Port Credit Local Area Plan
Table of Contents

PAGE

1.0 How to Read the Port Credit Local Area Plan 1

2.0 Historical Context 2

3.0 Current Context 2

4.0 Collaboration 3

5.0 Vision 4
5.1 Guiding Principles 4
5.2 Community Concept 6
5.2.1 Green System 6
5.2.2 Community Node 6
5.2.3 Neighbourhoods 7
5.2.4 Corridors 7

6.0 Direct Growth 8
6.1 Community Node Character Area 8
6.2 Neighbourhood Character Areas 10

7.0 Value the Environment 10
7.1 Green System 11
7.2 Urban Forest 11
7.3 Living Green 11

8.0 Complete Communities 12
8.1 Housing 12
8.2 Cultural Heritage 12
8.3 Community and Cultural Infrastructure 13
8.4 Distinct Identity & Character 13
8.5 Lake Ontario Waterfront 14

9.0 Multi-Modal City 14
9.1 Multi-Modal Network 15
9.2 Parking and Transportation Demand Management 17
9.3 Mobility Hub 17

10.0 Desirable Urban Form 21
10.1 General Policies 21
10.2 Community Node Character Area 22
10.2.1 Community Node Character Area General Policies 22
10.2.2 Central Residential Precinct 24
10.2.3 Mainstreet Node Precinct 24
10.2.4 Harbour Mixed Use Precinct 24

10.2.5 Riverside Precinct 25

10.3 Neighbourhood Character Area 25
10.3.1 Neighbourhood Character Area General Policies 25
10.3.2 Old Port Credit Village Heritage Conservation District Precinct 26
10.3.3 Port Credit West Village Precinct 26
10.3.4 North Residential Neighbourhoods (Shawnmarr/Indian Heights & Credit Grove) Precinct 27
10.3.5 South Residential Neighbourhoods (Cranberry Cove, Hiawatha) Precinct 28
10.3.6 Mainstreet Neighbourhood Precinct 28

11.0 Strong Economy 29

12.0 Land Use Designations 29
12.1 General 29
12.2 Residential Low Density I 29
12.3 Residential Low Density II 29
12.4 Residential Medium Density 29
12.5 Residential High Density 29
12.6 Mixed Use 29
12.7 Public Open Space 29
12.8 Business Employment 30
12.9 Special Waterfront 30

13.0 Special Sites & Exempt Sites 31

14.0 Implementation 50

SCHEDULES

Schedule 1 : Port Credit Character Areas and Precincts
Schedule 2A: Port Credit Neighbourhood Height Limits
Schedule 2B: Port Credit Community Node Height Limits
Schedule 3: Port Credit Drive-Through Prohibitions

Appendices

I Built Form Guide
II Lakeshore Road Transportation Review Study – Executive Summary
III Local Area Plan Credits

Port Credit

1.0 How to Read the Port Credit Local Area Plan

Mississauga Official Plan (the Plan) consists of a principal document and a series of local area plans, provided under separate cover. This is the Port Credit Local Area Plan (this Area Plan) and provides policies for lands in south central Mississauga, as shown on Figure 1. It includes lands identified in the City Structure as Community Node and Neighbourhood.

There are some instances where the policies and schedules of the principal document do not address all circumstances particular to Port Credit. In these cases, this Area Plan elaborates on, or provides exceptions to, the policies or schedules of the principal document.

This Area Plan must be read in conjunction with the principal document. Parts 1 to 4, the schedules and the appendices of the principal document, are applicable to the Port Credit area, unless modified by this Area Plan. For example, the policies of this Area Plan must be read in conjunction with the direct growth, environmental, complete communities, multi-modal, urban form and land use policies of Parts 2 and 3 of the principal document. In the event of a conflict, the policies of this Area Plan take precedence.

For the purpose of this Area Plan, when Port Credit is referenced, it includes lands within both the Port Credit Community Node and the Port Credit Neighbourhoods.

Appendices attached to this Area Plan are provided for information purposes.

Included in the appendices is the Port Credit Built Form Guide to be used during the review of development applications. This Guide demonstrates how the urban form policies can be achieved.

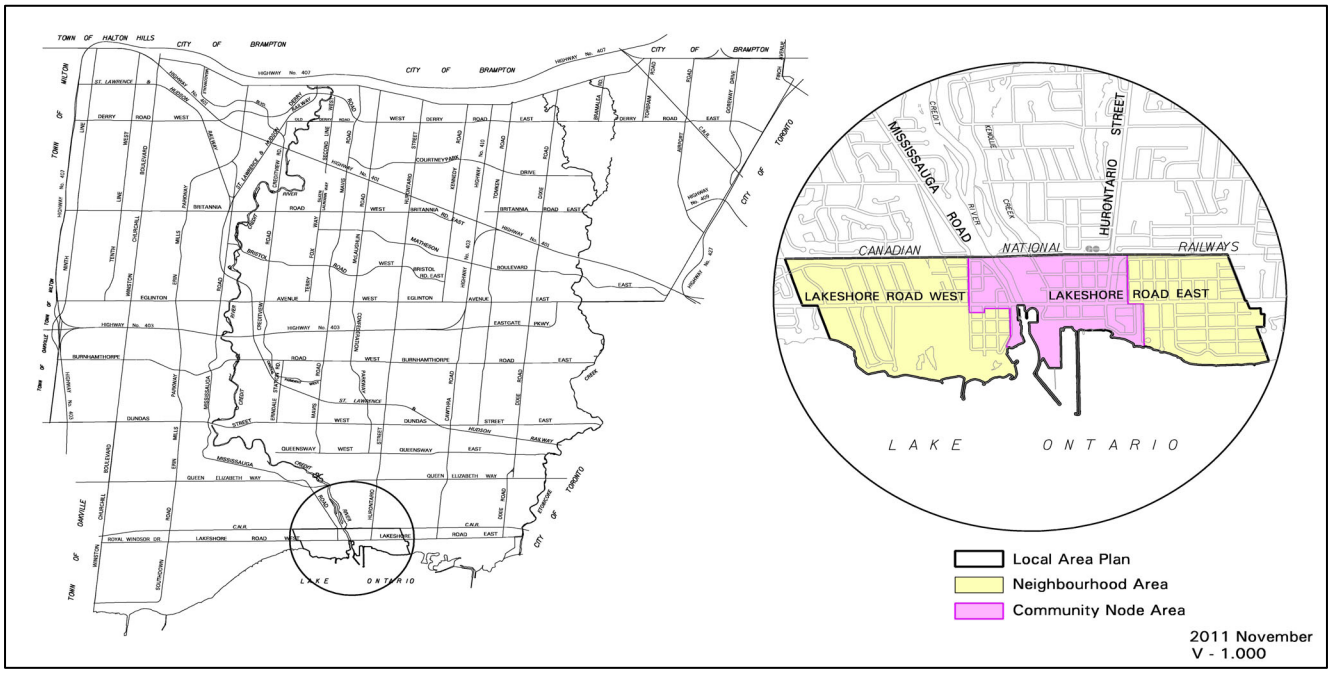


Figure 1: Port Credit is located in south central Mississauga and includes areas identified in the City Structure as Community Node and Neighbourhood.

The Built Form Guide document is not considered part of this Area Plan, however, selected content has been incorporated and represents policy.

The Executive Summary from the Lakeshore Road Transportation Review Study has been included as Appendix II to provide additional information on how the Lakeshore Road ***Corridor*** within the Port Credit and Lakeview Character Areas can accommodate alternative modes of transportation.

2.0 Historical Context

Port Credit has a long history of habitation traced back to before the arrival of non-native settlers. Archaeological evidence suggests that native people were attracted to the Credit River Valley over a period of thousands of years, and by the 1700's the mouth of the Credit River had been settled by an Ojibwa group known as the Mississaugas. In the 1720s, French Fur traders are known to have exchanged goods with the Mississaugas, and as a result of allowing them to trade on credit, the river came to be known as the Credit River. The first organized planning occurred in 1834 when the village of Port Credit was surveyed and a town site laid out west of the Credit River. This area now forms part of the Old Port Credit Village Heritage Conservation District.

Over the ensuing years, Port Credit grew and evolved. Significant historical uses formed the Port Credit Village including a port (now predominately a marina and charter fishing centre), an oil refinery (being redeveloped into the Port Credit West Village mixed use neighbourhood), the St. Lawrence Starch Works (redeveloped into a mixed-use neighbourhood), and a local ***landfill*** (which was capped and developed for municipal facilities including a library).Much of the natural environment has been modified as a result of development, including the addition of fill in Lake Ontario to create both J.C. Saddington Park and the Port Credit Harbour Marina.

Port Credit was incorporated as a town in 1961 and amalgamated into the City of Mississauga in 1974.

3.0 Current Context

The Port Credit community is anchored by stable residential neighbourhoods linked by a commercial ***corridor***. The area contains a range of residential, commercial, industrial, recreational and community uses within a diversity of built forms.

Residential development consists of a combination of dwelling types and forms comprising a high density area centrally located near the GO transit station, medium and high density development along Lakeshore Road (east and west) and around the harbour area, as well as low density areas characterized by tree-lined streets designed in grid patterns.

The area is served by commercial facilities primarily along Lakeshore Road (east and west), and within the Credit Landing Shopping Plaza. Lakeshore Road (east



Figure 2: The Port Credit Node contains a range of building types, including: townhouses, mid-rise, and high rise buildings. The built form of the node generally transitions downwards toward the waterfront and stable residential neighbourhoods to the east and west. A limited number of high rise towers punctuate the skyline.

and west) generally has a mainstreet character and is flanked by lay-by parking, sidewalks, and street furniture. The street is framed predominately by one to three storey buildings. Small scale industrial and commercial uses exist south of the Canadian National Railway tracks along Queen Street East and Queen Street West.

The open space system predominately consists of trails and parks along the Lake Ontario Waterfront and Credit River. These lands are culturally and recreationally significant and connect to the Mississauga's waterfront parks system.

The waterfront is one of the unique elements of the community, and is integral to the character of the area. Port Credit is a mixed use community, which is both physically and visually accessible to the waterfront. The community's location on the waterfront helps support local businesses and provides employment opportunities in the area.

Cultural and heritage resources include heritage buildings, the Old Port Credit Village Heritage Conservation District, and cultural landscapes that include: Port Credit Harbour, Port Credit Pier, the CN Bridge over the Credit River, Credit River ***Corridor*** and Mississauga Road ***Scenic Route***.

Port Credit contains a number of community uses, including: schools, library, arena, swimming pool, and meeting spaces. Most of these uses are concentrated centrally within the area.

The Credit River is considered a warmwater fish habitat but is also a migratory route for coldwater species. The valley lands are a component of an important ecological ***corridor*** that extends north through the city. The shoreline provides unique ecological functions and habitat as well as an ecological ***corridor***.

Port Credit is served by two arterial roads, Hurontario Street which runs north-south and Lakeshore Road which runs east-west. In addition, Mississauga Road which runs north-south and parallel to the Credit River is designated as a Major Collector and a ***Scenic Route***. There is a transit hub located on Queen Street East, west of Hurontario Street adjacent to the rail ***corridor***. The hub is a transfer point for MiWay routes and is also the location of the Port Credit GO Transit station. Population, employment, and land area statistics are summarized in Figure 3.

Figure 3:
PORT CREDIT AREA STATISTICS

	Node	Neighbourhoods		Total Port Credit
		East	West	
Land Area[1]	78 ha	74 ha	125 ha	277 ha
Population[2]	6 860	2 530	3 130	12 520
Employment[3]	2 170	680	530	3 380

1 Land area is a gross figure and includes everything within the defined boundary such as rivers, roads, and all other land uses.

2 Population is adapted from Hemson Consultants, Growth Forecast, 2008. Population figures are based on the 2011 mid year forecast and include a 4.2% undercount from Statistics Canada.

3 Employment figures include a work from home assumption of 31 jobs in 1 000 population, adapted from Hemson Consultants, Growth Forecast, 2008. Employment figures also include an adjustment factor for non-reporting businesses adapted from: City of Mississauga, Mississauga Employment Survey, 2010.

Note: Numbers have been rounded

4.0 Collaboration

This Area Plan incorporates public input provided through extensive consultation, including stakeholder interviews, visioning sessions, place making workshops, youth outreach exercises and an ope`n house.

The results of the visioning process are contained in the report "Lakeview and Port Credit District Policies Review and Public Engagement Process Directions Report" (Directions Report), October 28, 2008. The Directions Report includes a range of policy recommendations that have informed the preparation of this Area Plan.

Collaboration included the formation of a Local Advisory Panel which provides a forum for the discussion of planning and related issues. Mississauga will ensure ongoing consultation with the public and other stakeholders on further initiatives and implementation pertaining to this Area Plan.

5.0 Vision

The Vision for Port Credit, is for an evolving urban waterfront village with a mixture of land uses, a variety of densities, compact pedestrian and cycling friendly, transit supportive urban forms, a significant public realm, public access to the waterfront and development that incorporates high quality built form.

Significant elements which give Port Credit its sense of place are to be preserved and enhanced, such as the main street village character along portions of Lakeshore Road (east and west), heritage buildings and landscapes, community facilities, stable residential neighbourhoods, open space, parks, and marina functions along the waterfront. The Vision reinforces the importance of retaining and enhancing the built elements that provide residents with a sense of local community and social activity.

The Vision is intended to manage change to ensure an appropriate balance is maintained between growth and preservation of what makes Port Credit a place where people want to live, learn, work and play.

The Vision and policies of this Area Plan advance the goals of the Strategic Plan, including:

- Move - directing growth to support transit;
- Belong - providing a range of housing option;
- Connect - promoting a village mainstreet;
- Prosper - encourage employment uses; and
- Green - promote conservation, restoration, and enhancement or the natural environment.

5.1 Guiding Principles

The Vision is based on six principles that provide local context and supplement the Guiding Principles of the principal document:

5.1.1 Protect and enhance the urban village character recognizing heritage resources, the mainstreet environment, compatibility in scale, design, mixture of uses and creating focal points and landmarks.

5.1.2 Support Port Credit as a distinct waterfront community with public access to the shoreline, protected views and vistas to Lake Ontario, the Credit River and active waterfront uses.

5.1.3 Enhance the public realm by promoting and protecting the pedestrian, cyclist and transit environment, creating well connected and balanced parks and open spaces and reinforcing high quality built form.

5.1.4 Support the preservation, restoration and enhancement of the natural environment.

5.1.5 Balance growth with existing character by directing intensification to the Community Node, along Lakeshore Road (east and west), brownfield sites and away from stable neighbourhoods. Intensification and development will respect the experience, identity and character of the surrounding context and Vision.

5.1.6 Promote a healthy and complete community by providing a range of opportunities to access transportation, housing, employment, the environment, recreational, educational, community and cultural infrastructure that can assist in meeting the day-to-day needs of residents.



Urban Village Character



Preservation, Restoration and Enhancement of Natural Environment



Distinct Waterfront Community



Balance Growth



Enhance Public Realm



Healthy and Complete Community

Figure 4: The Port Credit Vision is based on six principles

5.2 Community Concept

This Area Plan recognizes that various areas of the community perform different functions based on a community concept that incorporates the following elements:

- Green System;
- Community Node;
- Neighbourhoods; and
- ***Corridor***s.

These elements are further divided into precincts which recognize different character attributes of these areas and contain different policy directions.

The policies are intended to encourage a development pattern and character responsive to the Current Context, the Vision, Guiding Principles and Community Concept.

5.2.1 Green System

The Green System consists of an interconnected open space network including the Credit River and the Lake Ontario shoreline. These are key features as they contribute to the environmental, social and economic health of the community. In addition, the visual presence of the waterfront and river are beneficial to residents. Implications of new development on the Green System will be an important consideration in the review of any development application. The Green System overlaps with both the Community Node and Neighbourhood elements.

5.2.2 Community Node

The Community Node represents the focus for the surrounding neighbourhoods. It exhibits many of the desirable characteristics intended for community nodes, including a mixture of uses, compact urban form, appropriate density, and in many ways has achieved its planned function. It has been identified primarily in recognition of the role it plays in the community and as a location for intensification.

As outlined in the principal document, a community node is similar to a major node but with lower heights and densities. This Area Plan respects the planned function and position within the City's hierarchy, while also reflecting the existing and planned character of Port Credit. As such, permitted building heights for new development in the Community Node will support the Vision as an urban waterfront village and respect the existing character. It is recognized that in the vicinity of the GO station and future Light Rail Transit station, additional height and density may be appropriate, however, the extent will be determined through further study.

Development has been primarily residential, however, the community node requires additional employment in order to ensure a balanced land use pattern. Attracting and accommodating employment uses is a priority but also a significant challenge. While Port Credit can benefit from some additional residential intensification, care needs to be taken to ensure that it is not done at the expense of protecting opportunities for employment uses and creating a balanced complete community.

The Community Node includes the GO station identified as a ***Major Transit Station Area*** and a Gateway Mobility Hub. In addition, the future Hurontario Light Rail Transit route proposes a station, located near the GO station. Ensuring safe and efficient movement of people between transit modes will be a key consideration in the review of development applications.

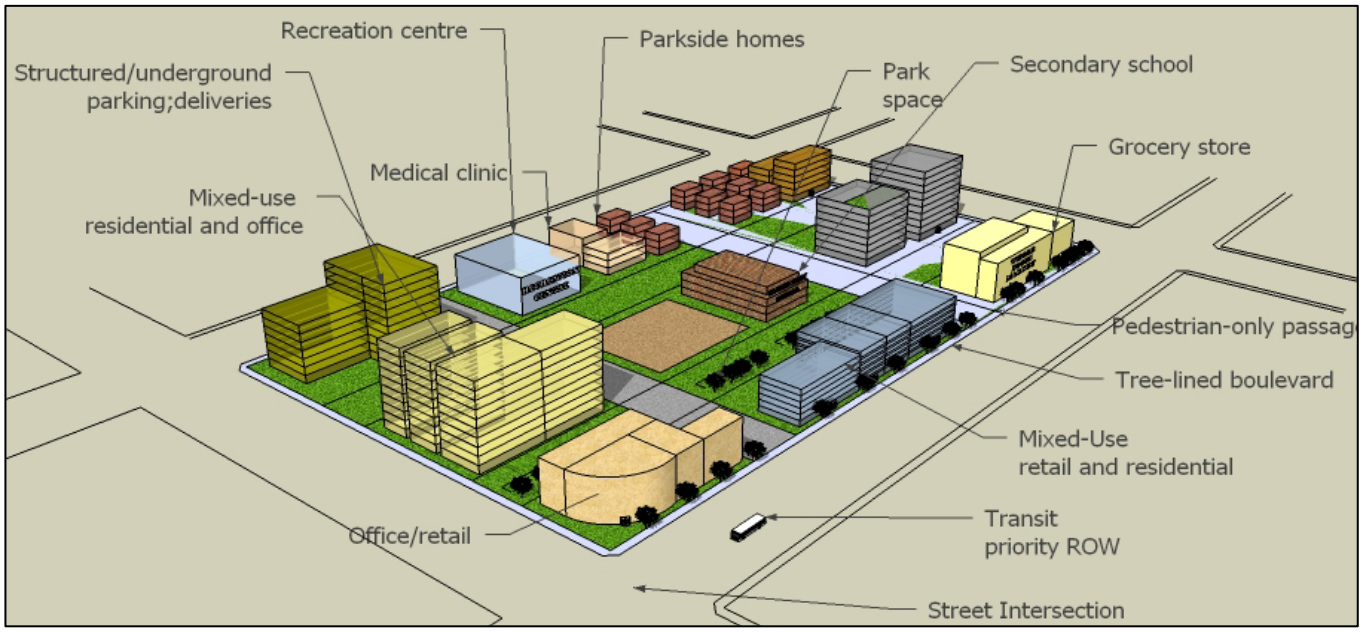


Figure 5 : Community Nodes are intended to provide a focus for a multitude of uses which address the fundamental services and facilities required for daily living - local shops and restaurants, community facilities, cultural activities, entertainment uses, schools, parks, open space as well as a diverse housing stock. Community Nodes should be compact, with pleasant walkable streets and a strong sense of place and community identity.

5.2.3 Neighbourhoods

Port Credit Neighbourhoods are on either side of the Community Node. These areas are substantially residential, but also include commercial uses along Lakeshore Road (east and west), and employment uses along the railway. Neighbourhoods are intended to recognize areas that are physically stable with a character to be protected.

Although stable, some change is anticipated. New development does not necessarily have to mirror existing development types and densities, however, it will respect the character of the area. The policies in this Area Plan and Built Form Guide provide direction for appropriate transitions in built form and scale of buildings.

The Neighbourhood to the west of the Community Node includes the Old Port Credit Village Heritage Conservation District where additional attention is required to ensure development appropriately reflects the character of the area. In addition, this Neighbourhood also includes a former refinery site which is now called the Port Credit West Village Precinct. This site presents a significant brownfield redevelopment opportunity for a new mixed use waterfront community as envisioned through the policies in this Area Plan.

5.2.4 Corridors

The principal document identifies Lakeshore Road (east and west) as a ***Corridor*** and Hurontario Street as an ***Intensification Corridor***. They play an important role connecting Port Credit to the surrounding communities. Lakeshore Road (east and west) also plays an important local role in connecting Port Credit neighbourhoods together and linking them with the Community Node. They may accommodate multi-modal transportation facilities, as the principal document identifies ***higher order transit*** along Hurontario Street and portions of Lakeshore Road East.

Within the ***corridors***, the public realm is one of the important aspects where people can experience Port Credit on a day-to-day basis. A large portion of the ***corridor*** is planned to accommodate a mainstreet commercial environment, which represents an important part of the urban village of Port Credit.

Hurontario Street and Lakeshore Road (east and west) also have an important relationship to the waterfront. Port Credit is one of the few areas where people

travelling along these roads, can at certain locations, have the opportunity to visually see the waterfront. As such, views along these ***corridor***s will be preserved.

Lakeshore Road is the only east-west road that crosses the Credit River south of the QEW, serving both the local Port Credit community and regional travel. As such, movement within and through the Port Credit area is restricted by the limited road network, which is at or near capacity at peak travel times. Maintaining Lakeshore Road as a four lane roadway during peak travel times is, therefore, a transportation priority to meet current demand. Lakeshore Road is a constrained ***corridor*** that requires a context sensitive design approach. Trade-offs will be required to accommodate the envisioned multi-modal function of the ***corridor***.

6.0 Direct Growth

Intensification is to be consistent with the planned function as reflected by the city structure and urban hierarchy.

The Node and Neighbourhoods are divided into precincts as identified on Schedule 1: Port Credit Character Areas and Precincts.

The amount of intensification will vary in accordance with the policies of this Area Plan. The specific manner in which new development will be accommodated (e.g. height and density) is further explained in subsequent sections of this Area Plan.

6.1 Community Node Character Area

The Community Node is an established focal point for the surrounding neighbourhoods and exhibits the density and many of the characteristics that community nodes should include, such as compact, mixed used development, pleasant walkable and cycle friendly streets and a strong sense of place and community identity. In addition to serving many of the day-to-day needs of the community, this area also benefits from uses (e.g. marina, restaurants) and events which attract people from across the city.

The Node includes portions of the Hurontario Street ***Intensification Corridor*** and the Lakeshore Road ***Corridor,*** which are defined as lands fronting the street to a depth of half a block. The Community Node incorporates the GO Station which is identified as a Gateway Mobility Hub / ***Major Transit Station Area*** in the principal document. The limits of the Mobility Hub correspond to the Community Node, east of the Credit River. Subsequent sections of this Area Plan detail the manner in which intensification will be accommodated in these areas.

Relevant statistics pertaining to existing density in the Community Node are summarized in Table 1.

Table 1:
Population and Employment Statistics Port Credit Community Node
(October 2011)

Residents	6 860
Jobs	2 170
Residents and Jobs combined per hectare	9 030
Existing Combined Residents and Jobs Density	115 /ha
Existing Port Credit Population to Employment Ratio	3.2:1

Note: Residents includes developments currently under construction but does not reflect any additional infill development that has not yet been approved.
Density based on land area of 78.2 ha.

With a gross density of 115 residents and jobs combined per hectare, Port Credit is within the targeted range for Community Nodes of between 100 and 200. As such, additional density is not required to meet the target, however, it is recognized that some infill and redevelopment will occur. This should focus on creating a more complete community and in particular employment opportunities.

Increasing the gross density towards the upper limit of 200 residents and jobs combined per hectare is not sufficient planning justification on its own for

approving amendments that permit additional height and density.

The current population to employment ratio of 3.2:1 does not meet the range for Community Nodes of 2:1 to 1:2. The target population to employment ratio for the Port Credit Community Node is 2:1. As such, additional employment is required to provide more opportunities to live and work in the community. The ratio is measured as an average across the entire node, and includes the Port Credit West Village Precinct (located in the neighbourhood to the west).

6.1.1 The City will monitor the gross density and population to employment ratio in the Community Node and will assess its ability to accommodate further growth through the development approval process.

6.1.2 Increases in employment opportunities are to be accommodated on lands designated mixed use, which can accommodate a range of establishments including: retail, restaurants, and offices.

6.1.3 Development applications will be required to address, to the City's satisfaction, the appropriate range and amount of employment uses on the following sites:

a. GO Station Parking Lot and vicinity (land at the four corners of Ann Street and Park Street East);

b. Port Credit Harbour Marina (1 Port Street East); and

c. Port Credit West Village Precinct (south side of Lakeshore Road West located between Mississauga Road South and Pine Avenue South).

6.1.4 Mississauga will encourage redevelopment within the Mainstreet Precinct to accommodate employment uses on the second and third floors.

6.1.5 Strategies to encourage and support employment uses may be pursued including consideration of Community Improvement Plans and Bonus Zoning.

6.1.6 Intensification will address matters such as:

a. contribution to a complete community;

b. providing employment opportunities;

c. sensitivity to existing and planned context and contribution to the village mainstreet character;

d. respecting heritage; and

e. protecting views and access to the waterfront.



Figure 6: Intensification within the Community Node should respect the experience, identity and character of the surrounding context. Providing views to Lake Ontario respects Port Credit's identity as a waterfront community.

6.2 Neighbourhood Character Areas (East and West)

The Neighbourhood Character Areas are on the east and west sides of the Community Node. These are stable areas, primarily residential in nature, and are not expected to experience significant change.

The Neighbourhood Character Areas include portions of the Lakeshore Road ***Corridor***. The ***corridor*** generally represents a distance of half a block north and south of Lakeshore Road and corresponds to the limits of the Mainstreet Precinct.

6.2.1 Intensification will occur through modest infilling or redevelopment along Lakeshore Road ***Corridor***, commercial plazas, and the Port Credit West Village Precinct.6.2.2 Intensification will be sensitive to the existing character of the residential areas and the planned context of Lakeshore Road ***Corridor***.

7.0 VALUE THE ENVIRONMENT

The preservation, restoration and enhancement of the environment is a guiding principle. The Green System is an important element in the Community Concept. The Green System is located within a variety of land use designations in Port Credit.

Schedule 1A of the principal document identifies the Green System which consists of:

- Natural Heritage System;
- ***Natural Hazard Lands***; and
- Parks and Open Space.

Schedule 3 of the principal document identifies the Natural System including Natural Areas and Natural Hazards. Schedule 4 identifies Parks and Open Spaces.

Lands within the Port Credit Natural Heritage System perform an essential ecological function as they sustain ***biodiversity*** by providing habitat for plants and animals and they clean the air and water.



Figure 7: The Credit River and its banks are important components of the natural environment and public recreation system. Along with the Lake Ontario waterfront these areas are important local, city, regional and provincial assets. Policies implement a balanced approach that respects the environment and recognizes the role it plays in the community.

Natural Hazard Lands are associated with features such as the Tecumseh Creek, Credit River, Credit Valley and Lake Ontario Shoreline.

Waterfront parks are an important component of the Open Space System, and include Rhododendron Gardens, Ben Machree Park, Port Credit West Village trail extension, J.C. Saddington Park, Marina Park, Memorial Park (East and West), St. Lawrence Park, Tall Oaks Park, and Hiawatha Park.

The mouth of the Credit River is an ecologically significant estuary where the Credit River meets Lake Ontario. In addition, the Credit River is a well known fishery, which contains a Provincially ***significant wetland*** complex just north of the Area Plan, and is identified in the Provincial Greenlands Plan as an external connection.

7.1 Green System

7.1.1 The management of Rhododendron Gardens and Port Credit Memorial Park East will consider how the natural area components of these parks can be enhanced.



Figure 8: Mature trees provide environmental benefits as well as contribute to the character of the area. Given sufficient landscaped area, some tree varieties in Port Credit have grown upwards of five storeys in height.

7.1.2 Within the waterfront parks system, the protection, preservation and restoration of existing natural systems will be prioritized and balanced to direct and guide the planning of existing and future waterfront activities.

7.1.3 Opportunities to enhance and restore the Credit River as a biologically productive and diverse ecosystem are encouraged.

7.2 Urban Forest

7.2.1 Mature trees are recognized as providing important environmental benefits and contributing to the character of Port Credit. Improvements to the urban forest are encouraged.

7.2.2 Opportunities to enhance the tree canopy and health of the urban forest in the public right-of-ways and adjacent privately owned land will be considered in conjunction with new development.

7.2.3 Opportunities to improve the tree canopy and promote a healthy urban forest will be reviewed when considering improvements to the ***streetscape*** along public roads, with particular attention to the Community Node and Lakeshore Road ***Corridor***.

7.3 Living Green

7.3.1 Mississauga will encourage partnerships and stewardships in order to improve the health of the Green System.

7.3.2 Development will strive to minimize the impact on the environment and incorporate sustainable development practices in accordance with the City's Green Development Strategy and the Water Quality Control Strategy.

8.0 COMPLETE COMMUNITIES

Port Credit, and in particular the Community Node, contains many of the attributes associated with complete communities, including among other things:

- a compact urban form that is walkable, provides convenient access to a mixture of land uses and an assortment of activities such as: shops, community facilities, parks, and public transit;
- a range of housing options with a mixture of housing forms and densities, along with a significant rental housing stock;
- cultural resources such as heritage buildings and landscapes associated with the Credit River and Lake Ontario, which help retain a connection to the past; and
- opportunities for people to engage in community life through meeting facilities, a high quality public realm and vibrant cultural activities.

The policies are intended to protect and enhance the above attributes to fully realize the complete community aspect of Port Credit.

8.1 Housing

8.1.1 The Community Node and Lakeshore Road ***Corridor*** are encouraged to develop with a range of housing choices in terms of type, tenure and price.

8.1.2 The provision of additional affordable housing, with a focus on rental housing units, is encouraged in the Community Node and Lakeshore Road ***Corridor***.

8.1.3 Preservation of existing affordable housing will be a priority. Where development applications are proposing the removal of existing affordable housing, the replacement of these units will be encouraged on-site or within the community.

8.1.4 Mississauga will encourage investment in new rental housing and, in particular, affordable rental housing that meets the needs of young adults, older adults and families in the Community Node and along the Lakeshore Road ***Corridor***.

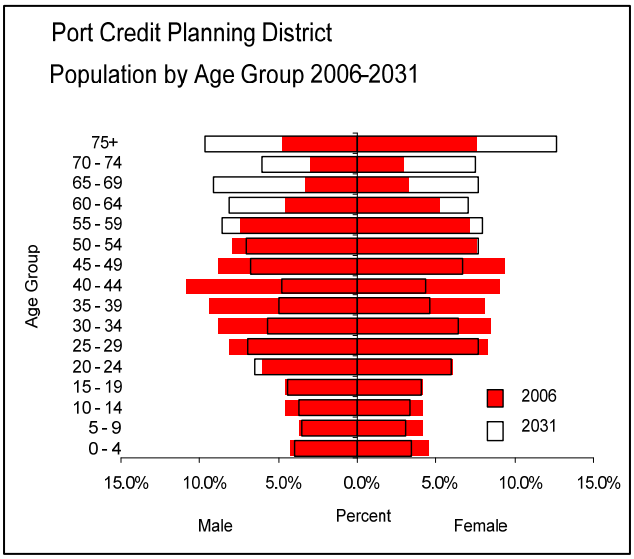


Figure 9: Similar to many established communities, Port Credit's population is forecast to age. In many cases, as people age they consider living in smaller accommodations and often prefer to live within the same general community.

8.2 Cultural Heritage

Port Credit contains a number of important cultural heritage resources and properties, including but not limited to:

- Old Port Credit Village Heritage Conservation District, these lands are subject to a Conservation District Plan, the goal of which is to conserve and enhance the historical character of old Port Credit village;
- Heritage Designations / Heritage Listings on the City's Heritage Register;
- Cultural Landscapes which include the Credit River ***Corridor***, Port Credit Pier Scenic View, and Mississauga Road ***Scenic Route***; and
- Registered archaeological sites.

8.2.1 Consideration will be given to including the Old Port Credit Village Heritage Conservation District into a

Community Improvement Plan to promote and enhance the heritage character of the area.



Figure 10: Given the long history of settlement in Port Credit it is important to protect, recognize and enhance the area's heritage attributes.

8.3 Community and Cultural Infrastructure

Port Credit contains a concentration of facilities, buildings, properties and events which represent a cultural infrastructure cluster considered to be a cultural node. Continued investment in Port Credit's cultural infrastructure is encouraged.

8.3.1 The Community Node and Lakeshore Road ***Corridor*** are preferred locations for community infrastructure.

8.3.2 Cultural infrastructure will reinforce, where possible, the Vision and guiding principles of an urban waterfront village.

8.3.3 Creative enterprises that support the economy and create an engaging lively area year round are encouraged to locate in the Community Node.

8.3.4 Mississauga will encourage partnerships and collaboration with the local community to further develop the cultural aspects of the Community Node.

8.3.5 Consideration will be given to including the Community Node and Neighbourhood Mainstreet Precinct into a Community Improvement Plan to guide development of the cultural infrastructure.

mississauga culture master plan

Figure 11: The Mississauga Culture Master Plan notes that cultural facilities and creative enterprises support economic activity and play a key role in creating the engaging, lively and richly textured places where people want to live and visit. Creative enterprises can include a wide range of businesses, such as: artists, galleries, architects, graphic designers, and software developers.

8.4 Distinct Identity & Character

8.4.1 The character will reflect the vision of an urban waterfront village. City initiatives, including investments in lighting, public art, transportation features, ***streetscape*** improvements, parks planning, will contribute to the vision.

8.4.2 Lakeshore Road (east and west) is a key location for the promotion of Port Credit as a place for vibrant cultural activities and providing a "sense of place". The mainstreet environment, including the built form, public realm, street furniture, lighting, cycling amenities, trees, gathering places are to be protected and, where possible, enhanced.

8.4.3 A master ***streetscape*** plan for Lakeshore Road (east and west) may be undertaken that reinforces the Vision and encourages a consistent design theme.

8.4.4 Opportunities to further Port Credit's identity and character through improvements to the public realm will be considered through the planning and design of:

- Light Rail Transit along Hurontario Street;
- redevelopment of the GO Station parking lot; and

- redevelopment along the Lake Ontario and Credit River shorelines, including the Port Credit marina.

8.5 Lake Ontario Waterfront

Port Credit is a waterfront community with a strong identity and orientation to the Lake Ontario and Credit River. Public access to the waterfront is an important part of the Port Credit identity.

8.5.1 Mississauga supports the continuation and improvement of water dependent activities and related employment uses such as marinas, facilities in support of recreational boating and sport fishing and uses that benefit from being near the shoreline, parks and the Waterfront Trail.

8.5.2 Uses in proximity to the waterfront will provide for public access, where appropriate. Through land acquisition, capital works and the review of proposals, Mississauga will endeavor to ensure this Vision is realized.

8.5.3 The Mississauga waterfront parks are a significant element of the Port Credit Character. Planning for the waterfront parks system will be guided by the Waterfront Parks Strategy, 2008.

9.0 MULTI-MODAL CITY

Integral to Port Credit is the transportation system which includes: transit, vehicular, ***active transportation*** (e.g. walking and cycling) and rail.

Tables 8-1 to 8-4 and Schedule 8 (Designated Right-of-Way Width) of the principal document identify the basic road characteristics. The long term multi-modal transportation system is shown on Schedule 5 (Long Term Road Network), Schedule 6 (Long Term Transit Network), and Schedule 7 (Long Term Cycling Network) of the principal document.

The Port Credit transportation system plays an important role in the overall livability and development of the area and in how Port Credit evolves as an urban waterfront village. Planned ***higher order transit*** will improve the area's transportation infrastructure; however, constraints such as the Credit River, the CN railway, and the existing road network, represent challenges to the overall functioning and capacity of the system.

On Lakeshore Road during the weekday morning and evening peak travel times, there are travel time delays and long queues experienced from approximately west of Mississauga Road to Hurontario Street. Vehicles travelling through this stretch experience "saturated flow", meaning that this stretch of roadway is approaching its motor vehicle capacity, with vehicle travel speeds being very low.

As Lakeshore Road is the only east-west road that crosses the Credit River south of the QEW serving both the local Port Credit community and regional travel, the City is concerned with exacerbating the problem with significant additional development in Port Credit.

The City is proposing to undertake a Lakeshore Road Transportation Master Plan, which will include Lakeshore Road (between the east and west City

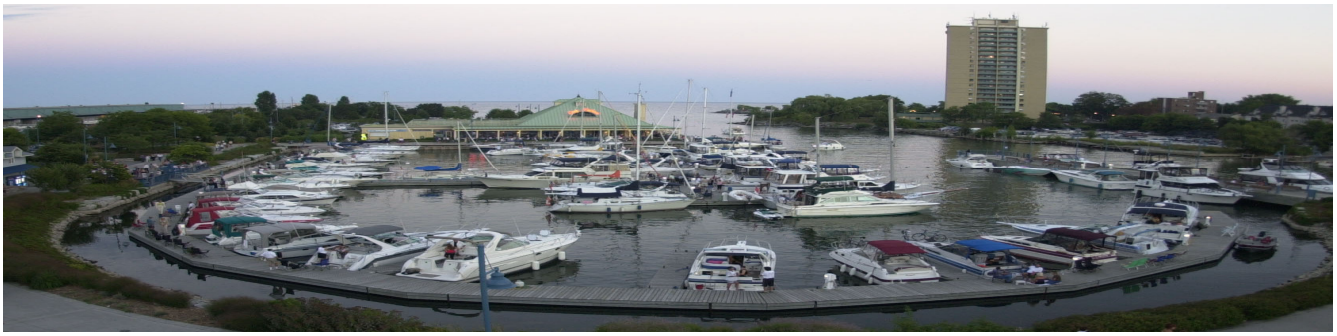


Figure 12: Water dependent activities are an important part of what gives Port Credit a distinct identity. Policies are intended to enhance the function and image of the area as a waterfront destination.

limits) and an examination of the transportation issues specific to the Port Credit area. As part of the future study, the City will review the ***higher order transit*** needs in the Port Credit area and opportunities to improve the transportation system for all modes.

Hurontario Street is identified as a ***higher order transit corridor***, with Light Rail Transit (LRT) being the recommended transit technology. In addition, a future ***Higher Order Transit corridor*** has been identified along Lakeshore Road East, extending from Hurontario Street, to the City of Toronto boundary. A preferred transit solution (e.g. bus or rail) has not yet been identified for this ***corridor***.

Depending on the density and transportation requirements of future development on significant land parcels or through land assembly, the extension of rapid transit to the west of Hurontario Street may be required.

9.1 Multi-Modal Network

9.1.1 The road and transportation network will consider the needs of all users, both those residing within the community and those that utilize the network from elsewhere in the city and surrounding areas.

9.1.2 Mississauga may acquire lands for a public transit right-of-way along Lakeshore Road East and Hurontario Street where the creation of a public transit right-of-way, separate from, adjacent to, or in addition to, a road right-of-way is deemed appropriate.

9.1.3 The proposed LRT stop in Port Credit represent potential place making opportunities and locations for public art. Development applications adjacent to LRT transit stops may be required to incorporate placemaking elements into their design.

9.1.4 Hurontario Street and Lakeshore Road (east and west), including the Credit River Bridge, will not be built in excess of four lanes, excluding turning lanes, bus bays, space for bicycles, space for higher order transit and parking, unless it can be demonstrated that additional lanes will not result in a major deterioration of the neighbouring residential or retail commercial environment or public realm. The implementation of any major roadway modifications will require an amendment to this Area Plan.

