



Marina Harbour, Port Street and No-Frills Site
Background Booklet:
Port Credit District

February 20th, 2008 Place Making Session

Community Priorities:

(Identified at the kick-off meeting)

Priority #1: Shape Future Development

Use appropriate building heights, massing and design for all areas especially for residential areas and areas along Lakeshore Road.

Priority #2: Vision for Brownfield Sites

Develop a new vision for the existing vacant and under-utilized sites, including the OPG lands and Texaco lands, sites along Lakeshore and industrial areas.

Priority #3: Community Character and Main Streets

Achieve and maintain a pedestrian and cyclist friendly main street for both communities. Create vibrant public spaces . Address existing transportation and traffic congestion issues.

Priority #4: Connect to the Waterfront

Visually and physically connect to the waterfront with more green spaces and open views to the lake

Priority #5: The Environment

Healthy communities – clean air, water and land. Build environmentally friendly buildings. Expand existing green spaces and enhance existing natural features.

Community Objectives:

(Summarized from data collection to date)

1. Support Main Street 'Walkable' Village Character:

- Perceived height of 2 to 3 storeys at street-line
- Allow breaks in street wall
- Pedestrian scale detailing and site furnishings
- Protection from the elements
- Canopy trees and landscaping
- Opportunities for parkettes, courtyards, patios
- Crosswalks
- Slower speed limits
- Bike friendly
- Building and directional signage
- Discrete parking, integrated with greening opportunities
- Screening and buffering from conflicting views, uses etc
- Rationalize wide boulevards

2. Promote Vibrant Mixed Use Development:

- Balances population during the day and night
- Provides diversity in housing types
- Attracts diversity in types of commercial, retail and professional services
- Is respectful of adjacent land uses
- Provides needed uses

3. Shape New Development:

- Properly address the street, proportions, uses
- Respectful of community character, place specific
- Appropriate building heights
- Appropriate transitioning and setbacks
- Appropriate land uses
- Sustainable design, energy efficient
- Accommodates needed uses
- Rationalizes driveway entrances

4. Push for Quality Public Spaces:

- Express district identity and heritage
- Protect urban tree canopy and sun access
- Provide safe places and linkages, cohesive and organized
- Environment responsive designs
- Gateways and nodes at logical locations
- Opportunities for various scales
- Connections to the waterfront and existing parks
- Views to the waterfront

5. Improve Transportation and Transit

- Reduce congestion
- Slow traffic, improve safety
- Reliable transit, introduce LRT along Lakeshore Road
- Bus stops pedestrian design
- More crosswalks or signal lights
- Bike lanes
- Workable parking strategy

General Site Information

Size of Areas (Approximate):
No Frills Site - 1.5 acres
Marina Harbour Lands - 17 acres
Port Street (Stavebank Road to Helene Street) - 285m (935 feet)

Adjacent Land Uses:

- Main Street Commercial
- High Density Residential
- Greenbelt
- Public Open Space

Zoning notes:

The C4 commercially zoned areas along Port Street allow a variety of uses – retail, food sales, office, recreation, education, financial, parking lot and personal services.

The lands zoned C4-18 (Marina Lands), located nearest the lake permit boat-related activities.

The area zoned C4-37 (No Frills Site) allows for at-grade commercial activities with residential units above. There is a combined residential and non-residential gross floor area of 1.8 times the lot area, with a fifth storey set back. At least 25% of the area must be landscaped and underground parking should be provided. There is no minimum lot frontage and a maximum 3 m front yard depth.

Points of Interest:

- Harbour Lands currently has approximately 700m of shoreline frontage on Lake Ontario (not including breakwaters).
- Tallest building height in the area is currently 14 storeys.
- Site is currently the largest single commercial harbour on Lake Ontario.
- It includes approximately 1500 slips, customs reporting station, repair, sales, service and storage for both sail and power watercraft.
- 5 operating harbour and breakwater lights.
- No Frills site is being looked at for development.



Lakeshore Road in this area will remain 4 lanes with turning lanes at some intersections.



Area has strong ties to the Credit River Harbour and Lake Ontario.



Existing commercial built form on south side of Lakeshore Road.



New commercial built form to the east of the No Frills Site.

Site Photos: Typical Commercial Development, existing and new built form.





Port Street and the No Frills Site



Marina Harbour Lands and Credit River Mouth



Port Street looking west.



Port Street looking east.

Port Street Site Photos



Looking towards Lakeshore Road from Port Street, through the No Frills Site.



Lakeshore Road frontage, looking east.



