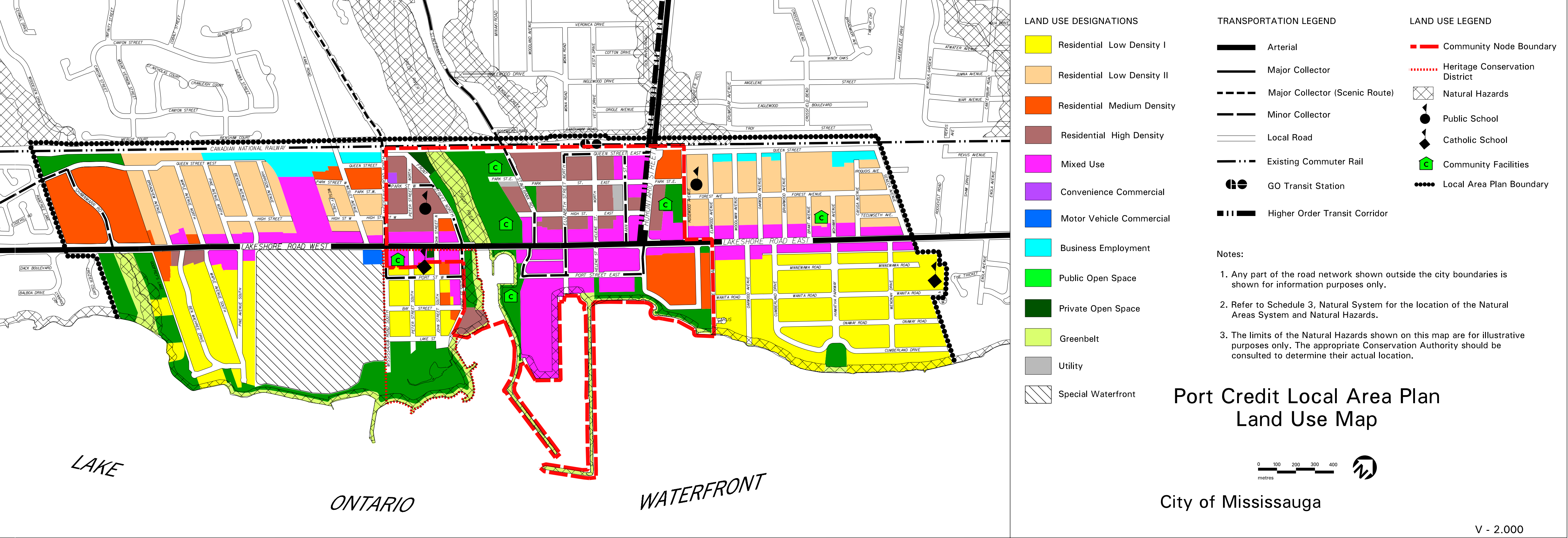




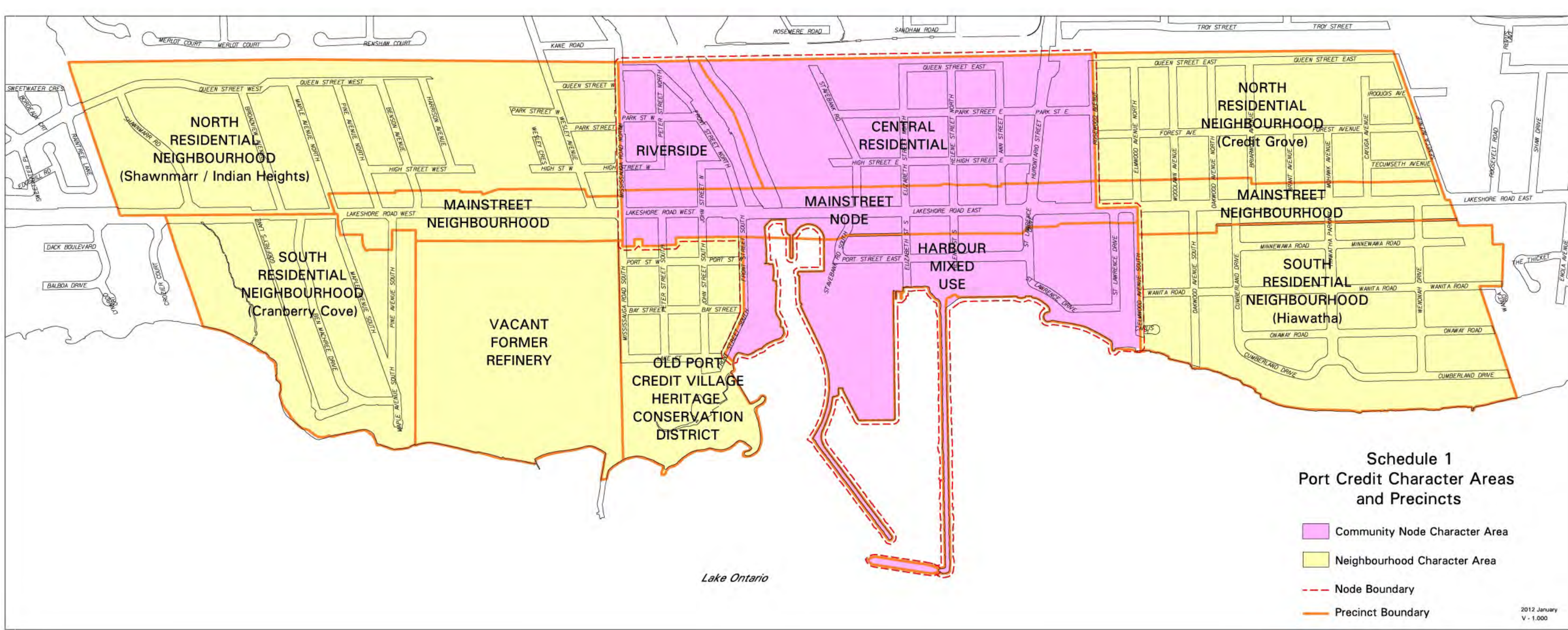
Zoning By-law Schedule B - Map 8



Port Credit Local Area Plan Land Use Map



Port Credit Local Area Plan Schedule 1





December 2015





