

# 1 Port Street East Master Plan

Community Workshop:  
December 2 and 3, 2015

# Summary

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MISSISSAUGA

The Planning Partnership

**City of Mississauga**

**The Planning Partnership (TPP)**

**Ron Palmer**

**Donna Hinde**

**Wai Ying Di Giorgio**

**Rick Merrill**

**Mike Hudson**

**Shoreplan Engineering**

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**Touristics**

**Glenn Pincombe**

**Cushman + Wakefield**

**Andrew Browning**



# 1 Port Street East Master Plan December 2<sup>nd</sup> & 3<sup>rd</sup> Workshop

## Master Plan Requirement

The Port Credit Local Area Plan requires that a master plan be done prior to development.

The master planning process continued with a two-day community workshop held on December 2<sup>nd</sup> and 3<sup>rd</sup>, 2015, in Port Credit.

A Marina Business Case has been developed to inform a sustainable and viable future marina at 1 Port Street East. The Marina Business Case Study has put forward two options for the marina. These options were used in the generation of master plan concepts during the community workshop.

The master plan will be tied to an Official Plan Amendment, which will set out the City's expectations and land use planning policies for the site.

# Local Area Plan Policies: Master Plan

13.1.8.3 A comprehensive master plan will be prepared to the City's satisfaction that will address, among other matters, **land use, built form and transportation**.

In addition, the master plan will:

- a. determine **contamination** on the site;
- b. have regard for **other City plans, policies and reports**, such as the Lakeview and Port Credit District Policies Review and Public Engagement Process – Direction Report and the Waterfront Parks Strategy 2008;
- c. include provision of significant **public parklands along and access to the waterfront** including the extension of the Waterfront Trail;
- d. preserve and enhance **views** to Lake Ontario;
- e. examine unique opportunities to take advantage of the site's location and reflect **the historic marine heritage** of the area including preserving the marina function and the Ridgetown breakwater;
- f. consider the appropriate built form around the future terminus of the Light Rail Transit planned along Port Street East;
- g. provide opportunities to accommodate **employment uses**.

# 1 Port Street East Master Plan December 2<sup>nd</sup> & 3<sup>rd</sup> Workshop Summary

## Agenda of Each Day

Working session with staff from City,  
Region of Peel and Credit Valley  
Conservation

