

COMMUNITY CONSULTATION REPORT

ONE PORT STREET COMMUNITY CONSULTATION SESSION #3

Thursday March 7, 2013, 6:30-9:00pm

Waterside Inn, Port Credit Ballroom

I. BACKGROUND & NEXT STEPS

This report was written by Jeff Evenson and Alexandra McDonough of the Canadian Urban Institute. It has been reviewed by participants. If you have any questions about the report, please contact Alex at amcdonough@canurb.org.

On March 7th, 2013 over 150 people took part in the 3rd community consultation session organized by Canada Lands Company (CLC) to involve the community in the development of a master plan for the One Port Street site in Port Credit. The 1st session took place in May of 2012 and asked participants what they would like to see going on at the site. The project design team used the feedback from the 1st session to develop ideas about how to configure key elements and community objectives on the site – master plan strategies. The 2nd session took place on October 18th, 2012 where participants were asked to provide feedback on master plan strategies. Feedback from these two sessions was used to inform the draft master plan and demonstration plan which was shared at the 3rd session. The purpose of this session was to seek suggestions to improve the master plan before it is submitted to the City of Mississauga.

The session began with welcoming remarks from Councillor Jim Tovey, followed by a review of the agenda and introductions by Jeff Evenson from the Canadian Urban Institute. Ruth Marland of the City of Mississauga's Inspiration Port Credit team then described the integration of the Inspiration Port Credit process with the CLC process and the City's peer review of the One Port Street Master Plan. Joe Lobko from the design team of DTAH presented the draft master plan and demonstration plan. To view the complete presentation, please visit www.oneportstreet.ca

Station discussions focused on three topics: *Walkable, Bikeable Public Realm and Built Form; Roads, Traffic, Parking and Transit* and *Employment, Marine Uses and Commercial Activity*. The questions to be addressed were: have we captured your vision of what you would like to see at One Port Street? And do you have any suggestions for improvement? Each station with about 50 participants was visited by a group representing each topic. Each group consisted of a facilitator, a note-taker, members of CLC's consulting team with expertise in the topic and related City staff. Following the discussions, members of CLC's consulting team reported what they heard from the participants back to the room. James Cox from CLC thanked the community, elected officials, City staff and the Inspiration Port Credit team for their time and involvement in the process. Jeff Evenson concluded the session by explaining that the master plan will be submitted to the City of Mississauga's Strategic Community Initiatives department for peer review as part of the Inspiration Port Credit process. It will also be posted on www.oneportstreet.ca after it has been submitted to the City.

For more information or to view the presentation described above, please visit www.oneportstreet.ca.

II. KEY MESSAGES

For the most part, residents and stakeholders who attended the sessions felt that the consultation process provided the information required for them to effectively participate in developing the master plan strategies and a demonstration plan that reflected key aspects of their “vision” of what could be realized on the One Port Street site. Specifically, participants supported the master plan strategies to maintain views to the water, complete the waterfront trail around the site, connect the site to the existing street pattern, provide public access to the water’s edge, create an animated mixed use area, support the marina and marine uses and provide varied and distinct public realm across the site and on the internal streets. Representatives of businesses associated with the marine uses and boat owners appeared to be an organized presence at the meetings and provided six written responses to the consultation report. They continue to raise concerns about space on the site for winter boat storage; public access to the waters’ edge; residential development on the site and the number of surface parking spaces in close proximity to their boats. They appear to support the status quo on the property.

The discussions are summarized (but not ranked in any order of importance) into key messages. Following each key message is a short rationale which explains the design team’s approach related to the topic area. This report also provides a detailed summary of feedback from the three station discussions. Appendix 1 includes responses from individual discussion guides and the agenda is noted in Appendix 2.

WALKABLE, BIKEABLE PUBLIC REALM AND BUILT FORM

1. BUILT FORM

Generally, there was support for the heights and built form shown in the master plan strategies. Some people wanted to understand the rationale for a 14 storey building on Port Street because they felt it might create a barrier for pedestrians or block the view to the water. A few people indicated a preference for three storey buildings while others were concerned that lower buildings would mean that they would be unaffordable for many; they liked that the built form suggested would not lead to exclusivity in the area.