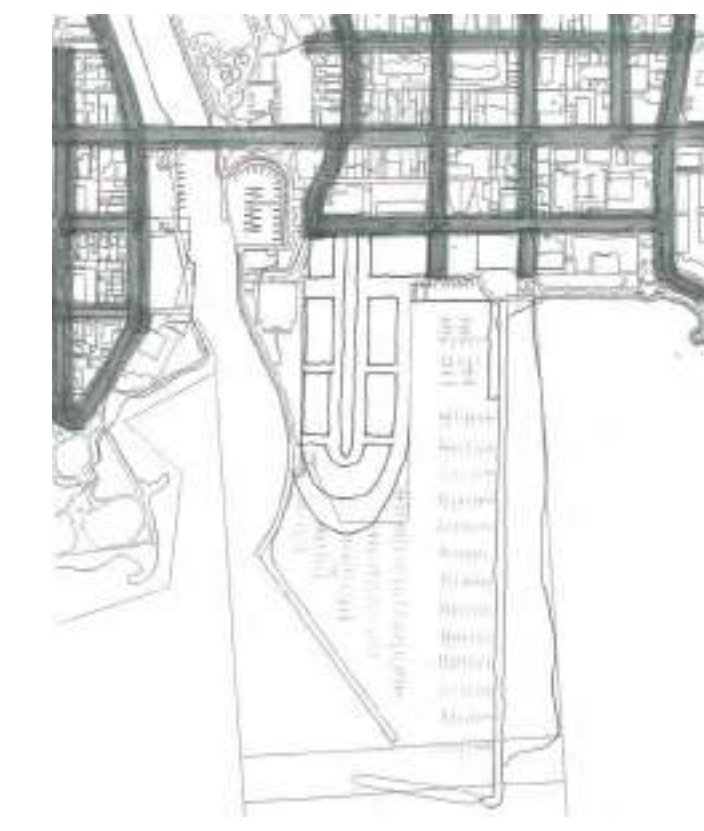
Open Space
Network



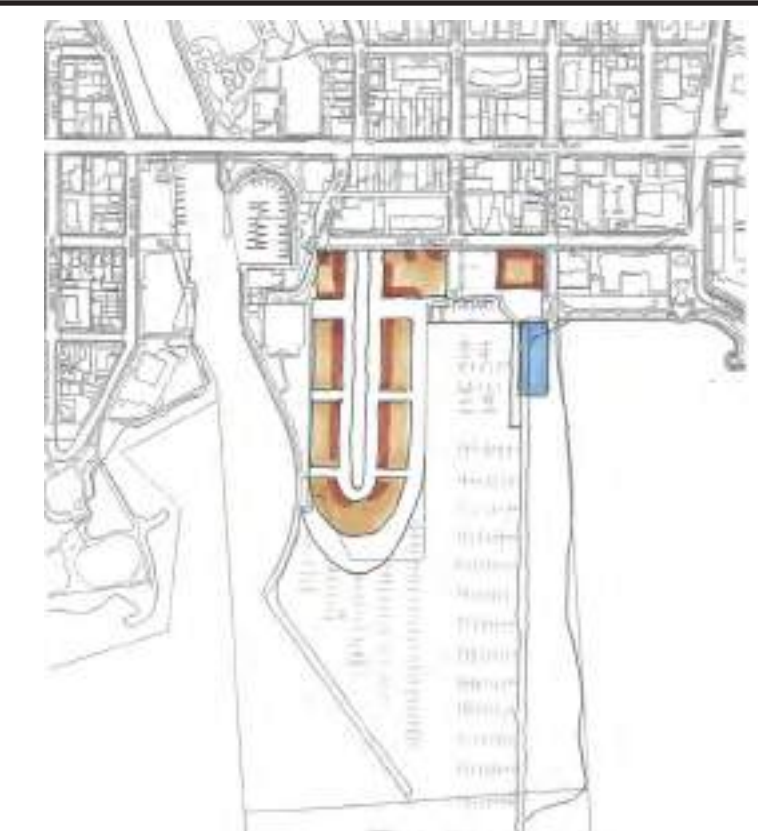
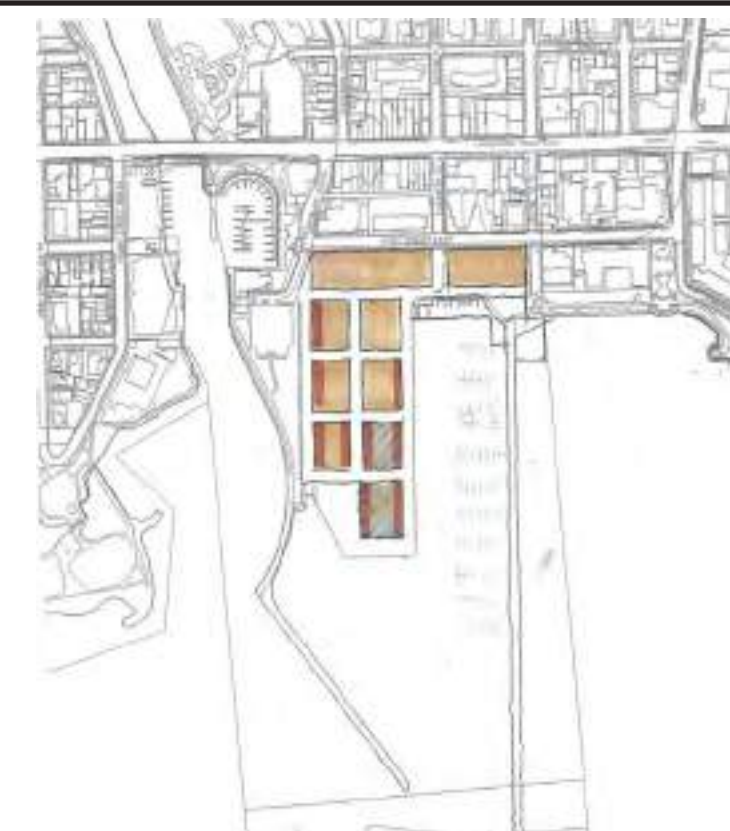
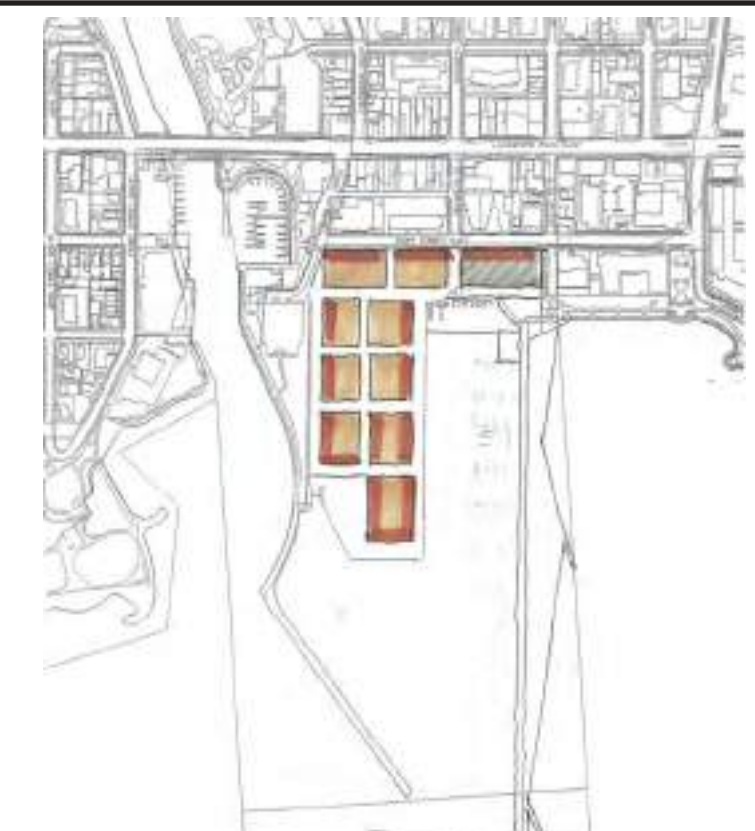
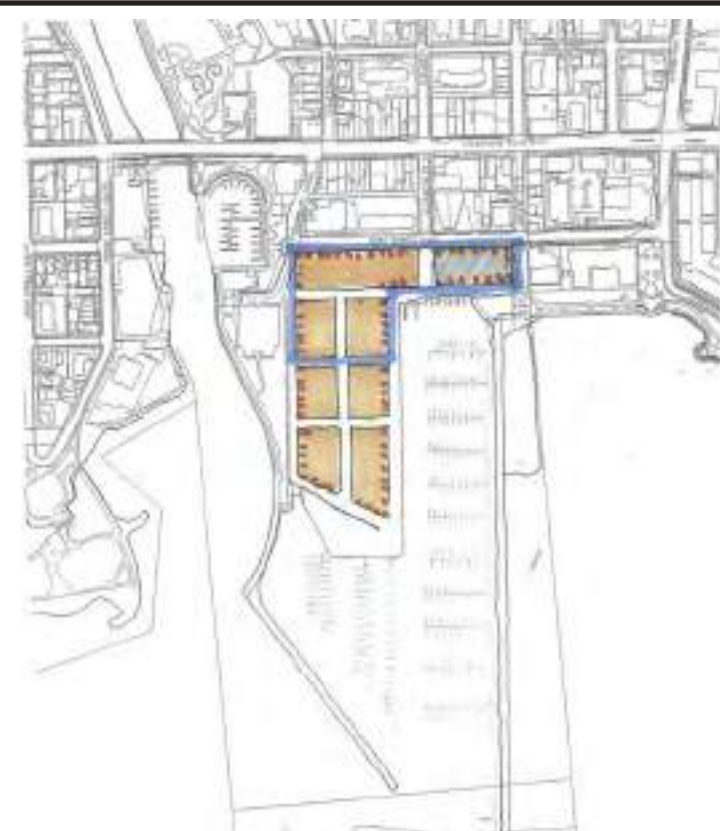
Pedestrian + Cycling
Network