9.1.5 Lakeshore Road (east and west) will be planned to accommodate, to the extent possible, all modes of transportation, including, pedestrian facilities, cycling facilities and ***higher order transit*** facilities. Appendix II contains the executive summary from the Lakeshore Road Transportation Review Study, which provides a comprehensive and technical transportation review regarding how the Lakeshore ***Corridor*** can accommodate alternative modes of transportation.

9.1.6 Mississauga will work with the Province to develop a multi-modal plan for the Queen Elizabeth Way / Lakeshore Road ***Corridor*** that addresses regional and local transportation needs and property impacts.

9.1.7 During the review of development applications, consideration will be given to eliminating and/or consolidating vehicular turning movements to and from Lakeshore Road (east and west) and direct traffic towards signalized intersections, where appropriate. Vehicular access to redevelopment opportunities should be considered from existing north-south side streets or existing or proposed laneways parallel to Lakeshore Road (east and west).



Figure 13: Providing safe, sheltered and convenient access to various modes of transportation can help shift peoples lifestyles towards more sustainable transportation modes such as transit, cycling, and walking.

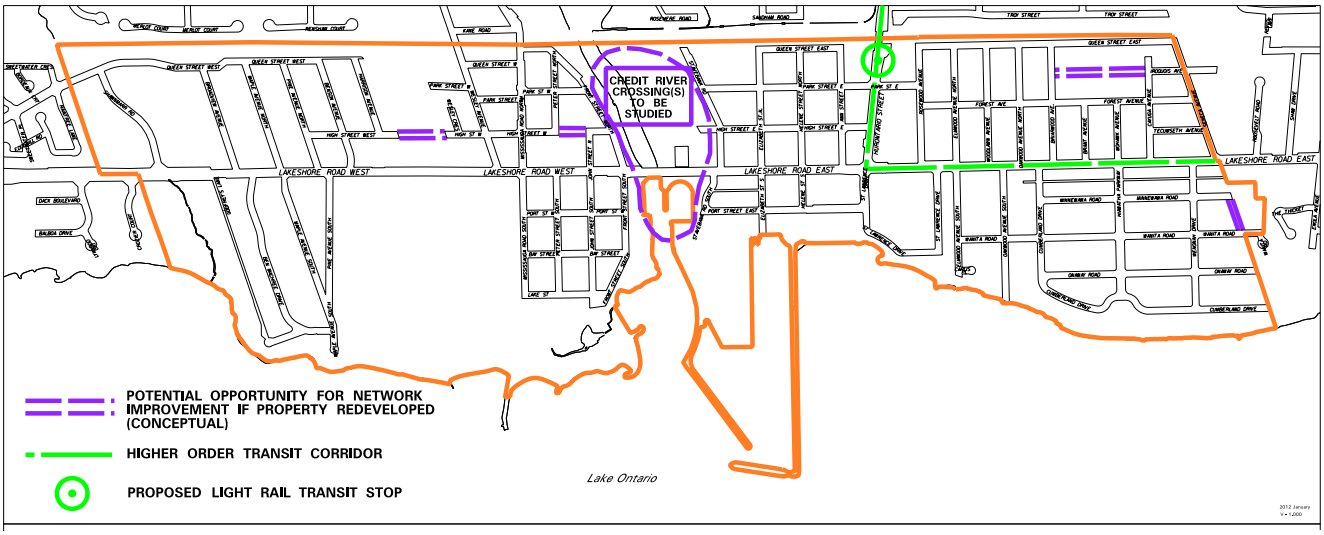


Figure 14: Potential Opportunities for Road Network Improvements and ***Higher Order Transit***

9.1.8 During the review of development applications, consideration will be given to the manner in which the development provides additional public access to the shoreline.

9.1.9 Mississauga will work with the Province to ensure development of ***higher order transit*** services and related infrastructure including parking structures are integrated appropriately into Port Credit, having regard for the impact on all modes of transportation.

9.1.10 Cycling and pedestrian infrastructure will be provided in accordance with the Cycling Master Plan and the principal document.

9.1.11 Mississauga will identify and pursue infrastructure opportunities that enable additional cycling and pedestrian crossings of the Credit River and CN Railway tracks.

9.1.12 A Transportation Master Plan for Lakeshore Road (between the east and west City limits) and Port Credit may be undertaken that addresses improving current mobility for all modes of transportation, the implications of future growth on the network and considers placemaking initiatives that would promote the animation of the ***corridor***. The Plan may assess improvements to the Port Credit road network, including additional pedestrian, cyclists and vehicle crossings of the Credit River as well as review the ***higher order transit*** needs in the Port Credit area.

9.1.13 Improvements to the road network and active transportation routes that provide connectivity and a fine grained network through Port Credit may be identified through a future Transportation Master Plan for the Lakeshore Road ***Corridor*** or through the development application process.

Improved connections will provide pedestrians, cyclists and vehicles a greater variety of routes and accessibility within the area. Potential opportunities for network improvements include but are not limited to the following:

- High Street West between Harrison Avenue and Wesley Avenue;
- High Street West between Peter Street North to John Street North;
- Iroquois Avenue, from Cayuga Avenue to Briarwood Avenue;
- Extension of Minnewawa Road southerly to connect with Wanita Road; and
- Additional crossing(s) of the Credit River.

When reviewing the appropriateness of potential road connections, the City will consider the volume and

type of traffic that would be accommodated on the road.

9.1.14 Development applications will be accompanied by transportation and traffic studies. Studies will address, amongst other matters, strategies for limiting impacts on the transportation network, where appropriate, including measures such as:

- reduced parking standards;
- transportation demand management;
- transit oriented design of the development;
- pedestrian/cycling connections; and
- access management plan.

9.1.15 Due to capacity constraints on the Port Credit transportation network, development applications requesting increases in density and height, over and above what is currently permitted in the Port Credit Local Area Plan will be discouraged unless it can be demonstrated, to the City's satisfaction, that the proposed development has included measures to limit the amount of additional vehicular demand.

9.2 Parking and Transportation Demand Management

9.2.1 Reduced parking requirements and maximum parking standards may be considered within:

a. the Community Node, particularly in proximity to the GO Station and future LRT stops; and

b. the Mainstreet Neighbourhood Precinct.

9.2.2 Public parking lots in the Community Node and Mainstreet Neighbourhood Precinct will be maintained and supplemented, where appropriate.

9.2.3 The City will encourage Transportation Demand Management measures, where appropriate, within the Community Node and as part of any significant redevelopment projects outside of the node.

9.3 Mobility Hub

The GO Transit station and vicinity is identified as a Gateway Mobility Hub in the Regional Transportation Plan prepared by Metrolinx and as a Major Transit Station in the principal document. The transit station area connects regional rapid transit along the GO line with local bus service. In the future, the area is planned to have connections to ***higher order transit*** lines serving Hurontario Street and Lakeshore Road East.

Port Credit exhibits many of the attributes of a successful mobility hub such as having a concentration of housing, shopping and recreational uses in the vicinity of a transit station where Regional and local transit services connect. The focus for future development is to support the planned character of the area, and the functioning of the mobility hub.

9.3.1 Investment in infrastructure, building and site design that supports the function of the mobility hub will be a priority. This includes, among other things:

a. a vibrant, mixed use environment, providing additional employment opportunities and a greater range of commercial establishments;

b. a built form that respects the planned character of the area;

c. safe and efficient pedestrian and cycling connections to neighbourhoods that surround the mobility hub;

d. safe and efficient movement of people transferring between transit modes, networks and routes;

e. safe and efficient movement of people with high levels of pedestrian and cyclist priority;

f. safe and efficient access for cyclists, and secure storage facilities;

g. a well designed transit station for a high quality user experience;

h. strategic parking management, including minimizing surface parking lots and designing parking structures to a high architectural and landscape standard;

i. an attractive public realm;

j. a minimized ecological footprint; and

k. effective partnerships and incentives for increased public and private investment.

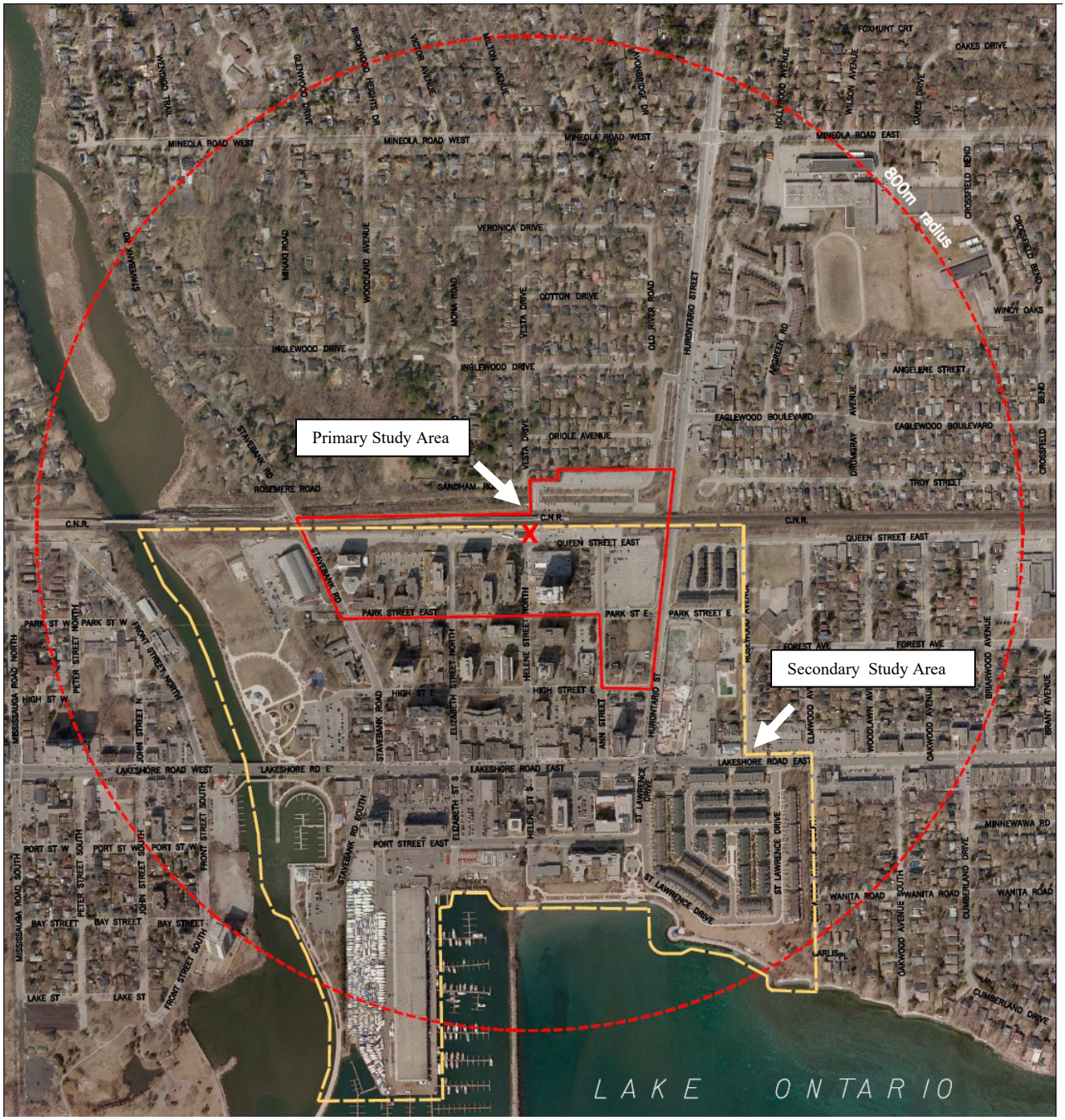


Figure 15: The Regional Transportation Plan broadly defines the geographic limits of a mobility hub to be the area within 800 metres of a major transit station. The Port Credit Mobility Hub Study refined the limits by removing stable residential neighbourhoods as well as lands to the west of the Credit River, which is a barrier to travel. The limits of the Mobility Hub with Port Credit correspond to the Secondary Zone. The GO Station parking lot on the north side of the CN Railway is outside of the Port Credit Local Area Plan.

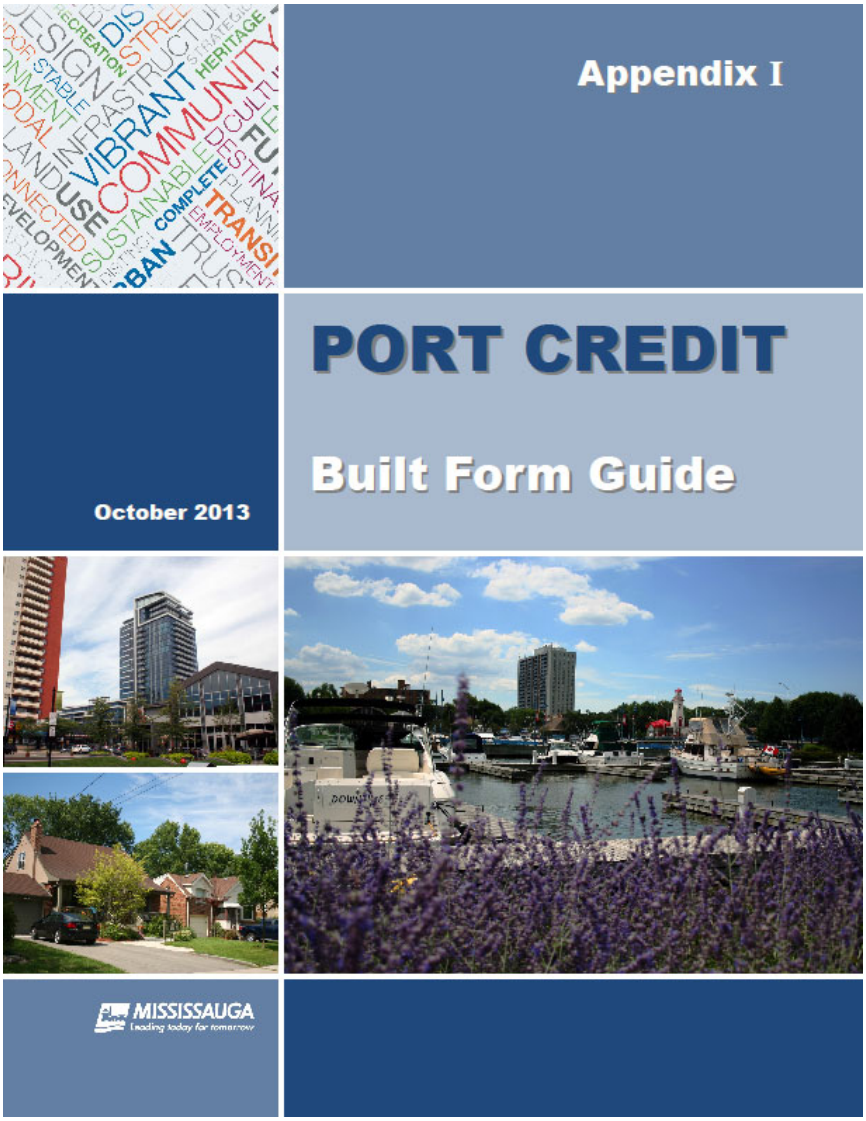


Figure 16: The Port Credit Built Form Guide demonstrates how the Desirable Urban Form Policies can be achieved.

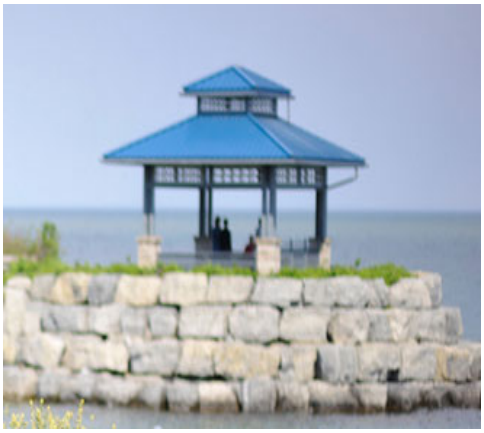


Figure 18: Provision of public access to the waterfront and protection of views to Lake Ontario are important components of Port Credit.



Figure 17: Port Credit contains a diverse range of built environments, which are reflected in the Area Plan policies.

10.0 DESIRABLE URBAN FORM

The desirable urban form policies reflect the planned function and local context and are organized as follows:

a. Community Node Character Area

This Character Area has been further subdivided into the following precincts:

- Central Residential;
- Mainstreet Node;
- Harbour Mixed-Use; and
- Riverside.

b. Neighbourhood Character Area

This Character Area has been further subdivided into the following precincts:

- Old Port Credit Village Heritage Conservation District;
- Port Credit West Village;
- North Residential Neighbourhood;
- South Residential Neighbourhood; and
- Mainstreet Neighbourhood.

The locations of these precincts are shown on Schedule 1.

Development will be guided by the Port Credit Built Form Guide, contained in Appendix I.

10.1 General Policies

10.1.1 Development will be in accordance with the minimum and maximum height limits as shown on Schedule 2A, 2B and 2C. The appropriate height within this range will be determined by the other policies of this Area Plan.

10.1.2 Heights in excess of the limits identified on Schedules 2A and 2B within the Community Node precincts and Mainstreet Neighbourhood precinct may be considered through a site specific Official Plan Amendment application, subject to demonstrating, among other matters, the following:

a. The achievement of the overall intent, goals, objectives of this Plan;

b. Appropriate site size and configuration;

c. Appropriate built form that is compatible with the immediate context and planned character of the area;

d. Appropriate transition to adjacent land uses and buildings, including built form design that will maximize sky views and minimize visual impact, overall massing, shadow and overlook;

e. Particular design sensitivity in relation to adjacent heritage buildings; and

f. Measures to limit the amount of additional vehicular and traffic impacts on the Port Credit transportation network.

10.1.3 For properties located in more than one precinct, development must conform to the policies appropriate for each portion of the precinct.

10.1.4 Above grade parking facilities will be designed to be compatible with the surrounding character through the use of architectural elements that fit with the scale and style and ***streetscape*** of the community. Secure storage facilities for bicycle parking will be provided on the ground floor of the structure. Consideration will also be given to including active pedestrian related uses on the ground floor of the structure to improve the animation of the street edge condition. Where possible, above grade parking structures will be designed in such a manner that they are integrated into the development.

10.2 Community Node Character Area

The Community Node Character Area will exhibit high standards of urban design that reinforce and enhance the identity of Port Credit as a vibrant and memorable urban place. Additional development is anticipated, however, the form and scale will vary within the node in accordance with the various precincts.

The policies are intended to reflect a number of objectives, including among other things:

- to ensure that the greatest height and density will be in close proximity to the GO station and future LRT transit stop at Hurontario Street and Park Street;
- to ensure building heights will reflect an appropriate transition towards the Credit River, Lake Ontario Shoreline, the mainstreet area, and surrounding neighbourhoods;
- to provide for a variety of building heights and massing that are well spaced to provide skyviews and an articulated skyline;
- to recognize the waterfront as an important attribute where public access will be provided and views protected;
- to provide for a village mainstreet environment that is characterized by low rise mixed use development with a high quality public realm along Lakeshore Road (east and west);
- to recognize key locations in the vicinity of the GO station and waterfront that require additional study prior to redevelopment; and
- to ensure development will be sensitive to the existing context, heritage resources and planned character of the area.

10.2.1 Community Node Character Area General Policies

10.2.1.1 The overall development of the Node will be at a scale that reflects its role in the urban hierarchy.

10.2.1.2 Floor plate size for buildings over six storeys will decrease as building height increases, to address, among other matters:

a. overall massing (reduce "wall effect");

b. visual impact of buildings;

c. protect skyviews; and

d. limit shadow impact.

10.2.1.3 Buildings over six storeys will maintain distance separations that, amongst other matters, address the following:

a. existing distance separations between buildings;

b. overcrowding of skyviews and skyline;

c. protection of view ***corridor***s; and

d. privacy and overlook of occupants.

10.2.1.4 New development will provide for landscape areas that, amongst other matters, address the following:

a. landscaped character of existing properties and the planned function of the precinct;

b. provide buffer between uses;

c. incorporate ***stormwater best management practices***;

d. enhance the aesthetic quality of the area; and

e. provide opportunities to enhance the tree canopy.

10.2.1.5 ***Streetscape*** will address, among other matters, the following:

a. setbacks and side yards to reflect the planned function;

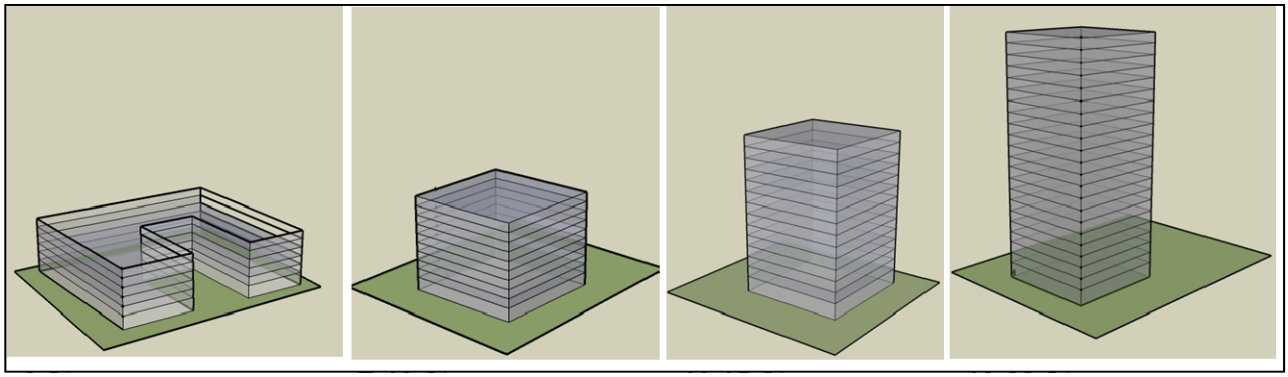


Figure 19: The floor plate of buildings will decrease as the height of the building increases.

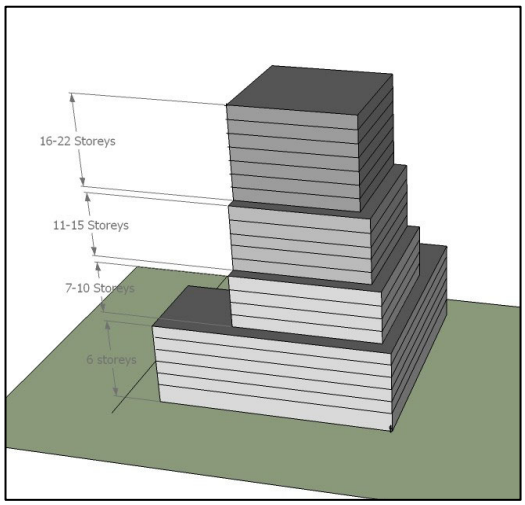


Figure 20: Combination of floor plates and heights may be permitted.

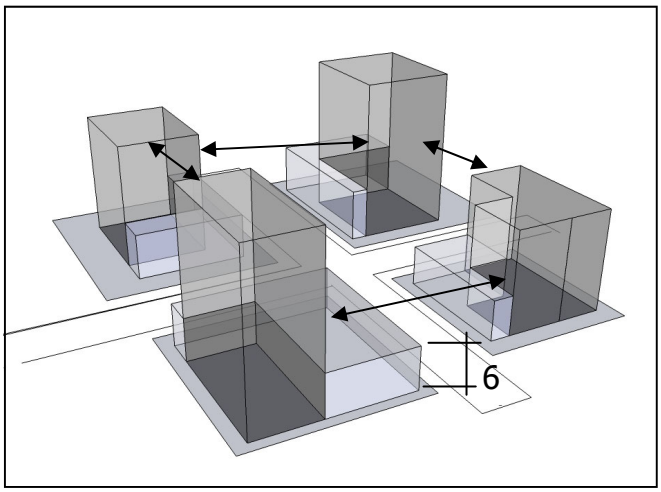


Figure 22: Development will reflect appropriate separation distances between buildings over six storeys.

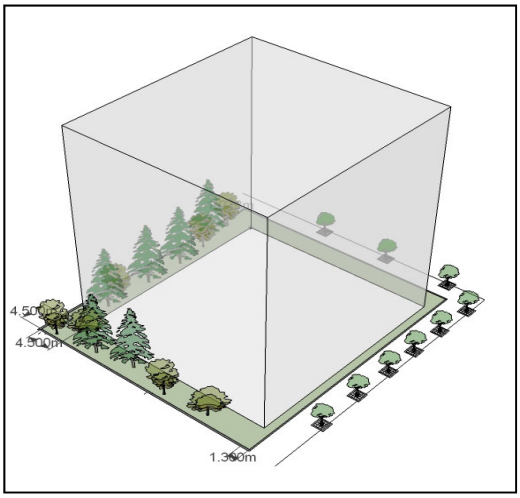


Figure 21: Appropriate landscaping, reflecting the use and context will be provided.

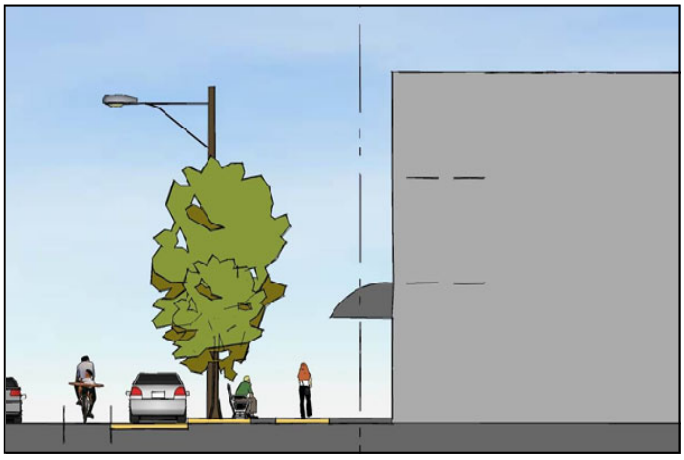


Figure 23: Different streets will have different ***streetscape*** requirements, for example, within the mainstreet precinct, development should provide a desirable streetedge condition that is ideal for the use of pedestrians.

b. minimize vehicular access points; and

c. creating an attractive public realm.

10.2.2 Central Residential Precinct

This precinct contains a significant concentration of apartment buildings with potential for intensification, primarily in the immediate vicinity of the GO station and will have the highest building heights in Port Credit. The existing character of the area will generally be maintained, particularly the mature trees and the well landscaped front yards.

10.2.2.1 Building heights will generally decrease towards the east and west of the precinct, reflecting proximity of either the Credit River Valley or established residential neighbourhoods.

10.2.2.2 Building heights on lots adjacent to the Mainstreet Precinct will demonstrate an appropriate transition.

10.2.2.3 The Port Credit GO Station Southeast Area Master Plan will be used in the review of development applications on lands designated Mixed Use or Utility in the vicinity of the GO Station.

10.2.3 Mainstreet Node Precinct

This precinct includes part of Port Credit's traditional mainstreet which generally extends a half block north and south of Lakeshore Road (east and west). In many cases this coincides with the alignment of a public lane; where it does not, the limit of the area is defined by an extension of a line from the public lane.

10.2.3.1 This precinct will contain street related commercial uses with a rhythm of closely spaced storefronts lining the street in order to encourage and foster an active pedestrian street.

10.2.3.2 Single use residential buildings are not permitted.

10.2.3.3 The Mainstreet Node Precinct will meet both the day-to-day needs of local residents as well as those visiting the area.

10.2.3.4 For the portion of the Mainstreet Node Precinct on the south side of Lakeshore Road West, between Mississauga Road and the Credit River, the Old Port Credit Village Heritage Conservation District Plan also applies.

10.2.4 Harbour Mixed Use Precinct

This precinct has potential for intensification and is intended to contain a mixture of uses and densities. Development will be at a lower overall scale than the Central Residential Precinct and will step down towards Lake Ontario, except for landmark sites identified in this Area Plan.

Marina uses are recognized as important elements of the Harbour Mixed Use Precinct and Port Credit. It is recognized that the waterfront will be more urban in nature, with a wider range of uses and activities that help reinforce the elements of a waterfront setting.

10.2.4.1 The scale of development will be supportive of an urban waterfront village theme.

10.2.4.2 Provision of public access and additional public lands along the waterfront will be a priority consideration in any redevelopment of properties on the waterfront.

10.2.4.3 Development will maintain existing view ***corridor***s to Lake Ontario.

10.2.4.4 For the portion of the Harbour Mixed Use Precinct, on the south side of Lakeshore Road West, between Front Street South and the Credit River, the Old Port Credit Village Heritage Conservation District Plan applies.

10.2.4.5 The lands located south of Port Street East and east of the Credit River will be redeveloped in a manner that recognizes the site's rich marine history and waterfront location. It is envisioned to be a mid-rise, mixed use area with residential, office, retail and recreational uses that will animate and activate the site throughout the day and year. The site will be a city-wide and regional destination that offers recreational and leisure activities with public access and views to the waterfront. A key attraction will be a marina, marinarelated facilities and waterfront parks. At the water's edge a building that exemplifies high design and draws people to the water is envisioned.

The site will feature high quality design and prioritize pedestrians and cyclists. Innovative sustainable design and green building technologies will be showcased and the site's natural and cultural heritage resources will be protected and enhanced.

The site should achieve the following:

a. is woven into the fabric of Port Credit and the city;

b. supports the overall vision of Port Credit as an evolving waterfront village;

c. celebrates the site's urban waterfront context;

d. provides for a mix of uses including, residential, office, retail, indoor and outdoor markets, and ***makerspaces***;

e. links the marine and cultural history of the site together; and

f. draws people to the water's edge to live, work, make, learn, shop and play.

The Inspiration Port Credit 1 Port Street East Comprehensive Master Plan was undertaken for these lands, which included extensive public consultation. This master plan is the basis of the policies for this area and informs how these policies can be achieved.

10.2.5 Riverside Precinct

This precinct is intended to provide a transition between the taller building heights in the Central Residential Precinct and the low rise building heights in the North Residential Neighbourhood.

10.2.5.1 New development will demonstrate an appropriate transition to the Credit River valley, and the Mainstreet Precinct.

10.2.5.2 Any redevelopment along Mississauga Road North will consider its character as a ***scenic route.***

10.2.5.3 Pedestrian open spaces will be planned to visually and physically extend Port Credit Memorial Park West into this neighbourhood along High Street West through to Front Street West, and along Park Street West.

10.3 Neighbourhood Character Area

The Neighbourhood Character Area represents stable residential areas where the existing character is to be preserved and will not be the focus for intensification. Where development occurs, it will generally be through modest infilling or development within the Lakeshore Road (east and west) Mainstreet Neighbourhood Precinct, the existing commercial plaza or the Port Credit West Village Precinct.

The Neighbourhood Character Area is not uniform and contains unique issues that are addressed through various precincts (e.g. heritage conservation district, proximity to railway and existing employment uses, redevelopment of the large brownfield site).

Neighbourhood policies are intended to reflect a number of objectives, including among other things:

- to ensure development is sensitive to the existing low rise context and to reinforce the planned character of the area;
- to ensure Lakeshore Road (east and west) will undergo appropriate development and provide for a public realm that reinforces its planned role as a location that helps connect the community and fosters an active pedestrian and cycling environment;
- to appropriately balance the constraints associated with both the Canadian National Railway line and adjacent residential uses;
- to recognize the former refinery site as an important location along the waterfront that requires special attention; and
- to recognize the Old Port Credit Heritage Conservation District.

10.3.1 Neighbourhood Character Area General Policies

10.3.1.1 ***Streetscape*** along Lakeshore Road (east and west) will address among other matters the following

a. minimize vehicular access points;

b. orient entrances and buildings towards the street; and

c. create an attractive public realm.

10.3.2 Old Port Credit Village Heritage Conservation District Precinct

The Old Port Credit Village Heritage Conservation District Plan applies to the lands within this precinct.

The precinct contains a mixture of housing, retail commercial and community buildings of many types, representing different eras. While some of the housing stock is relatively new, the neighbourhood contains pockets of housing that date back to the nineteenth century, representing various time frames and a pleasing sense of "time depth".

The precinct is predominately low rise in character, however, the existing low rise apartment buildings are recognized as forming part of the precinct.

10.3.2.1 Any additions, alterations, adaptive reuse or redevelopment will address how the development:

- displays massing and scale sympathetic to surroundings;
- preserves the historic housing stock;
- supports the existing historical character;
- maintains the existing street grid pattern and building setbacks; and
- maintains and enhances significant groupings of trees and mature vegetation.

10.3.3 Port Credit West Village Precinct

The precinct consists of a property formerly used as a refinery that is undergoing a significant revitalization through remediation and redevelopment. It will be transformed into a complete community supporting a mix of residential, commercial, institutional and open space uses. A range of housing types and building heights will be developed across the site in a way that is compatible with and enhances the character of the surrounding area.

A new sizable Waterfront Park is among the public realm amenities that will benefit new residents as well as the larger Port Credit community. The precinct policies and Special Site policies provide additional direction regarding the future development of these lands.

10.3.3.1 This mixed use community will consist of:

a. new parks, including those that will contribute to a vibrant, animated waterfront that will be a regional destination;

b. connections with existing parks and open space;

c. a fine grain street network that is integrated into the broader community;

d. multi-modal mobility options, including active transportation;

e. a diversity of built form and housing types for all ages and incomes;

f. design and architectural excellence;

g. sustainable development including innovative infrastructure where feasible;

h. a high quality public realm and other community gathering spaces;

i. place making and cultural vibrancy; and

j. a legacy for future generations.

10.3.3.2 Land uses, built form and public open spaces will provide appropriate transitions to the adjacent South Residential and Old Port Credit Heritage Conservation District Precincts.

10.3.3.3 Development will provide view corridors to Lake Ontario, where appropriate.

10.3.3.4 Extensive remediation will be completed prior to development.

10.3.4 North Residential Neighbourhoods (Shawnmarr/Indian Heights and Credit Grove) Precinct

This precinct includes the areas known as Shawnmarr/Indian Heights and Credit Grove located on the west and east sides of the Community Node, between the railway line and the neighbourhood mainstreet area along Lakeshore Road West and East. These predominately stable residential areas will be maintained while allowing for infill which is compatible with and enhances the character of the area.

10.3.4.1 The predominant characteristics of these areas will be preserved including:

a. low rise building heights;

b. the combination of small building masses on small lots;

c. the well landscaped ***streetscapes***; and

d. the regular street grid.

10.3.4.2 New development is encouraged to reflect 1 to 2 storey residential building heights and should not exceed 3 storeys.

10.3.4.3 Properties fronting Lakeshore Road West will complement the adjacent Mainstreet Precinct by continuing the general 4 storey height limits. Single use residential buildings are permitted along this portion of Lakeshore Road West.

10.3.4.4 The existing commercial plaza located generally between Harrison Avenue and Wesley Crescent provides commercial floor space that serves the area but also represents a site for potential intensification with a maximum height limit of 4 storeys. The front portion of the commercial site is considered to be part of the Mainstreet Precinct and the rear is part of the North Residential Neighbourhoods Precinct. Any future redevelopment of the property will address issues, including but not limited to:

a. constraints given previous industrial uses on the property;

b. potential road connections and improvements to the neighbourhood's fine grained road pattern;

c. retention of commercial space; and

d. appropriate transitions to adjacent residential uses.

10.3.4.5 The Canadian National Railway line defines the northern boundary of this area and restricts the types of use that can be redeveloped on adjacent properties. Development of these lands will:

a. be encouraged to improve the transition to adjacent residential areas;

b. have a maximum height generally equivalent to a 2 storey residential building, for warehousing, self-storage, wholesaling and manufacturing;

c. ensure lighting, noise levels, loading and garbage areas do not negatively impact adjacent residential areas;

d. provide appropriate landscaped buffers to adjacent residential areas; and

e. provide a ***streetscape*** that is compatible with adjacent neighbourhoods.

10.3.4.6 Any redevelopment along Mississauga Road North will consider its character as a ***scenic route***.



Figure 24: Business Employment uses can be an appropriate buffer between residential neighbourhoods and the railway, provided they have an appropriate height and landscaping, and uses are kept predominately within buildings.

10.3.5 South Residential Neighbourhoods (Cranberry Cove, Hiawatha) Precinct

This precinct includes the areas known as Cranberry Cove and Hiawatha, located on the west and east sides of the Community Node, between Lakeshore Road West and East and the waterfront. These predominately stable residential areas will be maintained while allowing for infill which is compatible with and enhances the character of the area.

10.3.5.1 The predominant characteristics of these areas will be preserved including:

a. low rise building heights;

b. the combination of relatively small building masses on small lots;

c. the physical and visual access to Lake Ontario from parks and the terminus of streets;

d. the well landscaped ***streetscapes***; and

e. street grid pattern.

10.3.5.2 New development will have a maximum height generally equivalent to 2 storeys.

10.3.5.3 Properties fronting Lakeshore Road West will complement the adjacent mainstreet precinct by continuing the general 4 storey height limits. Single use residential buildings are permitted along this portion of Lakeshore Road West.

10.3.6 Mainstreet Neighbourhood Precinct

This Precinct is intended to contain a mixture of uses that help meet the day-to-day needs of residents. This precinct represents an extension of the Mainstreet Node Precinct and generally extends a half block north and south of Lakeshore Road West and East.

This precinct will contain street related commercial uses with closely spaced storefronts lining the street to encourage and foster an active pedestrian street.

10.3.6.1 Development will provide view ***corridors*** to the lake, where appropriate.

10.3.6.2 The assembly of adjacent low density residential land to enlarge properties fronting the Mainstreet Precinct is discouraged. However, should assembly occur, the primary purpose of these lands should be for buffering the adjacent residential uses and for amenity space and/or parking if required through the development.



Figure 25: The established low density residential characteristics of Port Credit Neighbourhoods are to be preserved.



Figure 26: Development along Lakeshore Road will provide for a mainstreet commercial environment and attractive public realm that reinforces its planned role as a location that helps connect the community and foster an attractive and safe public realm.

11.0 STRONG ECONOMY

Employment opportunities are an important component of Port Credit as they contribute to a healthy mixture of land uses, help provide a complete community, and are supportive of a village where people have the opportunity to live work and play in the same area.

Port Credit contains a significant number of jobs located outside of the Community Node. Employment is found primarily focused in the businesses along Lakeshore Road, along the railway ***corridor***, and at school sites. In total, approximately one third of the Area Plan's employment is located outside of the node but within Port Credit.

This Area Plan provides for the continued operation and expansion of employment uses. Generally, the most appropriate employment uses are in the education, office, culture, and retail sectors. In particular, creative enterprises that are involved in the creation, production and distribution of goods and services that use creativity and intellectual capital as primary inputs are encouraged. These include but are not limited to: artists, galleries, architects, graphic designers, and software developers.

11.1 Opportunities for lake dependent or waterfront retail commercial activities, including activities such as marinas, and facilities in support of recreational sport fishing, will be promoted along the portion of the waterfront located within the Community Node.

12.0 LAND USE DESIGNATIONS

This section provides additional policy direction on the permitted land uses within this Area Plan. Schedule 10 (Land Use Designations) of the principal document, identifies the uses of land permitted and will be read in conjunction with the other schedules and policies in the Plan.

12.1 General

12.1.1 Residential buildings legally constructed prior to the approval date of this Area Plan are permitted.

12.2 Residential Low Density I

12.2.1 Notwithstanding the Residential Low Density I policies of the Plan, the following uses will not be permitted:

a. semi-detached dwelling; and

b. duplex dwelling.

12.3 Residential Low Density II

12.3.1 Notwithstanding the Residential Low II Density policies of the Plan, the following additional use will be permitted:

a. existing office uses.

12.4 Residential Medium Density

12.4.1 Notwithstanding the Residential Medium Density policies of the Plan, the following additional use may be permitted:

a. low rise apartment dwellings.

12.4.2 Notwithstanding the Residential Medium Density policies of the Plan, the following additional use will be permitted:

a. existing office uses.

12.5 Residential High Density

12.5.1 Notwithstanding the Residential High Density policies of the Plan, the following additional use will be permitted:

a. existing office uses.

12.6 Mixed Use

12.6.1 Notwithstanding the Mixed Use policies of the Plan, the following uses will not be permitted:

a. motor vehicle rental.

12.6.2 Notwithstanding the Mixed Use policies of the Plan, drive-through facilities are not permitted on sites identified on Schedule 3.

12.7 Public Open Space

12.7.1 Notwithstanding the Public Open Space policies of the Plan, the following additional use may be permitted:

a. commercial parking facility.

