

**Public Consultation Summary:  
Lakeview Place Making Workshop January 30, 2008.**

**1.0 Introduction:**

On January 30, 2008 the City of Mississauga, in conjunction with the consulting team of Brook McIlroy Inc./PACE Architects, MSAi Architects and Poulos and Chung Transportation Engineers hosted a public “Place Making Workshop” for the Lakeview District. The evening’s meeting was the fourth meeting hosted as part of the Port Credit and Lakeview District Policies Review, Public Engagement Process.

**1.1 Who Came To the Place Making Workshop?**

Approximately 43 people attended the event including representatives of many active community groups.

**1.2 What was presented?**

City Staff and Councilor Carmen Corbasson started the evening with an introduction of the project including an outline of the study process, goals and objectives.

The presentation by Brook McIlroy Inc./Pace Architects included the following:

- Introduction of Place Making
- Review of Top Five Priorities
- Review of physical community structure
- Introduction of Three Place Making sites – Inglis Site, Industrial Lands and Lakeshore Road Corridor

**What we've heard from you...**

The Place Making Vote indicated a desire to focus on sites along Lakeshore Road

This visioning process will still provide recommendations for the whole of the Lakeview community

**Lakeshore Road Corridor**

**Inglis Site**

**Industrial Lands**

District Policies Review Public Engagement Process

**Lakeview and Port Credit District Policies Review Public Engagement Process**

Brook McIlroy Planning • Urban Design/PACE Architects  
MSAi Architects  
Poulos and Chung Transportation Engineers

January 30, 2008

**Lakeview Place Making**

**Please Note: The Place Making Workshop materials are available on-line at:  
[www.mississauga.ca/lakeviewportcreditreview](http://www.mississauga.ca/lakeviewportcreditreview)**



## 2.0 Place Making Workshop

The purpose of the Place Making Workshop was to determine community preferences for shaping the future of the Lakeview community. Each table initiated discussion by describing their top two priorities for that area, with further topics of discussion outlined on a worksheet or model. The following is an outline of each workshop's objectives:

1. Lakeshore Road Corridor – Common Elements (Built form, streetscape design, open spaces) and Character Areas (Cawthra Node segment, Industrial Lands segment and Arsenal Park segment).
2. Industrial Lands – Scenario 1: Assuming Employment Lands remain, how can they be better incorporated with the surrounding community? Scenario 2: Assuming the site could be significantly redeveloped, how should new development be organized and what should it look like?
3. Inglis Site – Developing key components regarding streetscape and street character, building base height and character, green space, architectural character and design, and sustainability opportunities.

Groups were asked to make notes of their ideas on the worksheets or model provided and utilizes a series of precedent photographs to illustrate their preferred urban design elements. At the end of the place making workshop, each group presented their recommendations and discussion items.

### 2.1 Discussion Items Summary:

#### Group 1 Industrial Lands

Scenario 1: Assuming Employment Lands remain

- Don't like this area.
- Don't like manufacturing/industrial.
- Change this into a prestige environment
- Commercial - is better on environment.
- Clean up – pollutants, industries.
- Add access points.
- Bike on these roads; north/south grid provides pathways and bikeways
- Add green connections.
- Better connection to water.
- Retain 'employment' jobs.
- Waterfront trail is a priority - continuous east/west connection
- Focus on permitting clean uses, replace industries with prestige commercial.
- LEED initiatives should be encouraged, required.
- Transit opportunities to TTC should be enhanced.

Scenario 2: Assuming the site could be significantly redeveloped

- Mixed use/live work environment
- Do not allow industrial uses.

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- Stepped heights.
- Mixed vertical applications.
- Mixed use – all uses residential, commercial, office, cultural.
- Must be pedestrian oriented.
- Vibrant at night and during all seasons.
- Environment for everyone – walking, biking.
- Provide rear parking – cars park at a rear access, away from the water
- Focus on major access points e.g. Lakefront Promenade - add boulevards and bike paths
- Cars can't go down to the waterfront – keep away from water.
- Disperse traffic/access points.
- Intensify to get transit hook up LRT to Toronto light rail; build transportation links.