Looking towards Lakeshore Road from Port Street, through the No Frills Site (looking at the back of the Second Cup Building).



Elizabeth Street frontage, looking south towards the Lake.

No Frills Site Photos



Existing building on site is used for boat repair, service and storage.



Large portions of the existing site are used for 'dry-dock' storage.



View of marina (and fog) looking towards Lake Ontario on east side of marina building.



View looking towards Lake Ontario on west side of marina building.

Marina Harbour Lands Photos



Large parking area on north part of site.



View of Marina Harbour lands with Snug Harbour and JJ Plaus Park in the foreground.



Tallest adjacent building is 14 storeys tall.



Marina Harbour Lands are adjacent JJ Plaus Park to the west and St.Lawrence Park to the east.

Marina Harbour Lands Photos



District Parks



St.Lawrence Park



JJ Plaus Park



Memorial Park East



JC Saddington Park



Imperial Oil Trail Extension



Rhododendron Park

District Parks

LEGEND

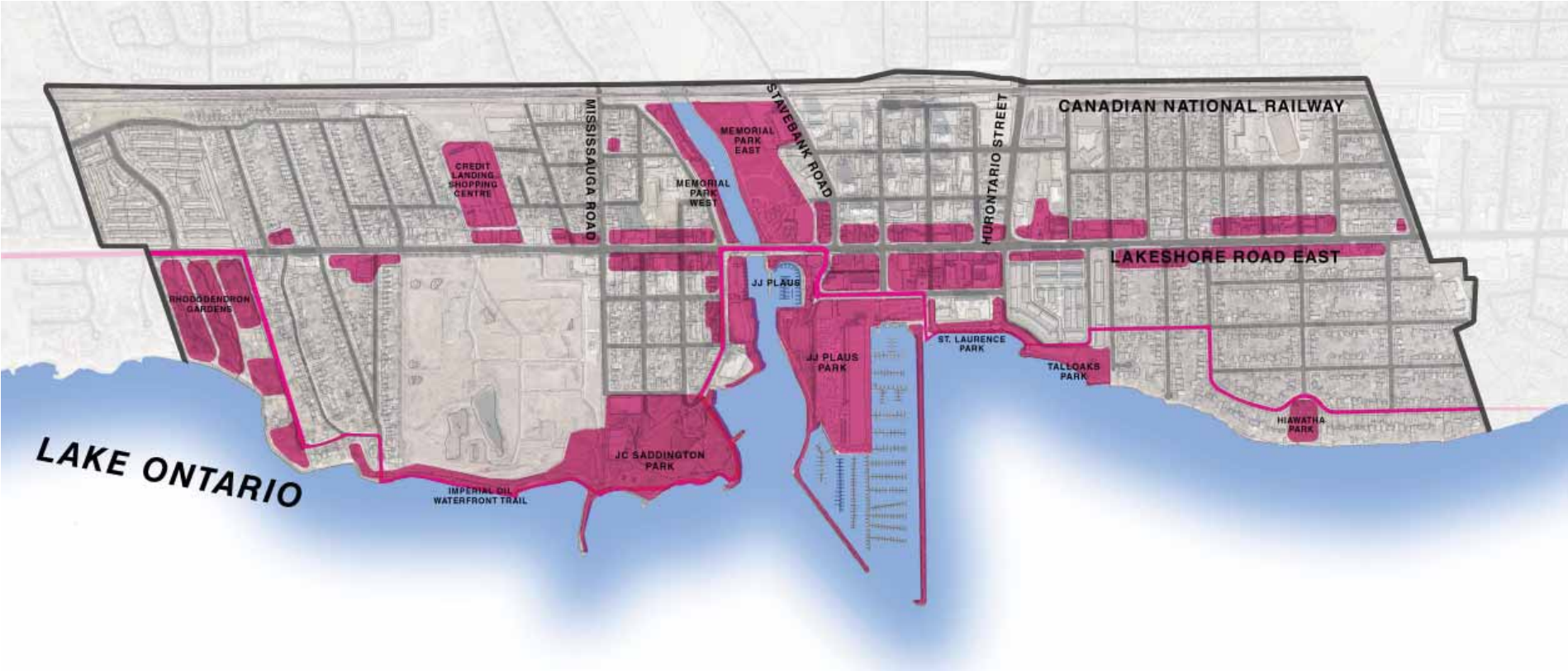
- Arterial
- Major Collector (Scenic Route)
- Minor Collector
- Existing Commuter Rail
- Major Transit Corridor