12.8 Business Employment

12.8.1 Notwithstanding the Business Employment policies of the Plan, the following uses will not be permitted:

a. adult entertainment establishments;

b. animal boarding establishments, which may include outdoor facilities;

c. body rub establishments;

d. broadcasting, communication and utility rights-of-way;

e. cardlock fuel dispensing facility;

f. commercial parking facility;

g. funeral establishment;

h. motor vehicle rental;

i. overnight accommodation;

j. restaurant;

k. transportation facility;

l. truck terminal; and

m. ***waste*** processing or transfer stations and composting facilities.

12.8.2 Notwithstanding the Business Employment policies of the Plan, the following policies apply:

a. permitted uses will operate entirely within enclosed buildings.

13.0 SPECIAL SITES & EXEMPT SITES

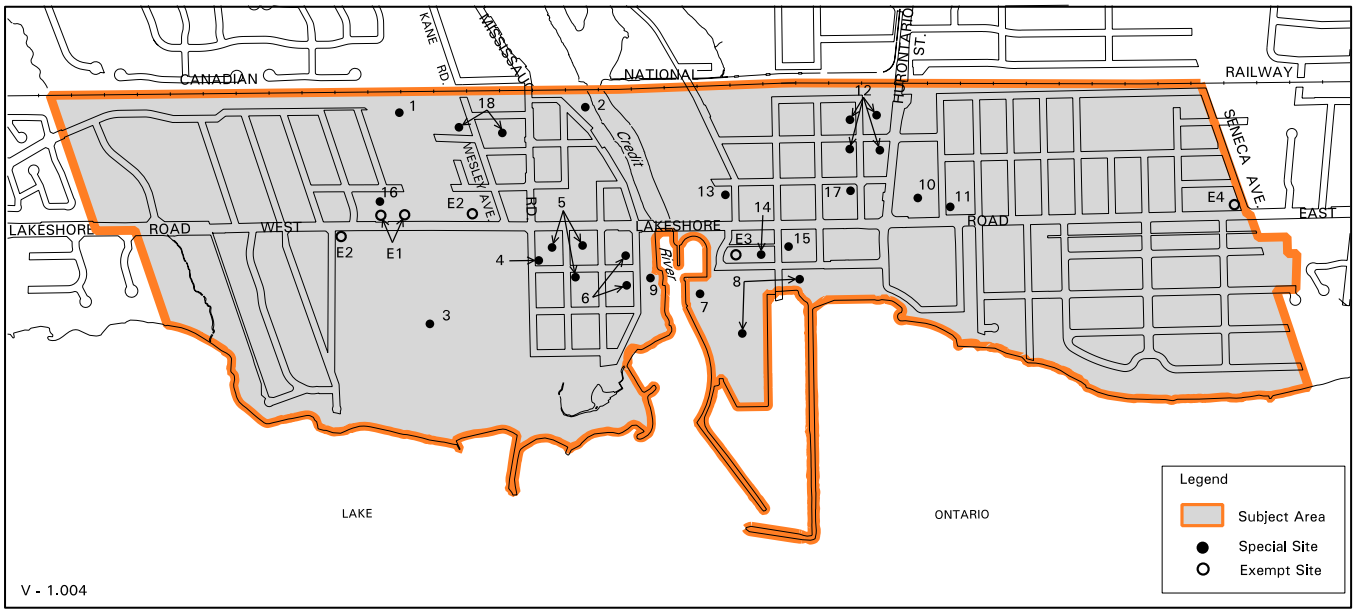
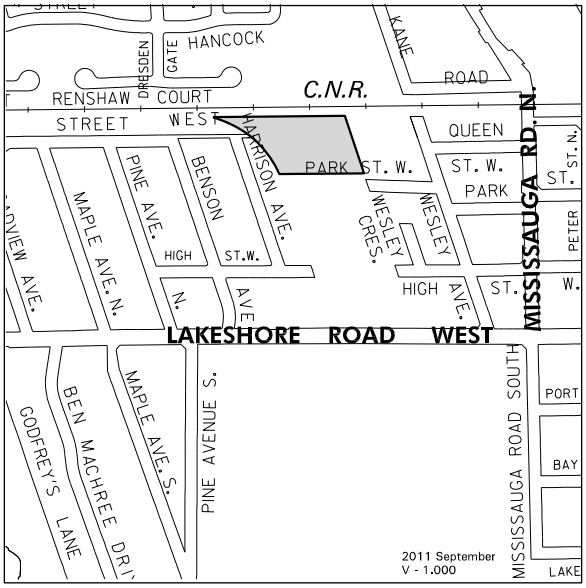


Figure 27: Location of Special and Exempt Sites within the Port Credit Local Area Plan

13.1 Special Sites

There are sites that merit special attention and are subject to the following policies.

13.1.1 Site 1



13.1.1.1 The lands identified as Special Site 1 are located south of the Canadian National Railway and east of Queen Street West.

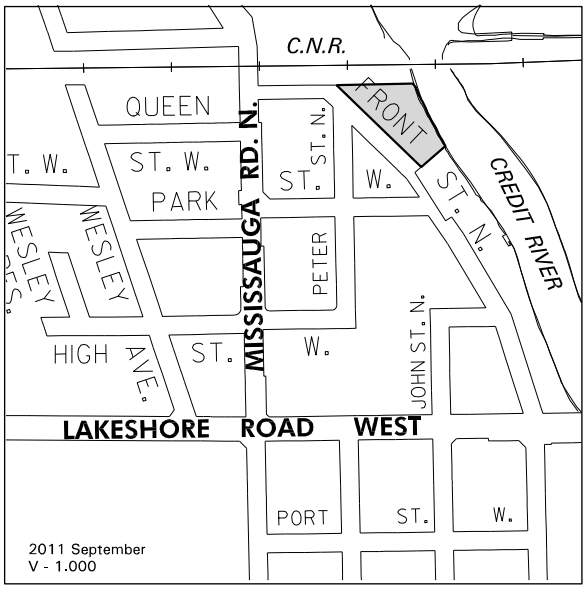
13.1.1.2 Notwithstanding the provisions of the Busines Employment designation and the Desirable Urban Form policies, the following additional policies will apply:

a. development (including servicing) will be permitted following the filing of a Record of Site Condition (RSC) on the Ministry of Environment's Registry in accordance with Ont. Reg.153/04 as amended;

b. vehicular access to the site will be provided from Lakeshore Road West through an existing easement. Access from surrounding residential streets will only be permitted subject to addressing the appropriateness of the volume and type of traffic that would be accommodated on residential streets; and

c. building heights for ***secondary offices*** uses will be a maximum of 4 storeys.

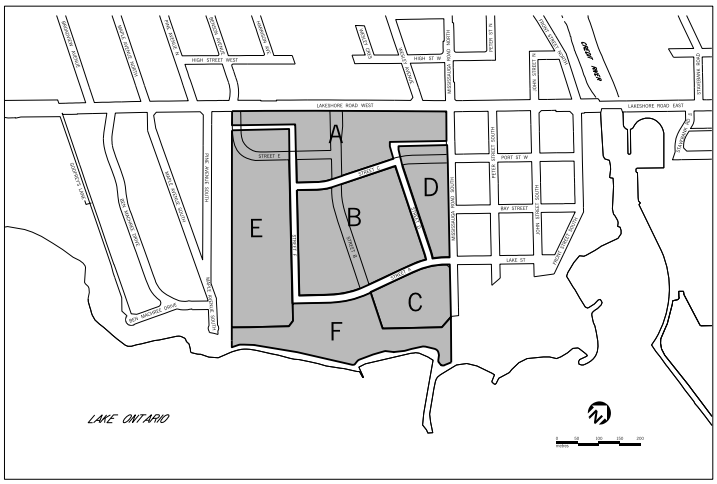
13.1.2 Site 2



13.1.2.1 The lands identified as Special Site 2 are located south of the Canadian National Railway tracks, east of Front Street North.

13.1.2.2 Notwithstanding the provisions of the Private Open Space and Greenlands designations, the existing private club will be permitted.

13.1.3 Site 3



13.1.3.1 The lands identified as Special Site 3 are located on the south side of Lakeshore Road West, between Mississauga Road South and the rear yards of residential home fronting onto Pine Avenue South.

13.1.3.2 General Policies

13.1.3.2.1 The City will require a mix of housing unit types, sizes and tenure to accommodate changes in community needs over time.

13.1.3.2.2 A maximum of 2,995 residential units and a maximum gross floor space index of 1.45 will be permitted for the entire site, excluding the 0.3 ha parcel of land at the northwest quadrant of Mississauga Road South and Port Street West that will be developed for affordable housing. Roads, parks and hazard lands will be included for gross floor space index calculation purposes.

13.1.3.2.3 The Public Open Space network and the street system will be designed to create view corridors and active transportation connections from Lakeshore Road West to Lake Ontario and the shoreline.

13.1.3.2.4 A diverse range of local and destination open spaces will be incorporated into the development and will connect the built form and natural area elements. This network will include public parks, trails, privately owned public space (POPS) and natural hazard lands.

13.1.3.2.5 In order to ensure proper and orderly development in accordance with this Plan, development will occur by way of one or more plans of subdivision which will determine the alignment of municipal roads, the location of parkland and conditions respecting development phasing.

Area A (West Village Square)

13.1.3.2.6 West Village Square is the gateway to the site from Lakeshore Road West and contains its primary access point. It will contain a multiseasonal public square on private lands that will serve as a gathering space for residents and visitors of all ages and abilities. It will feature retail, personal service and office uses to serve the needs of the neighbourhood and will also incorporate residential uses.

13.1.3.2.7 Development on the Lakeshore Road West frontage will consist of low to mid-rise commercial buildings and mixed use residential/commercial buildings.

13.1.3.2.8 While minimum building heights fronting Lakeshore Road West will be two storeys, small portions of buildings may be one storey with a two storeys height to allow for minor architectural variations. Buildings or portions of buildings that do not front directly onto Lakeshore Road West may be one storey in height if they are behind buildings that are at least two storeys.

Area B (The Promenade)

13.1.3.2.9 The Promenade is located in the centre of the site. A linear park leading from West Village Square to the Waterfront Park and the Campus will form the central spine of this precinct and will be the dominant public realm feature. A public street will be located along the western edge of the linear park. Together, the linear park and public street will create views and connections south to Lake Ontario and the Waterfront Park.

13.1.3.2.10 This precinct will contain a variety of housing forms and will contain the highest densities and tallest buildings on the site.

Area C (The Campus)

13.1.3.2.11 The Campus is located at the southeast portion of the site, beside the Waterfront Park. This precinct will act as a catalyst to attract movement into and through the site throughout the day and year and will contain a mix of uses. Integration of privately owned public space (POPS) with the abutting public Waterfront Park should be prioritized.

13.1.3.2.12 Only non-residential uses are permitted in the first two storeys of all buildings and may include a range of community, cultural, recreational, educational, institutional, retail and office uses. Amenity areas provided for residential uses are also permitted on the first two storeys of all buildings.

13.1.3.2.13 The lowest building heights will be at the northeast corner of The Campus and will be a maximum of four storeys.

13.1.3.2.14 The maximum building height is eight storeys along the south portion of the Campus abutting the Waterfront Park.

13.1.3.2.15 Surface parking lots are not permitted.

Area D (Old Port Transition)

13.1.3.2.16 The Old Port Transition precinct is along the eastern edge of the site and provides a transition to the adjacent Old Port Credit Village Heritage Conservation District. A mix of residential, school and park uses will be designed to ensure built form and land use compatibility.

13.1.3.2.17 The public park identified by the Public Open Space designation may be moved to the south without amendment to this Plan. The relocation of the park block will be required should a public school be developed within the Old Port Transition precinct.

Area E (Parkside)

13.1.3.2.18 Parkside is located along the west boundary of the site and provides an appropriate transition to the existing Cranberry Cove neighbourhood by incorporating a linear landscaped public trail, built form massing, additional landscape treatments and compatible land uses.

13.1.3.2.19 While this precinct will be primarily comprised of low rise townhouses, a mid-rise residential building is permitted abutting the Waterfront Park. The west portion and majority of this building will not exceed six storeys in height to ensure appropriate built form massing adjacent to the Cranberry Cove neighbourhood. The east portion of the building will have a maximum height of 12 storeys.

Area F (Waterfront Park)

13.1.3.2.20 A new Waterfront Park will incorporate the existing Waterfront Trail and contribute to this are becoming a regional waterfront destination. It will integrate ecological habitats and programmable space.

13.1.3.3 Transportation

13.1.3.3.1 The street and block pattern will be integrated into the surrounding neighbourhood context. A street network with multiple connection points will be designed for several modes of transportation. A high quality, pedestrian focused streetscape is to be provided.

13.1.3.3.2 The street network will be comprised of public streets, unless arrangements for private streets are made that are satisfactory to the City.

13.1.3.3.3 Stormwater best management practices are encouraged to be integrated into design of the streets.

13.1.3.4 Environment

13.1.3.4.1 The development of a district energy system will be encouraged. Where a district energy system is not provided, development is encouraged to include on-site renewable energy systems.

13.1.3.4.2 A cogeneration facility will be permitted as an accessory use within the Residential High Density designation.

13.1.4 Site 4

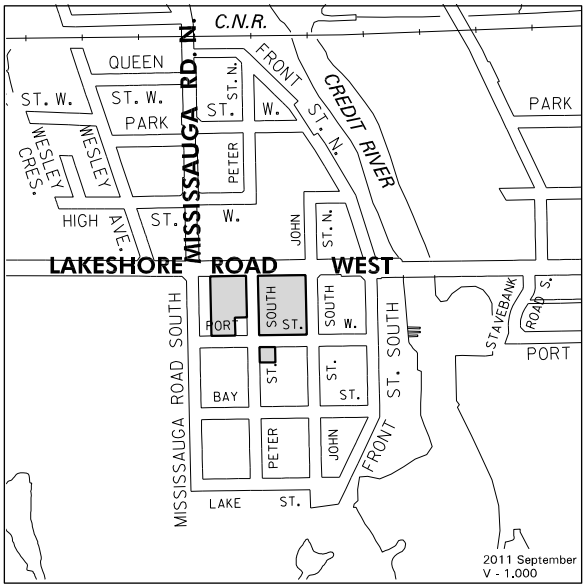


13.1.4.1 The lands identified as Special Site 4 are located east of Mississauga Road South, north of Port Street West.

13.1.4.2 Notwithstanding the provisions of the Residential Low Density I designation, the following additional policy will apply:

a. offices, restaurants and personal service uses may be permitted.

13.1.5 Site 5



13.1.5.1 The lands identified as Special Site 5 are located south of Lakeshore Road West and west of John Street South.

13.1.5.2 Notwithstanding the provisions of the Mixed Use and Residential Low Density I designations, the following additional policy will apply:

a. special care is required to preserve the character of the buildings and properties of the community infrastructure along Lakeshore Road West and Port Street West. Particular care will be taken in the preservation of the exterior character of the structures, and related exterior open space areas. The existing cemetery at the corner of Lakeshore Road West and John Street South will be preserved.

13.1.6 Site 6



13.1.6.1 The lands identified as Special Site 6 are located on the west side of Front Street South and the south side of Port Street West, south of Lakeshore Road West.

13.1.6.2 Notwithstanding the provisions of the Mixed Use designation on these lands, the following additional policies will apply:

a. buildings, including amenities and signage, whether new or modified, will have a single detached residential appearance consistent with the form, design and scale of the low density residential land use in the Old Port Credit Village Heritage Conservation District. In addition, the use will have a limited impact on the low density residential character of the area. New buildings or modified buildings will comply with the development standards of the adjacent low density residential area;

b. any garage, detached or attached, will be located in the side or rear yard behind the front wall of the building. Any additional parking required will be accommodated to the rear of the lot;

c. front yards will be mostly landscaped and oriented to Front Street South or Port Street West;

d. appropriate design treatment will be provided to both facades at street corners; and

e. every effort will be made to have buildings of historic interest, as defined in the Old Port Credit Village Heritage Conservation District Plan, retained within any future redevelopment.

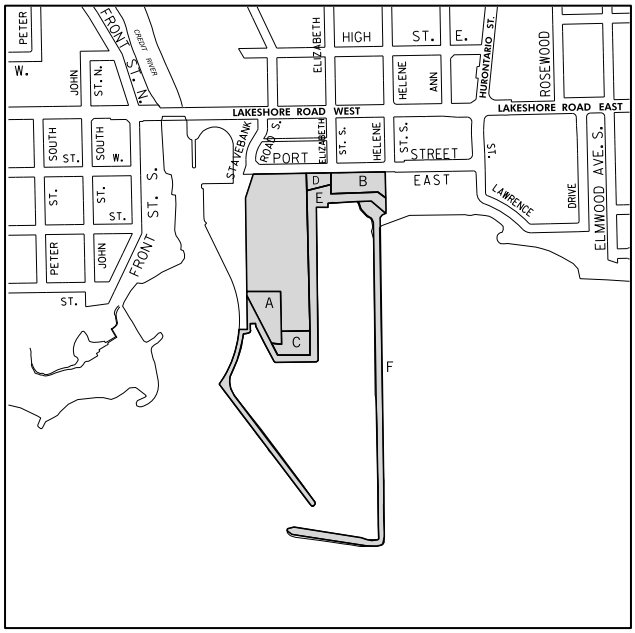
13.1.7 Site 7



13.1.7.1 The lands identified as Special Site 7 are located west of Stavebank Road South, south of Lakeshore Road East.

13.1.7.2 Notwithstanding the provisions of the Public Open Space and Greenlands designations, the existing restaurant and marina will be permitted.

13.1.8 Site 8



13.1.8.1 The lands identified as Special Site 8 are located south of Port Street East and east of the Credit River.

13.1.8.2 General Policies

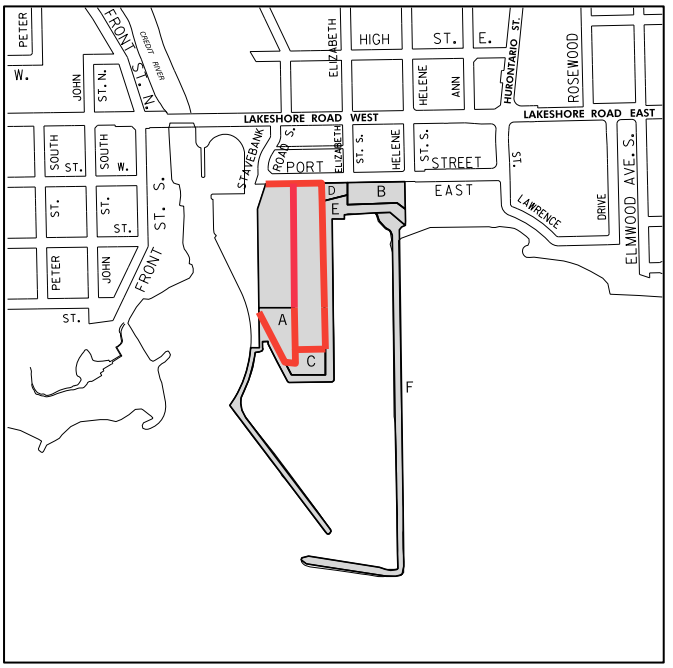
13.1.8.2.1 Affordable housing will be provided in accordance with the City of Mississauga's housing policies.

13.1.8.2.2 The City will require a mix of housing unit types, sizes and tenure to accommodate changes in community needs over time.

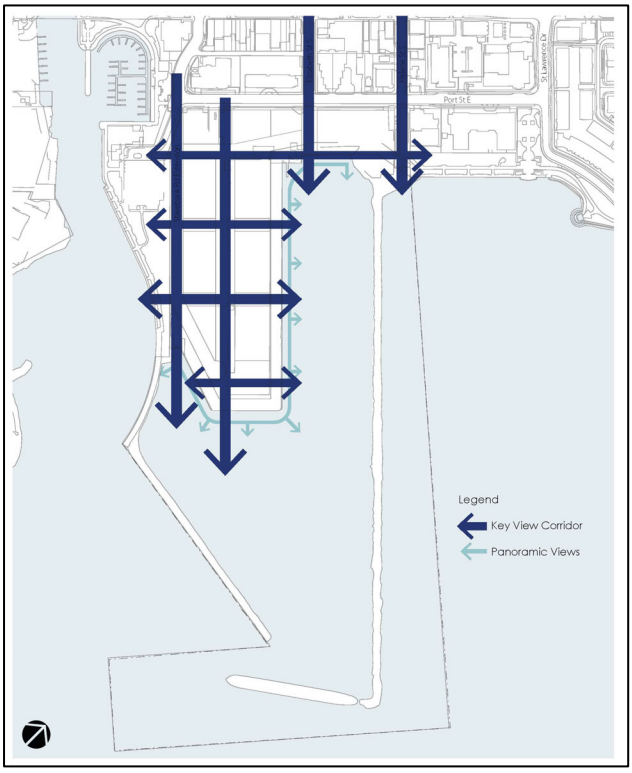
13.1.8.2.3 Ground floor uses should include retail, ***makerspace***, service commercial and cultural uses for the purpose of establishing areas of focus for residents and visitors, as shown on Map 1: Ground Floor Activation.

13.1.8.2.4 A minimum total office gross floor area of 6,000 m^2 will be required and will be developed concurrently with residential uses.

13.1.8.2.5 The Public Open Space network and the road system will be designed to create view ***corridors*** to Lake Ontario and the shoreline throughout and through the site, including broader panoramic views at the water's edge, as generally shown on Map 2.



Map 1: Ground Floor Activation



Map 2: View ***Corridors***

Area A

13.1.8.2.6 A landmark building will be required that is a focal point, demonstrates visual interest, a high standard of architectural design and draws people to the waterfront.

13.1.8.2.7 Area A as well as the surrounding roads and public realm will be a showpiece of design excellence and innovation.

13.1.8.2.8 The building and/or the site should include an attraction that draws people to the site (e.g. public art, observation deck, cultural facility).

Area B

13.1.8.2.9 Notwithstanding the policies of this Plan, only a marina facility and the following accessory uses will be permitted:

a. marina-related facilities including retail, boat repair facilities and ancillary equipment; and

b. on-site boat storage.

13.1.8.2.10 Retail uses and ***makerspaces*** may be permitted as a second phase to the marina development provided they are subordinate to and complement the marina use.

These additional uses will not adversely impact the marina operations and will only be permitted provided sufficient parking requirements are met.

Areas C, D, E and F

13.1.8.2.11 Area C will be a park that provides panoramic views of Lake Ontario and the Credit River. The park will be the full width of the pier and have a minimum area of 0.3 ha not including public and private roads.

13.1.8.2.12 The park to be located in Area D will have a minimum area of 0.13 ha and have street frontages on Port Street East and future roads C and E (as shown on Map 3). The largest frontage will be on Port Street East.

13.1.8.2.13 A waterfront promenade will be located in Area E and will:

a. have a minimum width of approximately 15 metres;

b. include a broad, hard-surfaced pedestrian zone, complete with lighting, benches, trees and other amenities;

c. connect JJ Plaus Park to St. Lawrence Park;

d. connect with all existing pathways and future sidewalks that it is adjacent to; and

e. be designed to be compatible with the water's edge and adjacent development and to accommodate pedestrians, cyclists, emergency service access and service vehicles.

13.1.8.2.14 Area F is an engineered structure designed to protect the marina basin and is not currently in a form that would permit public use. Opportunities for lake fill should be considered to integrate this area into the public open space network to improve public waterfront access and provide for trails and lookouts along the water.

13.1.8.2.15 The following additional uses are permitted within Areas E and F:

a. marina-related facilities, including floating docks and boat slips, a fuel dock and pumpout station, boat repair facilities and ancillary equipment; and

b. on-site boat storage.

13.1.8.3 Urban Design

13.1.8.3.1 Parking facilities located above grade and adjacent to the road system will be screened by "liner" buildings incorporating a mix of uses between the parking structure and the road.

13.1.8.3.2 An arcade or building element that is a minimum of four storeys above grade may be considered over Road B immediately south of Port Street East provided that view ***corridors*** to Lake Ontario are achieved.

13.1.8.3.3 ***Tall buildings*** will have a podium of four stories.

13.1.8.4 Transportation

13.1.8.4.1 The future road network is shown on Map 3 and will be subject to the following road right-of-way width requirements:

Road	Right-of-Way	Future Road type
A1	17 – 20 m	Minor Collector
A2	17 – 20 m	Minor Collector
B	15 – 17 m	Local Road
C	15 – 17 m	Local Road
D	17 – 25 m	Local Road
E	20 m	Local Road

13.1.8.4.2 Future additions to the road network will be public roads, unless arrangements for a private road are made that are satisfactory to the City. With the exception of Road A1 and Road E which will be public roads, private roads may be considered subject to the following:

a. public easements will be required;

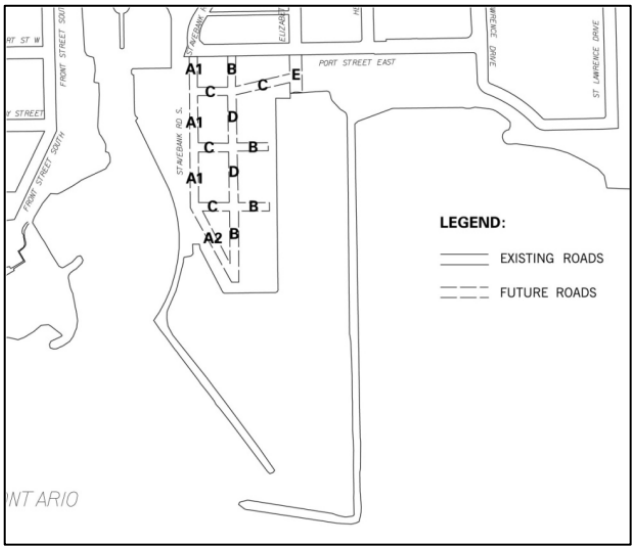
b. required right-of-way widths will be provided; and

c. an appropriate terminus may be required for maintenance and operations where a public road connects with a private road.

13.1.8.4.3 Roads B will be designed primarily as a pedestrian and cycling route with a secondary purpose for vehicular access including emergency and service vehicles.

13.1.8.4.4 The City may consider alternative road design standards to achieve community design objectives.

13.1.8.4.5 The portion of the Primary Off-Road Route as shown on Schedule 7: Long Term Cycling Routes, to be located in Area E will allow for cyclists within a predominately pedestrian environment.



Map 3: Future Road System



Figure 28: All roads will be intended to prioritize pedestrians and cyclists. Roads B will be designed to reduce the speed of vehicular movement and with a focus on the pedestrian and cycling network. This will be achieved through design elements such as surface treatments, materials, textures, lighting and the use of minimum radii and lane widths, together with features which introduce visual interest and reduce risk by promoting awareness amongst pedestrians, cyclists and drivers.

13.1.8.5 Environment

13.1.8.5.1 The development of a district energy system will be encouraged in the area or on the site. Where a district energy system is not provided, developments are encouraged to include on-site ***renewable*** or alternative energy systems.

13.1.8.5.2 The City, in partnership with the appropriate conservation authority, other agencies having jurisdiction and the property owner may explore the feasibility of lake fill opportunities to enhance the quality of the shoreline, connect natural heritage systems and achieve associated habitat improvements. This will be done with consideration of the ecological context of the site and watershed management area.

13.1.8.6 Implementation

13.1.8.6.1 Through a marina redevelopment and financing strategy, a marina action plan will be prepared to the City's satisfaction that will identify matters such as:

a. the mix of marina and marina-related uses;

b. the location of buildings;

c. building heights;

d. parking and boat storage facilities; and

e. the layout for the marina docks slips, facilities and associated amenities.

13.1.8.6.2 A development master plan will be required to address matters including, but not limited to, the following:

a. the height, scale and location of proposed uses;

b. the phasing of development, specifically:

- marina and marina-related facilities
- physical serving infrastructure (e.g. roads, water, wastewater)
- community infrastructure
- office and other non-residential development
- residential development

c. how the envisioned population and employment will be achieved;

d. the size, amount and location of non-residential uses at-grade and within buildings;

e. the size and location of community infrastructure (e.g. parks);

f. final road alignment;

g. the location and number of parking spaces;

h. a functional review of servicing and truck operations on the street network and access to underground parking;

i. environmental requirements (e.g. remediation of site contamination, green development standards, ***renewable*** and alternative ***energy*** components and sustainable infrastructure);

j. transition and connectivity within the site and to the surrounding context;

k. provision of public access and protection of views to Lake Ontario;

l. treatment of the public realm (e.g. the pedestrian and cycling network, roads and ***streetscape***);

m. provision and location of public art;

n. engineering and design requirements to integrate the eastern breakwater (Area F) into the public open space network; and

o. hazard mitigation measures and shoreline protection works, delineation of the ***Natural Hazard Land***s and associated setback.

13.1.8.6.3 In exchange for increased height and/or density permissions a community benefits contribution pursuant to Section 37 of the Planning Act will be required. The base value from which increased height and/or density will be calculated will reflect zoning by-law permissions in effect as of January 1, 2017.

13.1.8.6.4 In order to ensure the proper and orderly development in accordance with this Plan, development will occur by way of one or more plans of subdivision which will generally determine the detailed alignment of municipal roads, the location of parkland and conditions respecting development phasing.

13.1.8.6.5 In the event that there are multiple landowners, to ensure the appropriate and orderly development of the site and to ensure that the costs associated with development are equitably distributed among all landowners, the City will require that a cost sharing agreement and/or front end agreement has been executed to address distribution of costs and municipal and community infrastructure, lands and facilities associated with development in a fair and equitable manner. Individual developments will generally not be approved until the subject landowner becomes party to the landowners' cost sharing agreement. The City will not be a party to any landowner cost sharing agreement but may be a party to a front end agreement. Where necessary for the purposes of facilitating a front end agreement, the City may utilize area specific development charge by-laws enacted pursuant to the *Development Charges Act, 1998,* as amended.

13.1.9 Site 9



13.1.9.1 The lands identified as Special Site 9, Marina Park, are located at the southeast corner of Lakeshore Road West and Front Street South.

13.1.9.2 Marina Park is to be developed as an integral component of the Port Credit Harbour and Old Port Credit Conservation District in terms of complementary uses and design while recognizing its potential to establish a vibrant river and village edge.

13.1.9.3 Notwithstanding the provisions of the Public Open Space and Greenlands designations, the following additional policies will apply:

a. in addition to the uses permitted by the Public Open Space designation, the following uses may be permitted subject to, among other matters, the approval of Credit Valley Conservation:

   - ***Secondary offices***;
   - retail commercial uses, except for commercial uses with a drive-through facility;
   - conference centre; and
   - marina;

b. in addition to the uses permitted by the Greenlands designation, a marina will be permitted;

c. Marina Park will be developed as an integral part of both Port Credit Harbour and the Old Port Credit Village Heritage Conservation District, having regard for the following principles:

   - public access to the Credit River will be enhanced;
   - views of the Credit River from both the Port Street West and the Bay Street road allowances will be extended through the site;
   - building height will not exceed 2 storeys;
   - buildings will be articulated to reduce the perception of bulk;
   - buildings will be oriented to the Credit River, Front Street South and the street grid;
   - pedestrian links along the Credit River through the site and both north and south of it will be pursued, where feasible; and
   - historical interpretation of the site will be integrated into any future development;

d. prior to any development, the City will prepare a master plan to address the future use and layout of Marina Park. The master plan will be prepared in consultation with the public, and address, among other matters, the future layout of the site, archaeological assessment, historical interpretation opportunities, and the feasibility of a river trail; and

e. when the master plan has been prepared and approved by City Council, the "holding" designation in the Zoning By-law may be removed.

13.1.10 Site 10



13.1.10.1 The lands identified as Special Site 10 are located on the north side of Lakeshore Road East, east of Hurontario Street.

13.1.10.2 Notwithstanding the provisions of the Mixed Use designation and Desirable Urban Form policies, the following additional policy will apply:

a. the existing gas bar and a motor vehicle wash will be permitted.

13.1.11 Site 11

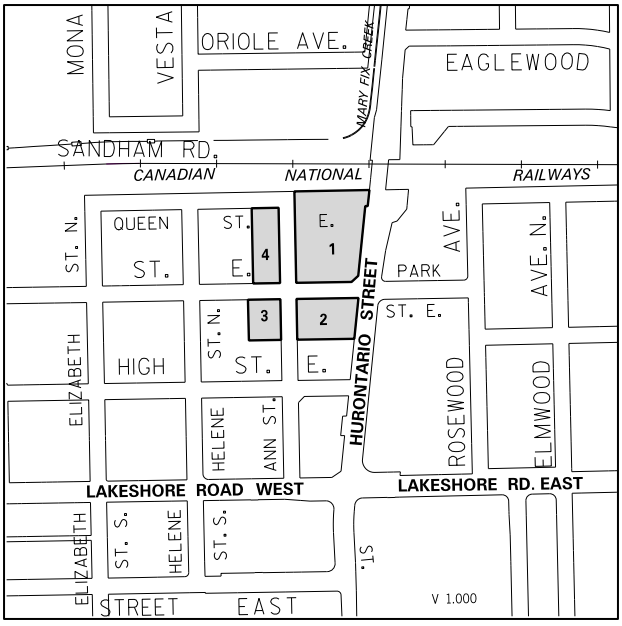


13.1.11.1 The lands identified as Special Site 11 are located at the northeast corner of Lakeshore Road East and Rosewood Avenue.

13.1.11.2 Notwithstanding the provisions of the Mixed Use designation and Desirable Urban Form policies, the following additional policy will apply:

a. the existing motor vehicle repair garage will be permitted.

13.1.12 Site 12



13.1.12.1 The lands identified as Special Site 12 are located west of Hurontario Street, south of the Canadian National Railway, east of Helene Street, and north of High Street. These lands are in an important location that has the potential to support further development of the Port Credit Mobility Hub.

13.1.12.2 Notwithstanding the, policies of this Plan, the following provisions shall apply, with the Port Credit GO Station Southeast Area Master Plan, also to be used in the review of development applications:

a. Minimum and maximum building heights are shown in Schedule 2B and described below:

- Maximum building heights of 22 storeys are permitted throughout the special site area where the tower component of a building is primarily residential, with the exception of lands fronting Hurontario Street. Maximum building heights of 19 storeys are permitted where the tower component is constructed primarily for office or institutional purposes and have greater floor to ceiling heights;

- Residential and non-residential buildings fronting Hurontario Street shall have building heights not exceeding eight storeys, with a setback consistent with a 45 degree angular plane generally required after six storeys.

  The maximum permitted height of buildings fronting Hurontario Street may be exceeded by one storey for every storey of additional office use provided beyond the recommended minimum requirement, up to a maximum of two storeys. The ability to achieve up to ten storeys along Hurontario Street will require a proponent to provide further built form, design and planning justification, to the satisfaction of the City; and

- All buildings shall be a minimum of two storeys.

b. Variation in building heights and form should be achieved, including the position of towers relative to each other;

c. A minimum of 30 metres shall be provided between any portion of a building that is eight storeys or higher to another building that is eight storeys or higher;

d. The maximum size of residential floor plates beyond the 15th storey shall generally be 800 square metres or less;

e. Long or full block buildings will be permitted but are encouraged to provide internal mid-block connections where possible and shall generally provide variation in the facade to break up the massing (e.g. physical vertical recesses, changes in materials or other forms of articulation);

f. Above-grade structures must be contextually sensitive and provide for visual interest and elements that contribute to the ***streetscape*** and help animate the area, such as space for office, retail/commercial or community uses, services for transit users (e.g. ticketing, interactive information boards and service kiosks), building entrances, community display cases, public art, street furniture and landscape features. The building envelop that faces a public street or gateway entry point will have street level animation. The intent is to achieve visual animation, interest and

streetscape improvements along each elevation of an above-grade parking structure, with a target of generally providing animation at street level along two thirds of a building envelope;

g. All future developments over 1 000 square metres shall provide an appropriate mix of non-residential, employment generating uses including office and other uses such as retail stores, restaurants, personal service establishments or community service space. Where land parcels are too small to accommodate large mixed use development, non-residential land uses are encouraged but not required;

h. The following minimum gross floor areas (GFA) of employment-generating uses will be required as part of future comprehensive block redevelopments:

- Block 1: 2 800 square metres
- Block 2: 1 400 square metres
- Block 4: 250 square metres

i. Developments should be encouraged to provide office space in larger, contiguous floorplates (at-grade or above-grade) in order to accommodate a variety of businesses and services;

j. Development applications shall demonstrate how transit use, pedestrian circulation, cycling, car and bike sharing, car-pooling, shared parking and other travel demand management measures will be achieved;

k. Reduced, transit supportive parking standards are encouraged for future development within the Port Credit GO Station Southeast Area. Through the rezoning process, applicants shall be required to provide a parking study to justify the appropriateness of the specific parking standards being proposed;

l. Development applications shall demonstrate how a seamless integration of modes of travel and access is achieved, especially at-grade and on the lower floors of buildings;

m. Development applications shall demonstrate how both the City of Mississauga and Region of Peel Affordable Housing initiatives are being addressed; and

n. Development applications shall demonstrate how proposed built forms and landscaping adjacent to heritage designated properties will respect heritage attributes and mitigate negative impacts on the heritage resources.

13.1.13 Site 13



13.1.13.1 The lands identified as Special Site 13 are located west of Stavebank Road, south of High Street and north of Lakeshore Road East.

13.1.13.2 Notwithstanding the provisions of the Desirable Urban Form policies, building heights will be a maximum of 6 storeys and a minimum of 2 storeys, subject to:

a. appropriate transition to buildings fronting Lakeshore Road East;

b. appropriate transition to St. Andrews Church; and

c. appropriate stepbacks from Stavebank Road, above the third storey.

13.1.14 Site 14



13.1.14.1 The lands identified as Special Site 14 are located on the north side of Port Street East and the west side of Elizabeth Street South.

13.1.14.2 Notwithstanding the provisions of the Desirable Urban Form policies, building heights will be a maximum of 7 storeys.

13.1.15 Site 15



13.1.15.1 The lands identified as Special Site 15 are located at the southeast corner of Lakeshore Road East and Elizabeth Street South.

13.1.15.2 Notwithstanding the policies of this Plan, the following additional policieswill apply:

a. a maximum of 56 residential units are permitted;

b. Area A:

- a maximum building height of four storeys is permitted;
- building step backs from Lakeshore Road East shall be introduced to the facade.

c. Area B:

- a maximum building height of four storeys fronting Port Street East, stepping up to a maximum building height of ten storeys towards the north, is permitted; and
- notwithstanding the above height maximums, the building height adjacent to the easterly boundary of Area B shall be no greater than one storey.

13.1.16 Site 16



13.1.16.1 The lands identified as Special Site 16 are located on the north side of Lakeshore Road West, east of Benson Avenue.

13.1.16.2 Notwithstanding the policies of this Plan, the following additional policies will apply:

a. a maximum of 16 townhouse dwelling units with building heights not exceeding three storeys of livable space will be provided along the south side of High Street West;

b. a maximum of 309 retirement dwelling units and/or apartment dwelling units for seniors will be permitted within mixed use buildings that front onto Lakeshore Road West;

c. a maximum building height of four storeys fronting Lakeshore Road West, stepping up to a maximum building height of eight storeys towards the north, is permitted for the mixed use buildings;

d. the only commercial uses permitted are retail stores, financial institutions, restaurants, personal service establishments, repair establishments and ***secondary office*** uses and are to be located

within the ground floor of the mixed use buildings fronting Lakeshore Road West.

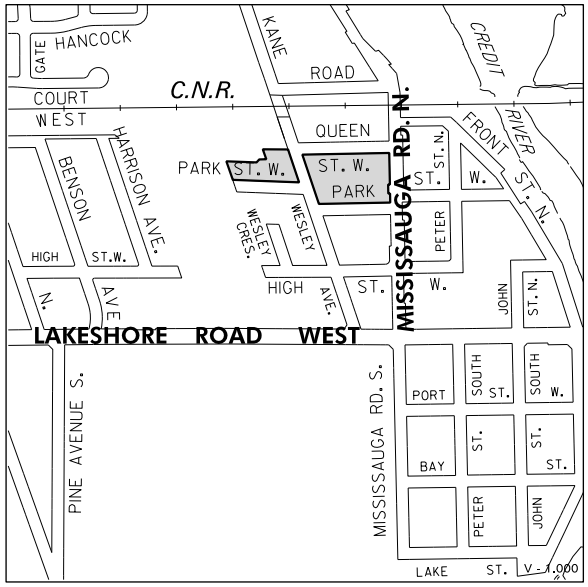
13.1.17 Site 17



13.1.17.1 The lands identified as Special Site 17 are located on the southwest corner of High Street East and Ann Street.

