



1 Port Street Team responses to Inspiration Port Credit Questions

Built Form and Density: What are the built form, building heights and density being considered? Do you have population and employment projections?

The master plan will contain a set of strategies that will then be translated into the “missing” Local Area Plan policies for 1 Port, including, but not limited to, building heights and built form. The intention is that these policies will permit some flexibility for the creativity of the future builder, who will work with the City on zoning provisions, including final private development pattern and density. The master plan strategies and policies of the Local Area Plan for 1 Port will deal primarily with the public realm and the contribution that private development can make to its quality. They will include public realm dimensions such as Waterfront Trail widths, for example. The master plan document will also contain a Demonstration Plan, which will translate the strategies into one of potentially several ways of meeting the policies and dimensions.

With respect to heights, we are presently exploring a mainly six storey midrise regime with four-storey “street walls” throughout, so that the upper stories are set back above the fourth floor. Variation will be provided through additional height on the south side of Port Street and in locations where warranted. This would be in line with the spirit of the public presentation on October 18.

Density is proposed to be addressed in the subsequent zoning process and detailed in provisions of the zoning by-law. Density would be a function of the site-specific Local Area Plan policies for 1 Port related to built form, height and dimensions, as well as, the plan form of the future builder’s and City’s preferences. We understand the City’s concern in wanting as much detail as possible, and in particular density. So to satisfy any concerns the City may have, we would look to provide an understanding of the density numbers that the Demonstration Plan would yield, so long as they would be seen as one option in a range and so long as built form does not become secondary to density.

We will be looking to quantify population and employment numbers based on the master plan that is currently underway. These projections will help inform the City’s review of traffic and infrastructure requirements.

Built Form and Density: Is there a preferred alternative with regard to the distribution of specific land uses, height and density within the flexible design framework that CLC will be seeking?

We expect that the master plan will define public and private areas. For the public areas, we expect to establish clear areas with critical dimensions, along with guidelines as to appropriate uses to the flanking



private development. We do not expect to have a preferred arrangement within the private area, including the internal circulation to serve it, since this is the area where the future builder needs flexibility to produce an imaginative and marketable design which takes advantage of this exemplary site. However, we do expect that the master plan and consequently the Local Area Plan will have built form parameters that can be further tightened during the subsequent rezoning process.

The Demonstration Plan will also form a baseline against which future proposals can be considered. One example the City may wish to contemplate is one where if the future builder were to follow the Demonstration Plan exactly, rezoning would be assured; whereas if the builder wished to follow the policies in another manner, they would need to provide the City with a rationale and supporting documentation showing how all the policies are fully met.

What are the likely Official Plan amendments or Zoning By-law amendments that CLC will be seeking (if any) at the end of their Master Planning exercise?

As discussed at our meeting of Oct 11th with Strategic Initiatives and Policy Planning, and as communicated at the public meeting, CLC does not plan on filing development applications following the master plan exercise. At the conclusion of CLC's master plan exercise, the City will be in a position to adopt appropriate special site policies for 1 Port Street to "fill the gap" in the Local Area Plan. Once the master plan is approved and reflected in policies of the Local Area Plan, CLC will look to identify a builder and marina operator, who will then seek approvals from the City for a Zoning By-law Amendment and the necessary development applications (e.g. draft plan of subdivision, site plan). In this respect, the City and community will be involved in a subsequent public process to ensure that what is designed and built for 1 Port St is in conformity with the approved master plan and site-specific Local Area Plan policies.

Are you considering keeping part of the area occupied by the shed for marine operations and build other uses on top? Would the winter boat storage operation continue in the new concept?

We are considering that part of the shed (or perhaps all in the early stages) could be used for marine uses, but we are not expecting that anything would be built on top of the shed.

We are researching the role of winter boat storage, but can advise that, at present, we expect that the future marina will not include some of the current characteristics such as extensive winter land storage and a fenced off wharf. From our perspective, a rejuvenated waterfront cannot be animated and include public access with the current winter boat storage operation.



Parking: what are the provisions for parking (residents, visitors and boats/trailers? Is it going to be structural parking?)

Parking strategies will be reviewed as potential land uses are defined through the master plan. The following items are intended to be reviewed as part of a parking strategy to help guide the recommended supply for 1 Port Street:

- Existing parking demands for retail and boat operations
- Existing parking demands for event related days (i.e. summer weekends)
- Existing resident demands in nearby residential developments
- Comparison with parking rates for comparable marina operators.
- Review of comparable retail/office parking demands
- Comparison with City of Mississauga Parking Regulation Rates for each potential land use being considered.