Rationale

In response to these issues, the design team noted that the built form characteristics presented in the draft master plan and demonstration plan are based on principles of high quality urban design and are intended to enhance the urban village form and character, animate the streetscape and encourage pedestrian activity. Additional height in certain key locations along the south side of Port Street is considered appropriate given the location adjacent to the future Light Rail Transit corridor, the existing built form context, and the master plan’s provision of new public waterfront access on site. In addition, the built form proposed allows for a comfortable public realm and allows sunlight to penetrate onto the sidewalks.

2. OPEN SPACE & MOVEMENT

Generally, participants supported the completion of the waterfront trail, public access to the waterfront and the varied and distinct public realm provided in the draft master plan. Some wondered if there was enough open space to accommodate the new residents and visitors that would be drawn to the site, while others expressed concern for current residents of the area, saying that they don’t want the public spaces to attract more people and more traffic from other areas of the City or region. Some raised questions about whether the internal streets were wide enough to accommodate the variety of uses described in the draft master plan. There were

some questions about how pedestrian and bike-friendly One Port Street would be and how cars would interact with pedestrians and cyclists on the site.

Rationale

The design team explained that the draft master plan provides an interconnected variety of outdoor spaces which include public parks, the waterfront trail, a wharf side promenade, public access points to the water, marina functions, urban squares, and private amenity space that creates recreational and leisure opportunities, waterfront views, improved internal and external connectivity and an inviting public realm. The One Port Street site requires a number of internal connections to provide access and allow for movement of pedestrians, bicycles and vehicles alike. Its street and block pattern have been designed as a fine-grained interconnected network capable of maximizing the visual and physical connections that complete the pedestrian and cycling networks between Lakeshore Road, Elizabeth Street, Helene Street, Stavebank Road and JJ Plaus Park and most importantly – the water’s edge. Internal connections will have a pedestrian/bike focus and are not intended to act as through streets for cars. They will only serve uses located along their length.

ROADS, TRAFFIC, PARKING AND TRANSIT

3. PARKING, TRANSIT & TRAFFIC

There was general support for transit and an LRT terminus in JJ Plaus Park. Many current users of the marina were concerned that the parking provided in the draft master plan was not close enough to the slips to be used conveniently by existing and future marina users. Some marina users said they liked the current surface parking supply on the site and were not sure that the on-street parking in the demonstration plan would provide the same convenience for residents, boat owners and customers of the charter boat companies. Some participants were concerned that the new development might bring additional traffic to the area.

Rationale

The transportation design consultants noted that parking requirements presented in the draft master plan take advantage of the mixed use form of development and recognize the availability of higher order transit in the area. Parking requirements will be met on the property through a combination of below grade and potentially above grade facilities. Parking will be provided for three primary users groups based upon the adoption of appropriate parking supply standards for each use: resident use; visitors to the planned residential uses; and marine and non-residential uses on the site. Details of the parking supply standards, component use temporal demand patterns and sharing characteristics/opportunities will be provided through the future zoning application process.

In terms of traffic, the transportation consultants noted that the draft master plan encourages development on the site to take advantage of the multiple vehicular accesses to Lakeshore Road and encourages traffic to distribute to the maximum extent practical at Port Street. A traffic study will be provided through the future zoning application process.

4. ROADS & ACCESSIBILITY

There was general consensus that the road network was good and most participants supported the connections to the existing street pattern. There was some discussion about how the streets could contribute to the area’s vibrancy; some suggested one-way streets. Marina users and boat owners expressed the view that vehicle access is a key component to the

marina's success. They stressed the importance of having convenient, safe and secure access to the slips, both for customers of the marina businesses and for boat owners and residents. Ensuring that the marina is accessible to people with disabilities was also noted.

Rationale

The design team indicated that the draft master plan contemplates streets which will continue the existing road and block pattern and allow for appropriate penetration into the site to achieve view corridors to the water, good pedestrian accessibility, multi modal movement opportunities and access to marina facilities and parking, including for those with disabilities. Port Street has been identified as a higher order transit corridor for future Light Rail Transit and development along Port Street will support multi-modal transportation options.

