

## MOBILITY

- Why is the biggest traffic concern getting people through Port Credit Village instead of to Port Credit?

***The Port Credit waterfront is a city and regional destination, and continues to be the city's "central waterfront". The Hurontario-Main LRT will make it easier in the future for visitors to access the waterfront. At the same time, Lakeshore Road is the only east-west crossing of the Credit River south of the QEW and provides a vital linkage across the southern part of the City. The City objectives are to maintain good access to and through Port Credit to maintain its vibrancy and still connect to the rest of the City.***

### Traffic in Port Credit

- How many people agree with the traffic times submitted?
- Please advise when and how the "2 min" travel was surveyed. Based on what? This needs to be redone.

***The travel time of 2 minutes represent the time on average during the afternoon rush hour to travel along Lakeshore Road from Front Street South (the west side of the Credit River Bridge) to Elmwood Avenue South (east of Hurontario Street). It does not represent the travel time during periods of extreme congestion such as when incidents occur on adjacent major corridors (e.g. QEW) delay caused by vehicles accessing the on-street parking spaces on Lakeshore Road, etc. As mentioned, the travel time of 2 minutes represent the typical average and was determined based on travel time data collected as part of the City's traffic count program which includes observed vehicle counts as well as signal timing and corridor speed. Counts on Lakeshore Road are conducted frequently with the most recent counts being completed in Spring 2010 and Fall 2012. New counts will be conducted as part of the Lakeshore Road Corridor Master Plan study in 2015.***

### New Growth and the Lakeshore Road Corridor Transportation Master Plan

- Councillor Tovey said budget has been set aside for a traffic study that would take 12 months to determine if we were at capacity. If so, there would be no new development. Ruth Marland said the study would show how the City would move forward to facilitate development through new moves of transportation. Which is right? No new development because we're at capacity or keep building anyway because the we'll eventually figure it out?

***The Lakeshore Road Corridor Master Plan will look at the future role and needs of the entire Lakeshore Corridor Area (including the adjacent road network) within the City of Mississauga. The study will examine all modes of transportation and how they can be provided in the most effective way to meet the future growth needs of the City as well as how it interacts with the surrounding land uses, neighbourhoods and communities to become an animated and vibrant corridor. The study will also explore the potential of providing rapid transit along Lakeshore Road as envisaged in Metrolinx's Regional Transportation Plan and the City's Official Plan as***

***well as the potential need for additional vehicular crossing(s) across the Credit River. The development of the Master Plan is expected to start early in 2015 and should take approximately 2 years to complete.***

***In the interim of completing this study, any new growth/request for development will be reviewed in terms of implications for the transportation network. If the implications are not significant, the development may be able to proceed.***

#### **River Crossing**

- What kind of bridge to connect the harbour crossing are you suggesting?

***There is no design for the bridge at the mouth of the river at this time as it is not anticipated for a number of years. This is a “place making” proposal for an additional river crossing to serve pedestrians and cyclists, connecting two “gateway” waterfront parks. This is a long term plan and the feasibility of such a crossing would be need to be studied to ensure that it would not hinder harbour operations or the parks on either side of the harbour.***

#### **Cycling**

- At what point in the process do the City review cycle access to and through all parts of the Port Credit area and more important how will cyclists be able to secure (lock) their bikes while shopping or any other recreation? For cyclist wanting to cycle to “GO” or to newer lakeshore routes, will there be adequate facilities to secure bikes?

***The 2010 Cycling Master Plan identifies cycling routes within Port Credit. Opportunities to implement these cycling facilities will be addressed through the City’s annual Cycling Program in coordination with other capital infrastructure programming. The addition of bike parking facilities are being installed through community venue upgrades and as part of new development. The City’s Active Transportation Office continues to explore and act on these opportunities.***

#### **IOL Lands**

- How can the IOL plan have a road connection into Cranberry Cove without destroying existing homes?
- How will linking Ben Machree to Mississauga Road reduce traffic on Lakeshore? Lakeshore both feeds and receives the exact traffic unless it’s amphibious.

***This road connection is a future concept and would be subject to further studies and would be opportunity driven and subject to land availability. The additional road network supports the integration of the IOL site into the existing Port Credit community. The most recent Lakeshore Road study determined that a significant amount of traffic on Lakeshore Road is locally generated. By enhancing the local road network, it provides vital linkages to residents in a way that reduces their dependence on the more congested Lakeshore Road providing intra-***



***community connectivity to parks, open spaces and trail systems for pedestrians and cyclists.  
The completion of a finer grain network of streets is also an objective of the City's Official Plan.***

## **LAND USE AND BUILT FORM**

### **Growth/Intensification**

- What is meant by moderate growth? Can you please provide a percentage increase by 2021?
- I know the Province and City promote intensification but how can you justify so much on such "small" pieces of land to the detriment of those who made this their home? Your facts and figures seem rather mistaken.

