

# Inspiration Port Credit:

Creating a Model, Sustainable, Creative Community on the  
Waterfront

## Agenda

**7:00 pm - Welcome**

Susan Burt, Director, Strategic Community Initiatives, City of Mississauga  
Councillor Jim Tovey, Ward 1

**7:10 pm - Presentation**

Ruth Marland, Strategic Leader, Strategic Community Initiatives, City of Mississauga

**7:45 pm - Workshop**

**8:45 pm - Q&A and Wrap-Up**

Inspiration Port Credit Contacts:  
[www.inspirationportcredit.com](http://www.inspirationportcredit.com)

# Inspiration Port Credit:

Creating a Model, Sustainable, Creative Community on the  
Waterfront

## Preliminary Draft Policy Recommendations

April 16, 2014



# get behind your waterfront

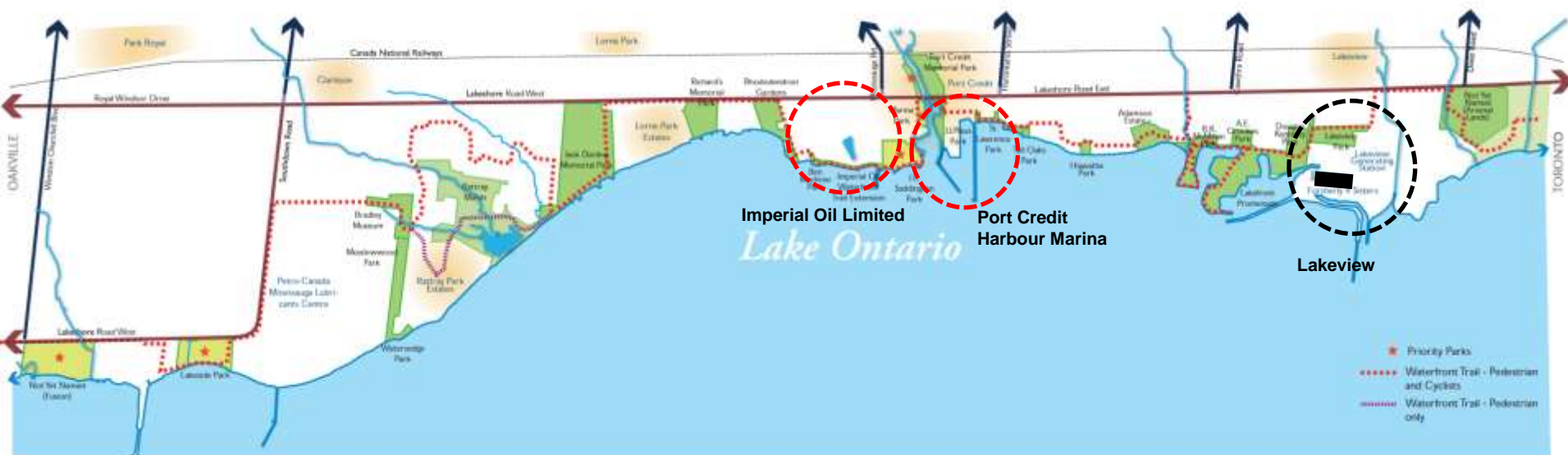
Join the City of Mississauga during March and April 2014 to view and discuss plans for the waterfront. Your feedback can help shape the future of the waterfront communities we love.

[mississauga.ca/waterfront](http://mississauga.ca/waterfront)

# Mississauga's Waterfront - Projects



# Mississauga's Waterfront



**Inspiration Port Credit and Inspiration Lakeview lands  
represent  
20% of Mississauga's shoreline**



# Inspiration Port Credit



The Power of Place, Water and Port Credit





A nighttime photograph of a city skyline, likely Mississauga, with several tall buildings illuminated against a dark blue sky. The lights from the buildings and streets create a vibrant, glowing effect.

# Our Vision for the Future

Mississauga will inspire the world as a dynamic and beautiful global city for creativity and innovation, with vibrant, safe and connected communities; where we celebrate the rich diversity of our cultures, our historic villages, Lake Ontario and the Credit River valley.

**A place where people choose to be.**

# Strategic Pillars for Change



 **prosper**  
cultivating creative and innovative businesses

**“We will create a model sustainable creative community on the Waterfront”**





Chris Reed  
Principal, Stoss Landscape Urbanism



Karla Kolli  
Partner, Dillon Consulting Limited



James Lima  
Economic Advisor, James Lima Planning + Development



Mark Sterling  
Principal, Sweeny Sterling Finlayson & Co. Architects, Inc.

# The IPC Journey





# Community and Stakeholder Input

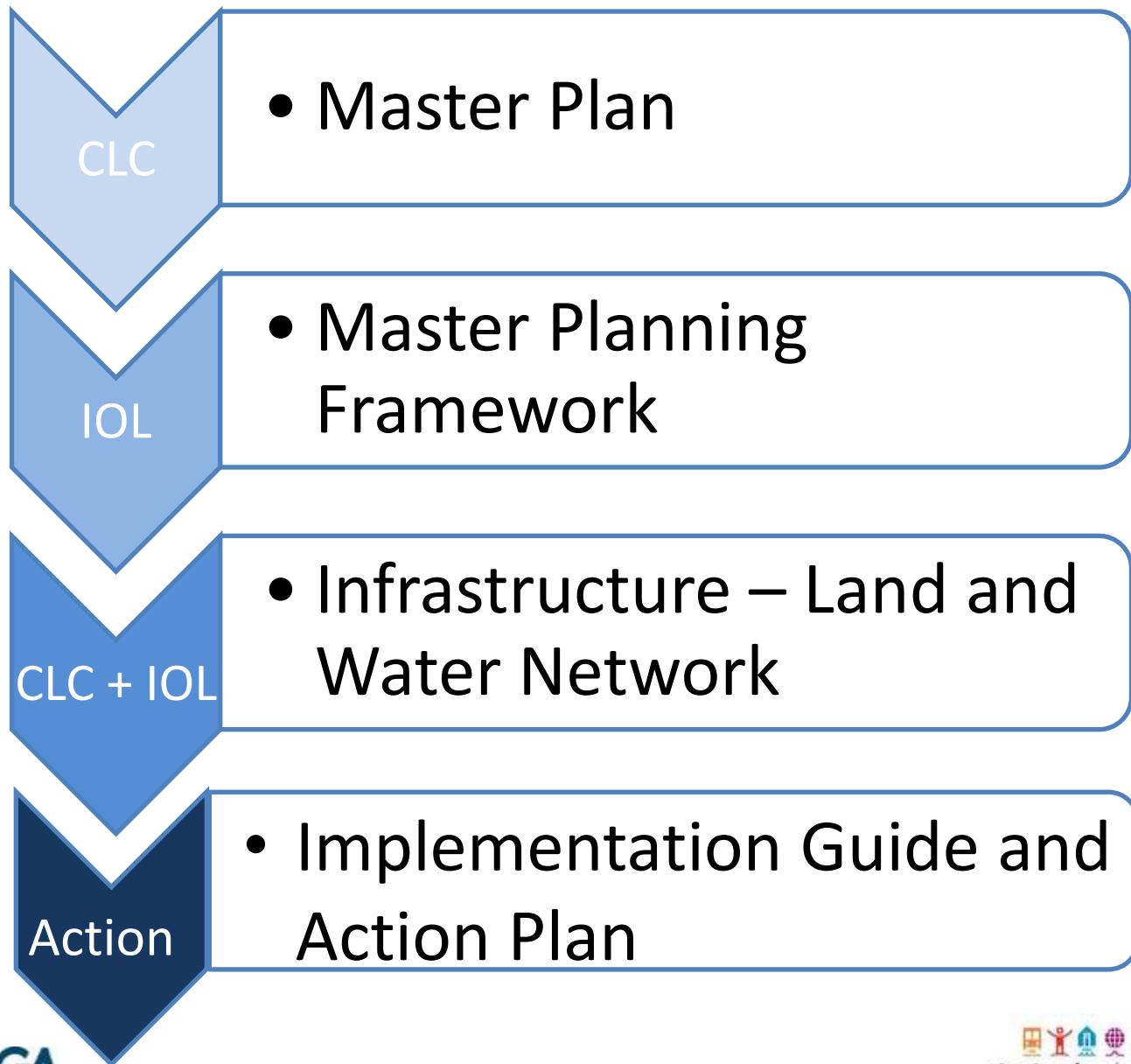


# Community and Stakeholder Input





# The Deliverables



# Master Plan Process for CLC's Port Credit Harbour Marina

One Port  
Master Plan  
(CLC Submission  
To City)

