



Community Meeting:
1 Port Street East
Draft City Master Plan
**Record of
Public Input**

February 4, 2016



Preamble

On February 4, 2016 Inspiration Port Credit hosted a community meeting at Clarke Memorial Hall in Port Credit to present the Draft City Master Plan for 1 Port Street East. The participants provided input on this draft master plan. This document consolidates and presents these comments verbatim. These comments will help inform the refinement of the City Master Plan for 1 Port Street East, and the next steps associated with the site's revitalization. We are grateful for everyone's valuable time.





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1 Port Street East Draft City Master Plan Street System & Development Blocks

Please note: All comments are presented verbatim

I Like the street system and development blocks plan because:

- Creates an interesting new neighbourhood especially if mixed traffic.
- Accessible
- Clear connections
- Accessibility - just needs space for attractions - age friendly
- Like the shared streets/ complete streets
- Sight lines ok, pedestrians only?
- Nice access
- The traffic on lakeshore going west at peak hours is horrific
- Provided the walkway and bike path is wide enough
- Allows for mixed use/multi modal transport
- Gradation of building height
- Its being thought out before shovels go into the ground
- Allows phasing of development
- Strong support shared street and putting pedestrians and cyclists first
- Underground parking from Port St. down to various condo buildings
- No parking access in the pedestrian area.
- It breaks up the mass of any buildings
- Provides facilitates complete street, network
- Don't reflect the potential of amenities which could be considered for the pier at jack plaus park, art installation? Café?



February 4 Community Meeting 1 Port Street East Draft City Master Plan Street System & Development Blocks

The street system and development blocks plan could be improved by:

- This is a street, even if pedestrian and green(referring to easterly edge of marina site)
- Don't forget the integration of the real Port Credit shops and store life as a system, draw it!
- More space throughout for outdoor use eg. Restaurants/café's
- There is a requirement for parking for residents, employees, etc. But also there will be a loss of public parking. (north parking lot opposite the waterside. There is already a shortage of parking when there are events in Port Credit.
- Making the footprint of the building somewhat smaller
- Looks like wind tunnels will be created
- Could there be more curves and less hierarchy
- A better understanding of traffic flow and parking
- Current residents may suffer from increased traffic congestion
- We don't want a world class high rise, we want to maintain a village feeling a seaside resort, go to P.C. to get out of the city
- Not like Toronto
- Very concerned about traffic on lakeshore
- Office towers do not belong on the waterfront perhaps closer to the go station
- Wider streets and laneways
- Traffic study should be done prior. Already issues with Metrolinx intersection studies
- Left turn hard onto Stavebank N
- A pedestrian bridge over 10 from go train
- Instead of looking for international design try getting inspiration from the context (Harbour - Port



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1 Port Street East Draft City Master Plan Street System & Development Blocks

village). The development is the shape of a laker(in harbour). The bow could be an iconic building shaped as mast

- Should have main passage instead central street blocking area like another subdivision, should be more open space and unique design
- No central square
- No gathering streets
- Rental only eliminate the condo boards.
- Ensuring adequate public and visitor parking at all times – especially during festivals
- Ensuring adequate e/w transportation, venues, the bridge is constantly backed up, parking in Esso lands and shuttle to this area
- Oversight/management of community benefits ie. Central square, fountain, skating rink, outdoor storage. Winter- boat parking on eastern breakwall. Summer- Breakwall for boaters parking
- More emphasis on green infrastructure in street designs (bioswales, rain gardens, etc.) especially important close to lake.
- How will the streets cater for vehicles, bikes, and pedestrians
- Limit traffic speeds on major access road
- No traffic from Stavebank to W-S central road
- I prefer eliminating all cars in the area south of port street (delivery vehicles excepted. The entire area should be pedestrian – only.
- How will you accommodate owners parking for this planned density when you can't go move the 1 floor down due to water table? The foot print of these 8 units will be small?
- Tower could create wind patterns that make it net user friendly
- How are supply truckings going to access /turn around
- Step back from port not 10 stories right at port
- Studying the traffic implications



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1 Port Street East Draft City Master Plan Street System & Development Blocks

