



Inspiration Port Credit – Public Comments Summary April 16, 2014 Community Meeting and May 2014 “Kitchen Table” Meetings Summary

The following consolidated Public Comments Summary is based on the comments received from participants at the April 16, 2014 Community Meeting and the May 2014 “Kitchen Table” Meetings.

The April 16, 2014 meeting was well attended with over 200 participants, who completed the “workbook”. The verbatim summary from the workbooks completed may be viewed through this link.

The “Kitchen Table” Meetings were held as requested by the participants having signed up at the April 16, 2014 Community Meeting or having otherwise made the request for a meeting. These meetings were held over several days and evenings in the first week of May 2014. Kitchen Table meeting participants included: TOPCA (Town of Port Credit Association); CCRA (Cranberry Cove Ratepayers Association); Port Credit Village Project; Port Credit Harbour Marina Business representatives; Port Credit Business Improvement Area representative; and other resident and business community members. We are grateful for everyone’s contributions of their valuable time and comments.

1 Port Street East

1. Marina Operation

Comments:

- Support the protection of the marina operations, sales, service and repair, including charter boats and deep water harbour, as it is important to Port Credit’s economy
- Maintain the functionality of the marina for its economic viability and jobs
- The history of the marina and marine related uses are important
- The marina’s quasi-industrial, “gritty” character is a valued and integral part of the ‘port’ in ‘Port Credit’
- Expand the eastern breakwater (subject to feasibility studies) to accommodate the marina, boat storage and parking in all seasons and leave the balance of the site available for re-development
- Alternative winter boat storage solutions may be available e.g. “bubbler” system

Concerns:

- Marina expansion
- Need for on-site boat storage to support sales, service and repair as these are year-round uses
- Separation of the marina uses from the residential uses is important to protect the marina functionality
- Loss of the existing facilities for accommodating larger boats



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- Need for convenient and safe parking for the marina users, charter boat operators and clients

2. Public Open Space

Comments:

- Support the amount of the open space including the waterfront promenade and the destination park
- The public open spaces need to be comfortable, animated and attractive year round e.g. skating, annual and seasonal market shops, restaurants, intimate gathering spaces, functional pedestrian and cycling spaces, appealing to variety of ages and accessibility needs, providing a variety of surfaces (e.g. beach), spaces and experiences, outdoor public art, wide connections and views to the water
- Well-defined green space and connections through the site to the water and to the parks along the waterfront (e.g. to J.J. Plaus and St. Lawrence Parks)
- Encourage educational activities on site e.g. sailing lessons, heritage information etc.
- Desire for a viewing patio/park for the public to observe the marina activities

Concerns:

- Need more open space for the projected population
- Larger destination park at end of wharf is needed
- The distance of the destination park at end of the wharf from Port Street is too far for people to walk
- Need open space at Port Street on east side of site to tie into local events and connect with the “mainstreet” on Lakeshore Road
- Need for a weather protected “piazza” or public square as it would contribute to the amenities for the office workers and such a space is currently lacking in this community
- Public access to the eastern breakwater should not interfere with marina operations

3. Mobility and Parking

Comments:

- Support improved multi-modal transportation options and signage south of Lakeshore
- Accommodating tour buses to adequately deal with increased tourism in area will be important
- Support wide boulevards and car-free zones (pedestrian friendly, walkable areas)
- Parking could be complemented with an off-site location (Port Credit GO Station) and a shuttle bus to the waterfront



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- Above-grade parking structure acceptable provided it is aesthetically pleasing (e.g. gardens, tie into area character)
- More surface/street-level parking is important
- Light Rail Transit (LRT) vision needs to be maintained throughout planning process – reserve space for the termination point and for parking structures on the western edge of the site

Concerns:

- “Bottleneck” on Stavebank Road and concern with increasing traffic
- The site becoming another ‘cookie-cutter’ subdivision – too many streets and blocks
- There will not be enough parking and dedicated parking will be for condos
- Underground parking will not be viable due to water table limitations
- Provision of a minimum number of parking spaces on site will not assist business clients and be a disincentive to visiting businesses
- LRT by waterfront seen as undesirable – already busy with pedestrians and cyclists, don’t need added congestion, traffic, and noise. Get LRT to ‘turn around’ by the Port Credit GO Station and encourage people to walk through village to the waterfront

4. Land Use and Built Form

Comments:

- Support for the range of proposed land uses (marina, office, shops and housing)
- Focus should be tourism - should have marine-friendly activities
- More restaurants, art studios, gift shops (e.g. Granville Island, Vancouver)
- Integrate long-term care facilities
- More social places and gathering spaces, taller buildings, green spaces are needed
- Employment opportunities are critical (e.g. hotel/convention centre, creative industries, artisan studios – draw people, business, and jobs to Port Credit)
- Port Street for commercial uses is seen as a priority, residential second as more jobs are needed for our community
- Support for 3 storeys at all edges facing public open space so that it is at an appropriate scale for pedestrian interaction with the buildings and to avoid shadowing the parkland
- Maintain views towards the south and the lake

Concerns:

- No residential should be permitted (e.g. Navy Pier in Chicago)
- Too much intensification/density. Higher density nodes should be closer to the Port Credit GO Station area



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- Need for gathering square and places between condominium buildings along the centre pier which will generate an event/market location which leads to more jobs
- Need daytime use intensification
- Too many units that are not nearly big enough. Provide spacious, more luxurious type of units
- Too much retail could negatively impact the retail on Lakeshore Road
- Do not use land for marine servicing
- Port Street looks like a wall. Views must be provided through “windows” from Port Street. Stagger back suites to reduce the “bulk” and not to block out the waterfront
- Building heights should not exceed 4 storeys on ‘front rows’; 3-4 storeys by the water, and no higher than 6 storeys on Port Street
- Keep taller buildings where appropriate. Place a 14 storey tower next to Waterside Inn and open up the land east to make it more inviting and scatter shorter buildings throughout. Heights open up more space on the ground