Stoss Peer Review  
and Master Plan  
Recommendations

City Staff Master  
Plan  
Recommendations  
(June 2014)

## **Deliverables:**

**Master Plan Document**

**Official Plan Amendment**

**Implementation Guide and Action Plan**



Stoss Master  
Planning Framework  
Recommendations

City Staff Master  
Planning Framework  
Recommendations  
(June 2014)

## **Deliverables:**

**Master Planning Framework Document**  
**Official Plan Amendment**  
**Implementation Guide and Action Plan**

# Master Planning Framework Process for Land and Water Network

Stoss Master  
Planning Framework  
Recommendations

City Staff Master  
Planning Framework  
Recommendations  
(June 2014)

## **Deliverables:**

**Master Planning Framework Document**  
**Official Plan Amendment**  
**Implementation Guide and Action Plan**

## **Contamination**

**Exact site information and strategies to deal with contamination unknown now.**

**Known historic uses and reports.**

## **Mobility**

**Transportation improvements will be required.**

**Range of mobility modes will be needed.**

## **LRT**

**LRT extending south to the Port Credit GO Station.**

**Rapid Transit corridor south and west to be studied (Port Street/Lakeshore Rd)**

## **Financing**

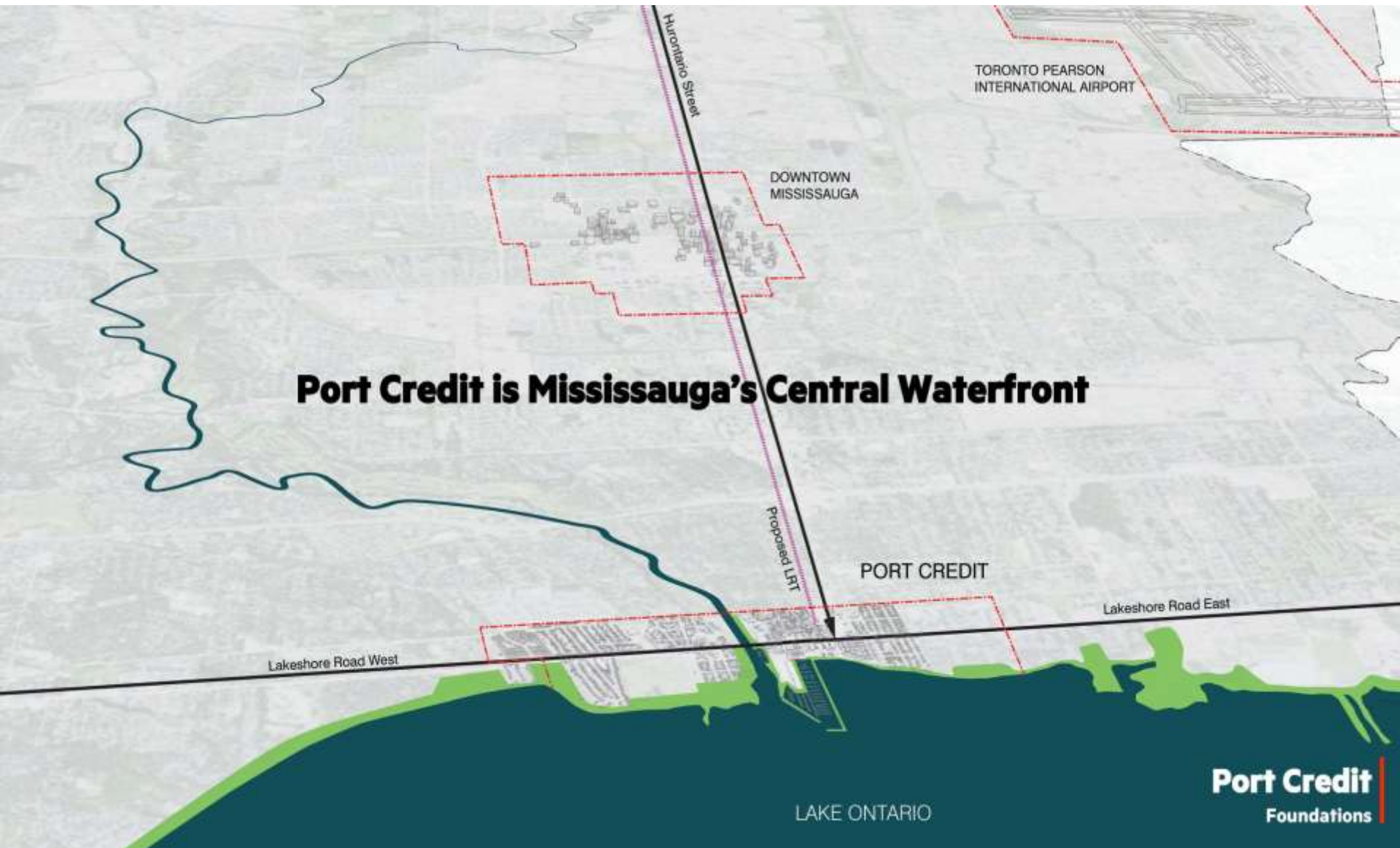
**City does not own the lands and has no monies budgeted.**

**Funding will be required.**



# A 25 YEAR PLAN

# 5-10-15+ YEAR IMPLEMENTATION



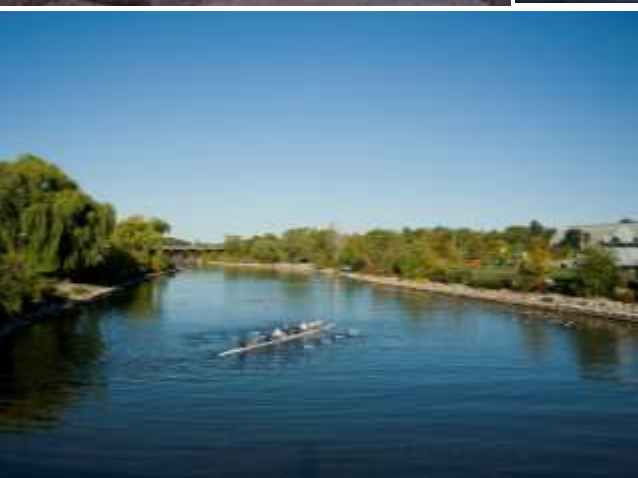
# Inspiration Port Credit Principles

- 
1. Embrace the Water
  2. Celebrate Port Credit's Waterfront Heritage and Cultural Footprint
  3. Live Green and Blue
  4. Create an Economically Thriving, Sustainable Waterfront
  5. Connect Land and Water
  6. Balance and Embrace Regional Context



# 1. Embrace the Water

- Physical, visual, emotional and aesthetic connections
- Recognition, enhancement, influence of, connection and access to the water in community planning, land uses and activities, urban design and any endeavour