EMPLOYMENT, MARINE USES AND COMMERCIAL ACTIVITY

5. WINTER BOAT STORAGE & SPACE FOR MARINE USES

Most participants understood and were generally supportive of the draft master plan which allows for the continuation of the marina function and employment uses on the site along with new retail, office and commercial opportunities. The proposed master plan was generally seen to address the initial concern that marine uses were not being supported. Winter boat storage continued to be an issue for a persistent constituency that felt that the potential loss of convenient boat storage and display space would limit the business viability of the marina and yacht brokerages. Alternatives such as a “bubbler” or anti-ice agitator system or boat storage on an expanded eastern breakwater were raised.

Rationale

The design team's marina specialist explained that the Port Credit Harbour Marina (PCHM) is one of the largest private marinas on the GTA's Lake Ontario shoreline. Opportunities to maintain flexibility in capacity and accommodate transient boats, dockwall mooring and slips used to accommodate transient traffic are key master plan considerations. Marina services facilities providing a range of maintenance, paint and repair services, and sewage pump out, showers, laundry, gas and boat service facilities are important amenities for the PCHM's boaters. While contemplated as part of the master plan, the provision of these services will be at the discretion of the marina operator and will be based on needs/market and business case.

With respect to winter boat storage, many boaters trailer their vessels to marinas and to private storage locations in the winter; and boaters from other locations throughout the GTA currently choose the PCHM as a winter storage location for their boat, despite the fact they do not dock at PCHM during the summer. From a market perspective, winter storage facilities are of interest to all boaters but not a driving factor in summer occupancy rates. Over the course of implementation of development on the site (approximately 16 years), it is expected that winter boat storage will be phased out and provided off-site because it is an inefficient use of land that will preclude public access and ultimately detract from an animated waterfront.

6. THE EASTERN BREAKWATER

Many participants liked the idea of the eastern marina variant and wanted to see this option pursued. Some suggested that the concerns related to adequate space for marine uses could be addressed by expanding the eastern breakwater by widening and reinforcing it to make it accessible to cars and equipment. Other suggestions included building a new wharf that is

accessible to vehicles and infilling to expand the site eastwards, potentially allowing additional space for secure winter boat storage.

Rationale

It was explained that the demonstration plan presented two potential marina locations: a central marina and an eastern marina. The central marina variant maintains existing marina functions within a portion of the retained shed and launching facilities and fuelling facilities in their present location. The eastern marina variant identifies an area in proximity to the foot of Helene Street for new marina facilities which could include relocated boat launching, repair, administration and fuelling facilities. The eastern marina variant was included in the draft master plan in response to the feedback heard at the community consultation sessions. The location of the marina operations will ultimately depend on the future builder/marina operator and zoning application to the City.

III. NOTES FROM STATION DISCUSSIONS

Feedback from the station discussions was captured by the facilitation team from the Canadian Urban Institute. It has been organized into three headings below based on the discussion topics.

1. Walkable, Bikeable Public Realm and Built Form

Walkable, Bikeable Public Realm

- Beach idea is good. Something for young people.
- Hoping to get bike lanes on Lakeshore Rd. The bike route might impact the ability on these bike lanes?
- Can the bike lane be moved from where it is proposed (where you can't see the water) to the breakwater on the outside (where you can see the water)?
- Don't see more public open space - roadways don't count.
- Not enough space on streets or parks for existing, incoming and visitor population - based on experience with existing parks.
- Concern over public space – will the proposed public space satisfy the City's requirement?
- We need a better vision on how it terminates. It should take the people all the way to the water's edge.
- I have not heard your master plan for different seasons and conditions. Winter and summer conditions are not the same.
- Expressing a concern for residents, we don't want people driving down here. More public spaces are bringing in more people. We don't want that.

