

Official Plan Amendment: Port Credit West Village

Purpose

The purpose of this Amendment is to enable the transformation of the Vacant Former Refinery Precinct as part of the Port Credit Neighbourhood Character Area into the Port Credit West Village Precinct, as outlined in the Port Credit Local Area Plan. This amendment implements the policies directing the revitalization of the vacant refinery site in the Port Credit Local Area Plan as well as the development framework of the Port Credit West Village Master Plan based on Inspiration Port Credit – Charting the Future Course: 70 Mississauga Road South Master Planning Framework. The amendment includes a special site policy to be incorporated within the City of Mississauga Official Plan as well as precinct and special site policies to be incorporated within the Port Credit Local Area Plan.

Location

The lands affected by this Amendment are located in the Port Credit Neighbourhood Character Area and are municipally known as 70 Mississauga Road South and 181 Lakeshore Road West. The lands are generally bound by Lakeshore Road West to the north; Mississauga Road South to the east; the existing waterfront trail, adjacent lands not subject to this application, and Lake Ontario to the south; and the Cranberry Cove South Residential Neighbourhood Precinct to the west.

Basis

The subject lands are located in the Port Credit Neighbourhood Character Area in the Port Credit Local Area Plan, and while they have an underlying Neighbourhood designation in the City of Mississauga Official Plan, they are also designated as “Special Waterfront” (and a small portion in the northeastern corner is designated Motor Vehicle Commercial) in both the Mississauga Official Plan and the Port Credit Local Area Plan. Policy 12.9 of the Port Credit Local Area Plan states that a comprehensive master plan will be carried out to determine the use of the lands. The Port Credit West Village Master Plan and Urban Design document satisfies this policy and details the development framework of the subject lands.

The proposed Amendment represents good land use planning for the following reasons:

- The Official Plan Amendment (OPA) implements the Port Credit West Village Master Plan that builds upon the Inspiration Port Credit – Charting the Future Course: 70 Mississauga Road South Master Planning Framework by meeting the following key considerations outlined in Inspiration Port Credit (IPC):
 - o Ensuring that development in the Port Credit West Village has appropriate form and scale and is compatible with the surrounding neighbourhood context, Port Credit, and the overall city urban structure;
 - o Incorporating a multi-modal network, mixed uses, and community infrastructure including community cultural uses, parks and open spaces, and a high-quality public realm; and
 - o Providing effective and extensive remediation of the Port Credit West Village Site that is both sustainable and cost effective, and will be integrated throughout the redevelopment.

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This Official Plan Amendment is organized into the following sections:

- The first section (p.2) covers amendments to the City of Mississauga Official Plan, pertaining specifically to the Port Credit Neighbourhood section in Chapter 16; and
- The second section (p.3) addresses the amendment to the Port Credit Local Area Plan. The vacant former refinery precinct is amended to become the Port Credit West Village Precinct. Site specific policies for the Port Credit West Village Precinct are also included to describe the delineation of the Site as sub-precincts. These changes ensure consistency between the policies and the Port Credit West Village Master Plan.

Please note that minor revisions or amendments to the policies are outlined so that deleted text is shown as ~~strikeouts~~ and new text is **bolded**.

1. Amendment to City of Mississauga Official Plan

Chapter 16 – Neighbourhoods

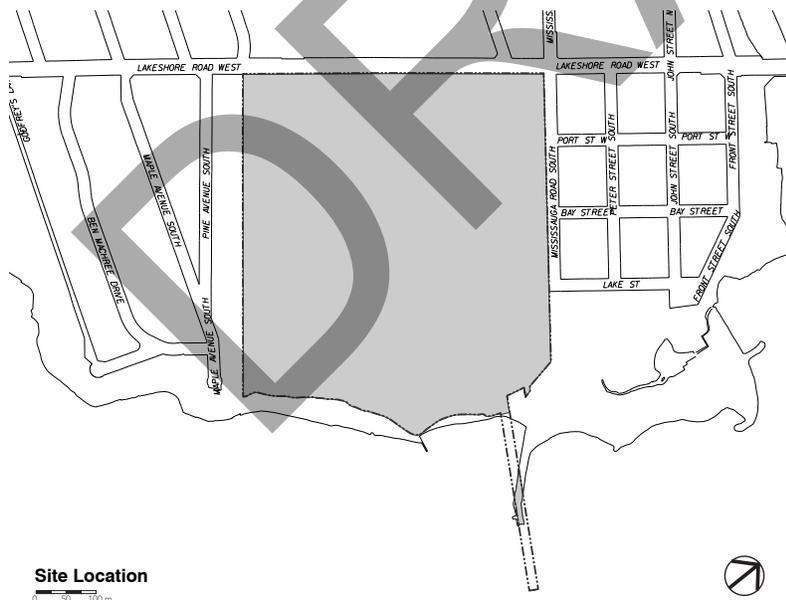
Section 16.21 of the City of Mississauga Official Plan is proposed to be deleted and replaced with the following:

16.21 Port Credit

Official Plan policies for lands within the Port Credit Neighbourhood Character Area are contained in the Port Credit Local Area Plan.

16.21.1 There are sites within the Character Area that merit special attention and are subject to the following policies.

16.21.1.1 Site 1



16.21.1.1.1 The lands identified as Special Site 1 are municipally known as 70 Mississauga Road South and 181 Lakeshore Road West, bound by the existing waterfront trail, adjacent lands not subject to this

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application, and Lake Ontario to the south; Mississauga Road South to the east; Lakeshore Road West to the north; and the Cranberry Cove South Residential Neighbourhood Precinct to the west (Schedule 1 Port Credit Local Area Plan). Special Site 1 is herein referred to as Port Credit West Village.

The Port Credit West Village policies are contained within the Port Credit Local Area Plan. They elaborate on, or provide exceptions to the policies or schedules of this Plan. In the event of conflict with the Plan, the Port Credit West Village policies take precedence.

16.21.1.1.2 Provision 16.1.3.2 contained within 16.1.3 Office of the 16-2 Neighbourhoods chapter of the City of Mississauga Official Plan shall not apply.

NTD: We would like to confirm with City staff whether the above provision is applicable.

Schedules in the Mississauga Official Plan

That Schedule 1A – Urban System – Green System be amended (see attached).

That Schedule 4 – Parks and Open Spaces be amended (see attached).

That Schedule 5 – Long Term Road Network be amended (see attached).

That Schedule 10 – Land Use Designations be amended (see attached).

2. Amendment to Port Credit Local Area Plan

2.0 Historical Context

That section 2.0 Historical Context, second paragraph, second sentence be amended as follows:

Significant historical uses formed the Port Credit Village including a port (now predominately a marina and charter fishing centre), an oil refinery (currently a vacant brownfield site **Port Credit West Village Precinct**)...

3.0 Current Context

That section 3.0 Current Context, paragraph 9, be deleted:

~~Most of the lands are developed with the exception of the vacant Imperial Oil (formerly Texaco) lands west of Mississauga Road. Given historic and current uses, there is potential for contamination issues on some areas within the site.~~

5.2.3 Neighbourhoods

That section 5.3.2 Neighbourhoods, third paragraph, second sentence be amended as follows:

In addition, this Neighbourhood also includes a former refinery site ~~which is vacant and represents a significant brownfield redevelopment opportunity~~ **which is herein referred to as the Port Credit West Village Precinct. The Port Credit West Village Precinct presents a unique and significant brownfield redevelopment opportunity which is envisioned through the Port Credit West Village Master Plan and implemented through the policies outlined in this Area Plan.**

6.2 Neighbourhood Character Areas (East and West)

That policy 6.2.1 be amended as follows:

Intensification will occur through modest infilling or redevelopment along Lakeshore Road Corridor, commercial plazas, or ~~on the vacant former refinery site~~ **the Port Credit West Village Precinct.**

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10.0 Desirable Urban Form

That Section 10.0 Desirable Urban Form, b), be amended as follows:

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

- Old Port Credit Village Heritage Conservation District;
- ~~Vacant Former Refinery~~ **Port Credit West Village**;
- North Residential Neighbourhood;
- South Residential Neighbourhood; and
- Mainstreet Neighbourhood.

The locations of these precincts are shown on Schedule 1.