Working session with Canada Lands  
Corporation

Focus Group Discussion re: marina  
and jobs

Focus Group Discussion re: land use,  
parks, built form, mobility



**Daytime Public Drop-In**

**Evening community workshop**

# **Day 1: December 2 – Design Parameters**

**At each meeting, there was group discussion on the four concept plans that had been prepared to date.**

**Each concept plan was analysed using their component layers.**

**People provided comments and input on each component layer.**

**Component layers:**

Open Space Network

Land Use

Pedestrian + Cycling Network

Height Pattern

Street and Block Network

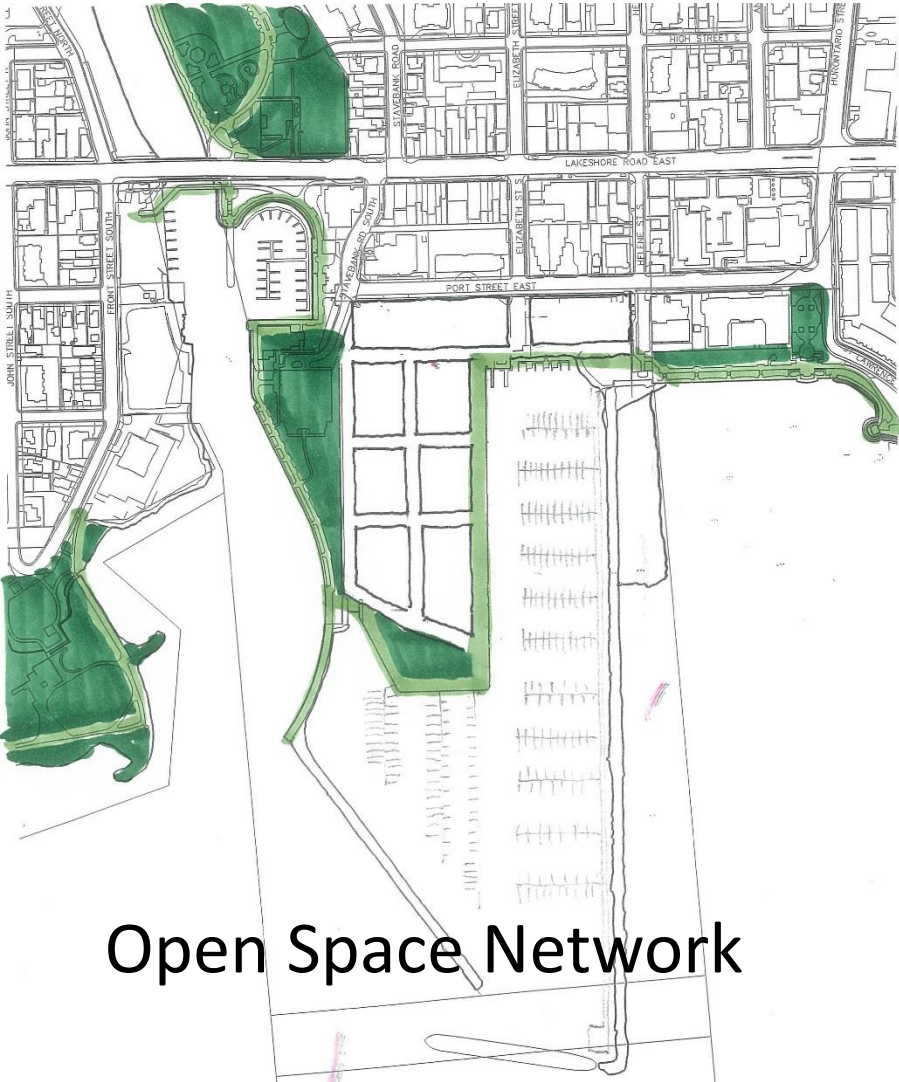
Marina

# 1 Port Street East Master Plan December 2<sup>nd</sup> & 3<sup>rd</sup> Workshop pre TPP – Concept 1

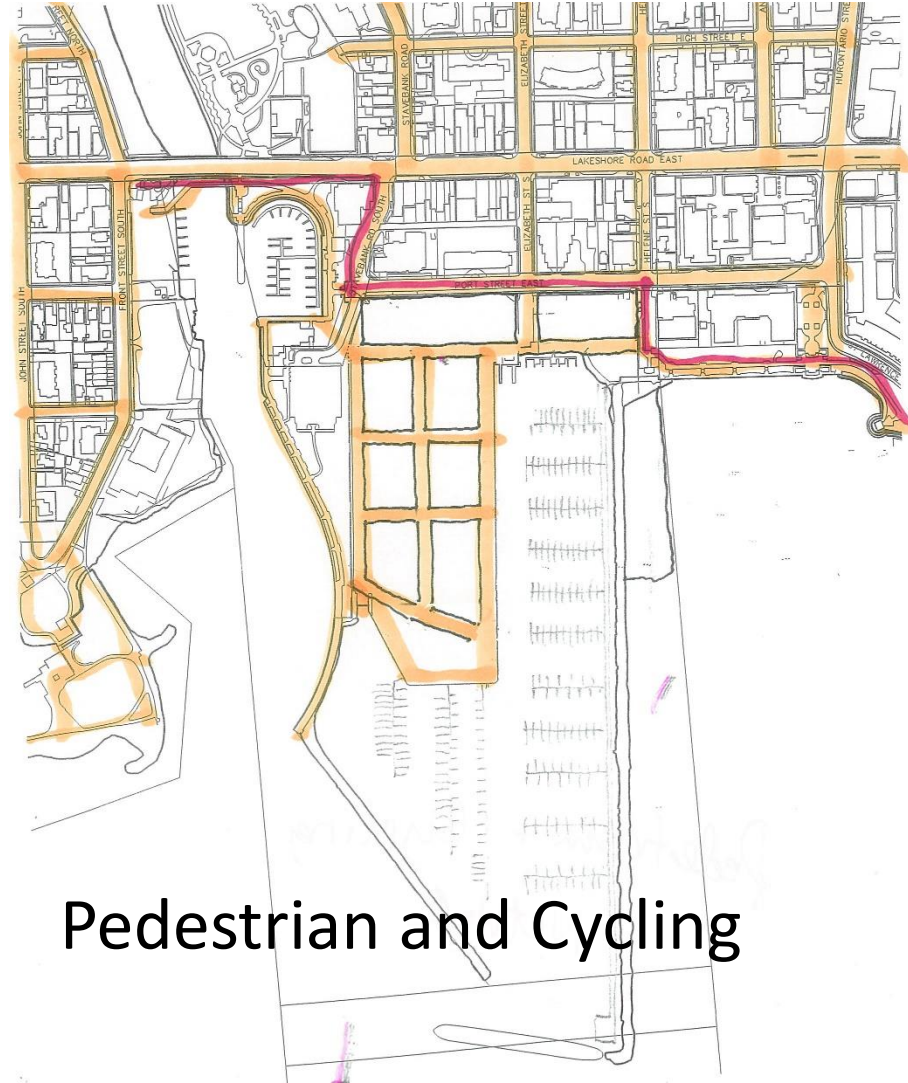


# 1 Port Street East Master Plan December 2<sup>nd</sup> & 3<sup>rd</sup> Workshop

## Layers – Concept 1



Open Space Network

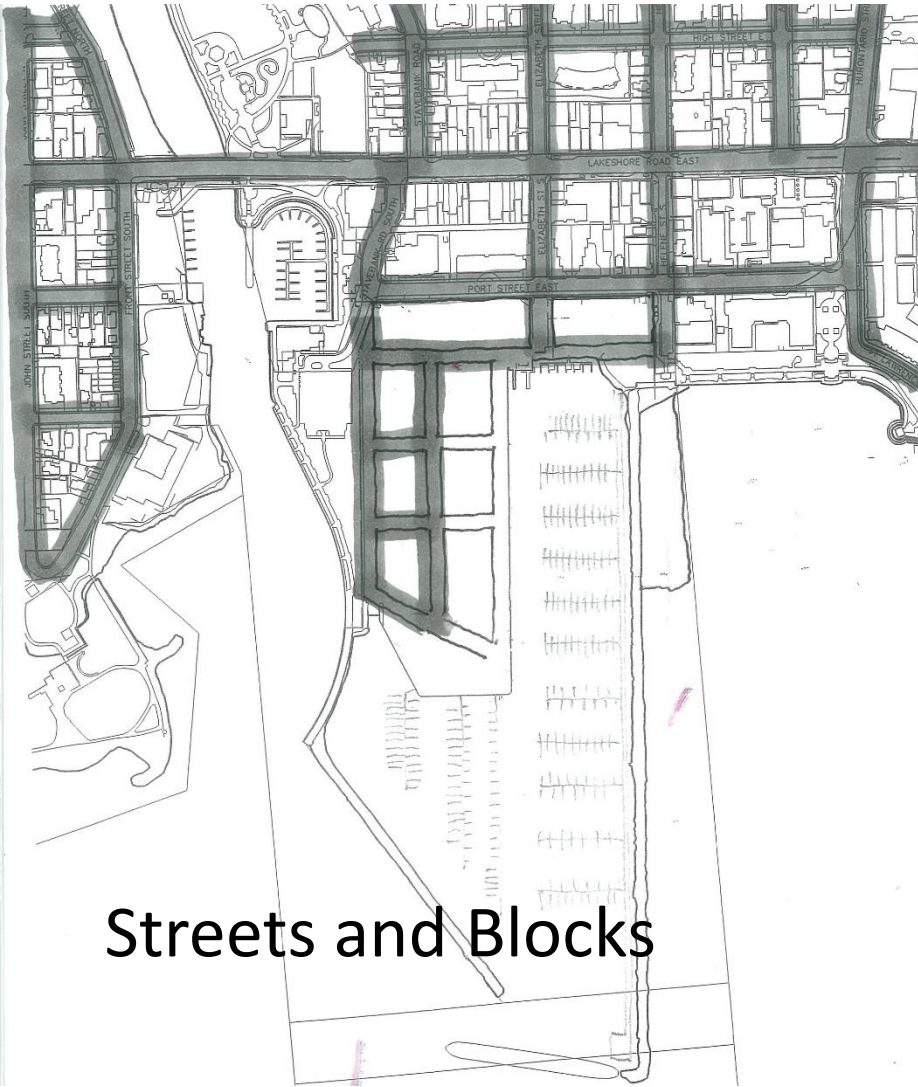


Pedestrian and Cycling

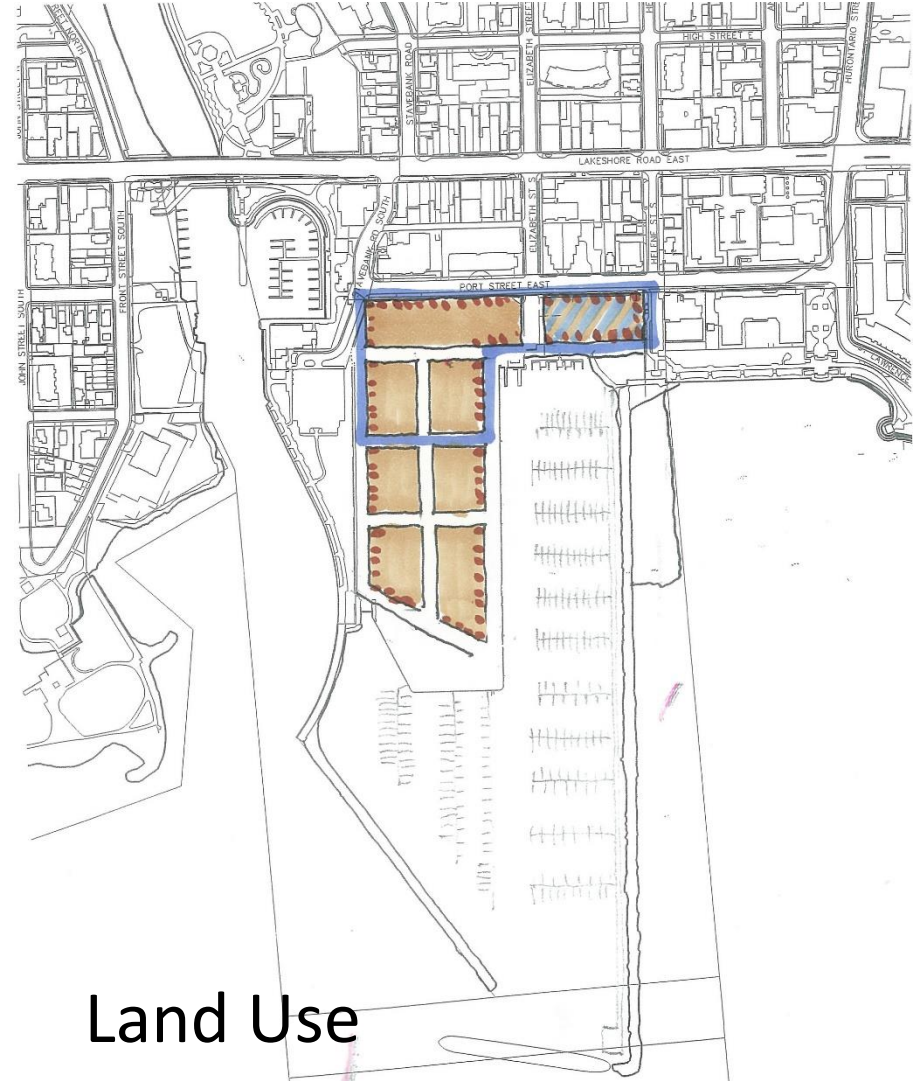


# 1 Port Street East Master Plan December 2<sup>nd</sup> & 3<sup>rd</sup> Workshop

## Layers – Concept 1



Streets and Blocks