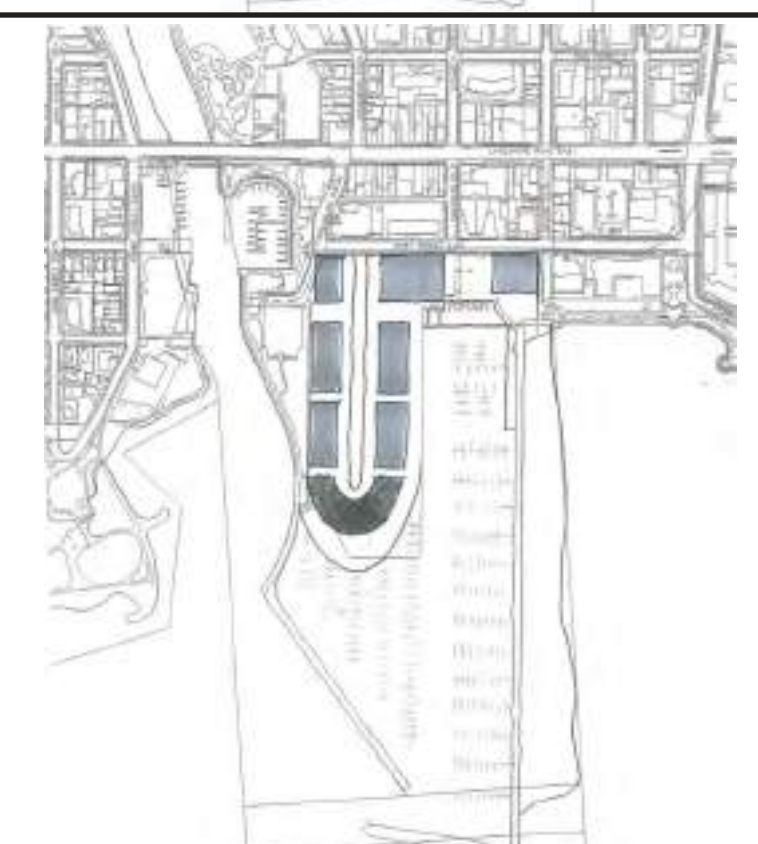
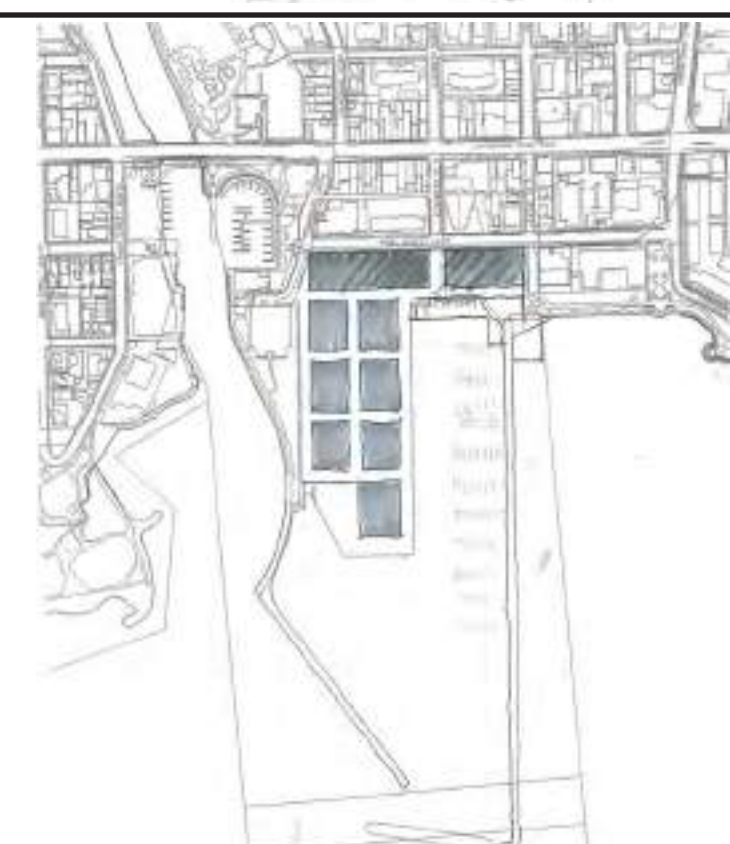
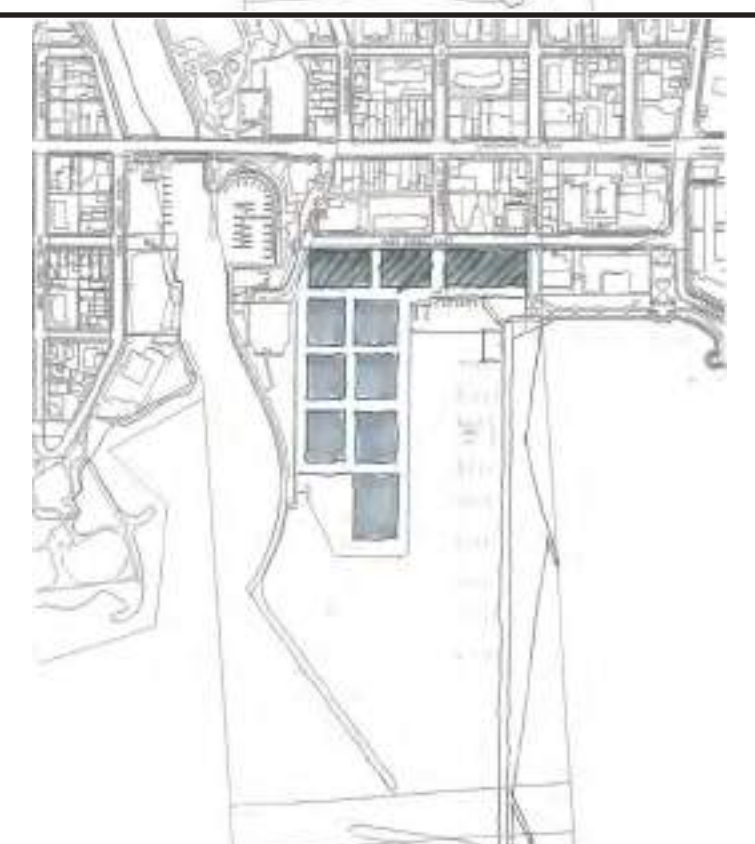
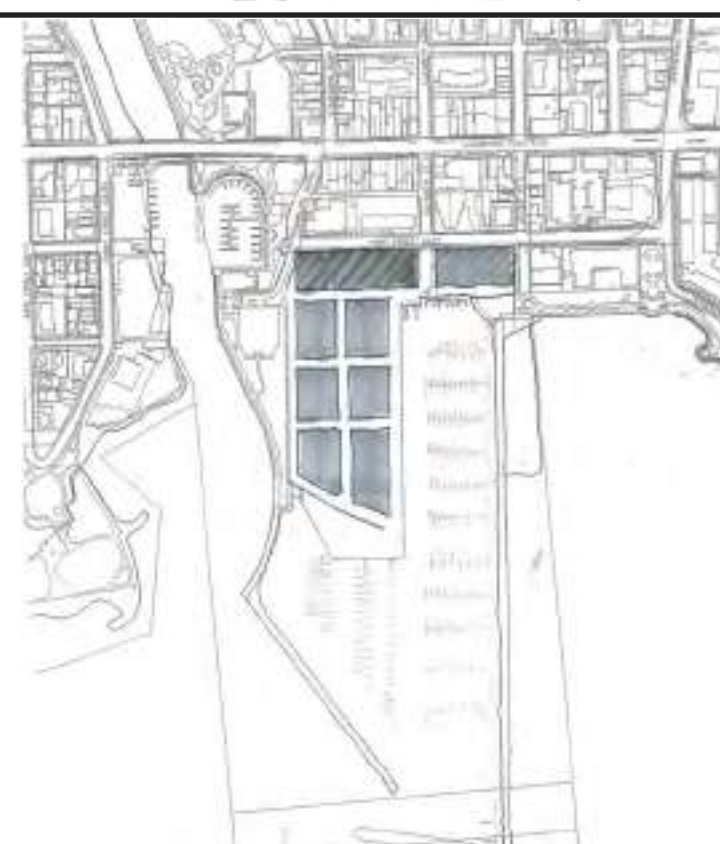
Street + Block
Network



