

\*extracted and consolidated from public comments received at the February 2016 community meetings and written submissions regarding the Draft Master Plan. Full record of public comments at: [www.inspirationportcredit.com](http://www.inspirationportcredit.com)

Guiding Principle	Component Item and Comments	Staff/Master Plan Response
<p><b>Principle 1:</b> Create a Logical and Efficient Street and Block Pattern</p>	<p><u>Walkability/Cycling</u></p> <ul style="list-style-type: none"> <li>• Support for the abundance of walkable connections through the site. This represents a healthier, neighbourhood oriented block pattern and complete street network.</li> <li>• Walkability is especially important for an aging population (this includes streetscape design)</li> <li>• Support for prioritizing a multi-modal approach to the street network.</li> <li>• Support emphasis on pedestrians and cyclists. This is especially important at the south end of the site. Bicycle lanes throughout.</li> <li>• Support for shared streets</li> <li>• Suggest elimination of all cars in the area south of Port Street, with the exception of delivery and emergency vehicles.</li> </ul>	<ul style="list-style-type: none"> <li>• Putting pedestrians and walkability first is a guiding principle of the Master Plan, and this priority is reflected in the design of the streetscapes, block structure, pedestrian realm network, and configuration of land uses (Pages 4, 5, 8, 12).</li> <li>• The Master Plan promotes cycling, including provisions for cycling infrastructure and a street structure that is conducive to cycling (Pages 4, 5).</li> <li>• The Master Plan identifies 4 shared streets (Map 4).</li> <li>• Elimination of cars would be a challenge given range of uses proposed and accessibility needs. A “shared” street approach for all modes of transport was seen as an appropriate solution.</li> </ul>
	<p><u>Street Design</u></p> <ul style="list-style-type: none"> <li>• Streets and other corridors should have wider design; ensure enough space for outdoor uses e.g. restaurants,</li> </ul>	<ul style="list-style-type: none"> <li>• The Master Plan allows for the possibility of wider streets for pedestrian “piazza” for cafes, gathering (e.g. North-</li> </ul>

Guiding Principle	Component Item and Comments	Staff/Master Plan Response
	<p>cafes, gathering space.</p> <ul style="list-style-type: none"> <li>• Support for green infrastructure in street design</li> <li>• Street network should have a more unique design, eg. more curves.</li> <li>• There should be fewer roads on the site</li> <li>• Connect the arrival park with the waterfront trail and delete the road that runs alongside the park</li> <li>• Make Stavebank Road a one-way street, and improve its alignment with Lakeshore Road.</li> </ul>	<p>South Spine) (Page 6).</p> <ul style="list-style-type: none"> <li>• Promoting sustainable street design is included in the Master Plan (Page 5)</li> <li>• The Plan recommends international design competitions for the street system, and recommends the establishment of a Design Review Panel to maintain high design standards (Page 31).</li> <li>• Final individual street designs will be determined at the development application stage</li> </ul>
	<p><u>Traffic</u></p> <ul style="list-style-type: none"> <li>• Concern about increased traffic resulting from the site's development, especially along Lakeshore Road.</li> <li>• A traffic management plan is needed, incorporating the planned Imperial development as well</li> <li>• Need another bridge over the Credit River for traffic alleviation, or even potentially just pedestrian access.</li> </ul>	<ul style="list-style-type: none"> <li>• The City's Lakeshore Road Transportation Master Plan will further examine transportation challenges and opportunities including higher order transit improvements, road connections, possible river crossing(s), and additional cycling facilities throughout the Port Credit area (incl. 70 Mississauga Road South and 1 Port Street East). (Page 27)</li> </ul>