## 2. Celebrate Port Credit's Waterfront Heritage and Cultural Footprint

- Conservation and enhancement
- Cultural Celebration and Development





### 3. Live Green and Blue

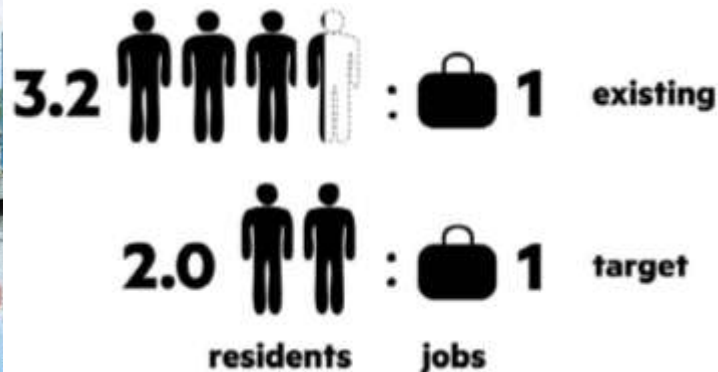
- Maximizing Open Space
- Highest Standards of Sustainability
- Enhancement of the Shoreline





## 4. Create an Economically Thriving, Sustainable Waterfront

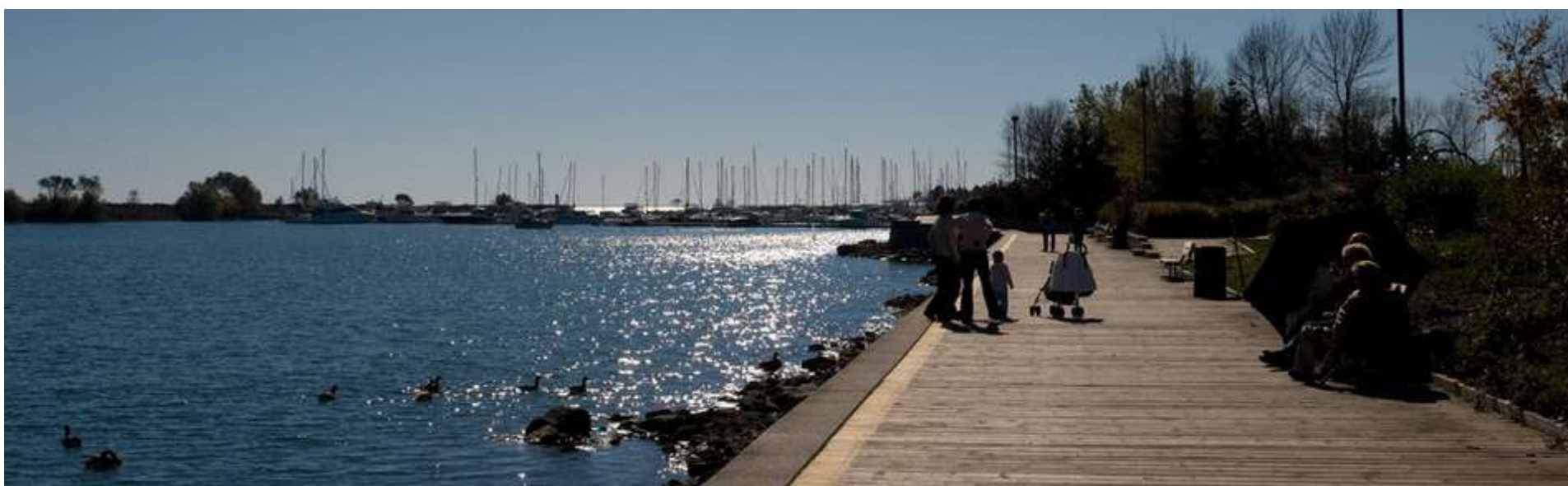
- Create opportunities for Port Credit's continued growth as a complete and healthy community
- Promotion of economic sustainability





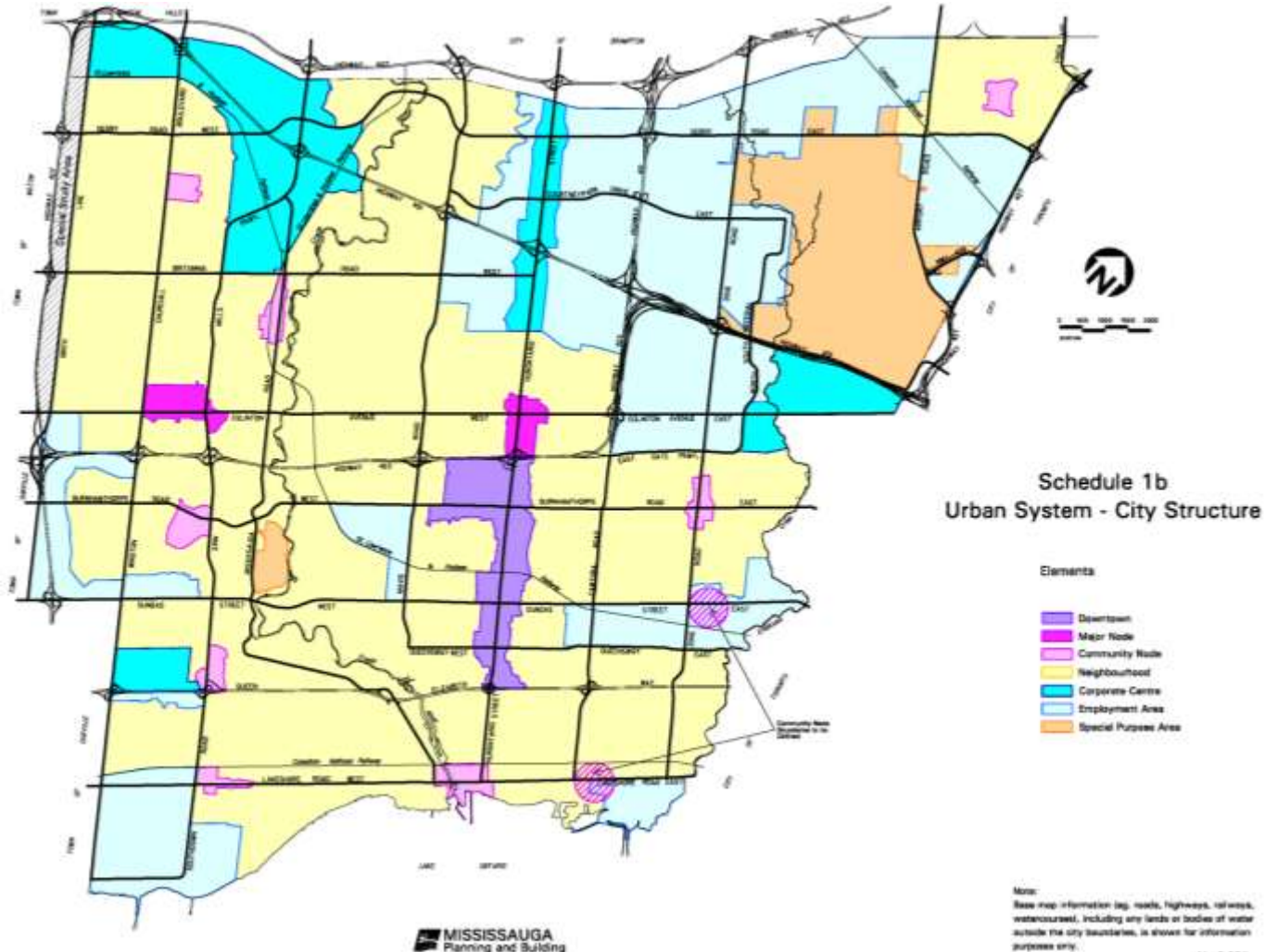
## 5. Connect Land and Water

- Additional Land and Water Connections to the Community



# 6. Balance and Embrace the Regional Context

- Growth must be balanced with the charm of Port Credit today and other regional growth





# IPC Area of Influence

Distinct Waterfront Community  
Urban Active Waterfront  
Sense of Place  
Water Focused  
Full Public Access  
Mixed Density

Heritage District  
Fishing + Boating  
Village Mainstreet  
Abundant Parks  
Well Connected  
Unique Views + Vistas

## Area of Influence



**Port Credit**  
Foundations

# 1 Port Street – A Marina Marketplace Community



**VISION:** An integrated extension of the Port Credit urban waterfront village focussed around the marina, drawing people to the water's edge to live, work and play.