- All 6 of us at table have some concerns about traffic!!!!
- Consider basic living – so people can walk – grocery shopping not all just for other to come and spend their leisure time.
- Beach, +200m long
- Wide enough at waters edge (peripert)?
- Enough unbroken park space for public use
- Enough parking for boat drops (canoe/kayak)
- More parking
- More stepping back, port street looks very high with little step back of height
- One way only going south down Stavebank
- Prefer less roads at south end but access for emergency vehicles
- Leaves ½ the road for pedestrians and cyclists etc.
- Possible bridge over harbour from Saddinton park, really open up pedestrian access
- Maximize Green Space
- Making the corridors extra wide
- Concerned that the height of the landmark building is an unknown. Prefer something like opera house in Sydney harbour
- Please have dedicated bike lanes, not paths. Shared with pedestrians
- “world class” design can be more “artistic” by not being “typical” and blocked
- More concrete traffic management plan of all modes of transportation.
- Looking at the vehicle traffic by including the imperial lands development in this study



February 4 Community Meeting 1 Port Street East Draft City Master Plan Pedestrian Realm

I like the pedestrian realm plan because:

- Waterfront trail is now actually on the waterfront at 1 port st
- It allows from greenspace waterfront perimeter, this could be done now
- Because cars are limited
- Good that paths are connected
- Walkability
- It's healthier, more personal - neighbourhood conducive
- Integration of environment, recreation, art, etc.
- Continuity with existing with waterfront trail good
- Can we keep traffic out, pedestrians only
- Provides continuous route along waterfront
- Access all around
- Good trail system - connecting two parks
- Large pedestrian walkways
- Consider the aging population and walking
- The path stream lines a network path or track that could go to the rodudron? Park
- Shared road system (would like see more examples)
- Connective pathway to Bike/blade from Clarkson to Lakeview
- Keep continuous waterfront pathways
- Can't really say so far
- It is putting the pedestrians and cyclists first



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1 Port Street East Draft City Master Plan

Pedestrian Realm

- Good - concern about wind tunnels - do study
- It adds to animation and vibrancy
- Public art space is great
- Pedestrian/public access
- Returns public space to public use



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1 Port Street East Draft City Master Plan Pedestrian Realm

The pedestrian realm could be improved by:

- This is too wimpy (referring to map)
- Pedestrian access along break wall
- Multi modal streets to include other street life (café's, markets, art projects, pop-ups, etc.)
- Why is it green and not surface walking area
- Car free zone, Emergency vehicles & delivery only
- How green will the pathway on the eastside of the pier, a small concrete walkway would just be satisfactory
- Provision for a travel foot crossing trail at NE corner of site
- Destination park doesn't seem to have the attraction of space or character dwarfed by buildings
- Increase the pedestrian square, decrease hardscape, not so much concrete it looks old.
- Increase urban square size
- Need running trail and connect to waterfront trail
- Is marina open to public
- Need lots more green space
- Enclosed market, like Chelsea market nyc but modern
- Both pedestrian and bike paths
- Making either Helene or Elizabeth street pedestrian sight up to Go. Residents will not have much parking on site. What happened to idea of elevated pedestrian bridge linking this site to Saddington park
- Need more green and public space
- We need a town centre
- Permanent home for farmers market



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1 Port Street East Draft City Master Plan Pedestrian Realm

- Add ice rink for winter attraction of moving parking lot, yes!
- Underground parking
- Bench sites to site and enjoy, series of points of interest like restaurants grocery market
- Will there be opportunities for community engagement creating these green spaces (NGO's and conservation authorities could lead plantings with volunteers)
- More recreational areas, public indoor outdoor pools, hockey/skate park, creative playground, performance areas. Separation of pedestrian and cycling trails.
- How much business will shop pull from those on lakeshore? Will the new residents number enough to compensate?
- More pedestrian space – pedestrian walkways
- Remember people age and joints can/may fail and walkability seating.
- Planning for accessible licenced patios. Go for a European style
- Making a track through the adjoining parks
- Concentrating a parking place in the lake corner with a long beach on top, with beach shops and atmosphere
- Ensuring the plan stays as it is right now
- Make sure lanes and corridors are as wide as possible
- Increased public areas and open space
- I do wish bike (cycling route) was more available along the whole site perimeters.
- Add more Public Art spaces, quadruple the numbers (12)
- (arrow on west side of parcel from North to South) Do this better, very important, access to public realm/engage the lake. This should take precedence.
- Consideration for changes in technology of transportation systems (motor assist bicycles etc.)
- A pedestrian /cyclist bridge over credit rive soon would alleviate present day traffic jams during



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rush hour. Ie. Traffic studies need to be broad in scope

→ Provide more green space on site.



