

## COMMUNITY CONSULTATION REPORT

### ONE PORT STREET COMMUNITY CONSULTATION SESSION #1

Tuesday May 29, 2012

Waterside Inn, Port Credit Ballroom 6:30-9:00pm

#### I. BACKGROUND & NEXT STEPS

*This report was written by Jeff Evenson, Alexandra McDonough and Jasmine Frolick of the Canadian Urban Institute and has been reviewed by workshop participants. If you have any questions about this report, please contact Alex at [amcdonough@canurb.org](mailto:amcdonough@canurb.org). At least two more community consultation sessions will be held. The next session will take place **Thursday, October 18, 2012** at the Waterside Inn from 6:30-9:00 p.m. RSVP to [oneportstreet@canurb.org](mailto:oneportstreet@canurb.org).*

On May 29, 2012 more than 150 people participated in a community consultation session organized by Canada Lands Company to involve the community in developing a master plan for the 1 Port Street site in Port Credit. The purpose of the session was to share information about the site and to provide an opportunity for everyone to contribute their ideas about what they would like to see going on at a redeveloped 1 Port Street site.

The session began with welcoming remarks from Councillor Jim Tovey, followed by a brief introduction by Jeff Evenson from the Canadian Urban Institute's facilitation team. Jeff introduced Norm Jarus, General Manager Real Estate for Ontario, Canada Lands Company (CLC) who described CLC's values and commitments and its activities across the country. James Cox, Director of Real Estate at CLC, presented site and context information about 1 Port Street. Consultants from CLC's technical team presented information about their various areas of expertise including: Hon Q. Lu (MMM Group) on the environment; Jane Graham (Shoreplan Engineering Ltd.) on coastal structures; Alun Lloyd (BA Group Transportation Consultants) on transportation; Lorelei Jones (Macaulay Shiomi Howson Ltd.) on land use policies and planning; and, Mark Conway (N. Barry Lyon Consultants Ltd.) on the marina operations.

After the presentation, participants seated in small groups at round tables were asked to discuss what they would like to see going on at a redeveloped 1 Port Street site. Participants were asked to focus on function not form. They were assured that there would be other sessions where they could discuss built form. The discussions are summarized (but not ranked in any order of importance) into key messages on the following pages. This report also provides a detailed summary of what each of the 18 tables reported to the plenary. Appendices 1 and 2 include more detailed feedback from the plenary grouped into themes and responses from individual discussion guides. The agenda is included in Appendix 3.

*For more information or to view the presentations described above, please visit [www.oneportstreet.ca](http://www.oneportstreet.ca).*



## II. KEY MESSAGES

### 1. PUBLIC ACCESS TO THE WATERFRONT

**Public access to, around and through the site was seen as important to Port Credit's identity as a waterfront community.** Overall, participants expressed a strong interest in having improved public access. Building boardwalks, expanding access to the wharf, and creating bike and pedestrian trails through the property were mentioned repeatedly. Ensuring a lake view was very important to the majority of the participants. Some people would like to see the site become a gateway to Port Credit.

### 2. MAINTAIN THE MARINA & MARINE FUNCTIONS

**Maintaining the marina functions and marine-related businesses on the site was seen to be a priority.** Reasons included the unique asset of the deep harbour, the niche market supported by the marina, and the success of the Port Credit In-Water Boat Show. Some felt that the uses on the site should be focused around its unique assets and take advantage of the waterfront access. Many supported maintaining the slips and ramps for the boating community. Some participants wanted to maintain the boat sales and boat repairs on site. Some questioned the need to continue indoor boat storage and suggested that the boat storage shed be removed and the outdoor storage grounds be relocated to the Imperial Oil lands. Many participants felt that this site should welcome and maintain support services for transient boaters and the live-aboard community, like at Granville Island. Many mentioned the need to clean up and beautify the site. A few participants questioned whether there was a need for the marina to continue on this site at all.

### 3. ATTRACTIONS AND PUBLIC SPACE

**The site should attract Mississauga and regional residents and visitors year round.** Participants contributed a wide range of suggestions to animate the site including: a farmer's market, a concert /entertainment venue, an urban beach, restaurants, art galleries, outdoor skating, and lots of public space. Granville Island was often mentioned. Some asked if the Ridgetown could be rehabilitated. Others felt that dinner cruises, boat tours, community sailing clubs, and recreational boating rentals would be appropriate for the site. Maintaining the village character of Port Credit was important to many participants and any attractions should be balanced with the existing village character.