13.1.17.2 Notwithstanding the Residential High Density policies of this Plan, semi-detached dwelling units will be permitted.

13.1.18 Site 18



13.1.18.1 The lands identified as Special Site 18 are located south of Queen Street West, north of Park Street West, west of Mississauga Road North, and on the east and west sides of Wesley Avenue.

13.1.18.2 Notwithstanding the policies of this Plan, the following additional uses will be permitted:

a. detached dwelling;

b. semi-detached dwelling;

c. duplex dwelling;

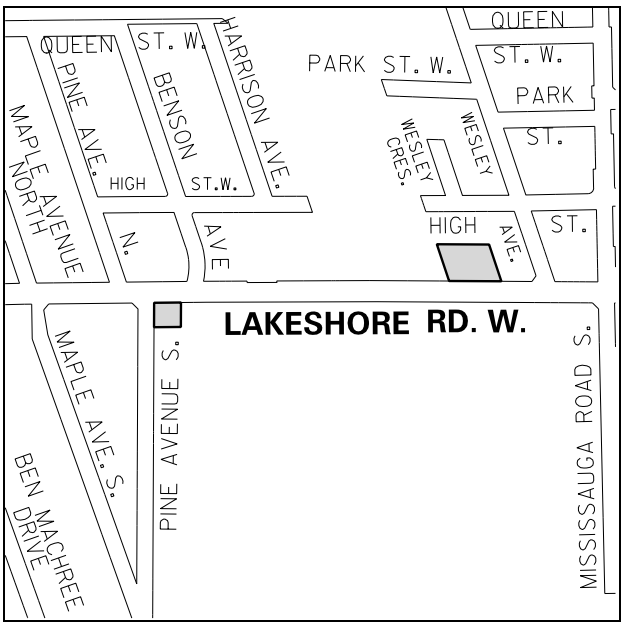
d. triplex dwelling; and

e. street townhouses

13.2 Exempt Sites

Exempt sites reflect unique circumstances that are not representative of the Vision, direction and planning policies of this Area Plan, but nonetheless, are recognized because they contain established land uses.

13.2.1 Exempt Site 1



13.2.1.1 The lands identified as Exempt Site 1 are located on the north side of Lakeshore Road West, west of Wesley Avenue, and on the south side of Lakeshore Road West, east of Pine Avenue South.

13.2.1.2 Notwithstanding the provisions of the Mixed Use designation and Desirable Urban Form policies, the following additional policy will apply:

a. the existing motor vehicle sales and rental will be permitted.

13.2.2 Exempt Site 2

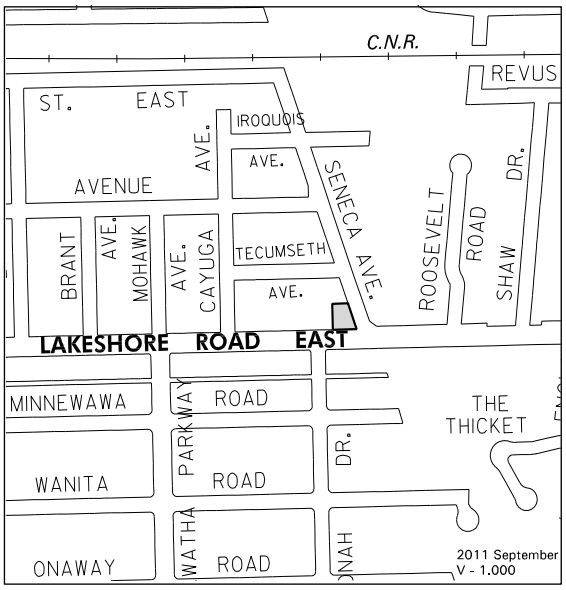


13.2.2.1 The lands identified as Exempt Special 2 are located on the north side of Port Street, east of Stavebank Road South.

13.2.2.2 Notwithstanding the Desirable Urban Form policies, the following additional policy will apply:

a. the existing apartment hotel with a maximum building height of 14 storeys will be permitted.

13.2.3 Exempt Site 3



13.2.3.1 The lands identified as Exempt Site 3 are located at the northwest corner of Lakeshore Road East and Seneca Avenue.

13.2.3.2 Notwithstanding the provisions of the Mixed Use designation and Desirable Urban Form policies, the following additional policy will apply:

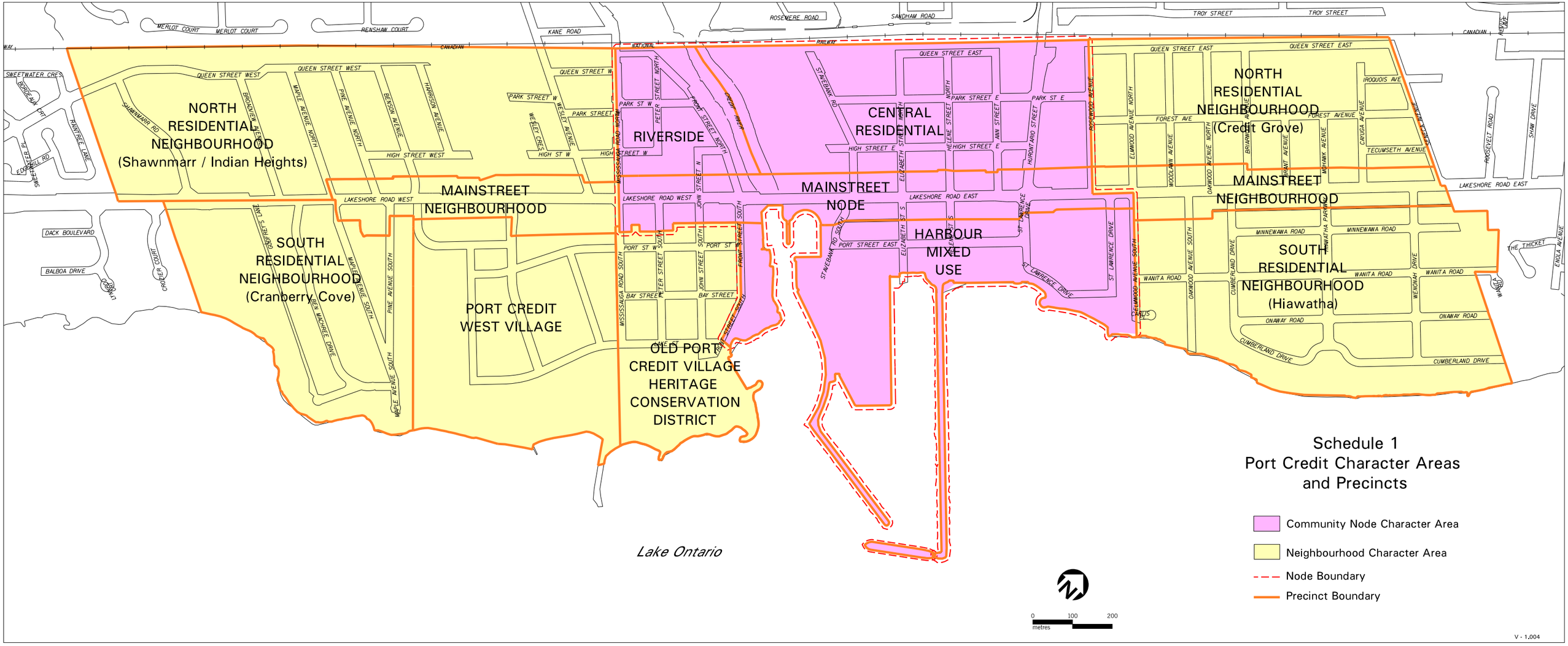
a. the existing motor vehicle wash will be permitted.

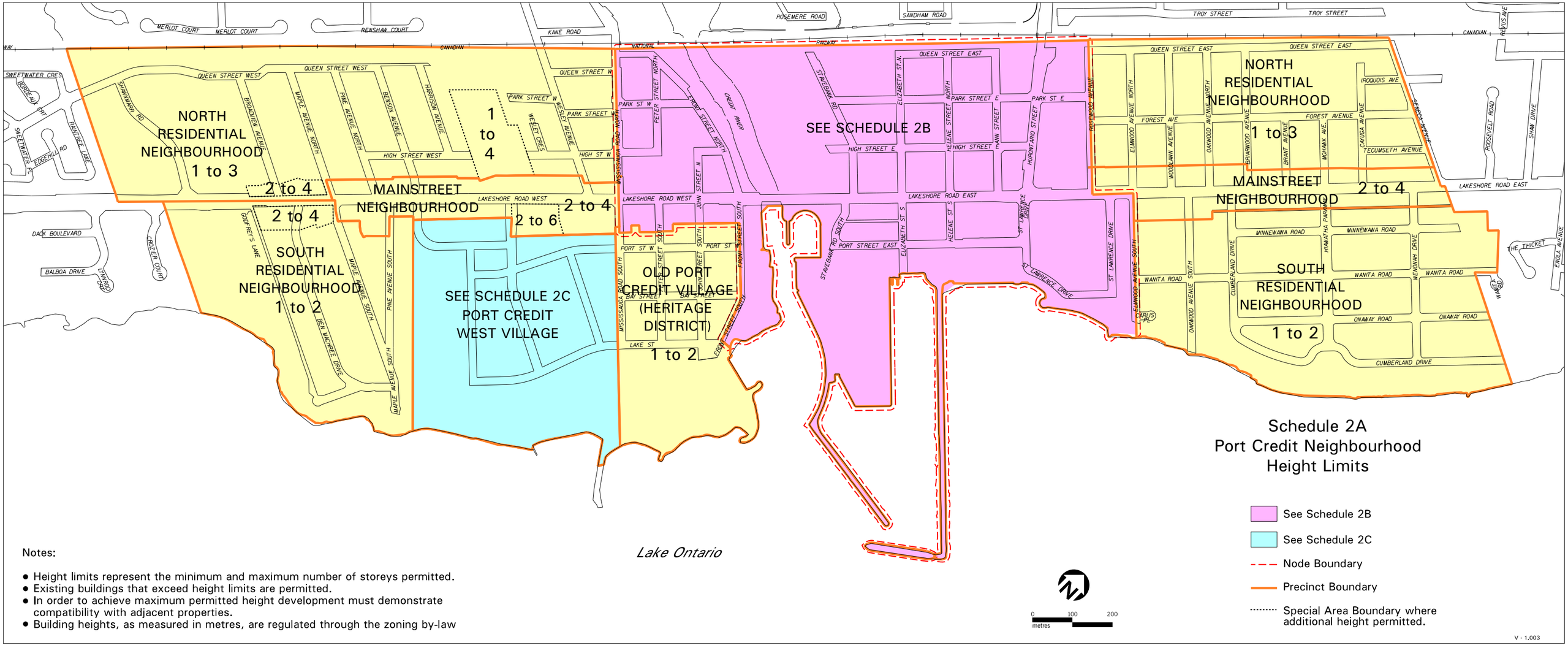
14.0 IMPLEMENTATION

14.1 Mississauga will monitor development in Port Credit, including population density, and the population to employment ratio.

14.2 Mississauga, in conjunction with public consultation, may develop a list of facilities/matters that could be exchanged for granting bonuses in height and/or density.

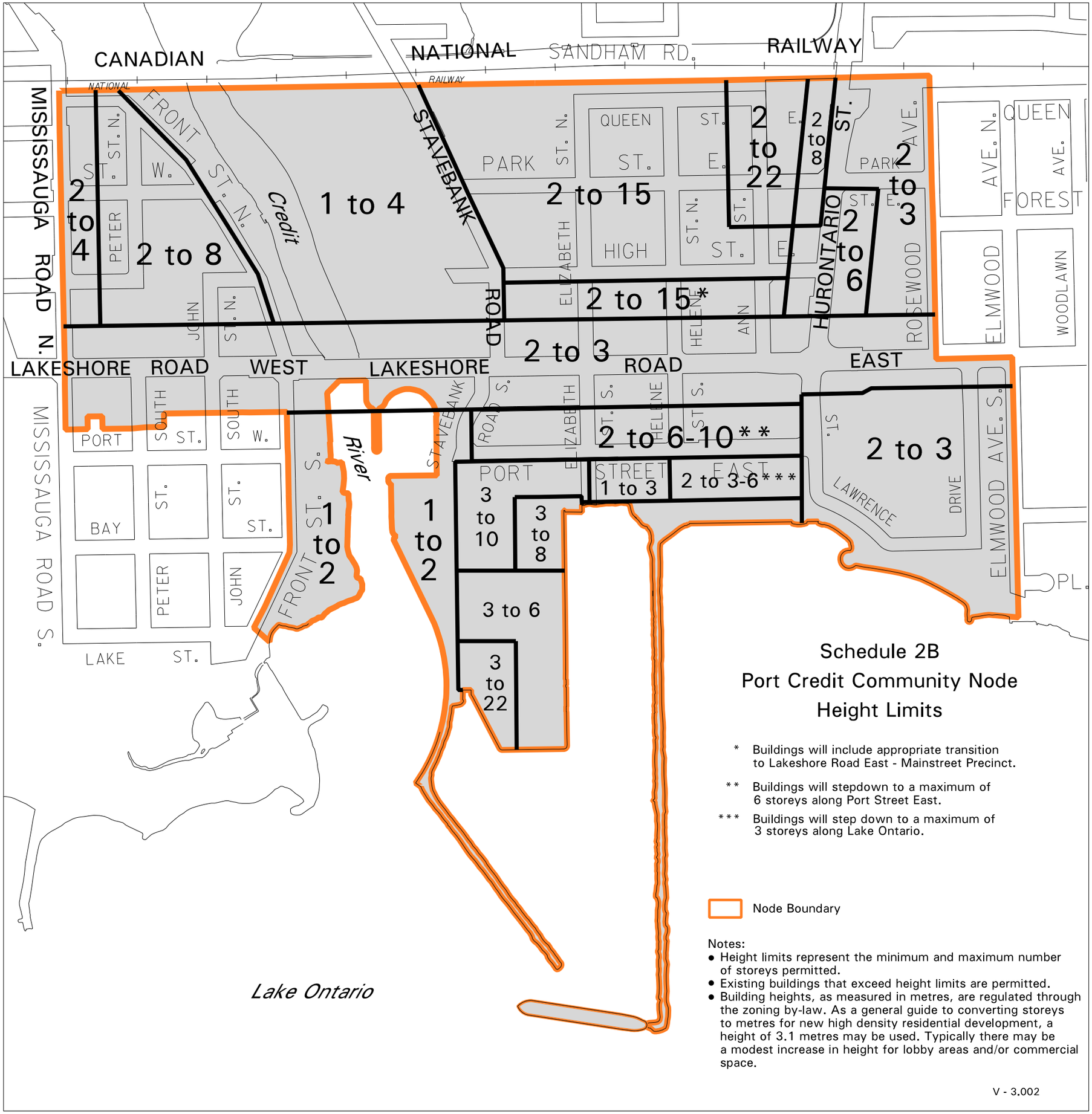
14.3 Mississauga, in conjunction with public consultation, may prepare a Community Improvement Plan.


NORTH RESIDENTIAL NEIGHBOURHOOD (Shawnmarr / Indian Heights)
SOUTH RESIDENTIAL NEIGHBOURHOOD (Cranberry Cove)
MAINSTREET NEIGHBOURHOOD
RIVERSIDE
CENTRAL RESIDENTIAL
MAINSTREET NODE
HARBOUR MIXED USE
PORT CREDIT WEST VILLAGE
OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
NORTH RESIDENTIAL NEIGHBOURHOOD (Credit Grove)
MAINSTREET NEIGHBOURHOOD
SOUTH RESIDENTIAL NEIGHBOURHOOD (Hiawatha)
Lake Ontario
QUEEN STREET WEST
QUEEN STREET EAST
HIGH STREET WEST
HIGH STREET EAST
LAKESHORE ROAD WEST
LAKESHORE ROAD EAST
PORT STREET EAST
BAY STREET
MINNEWAWA ROAD
WANITA ROAD
ONAWAY ROAD
CUMBERLAND DRIVE
FOREST AVE
TROY STREET
SANDHAM ROAD
ROSEMERE ROAD
KANE ROAD
MERLOT COURT
RENSHAW COURT
CANADIAN NATIONAL RAILWAY
0 100 200 metres
Schedule 1
Port Credit Character Areas and Precincts
Community Node Character Area
Neighbourhood Character Area
Node Boundary
Precinct Boundary
V - 1,004



Notes:

- Height limits represent the minimum and maximum number of storeys permitted.
- Existing buildings that exceed height limits are permitted.
- In order to achieve maximum permitted height development must demonstrate compatibility with adjacent properties.
- Building heights, as measured in metres, are regulated through the zoning by-law



Schedule 2B
Port Credit Community Node Height Limits

* Buildings will include appropriate transition to Lakeshore Road East - Mainstreet Precinct.

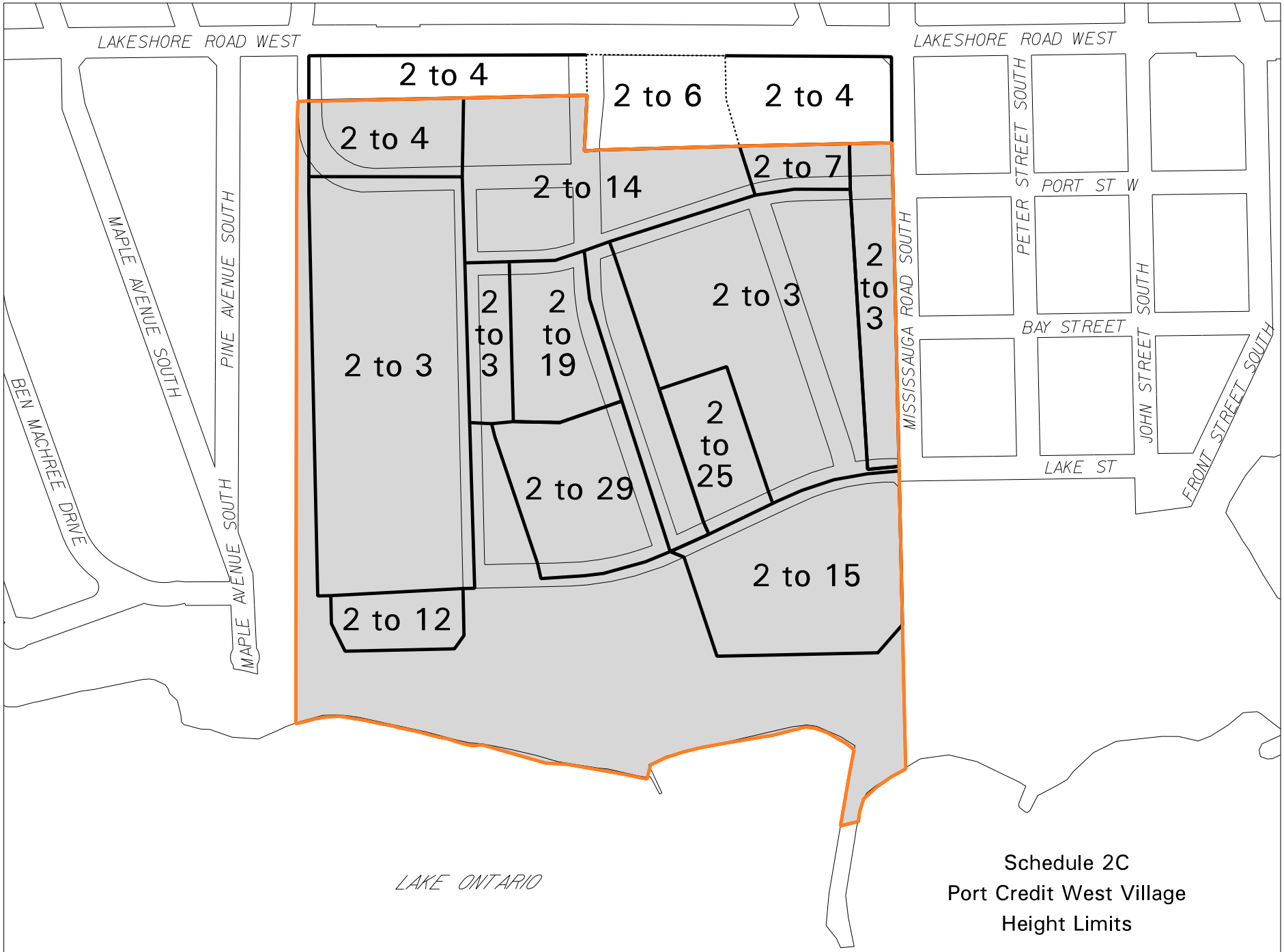
** Buildings will stepdown to a maximum of 6 storeys along Port Street East.

*** Buildings will step down to a maximum of 3 storeys along Lake Ontario.

Node Boundary

Notes:
- Height limits represent the minimum and maximum number of storeys permitted.
- Existing buildings that exceed height limits are permitted.
- Building heights, as measured in metres, are regulated through the zoning by-law. As a general guide to converting storeys to metres for new high density residential development, a height of 3.1 metres may be used. Typically there may be a modest increase in height for lobby areas and/or commercial space.

V - 3.002



Schedule 2C
Port Credit West Village
Height Limits

Notes:
- Height limits represent the minimum and maximum number of storeys permitted.
- Existing buildings that exceed height limits are permitted.
- Building heights, as measured in metres, are regulated through the zoning by-law. As a general guide to converting storeys to metres for new high density residential development, a height of 3.1 metres may be used. Typically there may be a modest increase in height for lobby areas and/or commercial space.

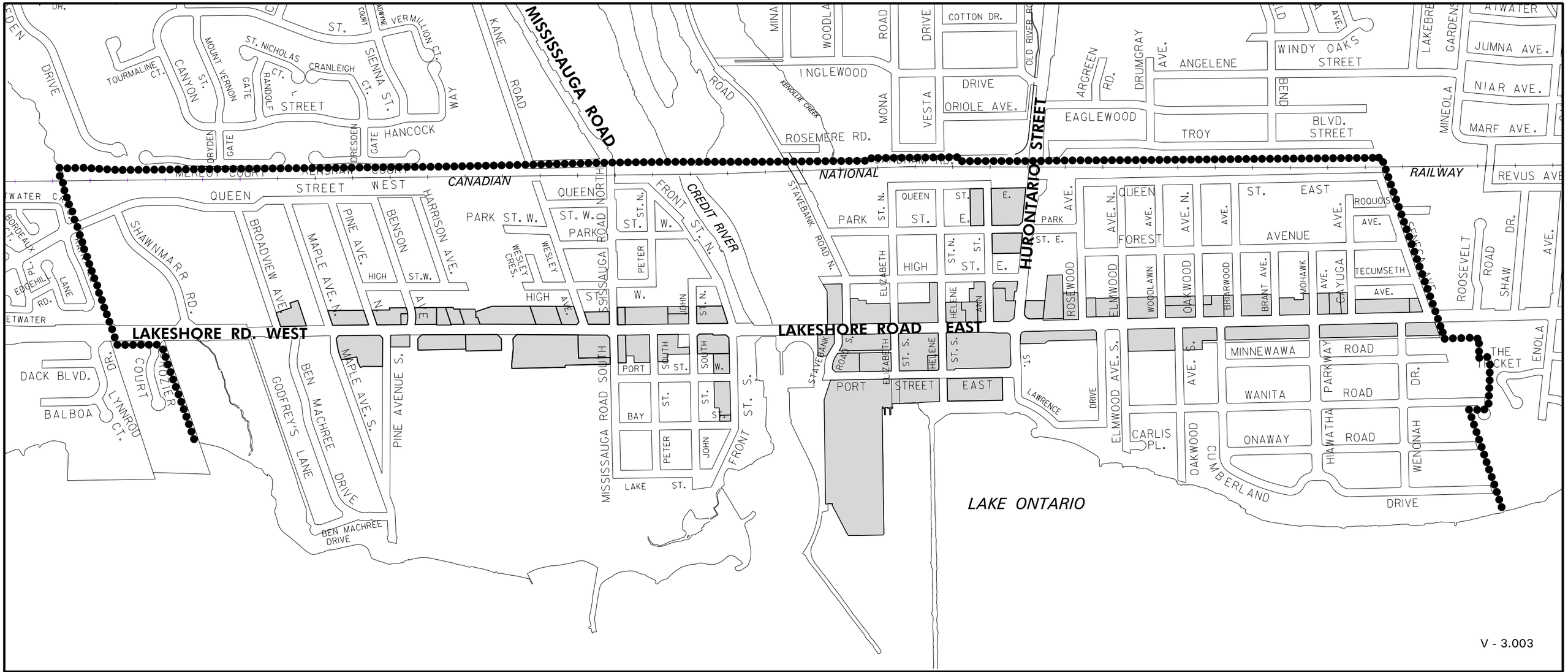
0 50 100
metres

Special Area Boundary where additional height permitted for Precinct.

Precinct Boundary

Port Credit West Village

V - 1.000



SCHEDULE 3 – PORT CREDIT DRIVE–THROUGH PROHIBITIONS

LANDS DESIGNATED MIXED USE WHERE DRIVE–THROUGH FACILITIES ARE NOT PERMITTED

MISSISSAUGA

Produced by T&W, Geomatics



Appendix I

PORT CREDIT
Built Form Guide

October, 2019







MISSISSAUGA

Table of Contents











1.0 Introduction **4**

1.1 How to Read the Built Form Guide 4
1.2 Purpose 4
1.3 Port Credit Local Area Plan 5

2.0 Port Credit Community Node **6**

2.1 Contextual Building Heights 8
2.2 Planned Building Heights 10
2.3 Community Node Precincts 14
2.3.1 Riverside Precinct 14
2.3.2 Central Residential Precinct 15
2.3.3 Mainstreet Precinct 16
2.3.4 Harbour Mixed Use Precinct 17
2.4 Built Form 18
2.4.1 Building Floor Plates and Orientation 18
2.4.2 Building Separation Distances 20
2.4.3 Skyline 22
2.4.4 Site Size 23
2.4.5 Microclimate 24
2.4.5.1 Shadow Impact 24
2.4.5.2 Wind Comfort 25
2.4.6 At Grade Commercial Requirements 26
2.4.7 Building Setbacks 28
2.4.8 Building Frontages 30
2.4.9 Landscape Area 32
2.4.10 Pedestrian Realm/ Streetscape 34
2.4.11 Parking, Loading and Service Areas 38
2.4.12 Roof Top Mechanical Penthouses/Units 39
2.4.13 Architectural Expression and Materiality 40
2.5 Scenic Routes, Key Sites and Views 42
2.6 Place Making Opportunities 44
2.7 Continuous Waterfront Access 45
2.8 Cultural Heritage Resources 47

Table of Contents

3.0 Port Credit Neighbourhoods **49**

3.1 Contextual Building Heights 51
3.2 Neighbourhood Precinct Areas 52
3.2.1 North Residential Precinct 53
3.2.2 South Residential Precinct 53
3.2.3 Neighbourhood Mainstreet Precinct 54
3.2.4 Old Port Credit Village Heritage Conservation Precinct 56

3.3 Views 57
3.4 Cultural Heritage Resources 58
3.5 Parking, Servicing and Loading 59
3.6 Access Points 60
3.7 Pedestrian Realm/Streetscape 61
3.8 Microclimate 62
3.10.1 Shadow Impact 62
3.10.2 Wind Comfort 62
3.9 Materiality 63

4.0 Environmental Sustainability 65

5.0 Appendix A 67

5.1 Photo Credits 69











1.0 Introduction

1.0 Introduction

1.1 How to Read the Built Form Guide

The Built Form Guide (the Guide) is to be read in conjunction with the policies in the Mississauga Official Plan (the Plan) and the Port Credit Local Area Plan (Area Plan). The Guide is to be used during the design and review of development applications.

This Guide demonstrates how the urban form policies in the Plan can be achieved. The Guide is not considered a part of the Area Plan; however, selected content from the Guide has been incorporated into the Area Plan and represents policy. Additionally, applicants must also refer to the principal document, Port Credit Local Area Plan, Zoning By-law, and Building Code and applicable design guidelines and reference notes to ensure that the applicable policies and requirements in these documents have been met. In addition, there may be other City initiatives and directions such as the Old Port Credit Heritage Conservation Plan, Green Development Strategy which need to be consulted.

1.2 Purpose

Building a desirable urban form is a key principle of the Mississauga Official Plan. The Guide is intended to assist in understanding and implementing the Desirable Urban Form policies in the Mississauga Official Plan and the Port Credit Local Area Plan. The Guide establishes and illustrates general requirements necessary to achieve a high quality urban form, site development and public realm.

The Guide is intended to ensure development is appropriate for Port Credit and reflects the unique characteristics of the area. Depending on the context or site, exceptions and variation from the Guide may be considered at the discretion of the City in order to provide some flexibility.



Figure A1 — *Port Credit Node and Neighbourhood Images*

1.3 Port Credit Local Area Plan

The Area Plan includes lands identified in the City structure as Community Node and Neighbourhood.

Both the Community Node and Neighbourhood Character Areas are divided into precincts which recognize different character attributes of these areas and contain different policy directions and are organized as follows:

Community Node Character Area

The Character Area has been further subdivided into the following precincts:

- Central Residential Area;
- Mainstreet Node;
- Harbour Mixed-Use; and
- Riverside.

Neighbourhood Character Area

The Character Areas have been further subdivided into the following precincts:

- Old Port Credit Village Heritage Conservation District;
- West Village;
- North Residential Neighbourhood;
- South Residential Neighbourhood; and
- Mainstreet Neighbourhood.

The Guide follows a similar organization, with different sections for the Community Node Character Area and Neighbourhood Character Area. Where appropriate specific direction is given for individual precincts.

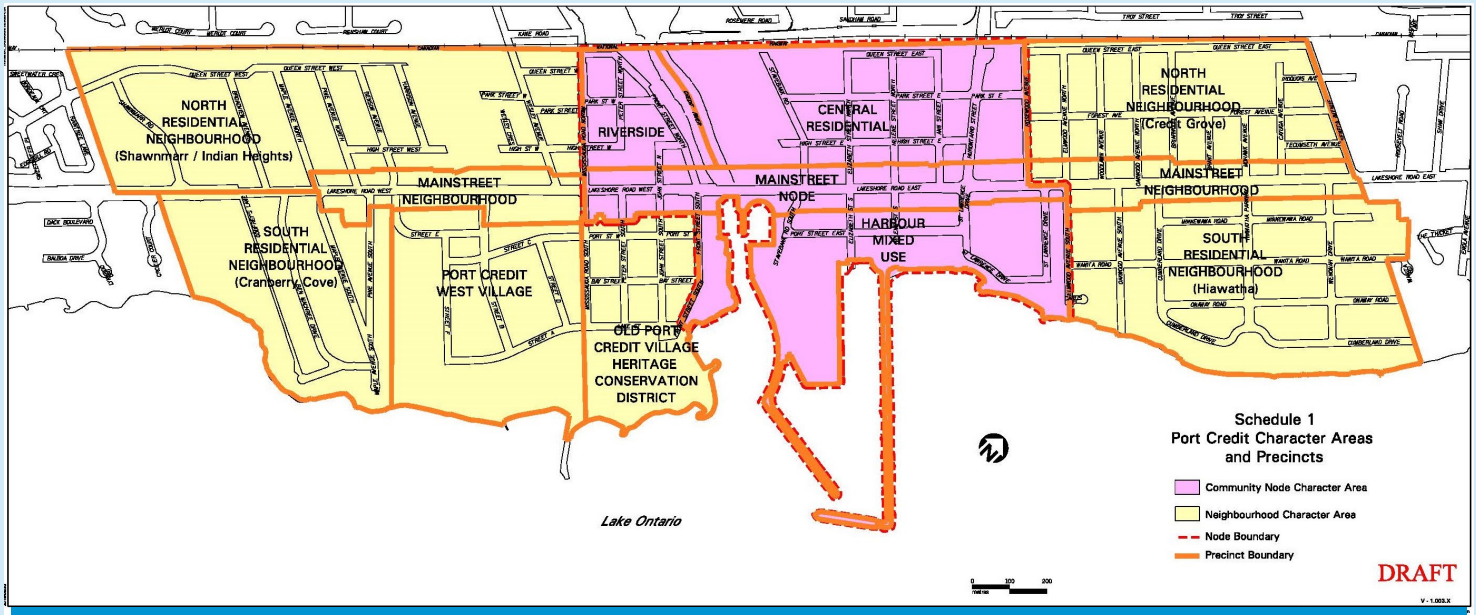


Figure A2 — *Port Credit Precinct Map*

2.0 Port Credit Community Node

2.0 Port Credit Community Node

The Community Node is expected to exhibit a high quality of urban design that should reinforce and enhance the identity of Port Credit as a vibrant and memorable urban place. Additional development is anticipated, however, the form and scale of the development will vary within the Node in accordance with the various precincts. The overall development of the Node shall be at a scale that reflects its role in the urban hierarchy.

The community Node is comprised of the following precincts:

- Riverside Precinct;
- Central Residential Precincts;
- Mainstreet Precinct; and,
- Harbour Mixed Use Precinct

The following provides additional context and information on each of the Community Node Precincts. Subsequent sections provided further direction on specific built form issues.

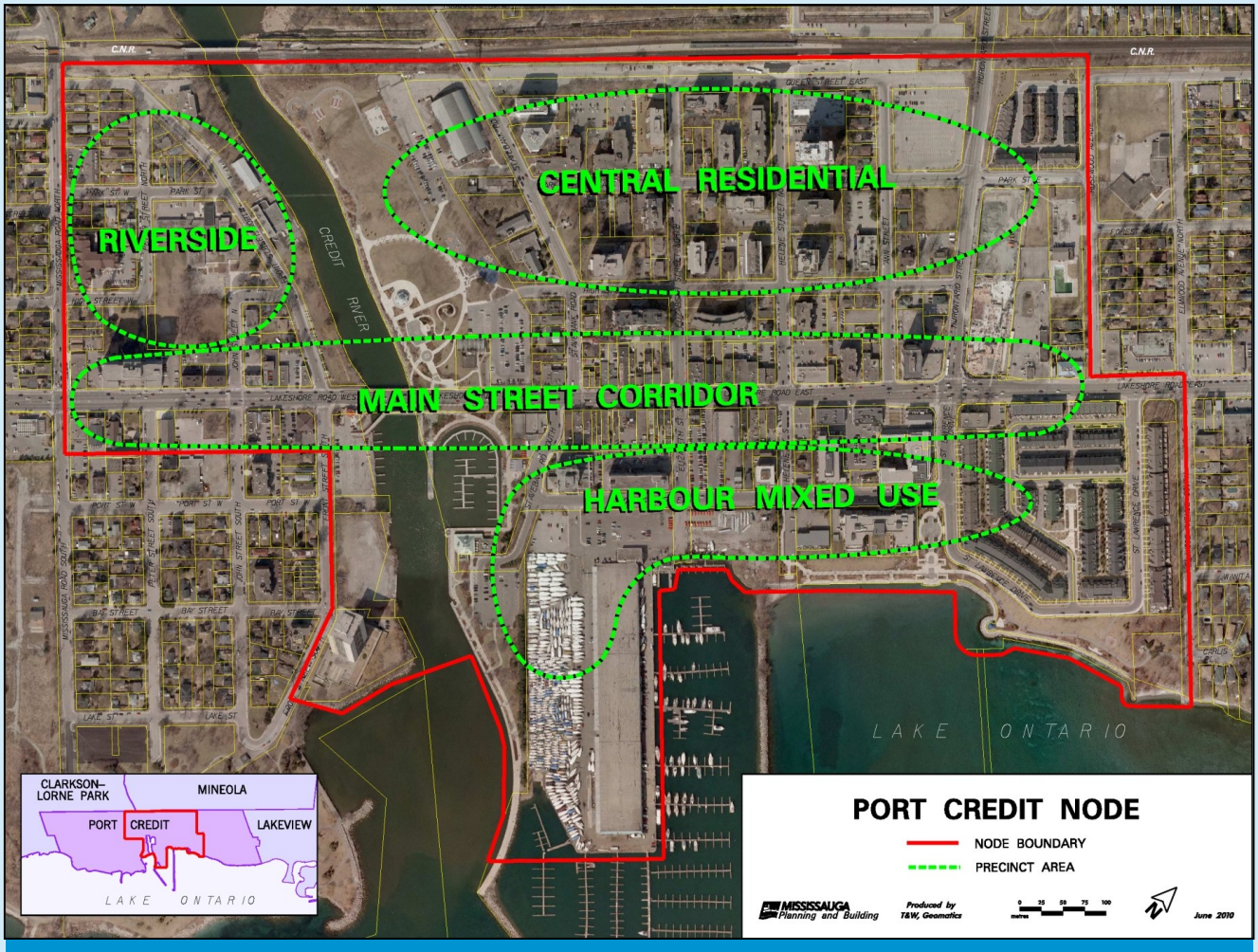


Figure B1 — *Port Credit Node Precincts*

2.0 Port Credit Community Node



Figure B2 — *Central Residential Precinct Image off of Port Street*



Figure B3 — *Central Residential Precinct heritage building*



Figure B4 — *Riverside Precinct Image*



Figure B5 — *Central Residential Precinct Image*



Figure B6 — *Main Street Corridor Precinct (Commercial Area) Image*



Figure B7 — *Harbour Mixed Use Precinct Image*

2.0 Port Credit Community Node

2.1 Contextual Building Heights

The Port Credit Community Node consists of a mixture of older high rise developments, newer mid-rise developments, older multi-unit walk-ups, as well as detached dwellings.

The majority of the tall buildings are concentrated within the Central Residential Precinct.

There are 35 buildings in the Node between 5 storeys and 27 storeys. The predominant character is buildings ranging from 5 to 16 storeys with taller buildings in key locations.

There are 6 buildings in the Port Credit Node which are taller than 15 storeys:

- 16 storeys—Stavebank Road north and High Street;
- 18 storeys—West Gateway into the Port Credit Node;
- 20 storeys—West mouth of the Credit River;
- 27 storeys—at the GO Station entrance; and,
- 20 storeys and 22 storeys—located at the foot of Hurontario Street and Lakeshore Road East.

It should be noted that of these buildings, only the 22 storey

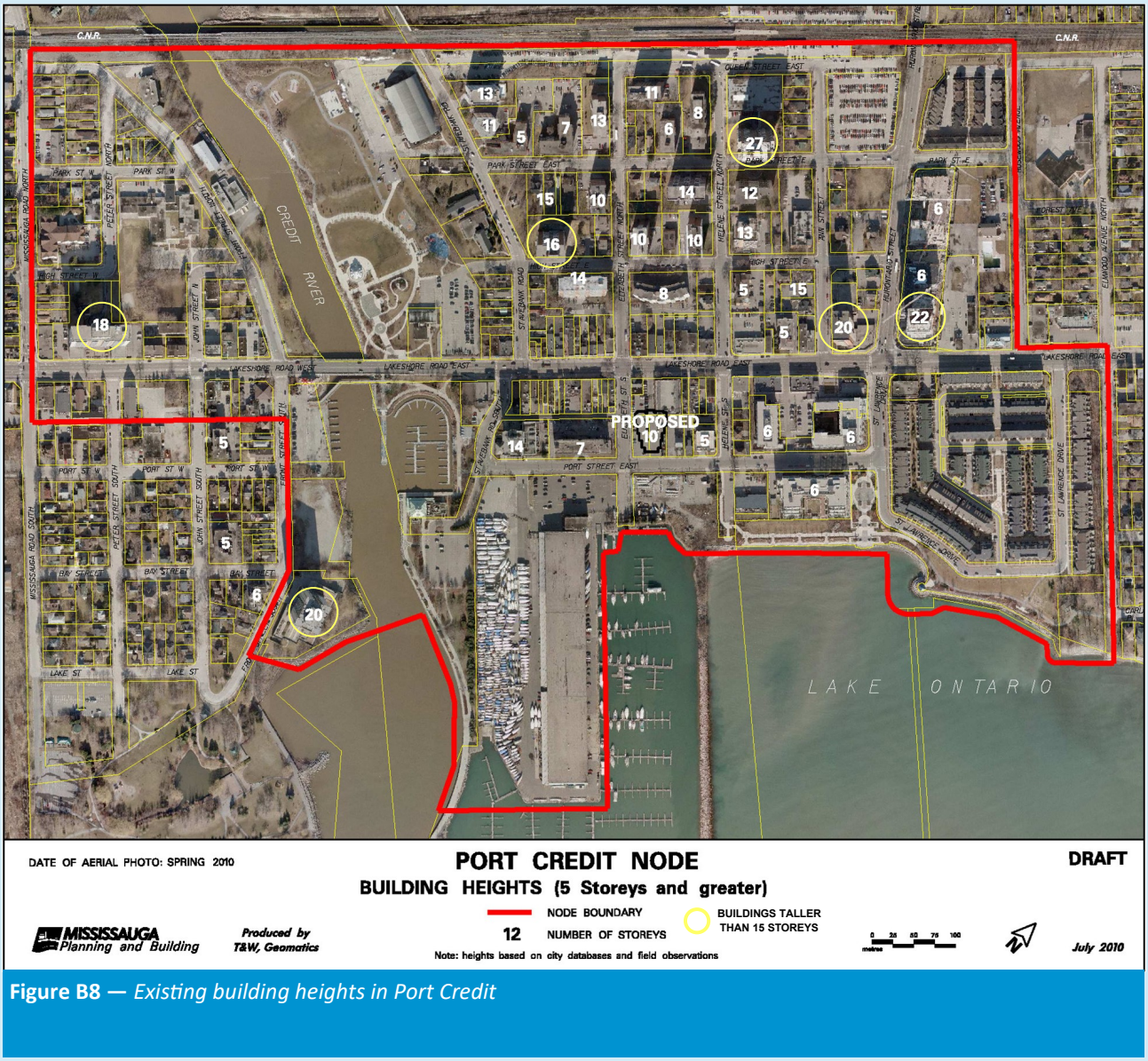


Figure B8 — *Existing building heights in Port Credit*

structure located at the northeast corner of Hurontario Street and Lakeshore Road East was recently constructed whereas the remaining are more than 30 years old.