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1 Port Street East Draft City Master Plan Land Use

I like the land use plan because:

- Provision for full service Marina(repair shop, brokerage, chandlery)
- Enough winter storage for boats sale or re-fit
- The plan accommodates the marina
- Destination park
- Density to excessive
- It provided for a open creative mixture and landmark site
- Provision of marina businesses, is winter storage provided?
- Can the landmark building accommodate winter storage for boats? It could look modernist, but have a traditional purpose.
- What is affordable housing?
- One landmark building is a good an helps development funds, the paint store needs to close and minor service is necessary. There are a lot workshops for boats in Mississauga and Toronto
- Gradation of height (massing might be too dense)
- Strong proponent of ironic structure open for international competition
- Placement is great, visibility for pedestrians, visibility from waters, visibility from destination Toronto/Niagara
- Mixed use for 24 hour useage
- Model community uses – residential, office, retail, public(skating/water feature), cultural
- It makes sense but for the heights
- It maintains the Marina
- Allows for efficient land use of this community



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1 Port Street East Draft City Master Plan Land Use

The land use plan could be improved by:

- Allows for efficient land use of this community - How is waters edge considered hazard lands? Land use off waterfront edge (at water) needs to reflect people and access
- What does waterfront mixed use 1 and waterfront mixed use 2 mean
- More greenspace
- Marina support space will be too small, not much service for boats
- Bristol Marine and other commercial companies will be so(ld)?
- The "Port" will be taken out of port credit because there will be no port left
- Apart from a shard of glass of landmark site what is not just mediocre & boring
- Create public sailing space by developing community program similar to sail Newport(if you don't know what that is visit www.sailnewport.org)
- Max out the area by filling the full water lot east of the break wall
- Summer additional park land and pedestrian walkways with a greater view
- WMT move boat storage space, only costs IGM more that existing plan B! a bargain
- Ensuring that the lake-fill in plan B is integral to the plan with adequate (winter storage) space to store all boats that reside in the marina in the summer months. Same space (blacktop) to be reserved for boater parking
- Community garden
- Consider impact ie.(less sheltering of marina) when old tanker at inlet of marina is removed. Possibility of more sediments from credit river. Filling up the marina requiring more frequent dredging.
- Waterfront mixed use area would be better used as a Granville island market type of structure for public use. Enclosed for year around use, lots of gathering spaces with cafes and restaurants by the water to encourage visitors. Please not another starbucks
- No office buildings



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1 Port Street East Draft City Master Plan Land Use

- Build farmers market, shops, art, music, destination
- Increase size of urban square
- Remove barge (ugly)
- Upgrade marina facilities, move offices to go station keep away from waterfront
- School capacity available???
- The public benefit stemming from grossly excessive building heights is shocking lacking. Port credit needs much more of this site to remain in public hand. P.C. needs an all-year indoor pool a large fitness facility community centre and a winter skating rink. This site is ideal for these public facilities on what is currently an ideal public site.
- Public parks at tip of site way too small much include winter activities. I like the iconic building on triangular plot but, too small, what uses, how would the public (esp. in cars) access it.
- Public parking a real issue on this site.
- What about co-op housing?
- What about senior housing?
- Less condos 500 max
- More room for boats in winter we need space for 400
- Ensuring seasonal use by lake, theatre space, outside skating, splash pad
- Mixing heights in coordinated development plan
- Central square attractions for residents and visitors boating themes in concert
- Parks greenspace, de-paving
- Space for site animation (place for community and stake holders to convene, engage, educate, etc.) to help achieve cultural, environmental, community priorities/goals.