Many participants were in favor of public space along the edge of Lake Ontario that created connectivity between this site and neighbouring land. Some suggested the site could be linked to the other City parks by a pedestrian footbridge over the Port Credit River. An off-leash dog park was suggested as well as barbeque spaces for families and visiting boaters. Some participants asked that the existing wildlife be considered, including protecting the salmon habitat as well as amenities to enable salmon fishing to continue. Letting green space become 'natural', as opposed to manicured, was also suggested.

### 4. EMPLOYMENT

**The site should have local business and employment uses.** Participants mentioned expanding commercial uses on the site beyond the existing boat-related businesses and commercial offices. It was felt that the site could provide the opportunity to create full-time, year-round employment. Commercial office space, a hotel, year round economic viability and increasing the day-time activity were mentioned. There was concern that main street would be weakened if there is an alternative shopping district.

## 5. RESIDENTIAL

**A wide range of advice was received about residential development on the site.** Nevertheless, all the advice received favoured low- and mid-rise over high-rise development. Some suggested that permanent residents could increase safety on the site by “keeping eyes on the marina.” Others mentioned that affordable rental housing would be desirable.

## 6. TRANSIT AND TRAFFIC

**There were mixed feelings about the City’s plans for an LRT terminus on Port Street.** Some were strongly opposed to bringing the LRT south to Port Street. It was suggested that traffic congestion was a huge concern and some participants felt that the LRT would alleviate congestion, while others felt that it would increase congestion. Some suggested that water taxis or a ferry with connections to Niagara Falls and Toronto could be considered.

### III. DETAILED FEEDBACK: TABLE DISCUSSION GUIDES

Each table received a blue discussion guide which a note-taker from the table used to record the discussion. Listed below is the feedback from the roundtable discussion, organized by table.

#### Table 1

- #1 Affordability/Security
- NO LRT!
- More access to water for those who are not boaters
- Create more employment

#### Table 2

- Public accessibility, presently a private marina
- Development of restaurants, cafes, arts and crafts, public open space for concerts
- Restrict building heights
- Maintain a strong marina and maintain existing services and foster other public uses
- Could Ridgetown be rehabilitated for some other public uses such as a restaurant or art gallery/workshops

#### Table 3

- Any improvement!
- Keep Marina and beautify
- Increase full time businesses and employers!!
- Draw more people to the core (outdoor festival facilities, winter themes, and markets)
- More music venues
- Keep parking (visitor) at GO Station (i.e. Oakville)
- LRT drop-off
- Create a “path” to ensure mobility throughout the facility in an organized fashion
- Conference centre
- 2 level use (2<sup>nd</sup> floor businesses)

#### Table 4

- Currently
  - 800 slips used for 100 days
- Utilization of current slips – do we need to maintain that size – or create activities which encourage more use of them but maintain this use and the services
- Maybe create more land - in a form which will help utilize our functions such as market, skating, an iconic identity
- Maintain salmon fishing location here
- Create community space e.g. concerts facilities
- Boat tours, water taxis, dinner cruises, connections to Lakeview, Toronto, Niagara, etc.
- Retail markets, marine, food e.g. St Lawrence, Chicago’s Navy Pier, Granville Island → remain scenic, teahouses, small retail, multi-seasonal,
- Maintain current 2-3 storeys
- Walking/biking etc.
- Public access is key
- No permanent residential
- Bridge over Credit River to connect to Saddington Park

#### Table 5

- Continue to operate as a marina, boat works, and boat sales
- Fishing and marine related businesses and employment
- Expand live aboard safety and livability year-round
- Moving boat storage over to about 10 acres on the Esso lands, ramps from water
- Ferry
- Queen’s Quay
- Granville Island, Vancouver, small human scale, and historic properties in Halifax
- Encourage and be more welcoming to transient boaters
- Historical and interpretive centre/gallery
- Possible outdoor skating rink reflecting pond on the water’s edge
- Baltimore, Harbourfront, Cleveland
- Public space, multi-use
- Encourage more pedestrian and bike access from JJ Plaus Park
- Affordable rental housing like Distillery district in Toronto
- Keep low height limits
- A jack boat ramp and take pressure off Marina Park
- Paint Ridgetown and maybe paint Welcome to Port Credit
- Safe + accessible
- Possibly a 3-4 storey hotel and Class A office
- Integration with area plan, Esso, and rest of Lakeshore Corridor

