



# Charting the Future Course:

70 Mississauga Road South  
Master Planning Framework

Completed November 2015















Cover Page: Imperial Oil Lands Rendering (Summer)  
This page: Port Credit Harbour Marina during Cafe Culture Days, 2012  
Opposite: J.C. Saddington Park, 2003



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# Executive Summary

Our waterfront is more than a shoreline —  
it's a community.

Inspiration Port Credit (IPC) is about embracing the important history of Port Credit while envisioning a bright, new future for the waterfront. Through IPC the City has been exploring future opportunities on the waterfront .

Throughout the Inspiration Port Credit project, residents, agencies, and stakeholders have been engaged in community meetings, “walk-about,” bus tours, workshops and on-line tools etc.

Inspiration Port Credit has worked to blend the needs and interests of the community, landowners, and the City. The right priorities need to be identified now to protect for the future.

The City's Strategic Plan speaks to “...a model, sustainable, creative community on the waterfront...” Having worked with the community and stakeholders, the vision for the 70 Mississauga Road South site is:

**A lakefront urban neighbourhood of  
landscapes, meeting places, living, working, learning  
and drawing people to the water's edge to play.**

The revitalization of the site should transform it to a vibrant and active destination that showcases sustainable, diverse living, unique recreation choices, meaningful economic opportunities and exciting cultural assets that contribute to the Port Credit character and quality of life.

This site should be a distinguished waterfront landmark.

The framework for the 70 Mississauga Road South site presents a landscape-based development strategy for this significant waterfront property. The waterfront opportunities at this site are exciting. There is the potential for an exceptional diversity of waterfront experiences and ways to access the water both physically and visually along the full extent of the site.

The landscape-based and mobility framework establishes key connections north to south and along the waterfront. These connections link a large waterfront open space to the urban blocks and a waterfront campus.

The urban block structure will be responsive to local environmental conditions. These blocks are the basis for an urban waterfront neighbourhood with a mix of land uses, compact pedestrian and cycling friendly urban forms, and a significant public realm. Preservation of natural and cultural heritage is an important factor in the guidelines for urban development.

Density on the site should be higher in the centre, transitioning to lower heights at the edges. Protection of existing character is balanced with the creation of an urban, vibrant mixed-use development as a transit-oriented place to live, work, learn and play.

The purpose of the master planning framework is to set out the requirements for a future master plan. The future master plan must be completed by the redevelopment proponent working in conjunction with the City. The plan must include strategies for site remediation.

The master planning framework consists of the following components as outlined in this document:

- Guiding principles, Key Considerations, Vision, and Drivers
- Directions and Matters to be studied for Sustainability; Parks and Open Space, Public Realm and Natural Heritage; Mobility; Land Use; and Built Form.
- Next Steps and Implementation





# 1.0 Introduction

The City of Mississauga embarked on an exercise to investigate the future possibilities for both the 1 Port Street East and 70 Mississauga Road South. This is documented in the Inspiration Port Credit's (IPC) "Background Report", dated December 2012 and "Charting the Future Course: A Strategic Comprehensive Master Plan and Implementation Guide", dated December 2013 (available on the project website at [www.inspirationportcredit.com](http://www.inspirationportcredit.com)). Both of these documents were prepared by an award winning, world class and multi-disciplinary team of consultants lead by Stoss Landscape Urbanism, Dillon Consulting Limited, James Lima Planning and Development, Sweeney Sterling Finlayson & Co Architects, Inc., Woods Hole Group and Soil-Mat Engineers & Consultants Ltd. These documents provide background in support of this master planning framework and implementation guide. This was supplemented with community input throughout the process.



The original IPC project objectives are:

1. To establish a comprehensive Master Plan and implementation plan to guide the realization of the 70 Mississauga Road South and 1 Port Street East sites as strategic waterfront sites;
2. To understand the impact of both of these key strategic sites on the overall area including City assets and operations;
3. To weave together the various Port Credit initiatives and unite stakeholders towards achieving the vision articulated in the Port Credit Local Area Plan; and
4. To foster sustainable partnerships between the City, landowners and stakeholders.

The context for these sites is essentially the Port Credit Local Area Plan Area and, for the purposes of IPC, known as the Area of Influence.

As a result, IPC’s ultimate outcomes will include:

- A master plan for 1 Port Street East
- A master planning framework for 70 Mississauga Road South
- A comprehensive, strategic master planning framework for Port Credit to address future land and water infrastructure to accommodate future growth related to these sites within the area of influence
- Implementation strategies

The purpose of this document is to outline the master planning framework for 70 Mississauga Road South.

Photo: Aerial of 70 Mississauga Road South and Old Port Credit Village Heritage Conservation District, Bing Maps, April 2011



Diagram 1: map showing outlines of the Inspiration Port Credit sites and their area of influence





Parallel to the IPC process, Imperial completed an environmental site assessment of their lands (former Texaco refinery) to understand the current environmental conditions. This work will inform the future master plan for the site along with a remedial action plan.

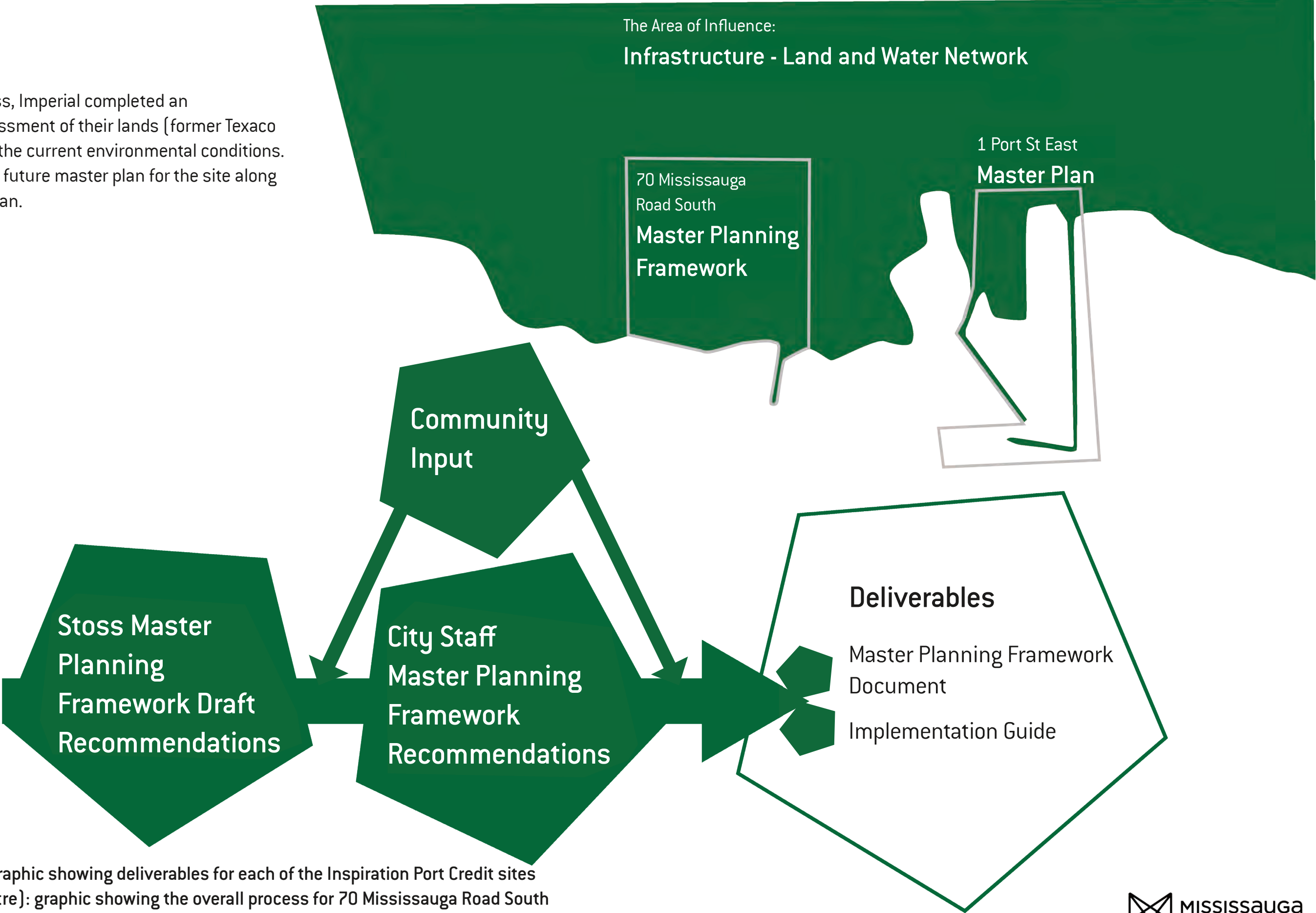


Diagram 2 (Top right): graphic showing deliverables for each of the Inspiration Port Credit sites  
Diagram 3 (bottom centre): graphic showing the overall process for 70 Mississauga Road South

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# 2.0 The Process

IPC has unfolded in a four stage process:

## Stage 1: Reconnect

Connected with the community stakeholders.

## Stage 2: Synthesize

Analyzed and gained understanding of existing conditions

## Stage 3: Test

Developed and tested alternative conceptual plans and draft policy directions

## Stage 4: Define

Refined preferred directions and developed an implementation guide





The Inspiration Port Credit project is founded on innovative and comprehensive engagement. The City actively pursued opportunities to create excitement, build mutual understanding amongst all stakeholders, incorporate the community perspective and hear from a variety of voices. The engagement program involved a mix of traditional meet-and-greet opportunities, interactive events and a strong on-line presence, including:

- Inspiration Port Credit Café
- Walks and Talks
- Lunch and Learn
- Imagining the Future Ideas Workshop with hands-on activities
- Guided Bus Tour and site walks
- Video
- Family Story Time
- On-line 24/7 community meeting (enabling polls, blogs, document downloads, multi-media integration)
- Social media blasts
- Community Meeting with rotating break-out discussions
- “Kitchen Table” meetings
- On-line surveys

The IPC Team maintained an open line of communication with the landowner to share/exchange information.