Guiding Principle	Component Item and Comments	Staff/Master Plan Response
<p><b>Principle 2:</b> Put Pedestrians First! A Connected Pedestrian Realm Network</p>	<p><u>More Space for and Use of the Pedestrian Realm Network</u></p> <ul style="list-style-type: none"> <li>● More space on the site needs to be allocated to the pedestrian realm network. Public uses and spaces should dominate the site rather than residential buildings. World-class public spaces are essential for quality of life.</li> <li>● Increase green space on site (both in general and in relation to paved elements)</li> <li>● Support for the Destination Park – this should be increased in size</li> <li>● More space needed for active recreation. Don't let the public recreation potential of this site go to waste.</li> <li>● Support for the integration of sustainable elements, recreation, and art into the pedestrian realm.</li> <li>● Ensure all-seasonality and active winter uses (eg. skating rink.)</li> <li>● Support for animation and activation of the public realm. Want this to be an active, buzzing place.</li> <li>● Support for public art – even more should be included.</li> </ul>	<ul style="list-style-type: none"> <li>● World class public spaces are an integral part of the Master Plan (Pages 11, 19).</li> <li>● The Master Plan provides 25% of the developable land base for the Pedestrian Realm Network (page 10). This area amply accommodates space for a variety of recreational activities.</li> <li>● Sustainable elements such as plantings and low impact development standards will be integrated into the design of the pedestrian realm (Page 11).</li> <li>● All season, active and passive recreation can be enjoyed in the Destination Park (outdoor programmable recreation spaces, water feature/skating loop), Waterfront Promenade and boating at marina facilities. (Page 15)</li> <li>● Animation and activation of the pedestrian realm will be incorporated through the programming (Page 10), physical design (Page 8).</li> <li>● Public art will be encouraged on areas identified on Map 5. Opportunities for more public art may become available through the development application process.</li> </ul>

Guiding Principle	Component Item and Comments	Staff/Master Plan Response
	<p><u>Connectivity</u></p> <ul style="list-style-type: none"> <li>• Ensure a continuous, well-connected pedestrian realm</li> <li>• Support for the waterfront promenade continuing along the perimeter of the site. This element is very important. This should connect to the surrounding waterfront trail and accommodate a variety of users (pedestrians, cyclists, outdoor patios etc).</li> <li>• Make sure the waterfront promenade is wide enough</li> </ul> <ul style="list-style-type: none"> <li>• Allow for pedestrian access along the breakwall</li> </ul> <ul style="list-style-type: none"> <li>• Connect the waterfront trail through the site, accommodating a variety of users</li> </ul>	<ul style="list-style-type: none"> <li>• Maximizing the connectivity of the pedestrian realm is a key part of its design (Page 8). The elements of the Pedestrian Realm Network (parks and Waterfront Promenade) are linked to each other, as well as to the adjacent parks (St. Lawrence and JJ Plaus Parks)(Map 5).</li> <li>• The Waterfront Promenade is at the water's edge. It's proposed 15 m width is adequate space for a range of users and uses (Page 9)</li> <li>• The Master Plan describes multiple on-street cycling routes through the site, providing dedicated cycling infrastructure (page 5, Map 5)</li> </ul> <ul style="list-style-type: none"> <li>• The Master Plan acknowledges the potential for the breakwater to become part of pedestrian network (Page 9)</li> </ul> <ul style="list-style-type: none"> <li>• Map 5 shows the Waterfront Promenade which will connect with the existing Waterfront Trail in JJ Plaus Park, along Port Street East and in St Lawrence Park. Pedestrians and cyclists will the option of using the Waterfront Trail, Waterfront Promenade, pedestrian or secondary cycling routes to make their way through the site.</li> </ul>
	<p><u>JJ Plaus Park</u></p> <ul style="list-style-type: none"> <li>• JJ Plaus Park and the pier adjacent to the site could present opportunities for amenities as well.</li> </ul>	<ul style="list-style-type: none"> <li>• As the 1 Port Street East site is redeveloped JJ Plaus Park will need to be redesigned so that they are integrated. At this stage opportunities for amenities could be examined.</li> </ul>