***City Council adopted the "Steady" growth scenario which reflects increased levels of intensification relative to current trends. Under the Steady Growth Scenario, the rate of development in Mississauga is increased compared to the Conservative Growth Scenario, raising Peel's intensification rate to 55% after 2031.***

***The Ward 1 population in 2011 was 45,500, it is forecasted to increase to 48,300 by 2021 and 53,700 by 2031 (which assumes some population growth on the Inspiration Lakeview and Inspiration Port Credit sites by this time but not fully "built out"). The percentage increase between 2011-2021 = 6.2% or .6%/year.***

***The vision for the Inspiration Port Credit sites is to integrate and extend the village so that the future growth knit the new and existing areas together. The variety of uses allowing people to live, work and play is integral to this extension to create a dynamic, functioning waterfront place. However, the City recognizes the importance of balancing growth with the existing character and charm of Port Credit. The preliminary draft polices for building height and mix of uses target this balance.***

### **CLC Site**

- If one is to ascribe to a "step down" in height zoning, why is there consideration to allow as much as 10 storeys along Port Street where buildings across (North Side) of Port Street are only 5 storeys?
- Is it good planning to stay no more than one level higher or lower? Why then on Port St – north side – 4, 1, 5 and proposed south side 8, 6, 6?

***The area around Port Street is intended to contain a range of building heights. In addition to low rise buildings, there are also a number of existing taller buildings including the 14 storey Waterside Inn, the 7 storey Ports Hotel, and three residential condominiums which are 6 storeys in height, one of which is located on the south side of Port Street. The proposed redevelopment of the No Frills site, which has been approved by the City, also permits a building up to 10 storeys in height. The portions of buildings immediately adjacent to the waterfront are intended to step down towards the lake and public open space.***



- The district plan did not allow for 10 storeys, it was 4 with one variance to Dr. James' condo. Why has this changed?

***The Port Credit Local Area Plan as approved by Council in December 2013 stated that the heights for the CLC site would be reviewed and recommended through the Inspiration Port Credit process having been specifically informed through the extensive public engagement. Also, the Port Credit Local Area Plan allows up to 10 storeys on north side of Port St.***

- What is the FSI planned for the harbour lands?

***The FSI for the harbour lands is under review. Typically the City uses building heights and sometimes the number of units to address built form at the local area plan policy stage.***

- Since CCCL has a long term lease, if its company (CCCL) fails to buy the land for development, what protections exist for its purchaser from interference or purposeful delay by CCCL?

***The long term lease is a private arrangement between CLC and CCCL.***

- Why is the plan to build medium size buildings on south side of Port St – which is the centre? This is basically vacant land which should not be used for a few condo owners instead of left for the use of the “the people”.

***As CLC is the landowner, they have control over the development proposal for the lands. The City's role is to establish and protect for the future public spaces on the site and ensure that the private land development meets the vision for an integrated extension of the Port Credit village drawing people through the site to the water's edge to live, work and play. The City's priorities for the site are public roads, public parks and open spaces and a mix of uses that are available to the public within a vibrant and compatible built form.***

#### **IOL Lands**

- What authority does the City have if Imperial Oil goes to the OMB and doesn't agree to City policy?

***Anyone has the right to appeal a decision to the OMB. However, through Inspiration Port Credit, the City does not intend on changing the land use designation for the Imperial Oil lands and as a result no development will be permitted until a number of conditions are met including addressing the site and soil conditions given its historic use as an oil refinery. The applicable law (e.g. Ontario Reg. 153/04, as amended) cannot be overruled by OMB. The land use will be protected/guided by this law.***

- “Completed in Jan 2014” what does this mean?

***It is the City's understanding that the fieldwork (e.g. test pits, bore holes etc.) component of the environmental site assessment work undertaken by IOL has been completed in January***

**2014. IOL has indicated that they are now in the process of compiling the data, analyzing and interpreting it.**

## MARINA

- Has anyone looked at who would want to keep their boat the a “marina” that offers no winter boat storage on site together with remote launch and haul out facilities i.e. how many boat owners would you lose? Or is it really the plan to make this a transient marina. If so, say so.

***The preliminary draft policy recommendations are to protect the marina operations in the future as a full service marina offering marina and marine related sales, services (including boat charters), repairs subject to Ministry of Environment regulations. Boat slip use by transient and/or seasonal boaters would be permitted and would be determined in the future by the marina operator.***

***As the CLC site is part of the Port Credit village an industrial type use such as outdoor storage is not appropriate and is not in-keeping with the vision for the site. An alternate location for winter boat storage will be required. The City understands that winter boat storage is necessary to support a marina of this size and recognize that there may be future opportunities for this use to occur within a convenient boating distance e.g. Lakeview subject to further study. The City also understands that other urban large marinas do not have winter boat storage on site e.g. Harbourfront Centre (Marina Quay West, Marina Four/John Quay). Typically, marinas having winter boat storage on site are not directly connected to an urban village or centre e.g. Bluffers Park, Bronte Outer Harbour Marina, Oakville Harbour Marina to note a few.***

## OPEN SPACE

### CLC Site

- We are concerned the waterfront view will be blocked. Could the north east corner be zoned parkland?

***The City must be strategic is prioritizing the private lands which it will seek for dedication to the City for public use such as public streets and public parkland. The City must balance the needs of the landowner to achieve their vision for the site with the needs of the public. Based on previous public input, the priority for public parkland was seen as the end of the wharf for a large destination public park.***