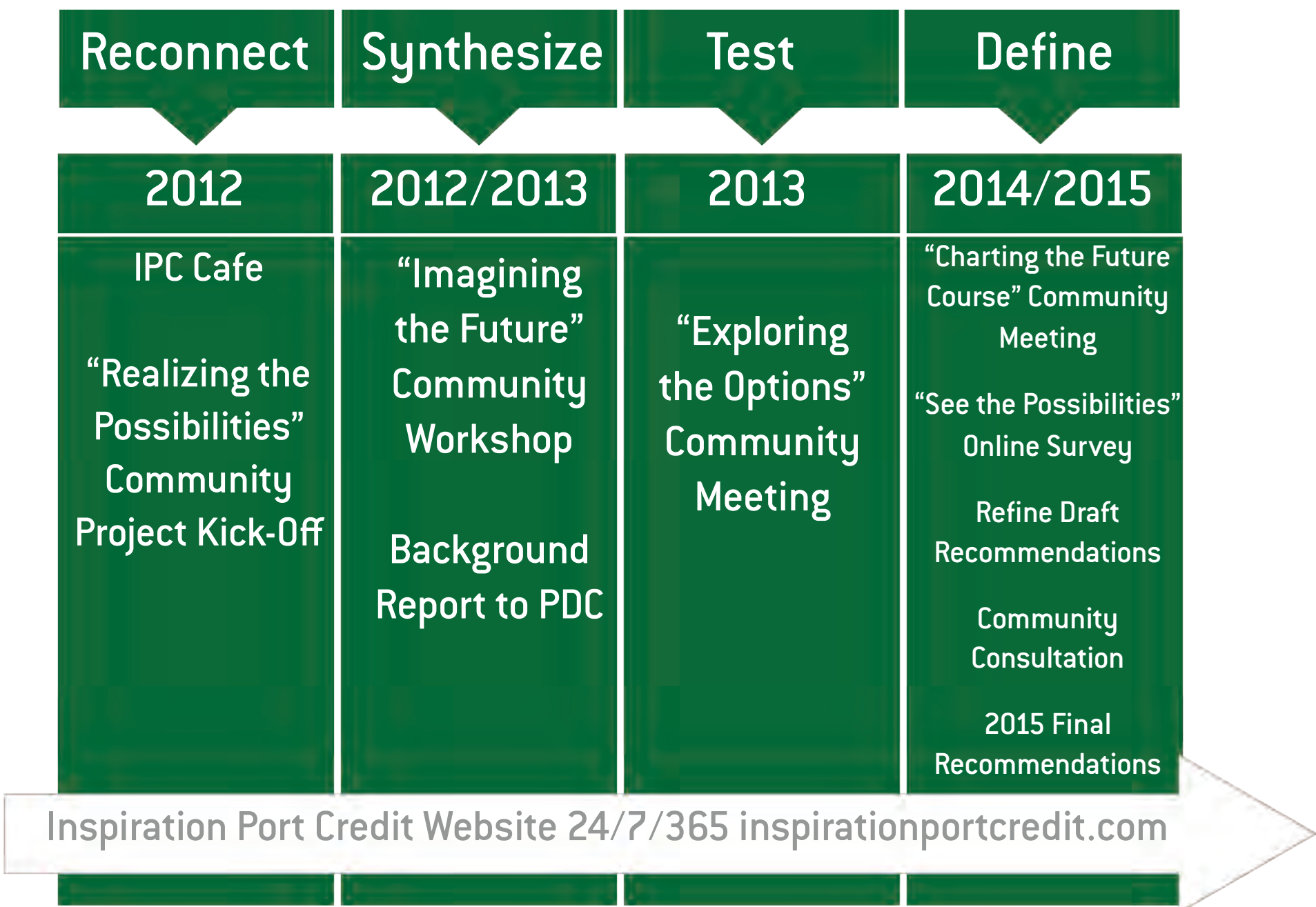


Diagram 4: graphic showing examples of public engagement that have taken place in recent years



Photo: Port Credit Harbour Marina during Cafe Culture Days, 2012  
 Inspiration Port Credit Charting the Future Course: 70 Mississauga Road South Master Planning Framework 13



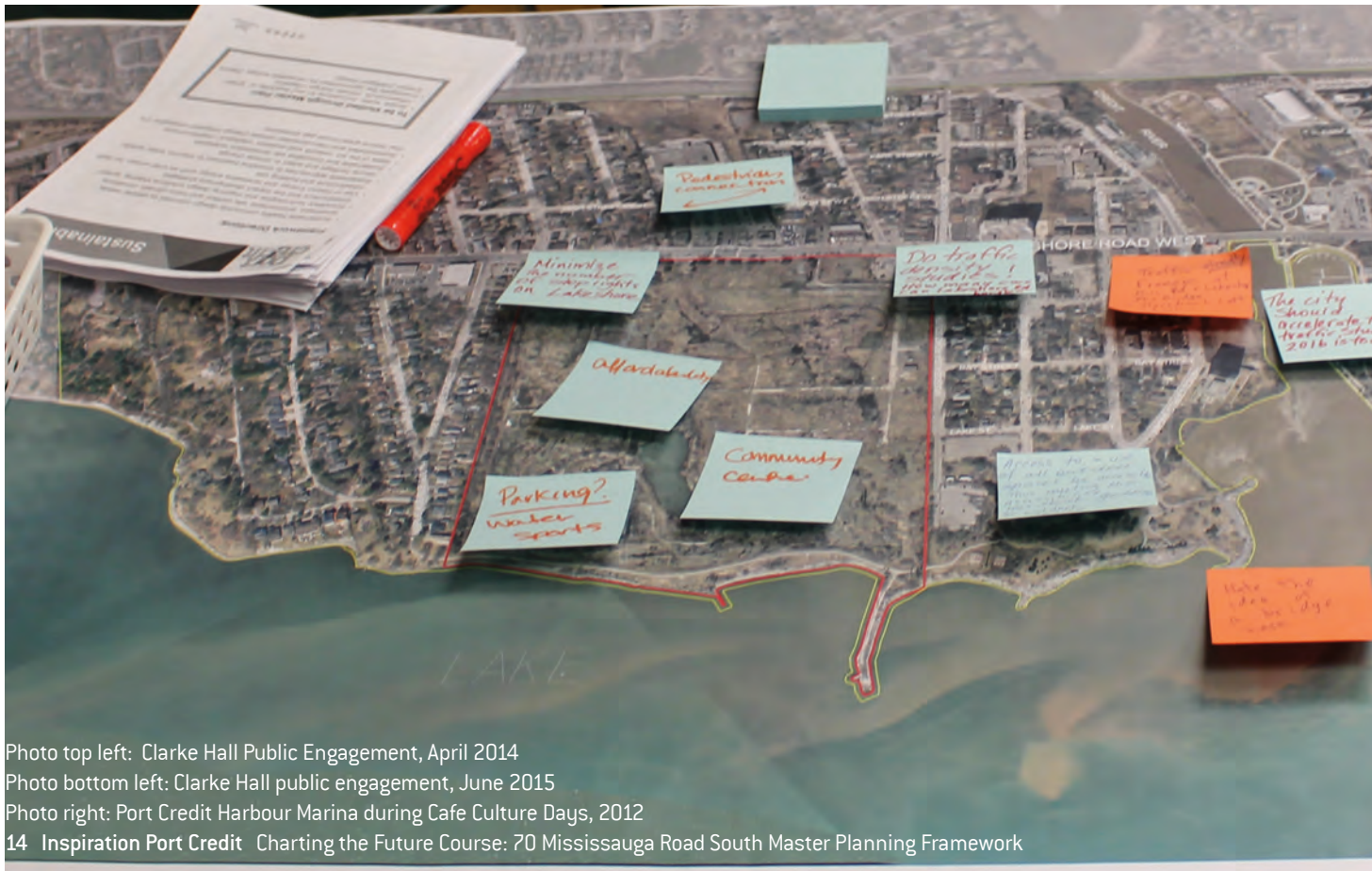
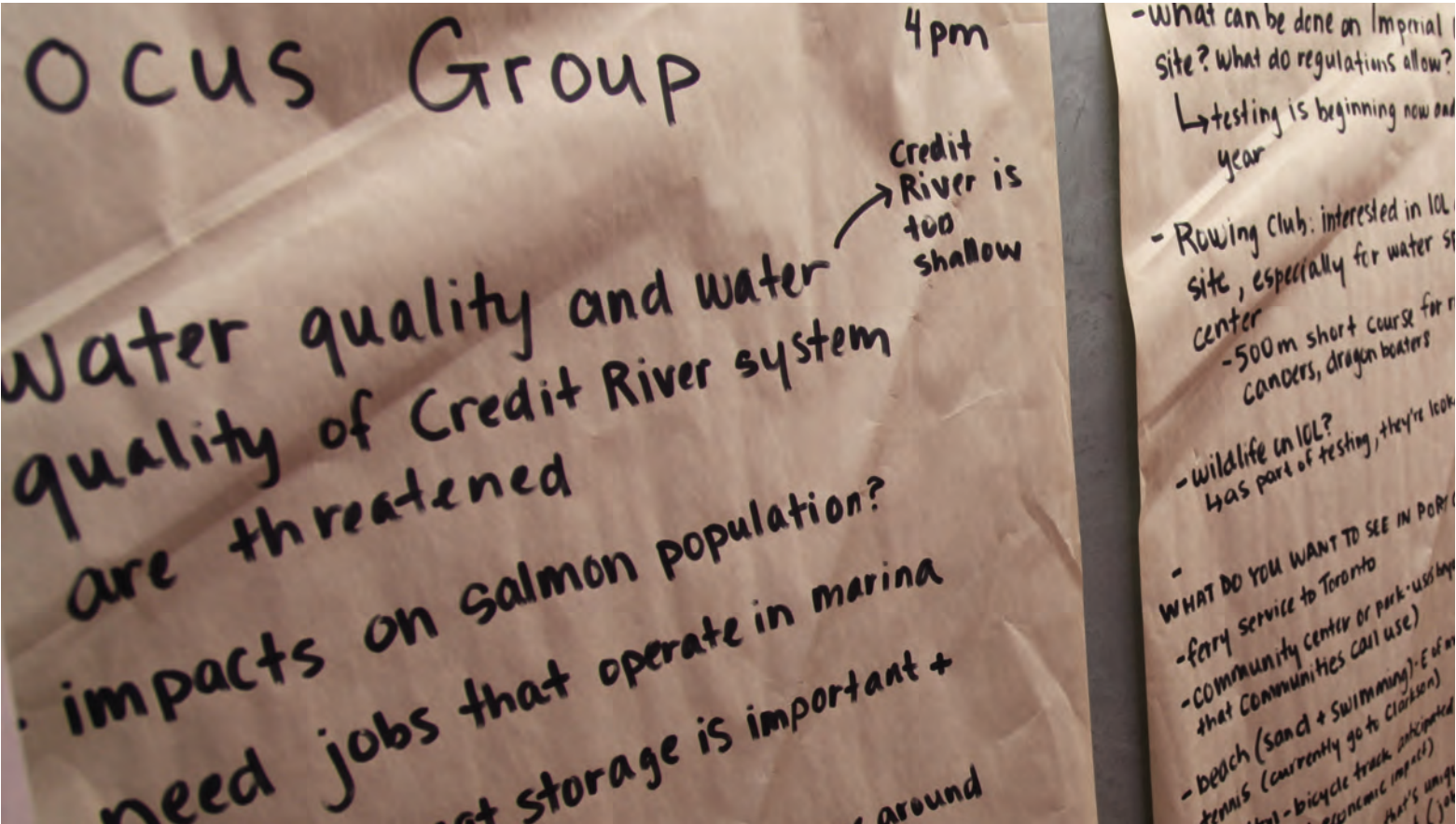


Photo top left: Clarke Hall Public Engagement, April 2014  
 Photo bottom left: Clarke Hall public engagement, June 2015  
 Photo right: Port Credit Harbour Marina during Cafe Culture Days, 2012  
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Photo left: Children's Story Time, 2013  
 Photo top right: Inspiration Port Credit Community Workshops, 2012  
 Photo bottom right: Inspiration Port Credit Community Workshops, 2012





## 3.0 The Context

### 3.1 Shoreline

Port Credit's evolution has involved a long history of growth and transformation, especially along the shoreline.

The shoreline has experienced changes in its shape and extent as evidenced through Diagram 5 (opposite page). These changes reflect the Lake Ontario shoreline transition from industrial and landfill use to what they are today.