Land Use



Height Pattern



1

Criteria	Concept 1
General Overview	Grid-like layout, small development blocks Modest sizes for larger park/plaza areas Mid-rise scale, potential taller buildings on Port St E
Use	Retail or commercial at grade of all blocks Office uses required on north half of site; permitted on balance Residential above on balance
Gross Floor Area	Marina bldg. 115,842 m2 No marina bldg. 131,890 m2 TOTAL GFA: 247,732 m2 Non-residential/office GFA component to be determined
Building Heights	8 to 10 storeys along Port Street East (on 6 storey podiums) 6 storeys balance of site (stepping down to 3 storeys at water)
Density (over whole site)	1.85 – 2.1 FSI
Open Space	Continuous water's edge promenade, larger park at wharf tip (full width), expanded promenade between Elizabeth and Helene
Public Roads, Access and Servicing	20-26m collector road, 17-22m local roads
Parking	Underground
Marina	To be determined

Calculations in red are estimates by The Planning Partnership

2

Criteria	Concept 2
General Overview	Grid-like layout, small development blocks Modest sizes for larger park/plaza areas Low- to mid-rise scale, potential taller buildings on Port St E
Use	Retail or commercial at grade of all blocks Retail required on Port St E, east and south edges of main pier Residential above on balance
Gross Floor Area	110,000 – 120,000 m2 total (7 of 10 blocks have lower building heights than other concepts – see below) Marina building on development lands
Building Heights	8 to 12 storeys along Port Street East (on 3-4 storey podiums) 3 to 6 storeys balance of site (on 3 storey podiums) 30% 3 storey, 50% 4 storey, 20% 6 storey for variety
Density (over whole site)	1.75-1.9 FSI
Open Space	Continuous water's edge promenade, triangular park at wharf tip, expanded promenade plaza between Helene and Elizabeth, all modest scale Expanded east pier with linear public open space
Public Roads, Access and Servicing	Woonerf style 16m local road grid 8m service lanes Possible cul-de-sac configuration to roads Some "roads" identified as service roads, not circulation routes
Parking	Underground
Marina	Boat slips moved to expanded east pier 2 variants: east marina building (preferred) and central marina building