### **Group 2 Lakeshore Road**

- Rear laneways/driveways could take pressure off traffic on Lakeshore Road.
- Curb cuts, exits/parking, needs to be rationalized.
- Reduce parking on main street.
- Improve realm for pedestrians – pedestrian connections.
- Have a village look, streetscape.
- Mixed commercial/retail along Lakeshore Road
- First 2 storeys at the street, after 3<sup>rd</sup> floor steps back.
- Friendly for bicycles, i.e. put in bicycle racks, be able to attach to buses, bike lanes?
- Lighting important.
- Safety needs to be designed for.
- Seating, benches – need more opportunities.
- Opportunities for shade.
- Awnings on buildings.
- Dog friendly – green spaces.
- Allow patios/retail restaurant cafes where appropriate.
- Opportunities in the industrial areas.
- Buildings need to be close to people to succeed as retail and commercial.
- Attract high end commercial.
- Access to lake – both visual and physical.
- Intensification – what about height? Higher buildings appropriate along rail road tracks? Place higher buildings away from low residential areas?
- Dedicated transit lanes.

### **Group 3: Inglis Site**

- This site was once the admiral manufacturing plant; now an industrial site
- Bike path exists to park south of Lakeshore.
- Passageway under rail line to north.
- There is a bicycle path that carries up along the creek and a passageway over/under the bridge to Atwater
  - Need to open the entrance of the bicycle path and provide day lighting

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- Make entrance to bike path more inviting – many people don't know about it.
- High buildings at back of property near the tracks, that are well designed, and not taller than 12-18 storeys.
- The three apartment buildings on Cawthra Road doesn't cause a problem [Note: this may be referencing the three apartment buildings along Caven Road and not Cawthra Road]
- Needs interesting facades – good architecture.
- Provide additional access other than Lakeshore – a side street connection to Cawthra Road to reduce traffic congestion.
- Townhouses development at front.
- Retail front okay but may be better to concentrate retail commercial at Cawthra Road.
- No more than 3 storeys on Lakeshore.
- Include central open space.
- Open green space along Cooksville Creek.
- Redirect water for an ice rink
- Region is relocating a pumping station
  - Site proposed is beside the creek
  - Like to have this located at the back of the site
  - Otherwise, needs well designed(?) facade
- No pumping station at Lakeshore. Push back so it can't be seen, or disguise it.
- High quality urban form along Lakeshore.
  - Keep larger forms at the back of the site
  - Build attractive townhouses
  - Create a central open space, a piazza
- Built form and uses:
  - Offices/employment to keep people in Lakeview.
  - Lakeview should have less industry because it cuts Lakeshore and neighbourhoods off from Lake.
  - Develop as a village – traditional townhomes with more contemporary design above.
  - Parking – behind buildings, instead of on street, office uses can share parking.
  - Technology park in Ottawa – with green spaces.
  - Buildings should be “transparent” at the Creek, with windows and glass looking onto creek and public spaces.
  - Organize site and buildings to create views and access to creek, eg. Beaches in Toronto – colour and variety.
- Streetscape and Open Space:
  - Tree-lined Lakeshore and open space along the Creek.
  - Creek as a pedestrian/bike corridor – bridge over rail line – it should be landscaped and naturalized and be publicly accessible.
  - Shuttles, express community bus to Go station.
  - Potential for Go train stop? Number of stops are restricted between Port Credit and Lakeview.
  - Transit to support density instead of density to support transit.
  - Local Lakeshore connection to regional line – connection to Long Branch.

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- Buses every ½ hour, can walk faster.
- Create a plaza on the creek of in the centre of the site – eg. Distillery District, Old Montreal.
- Improve entrance to the creek – lighting, landscape, signage – creek doesn't feel safe at night.
- Pumping station location needs to be carefully considered from an urban design perspective.
- Entrance to creek on south side – welcoming sign.

**Group 4: Inglis Site**

- Floodplain– no development should be allowed.
- Lakeshore Road should be pedestrian friendly with lower building heights.
- Higher density and taller buildings in back.
- Low heights on edges.
- Lower density/buildings along the west side of the site – gradual decrease in density.
- Towers adjacent to flood plain – views, scale of space more appropriate.
- Bike path/ walk path along creek; have connections across the creek to the other neighbourhood.
- Front of Lakeshore should be mixed commercial/retail/office use.
- Buildings to have character and individuality. No “cookie cutter” buildings.
- Preserve green spaces.
- Area near GO Station to support higher density.
- Character of community is very important.