Port Credit is a distinct waterfront community made up of a diverse mix of neighbourhoods and public spaces. This existing character informs the IPC planning work, setting a strong foundation for the future. IPC seeks to preserve this character while laying the groundwork for future change that will integrate with this context and enhance the quality of life in Port Credit.

Preparing for the future requires looking back to the past.





# SHORELINE CHANGE OVER TIME

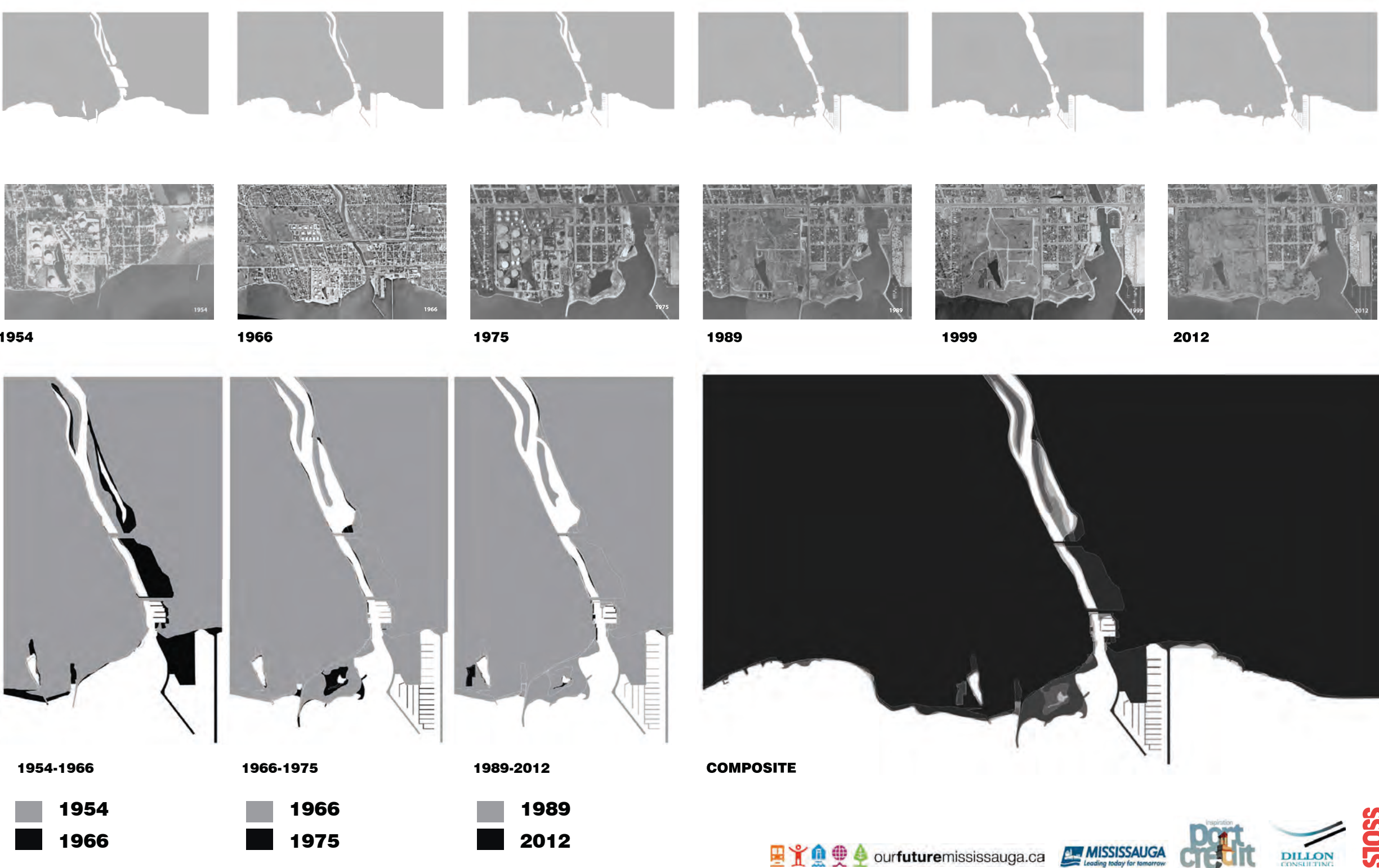


Diagram 5: Shoreline Change Over Time. Stoss, 2013



## 3.2 Central Waterfront

Port Credit is Mississauga's central waterfront. It is perfectly situated at the mouth of the Credit River where it empties into Lake Ontario and where the civic spine of Hurontario Street meets Lakeshore Road. These confluences link the rest of Mississauga to Port Credit and the Greater Toronto Area (Diagram 6). The waterfront has been key to driving local commerce and industry. It is an asset that provides unique recreational opportunities including parks, with a variety of festivals and community activities. Together this has created a distinct urban village that celebrates the water. Despite operating as Mississauga's central waterfront for hundreds of years, Port Credit has never officially been recognized as this. Moving forward, such a recognition provides focus for planning, investment and programming that enforces Port Credit's important role in Mississauga.

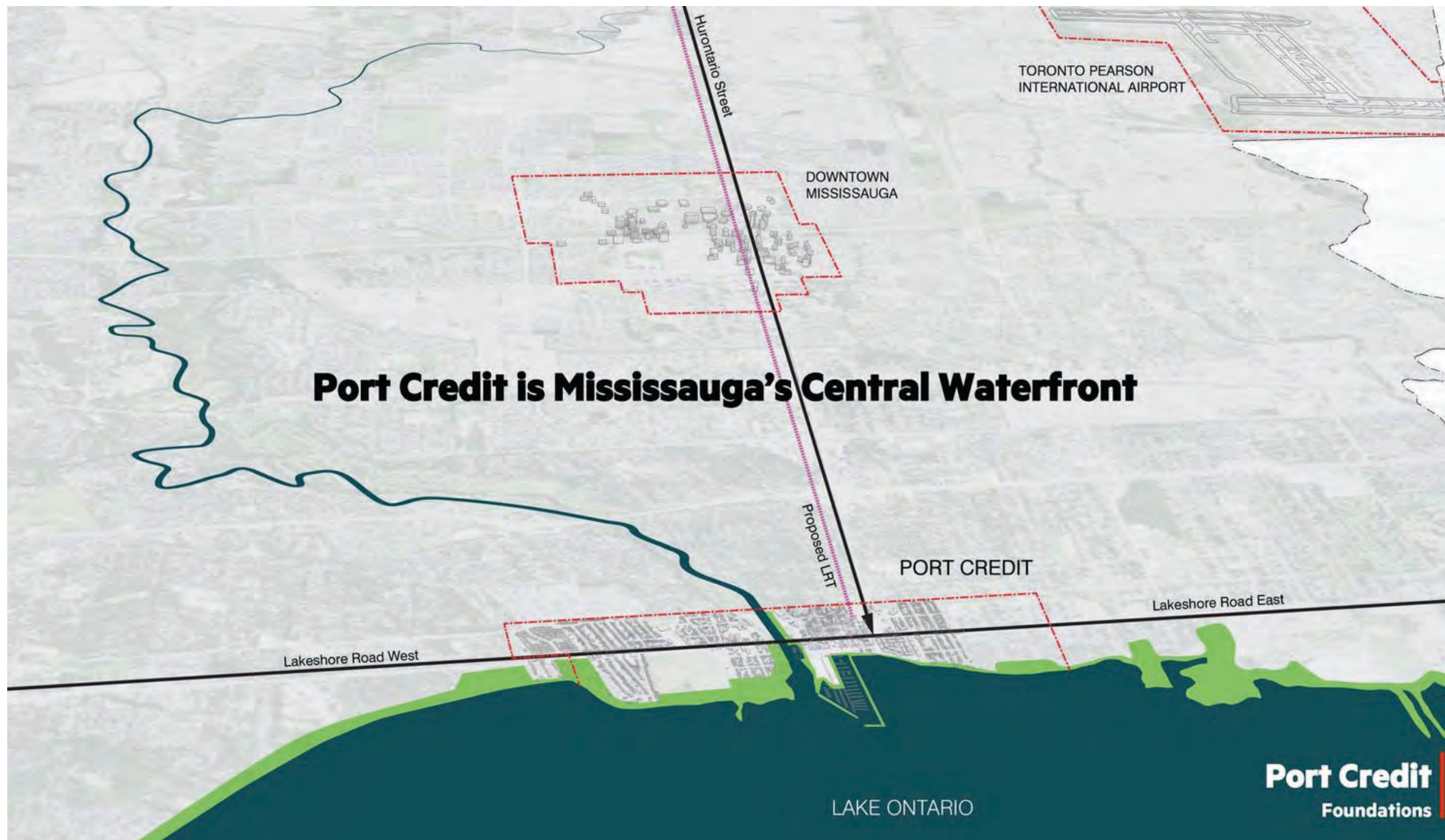


Diagram 6: graphic showing Port Credit's central waterfront location. Stoss, 2013



# 3.3 Site History

70 Mississauga Road South began its industrialization as a brick manufacturing site in the late 1800s and continued until 1927. In 1932, its life as an oil refinery began and continued until 1978. The petrochemical unit followed until 1985. Site decommissioning took place in 1987.\*

In order to understand future opportunities for the use of this land, Imperial conducted an environmental site assessment during 2014.

Imperial’s open letter to the community dated May 29th, 2015 indicated that based on their environmental site assessment there are no physical site conditions that would preclude redevelopment “...for commercial, medium and/or high density residential, and open space uses...” once it is remediated.

Photos (clockwise):  
Port Credit Brick Company, 1907  
Texaco Refinery, 1950  
Port Credit Aerial, 2004  
Texaco Refinery, 1978



\*Heritage Conservation Feasibility Study Old Port Credit Village - Stage 1 Report November 28th, 2003, City of Mississauga





## 4.0 Master Planning Framework for 70 Mississauga Road South

The master planning framework for 70 Mississauga Road South sets out the priorities to be addressed in the required master plan for the lands. The Master Plan will be completed by the owner/developer together with an action plan setting out the strategies for site remediation. All existing policies of the City Official Plan would apply to the required master plan.



The illustrations included in this framework are meant to graphically illustrate principles. They do not reflect final street alignments and/or intersections, final private or public open space size, extent, configuration, locations of land use. The land uses presented are suggestions and will be dependent on environmental and infrastructure information accompanying the master plan.

The framework is comprised of the following elements:

1. Guiding Principles
2. Key Considerations
3. Vision
4. Drivers
5. Directions





# 4.1 Guiding Principles

Developed with the community, the following overarching guiding principles set the stage for the revitalization of 70 Mississauga Road South:



## Embrace the Water

The presence of water will permeate all physical, visual, emotional and aesthetic elements of the site. The recognition, enhancement, influence of the water will be a foundation to the community planning, land uses, activities and urban design.



## Celebrate the Waterfront Heritage and Cultural Footprint

Recognition and integration of the Old Port Credit Village Heritage Conservation District, the village main street as well as traditional water-based activities are essential to guiding change and uniquely land-marking the site. The site presents an important opportunity for cultural celebration and development given their culturally rich and active context.