Approximately 30% of the properties between Hurontario Street and Stavebank Road are less than 5 storeys.

The existing setback from the street for developments within the Central Residential area are characterized by ample landscaped area and mature trees, which helps mitigate the perception of height.



Figure B9 — *Riverside Precinct*



Figure B10 — *Main Street Corridor Precinct (Commercial Area)*



Figure B11 — *Central Residential Precinct*



Figure B12 — *Harbour Mixed Use*

2.0 Port Credit Community Node

2.2 Planned Building Heights

Proposals for new buildings must take into account the complexities of the broader context within which they are planned, including the existing urban rhythms, local architectural language, the fine grain urban detail and the historic setting.

New buildings should make reference to their surroundings through footprint, setback, street and building alignment. Aligning tall buildings in key locations can create a strong reference point, which enriches urban legibility and aids in navigation.

The greatest heights in the Node are generally located in the Central Residential Precinct closest to the GO Transit Station. Building heights should generally slope down from the railway tracks to Lakeshore Road East. The highest buildings should be in the vicinity of the GO station and future LRT Station at Park Street and Hurontario Street and then transition downward to Lakeshore Road East and to Lake Ontario and the Credit River.

In general, buildings with the greatest heights should be limited to sites that can be used for way-finding and/or

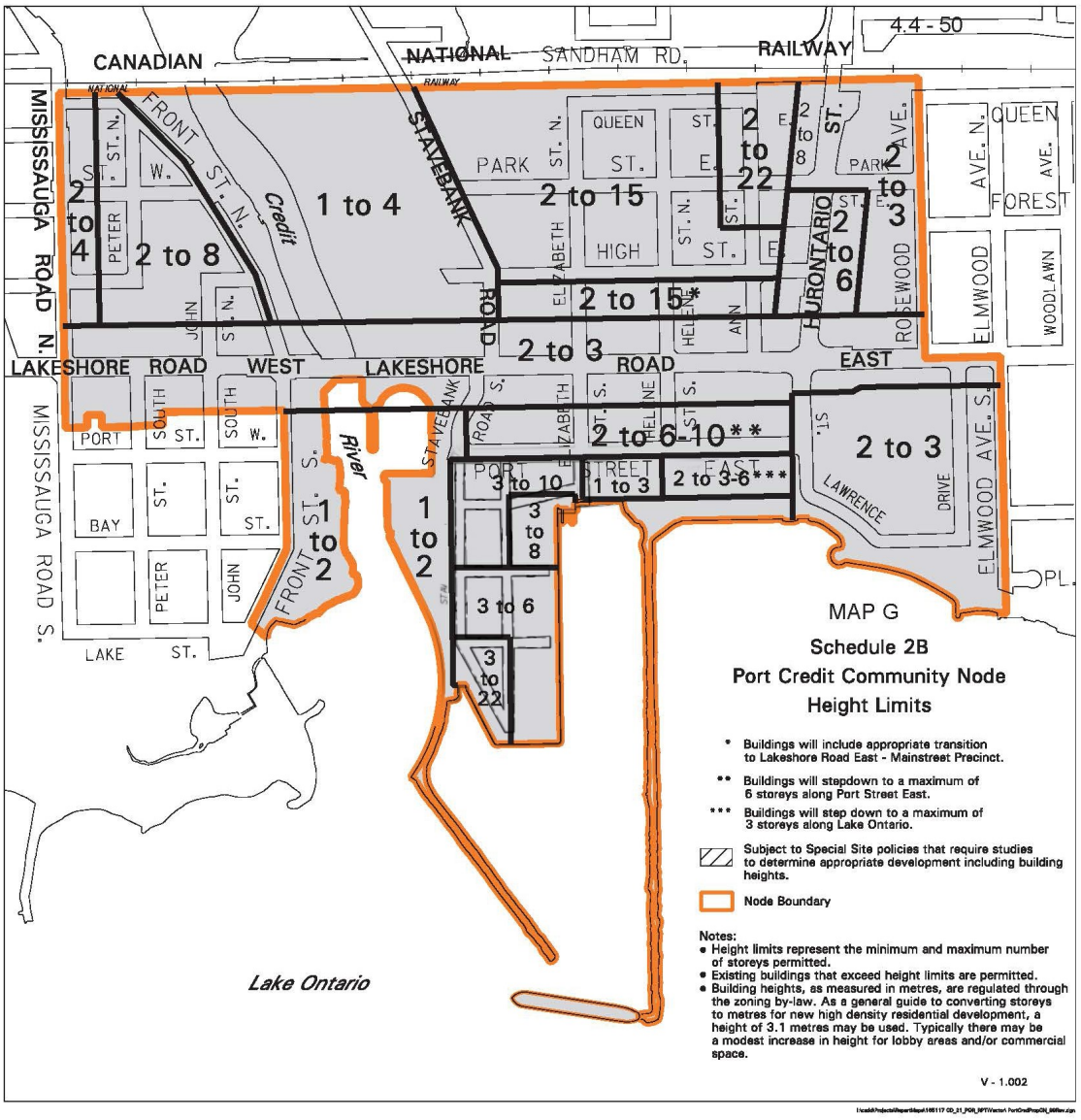
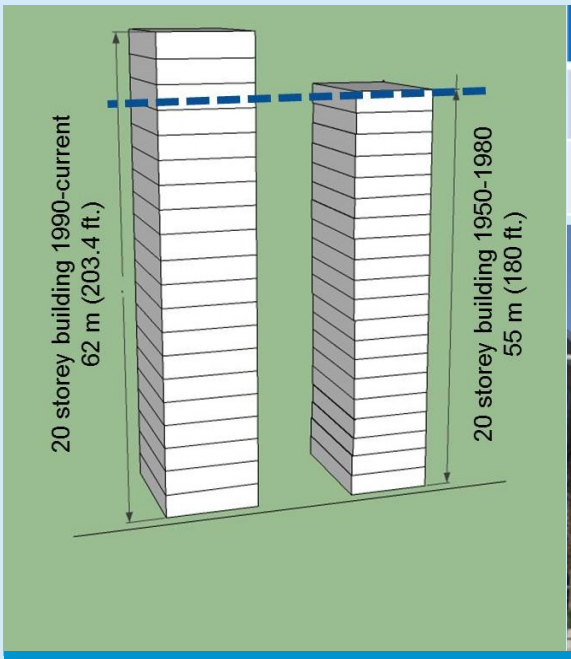


Figure B13 — *Maximum Building Heights in the Port Credit Node Precinct*

landmark locations. The maximum height in the Port Credit Community Node shall be 22 storeys which reflects existing building heights in the node and recognizes that `Community Node` development should not be as high as "Major Nodes". As Community Nodes are intensification areas, all new buildings shall have a height of 2 storeys.

The majority of the towers in the Port Credit Node were constructed between the post war era and 1980. The dimension of the floor to ceiling heights during this era are significantly lower than those of today (see Figure B14). Consequently, a 20 storey building today is significantly taller than a 20 storey building constructed between the 1950's and 1980's.

A 22 storey building was approved in 2007 for the northeast corner of Lakeshore Road East and Hurontario Street. This building height was determined to be appropriate given its location at a key intersection and gateway into Port Credit which will create a new visual



Era	Floor to Floor Heights
1950-1980	Approx. 2.75 m (9.02 ft.)
1990-Current	Approx. 3.1 m (10.17 ft.)



Figure B14 — *Differences in Building Heights. Buildings with the same number of floors are approximately 13% taller now.*



Figure B15 — *Building Transition from the Railway Tracks to Lakeshore Road East and West. Buildings should also transition from Lakeshore Road East and West to Lake Ontario with the exception of key landmark locations (e.g. Intersection of Hurontario Street and Lakeshore Road East)*

2.0 Port Credit Community Node

landmark that balances the massing of the 20 storey building just west of Hurontario Street.

In a limited number of situations, existing buildings heights exceed the maximum limits. However, the intent of the Guide and related Area Plan policies is to generally reinforce the prevailing character, as opposed to increasing the overall height of buildings in the area.

The building heights shown on Figure B13 illustrate the minimum and maximum building heights that will be considered for properties if a series of design, land use and technical objectives can be demonstrated by the applicant. Lower heights may be appropriate for specific properties. Maximum height has been applied to areas that particularly require sensitive building step-backs to achieve appropriate height transitions.

The relationship of a building size to the site area and configuration should be considered in order to avoid a building overwhelming its site. In such cases lower heights should be used. New towers should be compatible and characteristic with the existing and proposed neighbouring structures and in terms of their contribution to the skyline.



Figure B16 — *Mainstreet Precinct, Mississauga Road and Lakeshore Road West. New construction.*



Figure B17 — *Building heights in the Central Residential Precinct*



Figure B18 — *Port Credit Marina, Snug Harbour*

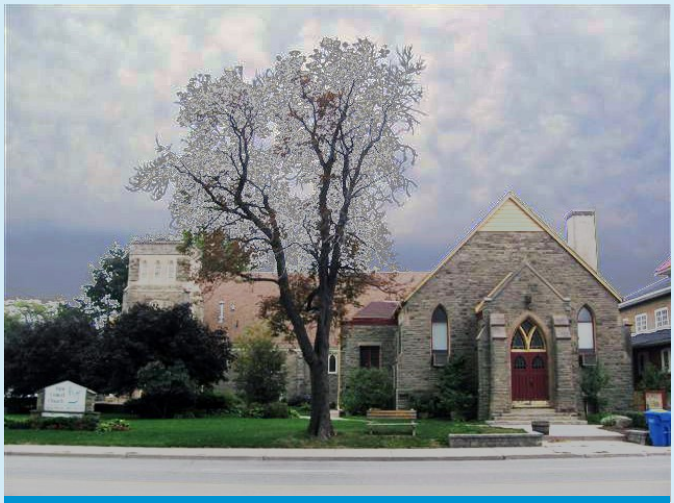


Figure B19 — *Mainstreet Precinct on Lakeshore Road West*



Figure B20 — *Market Square Development, Lakeshore Road East*



Figure B21 — *Port Credit Node waterfront view*



Figure B22 — *Port Credit light house*

2.0 Port Credit Community Node

2.3 Community Node Precincts

2.3.1 Riverside Precinct

This Precinct consists primarily of a residential neighbourhood. The area consists of one 18 storey apartment building, a mix of 4 storey walk up apartments, detached and semi detached dwellings, a 4 storey retirement home, a school and some low rise office and commercial uses.

This precinct should create a transition from the building heights of the Central Residential precincts to the low rise building heights in the residential neighbourhoods to the west. The heights in this area should also transition down to the Credit River, the mainstreet precinct and to the stable neighbourhoods to the west of Mississauga Road.



Figure B23 — *Image of the Riverside Precinct*



Figure B24 — *Image of the Riverside Precinct*

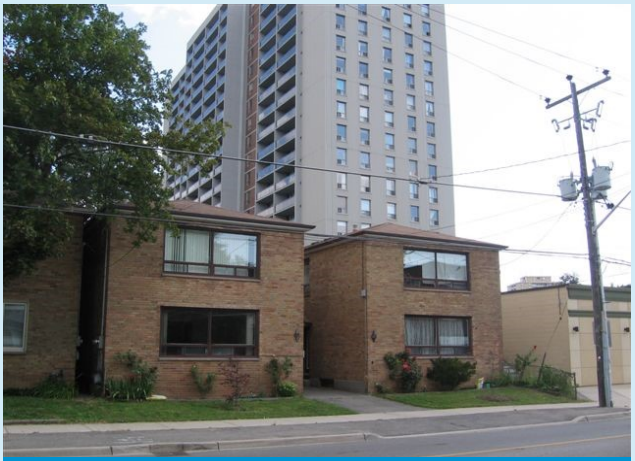


Figure B25 — *Image of the Riverside Precinct*



Figure B26 — *Image of the Riverside Precinct*

2.3.2 Central Residential Precinct

The Central Residential Precinct has the greatest number of apartment buildings ranging from 5 to 27 storeys. Currently, three buildings are higher than 16 storeys (20, 22 and 27) and are located at the foot of Lakeshore Road East and Hurontario Street East, and across from the GO Station.

This area will have the greatest building heights in Port Credit with heights transitioning downward towards the Credit River Valley, the mainstreet precinct and stable neighbourhoods to the east as illustrated in figure B13.

The vicinity between the Go Station and the future LRT stop (on Hurontario Street) has the potential to accommodated the greatest heights in the area and may have a more urban built form in order to provide a more conducive environment for pedestrians walking between the LRT stop and the GO Station. The specific heights, built form and land uses in this area are subject to further study.

The existing character of the area will generally be maintained including mature trees and well landscaped front yards.

Buildings adjacent to the mainstreet precinct will be required to demonstrate appropriate transition with respect to issues such as sky views, visual impact, and shadow impact.



Figure B27 — *Image of the Central Residential Precinct*



Figure B28 — *Image of the Central Residential Precinct*



Figure B29 — *Image of the Central Residential Precinct*



Figure B30 — *Image of the Central Residential Precinct*

2.0 Port Credit Community Node

2.3.3 Mainstreet Precinct

This Precinct includes part of Port Credit's traditional mainstreet, which generally extends a half block north and south of Lakeshore Road East and West. New developments along Lakeshore Road East and West shall be a minimum height of 2 storeys or a height of 7.5 m for any new construction along the Mainstreet Corridor Precinct. A maximum height of 3 storeys or 12 m is permitted as outlined in Figure B31 and B32. The second and third storey must be usable space.

The mixed use component of new development should be continuous for the first half block of Lakeshore Road East and West.

The minimum first floor height of a building along the Lakeshore Road East and West frontage shall be 4.5 m as indicated in Figure B31.

To ensure buildings and structures relate to human scale and reinforce the scale of the community:

a. Built form should be closely related to, and integrated with, the street line, and with minimal building setbacks, to provide spatial enclosure and street-related activity;
b. New buildings should be compatible in bulk, massing and scale of the built form to provide an integrated streetscape.
c. Retail uses will be required along Lakeshore Road with direct access to the public sidewalk;
d. No parking lots or areas should be provided between the building and the street line on principal street frontages, with the exception of on-street parking;

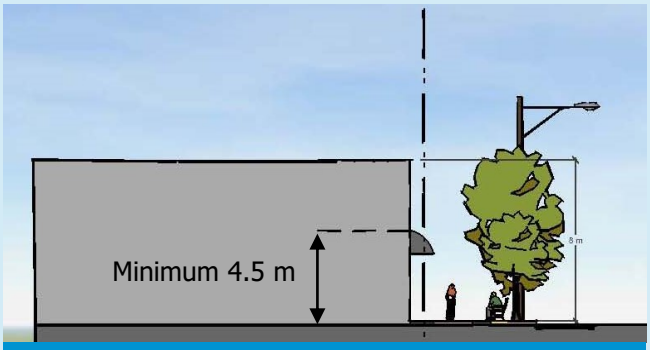


Figure B31 — *Minimum building height of 2 storeys will be permitted*

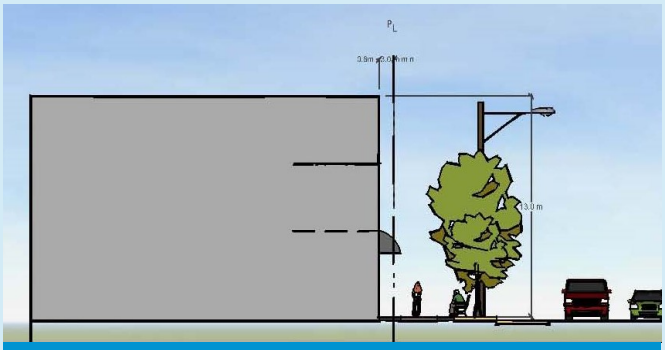


Figure B32 — *Maximum building height of 3 storeys or 12 m*



Figure B33 — *Conceptual 3 storey mainstreet building*



Figure B34 — *Image of the existing mainstreet building*

e. Blank walls must be avoided facing principal frontages and intersections;
f. Service loading and garbage storage should be accessed from the rear or side lanes;
g. Front building facades should be parallel with the street and provide periodic indentations for visual relief and features such as urban squares;
h. Signage should be integrated with the scale and character of built form;
i. Continuity of built form should exist from one property to the next with minimal gaps between buildings;
j. Buildings adjacent to the Old Port Credit Village Heritage Conservation District should be designed so that they are sensitive to and compatible with the adjacent built form; and
k. For Lands on the South side of Lakeshore Road, between Mississauga Road and the Credit River, *The Old Port Credit Village Heritage Conservation District Plan* applies.

2.3.4 Harbour Mixed Use Precinct

This area will contain a mixture of uses and densities. Development should be lower in scale than the Central Residential Precinct and step down towards the lake. A minimum height of 2 storeys is required and a maximum height of 10 storeys stepping down to 6 (except on the former Port Lands) and on Port Street from 6 to 3 storeys towards Lake Ontario will be permitted as outlined in Figure B13.

Mixed uses along Port Street East, Elizabeth Street South and Helene Street South are required. The main floor of all new development should be a minimum of 4.5 m in height to ensure commercial uses can be accommodated on the ground floor.

The Port Credit Harbour Marina Lands are subject to further study to determine appropriate heights, built form and land uses.





(top left) **Figure B35** — *Existing development south of Port Street East.*

(top right) **Figure B36** — *Existing townhouse development south of Lakeshore Road East*



Figure B37 — *Existing development south of Port Street East stepping down from 6 to 3 storeys to the Lake.*



Figure B38 — *Existing development on Port Street East and Stavebank Road South*

2.0 Port Credit Community Node

2.4 Built Form

As infill occurs it is important to ensure that the size of the building, the separation distance, the orientation of the building and the shape are considered.

2.4.1 Building Floor Plates and Building Orientation

The visual impact of increased building heights and scale can be offset by limitations on floor plate sizes for taller buildings.

Constraints on floor plate size for the upper levels of buildings help to avoid bulky taller buildings and contribute to a more graceful skyline.

Floor plate size limits are not applied to the lower level of tall buildings in order to allow for greater design flexibility and to encourage continuous street wall conditions at the pedestrian level.

The size, articulation and orientation of a floor plate in a tall building is instrumental in the perception of the overall massing and visual impact of a building. The size and articulation of the floor plate of buildings over 6 storeys is key to maintaining shadow impact, loss of sky views and a potential of a wall effect from certain angles.

The use of smaller floor plates is required as they result in smaller shadows that tend to move quickly, improve sky views and permit better views between buildings.

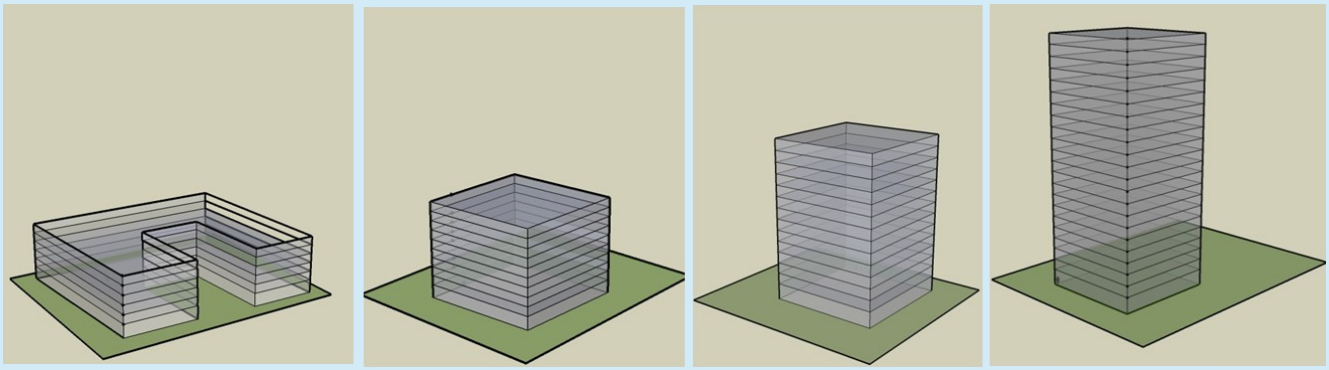


Figure B39 — *Floor plate sizes for varying heights*



Figure B40 — *Go Transit Lands parking lot looking south. Floor plate of the Northshore building is 964 m² (as defined under GFA)*

In addition, smaller floor plates promote sustainability by providing opportunity for increased daylight catchments and more efficient climate control within the building.

Buildings over 6 storeys should be designed so they are as square as possible to ensure minimal shadow impact and to ensure they do not create the visual impact of larger bulky floor plates. The maximum length of any building over 6 storeys should be 35 m including balconies for buildings under 15 storeys and 30 m for buildings over 16 storeys.

Currently the Residential Floor plates in the area range from approximately 550 m² to 1 350 m².

The maximum floor plates of buildings over 6 storeys, inclusive of balconies, shall be:

7-10 Storeys:

- Maximum floor plate of 1 200 m²

11-15 Storeys:

- Maximum floor plate of 1 000 m²

16-22 Storeys:

- Maximum floor plate of 800 m²



Figure B41 — *Existing building in the Central Residential Precinct. Floor plate of 683 m²*

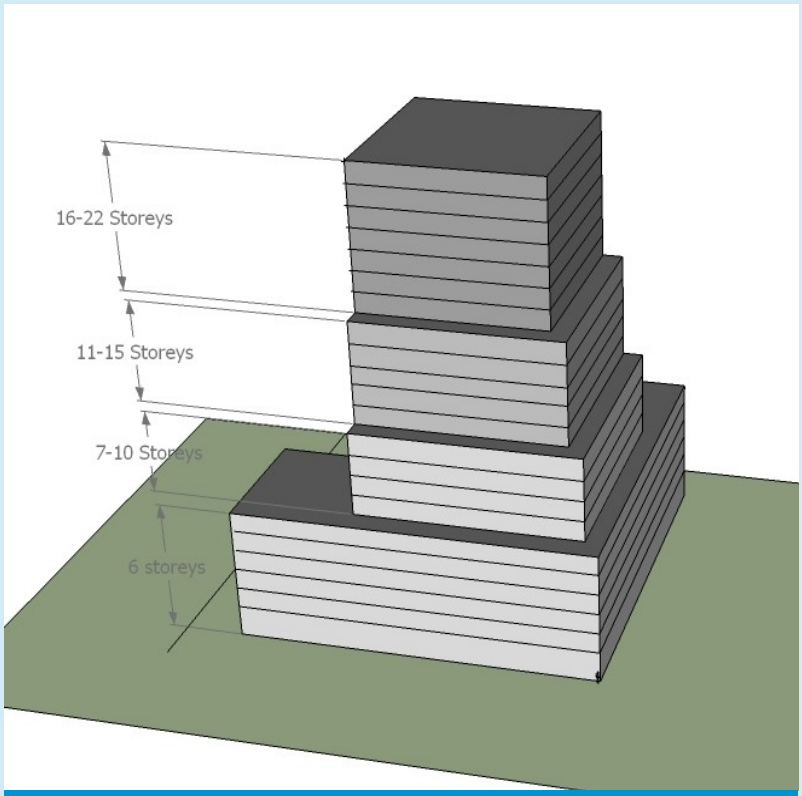


Figure B42 — *Combination of building floor plates and heights may be permitted subject to other development criteria being met*

2.0 Port Credit Community Node

2.4.2 Building Separation Distances

The spacing between the faces of tall buildings enhances privacy, opens up views between buildings and permits access to sunlight and views of the sky.

Building separations in the Node are on average approximately 38m for any building over 5 storeys, however many of the taller buildings are over 40 m apart.

A minimum of 35 to 40 m from any portion of a building that is over 6 storeys to another building that is over 6 storeys is required. Taller buildings require greater separation distances and therefore will be required to meet the 40 m separation distance. These separation distances will ensure that new tall buildings maintain sky views, and develop as an elegant skyline. The current eclectic mix of low and high rise buildings, a diverse housing stock and mature landscaping should be maintained.

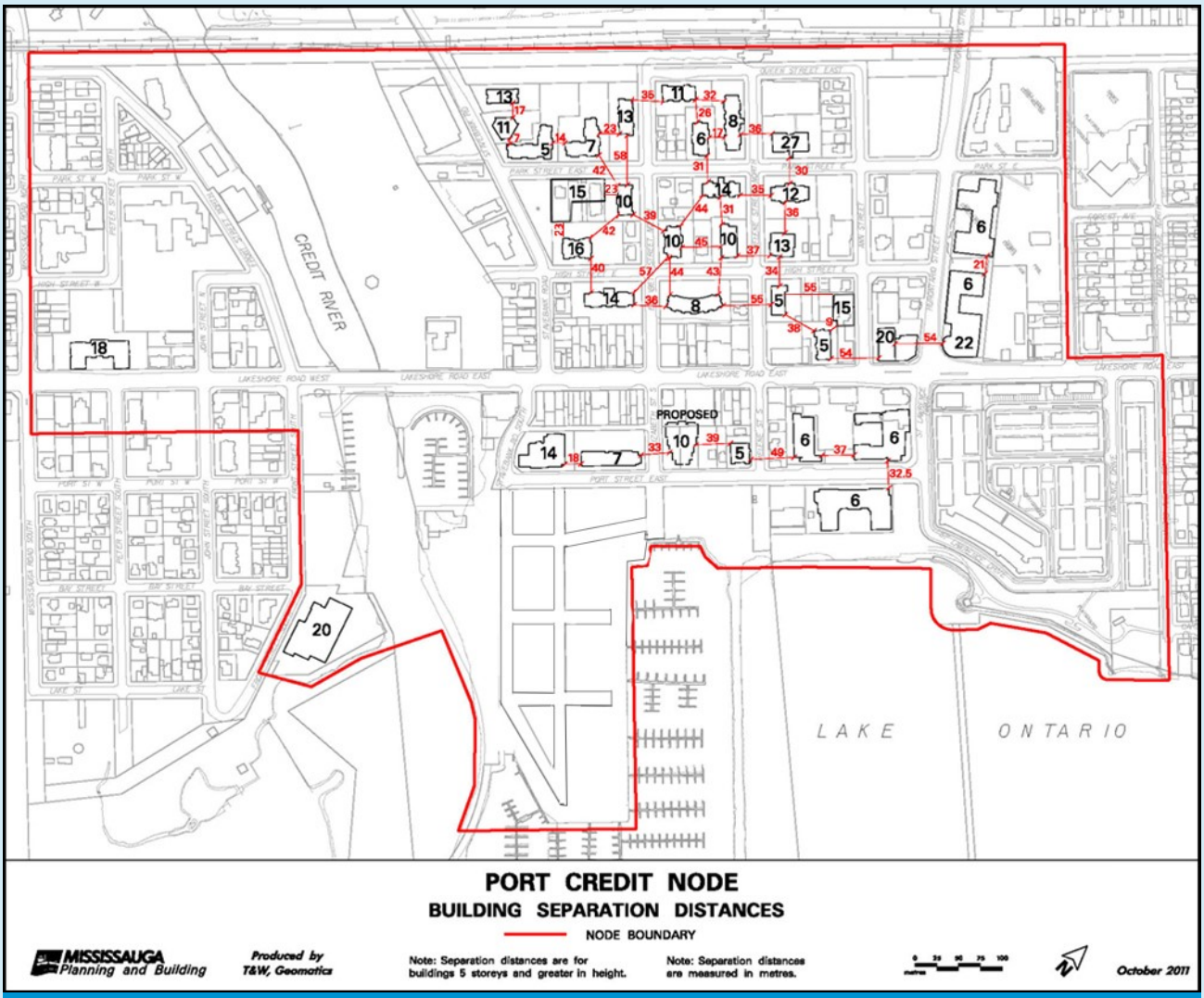


Figure B43 — *Existing building separations*



Figure B46 — *Large existing separation distances*

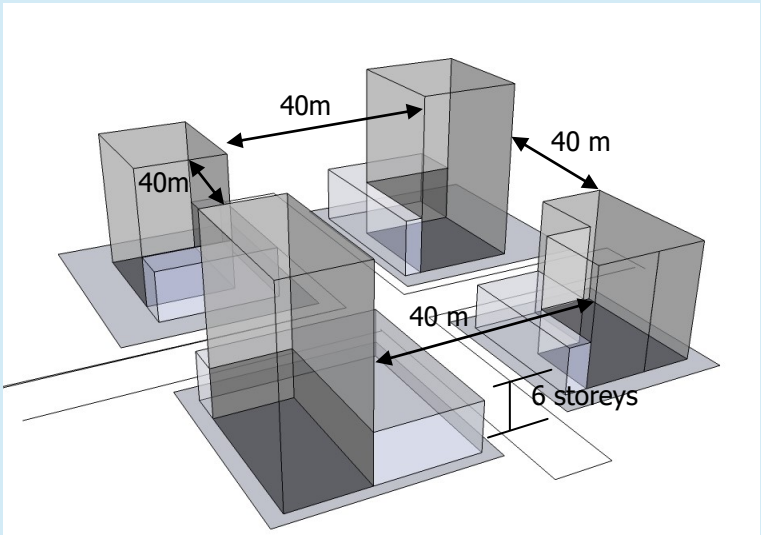


Figure B44 — *Block to block separation distance*

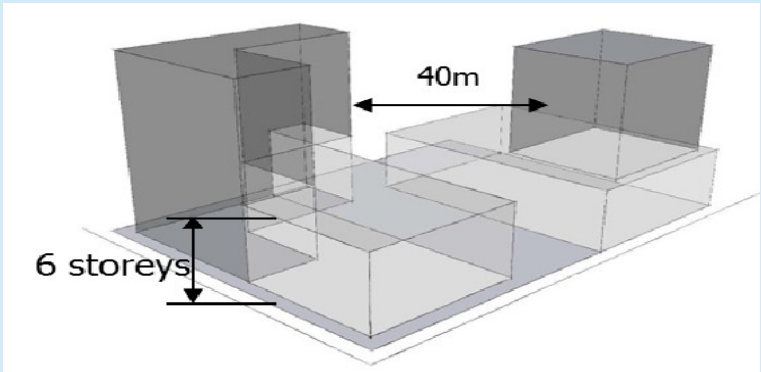


Figure B45 — *Within a block separation distance*



Figure B47 — *Building separation distances on High Street East*



Figure B48 — *Building separation distances on Hurontario Street*



Figure B49 — *Building separation distances on High Street East*

2.0 Port Credit Community Node

2.4.3 Skyline

A skyline is the overall or partial view of a city's tall buildings and structures consisting of skyscrapers in front of the sky in the background. It can also be described as the artificial horizon that a city's overall structure creates. Skylines identify the city or place from a distance. Taller buildings are typically located where there is a desire for visibility and way finding.

The skyline is the finger print of Port Credit. Key sites should be highlighted in the skyline to ensure way finding. The architecture of the top of buildings should be unique and should highlight the skyline and the location of the building.

It is important to maintain the existing views to Lake Ontario and within Port Credit and ensure that future buildings maintain sky views.

The placement and orientation of new buildings should also be oriented to maximize sky views along the length of Lakeshore Road East and the West Corridor so as not to create a wall effect.

New developments will be required to demonstrate how their building fits into the context through photographic imagery.



Figure B50 — *View from Lakeshore Road West looking East*



Figure B51 — *View from Lakeshore Road East looking West*



Figure B52 — *View from Lake Ontario looking North at Port Credit*

2.4.4 Site Size

The relationship of a site size to the size of the building and configuration should be considered in order to avoid a building overwhelming its site. In such cases, lower densities should be used. The form of buildings as a group should take precedence over the form of single buildings by virtue of considering the overall composition of the group.

Tall buildings must be set back a minimum of 10 m from side and rear property lines or the centre line of an abutting lane, measured from an external wall or exterior face of balconies to ensure maximum opportunity for fenestration and to ensure appropriate separation distances can be accomplished.

Sites that are too small to permit a tower with the required setbacks on all sides are not appropriate for tall buildings. Small sites are generally considered to be 45 m by 45 m for mid block and 40 m by 45 m for corner lots.

A building on a small site may only be constructed to 6 storeys above which a 45 degree angular plane may be used for additional levels set back from the street and the side and rear property lines.



Figure B53 — *Maintaining sky views are essential in Port Credit*



Figure B54 — *Smaller sites should only construct smaller buildings*

2.4.5 Microclimate

Tall buildings over 10.7 m can adversely effect the environmental quality of surrounding areas through the diversion of high speed winds and through the overshadowing of the adjacent public realm and residential buildings, including public/private amenity spaces.

The impact of both of these elements can be mitigated through good design and sensitive siting. The impact of shadows at different times of the day and throughout the year will need to be assessed. The use of architectural devices such as screens, terraces, awnings and also façade setbacks can be adopted to minimize the effects of high speed wind at the base of buildings and of shadow effects.

Individual proposals should seek to create well oriented and lively spaces that contribute positively to the wider public realm.

2.4.5.1 Shadow Impacts

Shadow studies will be requested in support of development applications to demonstrate that the height and/or location of a proposed building will not generate excessive shadows over adjacent lands or the public realm.

Shadow studies will be required for buildings greater than 10.7 m in height which may cause a new shadow impact on adjacent residential properties, properties identified as listed or designated on the Heritage register, and public parkland, open space and the public realm. Particular attention will be focused on Lakeshore Road East and West and Hurontario Street where a comfortable pedestrian environment is strongly encouraged.

Development applications are to adhere to the City's Standards for Shadow Studies.

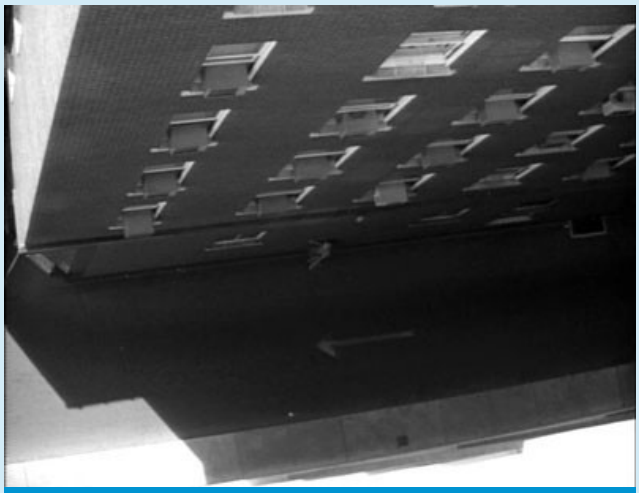


Figure B55 — *Shadow on the public realm*

The following dates and times will be required for shadow studies:

- March/September 21st from 9:12 a.m. to 6:12 p.m. on an hourly basis
- June 21st—8:12 a.m. to 8:12 p.m. on an hourly basis
- December 21st 9:12 a.m. to 4:12 p.m. on an hourly basis

2.4.5.2 Wind Comfort

The objective of the study is to ensure appropriate comfort and safety levels are maintained in the pedestrian realm, streetscapes, public spaces and areas immediately adjacent to and/or surrounding the proposed development.

The study may be required on development applications higher than 3 storeys or 16 m. The criteria to be used for the analysis should be signed and sealed by a certified engineer. The *Terms of Reference for Pedestrian Wind Comfort Studies* should be used.

The evaluation of the existing wind conditions in the immediate and surrounding area, prior to the proposed development will be required along with a comparison of the wind conditions based on the proposed development.

The evaluation will include conditions based on seasonal variations (i.e. summer, spring, fall and winter). The intended use of the area will be considered to determine the appropriate wind conditions that will be permitted.

Areas will be considered appropriate for their intended use if microclimate/wind conditions are satisfied 80%.

Categories will be classified by their intended use and appropriate impact:

i) **Sitting - 0 to 10 km/h**: reading and seating areas, outdoor cafés.
ii) **Standing - 0 to 14 km/h**: passive areas, building entrances, short term seating.
iii) **Walking - 0 to 19 km/h**: areas with pedestrian movement, sidewalks, street frontages.
iv) **Uncomfortable - greater than 19 km/h**: areas with little pedestrian activity.

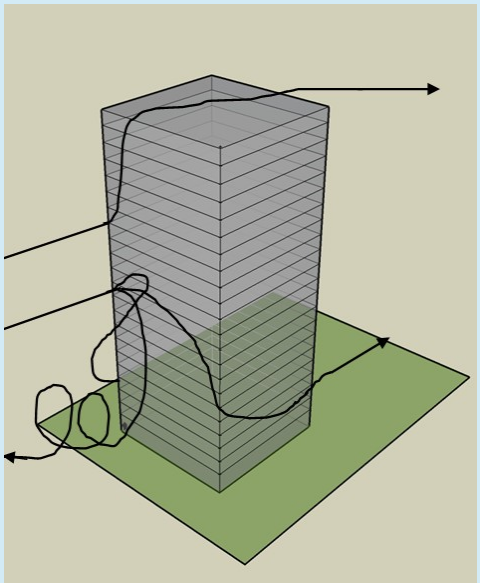


Figure B56 — *Potential wind conditions on a tall building without a podium*

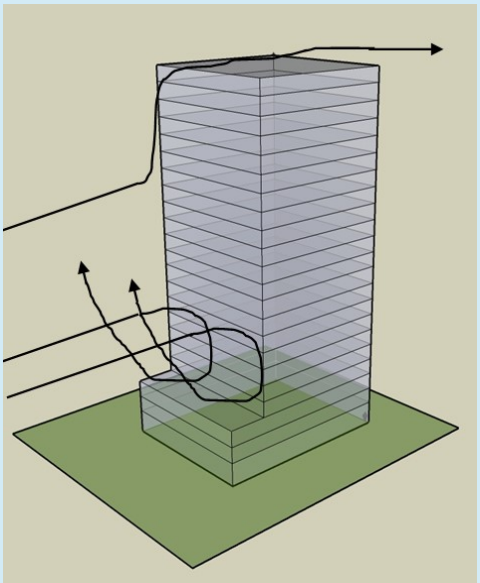


Figure B57 — *Potential Wind conditions on a tall building with a podium*

2.0 Port Credit Community Node

2.4.6 At Grade Commercial Requirements

Ground floor retail uses concentrated at important areas within the Node are vital to the function of Port Credit. Retail primarily exists along Lakeshore Road East and West with some smaller scale retail extending on side streets off of Lakeshore Road East and West. Retail along Hurontario Street is also an important continuation of the mixed use area.

Commercial uses will be required along Lakeshore Road East/ West; along Hurontario Street; in proximity to the GO Transit Station where it is an essential component of transit oriented development; along Port Street; and along the routes that connect them as indicated in Figure B58 as areas outlined in blue.

Areas outlined in red are streets where retail is encouraged but not required and are considered transitional streets.