# 1 Port Street – Live, Work and Play





# 1 Port Street – Live, Work and Play





# 1 Port Street – Live, Work and Play



# 1 Port Street – Live, Work and Play



30

**CLC Site Overview**  
East Breakwater at Marina Marketplace



# 1 Port Street – Live, Work and Play



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**CLC Site Overview**  
Active Public Space



# 1 Port Street – Live, Work and Play





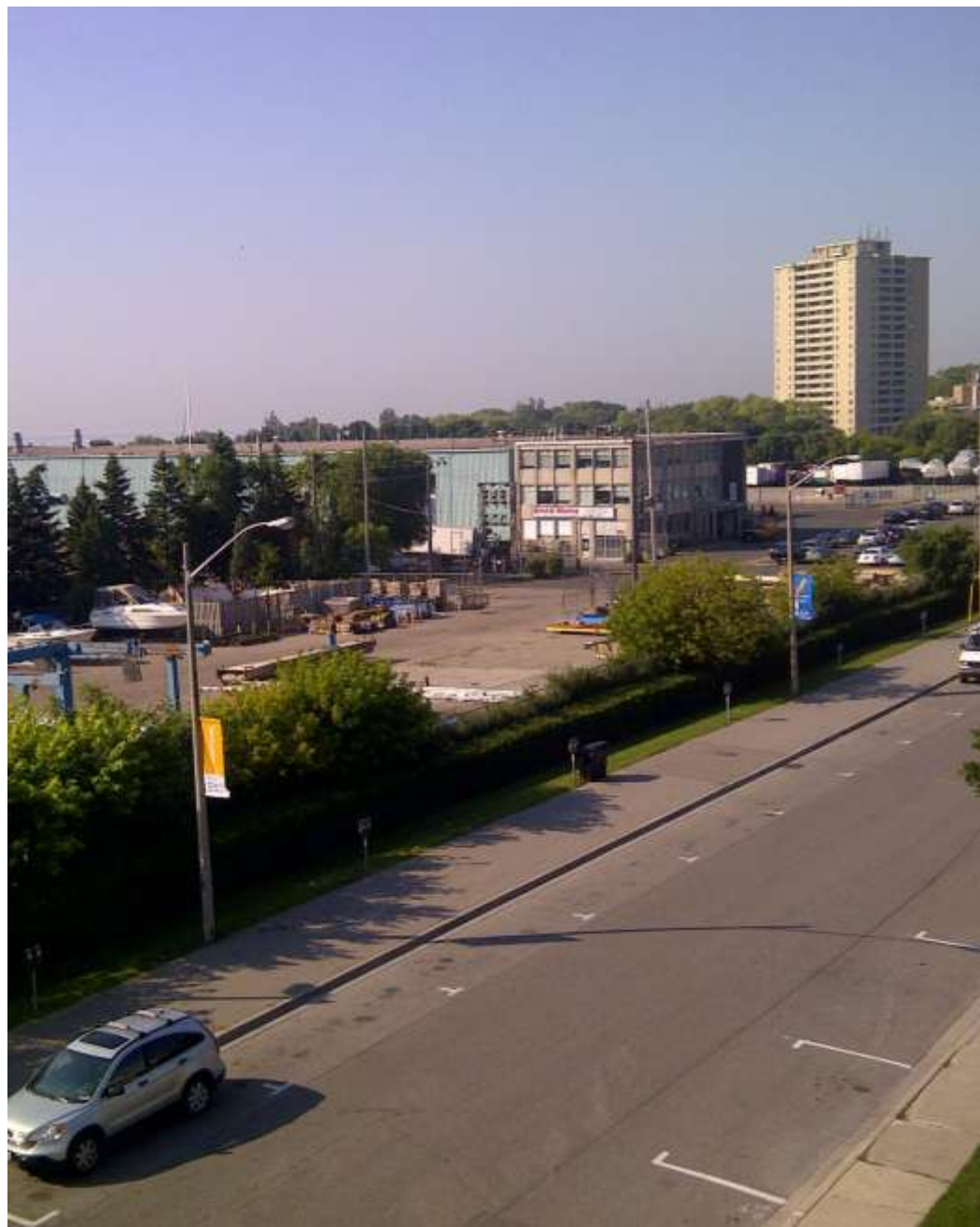




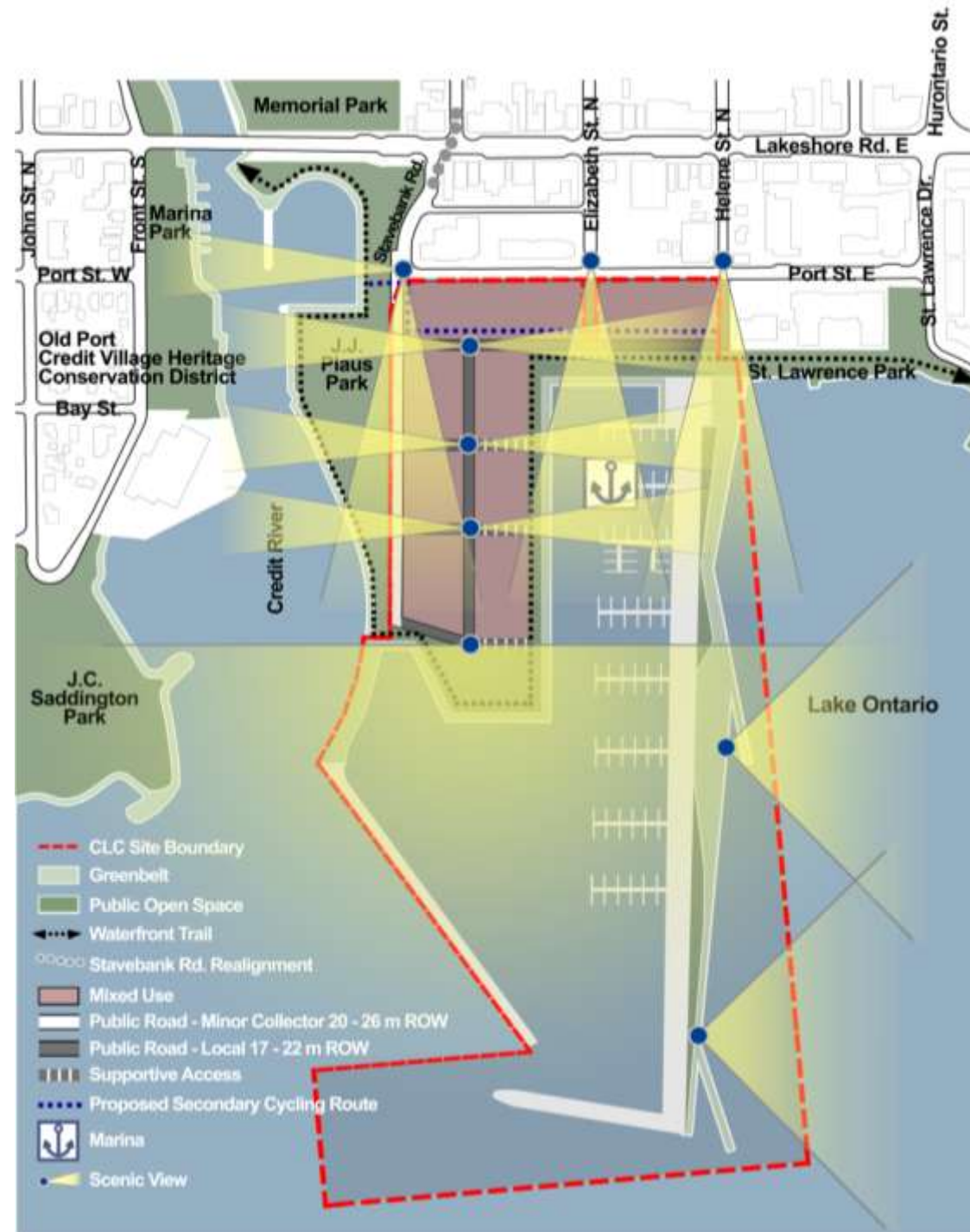
# 1 Port Street – Public Open Space

- Waterfront open space is a priority for the City to protect for recreation, natural areas, climate change and water quality improvements.
- More park land is needed to meet the needs of the future residents as well as provide destination parkland for all City residents to enjoy.
- Preliminary Draft Policy directions for Public Open Space will include:
  - A long term plan.
  - A **Destination Park** comparable to Toronto's Sugar Beach at the southerly end of the wharf
  - **Significant connection** points to the adjacent J.J. Plaus and St. Lawrence Parks
  - An **extensive waterfront promenade** along the eastern wharf
  - The **Waterfront** Trail for shoreline public access for pedestrians and cyclists

# 1 Port Street – Views







# 1 Port Street – Mobility

Preliminary Draft Policy directions for Mobility include:

- A long term plan.
- New public streets will be designed to **extend the existing village** street and block pattern into the site with east/west connections for good pedestrian and cycling accessibility and safety; frontage to the public open space; vehicle and goods movement; and access to marina facilities and parking.
- A **secondary cycling route** is proposed along the east/west street south of Port Street.
- Required **parking** will be below grade, and alternatively, within integrated at-grade and above-grade structures. On-street parking will be provided wherever feasible.



# 1 Port Street – Built Form



**Downtown Port Credit**  
Mississauga, Canada