## Integrate Green and Blue

Maximizing the “green” and accessible open space of the site is important to expanding outdoor lifestyles, natural heritage and recreational opportunities around the water. The open spaces and the urban fabric should be created with the highest standards of sustainability. These include green infrastructure for storm water treatment and energy; shoreline enhancement to benefit water quality, natural heritage, protection from invasive species, and accommodation of climate change.

Photos from left to right:  
Waterfront trail along 70 Mississauga Road South, October 2014  
Port Credit Lighthouse, September 2012  
Sherbourne Common, 2012  
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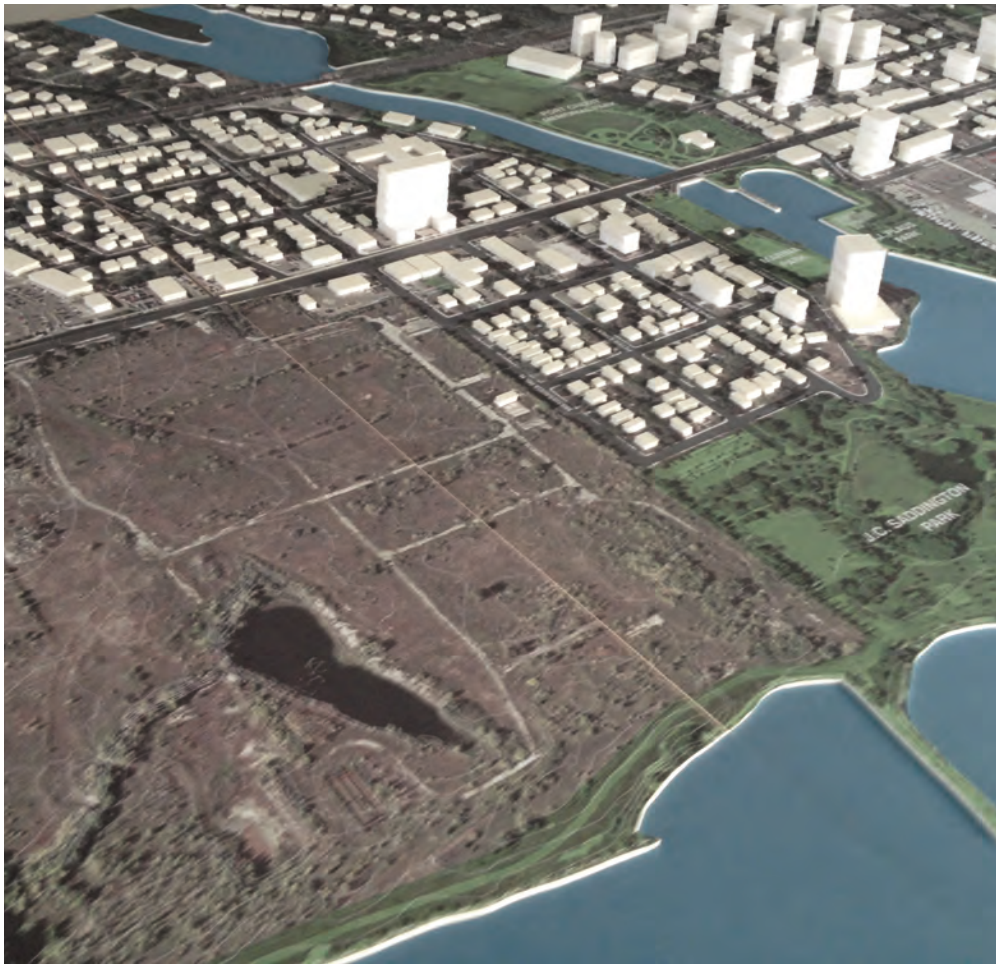
### Connect Land and Water

Connecting the land to the water will be a priority. Extending pedestrian accessibility to and along the waterfront will reinforce the urban waterfront village character of Port Credit. Multi-modal links towards the waterfront edge will enable a waterfront shared by many.



### Create an Economically Thriving, Sustainable Waterfront

Create opportunities for Port Credit’s continued growth as a complete and healthy community. This requires a range of opportunities to access, enjoy and sustain housing, employment, natural and cultural heritage, recreation, educational, community and social services within a compatible urban fabric focused on the water. Promotion of economic sustainability is key. This includes marine based activities and operations and innovative and creative business enterprises will support and grow local area employment.



### Balance and Catalyze Development Within the Regional Context

Growth must be balanced with the village character of Port Credit today. It must fit within the city and regional context recognizing Inspiration Lakeview and other City initiatives including the implementation of Light Rail Transit (LRT) along Hurontario Street. Development of the site will catalyze a complete, sustainable, creative waterfront community. Mobility, servicing and community infrastructure is critical to accommodating future growth.

Together, these principles led to an overarching goal for the site as a place to live, work, learn, and play, a place where people thrive now and into the future.





Photo: 70 Mississauga Road South shoreline looking East, November 2008

## 4.2 Key Considerations for 70 Mississauga Road South

Focusing on 70 Mississauga Road South, there are a number of key considerations that will shape development on the site. Given the 70 Mississauga Road South site's location outside the boundary of the Port Credit Community Node on the west side of the Credit River, and its industrial history, the following primary considerations are critical to be studied and understood. They will be the foundations of the future master plan:

- The appropriate form and scale of development within the context of the immediate neighbourhoods, Port Credit and the overall city urban structure
- The required municipal services, transportation and community infrastructure; and
- Sustainable, cost effective, and appropriate site remediation strategies.



## 4.3 Vision

Based on community input, the overall vision created for 70 Mississauga Road South is:

A lakefront urban neighbourhood of landscapes, meeting places, living, working, learning and drawing people to the water's edge to play



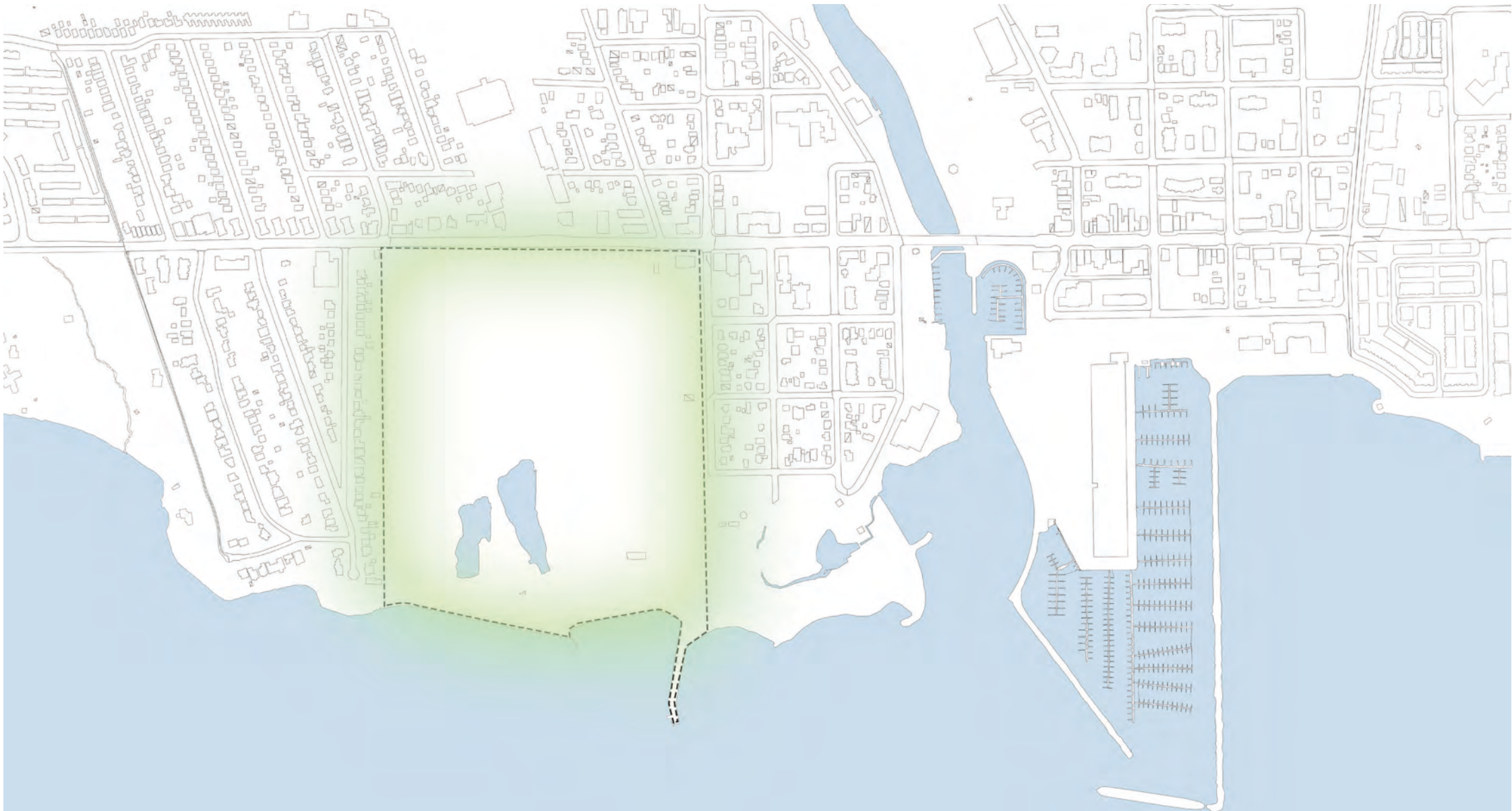


# 4.4 Drivers

The following five drivers influence the structure of the master planning framework:

- Big Site, Big Legacy
- Lakefront Park Destination
- Converging New with Old
- Connections
- Transit Integration

These drivers work together to harness opportunities to realize the vision for the site.

