

## SUMMARY

### Prepared by the Canadian Urban Institute based on suggestions from local stakeholders regarding the development of a master plan for 1 Port Street

January 20, 2012

In early December, 2011, representatives of 3 local residents' associations and other groups in Port Credit met with facilitators from the Canadian Urban Institute (CUI) retained by Canada Lands Company (CLC). The purpose of the series of small meetings was to canvas their thoughts and opinions regarding a process for the development of a master plan for the 1 Port Street site in Port Credit, Mississauga. Meetings were held with:

<b>Barbara Murck</b>	<i>Friends of Old Port credit</i>	<b>Ellen Timms</b>	<i>Port Credit BIA</i>
		<b>Marion Morewood</b>	
		<b>Bob Cutmore</b>	
<b>Chris Mackie</b>	<i>Cranberry Cove Residents Association</i>	<b>Mary Simpson</b>	<i>Town of Port Credit Association</i>
<b>Judy Smith</b>		<b>Mike Pappas</b>	
		<b>Deb Greenfield</b>	
<b>Michael Spaziani</b>	<i>Architect</i>	<b>Dorothy Tomiuk</b>	<i>Village Inspired Vision Alliance (VIVA) and MIRANET</i>
<b>Janis Alton</b>	<i>Port Credit Village Project</i>	<b>Don McVie</b>	<i>Port Credit Village Residents Association</i>
<b>Boran Hrelja</b>			

We were unable to schedule a meeting with representatives of the Credit Reserve Association at the time of writing, but will be in contact with them in the new year. Jeff Evenson and Alexandra McDonough make up the facilitation team. Key messages from these meetings are summarized here and divided into process messages and content messages.

## KEY PROCESS MESSAGES

Notes: (1) numbers are not intended to reflect priority; (2) there are differences of opinion among groups and representatives in Port Credit; this summary of key messages does not imply unanimity.

### 1. VISIONING AND TIMING

Overall, it was felt that a good deal of visioning had already been done by residents. Their vision for Port Credit is reflected in the White Paper, the Directions Report, and forthcoming local area plan to name a few of the studies mentioned. Many felt that the values in the White Paper are still valid, including preserving the main street character, diversity of incomes, backgrounds, ages, the importance of the waterfront and vitality of the core business community. It was noted that there are many unfinished City processes underway, including the parking and traffic studies. Generally, there was support for the idea of seeing what elements of the Port Credit vision could be achieved on the Port Street site.

There was some eagerness to get things underway. Many were pleased that Canada Lands is interested in working within a four to six month timeframe to submit an application to the City, while some felt this was an

ambitious timeline and faster than they would like. Some indicated that the pace of the process must ensure sufficient time to review documents and adequate notice for meetings.

## **2. INFORMATION SHARING**

Most felt that factual information about the economic realities of the site, potential tradeoffs and research conducted about the site and its current uses needs to be presented in a public forum. While acknowledging the logistical difficulties of information sharing in large groups, many felt that an information session open to all was the way to go. Everyone agreed that the public will need to have economic, environmental, etc. information if they are to effectively contribute to developing a master plan for the site and avoid creating a catalogue of wishes.

## **3. BROAD CONSULTATION**

Most saw the Port Credit waterfront as a regional asset. They felt that the consultation process should reach out to parties who have an interest in this site across Mississauga and Peel. Suggested parties to engage include Mississauga's Cycling, Environment and Heritage Committees, Imperial Oil, Region of Peel, Conservation Authorities, and all residents. Given the number of plans that are currently in process (like parking, traffic, LRT), some felt that decisions for this site need to be made with these in mind.

## **4. SOUNDING BOARD**

Most residents agreed that a group similar to the Local Advisory Panel (LAP) would be a good place to start the process. This group, with a range of representation similar to the LAP could function as a sounding board for ideas about the consultation process. Members could review and provide feedback on the draft engagement plan. They could also confirm what the parameters of discussion will be going forward and how the information sessions might unfold.

## **5. PUBLIC CHARRETTE**

Many residents felt that once the parameters of the process have been defined (with the assistance of the LAP group) and information had been shared with the public, a public charrette would be a good idea to discuss ideas for the site.