Guiding Principle	Component Item and Comments	Staff/Master Plan Response
	<p><u>Implementation</u></p> <ul style="list-style-type: none"> <li>• How will the community amenities be managed and overseen?</li> <li>• Will there be opportunity for further public input on the design of these pedestrian realm elements</li> </ul>	<ul style="list-style-type: none"> <li>• Public process, design and management of the amenities and elements within the public pedestrian realm will be determined at the site planning stage.</li> <li>• Through future development applications there will be further public process</li> </ul>
	<p><u>Views</u></p> <ul style="list-style-type: none"> <li>• Support for extensive views to the water and Ridgetown. Vistas to the water are essential – both street design and building footprints need to open up these views</li> <li>• What will be the views to the site from the existing Port Credit Village?</li> <li>• Retain the view corridor from the GO Station to the water's edge.</li> </ul>	<ul style="list-style-type: none"> <li>• Map 6 illustrates the view corridors from Lakeshore Road south to the lake along Stavebank Road South, Elizabeth and Helene Streets.</li> <li>• The view from the Port Credit GO station to the lake will be retained.</li> </ul>
<p><b>Principle 3:</b> Be a Complete and Healthy Neighbourhood</p>	<p><u>Mix of Uses</u></p> <ul style="list-style-type: none"> <li>• Ensure that the character of Port Credit with the local retail, restaurants, streets etc. is extended and blended into the site. Restaurants overlooking the water.</li> <li>• Support for the mix of uses</li> <li>• Some support for the necessary density to create a thriving area</li> <li>• Support for public market use, maybe incorporating a farmers market or food carts to enhance the market's destination value.</li> <li>• Need to make sure that the new commercial businesses</li> </ul>	<ul style="list-style-type: none"> <li>• The mix of uses proposed in this waterfront neighbourhood are the foundation for a vibrant, exciting and liveable place (Pages 12,13) including restaurants, hotels and marina marketplace</li> <li>• It is anticipated that the new commercial space will</li> </ul>

Guiding Principle	Component Item and Comments	Staff/Master Plan Response
	<p>do not undermine existing ones along Lakeshore. Don't want large amount of empty storefronts either on Lakeshore or in the new developments</p> <ul style="list-style-type: none"> <li>• Ensure the neighbourhood is liveable year-round, not just a destination.</li> </ul>	<p>complement the Lakeshore Road mainstreet businesses. The estimated over 800 jobs on site will generate people who will enjoy what the mainstreet has to offer.</p> <ul style="list-style-type: none"> <li>• Page 19 states development must be designed for human comfort during all seasons.</li> </ul>
	<p><u>Housing</u></p> <ul style="list-style-type: none"> <li>• What kind of unit mix will there be? Will the residential units be designed for seniors? Singles? Families?</li> <li>• Less condos, more rental housing. No gated enclave.</li> <li>• What does affordable mean on this site? Desire for affordability</li> </ul>	<ul style="list-style-type: none"> <li>• The range of housing is intended to include live-work units; street, block and stacked townhouses and apartments (Page 13).</li> <li>• The Master Plan encourages a range of housing types, tenures and affordability for all needs. Page 16 outlines strategies to promote affordable housing. It speaks to requiring 10% of dwelling units to have a maximum net floor area of 80 sq.m and an additional 5% having a maximum net floor area of 50 sq.m.</li> </ul>
	<ul style="list-style-type: none"> <li>• Concern that the site cannot accommodate all the parking requirements generated by the new development (residents, employees, marine uses etc).</li> </ul>	<ul style="list-style-type: none"> <li>• There will be a number of strategies to address the required parking including parking structures, car share spaces, “unbundled” parking, promotion of active transportation and recognition of the availability of higher order transit (as the site is within 800 m of the Port Credit Mobility Hub). (Pages 9, 13-15)</li> </ul>
	<p><u>Marina</u></p> <ul style="list-style-type: none"> <li>• Support for integration of marina within the Master Plan – ensure the marina remains on the site and there is enough land allocated and a plan in place for it to operate successfully (including addressing lakefill)</li> </ul>	<ul style="list-style-type: none"> <li>• The master plan reflects the findings of the Recreational Boating Study and the Marina Business Case and permits for a full service marina. It identifies an area of the site for the marina facilities and speaks to the potential for lakefill</li> </ul>