# 1 Port Street – Built Form







# 1 Port Street – Land Use and Built Form

Preliminary Draft Policy directions for Land Use and Built Form include:

- A long term plan
- A range of housing opportunities, including affordable housing would be permitted (primarily upper floor)
- Require employment on site:
  - Marina
  - Office (primarily upper floor with limited ground floor)
  - Retail commercial (retail shops, restaurant, overnight accommodation, cultural, community, artisan workshop and sales space – primarily ground floor)
- Limit non-marine retail uses to a size that reflects an urban village scale
- Building Heights to reflect heights reducing towards the water and the east to reflect the adjacent block character





Require employment on site:

- Marina
- Office
- Retail commercial

Policy options include :

- Require a minimum percentage of employment
- Link employment to residential development
- Identify area on site for employment

# 1 Port Street – Marina

The existing 40 year old Port Credit Harbour Marina is operated by Centre City Capital Limited (CCCL), who are subject to a long term lease with Canada Lands Company (CLC), the owners of the site. For CLC to proceed with site redevelopment in the short term, the subject lease with CCCL would have to be addressed.

Preliminary Draft Policy directions for the Marina include:

- A long term plan
- Require a marina as part of any future redevelopment
- Permit marina uses anywhere on the site subject to compatibility and redevelopment feasibility studies
- Future marina operations could include sales, service, repair subject to MOE
- Alternate location for existing outdoor winter boat storage required (e.g. Lakeview)



# 1 Port Street – Marina



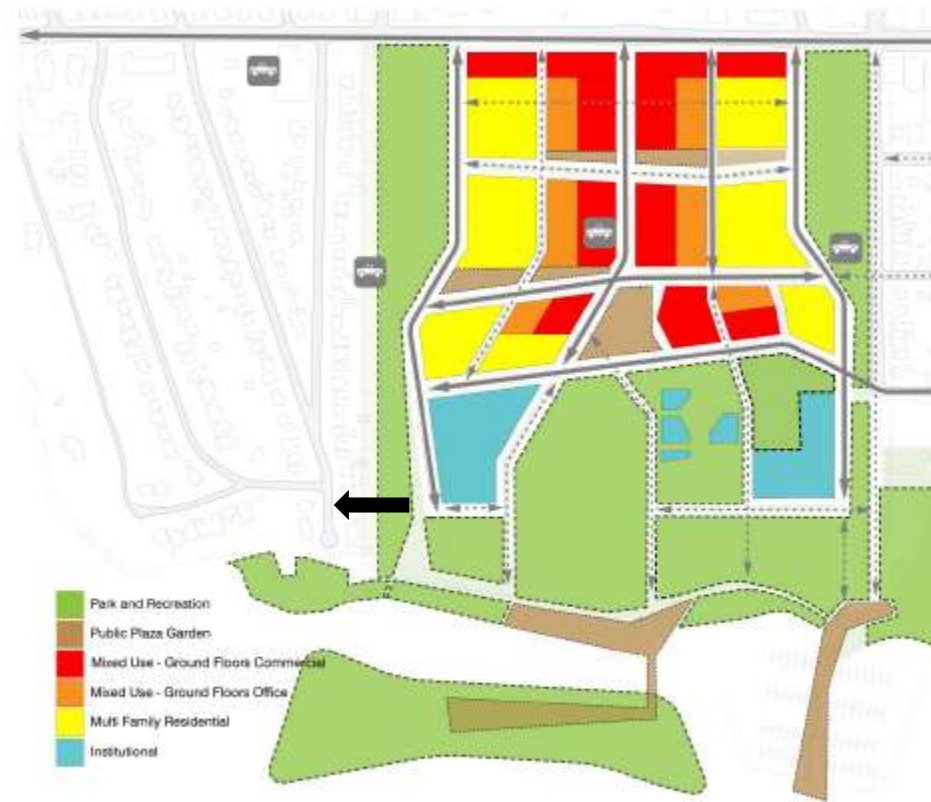
- For future development, require Marina on site
- Future marina operations could include sales, service and repair activities subject to MOE
- Future marina will require an alternative location for outdoor winter boat storage (e.g. Lakeview)



# IOL – Live, Work, Learn and Play – March 26, 2013 “Test” Scenarios



Scenario 1 “Water Play”



Scenario 2 “Lake Meadows and Fields”