**Group 5 Industrial Lands**

Scenario 1: Assuming Employment Lands remain

- Group did not consider the existing condition as staying. Assumed whole site could be redeveloped.

Scenario 2: Assuming the site could be significantly redeveloped

- Connecting Lakeshore to lake is a key element.
- More employment opportunities without industrial uses and allow mixed use commercial/residential.
- Rail station - use buffer for transit.
- Wide boulevard could contain LRT to Toronto, trendy rail station, lands, access to appropriate commercial/retail, park seating
- Connect Lakeshore to lake along Lakefront Promenade
- Key commercial entry point to be identified. Create hierarchy of entrance nodes.
- Pick up on existing street grid to the north.
- Secondary street 3-4-5 storey buildings should be mixed uses.
- Heights need to retain charm of community.
- Lower portion of industrial area as entry point.
- Create vibrant store front, commercial centres, etc.
- Railway station with a bench and park

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- Create a village square feel.
- Courtyards between buildings with semi-private spaces.
- Secondary circulation could happen away from street and be pedestrian oriented.
- Park transition zone at south end of site along existing parks.

**Group 6: Lakeshore Road**

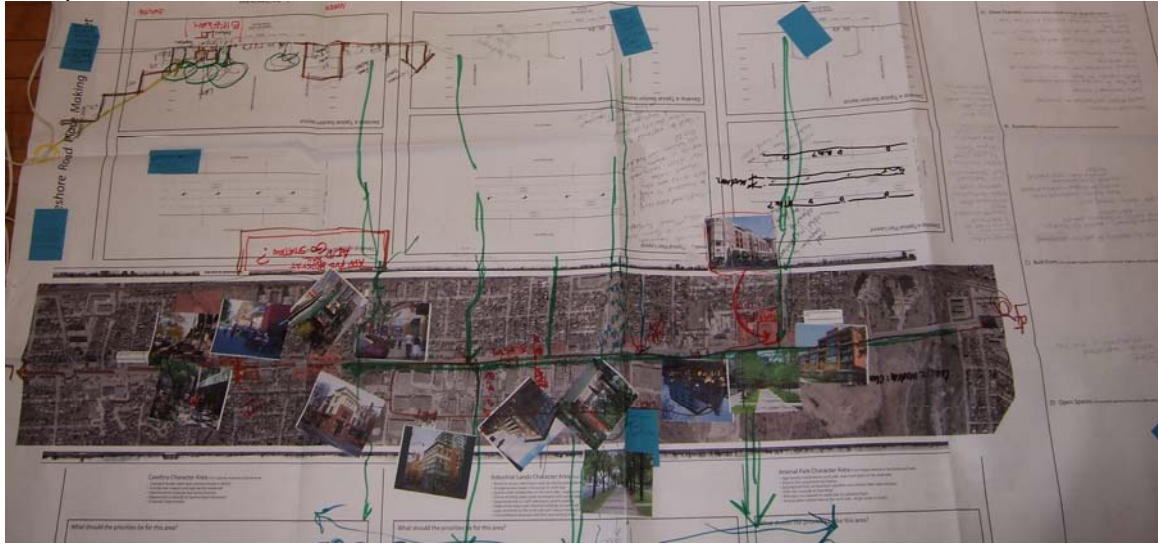
- 3 different pockets – Cawthra Node, Industrial Lands and Arsenal Park – each with a different character.
- 4 storeys high at the most throughout development. Sidewalk, setback and building relationship to the street frame quality of pedestrian space. First tier of buildings should be low, maximum 4 storeys in height.
- Lakeshore Road itself to be improved with streetscaping reflecting character of pocket.
- Industrial area boulevard wide enough to include mixed use development fronted by linear park that includes bike lanes and LRT line. Connect LRT to Long Branch station to the east.
- Industrial area should be mixed use including employment, residential and commercial.
- Distillery lands downtown Toronto are a good example.
- Parking – allow for proper parking – remove from main street to allow room for bike lanes - driveways parallel to Lakeshore can provide access to lots or structures and take traffic off of Lakeshore Road – reduce congestion. Use Clarkson as example.
- Control access points, driveways and curb cuts. Promote shared entranceways on Lakeshore Road and/or encourage access points on side or back streets.
- Line up north south streets to better organize intersections.
- Train tracks on hydro lands, connect to this area; become part of LRT?
- Cawthra and Lakeshore Road node is good retail strip. Increase quality, variety and opportunities for shopping. Use wide colonnades and pedestrian spaces in front of buildings, setback tall buildings up and away from street.