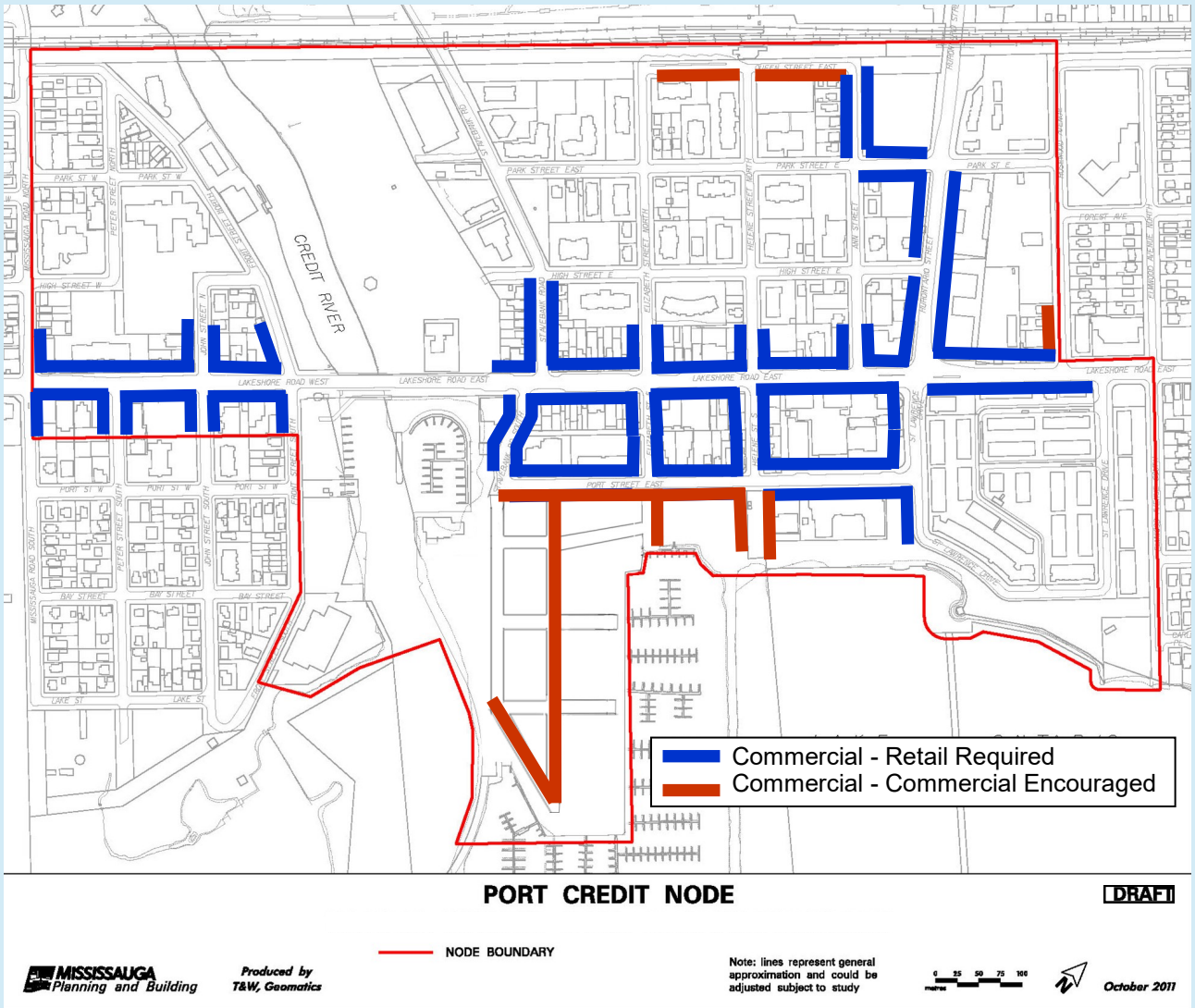


Figure B58 — *At grade uses in the Port Credit Node*

Retail Guidelines:

a. A main front usable door shall face Lakeshore Road East/ West;
b. Generally retail areas require a minimum of 4.5 m (15 ft.) of clear height from grade and a minimum of 15 m (50 ft.) of frontage;
c. A minimum of 75% glazing is required for retail storefronts along the street wall;
d. A minimum 6 m (20 ft.) store front extension around the corner from a primary street where retail is required;
e. Retail tenant signs shall be designed of high quality material, colour and scale in keeping with the design of the building;
f. Fascia signs shall be limited to the first floor level;
g. Tenant signage shall be of a consistent design if there is more than one tenant;
h. Ground signs are prohibited;
i. Store front window signage is permitted up to 25% of the glass surface area and shall not block clear views of exits or entrances and shall maintain visibility into the interior of the premises at all times; and,
j. Tables and other active uses adjacent to storefront windows are encouraged where permitted.



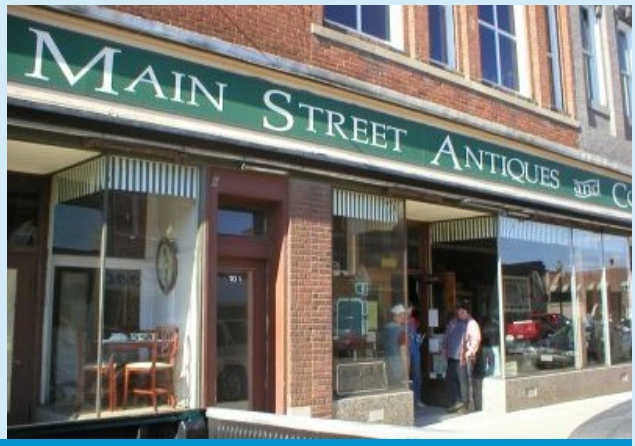


Figure B59 – Image examples of Mainstreet conditions

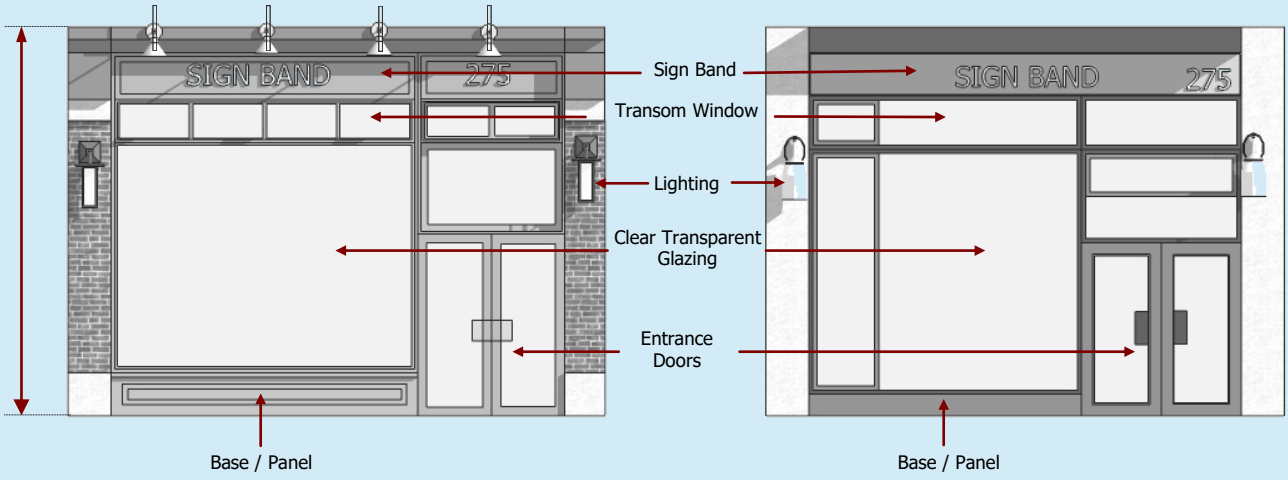


Figure B60 – Illustration of Mainstreet retail

2.4.7 Building Setback

Mixed Use Setbacks

Setbacks on streets where retail is required should generally be 0.0 m to 3.0 m from the property line. The exact location of new buildings will be determined once the dimension of the public realm has been achieved. New development must ensure that a minimum of 5.6 m public realm from the sidewalk/street curb to the face of the building can be accommodated to ensure appropriate streetscape treatment can be achieved.

Transitional Streets

On transitional streets that are shown as red on Figure B61, commercial uses will be encouraged however not required. Buildings should be designed so that they may be converted to commercial uses when market conditions allow.

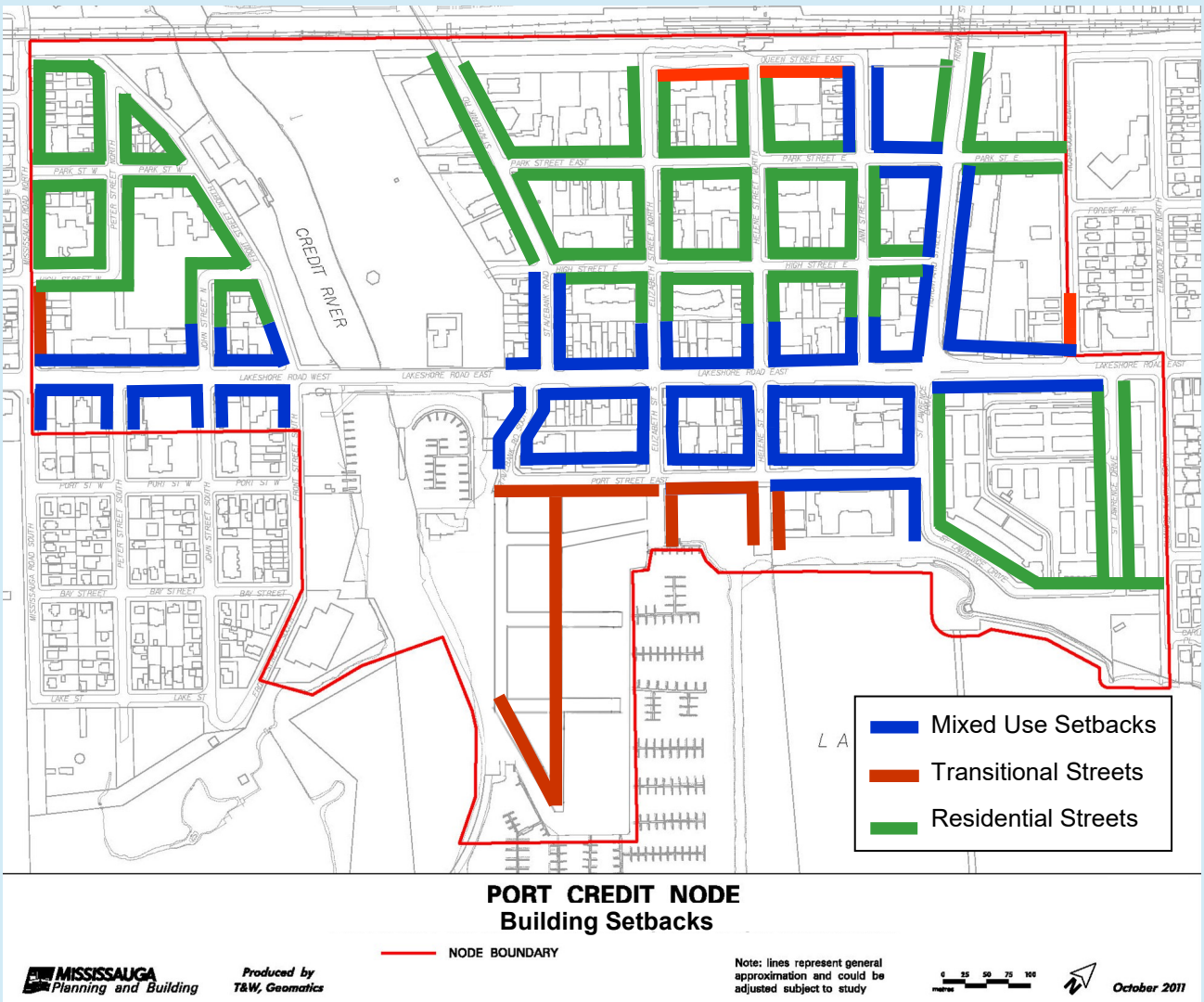


Figure B61 – *Building Setback Requirements*

Residential Street Setbacks

On residential streets (shown on Figure B65 as green) the setback to a building shall be a minimum of 4.5 m and a maximum of 7.0 m depending on the character of the adjacent developments and the configuration of the proposed building. The setback should ensure that there is ample appropriate landscape treatment to fit in with the existing character of the community.



Figure B64 — *Sidewalk curb to face of the building for new developments will be 5.6 m*



Figure B62 — *Mainstreet setback of 0.6 m to 3.0 m. Setback varies depending on the size of the public realm*

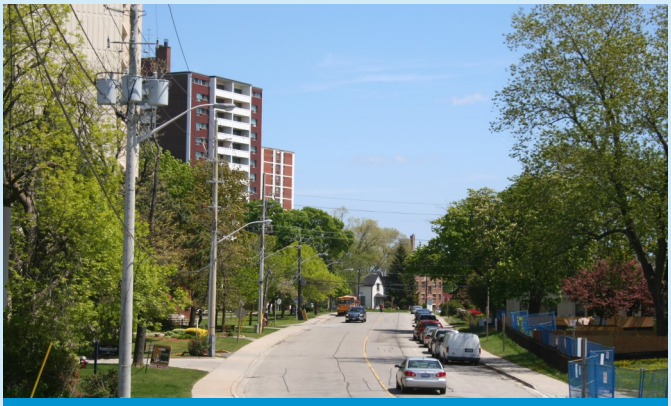


Figure B65 — *Residential setbacks should be well landscaped. Setbacks should be a minimum of 4.5 m and a maximum of 7.0 m*



Figure B63 — *Residential setbacks should be well landscaped. Setbacks should be a minimum of 4.5 m and a maximum of 7.0 m*

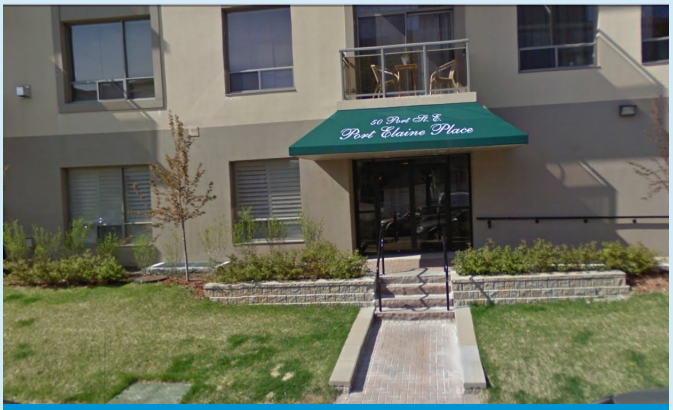


Figure B66 — *Transitional areas such as Helene Street South*

2.4.8 Building Frontages

Mixed Use Streets

Port Credit consists of closely spaced mainstreet buildings with no interruptions in the sidewalk. This ensures a safe pedestrian environment.

Buildings fronting onto streets that are required to have retail should be closely spaced with no driveway access points. Front doors shall face Lakeshore Road. A minimum of 90% of the building face shall front onto Lakeshore Road and be within 0.6 m to 3.0 m of the front property line.

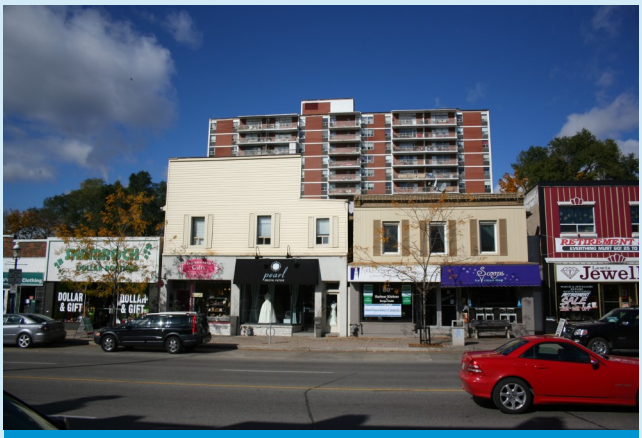


Figure B67 — *Mainstreet building frontages*



Figure B68 — *90% of the building frontage is 0.6 m to 3.0 m*

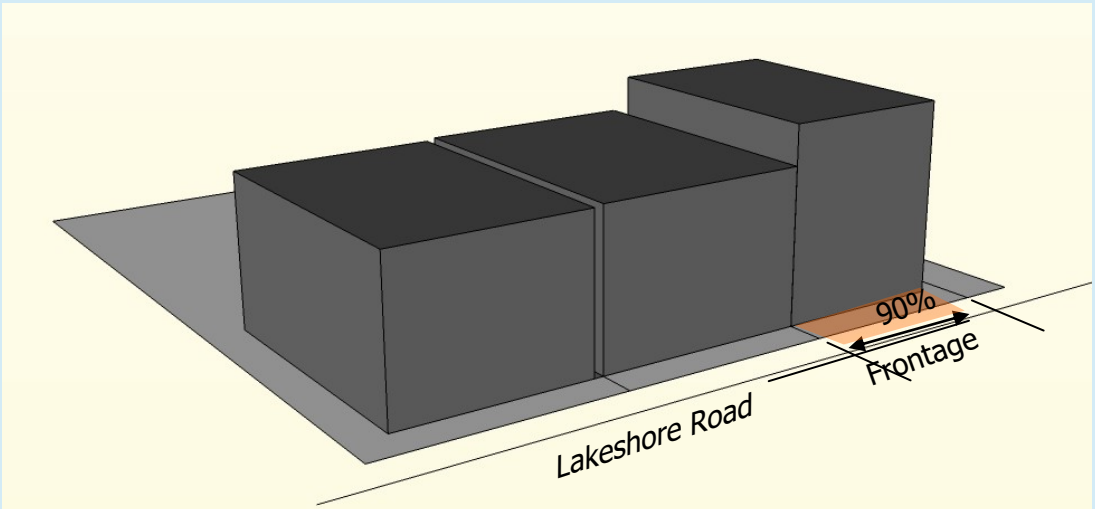


Figure B69 — *A minimum of 90% of the building shall front onto Lakeshore Road East and West and be within 0.0 m to 3.0 m*

Transitional Streets

Buildings fronting onto transitional streets should be closely spaced with minimal driveway access points. Front doors shall face the street. A minimum of 70% of the building face shall front onto the street and be within 0.0 m—3.0 m of the front property line.

If residential units are proposed at grade, the building should be set back 4.5 m to 7.5 m.



Figure B70 — *70% of the frontages along Port Street East shall be 0.6 m to 3.0 m if no residential uses are proposed*



Figure B71 — *70% of the building frontage should be 4.5 m to 7.5 m if residential units are proposed*

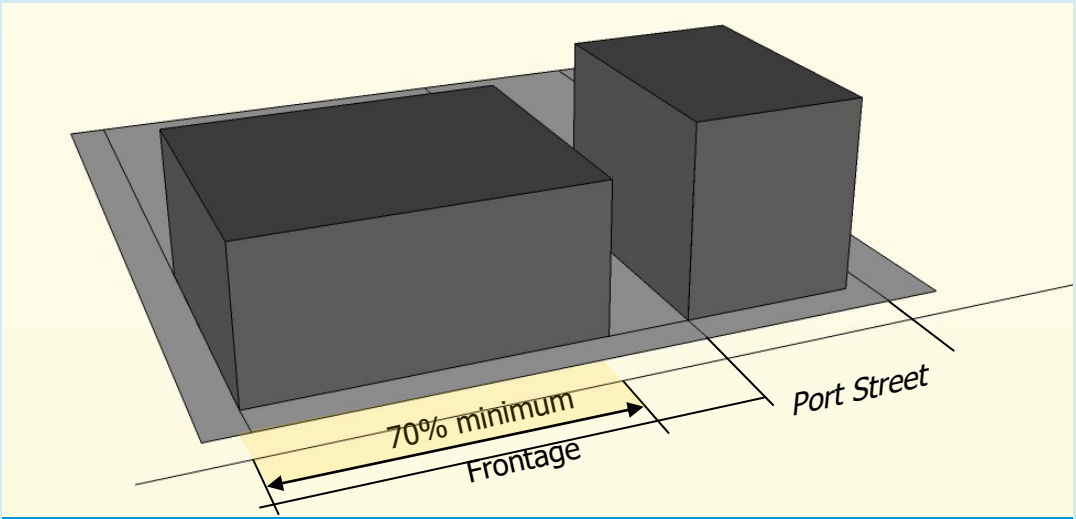


Figure B72 — *A minimum of 70% of the building shall front onto Port Street East and be within 0.6 m to 3.0 m*

2.0 Port Credit Community Node

2.4.9 Landscape Area

The Port Credit Node precincts, particularly the Central Residential Precinct and the Riverside Precinct are characterized by well landscaped front yards and mature trees. The landscape area is defined as any outdoor area on a lot, located at grade, including the landscaped buffer area. It is suitable for the growth and maintenance of grass, flowers, shrubs, trees and other landscape features, and may include walkways, berms, retaining walls and outdoor amenity areas.

However, it shall not include driveways, aisles, ramps or internal roads, parking areas whether surfaced or not, curbs, any open space beneath or within any building, structure or part thereof, or any exterior garbage storage or handling area.

A minimum of 30 % landscape area is required for all sites within the Central Residential Precinct, the Riverside Precinct and the Harbour Mixed Use Precinct. This is to ensure that all lots can achieve a minimum buffer to adjacent uses; that the existing context which contains well landscaped front yards, particularly on high density sites, can be achieved; to ensure sustainable measures can be attained so fenestration can be achieved; and that overdevelopment of sites does not occur. It will also help protect views to Lake Ontario through future development of sites along the waterfront.

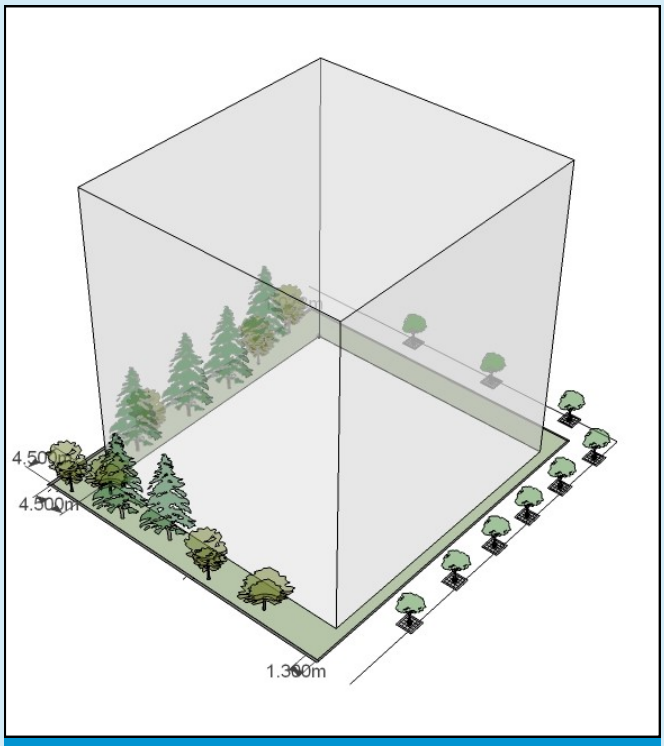


Figure B73 — *30% landscape area for a small lot on a 40 m x 45 m lot size produces the minimum landscape buffer requirement of 4.5 m on the rear and side lot line. It does not maintain the required front and exterior side yard back from the front property line.*



Figure B74 — *Image of the Riverside Precinct*



Figure B75 — *Image of the Central Residential Precinct*

At a minimum, the landscape area should achieve a row of coniferous trees with shrubs and/or perennial plantings to provide a natural visual buffer between the two uses.

In the Mainstreet Precinct, where development is intended to create a compact commercial mainstreet, no minimum landscape area will be required, however, a minimum 4.5 m landscape buffer is required when a mixed use zone abuts a residential zone.

A landscape buffer is defined as a continuous, open, unobstructed width of land substantially parallel to and adjoining a lot line that is intended for the growth and maintenance of plant material including trees, shrubs and other landscape features such as retaining walls.



Figure B76 — *Image of the Mainstreet Corridor Precinct*



Figure B77 — *Image of the Harbour Mixed Use Precinct*



Figure B78 — *Image of the Central Residential Precinct*



Figure B79 — *Image of the Harbour Mixed Use Precinct*

2.0 Port Credit Community Node

2.4.10 Pedestrian Realm/ Streetscape

The public realm is an integral part of any site development. The relationship between the buildings, site layout and elements within the public realm has a great impact on the urban form and the experience of those who live, work and play in Port Credit.

New developments should enhance public streets and the open space system by creating a desirable street edge condition that is ideal for the use of pedestrians.

Different streets will have different streetscape requirements depending on their uses. Sidewalk width and content should relate to its function. For example, streets that include public transit should have wider sidewalks and room for street furniture related to the bus stops.

Parking garage ventilation should not be located at grade along any street frontages and should be integrated into the façade of the building.

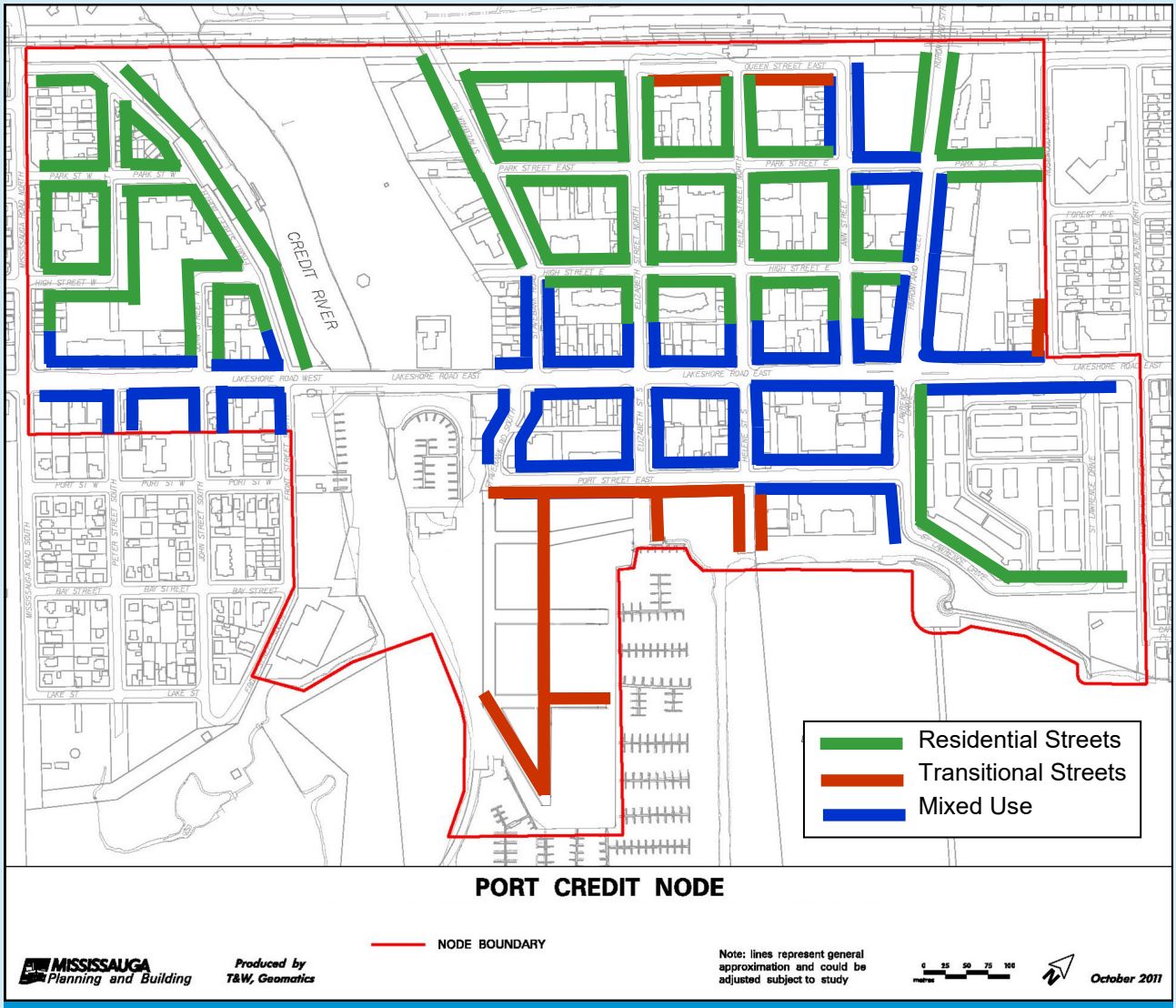


Figure B80 — *Image of the pedestrian realm/streetscape*

Mixed Use

The vitality of the Node depends on the health of the mixed use and its local business. Lakeshore Road East and West require streetscape improvements which will help to revitalize the most important streets in Port Credit.

Additional requirements for building setbacks may be required to achieve the ideal pedestrian experience within the streetscape corridor.

A Master Streetscape Study is needed for Lakeshore Road East and West, Hurontario Street, Port Street and the streets connecting these locations.

Utilities such as overhead wires and underground cables are important uses that occur within the road right of way. Careful consideration will be given when planning streetscape improvements such as tree planting, to ensure compatibility with utilities. The design of utility infrastructure should reflect best practices in design, while ensuring sufficient technical resilience to provide for increasing number and quality of service demanded by the public.

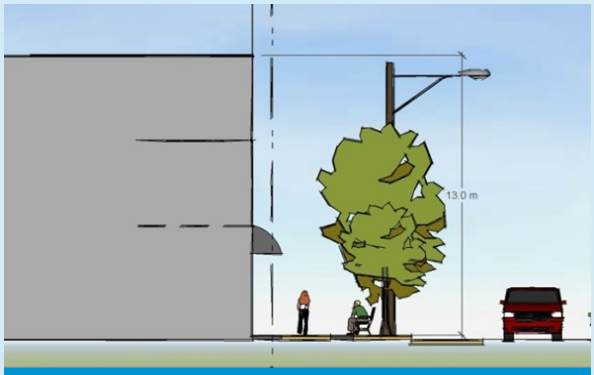


Figure B81 — *Conceptual mainstreet streetscape*

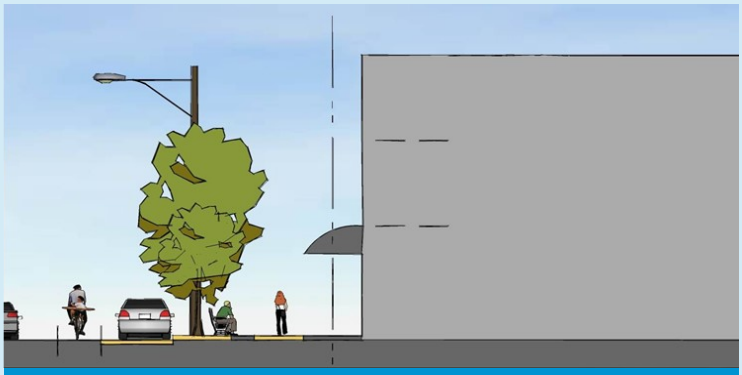


Figure B82 — *Conceptual mainstreet streetscape*



Figure B83 — *Lakeshore Road West older streetscape treatment*



Figure B84 — *Lakeshore Road East recent development and streetscape treatment*

2.0 Port Credit Community Node

Residential Streets

Residential streets are those that have residential uses at grade. Residential streets are characterized by generous setbacks, upgraded tree planting and landscape treatment.

Residential streets should continue to maintain these characteristics. The pedestrian realm will include a sidewalk on the street edge where appropriate with tree planting and grassed areas on the interior of the sidewalk.

New development will ensure that existing trees are preserved, maintained and enhanced.

Buildings will generally be set back 4.5 m to 7.0 m to ensure an adequate landscape treatment can be accommodated at grade.



Figure B85 — *Hurontario Street South East side*



Figure B86 — *Riverside Precinct*



Figure B87 — *Riverside Precinct*



Figure B88 — *High Street looking West*

Transitional Streets

Transitional streets are those that may one day be used as commercial, retail or employment streets as Port Credit evolves into a more compact village.

These areas should be developed with flexibility. Buildings should be located within the setback of 0.0 m to 3.0 m for commercial retail and 4.5 m to 7.0 m for at grade residential uses. The pedestrian realm and streetscape should be continuous and provide a wider pedestrian realm to ensure flexibility. Street trees and coordinated furniture including post and ring bike parking are a requirement.



Figure B89 — *Port Street East*



Figure B90 — *Ann Street*

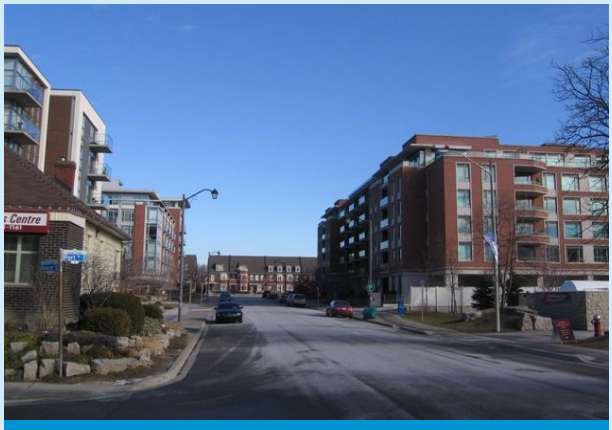


Figure B91 — *Port Street East*



Figure B92 — *Hurontario Street*

2.4.11 Parking, Loading and Service Areas

The design of parking, servicing and loading areas are a key component in the development of sites. These areas serve a functional need, but should be designed in a manner that screens less desirable aspects and provides high quality treatment of exposed areas while addressing safe and efficient movement of pedestrians, cyclists and vehicles.

Service, loading and garbage storage areas should be integrated into the buildings, located interior to the building or alternatively at the rear of the building and screened from the public realm and adjacent residential uses. Parking should be located underground, internal to the building or to the rear of buildings.

Above grade parking facilities will be designed to be compatible with the surrounding character through the use of architectural elements that fit with the scale, style and streetscape of the community. Consideration should be given to active pedestrian related uses on the ground floor of the structure in order to improve the animation of street edge conditions. Above grade parking structures should be designed in such a manner that they are integrated into the development. Vehicles should not be visible to the public realm.

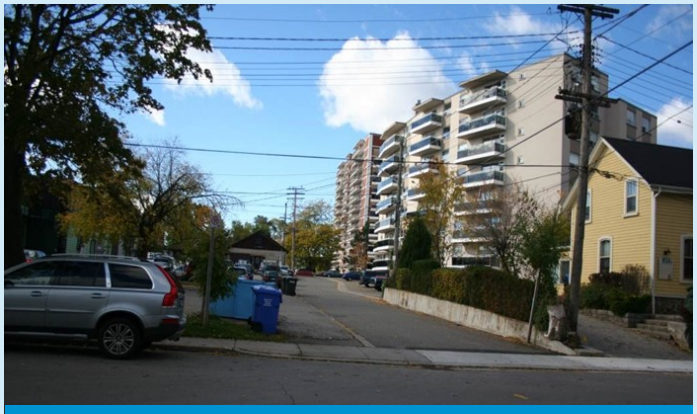


Figure B93 — *Laneway south of Lakeshore Road East*

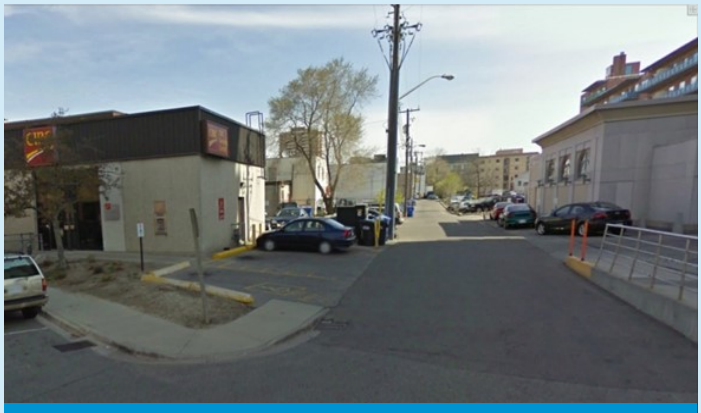


Figure B94 — *Laneway south of Lakeshore Road East*

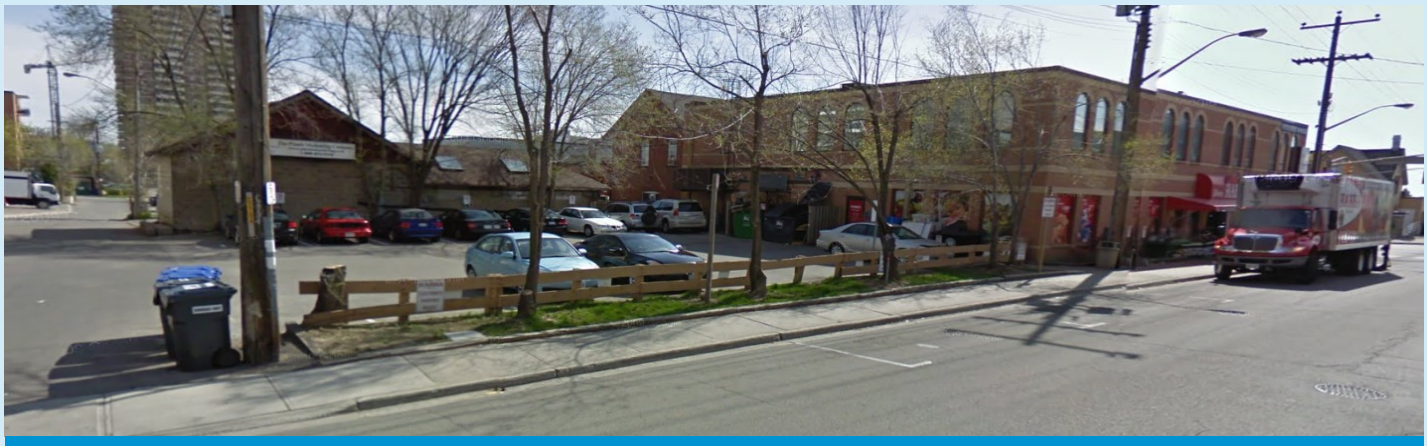


Figure B95 — *Laneway north of Lakeshore Road East*

2.4.12 Roof Top Mechanical Penthouse Units

All rooftop units should be internal to the buildings and hidden from public view.

All mechanical penthouses should be designed and clad with materials to compliment the building façade.

The portion of the roof not utilized as mechanical penthouse should be developed as green roofs and/or useable outdoor amenity space.



Figure B96 — *Green Roofs on buildings*



Figure B97 — *Example of roof top mechanical that has been integrated and designed into the building*



Figure B98 — *Green Roof Example*

2.4.13 Architectural Expression and Materiality

New buildings should reference their physical, cultural and historic surroundings through their architectural language and high quality materials. Materials should show sensitivity to their surroundings and should aim to be of the highest quality, responding directly to the existing urban fabric, whether by utilizing similar or sympathetic materials or by positive contrast.

Materials should be chosen with regard to their performance in sustainable terms. The use of local or recycled materials, and/or materials from renewable resources is encouraged.

High quality materials will be required in all new developments. The material most widely found in Port Credit is red tone brick. New developments are encouraged to incorporate this material into their development.

For the mainstreet, vision glass should be used for all store fronts. No spandrel glass will be permitted along Lakeshore Road.

Materials that are not dominant in Port Credit are discouraged as the dominant feature of any new development. These materials include architectural concrete block, stucco, spandrel glass and EIFS panels. These materials will not be permitted below the 4th storey. Concrete block is not permitted to be exposed.

Building scale should be broken down through the use of stepping, projections, canopies, trellises, changes in scale, fenestration patterns, materials and finishes.

The private space that extends from the building face to the public right-of-way must be designed in a such a way that it seamlessly blends with the design of the public realm.

Future sidewalk/boulevard treatment including site elements such as seating and lighting, should match that of the public right-of-way in order to blur the line between public and private realm.