# IOI – Live, Work, Learn and Play



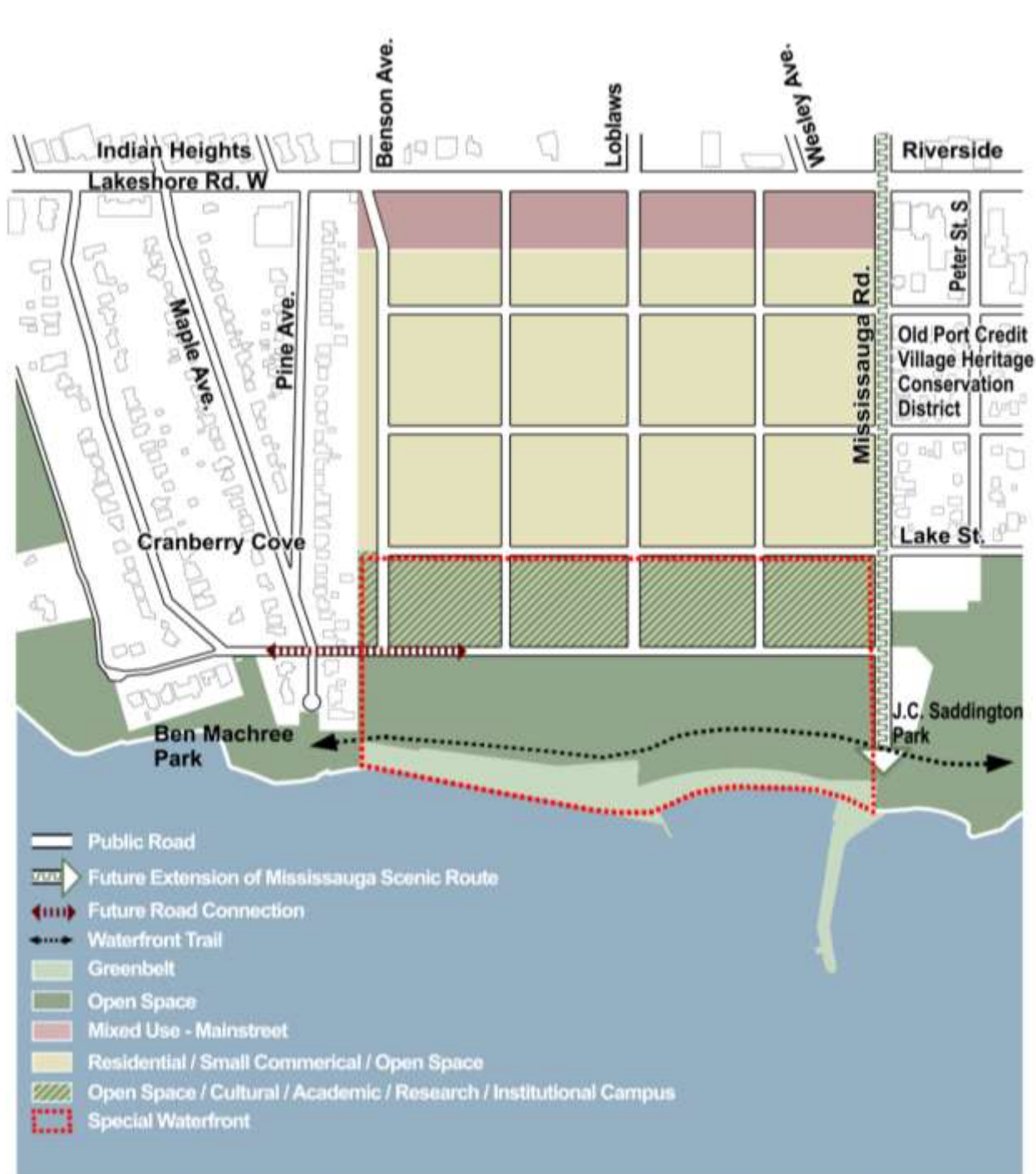
**An integrated extension of the Port Credit urban waterfront village as a lakefront district of landscapes, plazas, living and learning, drawing people to the water's edge to live, work, learn and play.**

# IOL – Live, Work, Learn and Play



Stoss Landscape Urbanism estimated a potential for 5000 people and 3300 jobs





## Preliminary Draft Direction for Master Planning Framework :

- A long term plan
- Site will have a significant waterfront destination open space and maintain the Waterfront Trail
- A diversity of recreation opportunities will be explored for the site
- Opportunities to create, enhance and/or expand the natural heritage corridor, improve the shoreline for water quality and climate change along the lakefront are priorities
- A system of neighbourhood parks will be integrated within the new mixed-use community





Opportunities to knit the existing surrounding neighbourhoods together through street extensions and connections to transit, cycling and pedestrian facilities is important for community building and function.

## Preliminary Draft Direction for Master Planning Framework:

- A long term plan
- Extend the existing street grid of the neighbourhoods north of Lakeshore Road and east to the Old Port Credit Heritage Conservation District into the IOL lands being sensitive to these adjacent communities through mitigation measures such as traffic calming
- Investigate a future street connection to the west to Ben Machree Drive
- Development will be supportive of transit, pedestrian and cycling connections

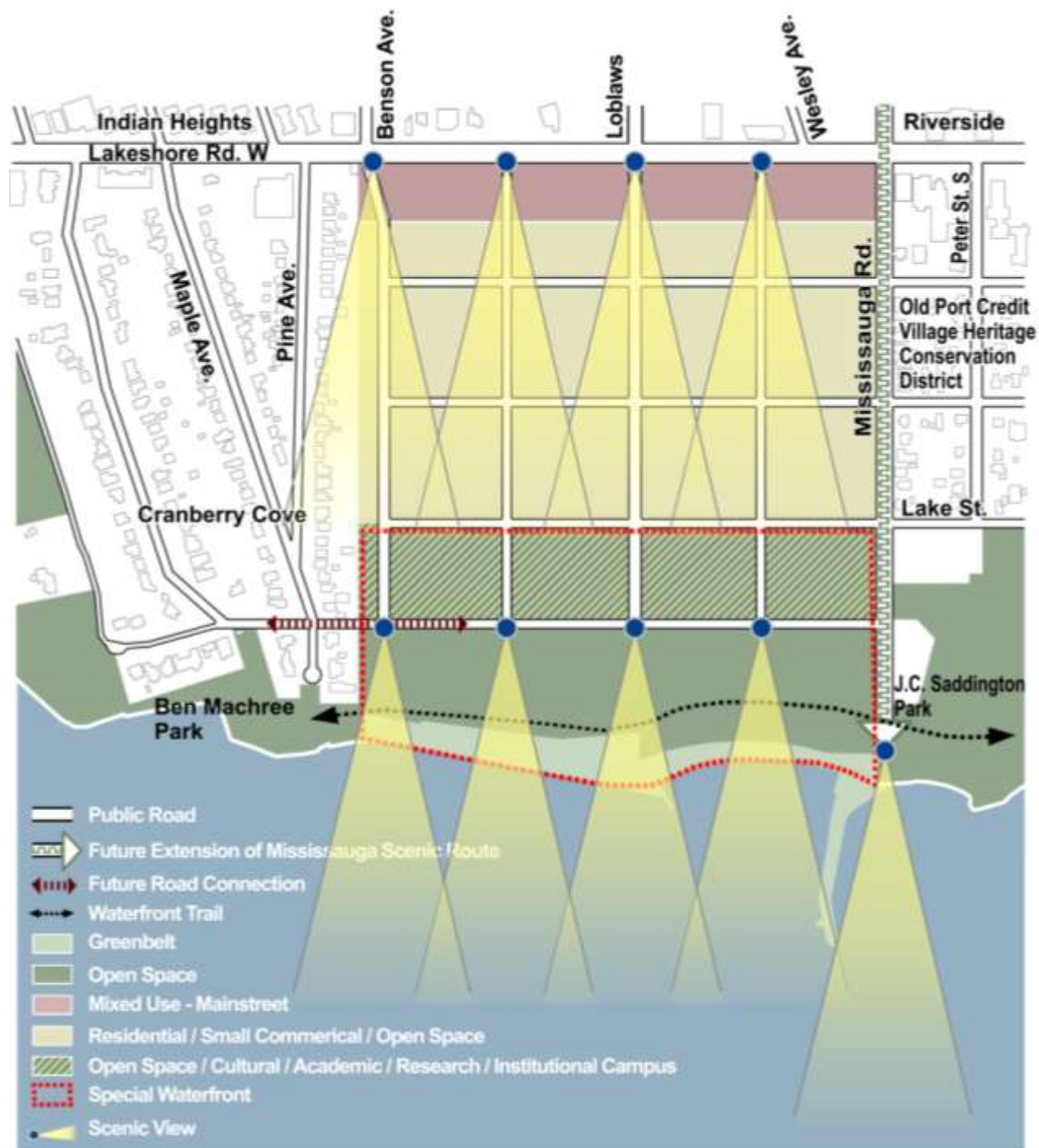
# IOL – Land Use and Built Form

A mid-rise (4 - 12 storeys) community concept is envisaged for the IOL lands, **subject to various factors including site conditions, compatibility with existing neighbourhoods, transportation, and municipal infrastructure** is envisaged for the IOL lands.