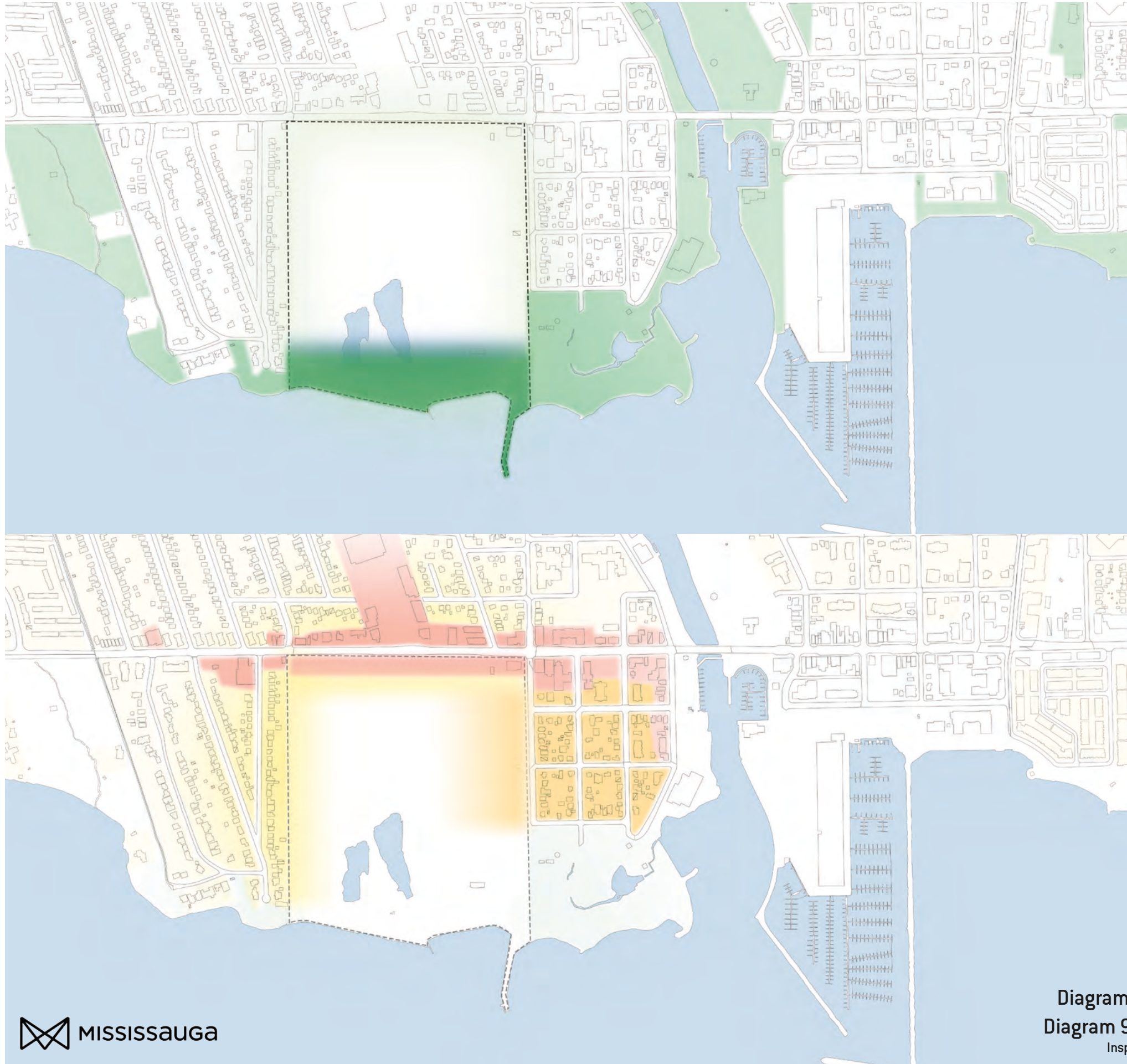


## Big Site, Big Legacy

The large size of the site affords a unique opportunity to create a sustainable urban waterfront neighbourhood where people live, work, learn and play. It will move Port Credit towards being a “complete community.” It will trigger opportunities for sustainable strategies including district energy and innovative green infrastructure; and enable a rich social, cultural, economic and environmentally focused community. Opportunities for a campus type use will generate jobs while blending private open space with the public waterfront.

Diagram 7: graphic representing Driver 1 - Big Site Big Legacy





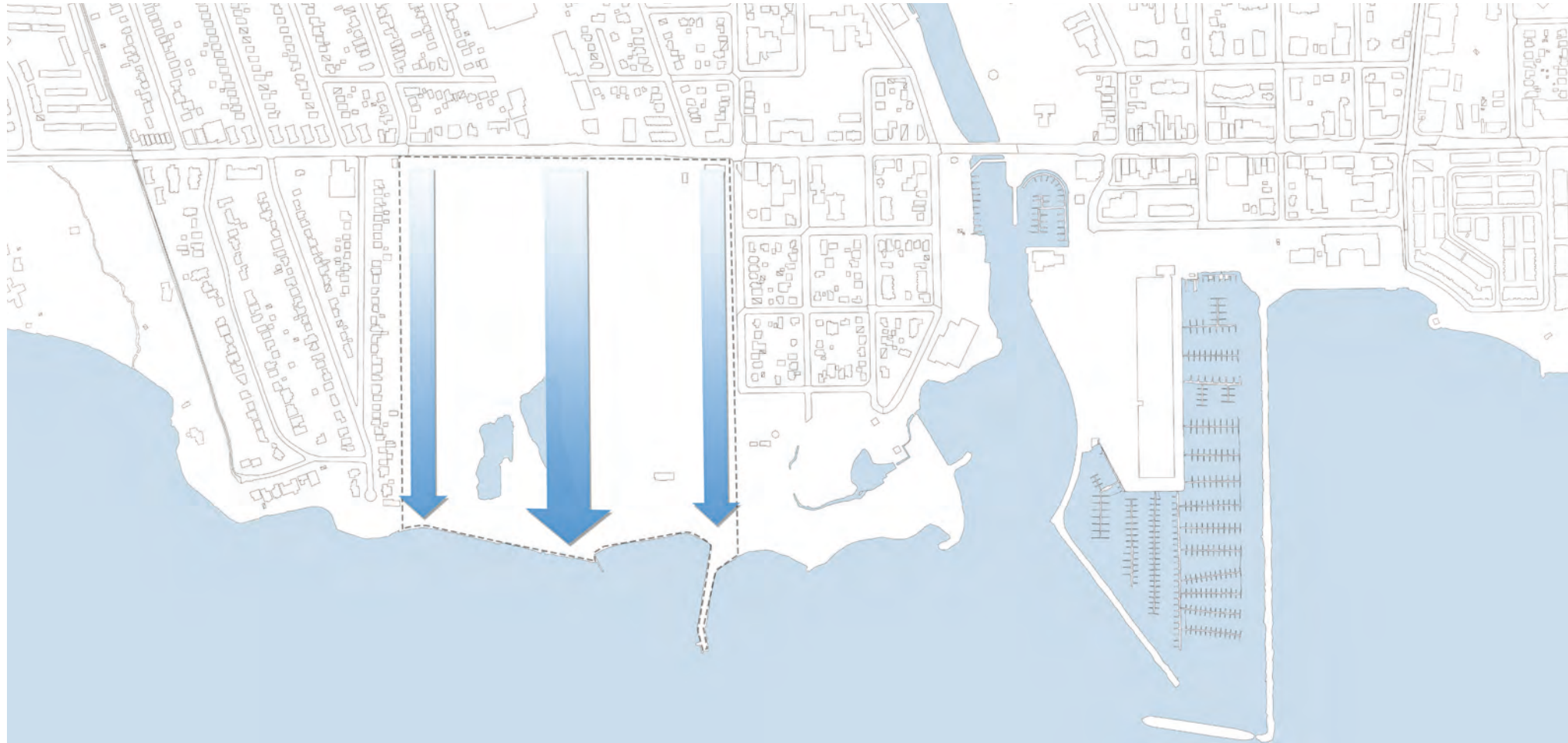
## Lakefront Park Destination

A destination park along the shore of Lake Ontario is critical to celebrate the importance of the water for residents and visitors alike.

## Converging New with Old

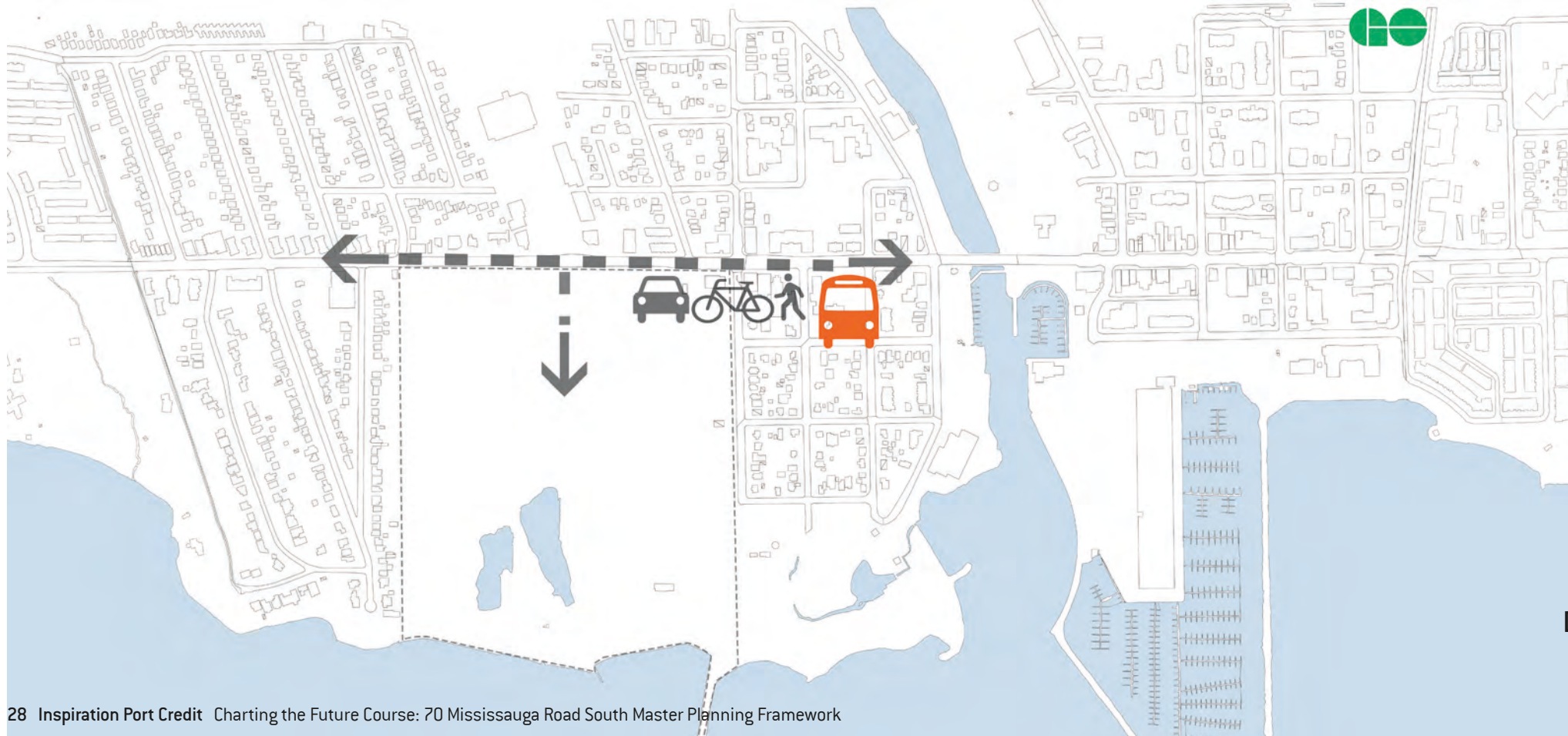
The surrounding residential neighbourhoods, the Old Port Credit Village Heritage Conservation District and the Lakeshore Road “main street” present sensitive areas to be carefully considered, respected and integrated.





## Connections

Visual and physical connections through the site to the lake are imperative to establish complete waterfront access.



## Transit Integration

The ability for people to easily travel to and from the site will be critical. Transit will be part of an effective mobility solution.

Diagram 10 (top): graphic showing Driver 4 - Connections  
Diagram 11 (bottom): graphic showing Driver 5 - Transit Integration



## 4.5 Framework Directions

The framework directions around the themes of sustainability, open space, mobility, land use, and built form are set out here. Also identified are matters requiring further study as part of the master plan. Illustrations of the intent of mobility and connections, parks, open space and land use patterns are also included.



## 4.5.1 Sustainability

In shaping the city waterfront as a model sustainable creative community, all four pillars of sustainability (economic, social, cultural and environmental sustainability) need to drive its revitalization.