#### Table 6

- Keep Marina and storage facility + private use + public boating
- Do not include retail that competes with Lakeshore like dining and cafes
- Some residential – could be houseboats, Granville Island style
- Parks/bike paths
- LRT is a real concern – should not terminate on Port Street

- Traffic is a huge concern
- Burlington style – Spencer’s – splash pad public boardwalk linked to JJ Plaus park
- Open market – such as Byward Market
- Public space – large enough to continue in-water boat show and other events.

**Table 7**

- Think big - i.e. Navy Pier/Santa Monica
- Complete site rework
  - New built form
  - No high rise – low rise only
  - Mixed use/restaurants/commercial/residential
  - Green space
  - Pleasure uses
  - Maintain marina services in new facilities
  - Boat storage issue not necessarily on site, but is addressed
  - Pleasure lies with lake view
  - Hotel permissible
- Create attraction to draw people to use the area
- Green space
- End lease early
- Step property down from lakeshore

**Table 8**

- Access – pedestrian, fishing but keep the waterfront trail to the north end of the property
- Address the influx of people in the spring/summer
- No condos/hotel
- More green space – natural, not another city park
- Marine services may need to be scaled back to accommodate other interests
- Reduce size of sheds
- Restaurant/clubhouse at south end of land base
- Improve visual appeal
  - More green space/vegetarian
  - Better architecture
- More inviting environment for transient boaters
- Year round farmer’s market (Granville Island)
- Marine logistics research station
- Skating facility/trail
- Low impact development techniques

**Table 9**

- Community Sailing Club
- Marina
- Park
- Off-leash dog park
- No condos/townhouses
- Lakefront restaurant

- Winter skating

**Table 10**

- Vision – Port Credit is waterfront
- Marina and marina services
- Public/marina parking
- Restaurants/retail/office space
- Public access to waterfront via pier (Coney Island)
- No Residential – no condos or apartments
- No Night Clubs
- We want now not 2017

**Table 11**

- Economic viability 365 days a year
- Entertainment venue
- Public access to all edges of the property
- Retail
- Condo?
- Do we need the marina?
- Boat storage off-site
- Extend the land with fill

**Table 12**

- Destination spot similar to Granville Island or Chicago’s Navy Pier
- A St. Lawrence Market style combination of stores, mixed use and density and traffic
- A ferry to Toronto to relieve congestion
- Keep marina but create a boardwalk that allows people to get to the water while keeping good security
- Additional cultural uses, cultural uses like artists’ studios with a retail element
- A removal of the Ports Hotel as part of the overall vision

**Table 13**

- We are Port Credit – focus on the waterfront as part of our identity
- Importance of bringing people down to the waterfront
  - Access to the breakwaters? Ridgetown?
  - Importance of maintaining existing wildlife
  - Raised pathway?
  - Expanded wharf for fishermen? And pedestrians?
- Pedestrian destination
  - People will come down on the LRT: festivals, waterfront, businesses, etc.
  - Importance of connecting to the waterfront trail for cyclists and pedestrians
- Historical significance
  - Bring down governmental owned tall ships
  - Reenactments? 200<sup>th</sup> anniversary of War of 1812
  - Importance for artists – make space for an art gallery?
- Multi-seasonal multi-use area
  - Winter: seasonal boat storage
  - Summer: St. Lawrence market –style (farmer’s market), as well as space for public events

- Bridge between JC Saddington and JJ Plaus Park for pedestrians
- Close Port Credit Village Marina - use for small craft rental (currently transient boat slips).

#### **Table 14**

- Deep Water Regional Port
  - Compared to other harbours – rare
  - Functional port valuable asset
- Mosaic of access
  - Public access important
  - Redistribute functions that exist
- Animate Port Street –shops/restaurants
  - Create interest
- Connectivity with existing trails/walk
- Ferry Service
- Gateway to Port Credit if done right
- Gateway to water and transportation, trails

#### **Table 15**

We would like to see

- More parks and greenbelts
  - i.e. ponds, recreation, etc
- Coffee houses, farmers markets
  - Snacks, storefronts
- YMCA
- More walkways and bike paths
- More water transplanted, city capital for tourists, ferry, water taxies, etc.