Figure B99 — *Preferred materials to be exposed: brown/red brick*



Figure B100 — *Vision Glass/Brick Combination*



Figure 101 — *Balconies should be designed so that they are part of the building rather than added onto the building as an afterthought.*

Glass balconies should have 50% tinting to ensure items on the balcony are not fully exposed







Figure B102 — *Prohibited to be exposed: Concrete Block*

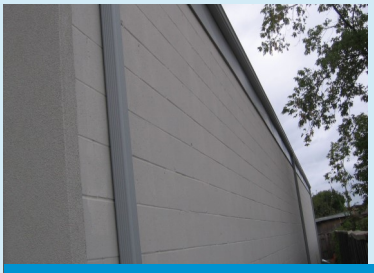




Figure B103 — *Prohibited to be exposed: Painted Concrete Block*





Figure B104 — *Discouraged materials: Architectural Concrete Block*





Figure B105 — *Discouraged materials: Stucco (synthetic or natural)*

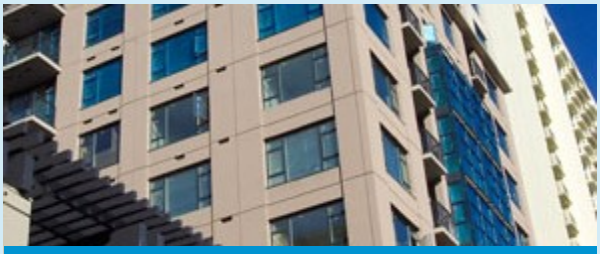


Figure B106 — *EIFS Panels for more than 20% of the building material and should not be placed within the first 2 storey's*



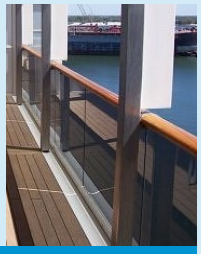


Figure B107— *Glass balconies should be 50% tinted*

2.0 Port Credit Community Node

2.5 Scenic Routes, Key Sites and Views

Currently, the Port Credit community has physical and visual access to the Lake Ontario and the Credit River. As development occurs, views to the water should be preserved and enhanced as they are major contributors to the community's character and pride.

Public views of important natural or man-made features along streets and scenic routes need to be protected as they add value to the built form and contribute to neighbourhood identity.

When new development occurs, it must maintain, and in some cases, enhance these views and vistas to prominent features.

Sites with prominence, high visibility and access should be considered as a priority for civic buildings and community infrastructure.

Special care will be taken with development along Scenic Routes to preserve and complement the scenic historic character of the street. Scenic Routes and views identified in Figure B108 should be preserved and enhanced.

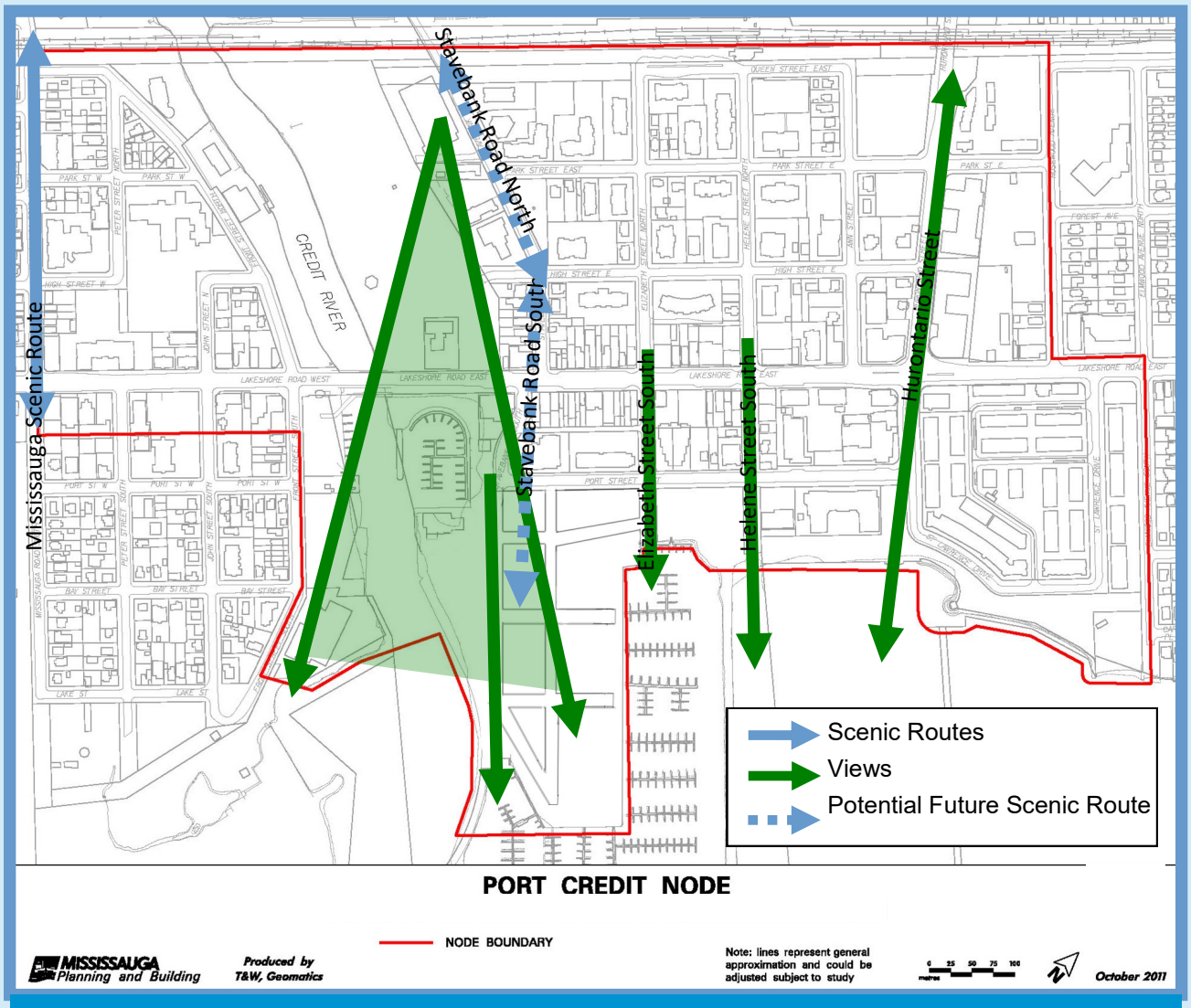


Figure B108 — *Scenic routes and views*

Mississauga Road Scenic Route

Lands abutting the Mississauga Road right-of-way between the St. Lawrence and Hudson Railway and Lakeshore Road West (frontage, flanked and rear yards) are designated a scenic route and will be subject to special policies as outlined the Mississauga Official Plan.

Potential Future Scenic Routes

Stavebank Road North and South from the Railway tracks to the Port Credit Pier and Mississauga Road South have been identified as potential future Scenic routes that will be required to be studied further through separate review.

Views

Port Credit has many natural views to Lake Ontario. These views shall be enhanced and maintained. There are a number of views that still need to be developed. These include the extension of Elizabeth Street South and Helene Street South. Streetscapes along these streets should enhance the views to Lake Ontario. Architectural interest should be heightened on these corridors.

In addition to the views to Lake Ontario Port Credit is visually connected to Downtown Mississauga. Views to prominent Architecture "The Marilyn" in the Absolute project should be maintained and enhanced along Hurontario Street.



Figure B109 — *Mississauga Road Scenic Route*



Figure B110 — *Hurontario Street looking North, "Marilyn Building" in the background*



Figure B111 — *View from Lake Ontario*

2.0 Port Credit Community Node

2.6 Place Making Opportunities

Place-making is the process that fosters the creation of vital public destinations: the kind of places where people feel a strong stake in their communities and a commitment to making things better.

Place-making capitalizes on a local community's assets, inspiration, and potential, ultimately creating good public spaces that promote people's social interaction, health, happiness, and well being.

Although the entire Node, as a centre for surrounding neighbourhoods, should be recognized as offering place-making opportunities, the following represent areas which have the opportunity to make a substantial contribution to Port Credit:

1. Transportation hub: the vicinity of the GO station, parking lot, and future LRT;
2. Mouth of the Credit River: the vicinity of Snug Harbour, J.J. Plaus Park, Marina Park, Heritage Building (former Canada Post Office), Region of Peel Lighthouse; and
3. Credit River Valley: vicinity including Port Credit library,

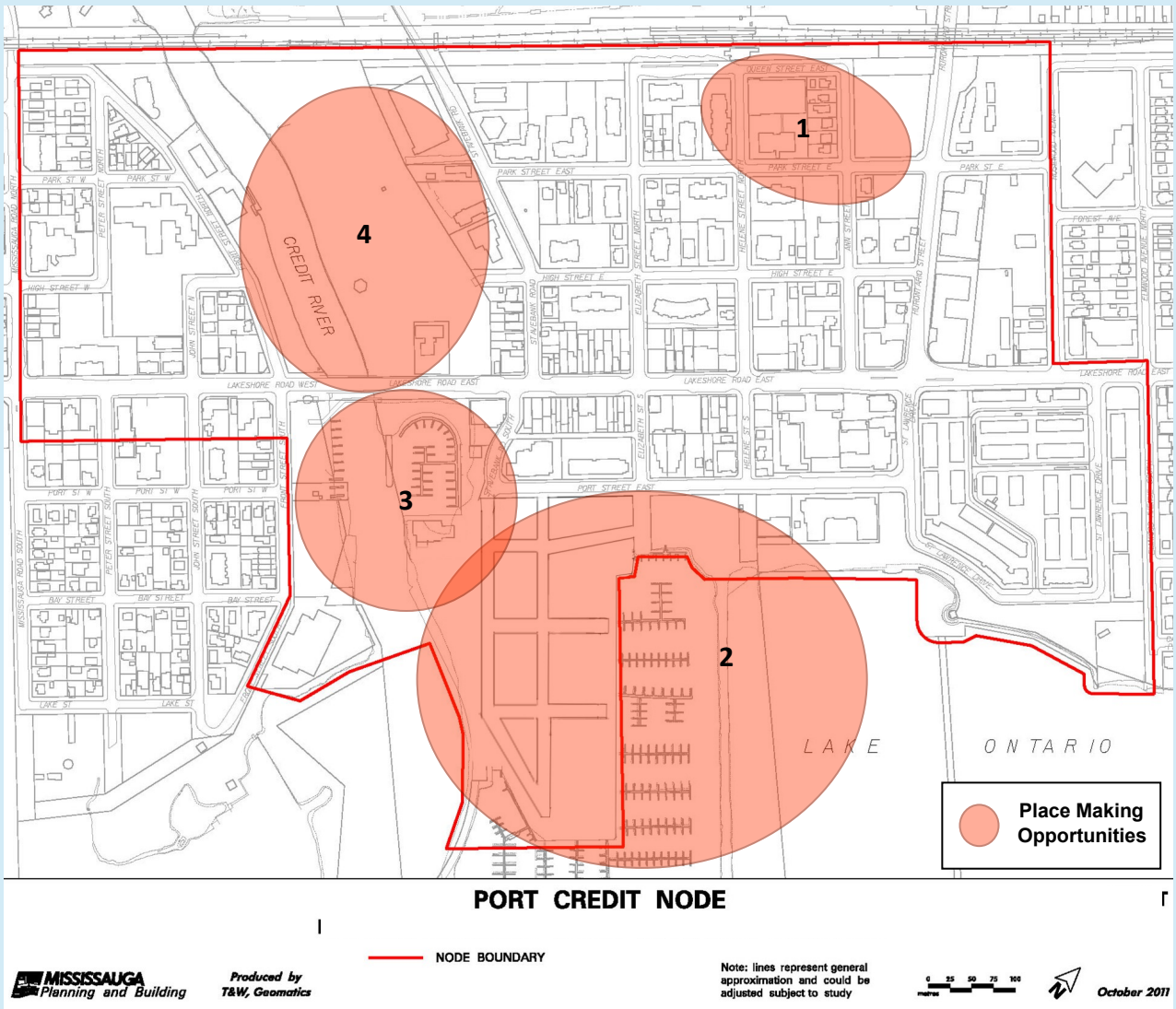


Figure B112 — *Place-making opportunities*

Port Credit Arena, Memorial Park, Canoe and Rowing Clubs, Legion Hall, Stavebank Road properties which back onto the valley.

When reviewing development applications, consideration should be given to capitalizing on any opportunities that may foster place-making and would contribute to the urban form of Port Credit. The inclusion of Public Art should be considered in these locations.

2.7 Continuous Waterfront Access

The Lake Ontario shoreline is an integral component of the green system and is a key Provincial linkage due to the unique ecological functions and habitats it provides. In addition, it has an important role in leisure activity and tourism.

As a condition of development approval, provisions of significant public parklands and access to the waterfront including the extension of the Waterfront Trail, will be required. Continuous waterfront access along the shoreline is a priority for the residents of Port Credit and the City as a whole. In these situations an appropriate balance between use and public access must be found.

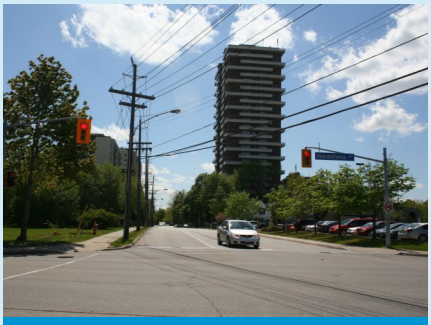


Figure B113 — *(1) Go Station parking area*



Figure B114 — *(1) Go Station parking area*



Figure B115 — *(2) Port Credit Harbour Marina*



Figure B116 — *(2) -St Lawrence Square*



Figure B117 — *(2) -St Lawrence Park Lookout*



Figure B118 — *(2) St Lawrence Park*



Figure B119 — *(3) -J.J. Plaus Park*



Figure B120 — *(4) Port Credit Memorial Park*



Figure B121 — *(4) Credit River*

2.0 Port Credit Community Node



Figure B122 — *Port Credit Harbour Marina*



Figure B123 — *St Lawrence Park*



Figure B124 — *Credit River*



Figure B125 — *J.J. Plaus Park*



Figure B126 — *Credit River*



Figure B127— *Port Credit Harbour Marina*



Figure B128— *Port Credit Harbour Marina*



Figure B129— *Boat launch, Marina Park*



Figure B130 — *St Lawrence Park*



Figure B131 — *St Lawrence Park*

2.8 Cultural Heritage Resources

Heritage is an important characteristic of the Port Credit Node. Within the Port Credit Node there are over 45 properties that are on the City's Heritage Register. The Register contains two types of properties:

- Designated (recognized by the City through by-law as being of Heritage significance); and
- Listed (identified but not fully researched as to heritage significance).

In addition, the Port Credit Node also contains Cultural Landscapes which can be defined as a setting which has enhanced a community's vibrancy, aesthetic quality, distinctiveness and sense of history or sense of place. Cultural landscapes within the Port Credit Node include:

- Port Credit Harbour;
- Port Credit Pier;
- the CN Bridge over the Credit River;
- Credit River Corridor; and
- Mississauga Road Scenic Route.

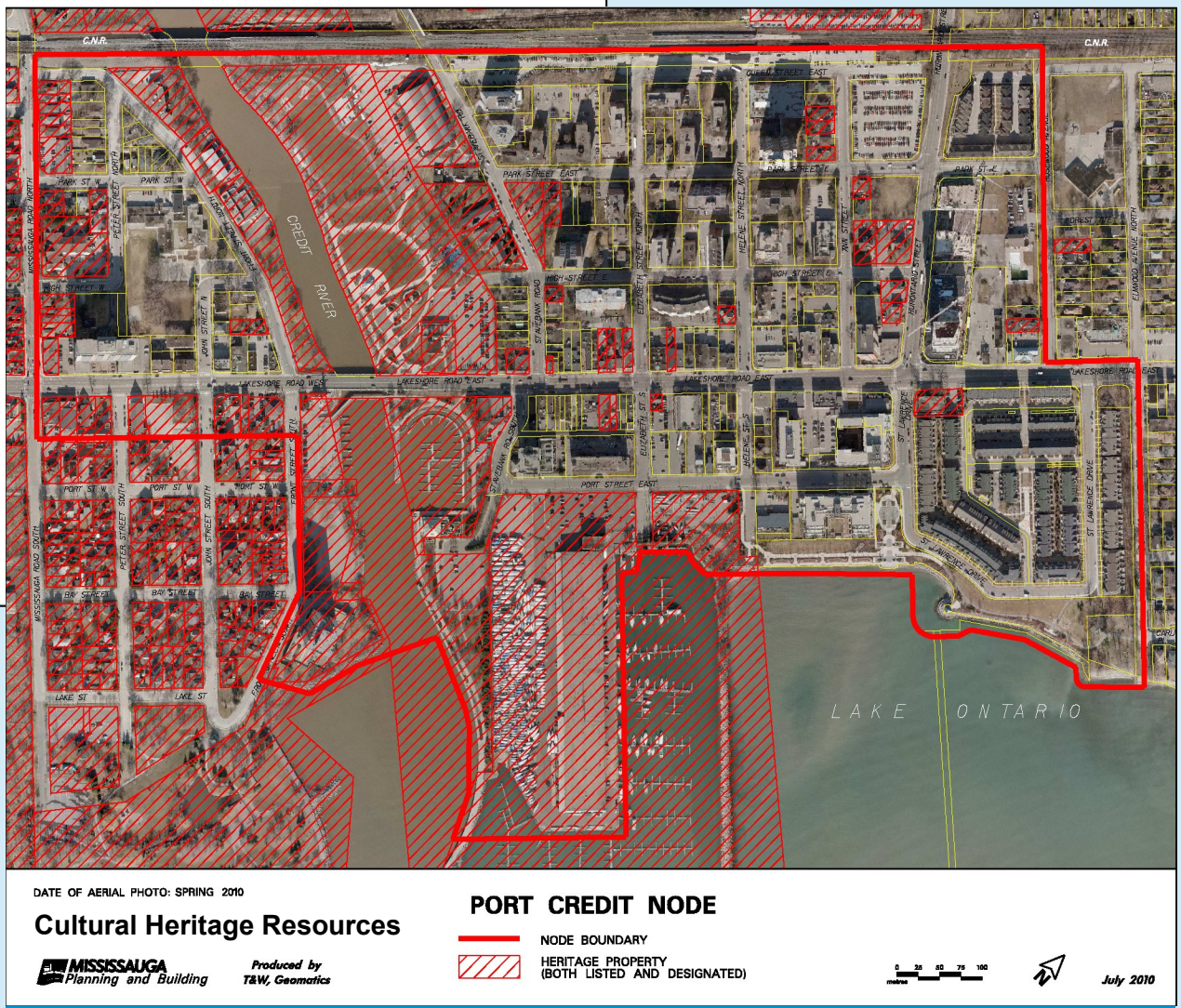


Figure B132 — *Cultural Heritage Resources*

2.0 Port Credit Community Node

The Port Credit Node has 10 properties that are designated. Designated properties are to be retailed.

The retention and enhancement of heritage listed properties is strongly encouraged. Properties listed on the Heritage Register will be preserved in their existing location. Any development will incorporate these structures in the design of the proposal. Any changes to these structures or developments adjacent to these structures will require a Heritage Impact Statement and may have additional requirements. Additional requirements may include, but are not limited to, a review and approval from the Heritage Advisory Committee and Council.



Figure B133 — *90 High Street East, Designated*

Tall buildings will not visually impede the setting of listed/designated heritage buildings. Where heritage buildings are low-scale, the podium of the tall building will respect and reflect the unique urban character, visual relationships, topography and materials of the surrounding historic building. The tall buildings will preserve and enhance the character and appearance of the setting of the adjacent listed/designated building(s).

Where heritage buildings are low-scale, the podium or ground façade of tall buildings will respect and reflect the unique urban grain and scale, visual relationship, topography and materials of the surrounding historic buildings.

For lands on the south side of Lakeshore Road West, between Mississauga Road and the Credit River, the *Old Port Credit Village Heritage Conservation District Plan* applies.



Figure B134 — *84 High Street East, CG Hamilton House, Designated*



Figure B135 — *12 Peter Street South, Designated*



Figure B136 — *141 Lakeshore Road West, Designated*

3.0 Port Credit Neighbourhoods

Port Credit neighbourhoods are located on either side of the Port Credit Community Node. Lands identified as Neighbourhood Precincts are considered to be stable areas where the existing character is to be preserved and will not be the focus for intensification.

Although stable, some change is anticipated. New development does not necessarily have to mirror existing development types and densities, however it will respect the character of the area. New development does not necessarily have to mirror existing development types and densities, however, it will respect the character of the area.

The Port Credit Neighbourhood Character Area is compromised of five precincts:

- North Residential (which include the Shawnmarr/Indian Heights and Credit Grove neighbourhoods);
- South Residential (which includes the Cranberry Cove and Hiawatha neighbourhoods);
- Mainstreet Neighbourhood ;
- Historic Village of Port Credit; and
- West Village.

The following sections provide additional context and information on each of the Neighbourhood Precincts. Subsequent sections provided further direction on specific built form issues.

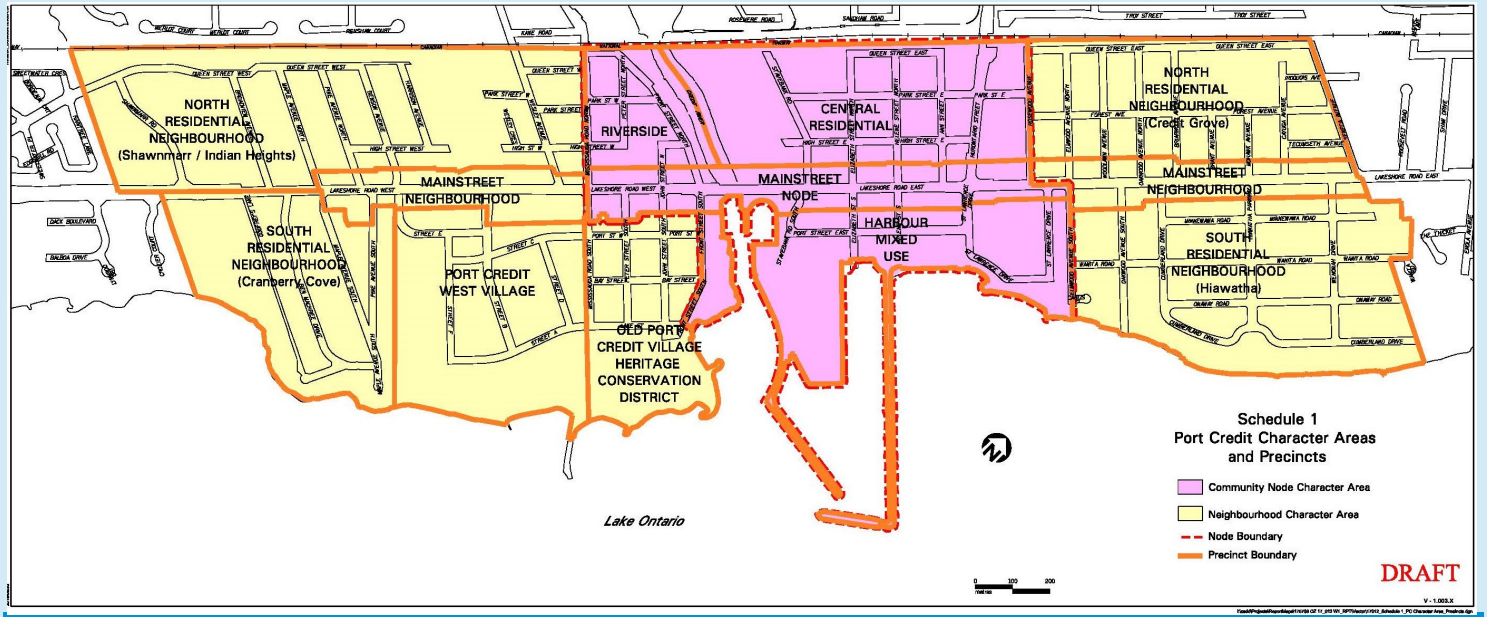


Figure C1 — *Port Credit Neighbourhood Precinct Areas*

3.0 Port Credit Neighbourhoods



Figure C2 — *Port Credit Neighbourhood Areas*



Figure C3 — *Port Credit Neighbourhood Areas*

3.1 Contextual Building Heights

Port Credit neighbourhood areas are characterized by predominately low rise buildings of 3 storeys or less. There are a limited number of older 4 to 6 storey apartment buildings located along Lakeshore Road or in the Heritage Precinct.

There is also an 8 storey apartment building representing the tallest structure in the Neighbourhood Precincts, located at Lakeshore Road West and Maple Avenue South.

While Neighbourhoods are to be stable, some change is anticipated. Where development occurs it will generally be through modest infilling or development within the mainstreet precinct, the existing commercial plaza.



Figure C4 — *Port Credit Neighbourhood Precinct Areas*

3.0 Port Credit Neighbourhoods

3.2 Neighbourhood Precinct Areas

3.2.1 North Residential Precinct

This area consists of the Shawnmarr/Indian Heights and Credit Grove neighbourhoods. These stable residential areas will be maintained while allowing for infill which is compatible with and enhances the character of the area.

a. The predominant characteristics of these areas will be preserved including: low rise building heights; the combination of small building masses on small lots; the well-landscaped streetscapes; and the regular street grid;

b. New development is encouraged to reflect 1 to 2 storey building heights and should not exceed 3 storeys;

c. Properties fronting onto Lakeshore Road West will complement the adjacent Mainstreet Precinct by continuing the 4 storey height limit; and

d. Existing industrial uses along the railway tracks are encouraged to improve their transition to the adjacent residential areas. The maximum permitted height for industrial buildings (e.g. warehousing, self storage, etc.) will be the equivalent to a 2 storey residential building. New development will include appropriate buffers which ensure lighting, noise levels, loading and garbage areas do not negatively impact adjacent residential areas. Development will provide a streetscape that is compatible with adjacent neighbourhood residential uses.



Figure C5 — *Examples of dwellings within the Port Credit North Residential Neighbourhoods*





Figure C6— *Examples of dwellings within the Port Credit North Neighbourhoods*

3.2.2 South Residential Precinct

This area consists of the Cranberry Cove and Hiawatha neighbourhoods. These stable residential areas will be maintained while allowing for infill which is compatible with and enhances the character of the area.

a. The predominant characteristics of these areas will be preserved including: the low rise building heights; combination of small building masses on small lots; physical and visual access to Lake Ontario from parks and the terminus of streets; the well landscaped streetscape and street grid pattern;

c. New development will have a maximum height generally equivalent to 2 storeys; and

d. Properties fronting onto Lakeshore Road West will complement the adjacent mainstreet precinct by continuing the 4 storey height limit.

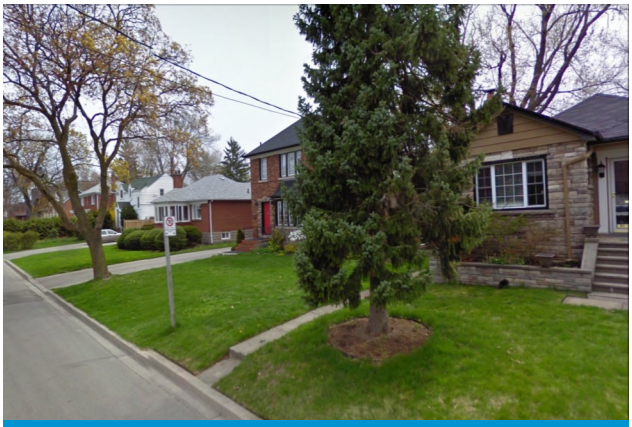


Figure C7 — *Examples of dwellings within the Port Credit South Residential Neighbourhoods*





Figure C8 — *Examples of dwellings within the Port Credit South Neighbourhoods*

3.2.3 Neighbourhood Mainstreet Precinct

The lands fronting onto Lakeshore Road East and West outside of the Port Credit Community Node are known as the Neighbourhood Mainstreet Precincts. These lands will be developed as a mixed use area.

a. Heights along the Lakeshore Road Corridor will be a minimum of 2 storeys and a maximum of 4 storeys;

b. Along Lakeshore Road East and West, mixed-use developments with street-related retail commercial uses and a rhythm of closely spaced storefronts lining the street will be required to foster an active pedestrian realm and to minimize the apparent width of Lakeshore Road East and West;

c. Developments along Lakeshore Road East and West will be close to the street and have a setback of 0.6 m to 3.0 m. The appropriate setback will be determined through a detailed analysis of the public realm and streetscape requirements. Additional setbacks may be required to ensure an appropriate pedestrian realm;

d. Main entrances of buildings will be located along the Lakeshore Road East and West frontage;

e. Parking will be provided on street or in small, distributed parking lots or at the rear of the building through laneways. It is critical that parking facilities be located and designed to be compatible with the mainstreet character of the area by including measures such as landscape space, planters or other elements which activate the street wall and enhance public amenity;

f. Parking, loading and service areas will be located behind the buildings fronting Lakeshore Road East and West and will be screened from view from residential properties to the north and south;

g. New access points along Lakeshore Road East and West will be strongly discouraged. Where alternatives are not feasible, access will be consolidated between properties and preferably located where a traffic signal opportunity is feasible;

h. Where development is proposed adjacent to residential neighbourhoods, attention should be given to ensuring appropriate transition;

i. The assembly of adjacent low density residential land to enlarge properties fronting the Mainstreet Precinct is discouraged. However, should assembly occur, the primary purpose of these lands should be for buffering the adjacent residential uses and for amenity space and/or parking if required through the development;

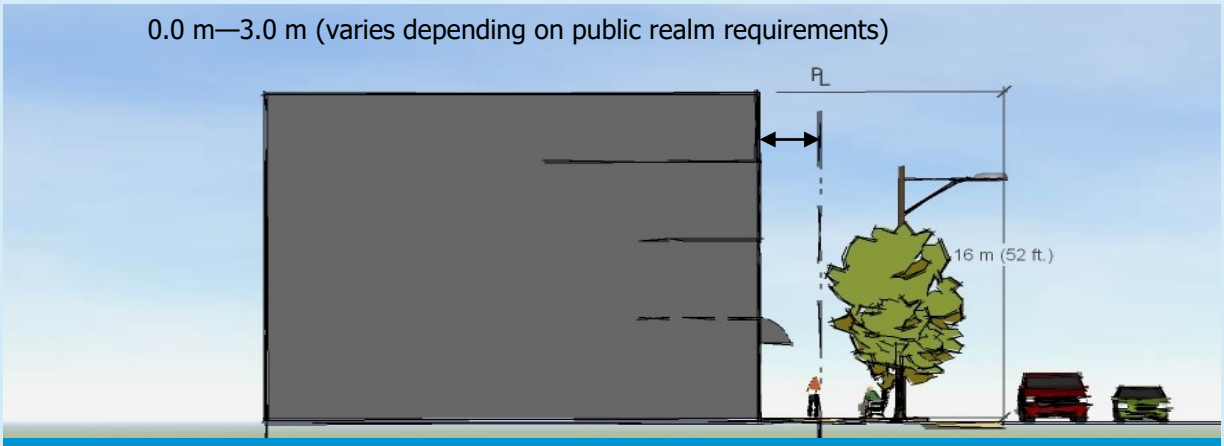


Figure C9 — *Illustration of the setback on Lakeshore Road West and East*

j. Developments should maintain existing view corridors to the lake, such as along Oakwood Avenue South, and create new view corridors, such as, along the north/south public roads and

k. Future development will recognize the character of adjacent land uses.

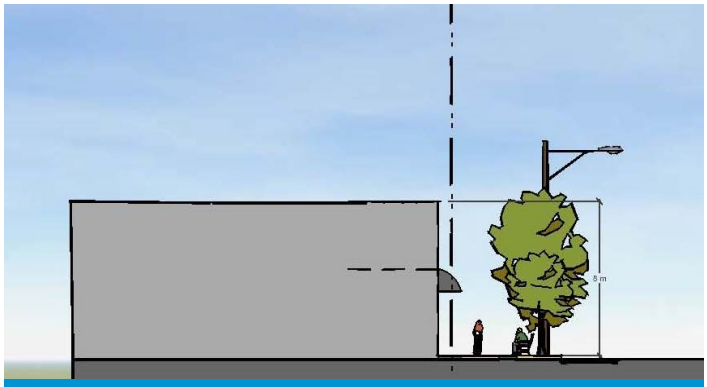


Figure C10 — *Minimum building heights on Lakeshore Road West and East*



Figure C11— *Example of potential building heights on Lakeshore Road West and East*

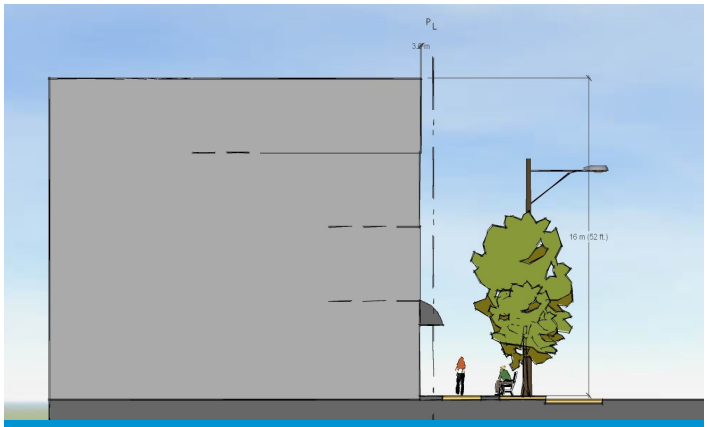


Figure C12 — *Maximum building heights on Lakeshore Road West and East*

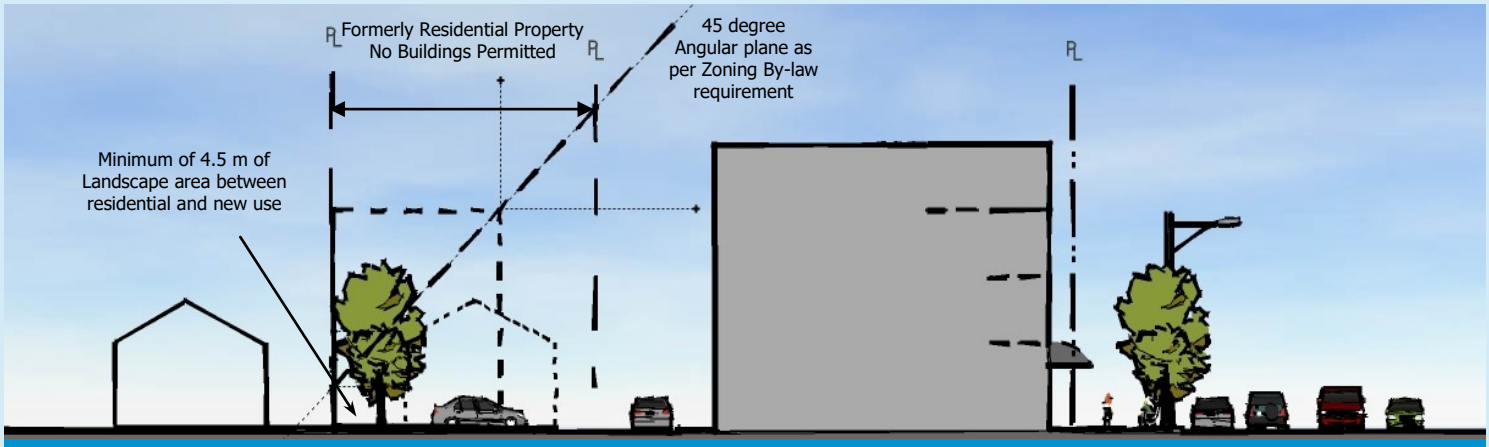


Figure C13 — *Illustration of how the assembly of residential lands will be treated*

3.0 Port Credit Neighbourhoods

3.2.4 Historic Village of Port Credit Precinct

This Precinct (also called the Historic Village of Port Credit) is a mixture of housing, retail commercial and community buildings of many types, representing different eras. While some of the housing stock is relatively new, the neighbourhood contains pockets of housing that dates back to the nineteenth century, creating a pleasing sense of "time depth". The Old Port Credit Village Heritage Conservation District Plan applies to lands within this precinct.

a. Any additions, alterations, adaptive re-use or redevelopment will address how the development:

- Displays massing and scale sympathetic to surroundings;
- Preserves the historic housing stock;
- Supports the existing historic character;
- Maintains the existing street grid pattern and building setbacks; and
- Maintains and enhances significant groupings of trees and mature vegetation.



Figure C14 — *Example of structures in the Historic Village of Port Credit*



Figure C15 — *Example of structures in the Historic Village of Port Credit*



Figure C16— *Example of structures in the Historic Village of Port Credit*

3.3 Views

Views to Lake Ontario are vital and should be enhanced where possible.

New development should ensure views to Lake Ontario within the Port Credit Neighbourhoods are maintained.



Figure C17— *Hiawatha Parkway and Onaway Road, view to Hiawatha Park*



Figure C18 — *Elmwood Avenue South*

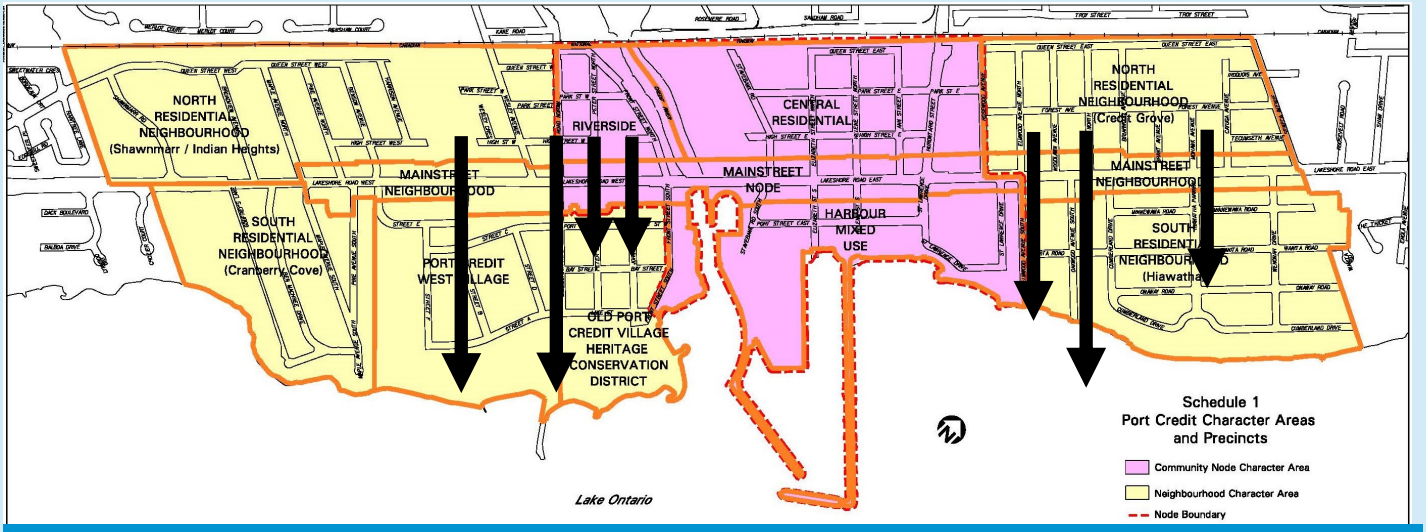


Figure C19 — *Views to Lake Ontario*

3.0 Port Credit Neighbourhoods

3.4 Cultural Heritage Resources

There are a number of heritage resources in the Port Credit Neighbourhoods. Designated properties are to be retained. The retention and enhancement of heritage listed properties is strongly encouraged.

New development proposed in proximity to these buildings should be developed in a manner that is sensitive and complimentary to the character of the structure.

New developments should provide the appropriate transition to properties listed on the heritage register and in the Historic Village of Port Credit Precinct.



Figure C20 — *44 Wesley Avenue*



Figure C21 — *34 Peter Street*



Figure C22 — *5 Oakwood Avenue North*



Figure C23 — *305 Lakeshore Road West Designated*



Figure C24 — *11 Oakwood Avenue North*

3.5 Parking, Servicing and Loading

The design of parking, servicing and loading areas is a key component in the development of sites. These areas serve a functional need, but should be designed in a manner that screens less desirable aspects and provides high quality treatment of exposed areas while addressing safe and efficient movement of pedestrians, cyclists and vehicles.

Parking should be located underground, internal to the building or to the rear of the buildings.

Above grade parking structures should be designed in such a manner that vehicles are not visible to the public and have appropriate directional signage to the structure .

Service, loading and garbage storage areas should be integrated into the building or located at the rear of the building and screened from the public realm and adjacent residential uses.



