestrians (including children) use the (non-sidewalk) link between Ben Machree and Godfrey Lane.
- Be sure to connect fully to east and to north.
- The extension of Ben Machree through this long standing neighbourhood to ease traffic congestion off the Lakeshore will be unacceptable to neighbours in this area. I’m sure the traffic can be diverted off the Lakeshore and then through this development on one of the NEW roads that are being proposed as opposed to bringing traffic through an established neighbourhood that has been in existence for close to 80 years.

2c. Is there anything missing? If so what and why?

- Traffic congestion not addressed.
- Street furniture/pathway furniture mindful of seniors' needs.
- Shade/trees, gazebos.
- Cyclists should use bike paths – get them off the Lakeshore – or need better signage as to where those paths are.
- The street network is too grid like. A meandering pattern would be more appealing for residents.
- Increasing density population to estimated 5,000 people for Imperial Lands will surely increase traffic congestion and rate of flow more than 1 min. to get through PC.
- Too many unknowns at this point.
- Transit down and around to the lake.
- Linking Ben Machree to Mississauga Road will cause a raceway in rush hour.
- Speed calming for Cranberry Cove – speed bumps? One way streets? Quiet nasty for a community that bought on quiet dead end streets that are already calm.
- Would make walking fairly dangerous. Right now it is well used by families with little kids running freely to and from the park.
- If we need to improve Lakeshore traffic; consider using the Benson extension south as the main through street from the beginning. It could run behind the coming apartments. Maybe Port Credit should not be increasing density.
- We already have “neighbourhood interconnectivity by way of existing waterfront trail. There is absolutely NO NEED for a street extension.
- Ben Machree is a quiet, safe 40 km/hr street. KEEP IT THAT WAY!
- I do not see the economic model which I see as necessary to fund the expectations imposed on the site for the public. The City offers no money and yet wishes to engage in generations expectations. Wouldn't it make sense to hold until we hear the outcome of the EA?



Land Use and Built Form

A mid-rise (4 - 12 storeys) community concept is envisaged for the IOL lands, **subject to various factors including site conditions, compatibility with existing neighbourhoods, transportation, and municipal infrastructure** is envisaged for the IOL lands.

Preliminary Draft Direction for Master Planning Framework:

- A long term plan.
- Site becomes an integrated extension of the urban waterfront village focussed around the main street, neighbourhood and lake connections
- Site will be human scaled at a mid-rise concept of 4-12 storeys respecting adjacent neighbourhoods through lower heights transitioning to taller heights in the central area of the site, allowing sunlight and view corridors and physical access to the water's edge
- Site will contribute to Port Credit's employment targets
- Site will have a mix of uses including residential, affordable housing, small commercial, main street, office uses that create year-round activity
- Cultural, academic, research and/or institutional campus uses will be explored for the site.
- Identification of the lake shore area as "Special Waterfront" to include public access, inspiring architecture and innovative "green" development strategies.

3a. Subject to the various factors including site conditions, compatibility with existing neighbourhoods, transportation, and municipal infrastructure, do you like the mix of land uses?

- It sounds like Imperial Oil favours high rise buildings. This seems contradictory to park settings, and to the proposed 4-12 storeys.
- Imperial Oil is supplying the data re: contamination and we feel this is a "conflict of interest".
- Everything depends on site conditions. If unable to build condos, put marina storage here.
- Need more expanded sidewalks in Port Credit already.
- Need to do infrastructure improvements first.
- Yes – Makes sense to build village + live + work.
- Yes.
- What would a campus entail? This needs to be defined more specifically.
- No as long as there are height restrictions and green space.
- Support cultural, research but not large academic institutions.
- No – 3 storeys or less.
- What is affordable housing? No large box stores.
- Yes, although it would be important not to load in more high-rises than the Lakeshore can support. I think 4 – 8 storeys would be a better plan. Running traffic through quiet residential areas and park areas isn't the answer.



3a. Subject to the various factors including site conditions, compatibility with existing neighbourhoods, transportation, and municipal infrastructure, do you like the mix of land uses? (Cont'd)

- Yes I do. I think that mixed use is essential and that heights are better choices than blockiness. I am concerned that the economics of this project do not get destroyed by undue delay for the EA and liability issues for Imperial Oil are resolved.
- Anything south of the Lakeshore Road W. should be subject to 6 storey height restrictions.
- To the acceptable uses, add recreational uses related to the adjacent parks and waterfront. Affordable housing should be small scale and distributed throughout the site, rather than concentrated in one area.

3b. What do you like best? Why? What do you like least? Why?