#### **Table 16**

What we want

- Keep the port in Port Credit
- Keep a functioning commercial marina with a deep harbour, repair and provisioning
- Food for boaters and day trippers, patio lifestyle
- Maintain marine employment
- Add office employment
- Add winter activities, kids skating rink
- Add public waterfront access
- See the lake from Lakeshore Road
- Pedestrian and cycling new bridge over Credit River to connect to Saddington Park
- History, storyboards
- Improve day time density through employment
- Maintain cultural authenticity
- Try a farmer’s market
- Lake fill
- Expand or continue boardwalk
- Want to fish from shore
- Ferry to T.O. or Niagara area

- Off site boat storage (e. g. Imperial Oil lands)
- Issue with residential is that the residents like it quiet and we want a lively, happening place – don't want "Shhh..."

#### What we do not want

- Fake marina
- Amusement park
- Don't compete against village function
- No high-rise development
- No dead space
- No car bridge over Credit River
- No condos
- No buildings on Ridgetown

#### Table 17

- Access to waterfront
- Keep zoning to 2-3 storey buildings
- Marina must stay a working marina, not something as a showplace
- The property now used as storage for boats, backing onto Stavebank – what a waste of space (Esso grounds?)
- What is planned for the space between Elizabeth and Helene? A beach area would be the best use of this land
- Boat trip to Niagara from here
- The Ridgeway is an eyesore
- No condos, townhouses, private houses

#### Table 18

- "St. Lawrence Market" – permanent structure
- Public access, including boaters – park
- Year round
- Entertainment facility
- Recognize port
- Ridgetown revitalization
- Residential component
- Houseboats
- Rowing course
- Boardwalk
- Larger space for special events
- Grocery store
- Ferry terminal

## APPENDIX 1

### Detailed Feedback: Plenary Discussion

Feedback from the plenary discussion has been organized into nine themes or headings below.

#### 1. PUBLIC ACCESS

- More walkways and bike paths so public may access area.
- Edge access to all parts of the property.
- Maintain public access to site; currently, unless you have a boat in the slip there is no access to wharf.
- Create a boardwalk that allows public access but is still secure.
- Safe and secure, better lighting, take a stroll and see nice lighted streets.
- Want to be able to see the lake from lakeshore – improve connection.
- More cycling and pedestrian friendly areas – connect base of site across mouth of the Credit.
- Public access to waterfront, a pier out into the waterfront.
- Bring people to waterfront, expanded wharf for pedestrians, businesses and fishermen.
- Other events near lake- provide enough open space to erect tents and allow for the public to gather.
- Definitely want to see better pedestrian access and trail toward lake, better public access to waterfront.
- Clean it up, make it accessible, but keep it affordable.
- Public access area: walking, biking, multi-seasonal.
- We are inspired by how the trails come into the Brickworks, we want to integrate biking similarly.
- Plaza for community events, public comes to the lake.
- Pedestrian bridge across river.
- Public access - like Coney Island.
- Create a mosaic of access.
- Don't wall off Port Credit from the lake.

#### 2. THE MARINA

- Strongly in favor of maintaining existing marina and existing marine services.
- Keep marina and functions; incorporate more recreation and small business.
- Maintain as an affordable marina for local residents first and foremost.
- This may be controversial – but do we need the marina?
- Community sailing club.
- Keep the marina.
- Keep marina but create boardwalk to allow more people to access the water and increase safety.
- Boat storage must be addressed.
- I have businesses in the marina – I want to see it maintained. We need all 800 slips.
- Building could be rebuilt to accommodate more marine industry, no need for indoor storage.
- Functioning commercial marina – deep harbour is an asset.
- Keep marina and businesses – all work together as an integrated unit. If you remove one component the whole thing won't work. Vibrant boat show is evidence of this, there's enough space and visitors can talk to brokerages on site.
- More public use rather than mere private marina. Things like a ferry, tall ships. Larger public boating use that can be developed as part of the Port Credit marina facility.
- Want to have a vibrant houseboat community, like Granville Island and Victoria Harbour.
- Waterfront property, let's use it for things that need to be on the waterfront.
- Other parts can cater to more public uses, but like to see marina maintained as it is.