Land Use

# 1 Port Street East Master Plan December 2<sup>nd</sup> & 3<sup>rd</sup> Workshop

## Layers – Concept 1



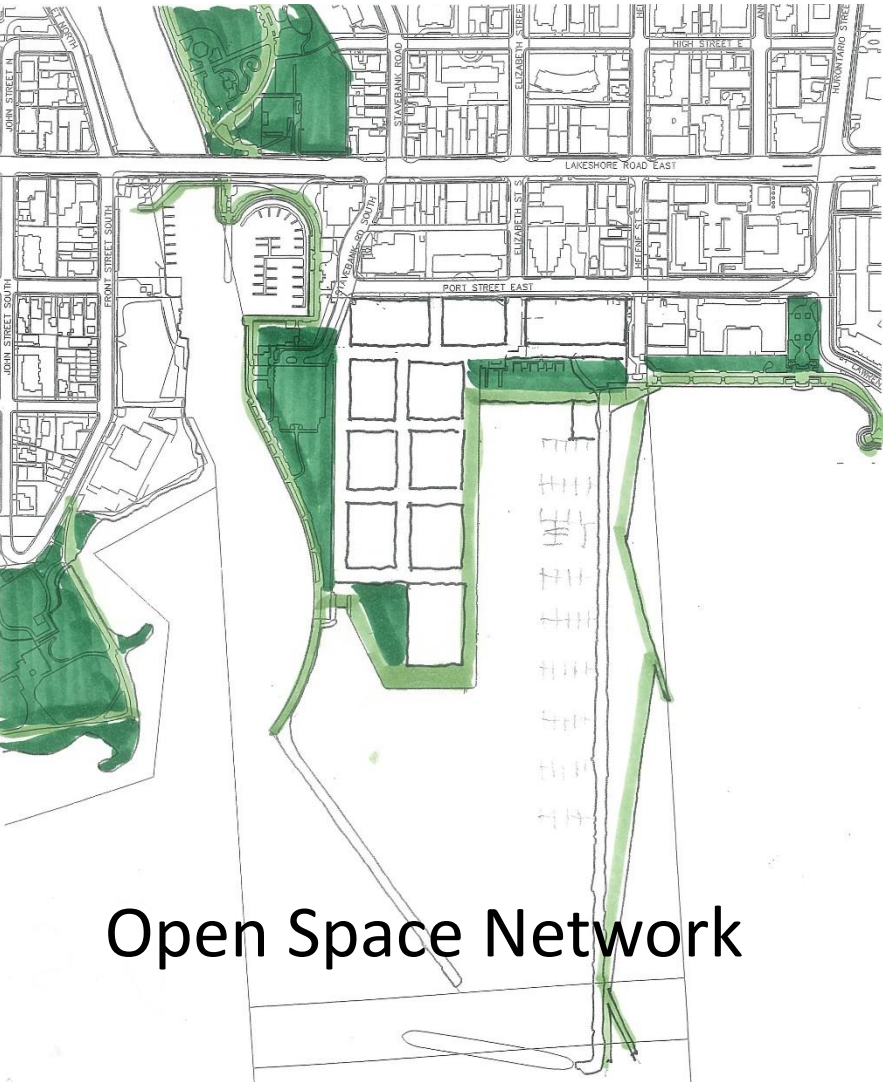
Height Pattern

# 1 Port Street East Master Plan December 2<sup>nd</sup> & 3<sup>rd</sup> Workshop pre TPP – Concept 2

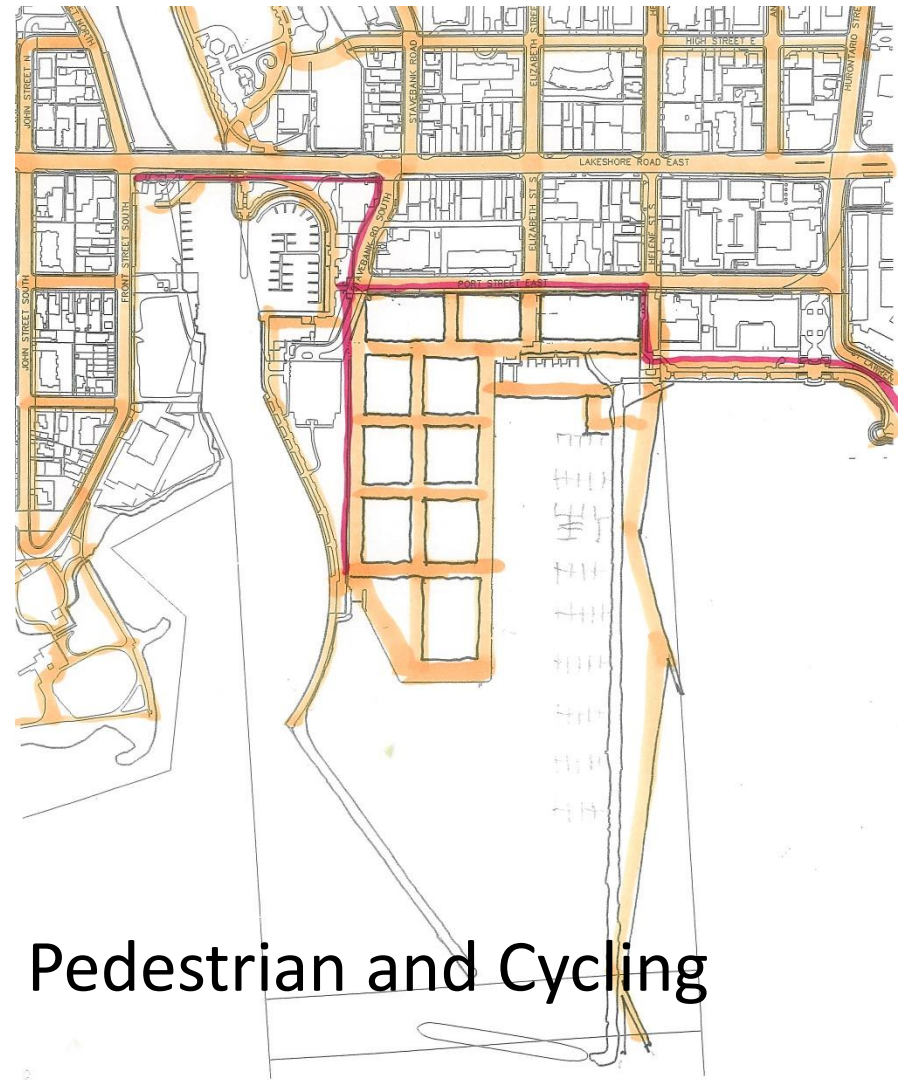


# 1 Port Street East Master Plan December 2<sup>nd</sup> & 3<sup>rd</sup> Workshop

## Layers – Concept 2



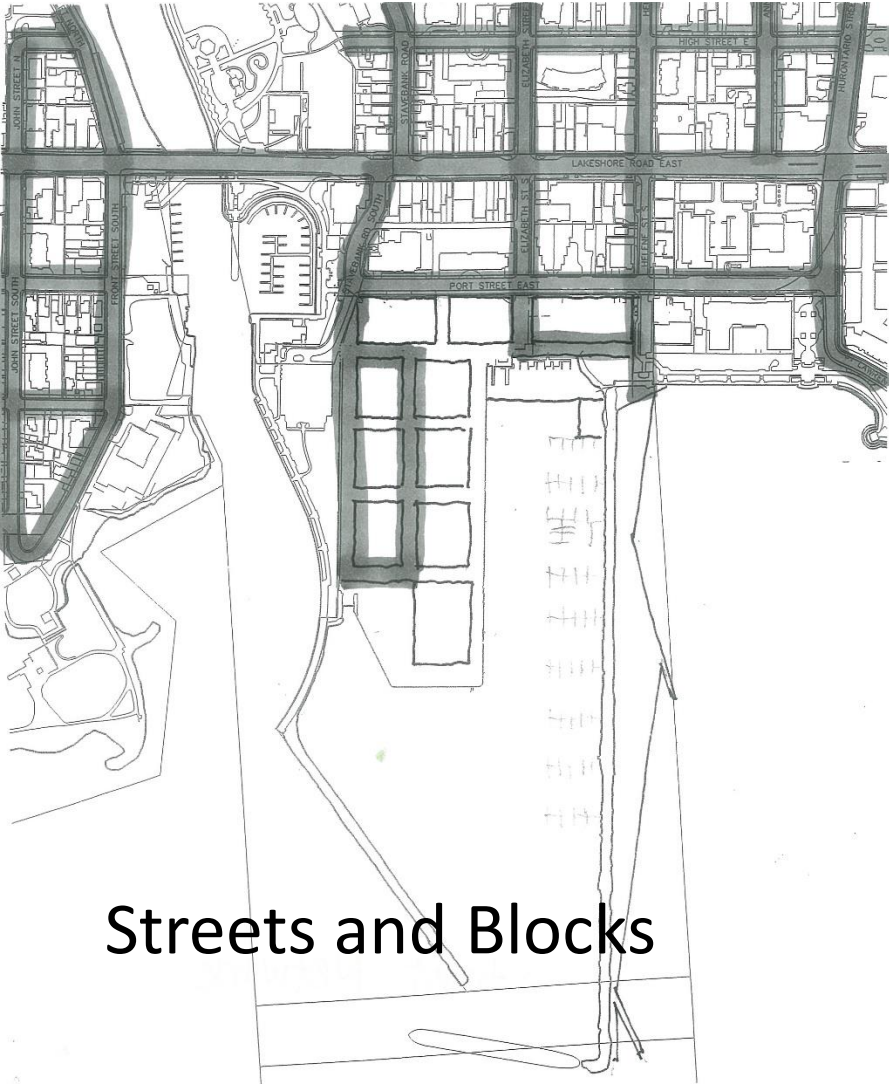
Open Space Network



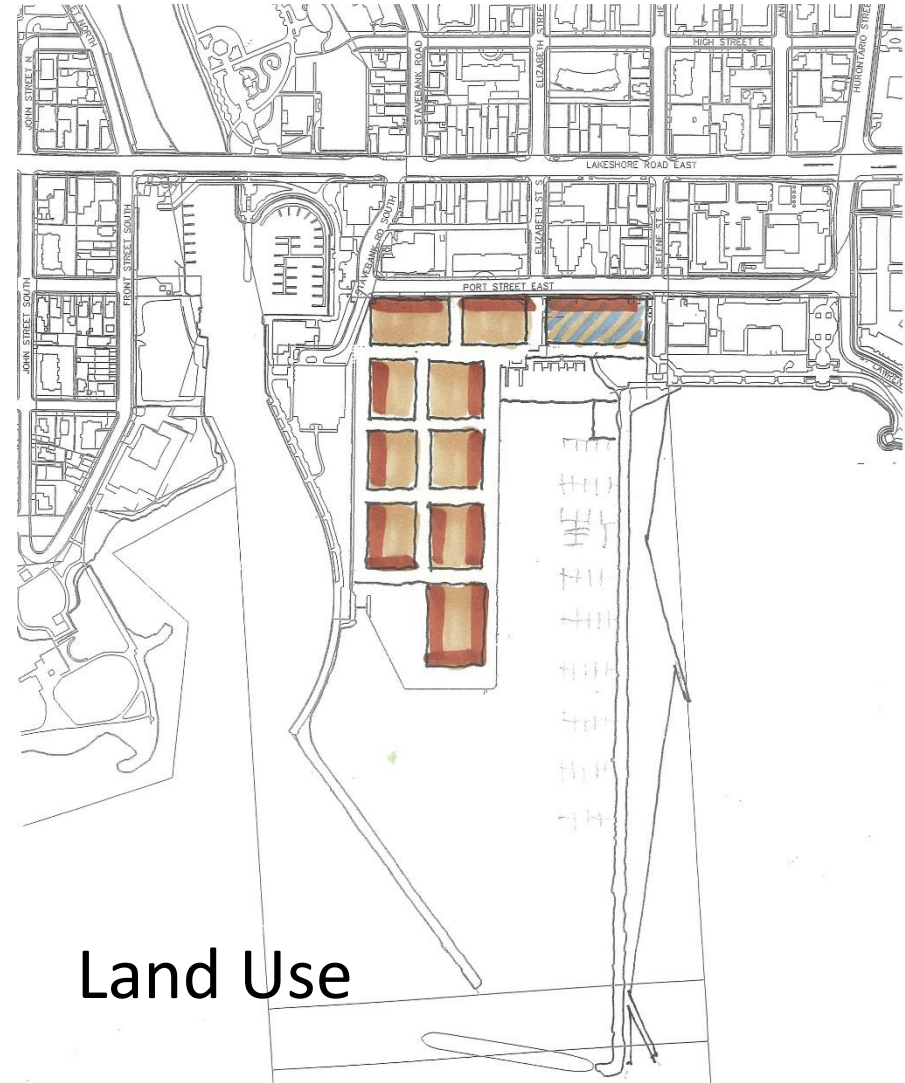
Pedestrian and Cycling

# 1 Port Street East Master Plan December 2<sup>nd</sup> & 3<sup>rd</sup> Workshop

## Layers – Concept 2



Streets and Blocks



Land Use

# 1 Port Street East Master Plan December 2<sup>nd</sup> & 3<sup>rd</sup> Workshop

## Layers – Concept 2



Height Pattern

# 1 Port Street East Master Plan December 2<sup>nd</sup> & 3<sup>rd</sup> Workshop pre TPP – Concept 3



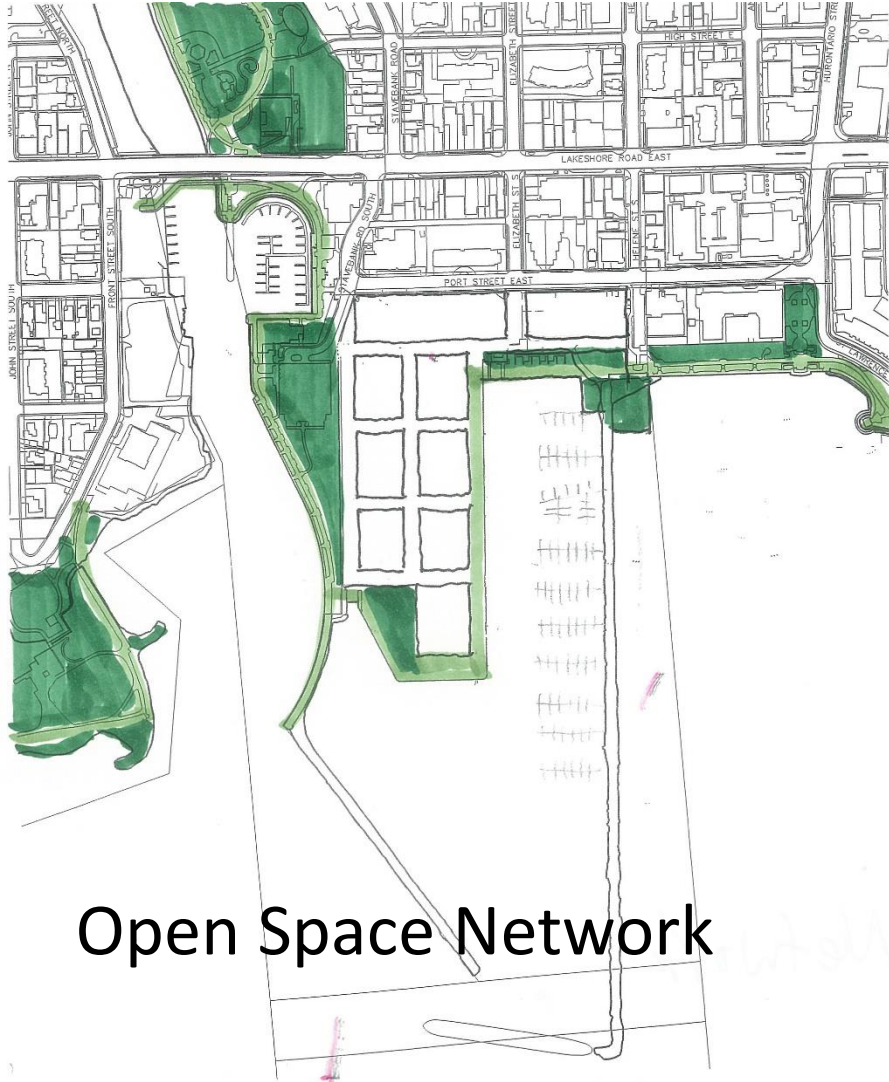
# 1 Port Street East Master Plan December 2<sup>nd</sup> & 3<sup>rd</sup> Workshop pre TPP – Concept 3