Guiding Principle	Component Item and Comments	Staff/Master Plan Response
	<ul style="list-style-type: none"> <li>• Questions as to the future level of service and operation of the marina (eg. Winter storage, slip configuration, retention of supporting businesses, future of the Ridgetown, public or private operation?) Support for first-class full service marina. Winter storage is important</li> <li>• Industrial marina uses should be limited - winter storage is not appropriate on the site</li> </ul>	<p>for marina facilities on an expanded breakwall. Additionally, the plan outlines the components of a Marina Action Plan to identify marina operational, funding, layout and implementation strategies.(Pages 15, 30)</p>
<p><b>Principle 4</b> Protect and Enhance Natural and Cultural Heritage</p>	<ul style="list-style-type: none"> <li>• What will the environmental impacts be from this development? Need to protect the surrounding environment</li> <li>• Need to connect nature and the community with this development – public education, recreation, community garden.</li> </ul>	<ul style="list-style-type: none"> <li>• The development approval process will include and address any environmental matters (eg. site contamination, shoreline, aquatic habitat) through regulatory requirements to ensure that environmental standards are met.</li> <li>• Given the waterfront site, public education around water related habitat could be considered. Page 12 states educational opportunities should be promoted.</li> </ul>
<p><b>Principle 5:</b> Represent World-Class Design Quality</p>	<ul style="list-style-type: none"> <li>• Ensure that the built form does not create wind tunnels</li> <li>• Shadow studies need to be undertaken</li> <li>• Do not want a high-rise. Maintain the village feel.</li> <li>• Look to the surrounding village for design inspiration</li> <li>• Support for mix of heights and height gradation down to the water</li> <li>• Building heights should not dwarf the Destination Park.</li> <li>• If view corridors could be enhanced, greater heights could be acceptable. Taller and more slender buildings.</li> <li>• Buildings need to be human scale and maintain village</li> </ul>	<ul style="list-style-type: none"> <li>• Page 19 ensures that all season comfort is addressed.</li> <li>• Page 11 speaks to the need to provide for maximum daily sunlight and protection from wind</li> <li>• Consistent with the Port Credit Local Area Plan, the plan establishes a gradation of heights down to the water from Port Street East. This strategy in combination with a 4 storey podium and stepping back additional height above will keep the desired human scale at the street level. (Pages 20, 21)</li> </ul>

Guiding Principle	Component Item and Comments	Staff/Master Plan Response
	<p>character – heights need to be low enough to maintain this and this height regime may still be too tall. Don't create walls.</p> <ul style="list-style-type: none"> <li>• Density and massing of buildings on the site is excessive</li> <li>• Recognition that trade-offs need to be made to realize the vision for the site.</li>   <li>• Mixed support for the 22-storey height – don't overwhelm the site, integrate it into the area and maintain the focus on the water. Could maybe be iconic regardless of size. Is the waterfront really the place for tall structures?</li> <li>• Overall interest and tentative support for the landmark building, especially if it can help fund other components of the plan (i.e. public benefits).</li> <li>• Need destination public use within the building (eg. auditorium, museum?) and broadly the whole site should be designed as a destination with uses that have significant cultural or public benefit (eg. museum, performance space).</li> <li>• Destination character and uses should be prevalent throughout the site not just in one building</li>   <li>• Support for ambitious world-class design and international design competitions.</li> </ul>	<ul style="list-style-type: none"> <li>• The potential landmark building up to 22 storeys in the southern tip of the pier is subject to a number of criteria including having a destination use, meeting the tests of compatibility (Page 21).</li> </ul>
	<p><u>Sustainable Design</u></p> <ul style="list-style-type: none"> <li>• Utilize strong language to ensure these sustainable design elements are actually realized.</li> </ul>	<ul style="list-style-type: none"> <li>• The Master Plan outlines sustainable design criteria to be applied to the development (Page 25).</li> </ul>



Guiding Principle	Component Item and Comments	Staff/Master Plan Response
	<ul style="list-style-type: none"> <li>• Want sustainability fundamentally integrated into the development – green roofs, green walls, innovative sustainable technology etc.</li> </ul>	
<b>Principle 6:</b> Promote Innovative Infrastructure	<ul style="list-style-type: none"> <li>• Consideration should be given for innovative mobility solutions on the site and changing transportation technology</li> </ul>	<ul style="list-style-type: none"> <li>• The Master Plan speaks to state-of-the-art technology for service infrastructure (Page 27).</li> </ul>
<b>Principle 7:</b> Ensure Coordinated Implementation	<ul style="list-style-type: none"> <li>• Support for phased non-residential development as part of the overall site development.</li> <li>• How do we ensure that developers respect this height regime and not go to the OMB or COA to circumvent the plan</li> <li>• Want strong City/CLC oversight to ensure proper phased implementation of this vision.</li> </ul>	<ul style="list-style-type: none"> <li>• Page 30 of the Master Plan speaks to the staging strategy to control the phasing of residential development relative to the provision of non-residential space and allow the transition/relocation of marina uses on site. This will ensure that jobs are generated and the marina operations protected.</li> <li>• The combination of this Master Plan and an implementing Official Plan Amendment sets a clear direction for the site.</li> </ul>