It is clear that structured parking will be an option for part or all of the 1 Port Street site. The potential for sharing publically available parking with municipal lots may also be reviewed as a strategy to meet peak boating season demands, provide additional visitor parking, and address opportunities with neighbouring sites and the Port Credit Village.

The provision of boats/trailer storage will be addressed as a master plan strategy item. It is understood that there is a need for storage of boats during the winter season. However, it is also understood that marinas are capable of operating with off-site storage options. As noted above, we expect that the future marina will not include such extensive winter land storage. From our perspective, a rejuvenated waterfront cannot be animated and include public access with the current winter boat storage operation.

Connections: Are the Middle Streets and Park Edge area planned for pedestrian/cycling only? What is the preferred vehicle network? What is the preferred solution considering the requirements of service/emergency vehicles?

The Middle Streets and Park Edge Area would also be available to slow moving private automobiles and service vehicles of all types to and from the buildings and underground parking. The vehicular and non-vehicular linkages and connection to, from and within the 1 Port Street property, will be developed as part of the Master Planning process that is currently under way.

With respect to the preferred vehicle network, we have identified the need for good connectivity to Port Street as a means to distribute traffic to the primary area road network (Huronario and Lakeshore corridors). High quality access connection options onto Port Street are currently being considered together with the form and extent of the internal street, road and pedestrian thoroughfares within,



particularly, the southern portions of the 1 Port Street property. These connections will address emergency access needs, as well as, meeting the needs of the development.

The internal thoroughfare (vehicular and non-vehicular) framework will be developed considering the form of development contemplated by the master plan, building address, circulation needs and parking access for the land uses that could be located on the property.

Transit/LRT Line: How is the Master Plan integrating the LRT line? Is it orienting the area adjacent to the LRT station as a “destination” area? What are the implications of the terminus station and the potential rail storage area?

We believe that an LRT station at the waterfront will benefit the waterfront as a whole in terms of access and animation, and also benefit 1 Port as a destination area. It is important for Port Credit and the waterfront to foster the use of transit.

Our preference is that the station begin at Plaus Park to provide a passenger destination immediately at the waterfront. It would also permit Port Street to have a sense of relative intimacy and be easily crossable by pedestrians from the Village Main Street to the waterfront destinations our site will provide.

As you know, the current Environmental Assessment document provides a functional design plan that locates the terminus along Port Street and along the entirety of the northern perimeter of the 1 Port Street property. CLC and the 1 Port Street consulting team have engaged in a series of meetings with the City of Mississauga and the Hurontario-Main LRT consultants to discuss alternate configurations for the location and form of the terminus station.

Locating the station at Plaus Park would: 1) better enable Port Street to be developed as a significant waterfront road from a public realm perspective, 2) better foster integration of the station facility and new development on the site, 3) reduce a sizeable land-take from the 1 Port Street property along the Port Street frontage and 4) better enable the construction of the LRT with reduced impacts on the continued viability of the existing site uses.

Discussions continue and we look forward to working with the Inspiration Port Credit team and the LRT team to accommodate these objectives in a practical and design-friendly manner.

Servicing: what are you planning on doing to service the site and how do you intend to provide stormwater management?



Servicing of the site will be provided by extending the existing road network south of Port Street at Stavebank, Elizabeth, and Helene as provided by master plan strategies 2 and 7. These future street connections will enable a block pattern alignment and the necessary servicing corridors, with a variety of options for configuration.

With respect to capacity, the Region is expecting to have the Beechwood Pumping Station complete by the end of 2014, which will handle projected growth until 2031. In this respect, a redeveloped 1 Port Street will have sufficient capacity regardless of the density and proposed land uses.

With respect to stormwater management, we would look to adhere to City and CVC low impact development standards. In addition, we will also look into new and innovative sustainable infrastructures for green streets and treatment areas.

How is the Master Plan considering the traffic congestion issues on the Lakeshore Road and Stavebank St. intersection and what is going to be the implications of the new densities?

A traffic study in support of the master plan will be prepared that addresses:

- Active development applications in the area and their impact.
- City of Mississauga initiatives that have already reviewed the congestions along Lakeshore Road.
- Improvements to the road network being considered by the City of Mississauga at Stavebank Road.
- Realignment and reconfiguration of Lakeshore / Hurontario as a result of the implementation of an LRT facility.
- Traffic generation and recommended improvements (if any) based on the development potential of the 1 Port Street property.

Marina: is there data for the current distribution of boat size?

Please see attached memorandum by N. Barry Lyon Consultants Ltd.

Economic: what market and / or economic data do they have that they can share with us in advance of the next visit?

Please see attached memorandum by N. Barry Lyon Consultants Ltd.