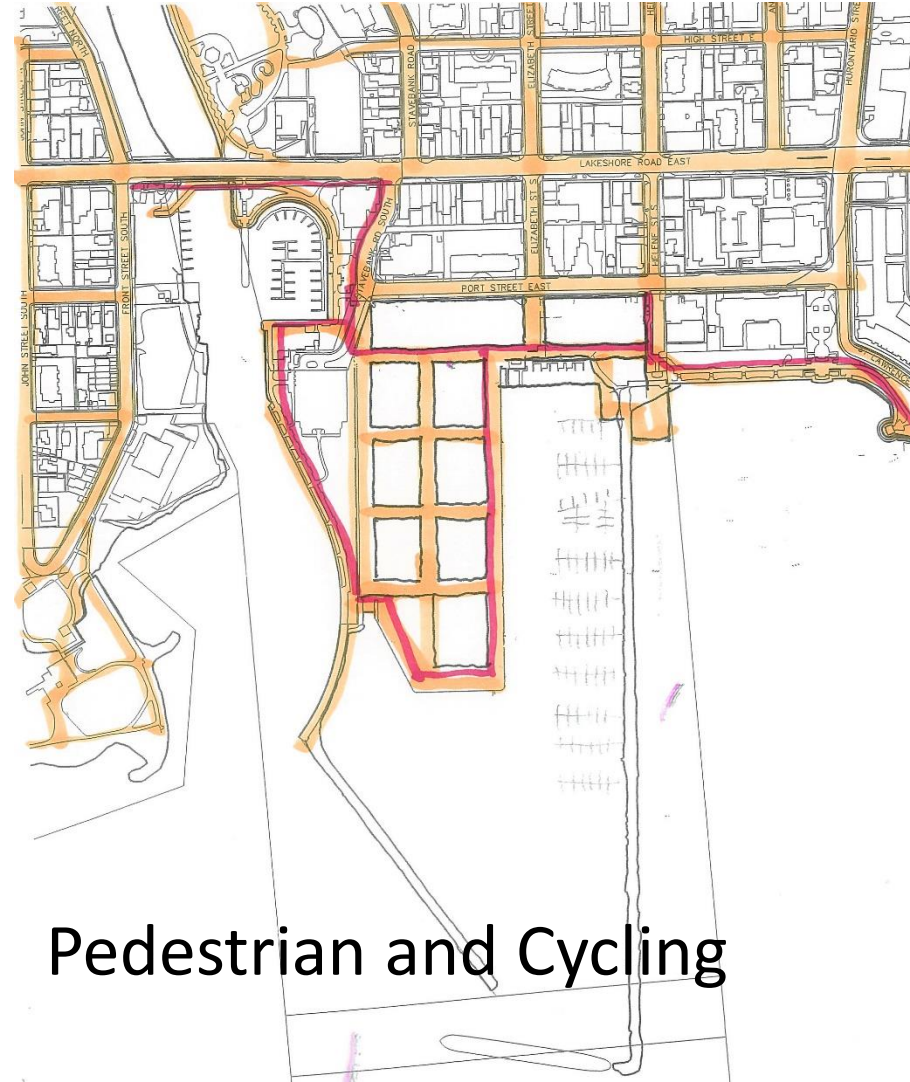


# 1 Port Street East Master Plan December 2<sup>nd</sup> & 3<sup>rd</sup> Workshop

## Layers – Concept 3



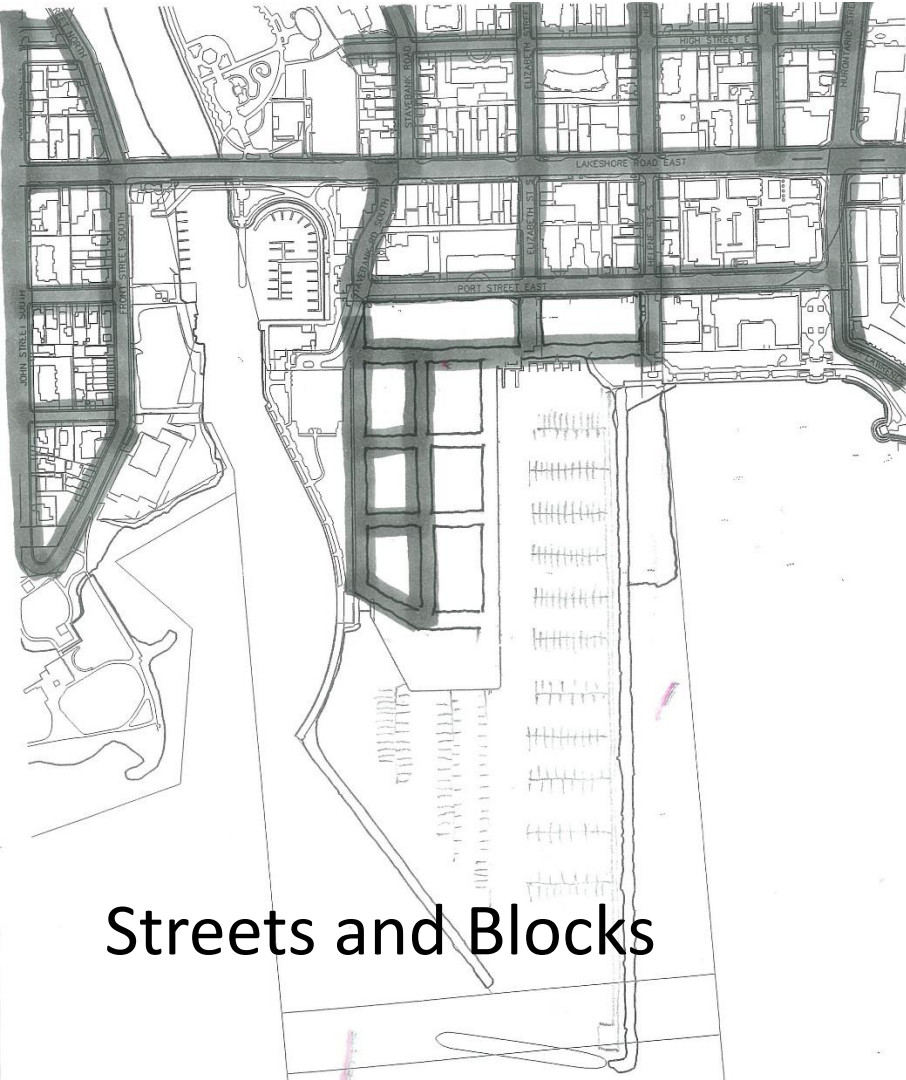
Open Space Network



Pedestrian and Cycling

# 1 Port Street East Master Plan December 2<sup>nd</sup> & 3<sup>rd</sup> Workshop

## Layers – Concept 3



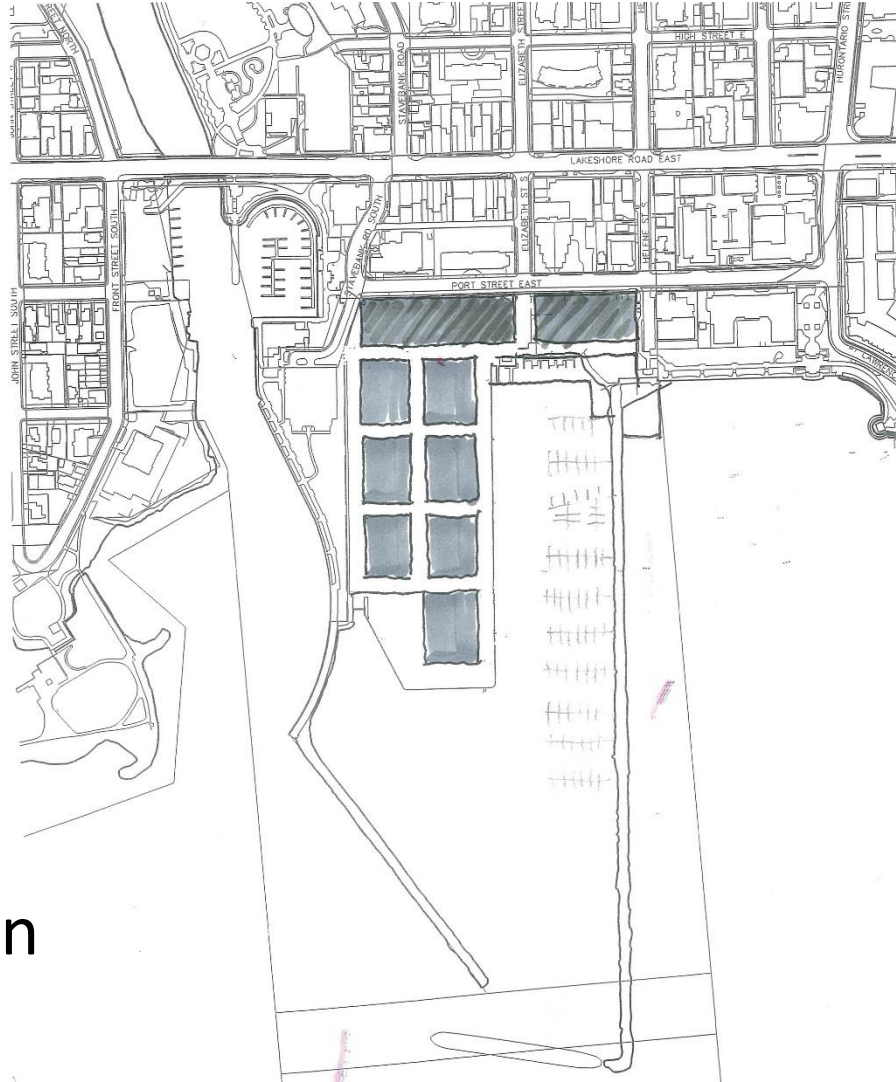
Streets and Blocks



Land Use

# 1 Port Street East Master Plan December 2<sup>nd</sup> & 3<sup>rd</sup> Workshop

## Layers – Concept 3



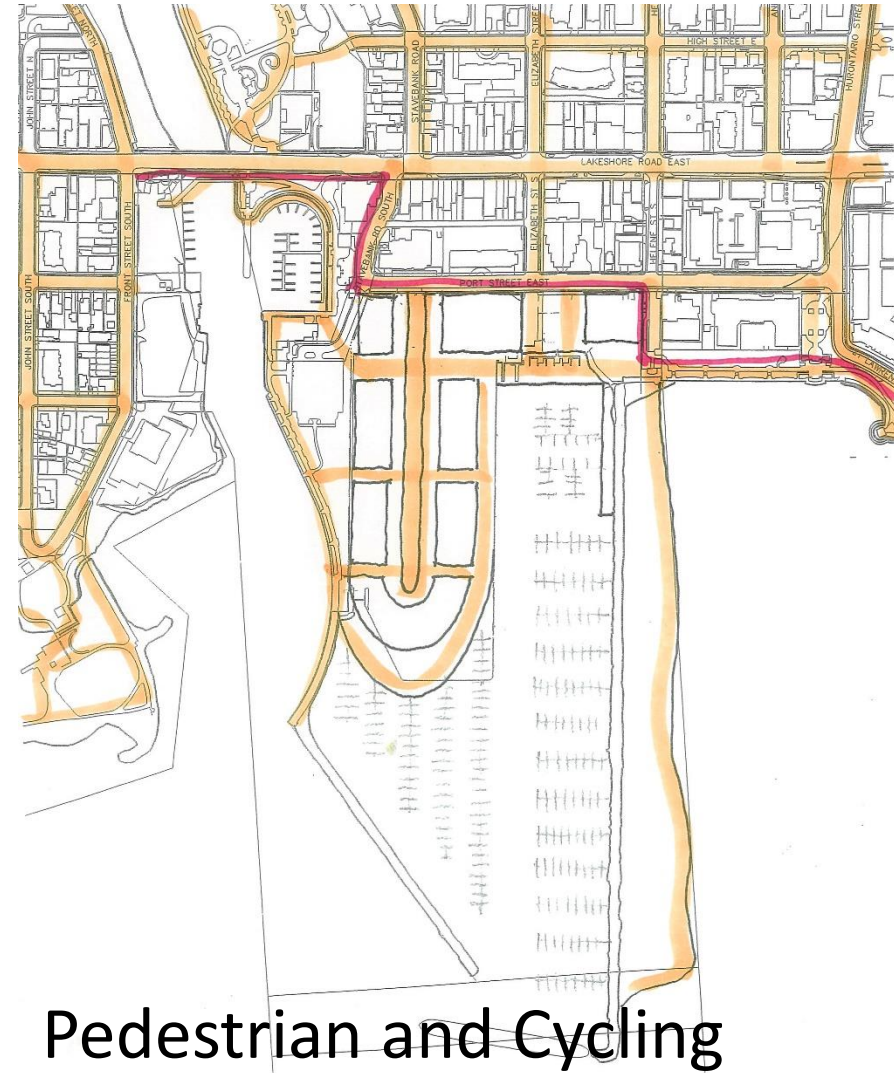
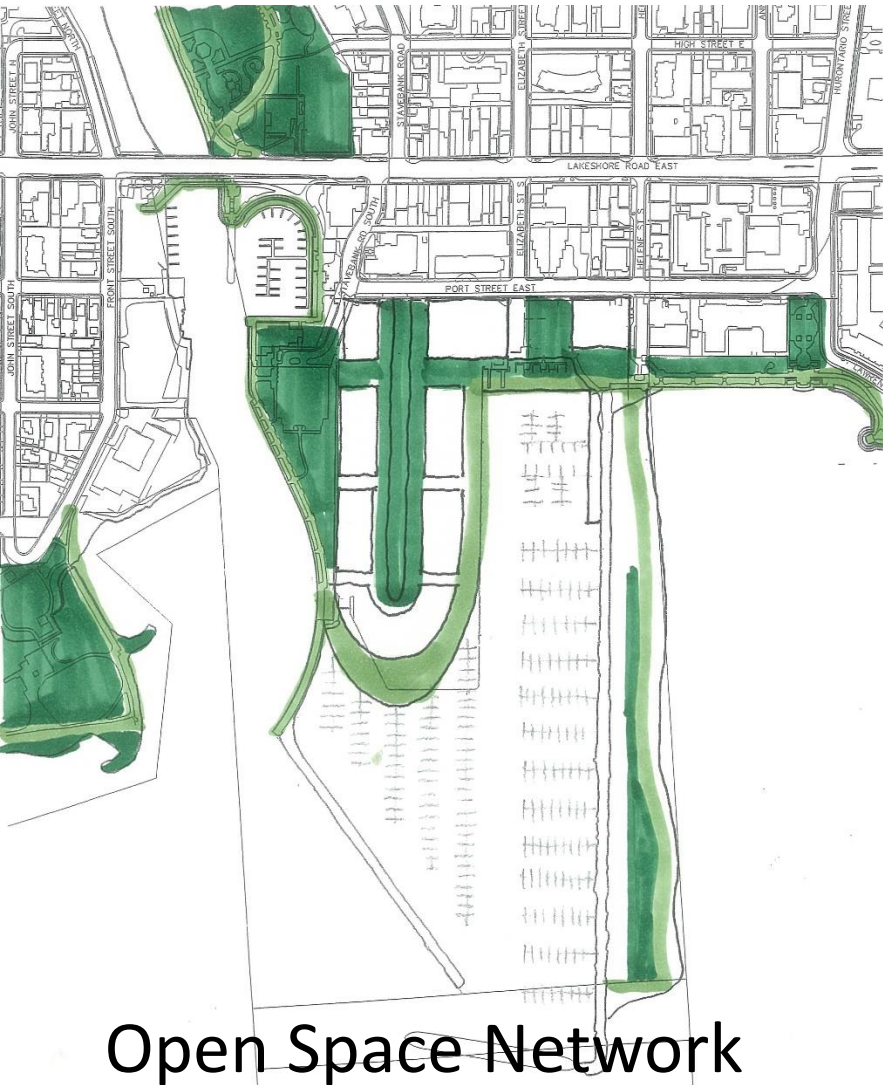
Height Pattern