70 Mississauga Road South

1. Open Space and Culture

Comments:

- Support for abundant open space at the lake
- Need sport, sport tourism and art/performing art facilities. Opportunities to accommodate canoeing, rowing, dragon boating, stand up paddle, water polo, etc. Athlete training facilities on open water and can serve as future competition facilities
- Promote recreational living
- Parks/playgrounds/splash pads and more social meeting spaces are important
- Need east and west green corridors
- Restaurants north of the pedestrian way – similar to Harbourfront in Toronto or Spencer’s in Burlington
- Need a stand-out cultural, event or educational site that is a destination point
- Year round recreation and arts facilities, gathering spaces, museums, baseball diamond/soccer/lawn bowling/skating rinks
- Public facilities (washrooms, changing facilities, water fountains, areas for picnics and barbeques, etc.)

Concerns:

- Desire to see park space from Lake Street to the lake and that overall green space should be bigger
- Open space needs to be proportional to the development. Should have 75% open, public space



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2. Mobility

Comments:

- Would like street access to heritage areas
- Connect the east and north
- Need more provisions for human comfort on streets such as shade (trees), gazebos, street furniture and pathway furniture that is mindful of seniors' needs
- Need for upgraded public transit to relieve congestion on Lakeshore
- Bring transit down and around the lake
- Neighbourhood connectivity by way of existing waterfront trails have already been achieved – no need for a street expansion
- To improve traffic congestion on Lakeshore Road consider using the Benson extension south as the main through street and keep cyclists off the major roads like Lakeshore – or clearly demarcate cycle paths

Concerns:

- Public street connections through to the Cranberry Cove residential area and the Old Port Credit Heritage Conservation District are not supported
- Street connections between Pine Avenue and Mississauga Road will cause traffic infiltration into the neighbourhoods from Lakeshore Road
- Street connection to Ben Machree will conflict with the Waterfront Trail, neighbourhood character and will encourage through traffic trying to avoid congestion on Lakeshore Road
- Grid road is not desirable - create more 'meandering' streets
- There are too many streets

3. Land Use and Built Form

Comments:

- Range of proposed land uses (shops, offices mixed with housing, affordable housing, campus style cultural, academic, research and institutional) uses are supported
- Use space wisely to maintain a unique, family and nature friendly space generating year round activity
- If unable to build housing, put marina storage here
- Happy with the live/work/play village being created
- Support cultural, academic, institutional and research facilities but not large academic institutions
- Affordable housing – should be small scale and distributed throughout the site
- Street-grid will keep buildings more fine-grained
- Sustainable, 'green' strategies and transit supportive design and animated spaces are important



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- Proposed institutional takes up too much space – replace with more green space
- Protect for sunlight and corridors
- Lower heights required close to Cranberry Cove and Old Port Credit Heritage Conservation District (OPCHCD)
- 12 storeys would be acceptable in the central area
- Locate higher (6 storey) buildings closer to Lakeshore Road – lower by the lake
- Maintain ‘heritage’ feel of area. Respect the OPCHCD
- Need good quality commercial (3-4 storeys) along Lakeshore Road

Concerns:

- Development seems blocky - do not overdevelop
- Not interested in the 5,000 people addition – cannot be easily absorbed into the neighbourhood without excessive traffic generation
- Proposed densities will ruin waterfront charm and will result in overpopulated, overdeveloped part of Mississauga
- Employment numbers not appropriate for area – this is a residential, recreational community, not downtown Mississauga
- Do not want such tall buildings – 3 storeys or less; Others state max 4-8 storeys or 6 storey restriction
- Tall buildings will block views of lake, would not be congruent with ‘village’ character
- Need for a comprehensive design approach

Conceptual Land and Water Network

Comments:

- Most valuable component is the cohesive framework within which to envision Port Credit’s development
- Recognition that future studies will identify transportation links and establish long-term directions to guide planning decisions to accommodate growth
- Support for the river crossings to keep traffic off Lakeshore Road
- Multi-modal approach is important including water transportation
- Good transit connections, relatively frequent bus services and/or Rapid transit including dedicated bus lanes may be considered
- Inspiration Port Credit needs to stand firm on supporting smart growth
- Intensification is required
- We require mobility – cars are not the only solution (supportive of public transportation)
- Support for connection between east and west side of river for cars, pedestrians and cyclists (could consider a one way system)
- Why not add another GO stop between Port Credit and Clarkson on the existing rail line



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- Providing an additional vehicular crossing north of the rail line (e.g. Queensway bridge) would help alleviate traffic in Port Credit
- Need more ‘wild’ areas to be designated – need more proper woodlots

Concerns:

- River crossings at mouth would impact sailboat access to slips
- Non-segregated pedestrian and cycling routes are needed
- Traffic congestion along Lakeshore Road and negative impacts to liveability and access to destinations
- No need for another transit line parallel to the GO line
- Risk that planning decisions may be made on expected transportation upgrades that may never materialize
- Increased gridlock through the Port Credit Village area of Lakeshore Road if residential density increases
- Do not want LRT on Lakeshore Road
- Rapid transit line within the village core would create a psychological barrier to pedestrians and disrupt street life
- No accessibility or ‘universal design’ standards mentioned – must be more inclusionary and consider planning for age in place (while maintaining ‘village’ feel and look)- Improve accessibility to waterfront
- Provide off-site parking at Port Credit GO Station with a shuttle bus from there
- Do not build a parking garage on prime land