Preliminary Draft Direction for Master Planning Framework:

- A long term plan
- Site becomes an integrated extension of the urban waterfront village focussed around the mainstreet, neighbourhood and lake connections
- Site will be human scaled at a mid-rise concept of 4-12 storeys respecting adjacent neighbourhoods through lower heights transitioning to taller heights in the central area of the site, allowing sunlight and view corridors and physical access to the water's edge
- Site will contribute to Port Credit's employment targets
- Site will have a mix of uses including residential, affordable housing, small commercial, mainstreet, office uses that create year-round activity
- Cultural, academic, research and/or institutional campus uses will be explored for the site.
- Identification of the lake shore area as "Special Waterfront" to include public access, inspiring architecture and innovative "green" development strategies.





# The Port Credit Context





# Port Credit Transportation Conditions 2031

Based on current trends:

- Takes approximately 2 minutes to travel through a portion of Port Credit village
- Projected population growth in the city will increase this trip time to approximately 5 minutes
- Addition of 1500 units including marina at CLC will increase the trip time to 6 minutes

Future use of transit and active transportation will be higher than today, which will help reduce congestion.

Traffic impact mitigation options:

- Reduction in the number of residential units
- Transportation Demand Management (TDM) Measures
- Intersection Improvements (operational and/or physical)

# Mobility Options



**HURONTARIO-MAIN**  
LRT Project

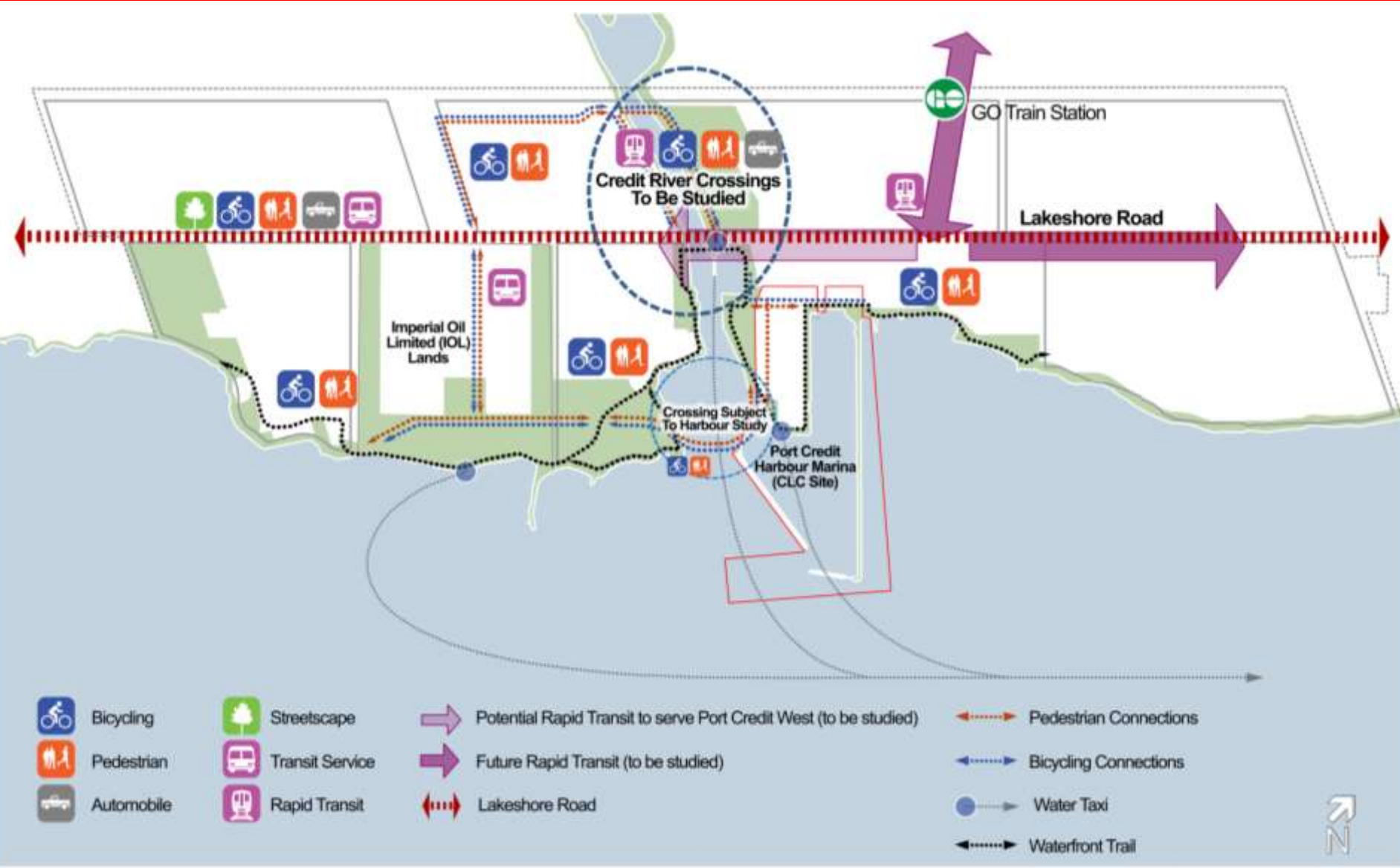
**strategicplan**  
Our Future Mississauga