# 1 Port Street East Master Plan December 2<sup>nd</sup> & 3<sup>rd</sup> Workshop pre TPP – Concept 4



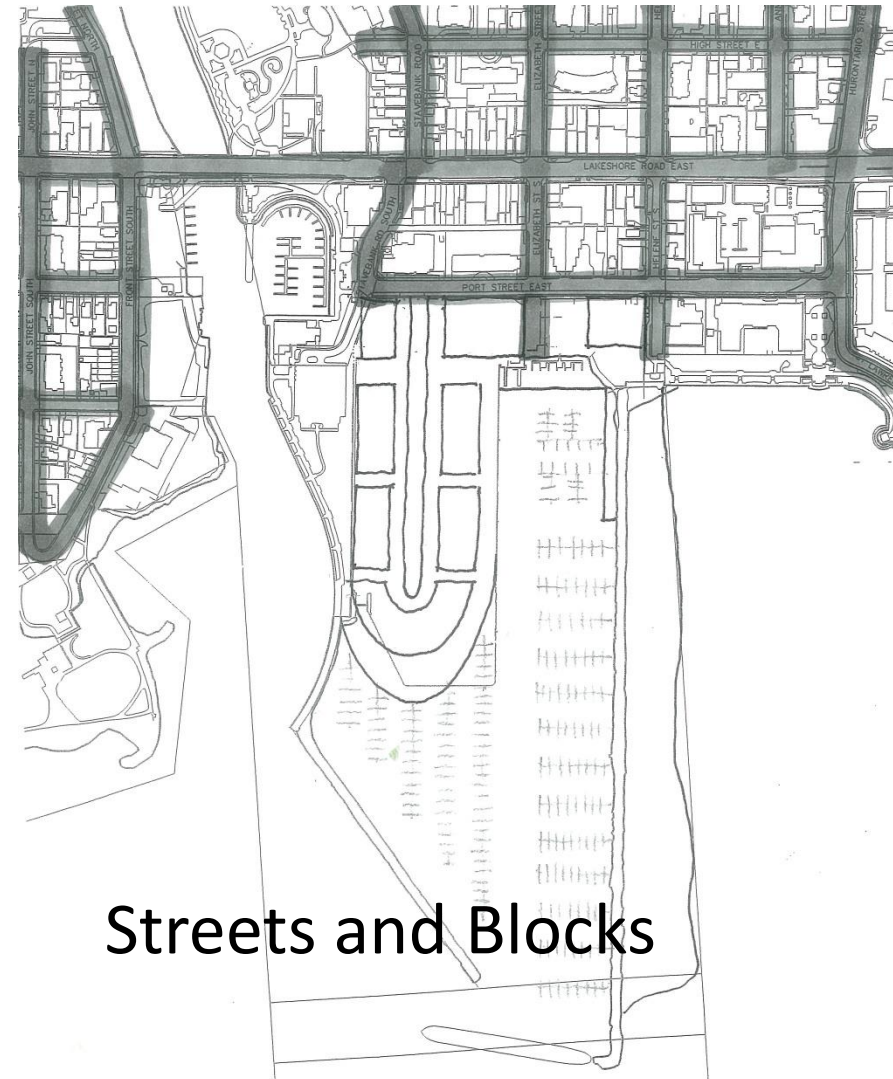
# 1 Port Street East Master Plan December 2<sup>nd</sup> & 3<sup>rd</sup> Workshop

## Layers – Concept 4

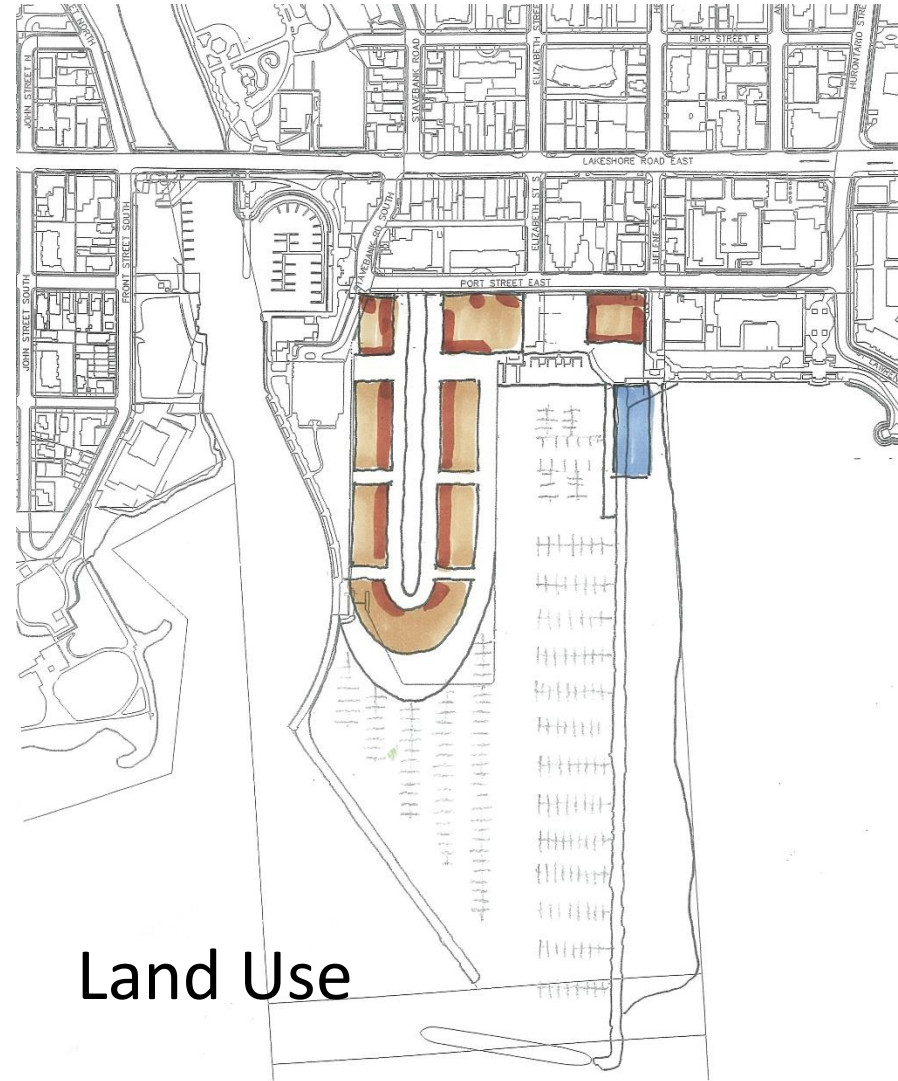


# 1 Port Street East Master Plan December 2<sup>nd</sup> & 3<sup>rd</sup> Workshop

## Layers – Concept 4



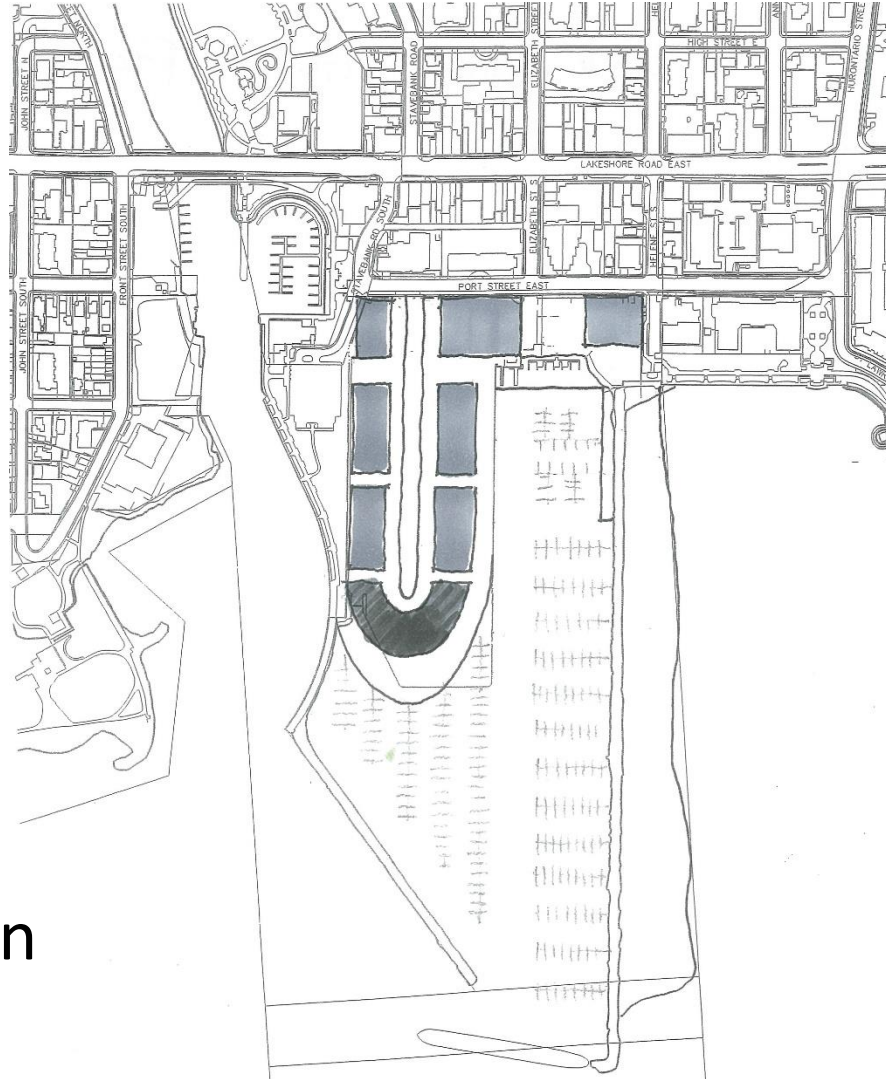
Streets and Blocks



Land Use

# 1 Port Street East Master Plan December 2<sup>nd</sup> & 3<sup>rd</sup> Workshop

## Layers – Concept 4



Height Pattern

# Concept 1



# Concept 2



# Concept 3



# Concept 4



Open Space Network



Pedestrian + Cycling Network



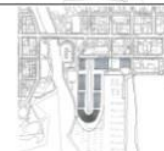
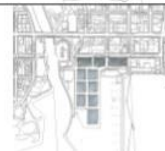
Street + Block Network



Land Use



Height Pattern





# 1 Port Street East Master Plan December 2<sup>nd</sup> & 3<sup>rd</sup> Workshop Summary

## What we heard

We heard a wide range of opinions, both for and against some of the layers.