- Reduce shed size.
- Make it more appealing to recreational boaters.
- Redistribution of existing functions; mosaic of access, create more public space, but real value in the commercial functions that are there now.
- One of the only deep water facilities in region so its a unique site.
- The marina is a valuable asset – financially and socially.
- Expand marina, more than a few dozen people living on the water.
- Move seasonal boat storage to Imperial Oil property, to make sure whole site is usable.
- Practical in-out movement of boats.
- Build a second boat ramp to take pressure off existing boat ramp.
- Beautify the marina; not just a wow destination in summer, but also a wow destination in winter.
- Maintain employment, marina businesses, and add retail employment.
- I want to clarify that there are more than 100 full time employees in the marina complex – maintain these jobs and create jobs that cater to marine business.
- Niche commercial, related to the marina.
- Meaningful marine employment.
- Keep marina storage facility, boat brokers, the Chandlery – all works as a unit so if you remove one piece it doesn't work.
- Would like to see more public use of the marina, not just private boats – larger public boating use that could be developed.

### **3. VITALITY**

- Encourage daytime vitality (now dead from 9am – 5pm).
- Increase year round viability – Port Credit is more of a summer destination, but in the winter it is pretty quiet. Outdoor skating rink, winter carnival?
- Multi-seasonal, multi-use area.
- No dead spaces.
- Year round vitality.

### **4. COMMERCIAL/INSTITUTIONAL**

- Coffeehouse, fitness/YMCA.
- Can entertainment venues be economically viable?
- Retail
- Lakefront restaurant
- Combination of stores; mixed use.
- Arts and crafts component.
- Mixed use, green space, pleasure uses but keep it low, step downwards to Lakeshore.
- Food outlets.
- Patio lifestyle.
- More office space.
- Farmer's market – St. Lawrence market as a model.
- Artists – gallery or artist studio.
- No retail on the site – will become competition to existing retail on Lakeshore.
- Open market can be wonderful especially in the summer.
- Restaurant or clubhouse on south end of the site.
- Educational use, marine ecology facility for universities/schools.

- More land for facilities like a market.
- Community space, such as concert facilities.
- Aquatic restaurants.
- Food! Restaurants, farmers market, look at St. Lawrence Market, Evergreen Brickworks as models.
- Businesses and offices to keep the site alive year round.
- Accommodating seasonal function - see some restaurants disappear and come: pop-up restaurants for the summer.
- Farmer's market with no parking, encourage food and market for year round residents.
- Mixed use not just residential and retail, but prime Class A office space, whose office space and parking is usable by others on weekends and evenings.
- Value in the commercial activity there now.

## 5. RESIDENTIAL

- Not opposed to residential, but opposed to imposing structure.
- Maintain low-rise tapering down to the lake because we want to ensure that nothing separates Port Credit from the lake.
- No high-rises.
- If you want to bring in residential, maybe bring in one floor, but not five.
- We would support condos targeted for seniors or young people.
- No residential, avoid increasing rent for existing tenants.
- Permanent residential is not what this area needs.
- Maintain 2-3 storey height restrictions.
- Hotel but no condos.
- We support residential development as long as it is for artists or locals from the area.
- Economic model for not just condos.
- No condos or townhouses.
- No hotels.

## 6. PUBLIC SPACE

- Off-leash dog park.
- No need for another City park as there are already many in the area.
- Perhaps green space that is more natural.
- Skating rink or trail.
- Extra green space, for barbequing.
- Reflecting pond/skating rink.
- Bike access directly from JJ Plaus Park.
- Maintain the existing wildlife that makes their home here.

## 7. DESTINATION AND REGIONAL ATTRACTION

- Destination similar to Granville Island or Chicago Navy Pier.
- Aquarium.
- Think big: think in terms of pier at Santa Monica, complete site rework.
- Attraction to draw people – new transit proposed, let's make use of it.
- Would like to foster many other public uses of marina – similar to the San Francisco Wharf with restaurants, cafés, arts and crafts, perhaps an open space that could hold concerts.
- Could the Ridgetown be rehabilitated?