- We do not have the facts until we know the extent of the contamination. We must have an independent study.
- Best – open space and institutional use.
- There will be too many people.
- Do not do piece meal work. Need comprehensive development not piece meal.
- Sunlight and view corridors.
- Year round activity.
- Cultural academic research/ institutional campus, arts.
- Lack of overall coordinated transportation policy.
- Least – grid structure, best – abundant green/park space.
- We would love to see more of a cultural use of land still - centralized museum (currently Mississauga doesn't have one).
- More green space/playground.
- Social meeting spaces.
- Best – Green space but need more designated.
- Least – proposed height of buildings; extension of Ben Machree – not necessary.
- Campus – yes. 12 storey building – no.
- We have an opportunity as a city to build a waterfront that can provide a well planned centre for all citizens. I like the possible cultural, academic, research elements and “green” factors. Hate the idea of running a road so close to the park area at the bottom of Maple /Pine/ Ben Machree.
- Mixed use is a good idea, EXCEPT affordable housing; 75 acre in a prime location should avoid “affordable housing” as this will impact negatively on existing property values.
- I like the idea of getting this section of Lakeshore animated. I like the idea of a transit supportive design. I like reclaiming the waterfront and funding site remediation. I do not like the public to disconnect aspiration with reality so we can all take ownership over the process as it unfolds.
- I like the scale of the street grid because it will keep the buildings more fine-grained. I like the wide strip of public open space at the water.
- As a resident of Cranberry Cove I do have concerns about the linking of the Roadway to Ben Machree – this is a quiet neighbourhood and we would like to keep it that way.

3c. How do you feel about the mid-rise (4 – 12 storeys) concept?

- Some areas are too contaminated to use for parking?
- Lower heights required close to Cranberry Cove and Heritage District. 12 storeys acceptable in central area.
- Cannot see lake – all views covered.
- Need space for entertaining people, natural habitats for creatures.
- Contaminated land.
- No! No! No! Too high! 6 storeys max – look at mixed-use urban centres in Europe.
- This is not to be exceeded for any reason .
- What do you consider affordable housing?
- No permission to develop the IOL lands until comprehensive transportation policy is resolved.
- 12 storeys may be a little intrusive to views north of Lakeshore Road. Good.
- Too high! Not congruent with the village character & improper form build.
- 4-6 should be considered as maximum height to ensure reasonable population density.
- What is the maximum density that the infrastructure of the area can reasonably support? 4-12 storeys seems extreme.
- IOL – 5,000 units to be added? Far too many! Will destroy area!
- We don't like it – against Port Credit District Plan.
- Not interested in 5,000 density.
- Imperial Land proposal is overbuilt. Buildings should not be more than 4-6 storeys. 5,000 people is large intensification and cannot be absorbed in the neighbourhood without creating traffic. This is the last piece of vacant land around the lake, make something nice from it.
- I think it's a bit high; 4 – 8 would fit in better with the neighbourhood apartment buildings (although many don't like any).
- Trudeau bought lakefront land along the harbour and gave it to Toronto, look at it now, high rise buildings totally block the lake from the city.
If you allow 12 storey buildings on IOL land the same thing will happen; blocking the lake from Port Credit.
- NO! Keep to existing restriction on 6 storeys. But even a 6 storey structures should be placed as close to the south side of Lakeshore Road West as possible, transitioning to lower heights as you get closer to the lake.
- I am flexible about whatever configuration allows use to achieve appropriate goals but worry that the public expects something (e.g. remediation) for nothing.
- Twelve storeys is too high to be considered human scale. I prefer a limit of 3 storeys adjacent to every street to keep things feeling friendly, open and picturesque at street level. In the centre of each block, 6 storeys could be tolerated if it wasn't noticeable from the street.
- We attended the meeting and were surprised about the scale of the development the City is considering to allow on the Esso lands. This is one of the last pieces of land with a direct access to the lake and its use should be focussed on creating a place which will draw people there, perhaps have a central square there as a meeting place with some restaurants, park/open green space, museum, cinema, an entertainment centre, some kind of a sport facility, a small golf course, etc. (look at the Central park in New York).
- Allowing a subdivision there with 12 storey condo towers and 5,000 people may maximize profits for the developers but will not add anything to the village character of Port Credit and will not create a special landmark enhancing the status of Port Credit as a "jewel" of Mississauga on the lake. Please limit the use to something special, central meeting place to attract people with access to the lake, four to six storeys maximum, a lot of green space. Please think about the heritage we will leave to our kids and grand kids.

