

Developing Our 100 Acres: An Urban Design Panel on Port Credit

Wednesday Nov. 26, 2008 @ 7:00 p.m.

Clarke Memorial Hall

Sponsored by the Town of Port Credit Association (TOPCA)

PUBLIC QUESTIONS

The first portion of the meeting pertained to written questions and comments submitted by the attendees and passed to the Moderators. Some were read aloud, but there wasn't time for the Panel to hear and respond to all the written questions before the public discussion began. Here are all the written questions submitted, including those that were read. Oral questions at the public microphone are also recorded here. As always, the questions are just as interesting as the possible answers. Having them written down means that none of these thoughts will be lost; these issues can be incorporated into the next meeting.... Thanks everyone, and keep the questions coming!

1. The City of North Bay (on Lake Nipissing) is redeveloping their waterfront and downtown. It is attempting to draw its citizens down to the water. One of their new urban 'jewels' is a recreated carousel – carved by locals. Is there anything to learn from other communities on Lake Ontario who are rejuvenating their downtowns?
2. The second go-round [*i.e. follow-up to this first urban design meeting*] needs to focus on the 'practical' restrictions of a brownfield redevelopment.
3. How will residents and TOPCA be involved in the Lakeshore Road urban design and corridor study? It seems premature to propose District Policies until the Lakeshore Road study is completed.
4. More public washrooms, more street lighting, more bike paths and street furniture.
5. Do we have any indication of any future plans for the former Lakeview coal-fired power plant site at the waterfront? Who owns it?
6. In your talks you have alluded to what I would call: Building & development, Planning, Urban Design. How would you define each and how would an organization, if rooted in the culture of one, move to the culture of a higher order?
7. From the perspective of developing a complete community, how would you address the redevelopment of the sites on the screen, noting the brownfield and the waterfront sites in particular, and avoiding a future 'patchwork' approach?
8. How is 'urban village' defined?
9. Who establishes, legally (formally), 'District Policies'?
10. The most frequent comment I hear when talking with residents is that 'newcomers' come to our enclave and the first thing they do is change it by tearing down an admittedly small house and doubling or tripling its volume with a new one [*considered a 'monster home'*]. What is worse, it usually has limited architectural merit! How would urban design deal with this situation?

11. What type of future and how long does one wait for the property of 'Texaco'? Will this be homes or park lands?

12. To each panel member: What is your definition of urban design? What are the most important issues/problems you have dealt with in creating a complete community through your previous experience?

13. Paul Szabo MP at the Oct. 9 [*federal All-Candidates*] meeting in Port Credit indicated nothing would be done to the Texaco lands for 30-50 years. What is the timeframe for development for these lands?

14. Where can we have a community centre for art, seniors, kids, exercise, etc.?

15. The recent re-development of Memorial Park is great, but the other bank of the River [*Memorial Park West*] is neglected. What can we do?

16. The empty lot on the west bank of the River, south of Lakeshore [*Marina Park*], was not highlighted on the slide. How would you "connect" that lot, and what use would you see for it?

[*In view of the above two question, all parks in Port Credit slated for re-development have been outlined in green*]. Go to [http://www.topca.net/news/news.htm#Waterfront Park Strategy](http://www.topca.net/news/news.htm#Waterfront_Park_Strategy) for more information on the Mississauga Waterfront Parks Strategy.

17. You have stated that a mixture of buildings and uses lends character to an urban project. Does that mixture also apply to owners/landlords? If yes, or even a tentative yes, would you hazard a guess at what a maximum percentage of ownership should be?

18. Could you say more about arts and culture space in Port Credit, e.g. would you include our waterfront, even building out into the Lake?

19. The real estate industry works on the mantra 'to build to the highest and best use' which is code for 'build as much as we can get away with'. They also use the line that if a property is worth \$X then they should be allowed to build Y sq ft of offices/condos, etc. The flaw with this argument is that the \$X number is set by the real estate industry itself and is obviously self-serving. The FUNDAMENTAL reality is that if one is LIMITED to building Z sq ft on a site then one can work backwards (the aggregate selling price of the units less the construction costs less ancillary selling costs, etc.) to come to the residual number, which is the actual value of the land to the developer (say \$V). If the land can be bought for less than \$V, the developer can make a profit (say \$P). Can urban design ignore \$X and regulate Z, while retaining \$P as a sufficient incentive to attract desirable development?

20. Why can't we have only 3 traffic lanes on Lakeshore Road, like Oakville does?

21. Is Lakeshore Road at capacity – what will development of the 100 acres mean for congestion?

22. Will expansion of the QEW help us? What about a pedestrian bridge by the railway tracks?

23. Can we clean-up and paint the Ridgetown for public access and activities?

24. The new Shoppers Drug Mart [*on the former Briarwood site*] will cause more traffic problems on Lakeshore. What can be done?

25. What do the panel members suggest for bold, innovative and visionary development in Port Credit?

26. Can we move the Arena to the Texaco lands for better access for visiting team buses, etc.? [*A Panelist noted that the Arena may be given Heritage Designation in time for its 50th anniversary*]. Go to http://www.mississauga.ca/file/COM/Port_Credit_Arena.pdf for more information.

- 27.** We have no place to go along the pier by Snug Harbour Restaurant, so expansion into the Lake would be good.
- 28.** Can we have tunnels under the CNR tracks so kids aren't jumping over them to get to school?
- 29.** What do you think about a museum in Port Credit, perhaps shaped like a fish, with a stone-hooker reconstruction project at the waterside?
- 30.** How can Port Credit be enhanced as a Village and as a good place to live, while at the same time supporting the increasing numbers of visitors from the rest of the City and well beyond? Can we do both? As our '100 Acres' (and more!) are developed and provide an even greater waterfront attraction, optimal transportation systems will be critical. [*This question drawn from the Mayor's closing remarks*]