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1 Port Street East Draft City Master Plan Land Use

- No space for marina winter storage of boats – landmark building
- It seems that the provision of marina facilities is an illusion, no storage, no appropriate access for sailors.
- Increased green space, grass, gardens and less paving
- There are too many residential units
- External impact on the port credit community needs to be communicated to residents, what about schooling, healthcare, parking, etc.
- Eliminate the words “explore and consider” when discussion environment support activities replace with provided
- Use the city of Burlington as a model and harbour front
- Is there enough space to store 500+ boats in the blue area? (winter “on the hard”)
- Bridge – currently is a bottleneck – how will crossing the river be accommodated by increased population
- How will you stop the building sinking
- Tour boats like queens quay
- Skating rink
- Use of ship Ridgetown – wedding venue, restaurant etc.
- More park between condos
- Destination museum
- Patios, restaurants
- Restaurant at top of triangle building
- Where are all of the boats to be stored in the winter?
- The boats in the marina will be much more exposed to the wind (I’m a winter live-aboard)



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1 Port Street East Draft City Master Plan Land Use

- How reliable will electrical services be when they are down a dock of that length?
- More green space would be important
- Higher storey building to accommodate mixed use, office/retail/marina
- We need more boat slips in the winter
- Re break wall - include small pathway through for kayak travel, so as to minimize conflict between motorboats & kayaks. Kayaking is becoming very popular
- Mixed use, would like to see more public art, education facility/campus, museum reflecting history of Port Credit.
- Beach access of water edge to drop non-motorized boats. (sup/canoe/kayak/swimming)
- Concerns about massing parking and boat storage
- Concerns about keeping rents affordable for existing business and residents
- Parking for businesses and residents
- Schools - where will extra students attend school
- Ensuring developers respect the OP and not going to COA or OMB for greater height
- Bike and kayak rentals
- Food carts
- Bike racks - fancy
- More space for boat storage in winter - more reclaimed land (land fill)
- Keeping the established zoning with no trading off for greater heights
- How will school systems be affected by the influx of so many new students
- Not enough information on environmental impact, birds/fish/water quality/ noise control
- Reduce impact to traffic with increased density which will result in more congestion



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1 Port Street East Draft City Master Plan Land Use

- Minimize private development (private sector interests, ie condo)
- How do we prevent this from becoming a gated community whereby new residents enjoy the lake and existing residents cannot easily access
- Balance area/location of marina?
- Placing certain restriction /provisions to limit to sensible development
- Most of these condos will be half empty from investors that only live here part time. How can it be lived in and vibrant
- Can a greater percentage of residential units be geared for low income
- A traffic study should be done to recognize necessary steps to provide for increased population. This study might identify limits and costs which effect planning
- This waterfront site is so special. Wouldn't a performance centre function make it even more unique and world class? Ideally one located at water's edge see Casablanca's mega waterfront mosque. Projects out over the ocean using clear glass floors. (Giving an aquarium effect.)
Extended exciting space.



February 4 Community Meeting 1 Port Street East Draft City Master Plan Building Heights

I like the building height plan because:

- Lower height at waters edge
- Decreasingly height towards the water
- Building height decreasing north to south is good
- Lowers near the water except for the triangle I like the design concept but I am reserving judgement
- Heights are restricted to 8-10 stories max
- Yes to 22 story landmark
- The plan stepping down from 6-3 stories is good.
- Transition levels allow visibility
- Landmark building(gives interest)
- Transition fits theme of harbour (sail)
- It is essential that the intended iconic building is in an international competition
- Gradation of heights
- 10 stories may reduce foot print
- Go up if reducing footprint is exciting for people on ground.
- No square stupid buildings, have styles
- Landmark building has great historic/future use: design competition good idea
- We don't like it, I don't trust it
- Iconic building for visibility/prestige/pride destination
- Modern contemporary euro feel!!
- I like to have 3-4 Storeys on Port St, stepped up to 10 and down again



February 4 Community Meeting 1 Port Street East Draft City Master Plan Building Heights

- NO!!! - it contradicts previous designations on Port street East
- Protection from OMB decisions that contradict the city Official Plan
- Makes it more human in scale
- It lowers in height to the waterfront
- Affordable housing is an important element



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1 Port Street East Draft City Master Plan

Building Heights

The building height plan could be improved by:

- 6 stories is too high
- Building lower density
- If there is a higher landmark, consider beacon for boats across lake (the way CN tower, old 4 sisters, and the lighthouses used by sailors.)
- Too high beside the park should be max 3 stories
- Any building over 3 to 4 stories detracts from the "Human Scale" objective. Landmark building is too high as shown on model
- Person quoting ageing with point made 3 bullets up, disagreeing with one directly above.
- Much too high, leave high building to the north of lakeshore. This becomes an urban jungle, restrict to 3 stories
- No more than 6 stories throughout
- But 6 stories is high compared to no frills development & regatta; other condos
- Build me a great seniors home for 20-30 years from now
- Reducing the heights at Port St: Lakeshore road is the location for "high" (8 storey) building & historically have become lower as you go south (no frills site) the thought for 3 ten storey buildings added to the corners of port and Stavebank is wrong
- Perhaps by limiting heights of landmark as it will potentially impede other views
- I would like to see the heights of the buildings limited. I don't like the idea of a tall building in the triangle by the water if you are going to build that I would like to see if away from the water.
- The world class building seems out of place, way too high. It would be better to stay with 3-6 stories buildings closer to the water think European and not Manhattan
- Keep triangle transition (step down)
- Lower heights to keep density (population) lower, concerned about traffic
- No buildings above 5 stories



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1 Port Street East Draft City Master Plan

Building Heights

- Unacceptable heights of buildings. High density should not be on this site. Shocking effect on the traffic on the lakeshore
- Building heights should not exceed 5 or 6 stories anywhere on this site.
- Linear (grids are not village. Character unless Edmonton is a village
- Extend to shape a ship
- Is there not a right to light
- Less buildings and taller buildings
- The iconic building cannot detract from the existing light house
- Max 6 stories if it restricts density - manage population - Landmark building
- Take buildings away and substitute green parkland, no paved
- Eliminating the idea of a landmark building this belongs in downtown Mississauga, not the village of port credit. Will zoning committee be limited to the recommended 3 or could allow greater height?
- 10 stories is too high along the street
- Must be 3 stories stepping back to 6
- Need the right tree canopy
- Signature building - restaurant at top? - design to mimic look of lighthouse
- Keeping the height below 6 stories. Agreed - 6 stories max
- Concern about potential landmark site. Height?
- It is appropriate to the existing heights
- Keep height restriction, we do not need a fancy landmark Port Credit needs to be a walkable, liveable city
- Lower 3 to 10, @ port 3-6



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1 Port Street East Draft City Master Plan

Building Heights

- Parking (more)
- Make sure it is stepped back, height of feature building is concern. It is obvious
- Be sure to control heights so iconic building pops
- Need to fix height pattern to emphasize site
- Affordable housing a myth – and shouldn't be a false constraint in design on developers – by GO station.
- Wind study
- One landmark only
- Most northerly buildings should be max 22 storeys
- Section 37 shouldn't apply to a site M.P. – need integrity of overall plan
- Be very intentional – open ranges to the max
- Office space on port street needs the height in mixed use buildings
- Be sure landmark building visible, 360 degrees from all water approaches
- Max height bordering port st should be no more than 3 storey's height, step up to 5 to 6 storey's to match other buildings and then step down to three.
- Eco-friendly environment is paramount
- “iconic” does not mean highest – Sydney opera house, Ontario place, Granville island
- Reducing number of storeys for the landmark site
- Maintain existing building heights as per zoning by-law (3 Storeys)
- Do NOT allow developers to exceed what is proposed
- Visually, height ruins great waterfront space!!
- No more than existing 3 stories



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1 Port Street East Draft City Master Plan

Building Heights

- Landmark site does not need to be large/excessive to have an impact and be “World Class”
- Consider shadow impact of landmark building
- Look to Chicago waterfront for “World class” examples of height and Land use
- Maybe look at certain locations where could have greater height
- Limiting shadowing of public spaces, designs must be welcoming and recognize psychological effects
- Consider work of prof. Colin Ellard neuroscientist, U of waterloo. His work underscores the real felt (physiological) response to building design.



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1 Port Street East Draft City Master Plan View Corridors

I like the view corridors plan because:

- Street views in all directions
- I like that there are views of the water
- Grid pattern is efficient
- These are good
- Views are good
- All views
- Of appeal to human scale and water movement
- Better views with more height, less blockage
- Landmark building offers good view from water
- Good sight lines of lake grid roads breaks up building structure
- These are essential
- Lots of arrows, nice...
- Good
- It allows great visibility
- To sequestered, one larger view for effect
- Ease of navigation for pedestrians outside café's to sit/enjoy vistas from many points of property
- Any proposals of importing mature trees or planting is a vital part of vistas/parks
- You can see the lake from many areas of the property
- Grid structure promotes views
- Avoid canyon feel by controlling heights