Calculations in red are estimates by The Planning Partnership

3

Criteria	Concept 3
General Overview	Grid-like layout, small development blocks Modest sizes for larger park/plaza areas Mid-rise scale except 1 taller building on Port St E
Use	Retail at grade throughout main pier Residential above on balance Marina building on main pier – flexible depending on ultimate location
Gross Floor Area	Marina bldg. 115,743 m2 No marina bldg. 135,038m2 Residential GFA: 1217 Units: 1500 Non-residential GFA: 24,973 m2 TOTAL GFA: 140,716 m2 19,774 m2 162,181 m2
Building Heights	8 to 14 storeys along Port Street East (on 4 storey podiums) 6 storeys balance of site (on 4 storey podiums)
Density (over whole site)	2.25 -2.59 FSI
Open Space	Continuous water's edge promenade, triangular park at wharf tip, plazas at foot of Elizabeth & Helene, all modest scale
Public Roads, Access and Servicing	Public road network (grid) through much of the site Some "roads" identified as service roads, not circulation routes
Parking	Underground
Marina	Boat slips moved to east pier Marina building on central wharf, or flexible depending on ultimate marina configuration

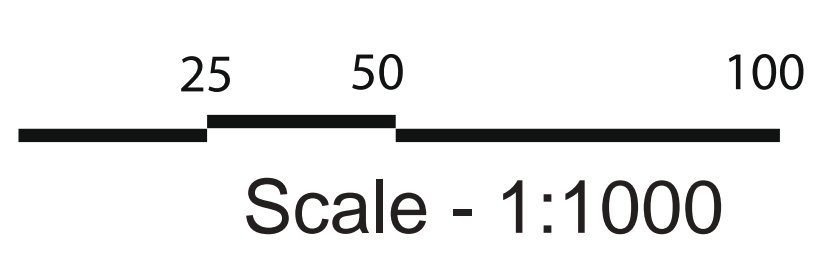
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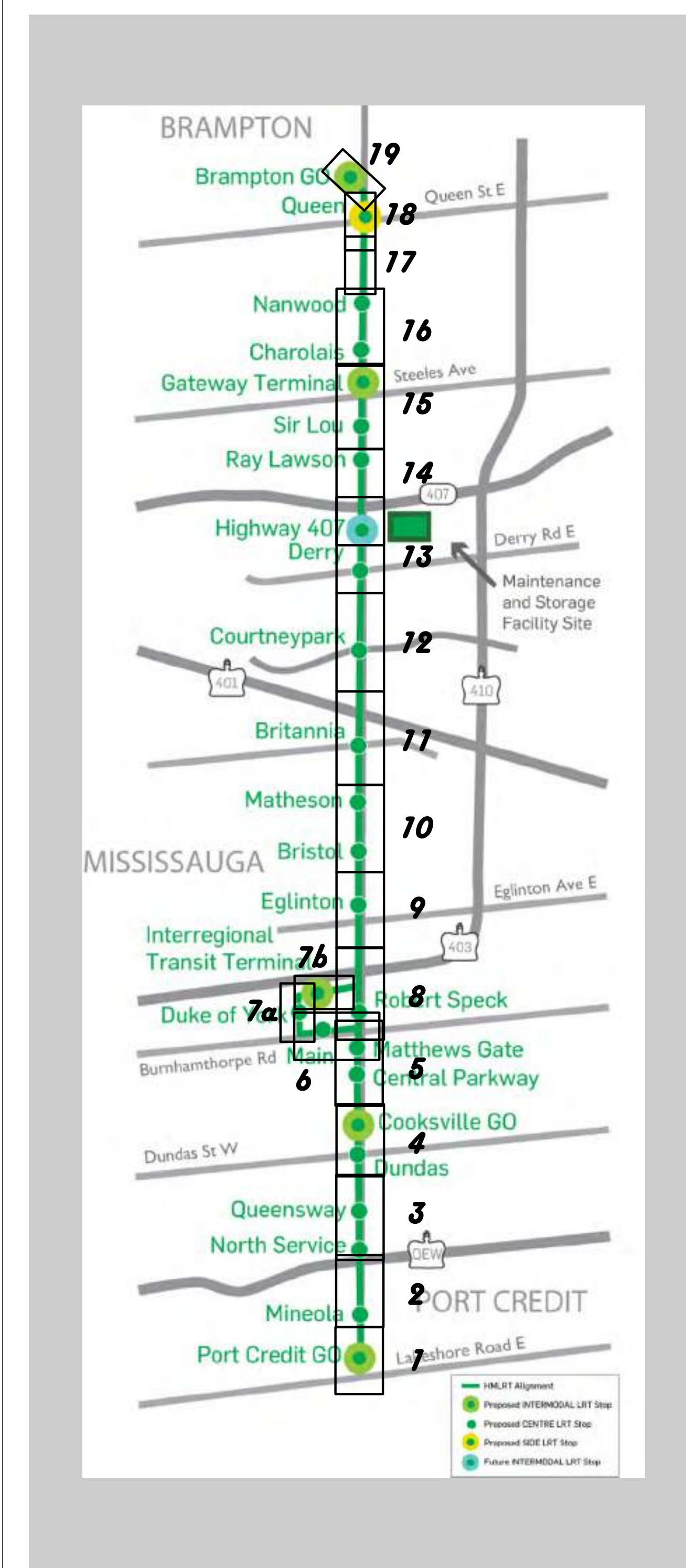
Criteria	Concept 4
General Overview	Grand, symmetrical, axial layout Signature 'prow' building at tip of site Significant public open spaces
Use	Retail at grade of all buildings Appear to be two 7 storey office buildings at Port St E Residential balance of site Marina function on expanded east pier
Gross Floor Area	Residential GFA: 100,622 m2 Units: 430 Non-residential GFA: 33,953 m2 (320 room hotel) TOTAL GFA: 134,575 m2 No marina building on development lands
Building Heights	7 storeys along Port Street East 7/8 storeys most of site (stepping down to 3 at water's edge) 14 storeys at southern tip (stepping down to 7 at edges)
Density (over whole site)	2.15 FSI
Open Space	Continuous water's edge promenade Central pedestrian mall/plaza with woonerf style vehicular access 3 east west pedestrian linkages (continuous) across site Expanded east pier includes linear public space
Public Roads, Access and Servicing	Appears to be no public roads on site Vehicular access via internal pedestrian mall, woonerf style Large structured parking can presumably accommodate loading
Parking	Large, communal, at-grade structured parking garage (covered by open space above it, faced by residential at edges – effectively hidden)
Marina	Reorganized and expanded boat slips utilizing east pier and south end of wharf Marina building and boat storage on expanded east pier