Views to and through the site are important – establishing a connection to the waterfront.

East-west and north-south connectivity are important; some felt it must be accomplished with a road grid, others felt it could be more pedestrian.

Everybody agrees on the pedestrian promenade at the water's edge.

Many people felt that greater building height is appropriate at Port Street and the wharf should be lower in scale. Many people felt a taller iconic building at the southern tip of the site would be appropriate.

Mixed use is great, but how much retail and where it should go were debated.

Preserving the operation of the existing marina and building through the initial redevelopment and site construction is important. In the longer term, the marina function will be accommodated in a new facility.

## Day 2: December 3 – Emerging Concept

Individual feedback on the Layers of the previous concept plans was used to create four new master plan concepts.

The new concepts examined alternative ideas we heard for parks and open spaces, streets and blocks, land uses, and marina options.



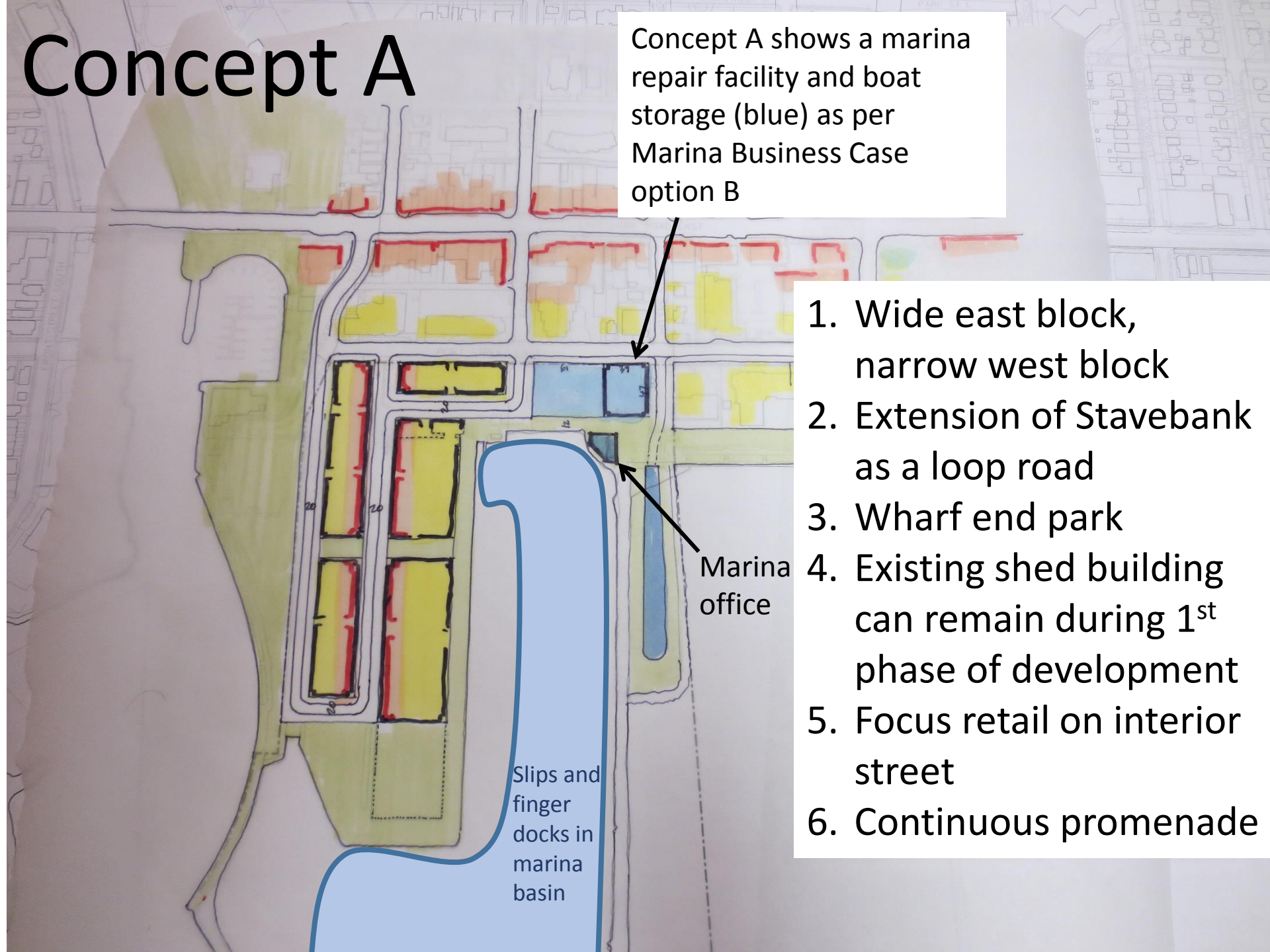
# Concept A

Concept A shows a marina repair facility and boat storage (blue) as per Marina Business Case option B

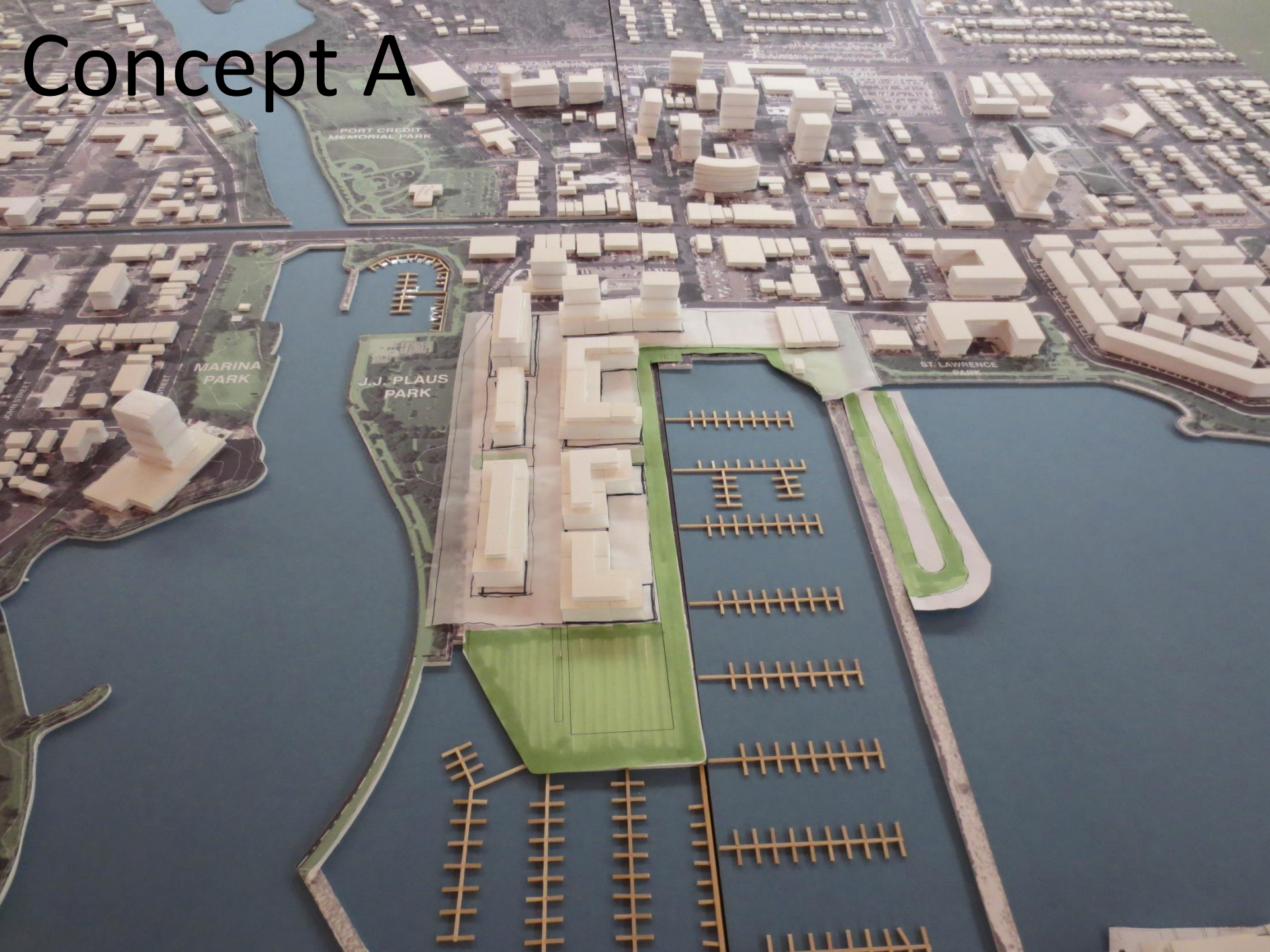
1. Wide east block, narrow west block
2. Extension of Stavebank as a loop road
3. Wharf end park
4. Existing shed building can remain during 1<sup>st</sup> phase of development
5. Focus retail on interior street
6. Continuous promenade

Marina office

Slips and finger docks in marina basin



# Concept A



# Concept A variant

Concept A variant shows no marina repair facilities, boat storage or pier expansion, as per Marina Business Case option A. These could be accommodated in this concept by replacing the development block in this area with a repair shop and expanding the pier, as per Marina Business Case option B.



