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## **“See the Possibilities” Online Survey Results**

### **70 Mississauga Road South**

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Inspiration Port Credit is about envisioning a bright, new future for the Port Credit waterfront.

Through an online survey in the fall of 2014, we asked what the community thought about ideas for the two Inspiration Port Credit sites; 1 Port Street East (Port Credit Harbour Marina) and 70 Mississauga Road South (former Imperial Oil refinery). We asked if we are heading in the right direction on key themes such as public open space, key uses, connectivity and sustainability.

In response to what we’ve heard through these surveys, we are continuing to develop City driven plans for these sites. These results will inform the next stages of Inspiration Port Credit and the future of the Port Credit waterfront.

Below is a summary of the responses to the 70 Mississauga Road South survey.

Please visit the Inspiration Port Credit website to view the original survey under ‘Project Documents’ tab.

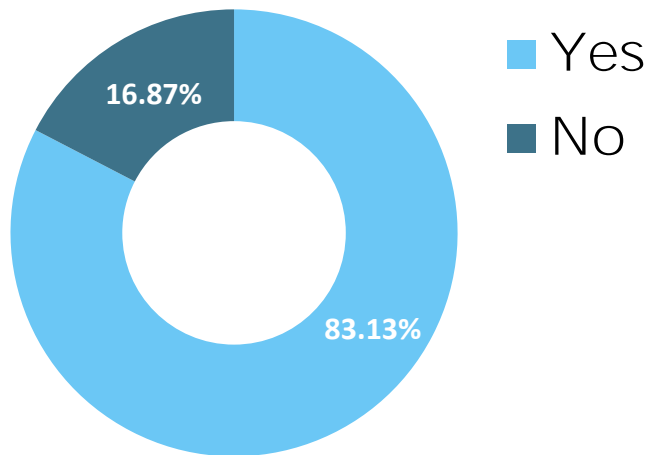
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## Connectivity

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The pedestrian, cycling and vehicle connections to the neighbourhoods next door need to be carefully considered. Connections will be sensitive to the existing communities.

Are we headed in the right direction?



### General Comment Summary:

- Concerns with increased noise, pollution, disruption and vehicular congestion stemming from increased traffic flows connecting high traffic corridors to the development.
- Bringing in vehicular flows for the differing land uses conflicts with the Heritage District Plan.
- Need for a large traffic study to assess the impact of the traffic
- Separate cycling and pedestrian connections should be located in the waterfront area, with vehicles connections set further back
- Do not restrict access to adjacent streets

### Respondent Proposal:

Weigh pedestrian, bicycle and transit connections over vehicular connectivity.

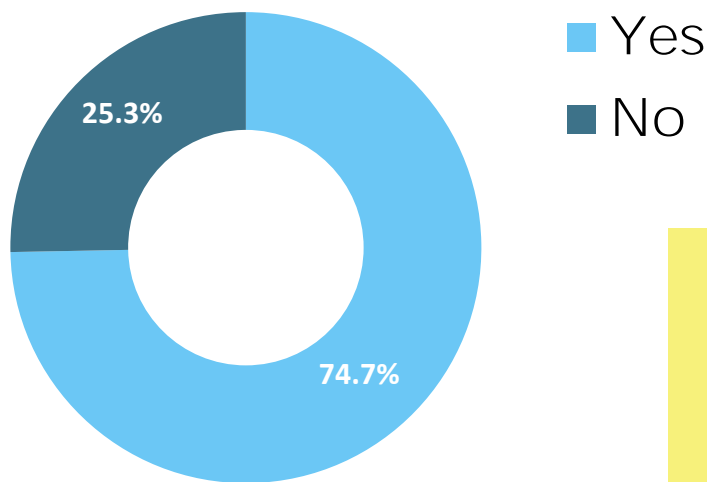
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## Sustainable Development

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- Any redevelopment will be subject to site conditions, and surrounding neighbourhoods' character, transportation and municipal services
- The number of residents and workers in the area will be appropriate for Port Credit's urban waterfront village and the City's urban structure as a whole
- There will be a mix of ground floor offices and shops and artisanal studio live/work spaces
- There will be open spaces for walking, cycling and play throughout the area
- There will be a variety of housing choices for ages and affordability
- Design excellence will honour the water and the village

Are we headed in the right direction?



### Respondent Proposal:

A maximum height of 3 storeys for 200 metres on the east and west sides of the property should allow these (4-8 storey) buildings to be built in the centre of the property

### General Comment Summary:

- Currently, retail, studios and workspaces in Port Credit are struggling. The vision of an Urban Village is on the right track, but it does not seem to thrive here.
- Affordable housing should be situated elsewhere – not the waterfront.
- Residential buildings are not a suitable development for a former brownfield site.
- Port Credit cannot cope with an increase of population.
- Proposed building heights are too high – ensure new development does not infringe on the privacy of existing residences by overlooking onto current properties and new developments should be allocated at the centre of the site.