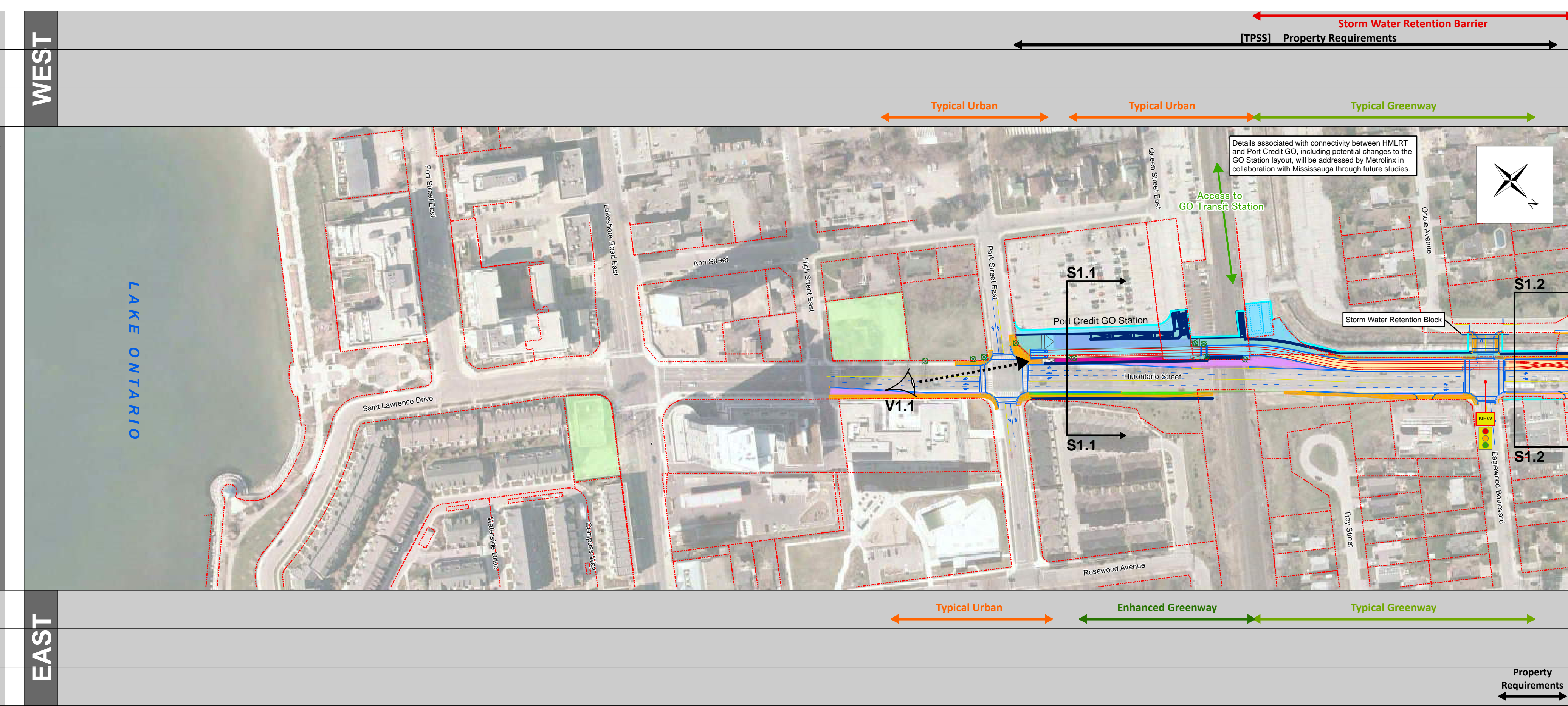


50 100 200
Scale - 1:2000





OTHER REQUIREMENTS	WEST
CHANGES TO ACCESS	
PROPOSED ULTIMATE STREETSCAPE	
<p>All renderings, cross sections, plans and part plans are conceptual in nature and may be subject to change.</p> <p>Legend</p> <ul style="list-style-type: none"> Existing Property Lines New Property Lines Segregated LRT Furnishings Zone Truck Overrun Zone On Boulevard Cycle Lane Furnishings/Planting Zone Sidewalk Multi-Use Trail New Proposed Structures/ Retaining Wall/Noise Barrier Proposed Traction Power Station Future Traction Power Substation Property Requirements Designated Heritage Property Potential Tree Impacts 	
PROPOSED ULTIMATE STREETSCAPE*	EAST
CHANGES TO ACCESS	
OTHER REQUIREMENTS	



PORT CREDIT (Port Credit GO Station)