Built Form

- Built form is critical but there are parameters. 200 – 400% increase in marina capacity. Very timid approach to built form. The built form has to respond to the storage.
- Uncomfortable with the 14 storey building. Why does it have to be 14 stories? What implications does it have on Port Street? Across the road is the Ports Hotel. The hotel is going to be redeveloped and the 14 storey building will challenge the developer of the hotel to build even higher.
- Is there going to be a height cap on the 14 storey building? You say this but are there going to be different things happening?

- Building a wall along Port Street?
- Can the eastern breakwater be widened to bring more sunshine in the afternoon?
- Would the taller building cut off the view from Lakeshore and beyond looking south?
- How does the height requirement mesh with the OP/Local Area Plan?
- Four to six storey buildings are a bit high for the area. Would like to see three instead.
- This raises a concern about congestion and parking.
- Find it hard to see the vision. Can't see how people can afford to live here.
- Showing development being phased in. Will the developer be willing to build then stop? Concern about the area being under construction over the next 20 years.
- Phases over a 10-15 years, ongoing construction in a busy area already in the summer
- Talk of low level residences, more expensive than high levels? Not normal in this area, or anywhere with waterfront access. How will you structure that?
- Conversation of residents on ground level? Is the idea store front downstairs, and condos upstairs?
- Residential for the rich?
- What will the rent be for people who are renting? Currently it is cheaper, and if it goes up we will be forced out.
- Would anything preclude the eastern marina variant? Making it a bigger eastern front? Is this part of the master plan? The possibilities need to be embedded now right? Bring these issues up now when all corporations and governments are present?
- My concern refers to maintaining certain heights on south of Port St. Will it create a barrier for those walking on Port St.?

2. Roads, Traffic, Parking and Transit

Roads

- If I have a business (like a restaurant), would a handicapped person have access to it? The road is not accessible-friendly. Another option would be to create road access inside to the parking lot. This maintains the vitality of the restaurant.
- Dual direction traffic. It should be a one-way in and one-way out.
- Concern over the amount of people and cars and how the streets are going to stay safe with so many cars.

Traffic

- What about people leaving? The majority of users leave at the same time.
- I believe getting all forms of traffic in this area is needed. It makes the area more pedestrian focused.
- On Friday-Sunday early evening, getting from somewhere in Mississauga to Port Street can take 45 minutes. We are missing the key issue. We are skipping a step without addressing the key issue of traffic.
- We need to do a modal split to see how we deal with these issues in different seasons.
- On weekends there will be even more people when there is already congestion.

Parking

- I don't like the idea of on-street parking. It gives a bitter feeling for pedestrians. Less likelihood of congestion if there were no cars parked there. No cars on inside of development plan.
- What are the alternatives for folks with boats and equipment?

- There is a tendency to understate the utilization of parking. Weather is proportional to number of people who use the marina. Unappealing weather results in nobody there.
- Where is parking going to be located? There will be restaurants and shops making the area very busy.
- People are coming from Brampton and northern areas. We need to consider parking for visitors in the summer.
- Lack of parking spaces for office buildings. Now we're eating into the restaurant parking spaces.
- We need to re-examine the parking policy by the City. Otherwise restaurants will suffer.
- One of the most accessible ways is surface parking. I see very little opportunity for surface parking here. I want to know whether the vehicles can get safely to the area near the boats. You need to be able to get the car down. It is important that cars can haul the boats down there. Vehicle access in marinas is key to success.
- There is no parking whatsoever in the area. The way you are doing the density here will add to the parking issue.
- The built form is not accommodating what is there. Customers come down here for the long term. I don't hear advocacy from you on boat parking. We need to consider marina owners.
- As a business owner, I feel we are not being considered. We are not included in the plan. Where do our customers park? They don't want to park 4 blocks away. They want to go somewhere easy for parking and boating access. We are seeing condo development with a little bit of marina sprinkled into the picture. This doesn't help us –we're not included. There are not enough parking spots for business owners and their customers. You are catering to condo development with residential parking.
- Are we guaranteed that we will have our parking spots? I want to know that I have a guaranteed space.
- Where do our customers park?
- I want the focus of the parking here to be on the customers.
- If you are allocating certain spots, this will steer people away from the area. That is too restrictive. It creates a perceived level of inconvenience.
- Have you taken into account the 5 big festivals that go on in Port Credit? The marina parking is the only space for parking at these festivals. There are thousands of attendees at these events. I only see buildings in this plan, not accommodation for cars or trucks. We are talking about the existing parking spots. There is not enough. The buildings will displace the current parking areas.
- I want to create multi-use parking and storage space for cars and boats near the wharfside. In winter, the space can be used for boat storage.
- Where will the charters park and walk? No one will walk that far for the parking.
- A fairly substantial charter boat industry now. Where do our customers park? Or access their boats? Can't park 3 blocks away and carry their stuff to their boats.
- 400 spaces for 800 boats?
- How many marina projects have you done? Have you been down Lakeshore at night looking for parking?
- Logically 800 slips in marina, 20 charter boats. 275 parking spots does not make any sense. It does not work.
- I don't want to be blocked into my drive way. Where do people visiting residents and store patrons park?