**port credit**  
Inspiration

**MISSISSAUGA**  
Leading today for tomorrow



# Conceptual Draft Land and Water Infrastructure



# Land and Water Network – Preliminary Draft Policy Direction

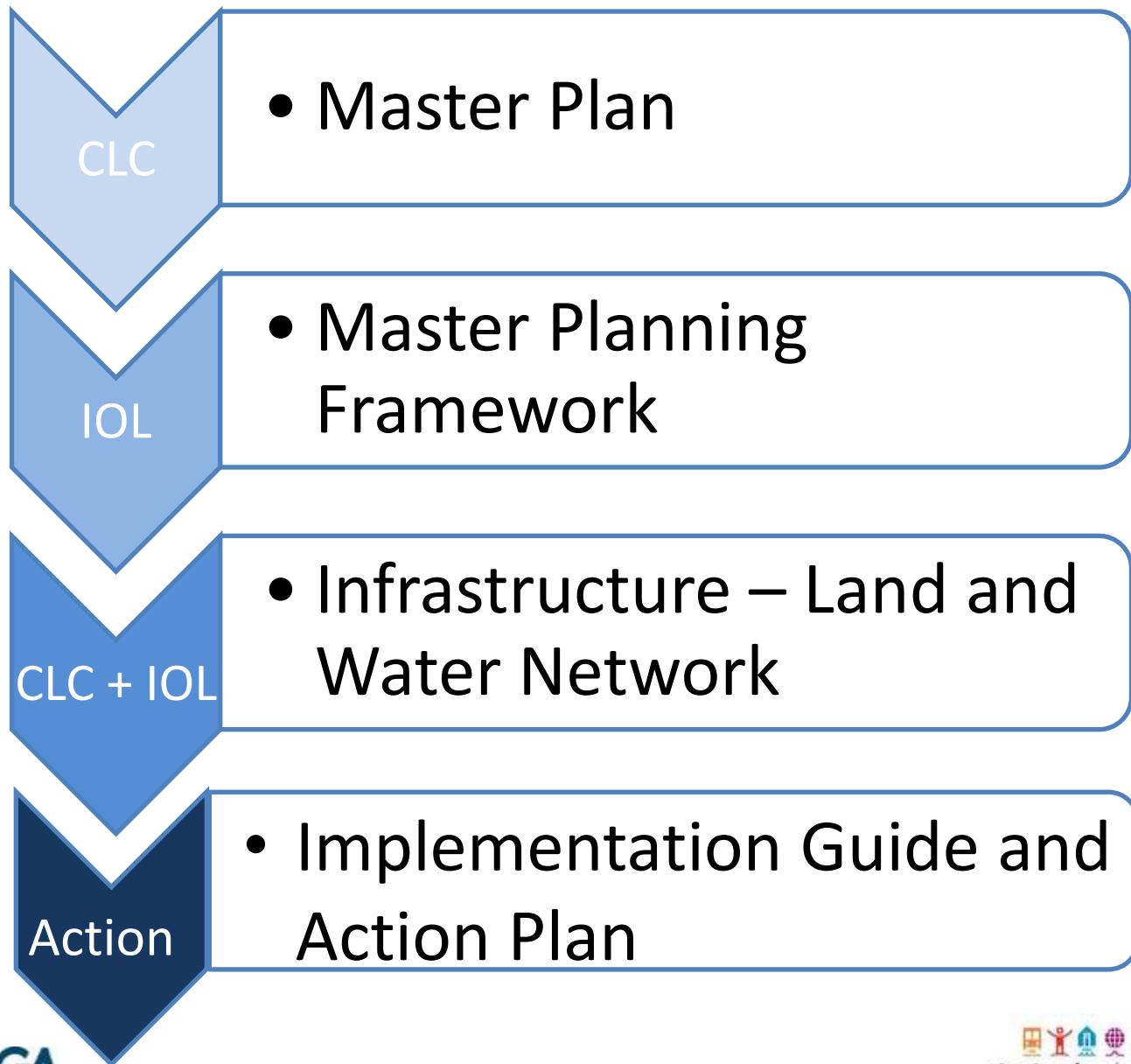
Multi-modal transportation planning, active transportation and Travel Demand Management will be key to the accommodation of future growth.

## Preliminary Draft Direction for Master Planning Framework:

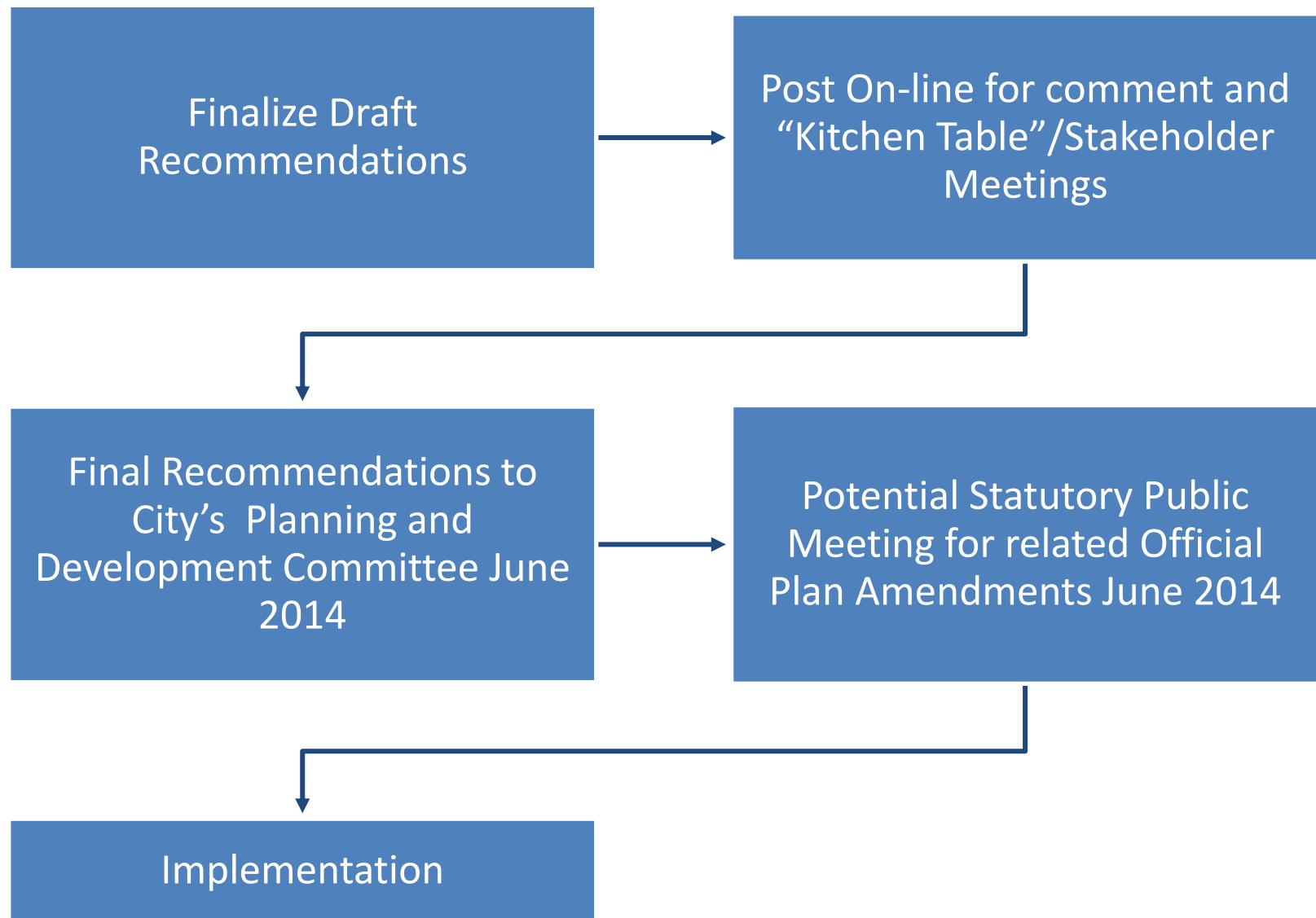
- Additional vehicular, cycling and pedestrian crossing(s) over the Credit River will be important for future growth and will be studied through the Lakeshore Road Corridor Master Plan starting in 2015
- As part of this Lakeshore Road Corridor Master Plan, the need for Rapid Transit to serve future growth west of the Credit River will be explored along with the potential corridor as Port Street or Lakeshore Road
- The aspirational goal for Lakeshore Road is to evolve towards a multi-modal, animated, streetscape
- The aspirational goal of an additional river crossing at the Credit River mouth would be reliant on a harbour study
- Water-based connections should be explored and may include recreational charters and small commuter vessels



# The Deliverables



## Next Steps – Comments on the Preliminary Draft Policy Recommendations





# Inspiration Port Credit:

Workshop Discussion – Group Workbook

7:45 – 8:05 pm

CLC Site

8:05 – 8:25 pm

IOL Lands

8:25 – 8:45 pm Conceptual  
Network

# Inspiration Port Credit:

Charting the Future Course

## Thank you!

Please submit Group Workbook to City Staff in the **RED** shirts.

The individual workbooks may be forwarded to the City by April 30, 2014.

Individual workbooks are also on the website: [www.inspirationportcredit.com](http://www.inspirationportcredit.com)

Please sign-up for “Kitchen Table”/Stakeholder Meetings at Registration Table.

Inspiration Port Credit Contacts:

[www.inspirationportcredit.com](http://www.inspirationportcredit.com)

Ruth Marland

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