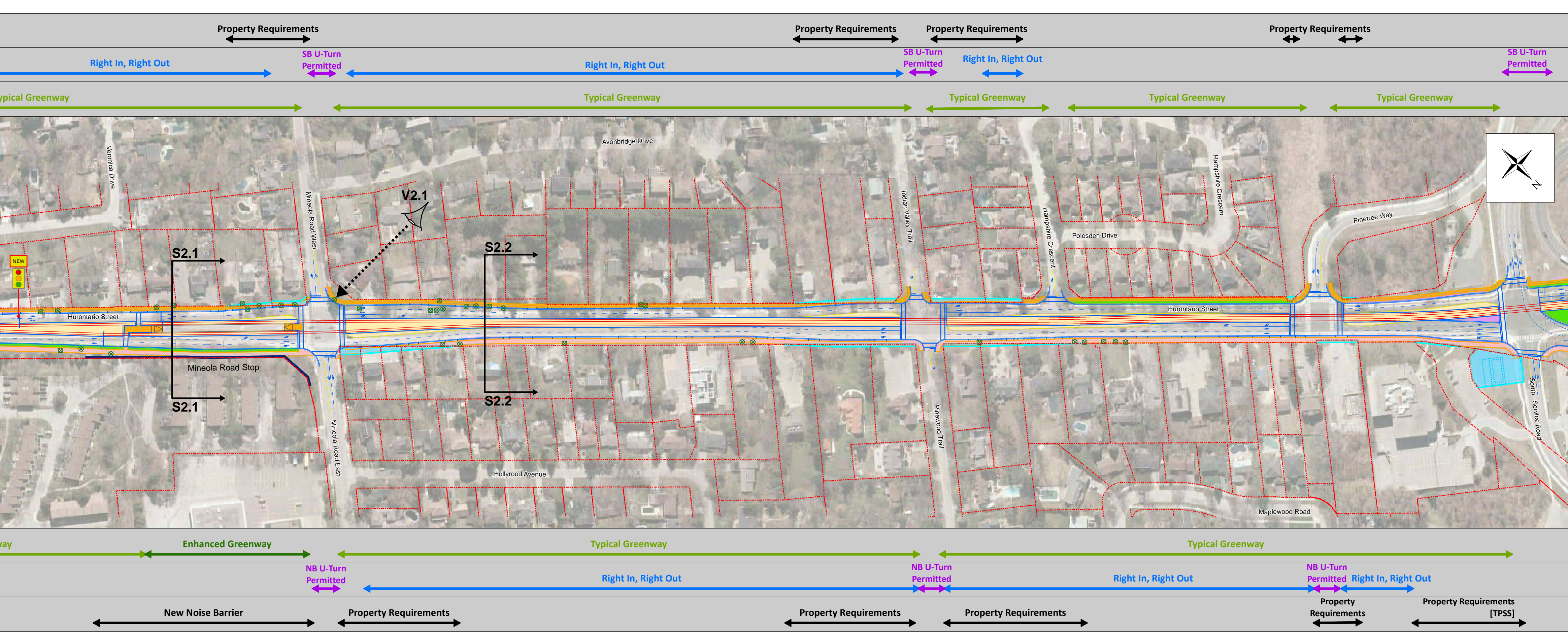
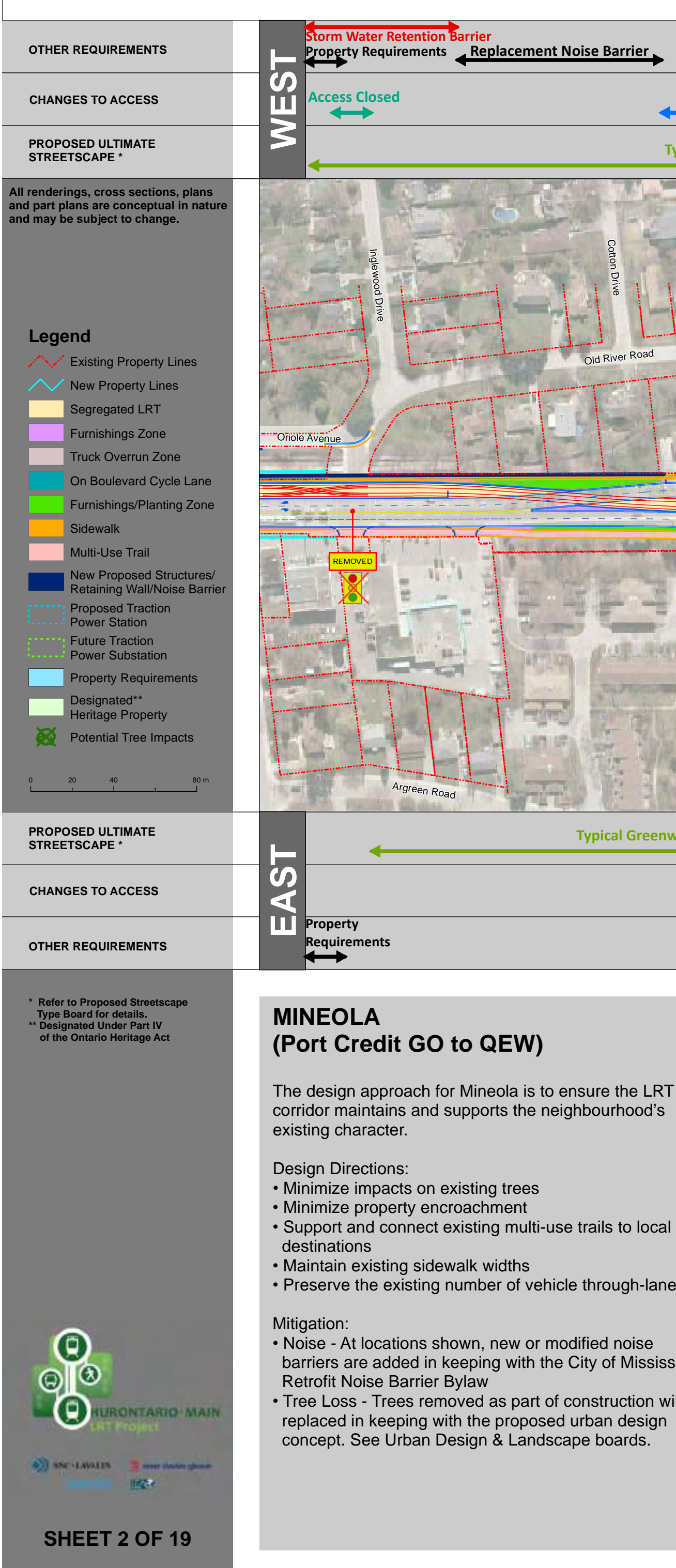
The approach for Port Credit is to ensure the design of the corridor supports the existing pedestrian-oriented character of the area. This will be achieved through the integration of targeted street plantings along wider sidewalks, while establishing convenient and comfortable connections to the waterfront, the Port Credit GO Transit station, as well as other key destinations in the area.

Design Directions:

- Support and connect LRT stops to existing and proposed cycling routes
- Locate and design the LRT terminus to support and connect to existing and future waterfront destinations
- Provide convenient pedestrian connections to the adjacent Port Credit GO Transit station from the Port Credit LRT stop.

Mitigation:

- The design here intended to address flood impacts on the stop and does so by increasing the east bank of the Mary Fix Creek channel.
- Tree Loss - Trees removed as part of construction will be replaced in keeping with the proposed urban design concept. See Urban Design & Landscape boards.



MINEOLA (Port Credit GO to QEW)

The design approach for Mineola is to ensure the LRT corridor maintains and supports the neighbourhood's existing character.

Design Directions:

- Minimize impacts on existing trees
- Minimize property encroachment
- Support and connect existing multi-use trails to local destinations
- Maintain existing sidewalk widths
- Preserve the existing number of vehicle through-lanes

Mitigation:

- Noise - At locations shown, new or modified noise barriers are added in keeping with the City of Mississauga Retrofit Noise Barrier Bylaw
- Tree Loss - Trees removed as part of construction will be replaced in keeping with the proposed urban design concept. See Urban Design & Landscape boards.