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**port credit & lakeview** District Policies Review  
Public Engagement Process  
City of Mississauga

2.2 Illustrated Worksheets:

Group 1 Lakeshore Road

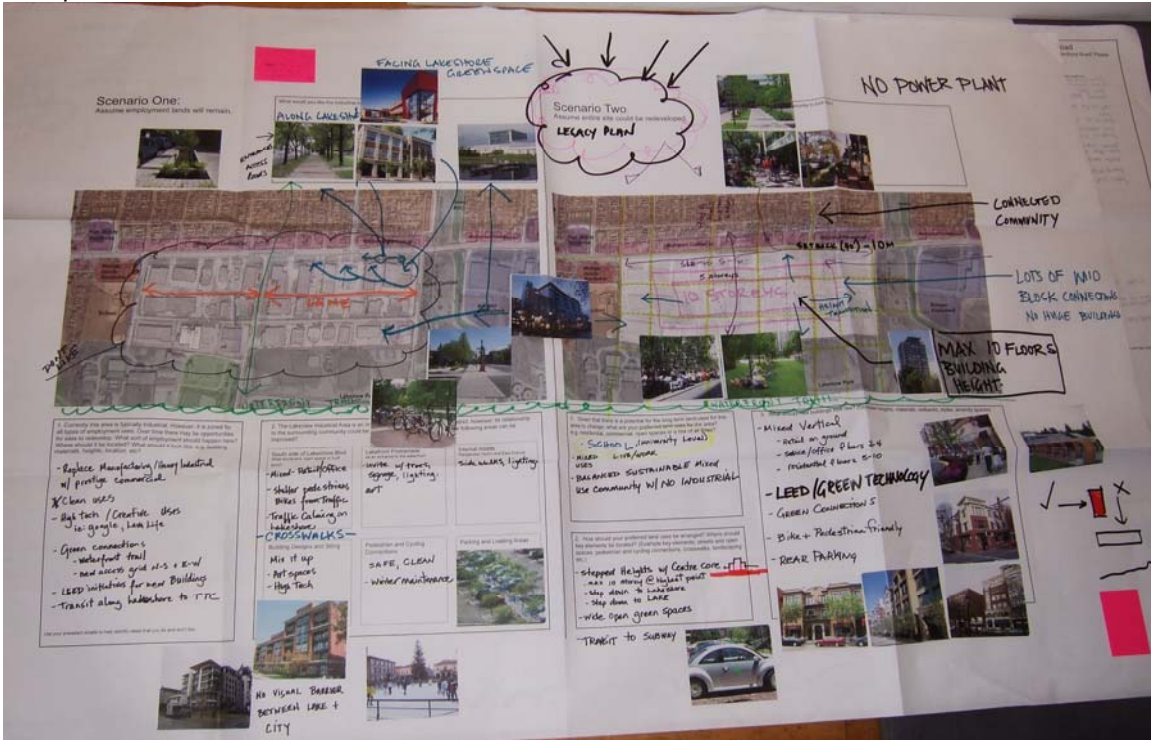


Group 2 Lakeshore Road



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Group 3 Industrial Lands



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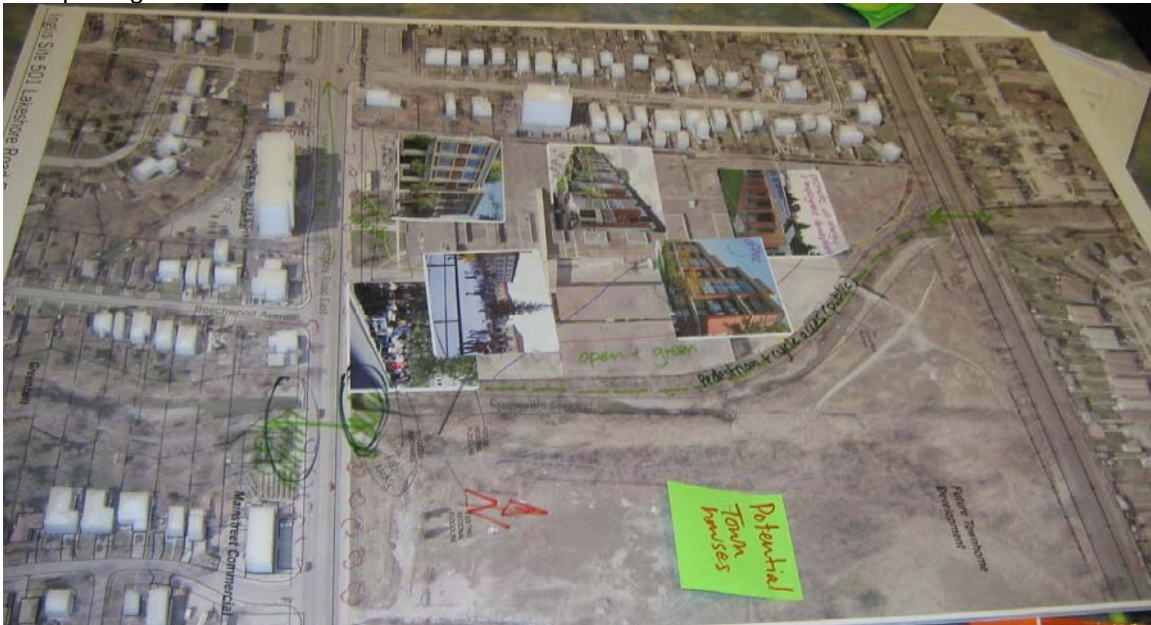