1. Equal width east and west blocks
2. Extension of Stavebank as a loop road
3. Wharf end park
4. Existing shed building removed
5. Focus retail on interior street
6. Continuous promenade

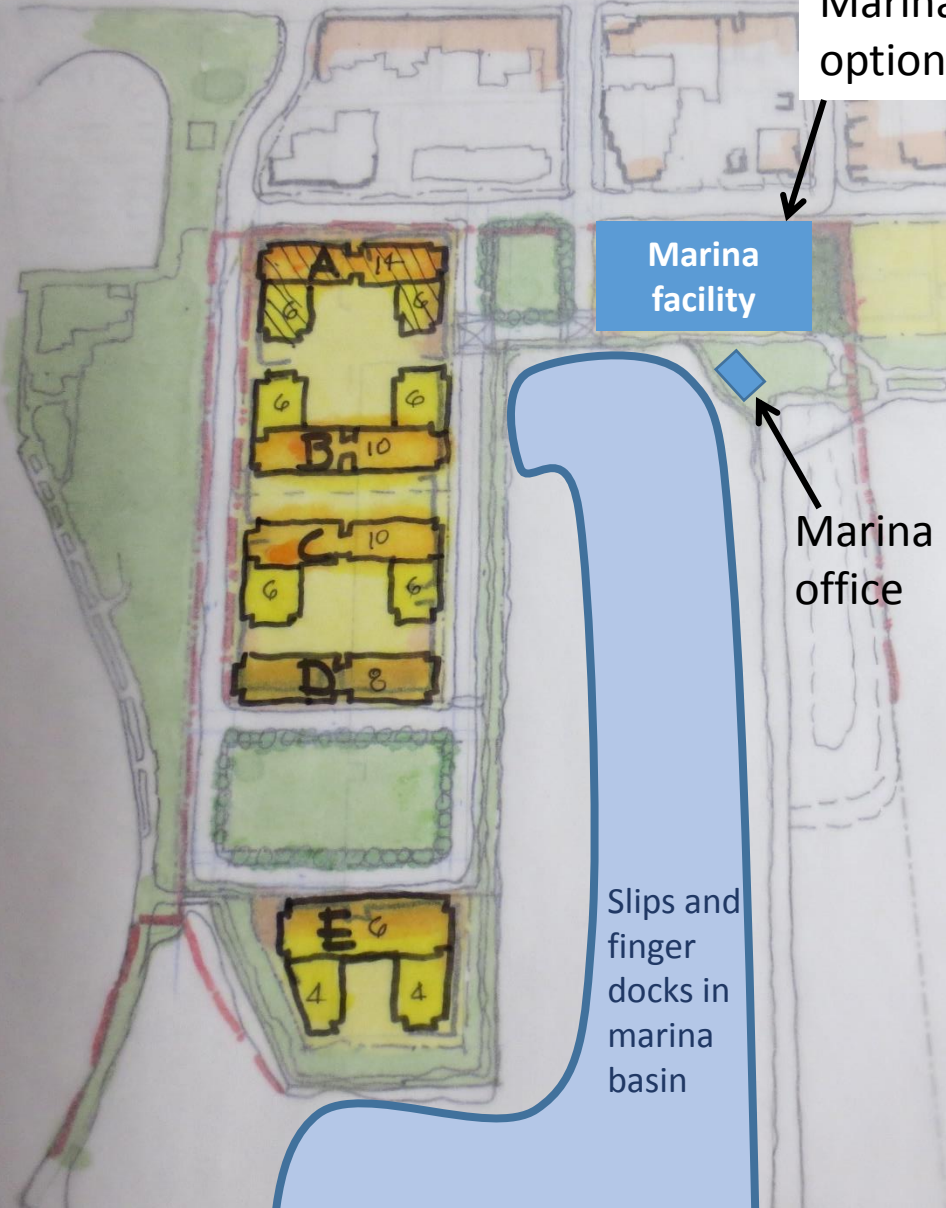
# Concept A variant



# Concept B

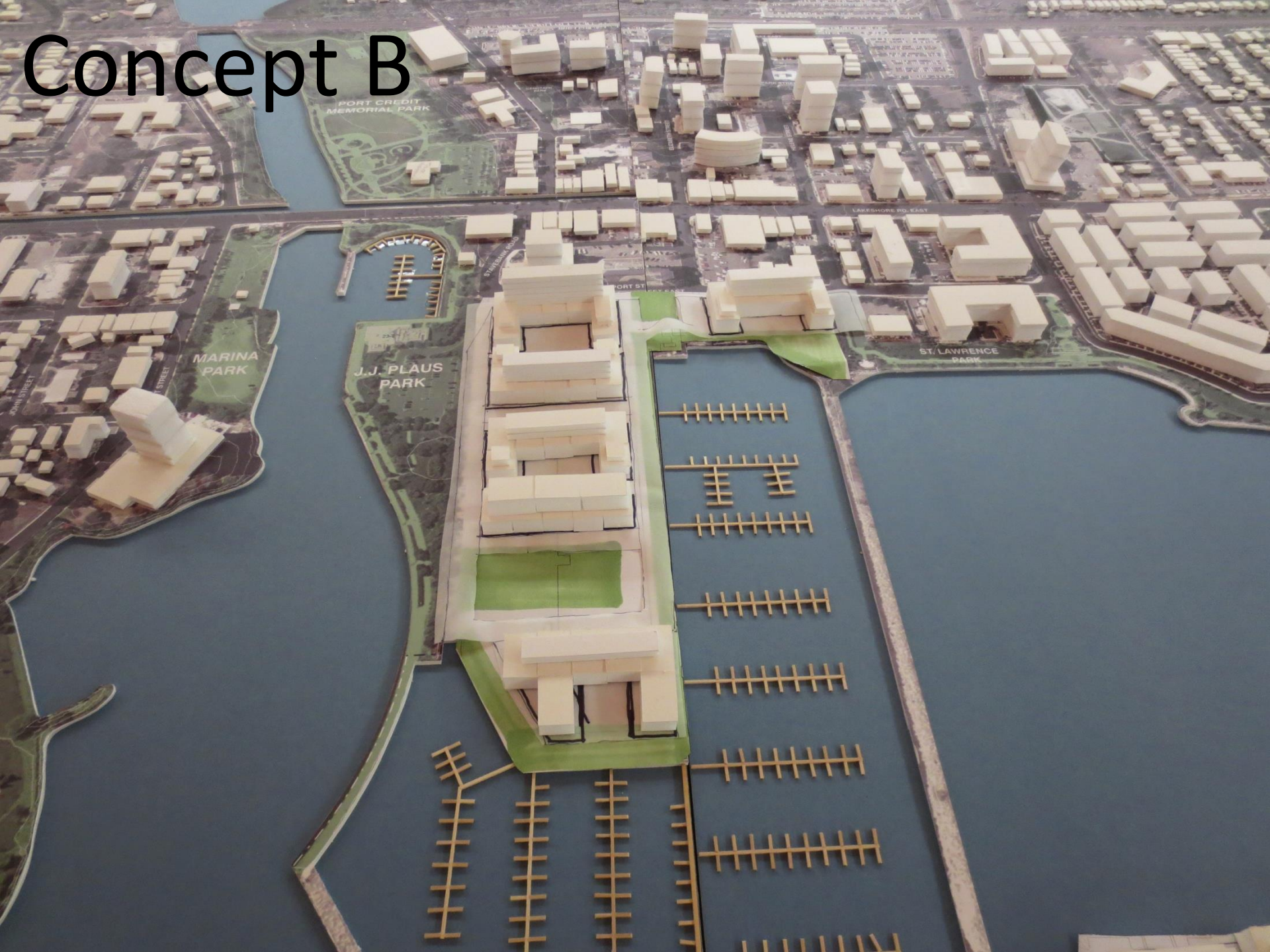
Concept B shows a marina repair facility and boat storage (blue) as per Marina Business Case option B

	sqft	units	office	misc
A	24,000	2,660	3,000	2,300
B	17,400	1,915		1,600
C	17,400	1,915		1,600



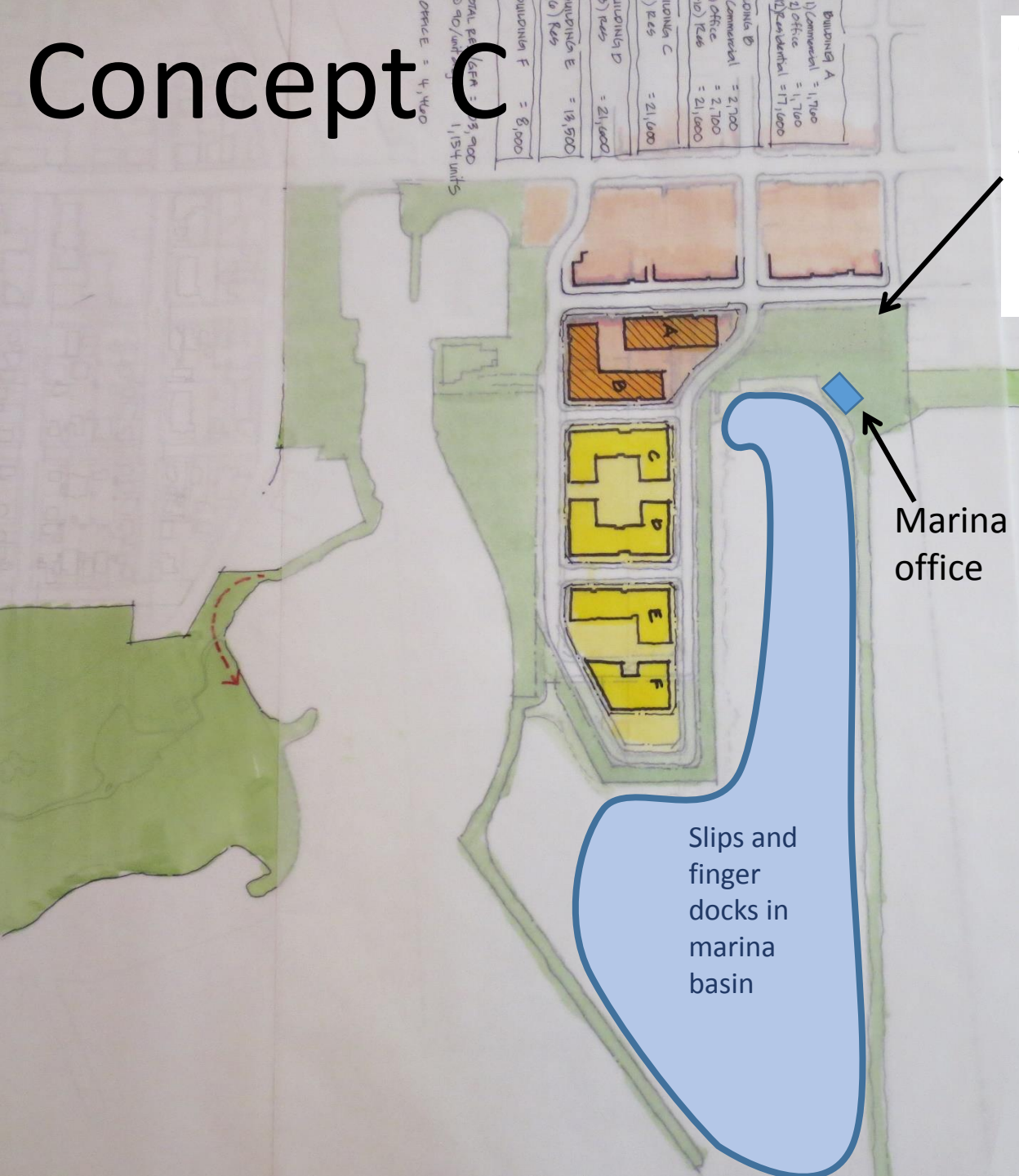
1. Wide blocks
2. Extension of Stavebank as a loop perimeter road
3. Park is mid block and connected to water at both ends
4. Marina or development block on Port Street
5. Continuous promenade

# Concept B





# Concept C



Concept C shows no marina repair building or boat storage, as per Marina Business Case option A. Instead, it shows a public park in this location

1. Wide blocks
2. Stavebank extended as a loop perimeter road
3. Park is at water's edge in basin; central to village
4. Continuous promenade