1



2



3



4



Publicly Generated Principles

Charting the Future Course: A Strategic Comprehensive Master Plan and Implemetation Guide
(STOSS Landscape Urbanism)

Guiding Principles

1. Embrace the Water
2. Celebrate Port Credit's waterfront heritage
3. Live green & blue
4. Create an economically sustainable waterfront
5. Connect water and land
6. Balance development and embrace regional context
7. Activate early and often

Framework for Change Guidelines

1. Create an interconnected parks and open space system
2. Create a continuous and contiguous waterfront trail through Port Credit
3. Increase quantity and quality of waterfront park space in Port Credit
4. Enhance the waterfront parks network
5. Increase water-based recreational opportunities
6. Diversify marina uses
7. Foster arts and culture
8. Ensure continued and improved visual and physical access to waterfront
9. Support restoration of Port Credit's natural heritage
10. Increase connectivity of open space with consideration for wildlife movement.
11. Improve quality of shoreline habitat
12. Create compact, complete and connected communities.
13. Create transit-oriented communities
14. Create healthy neighbourhoods
15. Provide sustainable waste management
16. Create a variety of built form, scales and views
17. Create high-quality streetscapes and places
18. Complement the character of the surrounding neighbourhoods and support the preservation of cultural heritage.
19. Conserve energy through green design
20. Increase visual waterfront access
21. Increase quatic and terrestrial habitat along the shoreline
22. Create efficiency in water and wastewater systems
23. Establish new retail uses
24. Strengthen urban ties to waterfront parks
25. Attract business development

'See the Possibilities' Online Survey (City of Mississauga)

Guiding Principles

1. Protect the marina: the operation, sales, service and repair (with permits) as well as charter boats and deep water harbour. Look at providing opportunities for boat storage on site.
2. Build a vibrant waterfront community and destination (park) at this unique site with a 'Marina Marketplace'.
3. Ensure that open space is in the best spot for use and is comfortable, animated and attractive all year round.
4. Providing views and access throughout the site to the water.
5. Support tourism with 'Marina Marketplace' restaurants, shops and entertainment. Protect and add jobs...
6. Put Pedestrians first!

One Port Master Plan Keeping the 'Port' in Port Credit Canada Lands Company (DTAH)

Guiding Principles

1. Extend the Community
Reinforce the connection between the city and the waterfront by extending pedestrian, cyclist and vehicular connections to the waters edge
2. Views
Reinforce views to Lake Ontario, the Credit River, natural areas and waterfront related activities such as fishing, boating and strolling
3. Public Open Space: Waterfront Trail, Parks and Plazas
Anchor the public realm with pedestrain-scaled public open space encompassing a generous Waterfront Trail, an active marine plaza, and urban parks which link adjacent public open spaces and celebrate key locations along the water's edge.
4. Marina and Marine Uses
Maintain and integrate active and viable marina functions and related businesses as part of an overall waterfront mixed-use neighbourhood
5. Port Street
Contribute to Port Street being a strong identifying feature of the watefront designed to have an active pedestrain boulevard, lined by street tree planting and supportive building frontages
6. Streets and Blocks
Develop a fine-grained pedestrain-scaled network of streets and blocks, extending the grid of the urban village and utilizing the form of the existing shed as a template for block width
7. Transit
Fully leverage and capitalize upon the available existing and planned transit facilities in Port Credit and adopt other strategies as detailed in this Master Plan, that seek to minimize auto-dependent travel, maximize transit usage and provide an enviornment that encourages pedestrian and cycling usage

Foundation of Master Plan

Create a Vibrant Destination Community Woven into Port Credit

Open Space

Provide a continuous, publicly accessible water's edge promenade linking St. Lawrence and JJ Plaus parks, as part of the water-front trail. It should contain:

- A wide public walkway, plenty of seating and large trees
- Linkages to the street network
- A variety of spaces and opportunities along it

Create a public open space within the development that has a multitude of potential uses, including winter uses.

Pedestrian and Cycling Network

The primary pedestrian network is the street network in concert with the water's edge promenade. Each should be well-connected to the other. Other pedestrian spaces may augment this, for example walkways, parks, plazas, or woonerf style streets.

Create a continuous bike linkage through the site to complete the waterfront trail, with secondary linkages.

Street & Block Network

Create a publicly accessible, well-connected network of streets providing:

- more than one connection to the existing street network
- in places, views to the water from within and beyond the site
- direct linkages to the waters edge promenade, and any major park(s)
- linkages among all land uses

Streets must be streets: clearly recognizable, designed to share vehicular traffic, pedestrain sidewalks, cycling lanes if appropriate, street trees, and faced by buildings

Publicly accessible streets based on alternative development standards (e.g. woonerf style) may augment the public street network, for example to provide access, servicing or linkages

Land Use

Create a mixed use community with a variety of uses at grade, with an animated built form interface to the public realm. Ensure the marina function is well-integrated with the site and minimizes conflicts.

Land uses should include...

- Marina Marketplace
- Offices
- Retail
- Residential
- Public Market?
- Marina boat repair facility?

Height Pattern

The street network will create a fine grained network of blocks for development. All multi-storey buildings should have a 3 or 4 storey streetwall with taller elements stepped back.

Building Heights shuld be rationalized based on...

- Stakeholder desires/community input
- Transitions from high-to-low
- Lower heights at the water's edge

Port Credit Local Area Plan

Guiding Principles

1. Protect and enhance the urban village character recognizing heritage resources, the mainstreet enviornment, compatibility in scale, design, mixture of uses and creating focal points and land-marks.
2. Support Port Credit as a distinct waterfront community with public access to the shoreline, protected views and vistas to Lake Ontario, the Credit River and active waterfront uses.
3. Enhance the public realm by promoting and protecting the pedestrian, cyclist and transit environment, creating well connected and balanced parks and open spaces and reinforcing high quality built form.
4. Support the preservation, resoration and enhancement of the natural enviornment.
5. Balance growth with existing character by directing intensification to the Community Node, along Lakeshore Road (east and west), brownfield sites and away from stable neighbourhoods. Intensification and development will respect the experience, identity and character of the surrounding context and Vision.
6. Promote a healthy and complete community by providing for a range of opportunities to access transportation, housing, employment, the enviornment, recreational, educational, community and cultural infrastructure that can assist in meeting the day-to-day needs of the residents.