Roadway Hierarchy

LEGEND

- Destination Locations
- Waterfront Trail



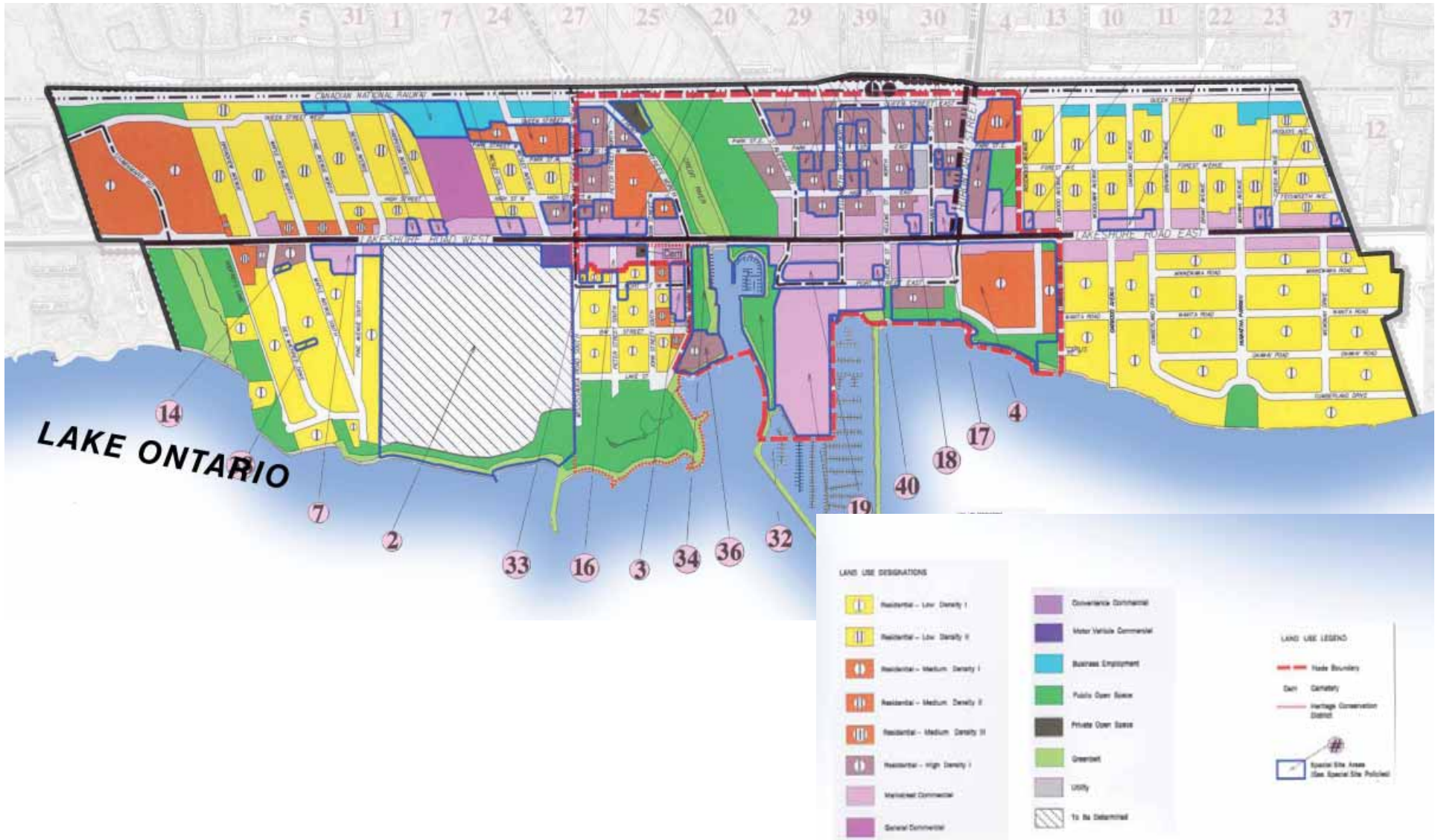
Destinations

LEGEND

-  Green Spaces
-  Natural Areas Overlay



Parks and Natural Areas



Existing Land Use Designations

Traffic signals:

Legend:

Triangular symbol represents
City controlled signal

Stop sign symbol represents
Region of Peel controlled signal

Circle symbol represents MTO
controlled signal



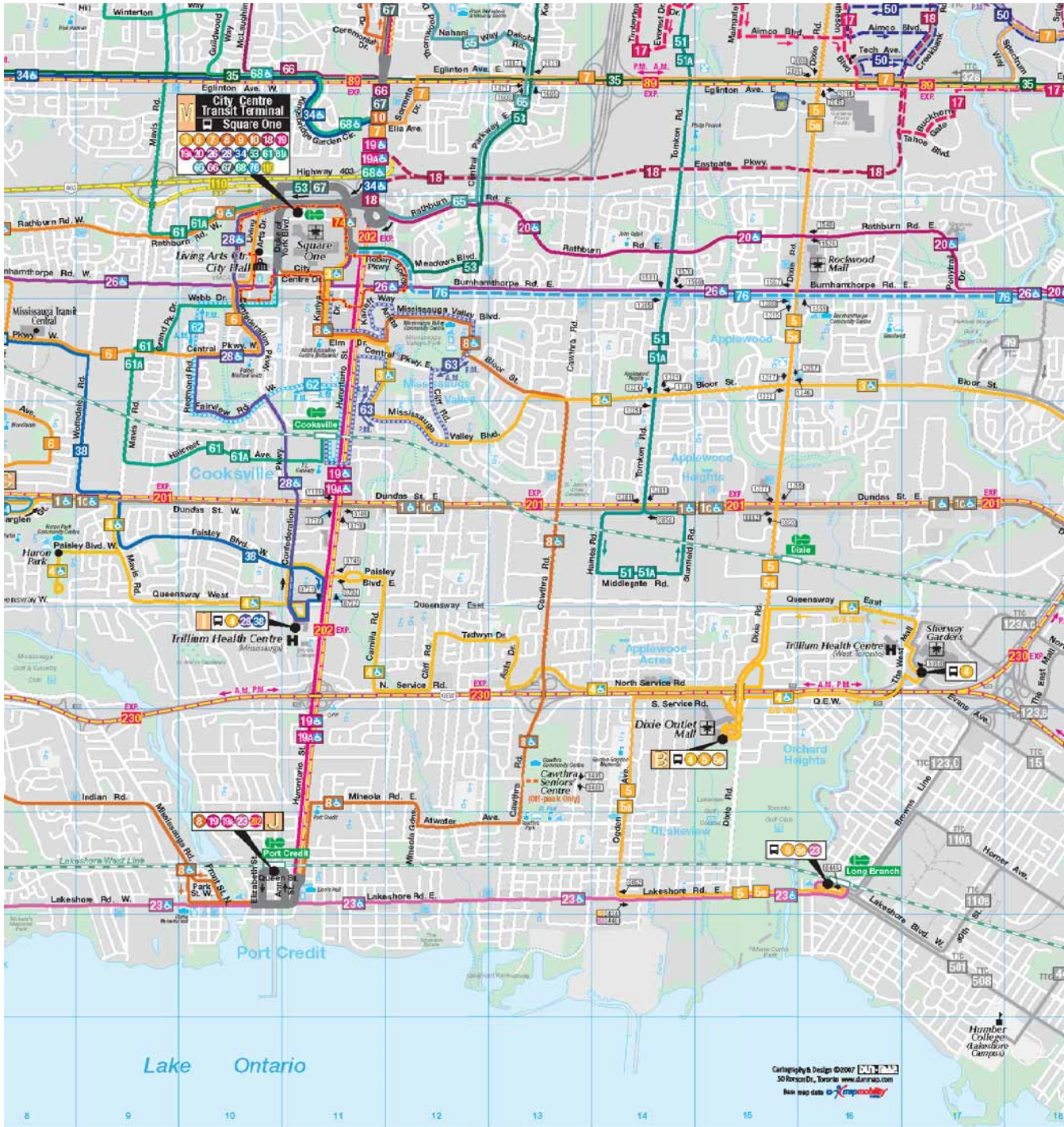
Existing Traffic Signal Plan

Mississauga Transit weekday service map

Scale 1:36 500 (approx.)
0 1/2 1 Kilometre
0 1/4 1/2 Mile

Legend

- Regular Route
- Rush Hour (Peak) Route
- Express Rush Hour Route
- Express Route
- Limited Service Routes
- GO Train Shuttle
- City Centre Shuttle
- Multiple Routes on Street
- Route Terminal
- Route with Accessible Buses
- Route Direction
- Major Bus Stop
- Oakville Transit Route
- Brampton Transit Route
- TTC Route
- TTC Bloor-Danforth Subway
- GO Train & Station
- Major Shopping Centres
- Hospitals
- University & College
- Community Centres
- Public High Schools
- Separate High Schools





Bicycle Trail Network



Waterfront Trail Through Clarkson Area



Waterfront Trail Through Port Credit Area