Figure C25 — *Briarwood Avenue north of Lakeshore Road East*

3.0 Port Credit Neighbourhoods

3.6 Access Points

The consolidation and relocation of access points along Lakeshore Road East and West will be encouraged to promote pedestrian safety and a cycle friendly environment to provide the opportunity for a continuous streetscape.

Mutual access between abutting properties will be essential in achieving a pedestrian oriented environment. Existing access will be relocated whenever possible to side streets and the rear of the property. The addition of access points will not be permitted.



Figure C26— *Pedestrian Realm with no access points*

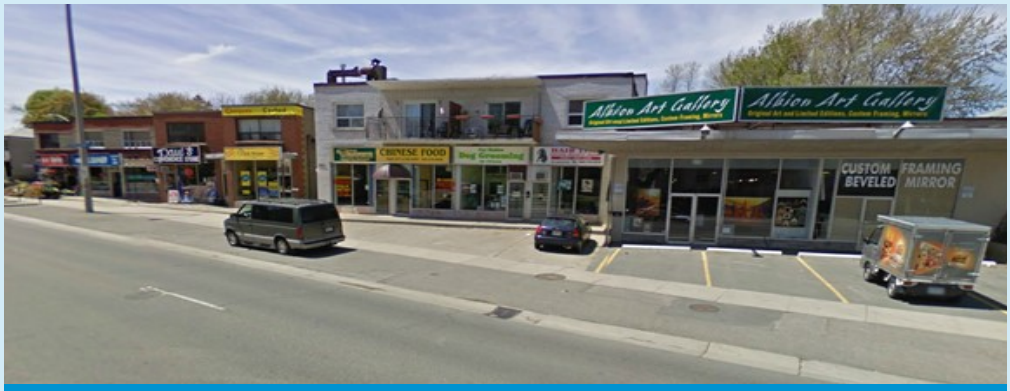


Figure C27 — *Existing Access Points*

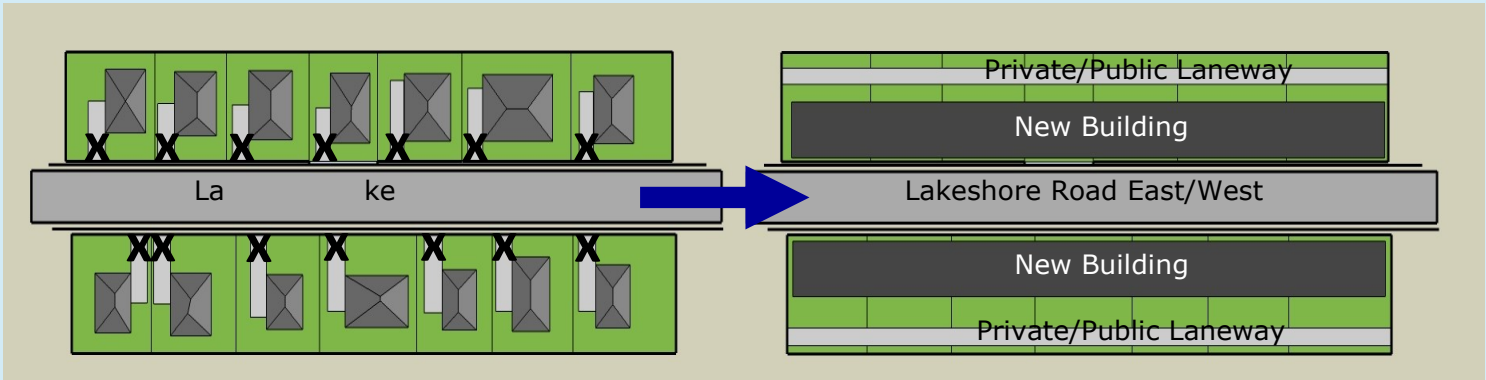


Figure C28 — *Conceptual consolidation of access points along Lakeshore Road West and East*

3.7 Pedestrian Realm/Streetscape

The Neighbourhood Precincts have an established streetscape particularly in the residential areas. These consist of mature tree lined streets and some sidewalks on the street edge. A significant number of the residential streets, however, do not have sidewalks. This will be maintained.

In the Neighbourhood Mainstreet Precinct, a Master Streetscape Plan will be required to determine the appropriate streetscape and to ensure any planned streetscape work takes into consideration established and planned utilities. Coordinated street furniture, including post and ring bike parking, should be established through this process.

In the interim, applicants for development applications along mainstreets will be required to submit a streetscape plan which clearly demonstrates how they can achieve the optimal boulevard width of 5.6 m and how the proposed development will fit in with the current streetscape pattern.

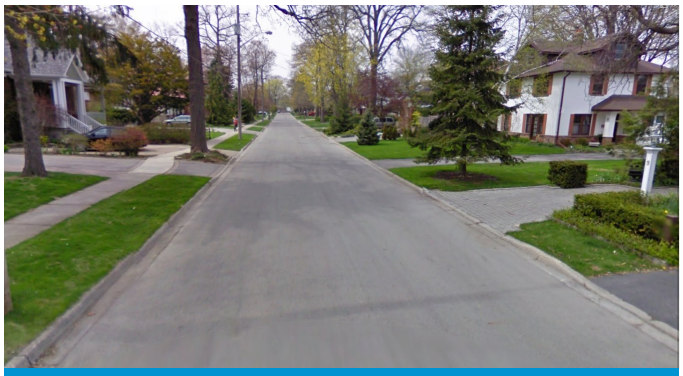


Figure C29 — *Residential street in Port Credit*



Figure C30 — *Neighbourhood Mainstreet Precinct*

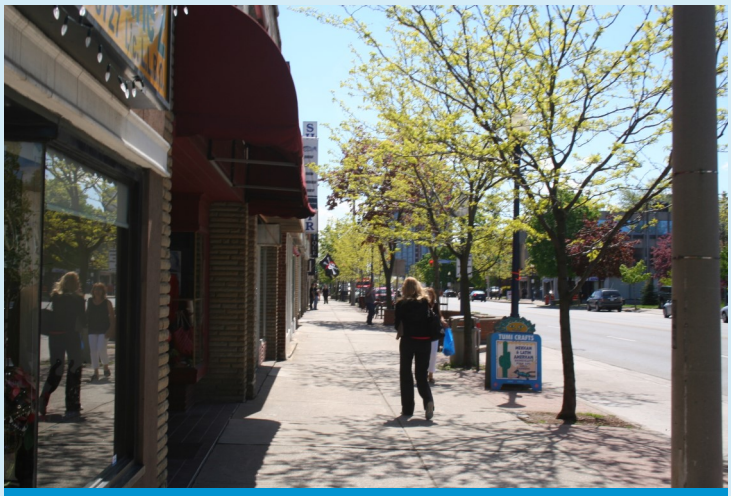


Figure C31 — *Existing pedestrian realm in the Neighbourhood Mainstreet*

3.0 Port Credit Neighbourhoods

3.8 Microclimate

Shadow and wind comfort studies will be required as per the City of Mississauga Design Guidelines and Reference Notes.

3.8.1 Shadow Impact

Shadow studies will be requested in support of development applications to demonstrate that the height and/or location of a proposed building will not generate excessive shadows over adjacent lands.

Shadow studies will be required for buildings greater than 10.7 m in height which may cause new shadow impacts on adjacent residential properties, public parkland, open space and the public realm. Particular attention will be focused on the mainstreet corridors (Lakeshore Road East or West and Hurontario Street) where a pedestrian environment is strongly encouraged and fostered.

3.8.2 Wind Comfort

Wind studies may be requested for developments over 3 stories or 16 m in height to ensure appropriate comfort and safety levels are maintained in the pedestrian realm, streetscapes, public spaces, private public amenity areas and areas immediately adjacent to and surrounding the proposed development. The study may be required on development applications higher than 3 storeys.

Evaluation of the existing wind conditions in the immediate and surrounding area, prior to the proposed development will be required along with a comparison of the wind conditions .

The criteria to be used for the analysis should be signed and sealed by a certified engineer. The *Terms of Reference for Pedestrian Wind Comfort Studies* should be used.

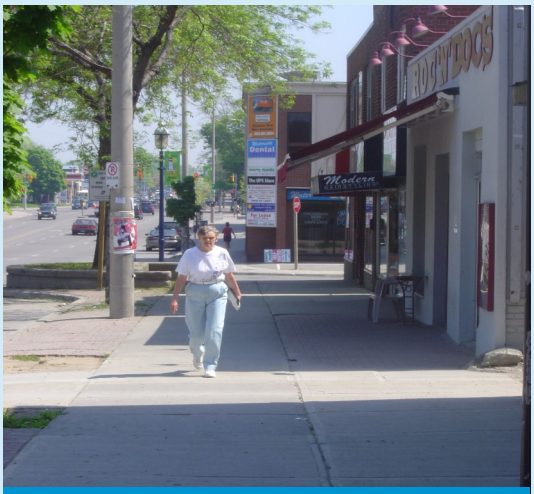


Figure C32 — *Shadow impact on the Neighbourhood Mainstreet Precinct*



Figure C33 — *Wind impact on the pedestrian environment*

3.9 Materiality

As in the Community Node, new buildings should reference their surroundings through their architectural language and high quality materials. In addition, there may be other City initiatives and directions (e.g. Relevant Urban Design Guidelines, Port Credit Village Heritage Conservation District Plan, among some) which need to be consulted.

High quality building materials will be required in all new developments in Port Credit. The predominant exterior building material is a reddish tone brick and stone. New buildings are required to maintain this theme along the neighbourhood mainstreet and in the residential neighbourhoods.

For the mainstreet, vision glass should be used for all store fronts. Spandrel glass will not be permitted along Lakeshore Road East and West.

Concrete block is not permitted to be exposed. Painted concrete block is not permitted.





Figure C34 — *Example of brick and stone material*







Figure C35 — *Example of brick and stone material*

3.0 Port Credit Neighbourhoods





Figure C36 — *Example of brick and stone material*





Figure C37 — *Example of brick and stone material / Example of roof feature*





Figure C38 — *Example of brick and stone material / Example of Canopy*

4.0 Environmental Sustainability

New developments must be sustainable in all aspects, taking into account social and economic impact, based on whole life costs and benefits. Advances in construction technology combined with a growing body of architectural knowledge mean that sustainable practices should be easily achievable.

On July 7, 2010, City Council adopted the Green Development Strategy that focuses on achieving sustainability and environmental responsibility in new development in Mississauga. The City strongly encourages applicants to incorporate green sustainable elements into proposed buildings, site works, construction methods and long-term maintenance programs. Further, the City also encourages that applicants pursue LEED-NC credits required to achieve Silver certification.

For More information, Visit Canada Green Building Council for the LEED – NC program, CVC/TRCA website for the Low Impact Development Stormwater Management Planning and Design Guide, City of Mississauga for the Green Development Strategy and Stage One Development Standards and Mississauga Water Quality Control Strategy.



Figure D1 — *Example of vertical parking grate screened by landscape*



Figure D2 — *Example of enhanced dry grass swale*



Figure D3 — *Typical rain water barrel*



Figure D4 — *Extensive' Green Roof, Mountain Coop, Toronto*

5.0 Appendix A

5.1 Photo Credits

Page	Description	Credit
Cover	Small Upper: 10 Restaurant, Port Credit	Mississauga Image Library
	Small Lower: Detached dwellings in Port Credit	Mississauga Image Library
	Snug Harbour	Sharon Mittmann, City of Mississauga
Page 2	In order from top to bottom:	
	Port Credit Lighthouse	John Carvalho
	Ten Restaurant, Port Credit	Mississauga Image Library
	Second Cup, Port Credit	Sharon Mittmann, City of Mississauga
	Lakeshore Road West	Sharon Mittmann, City of Mississauga
	1 Port Street	Sharon Mittmann, City of Mississauga
	Clark Hall, Port Credit	Sharon Mittmann, City of Mississauga
	St. Lawrence Development	Sharon Mittmann, City of Mississauga
	Port Credit local Road	Sharon Mittmann, City of Mississauga
	Port Street East	Sharon Mittmann, City of Mississauga
Page 3	In order from top to bottom	
	Live Work Units on Lakeshore Road West	Mississauga Image Library
	Port Street	Sharon Mittmann, City of Mississauga
	Mainstreet Development on Lakeshore Rd. W.	Sharon Mittmann, City of Mississauga
	Central Residential Area	Sharon Mittmann, City of Mississauga
	High Street East	Sharon Mittmann, City of Mississauga
	Central Residential Area	Sharon Mittmann, City of Mississauga
	St. Lawrence Park	Sharon Mittmann, City of Mississauga
	1 Port Street	Sharon Mittmann, City of Mississauga
	Lakeshore Road East	Sharon Mittmann, City of Mississauga
Page 4	From top left	
	Lakeshore Road W/E bridge over Credit River	Sharon Mittmann, City of Mississauga
	Central Residential Area	Sharon Mittmann, City of Mississauga
	Detached dwelling in Port Credit	Sharon Mittmann, City of Mississauga
	Ten Restaurant Port Credit	Sharon Mittmann, City of Mississauga
	Port Credit Go Sign	Sharon Mittmann, City of Mississauga
	Triplex, Port Credit	Sharon Mittmann, City of Mississauga
Page 5	Port Credit Precinct Map	Geomatics, City of Mississauga
Page 6	Port Credit Precinct Map	Geomatics, City of Mississauga
Page 7	Central Residential Precinct Image off of Port Street	Sharon Mittmann, City of Mississauga
	Central Residential Precinct Image Heritage Building	Sharon Mittmann, City of Mississauga
	Riverside Precinct Image	Sharon Mittmann, City of Mississauga
	Central Residential Precinct Image	Mississauga Image Library
	Main Street Corridor Precinct (Commercial Area) Image	Sharon Mittmann, City of Mississauga
	Harbour Mixed Use Precinct Image	Sharon Mittmann, City of Mississauga
Page 8	Existing building heights in Port Credit	Geomatics, City of Mississauga
Page 9	Riverside Precinct	Sharon Mittmann, City of Mississauga
	Main Street Corridor Precinct (Commercial Area)	Sharon Mittmann, City of Mississauga
	Central Residential Precinct	Sharon Mittmann, City of Mississauga
	Harbour Mixed Use	Sharon Mittmann, City of Mississauga
Page 10	Maximum Building Heights in the Port Credit Node Precinct	Geomatics, City of Mississauga
Page 11	Differences in Building Heights. Buildings with the same number of floors are approximately 13% taller now.	Sharon Mittmann, City of Mississauga

	Building Transition from the Railway Tracks to Lakeshore Road East and West. Buildings should also transition from Lakeshore Road East and West to Lake Ontario with the exception of key landmark locations (e.g. Intersection of Hurontario Street and Lakeshore Road East)	Sharon Mittmann, City of Mississauga
Page 12	Mainstreet Precinct, Mississauga Road and Lakeshore Road West. New construction.	Sharon Mittmann, City of Mississauga
Page 13	Building heights in the Central Residential Precinct	Sharon Mittmann, City of Mississauga
	Port Credit Marina, Snug Harbour	Mississauga Image Library
	Mainstreet Precinct on Lakeshore Road West	Dan Magee, City of Mississauga
	Market Square Development, Lakeshore Road East	Mississauga Image Library
	Port Credit Node waterfront view	David Broderick, City of Mississauga
	Port Credit Light house	John Carvalho
Page 14	Image of the Riverside Precinct	Sharon Mittmann, City of Mississauga
	Image of the Riverside Precinct	Dan Magee, City of Mississauga
	Image of the Riverside Precinct	Dan Magee, City of Mississauga
	Image of the Riverside Precinct	Sharon Mittmann, City of Mississauga
Page 15	Image of the Central Residential Precinct	Dan Magee, City of Mississauga
	Image of the Central Residential Precinct	Dan Magee, City of Mississauga
	Image of the Central Residential Precinct	Dan Magee, City of Mississauga
	Image of the Central Residential Precinct	Sharon Mittmann, City of Mississauga
Page 16	Minimum building height of 2 storeys or 7.5 m will be permitted	Teresa Mader, City of Mississauga
	Maximum building height of 3 storeys and 12 m.	Teresa Mader, City of Mississauga
	Conceptual 3 storey mainstreet building	Teresa Mader, City of Mississauga
	Image of the existing mainstreet building	Sharon Mittmann, City of Mississauga
Page 17	Existing development south of Port Street East.	Sharon Mittmann, City of Mississauga
	Existing townhouse development south of Lakeshore Road East	Mississauga Image Library
	Existing development south of Port Street East stepping down from 6 to 3 storeys to the Lake.	Mississauga Image Library
	Existing development on Port Street East and Stavebank Road South	Sharon Mittmann, City of Mississauga
Page 18	Floor plate sizes for varying heights	Sharon Mittmann, City of Mississauga
	Go Transit Lands parking lot looking south. Floor plate of the Northshore building is 964 m² (as defined under GFA)	Sharon Mittmann, City of Mississauga
Page 19	Existing building in the Central Residential Precinct. Floor plate of 683 m²	Sharon Mittmann, City of Mississauga
	Combination of building floor plates and heights may permitted subject to other development criteria being met.	Sharon Mittmann, City of Mississauga
Page 20	Existing building separations	Geomatics, City of Mississauga
Page 21	Block to block separation distance	Sharon Mittmann, City of Mississauga
	Within a block separation distance	Sharon Mittmann, City of Mississauga
	Large separation distances	Sharon Mittmann, City of Mississauga
	Building separation distances on High Street East	Sharon Mittmann, City of Mississauga
	Building separation distances on Hurontario Street	Sharon Mittmann, City of Mississauga
	Building separation distances on High Street East	Sharon Mittmann, City of Mississauga

5.0 Appendix A

Page	Description	Credit
Page 22	View from Lakeshore Road West looking east	Sharon Mittmann, City of Mississauga
	View from Lakeshore Road East looking west	Sharon Mittmann, City of Mississauga
	View from Lake Ontario looking north at Port Credit	David Broderick, City of Mississauga
Page 23	Maintaining sky views are essential in Port Credit	Sharon Mittmann, City of Mississauga
	Smaller sites should only construct smaller buildings.	Sharon Mittmann, City of Mississauga
Page 24	Shadow on the public realm	http://farm1.static.flickr.com/154/335646504_6e7adcb0cf_o.jpg
Page 25	Potential wind conditions on a tall building without a podium	Sharon Mittmann, City of Mississauga
	Potential wind conditions on a tall building with a podium	Sharon Mittmann, City of Mississauga
Page 26	At grade uses in the Port Credit Node	Geomatics, City of Mississauga
Page 27	Image examples of Mainstreet conditions	Google Images
	Illustration of Mainstreet retails	Steven Bell, City of Mississauga
Page 28	Building setback Requirements	Sharon Mittmann, City of Mississauga
Page 29	Mainstreet setback of 0.6 m to 3.0 m. Setback varies depending on the size of the public realm	Sharon Mittmann, City of Mississauga
	Residential setbacks should be well landscaped. Setbacks should be a minimum of 7.0 m	Sharon Mittmann, City of Mississauga
	Sidewalk curb to face of the building for new developments will be 5.6 m	Sharon Mittmann, City of Mississauga
	Residential setbacks should be well landscaped. Setbacks should be a minimum of 7.0 m	Sharon Mittmann, City of Mississauga
	Transitional areas such as Helene Street South	Sharon Mittmann, City of Mississauga
Page 30	Mainstreet building frontages	Sharon Mittmann, City of Mississauga
	90% of the building frontage is 0.6_m to 3.0 m	Sharon Mittmann, City of Mississauga
	Illustration of a minimum of 90% of the building shall front onto Lakeshore Road East and West and be within 0.6 m to 3.0 m	Sharon Mittmann, City of Mississauga
Page 31	70% of the frontages along Port Street East shall be 0.6 m to 3.0 m if no residential uses are proposed.	Google Maps
	70% of the building frontage should be 4.5 m to 7.5 m if residential units are proposed.	Google Maps
	Illustration of a minimum of 70% of the building shall front onto Port Street East and be within 0.6 m to 3.0 m	Sharon Mittmann, City of Mississauga
Page 32	30% landscape area for a small lot on a 40 m x 45 m lot size produces the minimum landscape buffer requirement of 4.5 m on the rear and side lot line. It does not maintain the required front and exterior side yard setback from the front property line.	Sharon Mittmann, City of Mississauga
	Image of the Riverside Precinct	Dan Magee, City of Mississauga
	Image of the Central Residential Precinct	Sharon Mittmann, City of Mississauga
Page 33	Image of the Mainstreet Corridor Precinct	Sharon Mittmann, City of Mississauga
	Image of the Harbour Mixed Use Precinct	Sharon Mittmann, City of Mississauga
	Image of the Central Residential Precinct	Sharon Mittmann, City of Mississauga
	Image of the Harbour Mixed Use Precinct	Sharon Mittmann, City of Mississauga
Page 34	Image of the pedestrian realm/streetscape	Sharon Mittmann, City of Mississauga
Page 35	Conceptual mainstreet streetscape	Teresa Mader, City of Mississauga
	Conceptual mainstreet streetscape	Teresa Mader, City of Mississauga

	Lakeshore Road West older streetscape treatment	Sharon Mittmann, City of Mississauga
	Lakeshore Road East recent development and streetscape treatment	Sharon Mittmann, City of Mississauga
Page 36	Hurontario Street South East side	Sharon Mittmann, City of Mississauga
	Riverside Precinct	Sharon Mittmann, City of Mississauga
	Riverside Precinct	Sharon Mittmann, City of Mississauga
	High Street looking west	Sharon Mittmann, City of Mississauga
Page 37	Port Street East	Sharon Mittmann, City of Mississauga
	Ann Street	Sharon Mittmann, City of Mississauga
	Port Street East	Sharon Mittmann, City of Mississauga
	Hurontario Street	Sharon Mittmann, City of Mississauga
Page 38	Laneway south of Lakeshore Road East	Google Maps
	Laneway south of Lakeshore Road East	Google Maps
	Laneway north of Lakeshore Road East	Google Maps
Page 39	Green Roofs on buildings	Google Images
	Example of roof top mechanical that has been integrated and designed into the building	Google Images
	Green Roof Example	http://www.building.co.uk/Pictures/web/u/r/r/Solaire_roof_top.jpg
Page 40	Brown /red brick material	Google Images
	Vision glass/brick combination	Google Images
Page 41	Balconies should be designed so that they are part of the building rather than added onto the building as an afterthought. Glass balconies should have 50% tinting to ensure items on the balcony are not fully exposed.	http://www.beltcolombia.info/images/Vert_balconies4.jpg http://farm1.static.flickr.com/235/451194631_238d4ae797_o.jpg
	Concrete Block	Google Images
	Painted concrete block	Google Images
	Architectural Concrete Block	Google Images
	Stucco (synthetic or natural)	Google Images
	EIFS Panels should not be used for more than 20% of the building material and should not be placed within the first 4 storey's	Google Images
	Glass balconies should be 50% tinted	Google Images
Page 42	Scenic routes and views	Dan Magee, City of Mississauga
Page 43	Mississauga Road Scenic Route	Geomatics, City of Mississauga
	Hurontario Street looking north, "Marilyn Building" in the background.	Sharon Mittmann, City of Mississauga
	View from Lake Ontario	David Broderick, City of Mississauga
Page 44	Place-making opportunities	Geomatics, City of Mississauga
Page 45	GO Station parking area	Sharon Mittmann, City of Mississauga
	GO Station parking area	Sharon Mittmann, City of Mississauga
	Port Credit Harbour Marina	Sharon Mittmann, City of Mississauga
	St Lawrence Square	Sharon Mittmann, City of Mississauga
	St Lawrence Park lookout	City of Mississauga Image Library
	2-St Lawrence Park	Sharon Mittmann, City of Mississauga
	J.J. Plaus Park	Google Maps
	Port Credit Memorial Park	Sharon Mittmann, City of Mississauga
	Credit River	City of Mississauga Image Library

5.0 Appendix A

Page	Description	Credit
Page 46	Port Credit Harbour Marina	Sharon Mittmann, City of Mississauga
	St Lawrence Park	City of Mississauga Image Library
	Credit River	Sharon Mittmann, City of Mississauga
	J.J. Plaus Park	Sharon Mittmann, City of Mississauga
	Credit River	Sharon Mittmann, City of Mississauga
	Port Credit Harbour Marina	Sharon Mittmann, City of Mississauga
	Port Credit Harbour Marina	Sharon Mittmann, City of Mississauga
	Boat launch, Marina Park	Sharon Mittmann, City of Mississauga
	St Lawrence Park	Sharon Mittmann, City of Mississauga
	St Lawrence Park	Sharon Mittmann, City of Mississauga
Page 47	Cultural Heritage Resources	Geomatics, City of Mississauga
Page 48	90 High Street East, Designated	City of Mississauga Image Library
	84 High Street East, CG Hamilton House, Designated	City of Mississauga Image Library
	12 Peter Street South, Designated	Dan Magee, City of Mississauga
	141 Lakeshore Road West, Designated	Dan Magee, City of Mississauga
Page 49	Port Credit Neighbourhood Precinct Areas and their minimum and maximum height limits	Geomatics, City of Mississauga
Page 50	Port Credit Neighbourhood Areas	Dan Magee, City of Mississauga
	Port Credit Neighbourhood Areas	Dan Magee, City of Mississauga
Page 51	Port Credit Neighbourhood Precinct Areas and their minimum and maximum height limit	Google Maps, Mississauga Image Library
Page 52	Examples of dwellings within the Port Credit North Residential Neighbourhoods	Google Maps
	Examples of dwellings within the Port Credit North Neighbourhoods	Google Maps
	Examples of dwellings within the Port Credit North Neighbourhoods	Google Maps
Page 53	Examples of dwellings within the Port Credit South Residential Neighbourhoods	Google Maps
	Examples of dwellings within the Port Credit South Neighbourhoods	Google Maps
	Examples of dwellings within the Port Credit South Neighbourhoods	Google Maps
Page 54	Illustration of the setback on Lakeshore Road West and East	Teresa Mader, City of Mississauga
Page 55	Example of potential building heights on Lakeshore Road West and East	Google Maps
	Minimum building heights on Lakeshore Road West and East	Teresa Mader, City of Mississauga
	Maximum building heights on Lakeshore Road West and East	Teresa Mader, City of Mississauga
	Illustration of how the assembly of residential lands will be treated.	Teresa Mader, City of Mississauga
Page 56	Examples of structures in the Historic Village of Port Credit	Google Maps
	Examples of structures in the Historic Village of Port Credit	Google Maps

	Examples of structures in the Historic Village of Port Credit	Google Maps
Page 57	Hiawatha Parkway and Onaway Road. View to Hiawatha Park	Google Maps
	Elmwood Avenue South	Google Maps
	Views to Lake Ontario	Views to Lake Ontario
Page 58	44 Wesley Avenue	Google Maps
	34 Peter Street	Google Maps
	5 Oakwood Avenue North	Google Maps
	305 Lakeshore Road West Designated	Google Maps
	11 Oakwood Avenue North	Google Maps
Page 59	Briarwood Avenue north of Lakeshore Road East	Google Maps
Page 60	Pedestrian Realm with no access points	Sharon Mittmann, City of Mississauga
	Existing Access Points	Google Maps
	Conceptual consolidation of access points along Lakeshore Road West and East	Sharon Mittmann, City of Mississauga
Page 61	Residential Street in Port Credit	Sharon Mittmann, City of Mississauga
	Neighbourhood Mainstreet Precinct	Sharon Mittmann, City of Mississauga
	Existing pedestrian realm in the Neighbourhood Mainstreet	Sharon Mittmann, City of Mississauga
Page 62	Shadow impact on the Neighbourhood Mainstreet Precinct	Sharon Mittmann, City of Mississauga
	Wind impact on the pedestrian environment	http://msnbcmedia.msn.com/i/MSNBC/Components/Slideshows/_production/ss-090809-typhoon/ss-090810-typhoon-08.jpg
Page 63	Example of brick and stone material	Google Images
	Example of brick and stone material	City of Mississauga Image Library
Page 64	Example of brick and stone material	City of Mississauga Image Library
	Example of brick. Example of roof feature.	City of Mississauga Image Library
	Example of brick and siding material. Canopy Example to the right.	Google Images
Page 65	Example of vertical parking grate screened by landscape	Google maps
	Example of enhanced dry grass swale	Green Development Strategy
	Typical rain water barrel	Green Development Strategy
	Extensive Green Roof Above — Mountain Coop Toronto	Green Development Strategy

5.0 Appendix A

Notes

Notes



Endorsed By Council on the 12th of November, 2013
Revised on the 23rd of September, 2019

MISSISSAUGA

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Appendix II

City of Mississauga

Lakeshore Road





Transportation Review Study

FINAL REPORT

HDR | iTRANS

December 2010

EXECUTIVE SUMMARY

Study Purpose
The overall goal of this study was to provide a comprehensive and technical transportation review to identify how the Lakeshore Road corridor can accommodate alternative modes of transportation and provide input and background into the preparation of Official Plan policies for Lakeview and Port Credit and address stakeholder comments provided in the *"Directions Report"*.

As the City looks to the future, long term plans for corridors such as Lakeshore Road will include providing the necessary facilities for all modes of transportation. As such, pedestrian facilities, cycling facilities and higher order transit facilities all need to be accommodated for a revitalized and more active Lakeshore Road.

The project conceptually reviewed the feasibility of future higher order transit within the existing Lakeshore Road right-of-way from Hurontario Street to the Long Branch TTC / Mississauga Transit terminal (the study area stops at east municipal boundary, just west of the Long Branch terminal at Etobicoke Creek).

History
Lakeshore Road was formally part of the Provincial King's Highway network as Highway 2 continuous through the GTA. It has also supported the ongoing development of Port Credit, Lakeview and Clarkson urban villages as well as industrial and residential areas along the corridor. Construction of the QEW subsequently relieved most of the through traffic from Lakeshore Road.

Current Role
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A series of cross-section alternatives were developed and assessed for use in the short term (based on bus transit in mixed traffic) and long term (with LRT east of Hurontario Street). Many of the more desirable options were not feasible due to inadequate ROW availability. One of the main ROW challenges was to accommodate cyclists more safely than the current situation without adversely impacting space requirements for vehicles, pedestrians and streetscaping.

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The long term functional plan shows on-street bicycle lanes throughout the corridor, this is made possible by an assumption that on-street parking (on one side of the road) through Port Credit may ultimately be removed and may be replaced with off-street parking lots / garages.

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Credit River Bridge
The Credit River Bridge will need widening to accommodate a relocation of bicycles from the street to the current sidewalks. A number of structural alternatives to achieve this will need to be investigated further in a Class Environmental Assessment (EA) study.

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In the meantime, as long as 4 traffic lanes are required and on-street parking is present, it is extremely difficult to provide either on-street bicycle lanes or higher order transit through Port Credit.

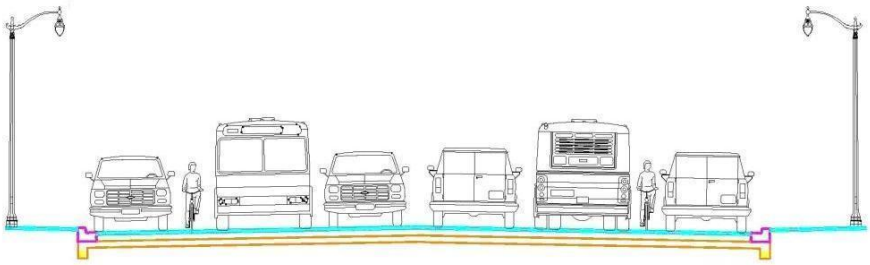
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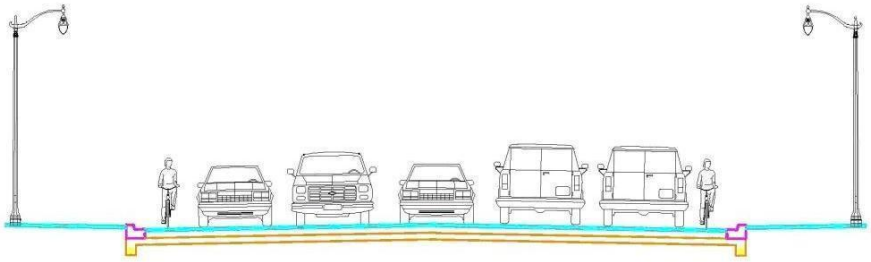
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Two design plans were developed for the corridor. One is considered to be a long term plan which includes the LRT and also removal of on-street parking from one-side of the road, while a near term option was developed which did not consider LRT but maintained the on-street parking.

Near Term Plan
The basic cross-section alternative selected for the near term option through Port Credit and another narrow ROW section east of Cawthra Road is shown below in **Exhibit E1.**
The cross-section includes the addition of sharrows in a 4 m curb lane and involves a slight modification of the existing cross-section (mainly a reduction in vehicular lane and parking widths) to accommodate a wide curb lane for sharrows to better accommodate cyclists. For areas with a wider ROW, between Greaves Avenue and Cawthra Road and again east of Greaves Avenue to the municipal boundary, on-street bicycle lanes are included instead of sharrows. Minor curb adjustments are required to implement the cycling facilities.

CONCEPT FOR: BUSES IN MIXED TRAFFIC + SHARROW LANE + ON-STREET PARKING



MID-BLOCK SECTION



INTERSECTION

EXHIBIT E1: NEAR TERM CONCEPT THROUGH RESTRICTED ROW

Note: Subject to further review including Community consultation and preliminary design.

The functional design for this near term option is shown in the upper half of Plates 1 through 20 at the back of this report.

Long Term Option

Between Hurontario Street and Greaves Avenue , due to the constricted ROW sections, the basic cross-section alternative selected for the long term option is LRT in mixed traffic (e.g. similar to Queen St / King St. in Toronto). East of Greaves Avenue to the east municipal boundary, LRT on its own ROW is feasible. A short section between Seneca Avenue and Cawthra Road could also have accommodated LRT, but the section is too short to accommodate a transition to and from LRT / mixed traffic. Bicycle lanes are shown throughout the corridor. This is made possible through the 26.2 m ROW sections by removing parking on the north side (choice of the north side was arbitrary). The recommended typical cross-section for the long term between Hurontario Street and Greaves Avenue is shown below in **Exhibit E2**.



EXHIBIT E2: LONG TERM CONCEPT THROUGH RESTRICTED ROW (EAST OF HURONTARIO STREET)

Note: Subject to further review including Community consultation and preliminary design.

The functional design for the long term option is shown in the lower half of Plates 1 through 20 at the back of this report.

Implementation

Near Term
To implement near term changes, including curb adjustments required for cycling facilities, it is anticipated this would occur in phases as part of the Transportation and Works Department road rehabilitation / reconstruction program. These minor curb adjustments are required to accommodate the on-road bicycle facilities (sharrows / bike lanes) based on the assumption that traffic lanes will be maintained at a minimum width of 3.25 m to 3.35 m in width.

Notwithstanding the above, there may be an opportunity to implement cycling on Lakeshore Road without curb adjustments. This would be accomplished by reducing the inside through lane to a width of 3.05 m to 3.10 m and widening the curb lane to 4.0 m with the addition of bicycle sharrow markings.

This appears to be feasible based on existing road plans but would need to be confirmed in the field. The reduced width would be subject to safety considerations, including but not limited to speed and access / intersection proximity.

On the assumption that sufficient pavement width is available, these changes would be implemented through the road resurfacing program or independently when appropriate through the removal and re-application of the pavement markings.

Long Term

The long term plan proposes an LRT system operating in mixed traffic through Port Credit (west of Greaves Avenue) and in a dedicated ROW east of Greaves Avenue. In this light, an adjustment to the ROW from the existing 35 m to 44.5 m (44.5 m is currently available through this section of Lakeshore Road, with the exception of property fronting the OPG and Metropolitan Toronto and Region Conservation Authority lands) will be required. There is no time frame at this point for the study required for the consideration of an LRT system. This information is important with regard to the implementation of future curb adjustments relative to the ROW needs for on-road bicycle lanes in the absence of an LRT system.

The long term plan also assumes implementation of on-road bicycle lanes throughout the corridor which will impact on-street parking through Port Credit (Broadview Avenue to Seneca Avenue). The study concludes that parking would need to be eliminated from one side of the road and relocated to side streets and / or new surface parking lots. On-street parking will be an issue even if an LRT system is not implemented, since the LRT is proposed to operate in mixed traffic through Port Credit. It is the addition of the on-road bicycle lanes that will precipitate the need for changes. Additional parking information is anticipated in 2011 upon completion of a parking management plan currently underway in Port Credit.

The study speaks to the ultimate removal of the centre turn lane from Seneca Avenue to the east City boundary and its replacement with a dedicated LRT ROW. This will require a detailed review of the feasibility of access consolidation throughout this section of Lakeshore Road.

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Figure 23	Illustration of streetscape requirements	City of Mississauga, Planning and Building Department, Development and Urban Design Division
Figure 24	Employment Use in Port Credit	Paul Stewart, City of Mississauga
Figure 25	Stable Neighbourhood	Paul Stewart, City of Mississauga
Figure 26	Mainstreet Development	Paul Stewart, City of Mississauga

MISSISSAUGA
Leading today for tomorrow

Appendix II

City of Mississauga

Lakeshore Road





Transportation Review Study

FINAL REPORT

HDR | iTRANS

December 2010

EXECUTIVE SUMMARY

Study Purpose
The overall goal of this study was to provide a comprehensive and technical transportation review to identify how the Lakeshore Road corridor can accommodate alternative modes of transportation and provide input and background into the preparation of Official Plan policies for Lakeview and Port Credit and address stakeholder comments provided in the *"Directions Report"*.

As the City looks to the future, long term plans for corridors such as Lakeshore Road will include providing the necessary facilities for all modes of transportation. As such, pedestrian facilities, cycling facilities and higher order transit facilities all need to be accommodated for a revitalized and more active Lakeshore Road.

The project conceptually reviewed the feasibility of future higher order transit within the existing Lakeshore Road right-of-way from Hurontario Street to the Long Branch TTC / Mississauga Transit terminal (the study area stops at east municipal boundary, just west of the Long Branch terminal at Etobicoke Creek).

History
Lakeshore Road was formally part of the Provincial King's Highway network as Highway 2 continuous through the GTA. It has also supported the ongoing development of Port Credit, Lakeview and Clarkson urban villages as well as industrial and residential areas along the corridor. Construction of the QEW subsequently relieved most of the through traffic from Lakeshore Road.

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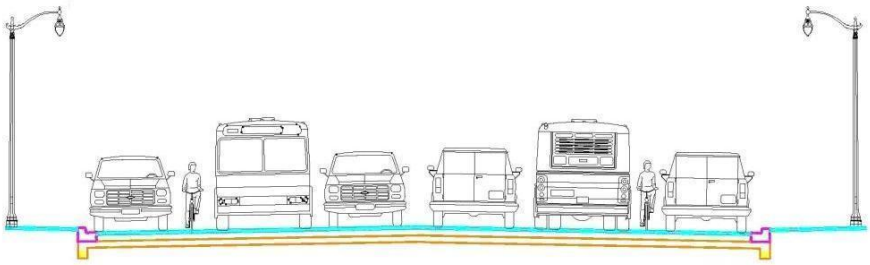
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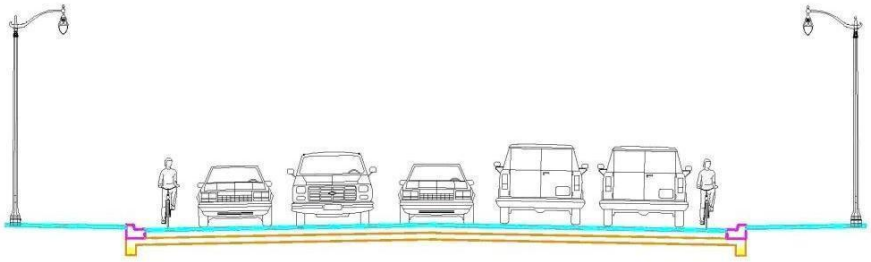
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Near Term
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Figure 22	Illustration of separation distances	City of Mississauga, Planning and Building Department, Development and Urban Design Division
Figure 23	Illustration of streetscape requirements	City of Mississauga, Planning and Building Department, Development and Urban Design Division
Figure 24	Employment Use in Port Credit	Paul Stewart, City of Mississauga
Figure 25	Stable Neighbourhood	Paul Stewart, City of Mississauga
Figure 26	Mainstreet Development	Paul Stewart, City of Mississauga