Transit

- The discussion about the LRT is up in the air. I want to voice support for the left-hand turn off of Port Street.

- Can't see how you are going to get an LRT on Port Street.

Access

- What plans are put in place for people with disabilities? We cannot expect people to walk all the way to their boat from their car. What sort of accessibility options are there for those who cannot walk? I want you to answer this for the boaters who are disabled. What would be near the boats?
- There are problems here with safety, accessibility and density. We should widen the breakwater and make it driveable. This will solve most problems. Space is the issue here.

3. Employment, Marine Uses and Commercial Activity

Employment

- I own a business on the land with 7 full time and 5 part time employees. We migrate as humans to what is easiest. Our customers come because it is accessible and with free parking. The more obstructions you put in place, the less space. You will reduce the footprint of people who will use these facilities. You will not have existing businesses staying. My rent is already at my limit. If it goes up I will have to leave. If you eliminate the space and storage, you will eliminate people from this location. What will customers do during the period of construction?
- The marina is a big employer. My fear is that it becomes peripheral.
- What is the expected job creation ratio (to accommodate the population influx?)
- % of space to office – high revenue and efficiency. How much of that space has to be employment/office?

Marine Uses

- Where do you propose to put the boats?
- You don't want the boats on the property?
- Does the shed stay as it is today?
- Will there be a new boat sale space?
- A good idea to expand the breakwater
- Marina is something you like to keep; I like that.
- I like the marina, I like the ample parking. In the summer there's lots of parking. It looks like that parking will be covered. Some people want to drive not take transit or walk.
- You cannot get all your stuff to the boat like that. You need deep water parking.
- What about individuals with disabilities?
- With young kids, I cannot get my kids down that breakwater safely. Other boaters are upset with this use because they think they might shift the dock. What about security? I see no safety measures. What about safety at night?
- How do I get my equipment through?
- What about the bigger boats?
- Will the Marina shed be removed or moved or be new?
- Like the breakwater idea
- Being able to access the docks is the point.
- Eastern breakwater should be wider. Why not start by building a new breakwater where you could have a drive through and wipe out the old one.
- We do not feel confidence that you want these marina uses to continue.

- All I hear is public access, trees, walk ways. Where are you going to fit all these boats and business with all these uses? You are just eliminating space. Not everyone who owns a boat is rich.
- There are parks that exist with public access already, so why does one of few deep water marinas have to become about public access?
- The trucking of boats is expensive, people won't be doing it. Will there be a storage facility for the end of season? This needs to be thought out before hand or the marina will not be viable.
- Who will own the marina?
- Ignored the marina. You can't have it without the boat storage. It has been here a couple of years. More and more development and less and less marina.
- Where are the boats going to be parked? Nobody wants to haul a boat far. You don't build a launch without boat storage space.
- As far as the harbour is concerned, we require as much space as possible.
- Winter storage is a concern for boaters.
- East side of area is small. It should be bigger.
- Have you discussed the landfill issue?
- Why not fill the east side with rock and create a breakwater?