# 4.5.1 Framework Directions

i. Sustainable healthy community design informed by people needs, landscape, environment, site context and micro-climatic conditions

Looking forward, the form and character of development on the site will be responsive to both human and environmental health. The site’s context and the shape of development will inform each other. Community design should work with its cultural and natural landscape while providing an engaging and high-quality human environment. Multi-modal options need to be prolific.

Trees will be critical in the public realm for shade, air quality improvement and bird stopover opportunities. Trees and structural shade features will play an important role in mitigating the urban heat island effect and improving the site’s microclimate.

Bringing people to live, work, learn and play will help the site in its contribution to Port Credit’s target of 2 people for every 1 job.

The new development will create opportunities within the public realm for public art, and gathering areas for events and social meetings.



Photo: Cumberland Park in Toronto, July 2012  
Photo opposite page: Hammarby, 2014



ii. Innovative technologies and inspiring design solutions shaping “green” infrastructure and low impact development strategies

To be a model sustainable creative community, innovative technologies and inspiring design solutions must shape the way the site is supported from a municipal services perspective. Water conservation techniques should be factored into future building, exterior private and public realm design.

New development should achieve the Canada Green Building Council’s optimum in the Leadership in Energy and Environmental Design (LEED) Canada Rating System.

On site lighting should be energy efficient and respectful of a dark night sky and the water’s edge.

Innovative practices for stormwater capture and management using landscaping and low impact development (LID) measures will be imperative. These may include bio-retention swales, rain gardens, grass and dry swales, permeable paving, and green roofs. Climate change implications such as extreme weather events, drought or flash floods will inform stormwater management strategies.

Innovative waste management systems, including vacuum waste collection, should be explored. Innovative technologies should focus on being a model for waste reduction, recycling, re-use and recover.

Additional specific matters for study include:

- Scope, scale, feasibility of “green” infrastructure and climate change adaptation. Identify what green infrastructure can be used and how it shapes site development and built form.

iii. Use of District Energy and renewable energy

Efforts to reduce the use of non-renewable resources will be important. The feasibility of using renewable energy such as solar power, for both neighbourhood infrastructure and building use must also be explored. This site may also provide an opportunity for a District Energy approach and should be further reviewed. The shape and extent of development and built form should enable these opportunities.

Additional specific matters for study include:

- The feasibility and specifics of sustainable energy supply and management options (including District Energy as directed by City Council in 2014 and outlined in the report “District Energy - Screening Study Findings and Next Steps” dated February, 2014).





iv. Sustainable approaches to shoreline treatment to improve water quality, natural heritage climate change adaptation

Shoreline treatment should help to improve water quality and climate change adaptation.

Shoreline naturalization should be achieved wherever possible: eg. bioengineering, regeneration, reduction of armouring and increase ‘naturalized’ shoreline typologies such as cobble beaches where wave action allows. Increase planting of native shoreline affiliated species should be supported.

There should be extensive open space preserved along the waterfront. These strategies all aid in achieving conservation goals through development of buffer zones, erosion control, pollution reduction and the creation of habitat linkages.



v. Sustainable and innovative site remediation strategies

Site remediation strategies continue to evolve and progress. It will be important to consider new and innovative strategies that are better for the environment than traditional ‘dig and dump’ approaches. A net zero approach may be preferred and appropriate, eg. eliminate carbon emissions from trucks carrying materials off-site for disposal. Consideration of the most appropriate remediation strategy will be required.

Additional specific matters for study include:

- A cost/benefit analysis of remediation strategies. This assessment must review the strategies from a cost/benefit perspective in the short and long term including implementation, ongoing management, costs and any restrictions.



Photo: Washington, September 2011





vi. State of the art, network web-enabled “intelligent” neighbourhood

The community design should enable a state of the art fibre network available to residents, business, and institutions. This network will have the potential to create opportunities for smart buildings, smart community servicing and municipal infrastructure as part of a sustainable energy and performance management strategy. It will also contribute to better social and business connections improving the sense of place and economic productivity.

Additional specific matters for study include:

- The identification of and feasibility of “intelligent” community design should be assessed to understand its influence on community design.



vii. Sophisticated and interconnected climate change adaptation strategies towards a net zero waterfront

As part of the overall sustainability strategy on site, strategies to reduce greenhouse gas emissions should be incorporated to contribute to net zero targets.

Additional specific matters for study include:

- Identification of strategies to address climate change through community design, municipal infrastructure technology and design; strategy to maximize the tree canopy and naturalization; durable shoreline design and other means.



Photo: Tommy Thompson Park, 2012  
Photo opposite page:  
Tourism Toronto Image Gallery, 2012







## 4.5.2 Parks, Open Space, Public Realm, and Natural Heritage

A landscape-based strategy for site revitalization is the fundamental core of the Framework for this site. This strategy focuses on the creation of high-quality, interconnected open spaces. Incorporation of sustainability practices such as storm-water capture, increased access to light within the urban fabric balanced with the tree canopy will be important. The open space system should be designed to seamlessly integrate the adjacent J.C. Saddington and Ben Machree Parks.



Photo: Port Credit, October 2014



# 4.5.2 Framework Directions

i. Year round, diverse, accessible public and private open spaces connected by multi-use trails

A range of interconnected, accessible parks and open spaces varying in size and function will be important. These should be fun, inspiring gathering places in all seasons.

As part of the open space network, publicly accessible private open spaces such as courtyards provide additional public realm for all.

Additional specific matters for study include:

- Size, configuration of the waterfront Destination Park relative to the land uses, scale, and form of development on the site.
- Size, configuration, location of the other public parks relative to the land uses, scale, and form of development on the site.
- Open space network strategy including public and private open spaces, the Waterfront Trail and multi-use trails.
- Integration of the Waterfront Trail through the Destination Park

## Conceptual Parks and Open Space

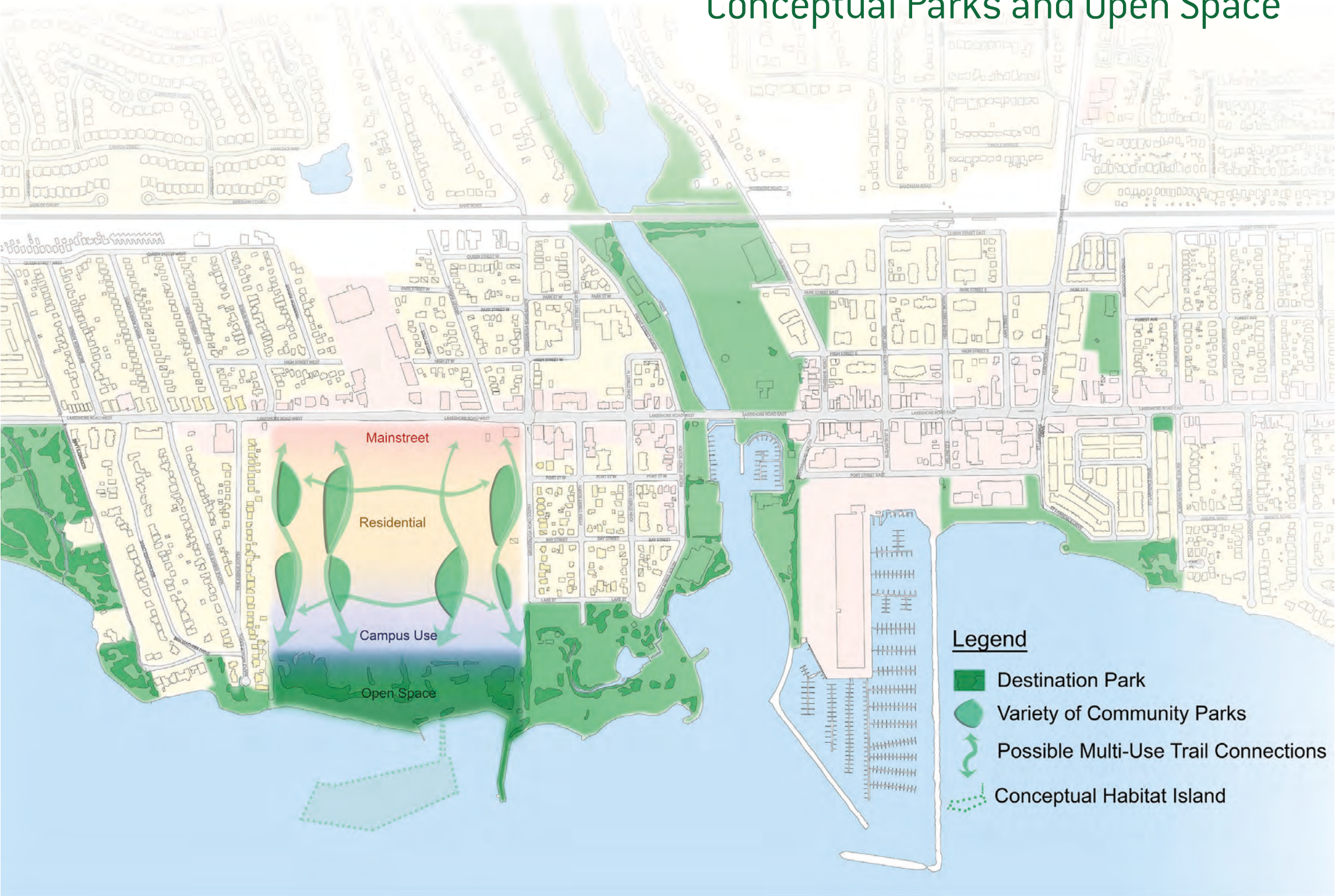


Diagram 12: graphic showing the conceptual parks and open space for the site



## ii. Destination Waterfront Park for a variety of local and citywide destination uses

The largest open space should be a public waterfront park extending the full length of the site's shoreline. This park should be designed taking into consideration an appropriate integration to the adjacent J.C. Saddington and Ben Machree Parks and the existing Waterfront Trail along the shoreline. As part of its destination character, it could include features that celebrate the waterfront and the surrounding area, as well as enhance the connection to the Waterfront Trail. The destination park could host cultural events and festivals drawing both residents and tourists. A mix of social, active and passive recreational and related uses compatible to the neighbourhood are appropriate here.

## iii. Shoreline access for water recreation, views and natural heritage corridor

Substantive and connected public open space along the water's edge is a priority creating healthy recreational opportunities for visitors and residents. The Master Plan should consider the historic waterfront and marine uses at the site. Opportunities for changes/improvements to the existing shoreline and the location of marine activities such as canoeing and kayaking and a boat launch may be considered.

The shoreline has the potential to link a much larger natural heritage system that supports

terrestrial and aquatic wildlife. Wildlife movement is an important aspect of a regional landscape planning approach to revitalization.

### Additional specific matters for study include:

- Access to and use of the shoreline to balance recreation, including water based recreation, with use for naturalization, wildlife, and aquatic habitat.
- Feasibility of city marina uses at this site. The City's 2015 Recreational Boating Demand and Capacity Study and the 2015 Business Case for a future marina at 1 Port Street East will help inform future marina need.
- Feasibility of the creation of a habitat island and a racecourse along the shoreline by the city. The potential of an offshore island may provide additional wildlife habitat, in particular habitat supporting both aquatic and terrestrial migratory birds. It will also provide exceptional views and additional recreational opportunities. An island would create a barrier and allow the existing shoreline to be treated in a way to encourage naturalization. This island would need to be evaluated to ensure that the water quality and circulation landward of the island remains adequate to avoid algae buildup, among other issues. Sediment transport, shoreline stability and climate change accommodation would also need to be evaluated.
- Opportunities for innovative and appropriate shoreline treatments. The types of shoreline treatments possible on the site will be explored along with the objectives for public access and natural heritage.