3c. How do you feel about the mid-rise (4 – 12 storeys) concept? (Cont'd)

- I am extremely concerned about the density proposed – it is far more than is appropriate. The number of floors proposed for the buildings appears to have increased.
- The intent to create employment for 3000 people is stated. In a residential area?? That is ridiculous. This is not a commercial area and converting it to one should NOT be the aim here. Instead the goal should be to promote recreational living and community.
- I like the open access to the waterfront but I think the public space should be larger as the proposed institution appears to take up a very large portion of your “green area”. More space needs to be allocated to parkland at the water front.
- What is the proposed institution?
- The density is WAY too high. The initial reports showed multilevel level buildings of 3-6 stories. 4-5 stories should be the maximum. There is no way Port Credit can accommodate this much volume it will lose it's waterfront charm + just become another overpopulated + over congested part of Mississauga.
- Same goes with the 3300 jobs. We have no idea why this desire for massive amounts of employment on this site has suddenly arisen. This is not downtown Mississauga, save your employment quotas for Square One and surrounding area. Again this is completely contrary to the ideals that were originally laid out for Port Credit and it's waterfront development plans.
- The rest of the plans look great for the site.



3d. Is there anything missing? If so what and why?

- Maybe consider a “special school for the IOL lands to serve those in the development with special learning difficulties, autistic or English languages classes for new citizens etc.
- I think we all hope for a Lakeshore Road streetscape that is appealing and engaging. Planning in the neighbourhood now (such as High / Benson) need to reflect aspirations for this site in height and density.
- Environmental hazards should be independently assessed.
- Questions re: building high density living where it has been stated single family homes cannot be built. Other usage suggested – transportation terminal?
- Hope to see good quality main street commercial (3-4 storeys) along Lakeshore Rd.
- Need bridges, walkways.
- A focal point – stand-out cultural or educational site that is a destination.
- Year round recreation and arts facility
- Gathering place
- Music Band Shell
- Public facilities in green space – washrooms, changing facilities, water fountains, BBQ’s, etc.
- Cultural, academic, research and/or institutional campus uses should be public.
- Proper studies for traffic (what we heard was incorrect).
- Museum.
- Main street retail.
- Baseball diamond/soccer/lawn bowling/skating rinks.



DRAFT

Inspiration Port Credit Conceptual Land and Water Network

Multi-modal transportation planning, active transportation and Travel Demand Management will be key to the accommodation of future growth.

Preliminary Draft Direction for Master Planning Framework:

- Additional vehicular, cycling and pedestrian crossing(s) over the Credit River will be important for future growth and will be studied through the Lakeshore Road Corridor Master Plan starting in 2015.
- As part of this Lakeshore Road Corridor Master Plan, the need for Rapid Transit to serve future growth west of the Credit River will be explored along with the potential corridor as Port Street or Lakeshore Road.
- The aspirational goal for Lakeshore Road is to evolve towards a multi-modal, animated, streetscape
- The aspirational goal of an additional river crossing at the Credit River mouth would be reliant on a harbour study.
- Water-based connections should be explored and may include recreational charters and small commuter vessels.

1. What are the most valuable components of the draft Inspiration Port Credit Conceptual Land and Water Network? Why?

- Public access to Lake Ontario.
- LRT not wanted on Lakeshore or to GO Train – Have it stop at Square 1 – people can take public transit to Port Credit!!!
- There is an effort to provide a cohesive framework within which to envision Port Credit's development.
- Consideration of future growth and traffic demands are necessary.
- River crossings – keep traffic off Lakeshore.
- Additional river crossing should be completed.
- Public access to the water.
- Rejuvenation of the community.
- Public access to waterfront.
- Rapid transit – dedicated bus lanes.
- Ferry – shuttle.
- Pedestrian, cycling friendly.
- Good transit connections and relatively frequent bus services.
- More river crossings considered.
- The mix of residential, business and leisure / hobby
- The mix of green space and buildings
- The concern for making the area pedestrian friendly.

1. What are the most valuable components of the draft Inspiration Port Credit Conceptual Land and Water Network? Why? (Cont'd)

- Ideally we would like vision and achievability . Current rules favouring automobiles and setting unreasonable parking standards impede us. We need parks to be created on a user scale so that we can service them and get value. Mostly we need to create employment opportunities and greater human satisfaction.
- It is valuable to study the transportation links and establish long term directions to guide planning decisions.