Commercial Activity

- A lot of our businesses are concerned about being disrupted and pushed out because of the redevelopment.
- Boats are my product, critical for me to showcase my product. What do I do with my inventory? I can't have my office in one place and my inventory somewhere else. What is the time frame?
- Boat hotel idea, that would have to go on breakwater. Employment generator.
- One Port Street currently is 100% marina. The percentages taking down this use is scary. I own a boat dealership. This will not accommodate my business. This doesn't allow for display of the boats I want to sell.
- Space is so reduced that there is no room for business and public access to co-exist.
- If you have a business this is a unique spot and these people cannot move their business. It's a boating business, it can't be moved.
- Maybe too soon but, the tax base increment from this large scale investment, it strikes me that the scale of increment to the city could be 10-15 million a year. As a ratepayer I see that as incentive. That's an incentive for mixed use development right?
- Market where there's a café and restaurant? There's already so many empty stores around.
- What you presented here does not agree with business owners in the marina.

4. Other

- The best planning does not always come out the way it was planned in the final product. Example: Port Credit Regatta which was supposed to have a restaurant but didn't.
- Why does this property need to be sold? Why can't it continue to be leased as it is?
- Will it remain being leased land?
- Is there an chance to integrate the Imperial Oil project with this one?
- City of Mississauga wants Port Credit and Lakeshore to turn into a tourist destination
- There's already a lot of events taking place in Port Credit. Hope the vision is going to mesh with the Port Credit vision over how the area should develop.
- BIA will promote the development area as a tourist area.
- Concern over sea birds.

- What is the population count?
- 16 years of construction

APPENDIX 1

Detailed Feedback: Individual Discussion Guides

Each participant received an individual discussion guide when they arrived. Four participants left notes with the facilitation team from the Canadian Urban Institute and they are recorded below. The facilitation team also received two emails and one comment posted on oneportstreet.ca.

Discussion Guide 1:

- Increase boat slip capacity by 300-400%
- High-level bridge over the Credit River to access the west side
- Legal protection of square footage of existing marina

Discussion Guide 2:

- Yes, you have captured my vision of what I would like to see at 1 Port Street
- Marina on the East-widen pier
- Work in boat storage if possible

Discussion Guide 3:

- The topic division ensured that the conversations were fragmented (i. e. parking vs. marina vs. built form). Splitting of discussion topics was inappropriate. Group leaders did more referring to other groups than they did with dialogue exchange or listening. My gut tells me this is going to be pushed through as a pretty project. The marina businesses will die and for one generation people will remember there used to be a marina in Port Credit.

Discussion Guide 4:

- No the vision is not what we want to see. The height is too high- the mistakes made in Toronto on the waterfront must not be replicated here.
- The 18m road is not wide enough. A fire truck needs 6 m width each way= 12 m plus sidewalks and trees. This needs more than 18m. New AODA requirements for public access also need to be incorporated. Aside from June 21/summer solstice is the only day when is overhead to light this streetscape.
- Too much density
- Keep the historic vistas open and keep low density and low height structures. Use the boat structure as a loft with funky industrial housing.
- Moving a 200 year old waterfront and 100 year old breakwall is not in compliance with Ministry of Fisheries. Present the facts, not the vision.

APPENDIX 2

Agenda

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| 6:30 p.m. | Call to Order |
| 6:30 | Welcome & Opening Remarks <ul style="list-style-type: none">▪ Jim Tovey, Ward 1 Councillor |
| 6:35 | Agenda Review, Process Description <ul style="list-style-type: none">▪ Jeff Evenson, Canadian Urban Institute |
| 6:40 | Integrating Inspiration Port Credit <ul style="list-style-type: none">▪ Ruth Marland, Inspiration Port Credit |
| 6:45 | Presentation: 1 Port Street Draft Master Plan Concept <ul style="list-style-type: none">▪ Joe Lobko, DTAH |
| 7:30 | Station Discussions |
| 8:30 | Feedback from Station Discussions |
| 8:55 | Closing Remarks & Thank you <ul style="list-style-type: none">▪ James Cox, Canada Lands Company |
| 9:00 | Wrap-up & Adjourn <ul style="list-style-type: none">▪ Jeff Evenson, Canadian Urban Institute |