Photo: Vancouver, June 2006





#### iv. Community Parks for neighbourhood uses

As part of the public open space network, community parks within the neighbourhood provide an opening in the urban fabric within a short walking distance for all residents. These parks provide for more intimately scaled recreational activities than the large waterfront park, to embrace play as well as contemplative spaces and social gatherings.

#### v. Tree-lined streets

Both streets and pedestrian pathways should include trees allowing for shade and protection against winds during winter months to encourage all-season use. Trees should be a prominent feature of the streetscapes, beautifying the streets and contributing to the ecological health of the site.

#### vi. Parks, open space and the public realm should protect for views to Lake Ontario

As a lakefront community, views to Lake Ontario are precious. Protecting and enhancing these viewsheds will preserve the unique scenic qualities of the site, and celebrate the water-oriented character of Port Credit.



## vii. Public open space with trees

Providing a prominent tree canopy within a strong open space system will contribute to both the human and ecological health of the site. This vegetation benefits shade and air quality, important to improving local and broader environmental conditions such as biodiversity and wildlife habitat.

## viii. Linkages to the city's natural heritage system

The potential for the substantive 70 Mississauga Road South site to contribute significant natural heritage value to the broader system needs to be considered. The site contains significant shoreline area and so provides opportunities for protecting and enhancing this critical habitat interface. The site also connects the adjacent park spaces, strengthening the connectivity of the open space network and creating important habitat linkages to the Credit River. Ensuring that the overall community design for the site protects and reinforces the natural heritage value of the site will contribute to the health of and connections to the broader natural heritage system .

### Additional specific matters for study include:

- Opportunities to establish and link natural heritage corridors and areas on site to the broader city system.



Photo this page: Hanover, Ontario, 2005  
Photo opposite page: Toronto Tourism Photo Gallery, 2012







# 4.5.3 Mobility

A comprehensive forward-thinking mobility strategy for 70 Mississauga Road South may include both enhanced transit service and inclusive transportation infrastructure. The site should support a variety of transportation modes, while prioritizing active transportation, for both functional movement, recreation, and public health. The site should be well connected with a thoughtful interior transportation network aligned with its future urban form, and sensitive integration into the surrounding area.



Photo: Winnipeg, 2006



# 4.5.3 Framework Directions

## i. Consideration for rapid transit support

Depending on the ultimate scale of development proposed, rapid transit supporting the site should be explored. In addition, parking requirements should be appropriate for a mixed-use community and support transit-oriented development.

### Additional specific matters for study include:

- Assess requirement for enhanced transit service (including rapid transit options) influenced by the Lakeshore Road Transportation Master Plan. The specific transit options available and appropriate for the site will need to be coordinated with the Lakeshore Road Transportation Master Plan.

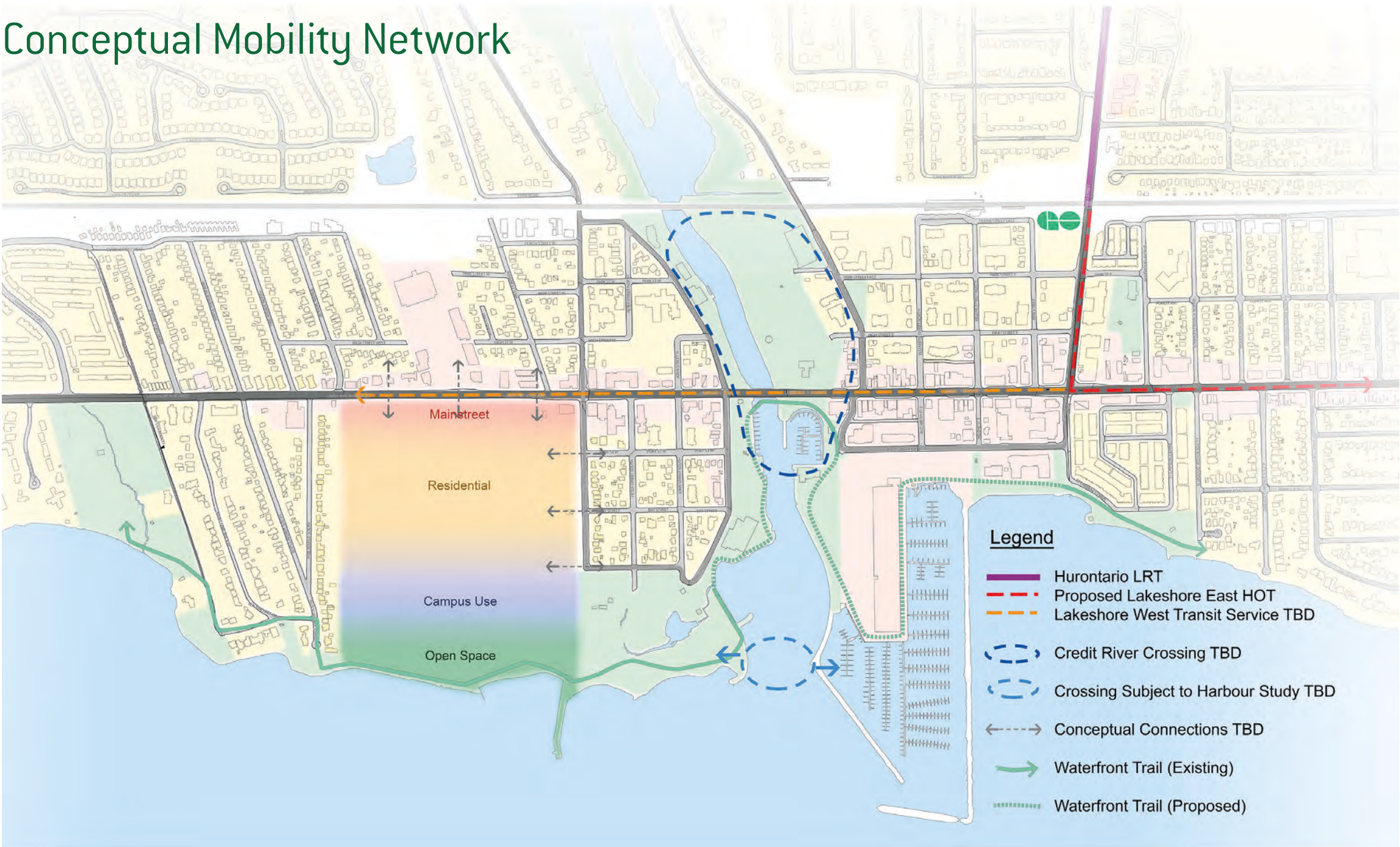


Diagram 13: graphic showing the conceptual mobility network for the site





## ii. Fine grained, multi-modal street system

A finely grained street system is one where blocks are smaller, more regular and well-connected. This allows for a walkable urban environment by providing more direct pedestrian routes rather than large, circuitous streets scaled for car travel.

The 70 Mississauga Road South site should include a diversity of connections for pedestrians, cyclists, and vehicles that link Lakeshore Road to the waterfront in both north south and east-west directions.

### Additional specific matters for study include:

- Determination of an appropriate fine-grained multi-modal street system. The configuration and alignments of the street network within the 70 Mississauga Road South site will influence the future land uses, scale, and form of development for the site.

## iii. Interconnected network of streets

An interconnected network of streets throughout the site is important. It encourages walkability and supports transportation connections. For this reason cul-de-sacs and dead ends are to be avoided.

This photo and above photo:  
Pittsburg, September 2014



iv. Connections with existing prominent intersections and neighbourhoods where needed

Connections to the adjacent areas need to be carefully considered and sensitive to the existing neighbourhood communities.

Additional specific matters for study include:

- Connections to the existing Old Port Credit Heritage Conservation District in context of master plan proposed uses, densities etc...The proposed future uses and urban form on the 70 Mississauga Road South site will determine the need for and type of connections to the Old Port Credit Heritage Conservation District (ex: street connections vs. active transportation connections, etc.).

v. Active transportation will be important for public health benefits

An active transportation network that provides for many opportunities for pedestrian and cycling connections, will be critical. Active transportation is strongly linked to more sustainable active lifestyles, promoting broader community health.

vi. Waterfront Trail as the key east/west active transportation connection

The Waterfront Trail provides a scenic, continuous, and well-loved walking and cycling connection along the shore. It is functional both as a practical movement corridor and as a recreational amenity. While the waterfront trail already runs along the edge of the 70 Mississauga Road South site, integrating the trail into the transportation network of the site will encourage active transportation within the site and beyond.



Photos:  
Port Credit, 2004  
Port Credit, 2004  
Port Credit, 2004



vii. Special recognition of Mississauga Road South

Mississauga Road South, south of Lakeshore Road, should be recognized for its distinctive picturesque features and its origin at the lake. The streetscape and urban form along Mississauga Road South should reflect its special character and its interface with the new and existing community.

Additional specific matters for study include:

- Special policies for Mississauga Road South to address its sensitive context need to be developed. The unique and sensitive position of Mississauga Road South needs to be recognized. Its location between the 70 Mississauga Road South site and the Old Port Credit Village Heritage Conservation District at the lake creates a critical interface to be sensitively and respectfully developed.

viii. A public street bounding development from the Destination Waterfront Park

A public street should separate the Destination Waterfront Park from the built part of the site. This would define the park area and support public access.



Photo this page: Mississauga Road, May 2013  
Photo opposite page: Port Credit, October 2013





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## 4.5.4 Land Use

Future land uses on the 70 Mississauga Road South site should transform the site to a vibrant and active destination. It will showcase sustainable diverse living and unique recreation choices, meaningful economic opportunities, and exciting cultural assets that contribute to the Port Credit character. These land uses should distinguish the site itself but also create a landmark on the waterfront.