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Group 5 Inglis Site



Group 6 Inglis Site

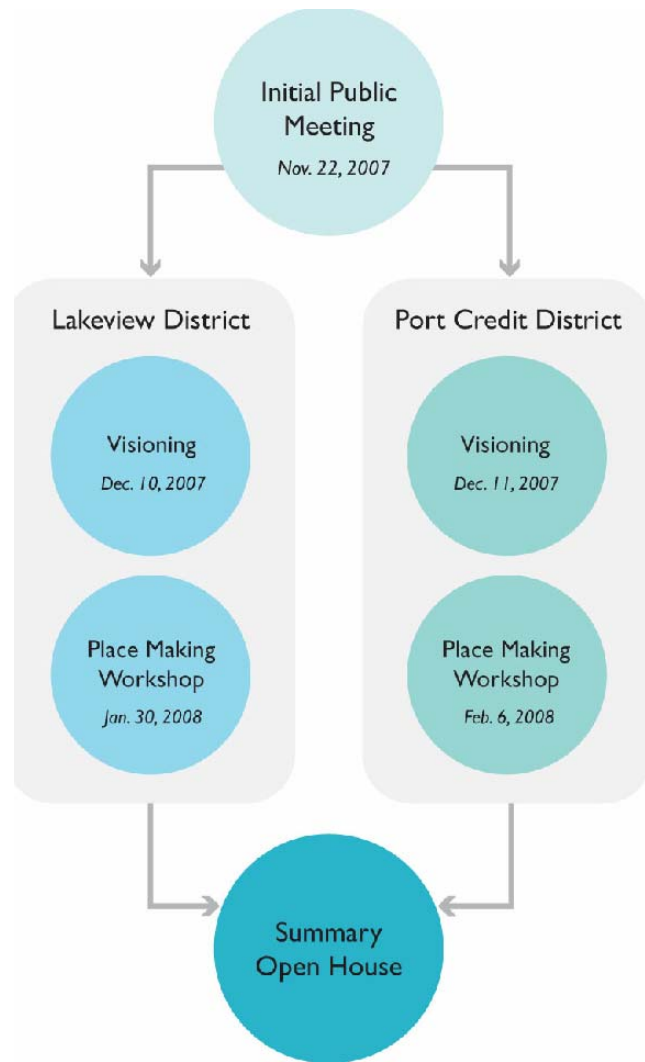


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**What's next?**

Lakeview and Port Credit Open House  
Spring 2008

(Exact date and location to be determined)



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