## **6. ADVICE FOR MESSAGING**

Some residents had advice for messaging this process. They recommended making it clear that this master planning process is being done in the spirit of the work that's been done to date and the forthcoming local area plan. Some also said that residents will need to be convinced that CLC is interested in helping achieve the vision that has been presented in the White Paper, Directions Report and forthcoming local area plan. They will also expect CLC to be responsive to what they hear and transparent by providing updated information on the CLC website.

## **KEY CONTENT MESSAGES**

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### **1. PUBLIC ACCESS TO WATER**

Public access to the waterfront is critical. Many said that both physical and visual access is important - having clear sightlines of the lake/waterfront and being able to access the waterfront easily, without barriers. Physical access to the site by foot and by boat was considered important as well as year round functionality. Many also expressed interest in having gathering spaces and meaningful public spaces.

### **2. REGIONAL ASSET**

The Port Credit waterfront is a regional asset. Many talked about the regional draw of Port Credit's waterfront and the complexity of the site in terms of the many interests that were involved. The desirability of something

tourism focused that would strengthen the main street and attract people from a wider market than Port Credit alone was mentioned by some.

### **3. EMPLOYMENT AND MARINE / FISHING HERITAGE**

Maintaining some of the marina uses that currently exist on the site is important to many. Estimates of jobs associated with the site ranged as high as 350. Retention of employment was seen to be important. The preservation of the Port Credit fishing heritage was mentioned. The working harbor that some described as “authentic” and “gritty”, was considered critical to the preservation of jobs here and the functions it serves like boat repair, storage and liveaboards. Many appreciated the marina uses because they draw people, fascinate visitors and help create a vibrant commercial scene. Some emphasized the important role Port Credit plays in the fishing industry in Ontario, specifically, as the salmon capital of Ontario, home to the Lake Ontario salmon derby, and an 18 boat fleet. Some suggested a focus on the fishing heritage of Port Credit through activities and festivals built around the water.

### **4. CONNECTIVITY & WALKABILITY**

Many residents placed a high importance on the connectivity of the site. Linking the waterfront trail across the Credit River by an arched pedestrian bridge was mentioned. In addition to connecting east-west along the waterfront, some residents also described the importance of north-south connectivity, in particular being connected to Lakeshore Rd., perhaps through the creation of a mews. Many described the importance of walkability in Port Credit and they hoped the area around the site would be pedestrian-friendly with as much open space and park space as possible.

### **5. VIBRANT COMMERCIAL USES**

Preserving main street and the commercial vibrancy of Port Credit was important to many. Some residents felt that retail was reasonable on the site and that it would probably enhance the main street experience and draw people to Port Credit. Many felt that a good mix of retail was necessary to keep the area active day and night.

### **6. DESIGN AND USE OF SITE**

Most felt that a mix of uses including residential, retail and commercial was appropriate. There were many examples offered of what people wanted to see on the site: Granville Island, Burlington’s waterfront, Pier 21 in Halifax, the Distillery District, and Harbourfront Centre. Amazing architecture and design, a cultural destination, and a public place for everyone to enjoy were concepts that were raised. Some felt that Port Credit is lacking cultural facilities, so they suggested a museum, performance venue, theatre or concert hall. The functions of the site were considered very important by many. Some indicated that how the site functioned was perhaps more important than how it looked.

## **TYPES OF QUESTIONS ASKED**

- What are the implications of the Credit River being named a heritage river?
- What is the structural integrity of the marina building?
- How do plans to infill the waterfront from Lakefront Promenade to Marie Curtis Park impact this site?
- Does Canada Lands own the ship buried in the marina?
- What are the exact dimensions of the site? What is included?
- What is the capacity of the marina? How many people use it?
- Does CLC have riparian rights to the land?
- Is there truth to the rumours of a hotel, condo or convention centre on the site?
- Will the tender for builder process be open and transparent?
- Who owns Ports hotel?
- Does Dr. James have the right of first refusal?
- Who owns the west side of the river (the parking lot)?
- Will the river be dredged to accommodate tall ships and sailboats?