Photo: Washington, September 2011



## Conceptual Land Use

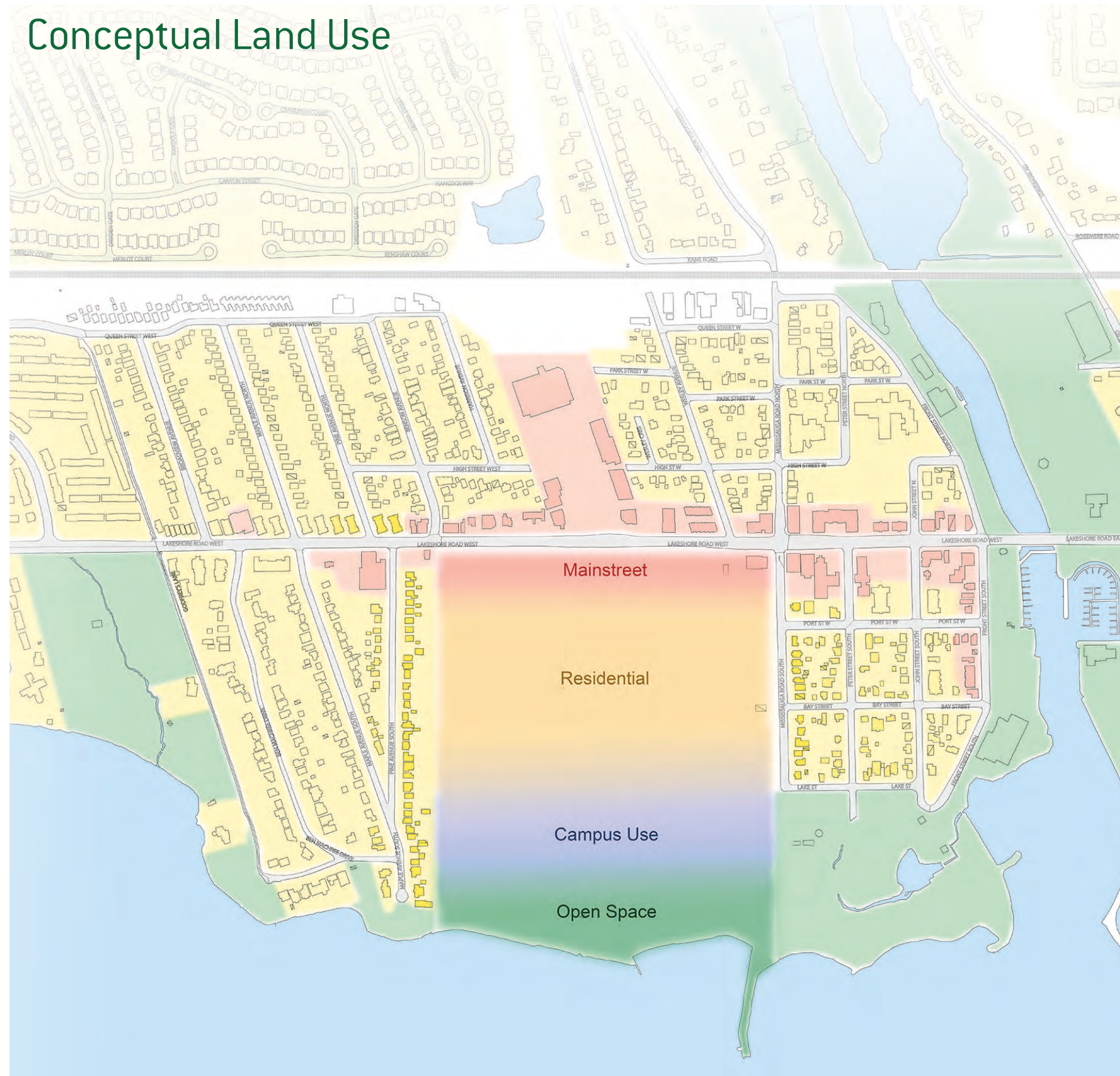


Diagram 14: graphic showing conceptual land use for the site

## 4.5.4 Framework Directions

i. A “complete,” walkable neighbourhood integrated with the Port Credit village

Ultimately, the future of 70 Mississauga Road South is seen as contributing to a “complete” and walkable Port Credit community. This requires a combination of residential, commercial, retail, campus uses, parks and open spaces.

Additional specific matters for study include:

- Appropriate uses, scale and form of development to be determined. The vision for the site as a place to live, work, learn and play needs to be explored. The types of uses, the amount of land needed for these uses, and their shape are part of this analysis. Uses must be compatible with the existing neighbourhoods. Transportation, community and municipal infrastructure needs must be determined. In addition, site conditions need to be understood and methods to remediate the site must be established.
- Density, residential population, number of jobs to be determined. The appropriate density, residential population and employment potential for the site will be influenced by a number of factors. These include the future proposed land uses and the supporting mobility network, community services and facilities, and the water and sewer system.



ii. Transit-supportive and mixed-use development integrated within the context of the urban village

Future development must create a compact, vibrant, transit-oriented and connected urban neighbourhood. A mix of residential, commercial, open space and employment opportunities will inspire people to live, work, and play.

iii. Range of mid-rise housing options

Residential development will provide a variety of opportunities to encourage diversity in built form and housing types, generally with a mid-rise built form.

iv. Affordable housing options including housing for seniors

To protect for a future community for all, a range of housing options will be important. The City and the Region should work together to promote the development of affordable housing.

v. A variety of private and public open spaces

A range of open spaces will help shape the structure of the site. These spaces will be important for community building and leisure opportunities.



Top photo: Port Credit, October 2014  
Bottom photo: Hammarby, 2014



vi. Contribute to the jobs target of 2 people to 1 job

Development should contribute towards the City’s target for the Port Credit Community Node of at least 2 residents per job (population and employment ratio of 2:1). The site should create opportunities to work, learn, make, and play, ensuring a diversity of activities on the site to contribute to the economic sustainability of Port Credit as a complete community.

vii. Creative industry jobs e.g. maker spaces

Enhance economic and social diversity on the site including creative industry live/work/retail/co-working/incubator spaces. A variety of creative employment opportunities should be supported through the site’s development. These vary from traditional office space to more non-traditional spaces that support creative and entrepreneurial uses.

viii. Retail, commercial and office uses along the main-street

Development along Lakeshore Road should respect the main-street character and offer street-related commercial uses with closely spaced store fronts and residential or office uses on the top floors. The scale of the new commercial should be reviewed relative to the existing along Port Credit’s main-street.





ix. Cultural, academic, research, institutional campus uses.

A cultural, academic, research, institutional, community facilities, or campus use has the potential to landmark the site within this urban waterfront setting. This use can be located next to the waterfront open space area. This will allow for the campus style and space expansive landscapes to blend and connect to the adjacent public waterfront open space while increasing the opportunity for employment.

A regional campus type facility is an important economic and cultural asset. It helps to diversify the population and create traffic patterns with less intense traffic peaks at different times of day than typical office uses. Campus facilities increase the diversity of economic and job opportunities.



Photo: Sheridan College, 2012  
Photo opposite page: Hammarby, 2014







## 4.5.5 Built Form

70 Mississauga Road South is a landmark waterfront site. It has the potential to be transformed into a model, sustainable creative waterfront neighbourhood. Interesting, diverse and iconic design founded on people needs and design excellence is paramount.



Photo: Winnipeg, 2014



# 4.5.5 Framework Directions

i. Development must provide a variety of built form generally in the range of 4-12 storeys.

A mid-rise (4 - 12 storeys) community concept is envisaged. Various factors including site conditions and remediation strategies, compatibility with existing neighbourhoods, transportation, community, and municipal infrastructure will influence the design. Development should offer a gradient of heights and densities. The greater heights are envisaged towards the middle of the lands while lower heights are towards the east and west adjacent to the existing neighbourhoods and south to the lake. This height patterning will help to offer appropriate transitions to the adjacent neighbourhoods and to the lake.

Additional specific matters for study include:

- Assessment of appropriate scale and form of development given site conditions and remediation strategies, compatibility with neighbourhoods, transportation, community and municipal infrastructure, and design excellence. The most appropriate configuration of development on the site will evolve once the range and location of land uses are determined. These will be influenced by the various studies around remediation and infrastructure. The existing context shapes the edge of the site, requiring

a built form and landscape to weave it together.

- Demonstrate appropriate transitions to the existing residential communities on the west and east of the site and to the lake. It will be important to focus the taller buildings in the centre of the site and keep the lower forms nearby to the neighbours and the lake.

## ii. The main-street components should generally reflect four storeys

There is an exciting opportunity to create a ‘face’ to this site at Lakeshore Road. The extension of a ‘main-street’ across the frontage will evolve and mesh into the existing and planned character. The main-street built form that will typify the Lakeshore Road portion of the site should respect the existing and planned character of the street, offering street-related and human scale mixed use development.

Additional specific matters for study include:

- Assessment of the appropriate integration of the main-street with the existing and planned Lakeshore Road main-street. A strategy for integrating the site’s main-street development with the established Lakeshore Road main-street urban form will need to align with the results of the Lakeshore Road Transportation Master Plan.



Photo: Washington, September 2011



iii. A compact and walkable grid street pattern

More direct pedestrian routes and small blocks make for pedestrian and cycling comfort. A logical network of grid streets will make walking easier and reflect the character of the Port Credit Village.

iv. Built form and block structure should be compatible with the Old Port Credit Heritage Conservation District

Development should be sensitive to the Old Port Credit Village Heritage Conservation District. Any new development should respect Old Port Credit and provide the appropriate transitions in terms of building heights, density, landscaping, and block structure.

v. Block structure should consider environmental factors.

The development of block structure should consider environmental factors such as sun, wind, and drainage patterns, in order to increase the sustainable design of the development. Block massing and height distribution can be structured to maximize sun exposure and view corridors, while working with the landscape and microclimate of the site. Of paramount importance is the opportunity to use the block and street pattern to facilitate views to Lake

Ontario. Block structure also should provide for a compact community, a street grid pattern, and transit supportive design and be relevant to the surrounding community.

Additional specific matters for study include:

- Use of a block typology to allow for sunlight, air circulation, passive heating, landscaping in balance with streetscape needs. The land use and block structure will consider microclimate conditions and setbacks at the street to allow for sunlight and views to the sky, as well as maximizing views to the lake.

vi. Design excellence honoring the water and the village.

Given the site’s transformational opportunity on the waterfront, superior, leading edge design principles should drive the site’s revitalization. Sustainable, inclusive design promoting universal accessibility is critical in the pursuit of excellence.

Additional specific matters for study:

- City review the inclusion of 70 Mississauga Road South on the International Design Competition Inventory of Landmark Sites











## 5.0 Next Steps and Implementation

This framework for 70 Mississauga Road South will shape the future development of the site. The future master plan for the site will be guided by the directions of this framework.

Before 70 Mississauga Road South can be revitalized, the following needs to be completed:

- Preparation of a master plan by the owner/developer of 70 Mississauga Road South to determine the type and location of future uses (e.g. housing, office, stores, campus, parks and streets). The City will work with the owner/developer to ensure that the master plan meets the community and City needs, and to host community consultation. This master plan must be approved by the City and follow the master planning framework.
- Development and City Council approval of an Official Plan amendment to implement the master plan.
- Revitalization (Redevelopment) applications including Zoning By-law Amendments and Subdivision Applications must be approved by the City to permit future uses. Before the City can approve redevelopment applications, public meetings are required.
- Preparation of a plan by the owner/purchaser of 70 Mississauga Road South to remediate the property to permit future uses for approval by the City the Province of Ontario's Ministry of Environment and Climate Change.



Concurrent to the preparation, review, and approval of the master plan and related documents and studies, the following implementation action items should be explored by the City:

- Stakeholder, community consultation and agency coordination will be important in developing partnerships in stewardship, restoration and water management best management practices implementation.
- Investigation of affordable housing strategies/opportunities with the Region of Peel.
- Discussion with appropriate education, research and/or cultural institutions and/or organizations to determine viable opportunities for uses such as an academic campus, research facility and/or regional cultural destination, marine or environmental science education/discovery centre.
- Engagement of the landowner/development proponent to investigate the feasibility of interim uses on site e.g. bright fields, urban agriculture.
- Investigate additional pedestrian, cycling, and vehicle crossings of the Credit River as well as review the higher order transit needs in the Port Credit Area.
- Investigation of marine transportation opportunities e.g. water taxis.