- Outdoor skating rink in the winter, winter activities, a winter carnival.
- Maintain history and cultural authenticity; Rideau area has history story boards, something like this outdoor historical experience as there is little room to build a museum, including First Nations experience.
- No amusement parks.
- Pedestrian destination – LRT + Waterfront Trail to bring more business to the area.
- Historical significance – install a tall ship in the area.
- Be inspired by Burlington: Spencer’s Restaurant, splash pad, boardwalk, attractive, like to see this and lose some of the industrial feel and bring more people into the area.
- Make Ridgetown safe and accessible for multiple uses.
- Suggestions like Granville Island, Chicago’s Navy Pier show that everyone has ideas but are anxious to be inspired; architects could maybe show us some ideas at the next meeting to be inspired by.
- No restaurants or night clubs.
- Use the site for things that need to be on the waterfront, not things that could go elsewhere.

## 8. TRAFFIC

- We do not want a 3 lane road, much of this hinges upon introduction of the LRT, and traffic is bad enough as it is.
- Ferry to Toronto to relieve congestion.
- Ferry – that’s awesome, that’s going to bring people in.
- Public parking and marina parking – need parking to draw people into the area.
- Concerned about LRT – not certain it will enhance the area.
- Traffic is a huge concern.
- Water taxi
- LRT will be great to relieve traffic.
- Manage the flow of traffic on site; avoid having one area that is ignored because it is off the beaten path.

## 9. OTHER FEEDBACK/QUESTIONS

- Close the Port Credit Village Marina in Snug Harbour and turn it into a small craft rental.
- Address influx of people in the summer- accommodate extra people.
- Improve visual appeal with vegetation and architecture.
- Animate Port Street.
- Create more interest on Port Street, with shops, restaurants etc.
- If done right this could really be a gateway to Port Credit, either through water or existing transportation corridors.
- Maintain salmon fishing.
- Built form: having some infill on extension, access.
- Showcase Canada Steamship Lines heritage.
- Low heights.
- Integrating this plan with area plan and Imperial Oil Plan.
- We want new facilities - not the current existing eyesore.
- Food is a theme
- Do we need the marina?
- Could the number of slips be reduced? Are they effectively used, with 800 slips for only 100 days of use? Can we create more use?
- When will this be completed?

- Could infill be used to expand the existing land base?
- Could boat storage be relocated to the Imperial Oil lands?
- Where will the parking be located?

## APPENDIX 2

### Detailed Feedback: Individual Discussion Guides

Each participant received an individual discussion guide when they arrived. Twenty-one participants left their notes with the facilitation team from the Canadian Urban Institute and they are recorded below.

#### Response 1

- Retain LRT?
- Continue marina + storage
- Expand east breakwater with “public transit” retail e.g. farmer’s wharf
- Market in summer/ boat storage in winter
- Access to water
- Residential return LRT
- Maintain existing wildlife
- Compromise on storage shed
- Access to water
- Tourism
- Market
- Expand east breakwater or wharf

#### Response 2

Like to see:

- Maintain working marina!!
- Access to lake
- Ridgetown art project?
- Restaurant, café
- Maintain the live aboard community that is currently there
- Some retail – but must be appropriate i.e. art gallery (not any chain restaurants)
- Some small scale residential such as lofts – no large apartments!!

#### Response 3

- A “St. Lawrence” style market
- Outdoor restaurant space “patios”
- Walkways close to lake
- Outdoor theatre

#### Response 4

Sounds like we have a uniquely strong marina. We should capitalize on that and keep it strong with its unique services. Would be nice to increase public access. A small residential component is OK just to keep “eyes on the marina”, but should be kept low and not dominate.

Not sure the LRT needs to come down this far – it could be better to end it at the GO station.

