

Appendix 2 – Response to Public, Stakeholder and Agency Comments – Draft Master Planning Framework

70 Mississauga Road South

Respondent	Framework Component	Component Item and Comments	Staff Response	Action
1. Transportation and Works Department: Environmental Services	Key Consideration	<ul style="list-style-type: none"> • Need to clarify that remediation strategies may need to support the desired land use. 	<ul style="list-style-type: none"> • Agree 	<ul style="list-style-type: none"> • Delete phrase “informing land use” and add “appropriate” to describe the “site remediation strategies”.
2. Transportation and Works Department: Environmental Services	Sustainability	<ul style="list-style-type: none"> • Need to consider the appropriateness of the remediation strategy from a cost/benefit perspective in the short and long term including implementation, ongoing management, costs and restrictions. 	<ul style="list-style-type: none"> • Agree 	<ul style="list-style-type: none"> • Add item to be studied through Master Plan: “Cost/Benefit Analysis of Remediation Strategy(s)”
3. Public	Parks, Open Space and Public Realm	<ul style="list-style-type: none"> • Support green connections (e.g. multi-use trails) to Lakeshore Road West 	<ul style="list-style-type: none"> • Framework includes on Conceptual Parks and Open Spaces illustration (Appendix 1). 	None required
		<ul style="list-style-type: none"> • Need to incorporate open space planning needs into Lakeshore Road Transportation 	<ul style="list-style-type: none"> • Lakeshore Road Transportation Master Plan will consider all land uses and the implications for 	None required

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		Master Plan	Lakeshore Road	
		<ul style="list-style-type: none"> • Support destination park along the waterfront • Need for an “activity generator” in the park to bring people to the water’s edge • Interest in a 1000 m canoe and kayak race course opportunities along the shoreline for regattas • Desire for a beach • Interest in recreation uses and events on the habitat island provided noise did not create a problem for area residents • Interest in use of the pier 	<ul style="list-style-type: none"> • It is appropriate to add to the framework reference to a mix of active, engaging and passive uses in the Destination Waterfront Park to capture the range of activities sought. By adding “compatible” to describe the uses is helpful to guide the types of activities in the park for the enjoyment by many and by residents • Need to assess feasibility of locating a race course along the shoreline 	<ul style="list-style-type: none"> • Add “...a mix of social, active and passive recreational and related uses compatible to the neighbourhood” to the Destination Waterfront Park direction • Add shoreline race course feasibility assessment concurrent to the habitat island investigation by the City
		<ul style="list-style-type: none"> • Noted need for play areas, potentially sports fields 	<ul style="list-style-type: none"> • Framework includes as it references Community Parks to include active recreation, to be refined through the redevelopment process 	<ul style="list-style-type: none"> • None required
		<ul style="list-style-type: none"> • Need to offset amount of 	<ul style="list-style-type: none"> • Framework notes that the 	<ul style="list-style-type: none"> • None required.

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		development with more park and open space along the water • Need for residential population estimates to inform shape and supply of recreational spaces	size and configuration of the Destination Park on the shoreline will be studied through the Master Plan	
		• Interest in existing watercourses and pond and their potential to contribute to the site's natural features	• Opportunities to enhance, create and/or protect natural heritage will be studied through the Master Plan	• None required
		• Noted importance of site accessibility and design	• It is appropriate to add "accessibility" to the direction for public and private open spaces	• Add "accessible" to follow "...all season, accessible public and private open spaces..."
4. Mississaugas of the New Credit First Nations	Parks, Open Space and Public Realm	• Noted desire for use of the waterfront for ceremonial purposes	• No changes to framework required. It is intended that a waterfront destination park span the shoreline available for public use within the use permissions of municipal regulations e.g. Parks By-law etc...	• None required
5. Credit Valley Conservation	Parks, Open Spaces and Public Realm	• Noted the importance of highlighting the natural	• Agree	• Rename component to "Parks, Open

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		<p>heritage system contributions.</p> <ul style="list-style-type: none"> • Noted importance of highlighting the link between sustainable healthy community design and the natural heritage system strategy • Suggest that this section could be renamed as “Parks, Open Spaces (Public Realm) and Natural Heritage” • Suggest add a direction to reflect this. 		<p>Space, Public Realm and Natural Heritage”</p> <ul style="list-style-type: none"> • Add: Parks, open space and shoreline will be a key feature and linkage to the city’s natural heritage system through overall community design.
6. Public	Mobility	<ul style="list-style-type: none"> • Concerns about increased traffic and parking • Concerns with additional growth along with issues of increased traffic • Major congestion on Lakeshore Road already, especially over the bridge • Need another bridge over the river • Need to limit any new 	<ul style="list-style-type: none"> • No changes to framework recommended as a transportation study will be undertaken in support of the required master plan. • Inspiration Port Credit identified the need for an additional multi-modal river crossing south of the rail line and for additional transit service along Lakeshore Road. This will 	<ul style="list-style-type: none"> • Refer to Lakeshore Road Transportation Master Plan