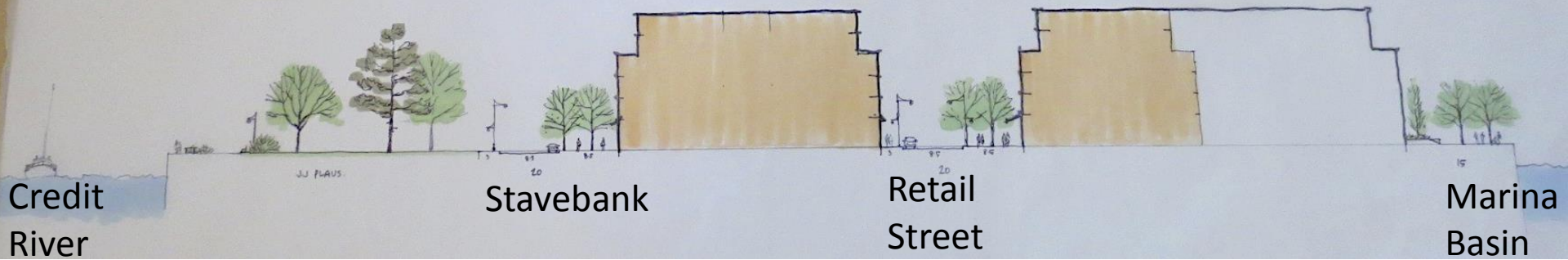
Marina office

Slips and finger docks in marina basin

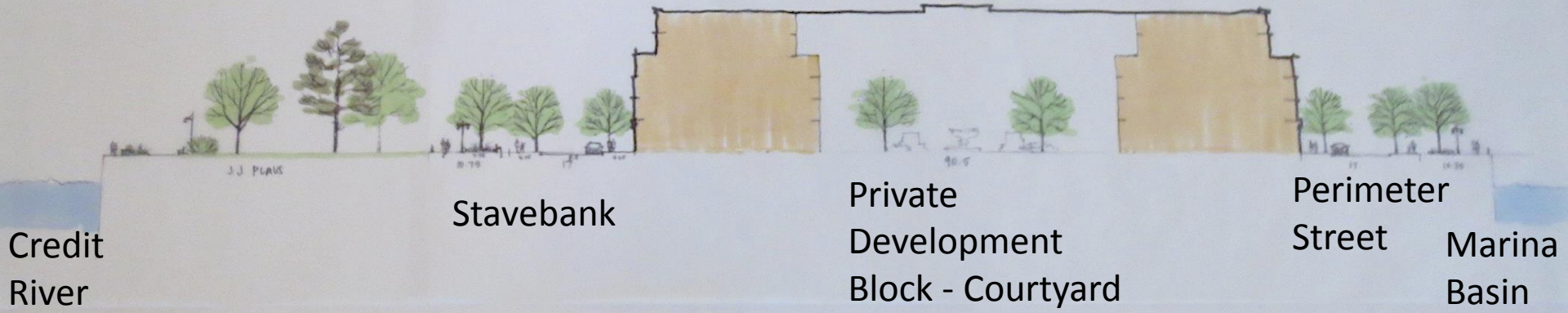
# Concept C



Looking north: internal retail street (Concept A & variant)



Looking north: water's edge road, courtyard buildings (Concepts B & C)



## 12 Emerging Concept Principles

Not a private enclave

Streets and blocks facilitate development and provide public access, EMS, service, etc.

Stavebank extended: access for pedestrians, cyclists, cars

A street provides a clearly defined edge of private development

Provide more than one way to drive in and out

Public space is distributed and is located at the water's edge

Continuous public access at the water's edge

4-6 storeys on the pier, higher buildings close to Port Street

Ground floor retail/commercial uses

Between 5,000 to 6,000 square metres of office employment space

Full-service marina building per Marina Business Case

Associated car parking and boat storage

# Emerging Concept

The Emerging Concept shows a marina repair facility and boat storage as per Marina Business Case option B

Marina office

Slips and finger docks in marina basin

1. Equal width east and west blocks
2. Extension of Stavebank as a loop road
3. Wharf end park and central/north park
4. Existing shed building can remain during 1<sup>st</sup> phase of development
5. Focus retail at north end of site and on interior boulevard street
6. Continuous promenade

The continuous water's edge promenade will connect to the training wall/JJ Plaus Park



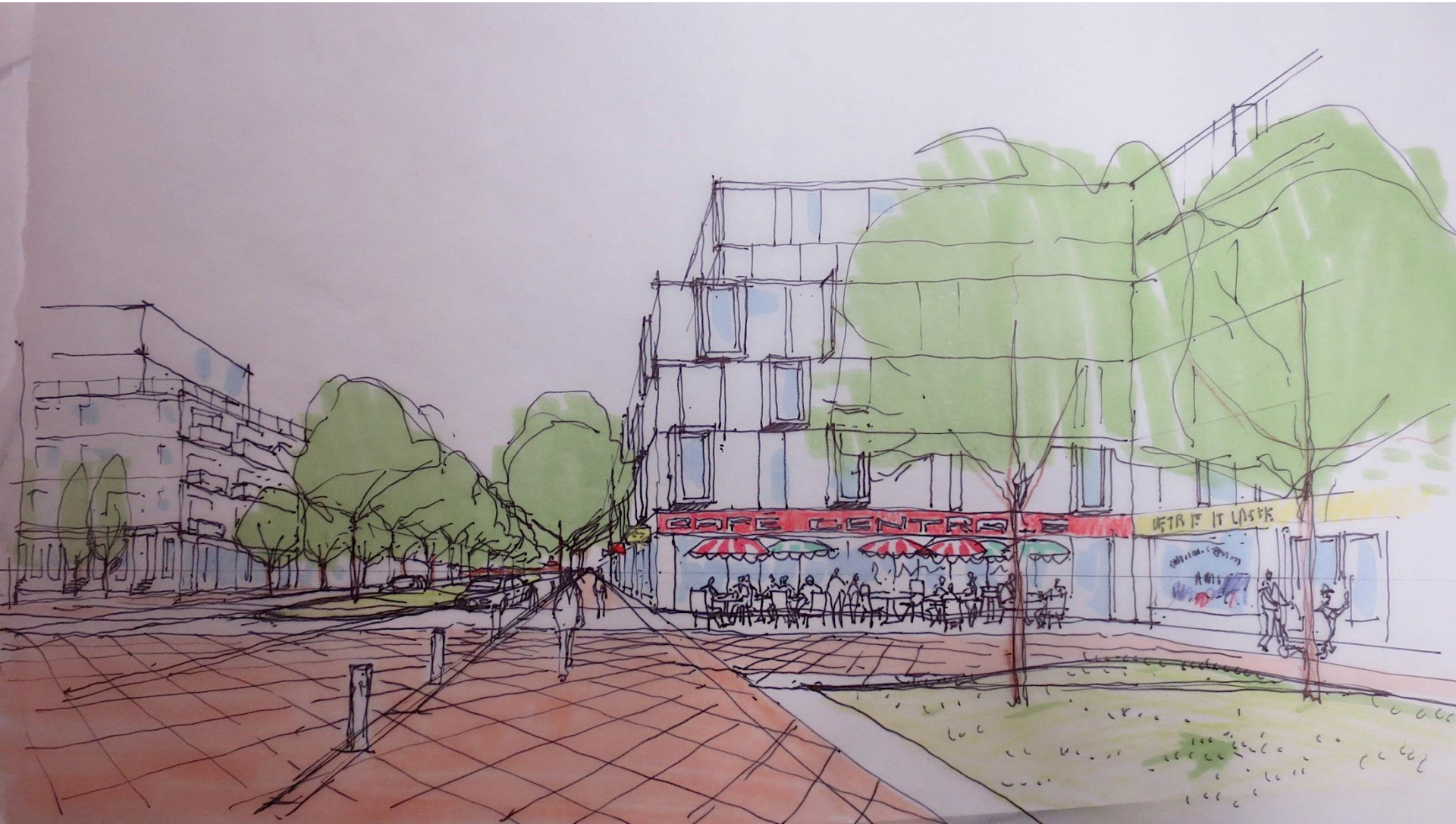
View looking north from the training wall towards JJ Plaus Park

The existing Waterfront Trail will be extended into the site



View looking west from the Waterfront Trail towards the site

In the emerging concept, the central spine road could be a location for retail



View looking south along the central spine from the middle of the site



# 1 Port Street East Master Plan December 2<sup>nd</sup> & 3<sup>rd</sup> Workshop Summary

## What we heard

The emerging concept is capturing the principles upon which it is based.

The internal street network allows good access to the site and provides good connectivity, but might be excessive in places where it is not needed.

Connecting a street directly to Elizabeth will better integrate this development with Port Credit.

Two park locations create opportunities for providing different functions and amenities.

This “amazing site” should be reflected in iconic buildings – including one at the southern tip of the wharf, if it has a significant public use or benefit.

A full service marina with some auto parking and some winter boat storage is desired.

The existing wharf shed should be maintained as development is phased in around it. The existing businesses can move once their new facilities are ready.

Concern for too much ground floor retail and success of retail on internal streets

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## Refining the Preferred Concept

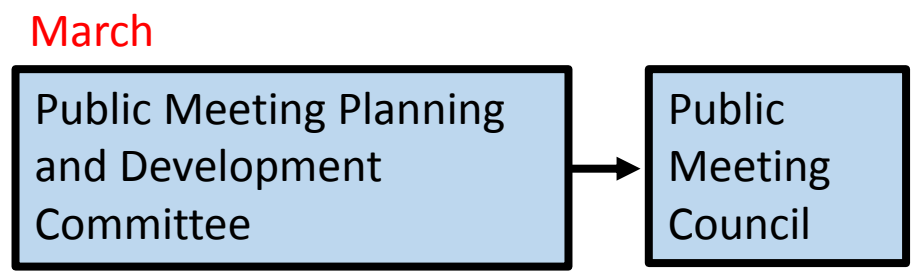
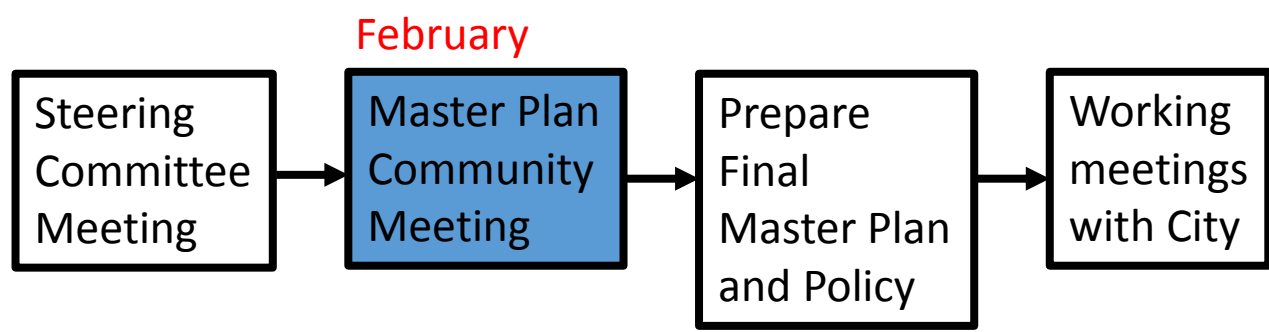
We will refine the emerging concept from the workshop, based on the feedback we received, to create a preferred concept.

We will test the preferred concept with the City of Mississauga, the landowner, and stakeholders such as the Region of Peel and Credit Valley Conservation Authority.

We will present the preferred concept to the public in February, to seek more ideas and feedback.



# The Master Plan Process



Public input can also be provided 24/7 through the Inspiration Port Credit website at [inspirationportcredit.com](http://inspirationportcredit.com)

# The Process: What happens next?