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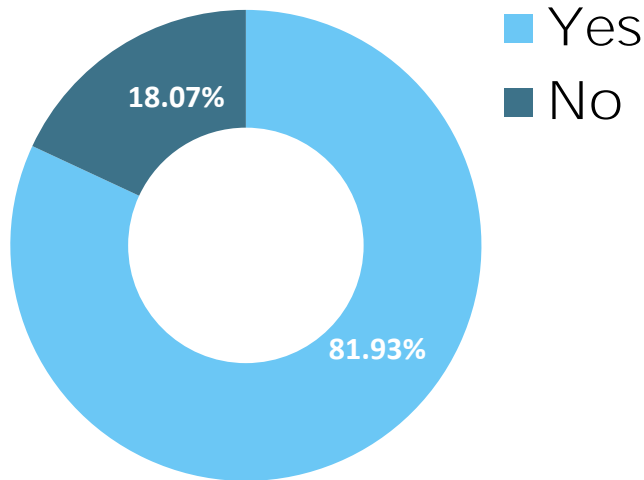
## Destination

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**Create a vibrant gateway to the village by extending the mainstreet across the Lakeshore Road frontage and include shops and offices.**

**Support the development of new community, academic, research and/or regional cultural campuses or facilities to benefit the economy, support year-round activities and connect landscape to the water.**

Are we headed in the right direction?



### General Comment Summary:

- Funding. How will the development be paid for and by whom?
  - The allocation of an institutional campus which would be better suited for a high density area (i.e. City Centre) that can support the flow of persons and vehicles.
  - Capitalize on the quaint village ambiance of Port Credit by locating restaurants and patios within the site – constructing an institution will disrupt the village ambiance Port Credit currently offers.
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- Concern with potential vehicular congestion on Lakeshore Road arising from the land intensification, if proposed residential, institutional, retail and business ventures are implemented. Traffic volume and intensification would be alleviated if the proposal limited uses to residential and recreational space only.
  - Creating a community centre, an urban farm, extended beach front and natural green park space with a playground would maximize the site use for all residents.
  - Waterfront should be reserved for parkland use with any potential developments being set back from the shoreline.
  - Urban development should not extend onto the water's edge as the Oslo Opera House example depicts. The development should preserve the natural scape of the waterfront where waves crash onto natural shorelines instead of concrete.

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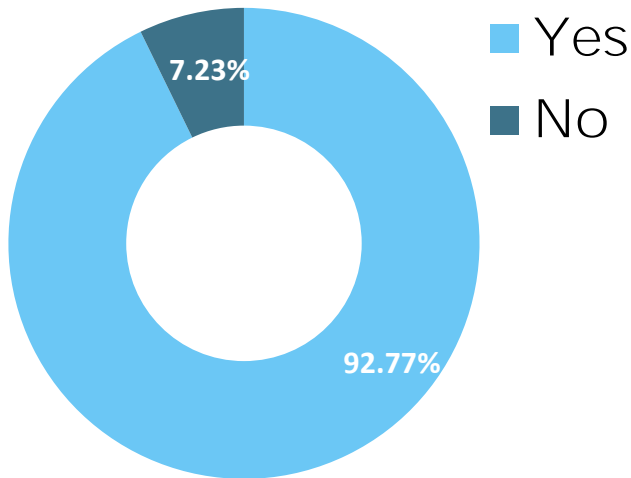
## Big Waterfront Open Space and Nature

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Create a large destination park at the water for people to gather, celebrate, play, walk, cycle and look at the lake all year round.

Make natural areas a part of open spaces and the shoreline for wildlife habitats, water quality and climate change.

Are we headed in the right direction?



**General Comment Summary:**

- Concern with noise disturbances for nearby residents close to permanently constructed sites of public gathering and spaces of “celebration”.

*“Make the park a beautiful quiet park without permanent screens or audio systems...By all means it should be capable of hosting special events, but it should not be an exhibition site.”*

- Emphasising on the provision of spaces that allow users to peacefully meditate, reflect and relax by the water’s edge – instead of heavily focusing on creating spaces of entertainment and “play”.

### Differing Views

- The development should seek to minimally impact existing wildlife and bird migration, while preserving the waterfront panorama. The site should be low density – prohibiting the construction of high rise buildings that will “block off the city from the waterfront”.

*“Keep it simple and natural, LESS like Emery Barnes Park and MORE like Lakefront Promenade Park, Habitat Island, Toronto Centre Island open spaces, the Toronto Beaches/boardwalk adjacent areas and Sunnyside and with reforested indigenous tree glades and open space.”*

- Create a vibrant urban waterfront - parks with green open spaces already exist nearby - including neighbouring J.C. Saddington Park which has a “wildlife friendly shoreline”.

*“Like Vancouver, maybe we need something that focuses on an urban waterfront too.”*