### Response 5

- Continue to operate as marina and clean up
- Encourage transient boaters
- No condos
- Ferry dock terminal
- Keep Ridgetown
  - make it publicly accessible/safe
  - Paint it and add “welcome to Port Credit”
- Granville Island is a great example of mix
- Hotel – low rise max four storeys
- Public access – LRT – great idea
- Retain the history - add historical info i.e. plaques
- Displace – use ¾ of shed to mix use of commercial business/hotel and move boats to “10 acres” on Esso Property

### Response 6

- Keep mixed uses like Granville Island
- Low rise max 4 storeys
  - Safe affordable live-aboard boating
- Public access to all edges
  - Affordable rental residential
- Encourage marine-based commerce
- Maximize bike and pedestrian access
- Dutch style 5km walk, bike, and drive zone like in Holland
- Distributed parking not a super garage
- LRT must be lowered to a street car at grade

### Response 7

- Recreation related to water/water sports
- Entertainment/Restaurant/shops
- No residential
- Parking

### Response 8

- Marina and marina services
- Parking for marina
- Office space, mixed use, retail/sales, restaurants
- Breakwalls –public access, but security from marina.

### Response 9

A functional, living marina with:

- Restaurants/food
- Businesses
- Offices
- Niche commercial
- Green space

- Trails
- Plaza activities/recreation
- Markets
- Food
- Farmers markets
- Pop-up entertainment

#### **Response 10**

- Green space for boaters to BBQ
- Water taxi to Toronto
- Keep main building – use for shops, restaurants, etc (a la St. Lawrence Market)
- No franchise shops
- Granville Island – keeps community feel and keeps out big box
- LRT transportation would ruin the community - don't like the idea of running it through to Port St. – too congested. People can certainly walk from GO or Lakeshore
- Hydro should be submerged
- What about public access for non-boaters? Maybe give access on the breakwaters?
- Something aerially aesthetic-could put us on the map
- Backfill along the east breakwater to give access to pedestrians
- Pop-up restaurants that can come down in the summer
- Need to keep alive all year round, maybe live/work. Example of London, east of London tower project
- 3 layers – restaurants/office/residential buildings

#### **Response 11**

- Maintain Marina
- Develop East Breakwater
- Wharf theme
- Tourists
- Farmer's market

#### **Response 12**

- Marina working
- Waterfront access to public
- Deep harbour
- Boat transportation to Niagara falls

#### **Response 13**

This will remain an affordable functioning marina as it is. No residential development to make it exclusive and unaffordable. Maintaining existing marina only businesses. Sail lofts for instance. No art galleries. No restaurants.

#### **Response 14**

- Maintain – marine services for the boating industry – has serviced marine industry for over 40 years, deep water port for service
- Marina employs over 100 people, not 35

- Hub for boat show set up boats in and out are brought to Port Credit then trucked to and from Toronto boat show
- Built marina super centre
- Boat repairs, new boat sails etc.
- One stop boating services for the boating industry

**Response 15**

- Community sailing club
- No condos
- Marina
- More park
- Lake front restaurant
- Off leash dog park
- What they paid Fisheries is not public information

**Response 16**

- Park

**Response 17**

- Maintain bookers, boat services, and seasonal slips
- Green space

**Response 18**

- #1 Maintain it as an affordable marina to local residents first and foremost

**Response 19**

- More day-time, year-round employment
- Outdoor rink to sustain winter use
- Possible ferry harbour for south
- Urban beach

**Response 20**

- Real marina – the marina use is fine – it brings in employment, tourism
- No amusement park rides – real activities are real enterprises
- Tall ships – make our harbour deep again
- Move the storage of boats to Texaco Lands

**Response 21**

- Residential
- Commercial – high end shops, restaurants
- Maintain facilities
- NO LRT

## APPENDIX 3

### Agenda

- 6:30 p.m.**                    **Welcome & Opening Remarks**  
Councillor Jim Tovey
- 6:50**                            **Presentation of Information About the Site**
- Norm Jarus, General Manager Real Estate, Ontario & Atlantic, Canada Lands
  - James Cox, Director of Real Estate, Canada Lands
  - Hon Lu, MMM Group Ltd.
  - Jane Graham, Shoreplan Engineering Ltd.
  - Alun Lloyd, BA Consulting Group Ltd.
  - Lorelei Jones, Macaulay Shiomi Howson Ltd.
  - Mark Conway, N. Barry Lyon Consultants Ltd.
- 7:30**                            **Roundtable Discussion**
- 8:00**                            **Feedback & Plenary**  
Facilitated by Jeff Evenson, Canadian Urban Institute
- 8:55**                            **Next Steps & Closing Remarks**
- 9:00**                            **Adjourn**