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		<p>signalized intersections along Lakeshore Road</p> <ul style="list-style-type: none"> • Need to align Stavebank at Lakeshore Road 	<p>be addressed through the Lakeshore Road Transportation Master Plan</p> <ul style="list-style-type: none"> • Other road design and operational matters will also be addressed through the Lakeshore Road Transportation Master Plan 	
		<ul style="list-style-type: none"> • Need to understand the real transit options 	<ul style="list-style-type: none"> • Agree. This will be addressed through the master plan for the site and the Lakeshore Road Transportation Master Plan 	<ul style="list-style-type: none"> • Refer to Lakeshore Road Transportation Master Plan
		<ul style="list-style-type: none"> • Need to coordinate different projects (such as LRT, GO, road and traffic studies, and other development along or near Lakeshore Road) 	<ul style="list-style-type: none"> • Agree. There is inter-agency and inter-departmental coordination of these projects. 	<ul style="list-style-type: none"> • None required
		<ul style="list-style-type: none"> • Support for more walking routes and options for pedestrians and cyclists • Port Credit should be a “pedestrian village” without car access. It 	<ul style="list-style-type: none"> • Agree. The framework speaks to the importance of active (walking and cycling) transportation connections and a multi-modal street system. • Active transportation is a 	<ul style="list-style-type: none"> • Refer to Lakeshore Road Transportation Master Plan

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		should have a village feel like in European cities	priority and the City is working to achieve a greater balance between transportation modes in Port Credit, however, car access serves the residents, businesses and visitors. The Lakeshore Road Transportation Master Plan will evaluate pedestrian comfort and connections.	
		<ul style="list-style-type: none"> Concerns about how people would access marinas, water's edge and the impact on roads 	<ul style="list-style-type: none"> Water access within the site will be evaluated as part of the master plan. Water access external to the site will be evaluated through the Lakeshore Road Transportation Master Plan. 	<ul style="list-style-type: none"> Refer to Lakeshore Road Transportation Master Plan
		<ul style="list-style-type: none"> Need to ensure that the site is accessible to people of all ages and abilities 	<ul style="list-style-type: none"> Agree. The framework includes active transportation. By definition "active transportation" includes transportation with mobility aids and universal design. 	<ul style="list-style-type: none"> None required
7. Region of Peel	Mobility	<ul style="list-style-type: none"> Noted the Region's priority to maximizing active transportation trips. Indicated the 	<ul style="list-style-type: none"> Agree 	<ul style="list-style-type: none"> Add that active transportation will be important for public health

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		creation, refinement and articulation of active transportation policies in the master plan is an opportunity to link to public health benefits.		benefits.
8. Public	Land Use and Built Form	<ul style="list-style-type: none"> • Create a destination with a mix of uses along the water, not just residential or trail • Need for restaurants, commercial uses and open space at the shoreline • Keep shoreline naturalized • Connect existing open spaces 	<ul style="list-style-type: none"> • Agree. The framework includes the concept of a destination waterfront and balancing the natural and active edges of the shoreline. 	<ul style="list-style-type: none"> • None required
		<ul style="list-style-type: none"> • Concern with institutional use • Don't isolate the institutional use 	<ul style="list-style-type: none"> • The framework speaks to campus uses in an urban waterfront setting. These uses would connect the mixed use community to the waterfront. Their compact buildings would create the opportunity for a publically accessible open space meshing with the waterfront. The size, form and extent of the use will 	<ul style="list-style-type: none"> • None required

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			be studied through the master plan.	
		• Needs a community centre	• See comments to respondent #9.	• See comments to respondent #9.
		• Support for the extension of the mainstreet from the existing village	• Agree	• None required
		<ul style="list-style-type: none"> • High density at centre of site will impede views • Respect view corridors • 12 storeys at centre of site is too high • Need a mix of buildings, don't build a wall • Let's see the sky 	<ul style="list-style-type: none"> • The framework notes that the block structure will consider microclimatic conditions (setbacks at the street to allow for sunlight and views to the sky) and maximizing views the Lake. • Appropriate building heights will be addressed by the master plan. 	• None required
		• Concern that affordability is achieved through tall buildings	• The framework indicates a range of affordable housing options which may vary in building height. This will be addressed in the master plan.	• None required
		<ul style="list-style-type: none"> • Building design should reflect the community • Sustainable, inclusive design • Support interesting 	• The framework does include built form compatibility with the surrounding community, variety and sustainable	• Add additional direction that design

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		buildings that are iconic and diverse	design informed by people needs along with design excellence.	excellence honouring the water and the village be achieved
9. Community Services Department: Fire Services, Park Planning	Land Use and Built Form	<ul style="list-style-type: none"> As there may be the need for additional or relocated community infrastructure (e.g. fire station), future study is required to establish the need and location based on the master plan population projections. 	<ul style="list-style-type: none"> Framework notes that one of the key considerations for development of the master plan will be the determination of the required community infrastructure. 	<ul style="list-style-type: none"> Add clarification that the key considerations will have to be studied as part of the master plan development.
10. Transportation and Works Department: Environmental Services	Land Use and Built Form	<ul style="list-style-type: none"> Need to clarify that remediation strategies in addition to site conditions will influence land use e.g. remediation may allow for desired uses without restrictions. 	<ul style="list-style-type: none"> Agree 	<ul style="list-style-type: none"> Add "...and remediation strategies..." in addition to "site conditions".
11. Public	Implementation	<ul style="list-style-type: none"> How will the vision be implemented? 	<ul style="list-style-type: none"> The vision will be implemented through the master plan review and consideration for approval by Council. Subsequently, redevelopment applications would be required to be 	<ul style="list-style-type: none"> Add an Implementation Component

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			considered for approval by Council.	
12. Credit Valley Conservation	Implementation	<ul style="list-style-type: none"> Note the potential for partnerships in stewardship, restoration and water management best management practices implementation 	<ul style="list-style-type: none"> Agree. 	<ul style="list-style-type: none"> Add to the Implementation component: Stakeholder Consultation and Agency coordination will be important in developing partnerships in stewardship, restoration and water management best management practices implementation.