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1 Port Street East Draft City Master Plan View Corridors

- It opens up vistas
- Multiple opportunities to see the water
- Maintain key view corridors
- Corridors move smoothly
- Visibility is maintained by pedestrians
- The public space at the south end will be attractive and heavily used because of the view of the lake.
- How expensive is it to build underground parking below water level? Waterproofing must be costly



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1 Port Street East Draft City Master Plan View Corridors

The view corridors plan could be improved by:

- If heights are 6+ stories , the views down the streets will seem like tunnels
- What are the views towards the development from the existing town
- Arrow pointing to westerly edge of site saying, is this not also a panoramic view?(park edge)
- Having the buildings take up a little less room. I get that it is a balance but...
- If everything goes to max height and width. These corridors will be canyons
- Considering the effects of the landmark site on these site views
- Could enhance with green living walls, like Singapore
- Keeping the design lowrise
- Even though the grid system allows for views of the water, I would prefer some more organic lines.
- Removing office towers
- Do you want to look at a rusting wreck, paint it
- Need more parkland more people space,
- Wider streets smaller buildings and less buildings
- Taller buildings and more open space
- More open space
- Making them wide enough
- Smaller less trees at waterfront – don't block view
- But, when your in the middle the view east/west will just be of coast
- Less building footprint, more greenspace
- Ensuring the width is sufficient



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1 Port Street East Draft City Master Plan View Corridors

- Retain view corridor from GO station to water's edge.
- Widest corridors possible
- Maximum greenspace possible
- Interesting art sculptures throughout to make it more interesting
- Views of Ridgetown important
- Must have 180 degree view of waterfront from tip of waterfront point (South End)
- What will the width of the view corridors be??? To allow distance view of the water
- Increase panoramic views
- Maintain existing views from pier looking east
- Allowing clear views at angles as!! (diagonally)
- Support key views with public space.
- Further sun/shade studies to ensure sufficient light for pedestrians
- Considering if this would create a nuisance wind tunnel for pedestrians and cyclists/ Fly garbage and debris injury risk
- Sight lines to the lake from the inside area are very limited.



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1 Port Street East Draft City Master Plan

Other Miscellaneous

- Will the condo/apt. space be designed for seniors ? singles? Families? If families what able schools?
- Parking? For marina customers, tourists, visitors?
- Where would the boats be stored in winter? Marina tourist parking lot could double for boat storage in winter, parking in summer.
- Needs young people vibe
- Like the public forum and format of meeting
- Nothing worse than empty stores/office space therefore more residential separate bikes and walkers, washrooms.
- Connect nature and community to development: fishing, birding, public education, storm water management, green roofs, high tech industry, etc.
- It is so important to have restaurants and cafes looking over lake Ontario. It is hard to believe that our waterside community only has a snug harbour. Also make sure that noise issue are properly addressed with residents that they don't veto outdoor cafes,
- Impact to traffic on lakeshore
- Housing affordability will be expensive
- The iconic building should have significant public uses. Not a hotel.
- Luxury development, eliminates affordability, affordable(fairly priced)
- Next time give us some building blocks and plastic.
- Where is the 4000 parking spots needed
- Traffic study need to consider port credit population is double in the summer
- Don't forget!!! - Keep the Port in Port Credit
- Marina: - extending east seawall for traffic (cars), boat storage(on wall), dock spacing (room to manoeuvre), large vessel accommodation, mooring field to east of seawall.
- Marina security (concern over public access to docks), * backfill east wall with debris from site to



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1 Port Street East Draft City Master Plan Other Miscellaneous

reduce cost,

- I have great concerns about the overall vision for the village of Port Credit, this plan seems to move in opposing directions; providing residential intensification along the lake and maintaining the tourist appeal of the village. I do not think that the way to maintain the appealing charm of the village is to pack people into high-rise buildings south of the Lakeshore. The downtown area of the city of Mississauga – the area between the Queensway and the core is where the landmark buildings and condo/office towers belong
- Please include unit size, and building size in sq. ft. as well as metres.
- We require FULL disclosure of concept plan, 3D-BIM(Building Image Model) of various options, of site representation actual heights, visual representation needed.
- Keep Elizabeth street view corridor from GO station
- Need one developer for whole site – no piecemeal
- Strong city/CLC oversight to ensure vision is incremental.