2. What concerns you most?

- Crossing the Credit River.
- Transportation along Lakeshore Road west of Hurontario.
- Too many people on the week-end already.
- The traffic density may make it such that developments will not be accessible and potential reduction of resident's livability.
- Land owner compliance with policies.
- Lower crossing – cutting off sail boat access to slips in river.
- Increased gridlock through Port Credit Village area of Lakeshore if residential density increases.
- Traffic crossing the Credit River – both walking and driving.
- What is Imperial Oil planning/going to do?
- What contamination is there and how will it be dealt with?
- Traffic on Lakeshore over the river.
- Density – do not want.
- Traffic/Parking – Damage to waterfront, integrity of waterfront of dense development.
- Increased Traffic on lower Ben Machree and Godfrey's Lane due to road construction from IOL land to Ben Machree. The waterfront trail runs along this route. Why do we need more car traffic.
- Too much new population and not sufficient roads to carry all new cars. We need to accept this problem, won't go away and not make it worse for future generations.
- Too many concrete high rise buildings.
- Too much vehicle access into serene neighbourhoods.
- I dislike a focus that disconnects built form from its use. IPC needs to stand firm on supporting smart growth. We need intensification . We need mobility. We must stop looking back at the old car model for access to job.
- First point: A rapid transit line within the village core would create a psychological barrier to pedestrians and disrupt street life. I do not believe we need another east-west transit line that parallels the GO line. If rapid transit to the west of Port Credit becomes necessary in future, why not just add another GO stop between Port Credit and Clarkson on the existing rail line?
Second point: Transportation links are costly and therefore usually slow to be built. There is a risk that planning decisions may be made on the basis of expected transportation upgrades that never materialize.

3. Is there anything missing?

- Who timed Port Credit traffic and when? 3am is the only time to get through traffic.
- Alternate transportation arterials need to be considered when QEW is blocked, cars increase on Lakeshore as it is.
- Environmental assessment and economic viability.
- Consideration should be given to traffic only bridge connecting Port Street E to Port Street W enabling a one way traffic system.
- Identification of areas where people can launch personal non-motored watercrafts.
- Public boat docking space for day trippers.
- Where does the water taxi go?
- More public consultations.
- Common sense planning! Village – waterfront, waterfront – village.
- Waterfront accessibility.
- Where are the Woods? Though the Presenter spoke of the Waterfront Trail and connecting parks, Woodlots were not apparent in the Plan. The Adamson Estate is a jewel, surrounded by woodlots. We (PC Woodlot Condos) own and manage our own woodlot. But Woodlots seem to be sorely missing in your plan. I hope that's not really the case, and that some 'wild' areas will be designated. Possible?
- None of the pillars included being "Accessible" or having "Universal Design". There would mean being inclusionary and planning for age in place.
- Parking lot at GO station? Shuttle bus from there? Don't build a parking garage on prime land.
- A higher ratio of open space along the waterfront and in the residential area itself, should be connective.
- Needs to address Accessible and Universal Design reflecting Age in Place, while maintaining the "Village" feel and look.
- Give us a boardwalk.
- Build traffic only bridge over river connection Port St. W to Port St. E and make it a one-way system.
- With this wonderful waterfront there is a serious opportunity for watersport events to occur, i.e., canoe, kayak, dragon boating, rowing, etc. At least 1200m straight and 1000m wide would provide events, sports tourism, economic benefit, opportunities for athletes of all ages to participate as well as physical activity. Sailing and motor boats already have space. Rowing and canoeing are Olympic events with limited training on-water space. Present river sports are more and more limited due to excessive silting, so as much as we focus on "waterfront", there is little awareness that river is shrinking. This needs to be dredged and better regatta sites for rowing and canoeing – both Olympic level courses.
- I'm not sure if cycling trails and pedestrian trails are separate. I lived in Hampton / Aviation and Lakeside when new park and trails were opened up. It was hard for walkers to stay safe. Not just bikes but roller-bladers.
- A restaurant; a park area with a field for concerts, fireworks, festivals.
- The IPC process evidently does not carry a commitment to expediting anything. Look at the delays around the Post Office redevelopment, shores (High / Benson) and No Frills. Let the citizens be thrilled with what can actually happen.
- An additional vehicular river crossing north of the rail line (e.g. Queensway bridge) would do much to alleviate through traffic in Port Credit.

Other Comments:

- Regarding traffic, please post on the website the name of the traffic consulting company who did the traffic study and the Traffic Report they prepared. The 2 minutes travel time mentioned to travel through Port Credit is not credible at all (we know that as we have been living here for 25 years and travel around the village every day). And you heard the jeers and voices of disbelief in the room. And the comment that the Esso development with 5,000 people will increase the travel time just by one minute is beyond belief. We cannot put much higher density here as there are only two crossings across the Credit river (Lakeshore road and QEW). I believe they have 4 crossing across the river in Oakville. The Credit river bridge is a big bottleneck.
- Overall, the development is impressive and will be a very positive initiative for Port Credit.