That Section 10.1.2 be amended as follows:

Heights in excess of the limits identified on Schedules 2A, 2B, **and 2C** within the Community Node precincts, Mainstreet Neighbourhood precinct, and **Port Credit West Village precinct** may be considered through a site specific Official Plan Amendment application...

10.1 General Policies

That Policy 10.1.1 be amended as follows:

Development will be in accordance with the minimum and maximum height limits as shown on Schedules 2A, 2B, **and 2C**.

That Policy 10.1.2 be amended as follows:

Heights in excess of the limits identified on Schedules 2A, 2B, **and 2C** within the Community Node precincts, Mainstreet Neighbourhood precinct, **and Port Credit West Village precinct** may be...

10.3 Neighbourhood Character Area

That Section 10.3, first paragraph, last sentence, be amended as follows:

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 ~~vacant former refinery site~~ **Port Credit West Village Precinct**.

That Section 10.3, second paragraph, be amended as follows:

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, ~~large vacant brownfield site~~ **large, brownfield site**).

That Section 10.3, third paragraph, fourth bullet, be amended as follows:

- To recognize the former refinery site as an important location along the waterfront that requires special attention ~~and further study~~;

That Section 10.3.2.2 be deleted:

~~Mississauga will encourage landscape screening along the west side of Mississauga Road South to buffer the adjacent vacant former refinery site.~~

Section 10.3.3 of the Port Credit Local Area Plan is proposed to be deleted and replaced with the following:

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10.3.3 Port Credit West Village Precinct

This precinct will consist of a revitalized brownfield property, formerly used as a refinery that will be transformed into a complete community supporting a range of housing types, a mix of uses, activation of the built form along Lakeshore Road W, and an innovative campus space.

The Special Site policies (13.1.3) provide additional direction regarding the uses and built form in the Port Credit West Village Precinct by sub-precinct.

Inspiration Port Credit & the Port Credit West Village Master Plan

The Port Credit West Village Precinct policies implement the Port Credit West Village Master Plan and Urban Design Document, which builds upon the framework outlined in Inspiration Port Credit. The Master Plan and Urban Design Document establishes a comprehensive framework that reinforces and celebrates the Port Credit West Village's unique geographical position on Mississauga's Central Waterfront.

Historical Context

The Port Credit West Village Precinct, formerly known as 70 Mississauga Road South and 181 Lakeshore Road West, was the location of a variety of industrial uses since the late 1800s. Beginning as a brick manufacturing facility, the Site then became an oil refinery and petrochemical storage facility. In 1985, the refining operations were discontinued and the area has remained vacant since 1990. As a result of the Port Credit West Village's industrial past, the area requires extensive remediation to significantly improve environmental conditions, including soil and groundwater quality. New development will need to recognize and support an appropriate remediation strategy.

Vision

Building on the vision for Port Credit, the vision for the Port Credit West Village Precinct strives to realize a vibrant, mixed-use community that:

- Addresses the need for extensive site remediation;
- Enhances connectivity with existing parkland while creating new open space and parkland as part of a regional waterfront destination;
- Encourages multi-modal mobility;
- Emphasizes architectural and design excellence;
- Prioritizes the four pillars of sustainability (cultural vibrancy, economic prosperity, environmental responsibility, and social justice);
- Ensures access and linkages with existing open spaces and neighbourhoods;
- Realizes a high quality public realm and community gathering spaces;
- Pursues place-making;
- Builds innovative infrastructure;
- Fosters the development of a complete community with a dynamic range of uses including residential, commercial, cultural, recreational, and institutional; and
- Creates a legacy for future generations.

Temporary Uses

The Port Credit West Village will be developed as a phased project over several years. In order to promote the active revitalization and use of the site, as development phasing occurs, temporary uses

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that are not otherwise permitted in the Zoning By-law shall be considered through the Minor Variance process.

General Provisions

10.3.3.1 Development in the Port Credit West Village Precinct will address the following considerations:

- Transform a brownfield site into a complete community;
- Deliver a varied network of public open spaces;
- Create a public, vibrant, and animated Waterfront;
- Provide a diversity in built form and housing type considering a range of housing for all ages and incomes;
- Balance mobility choices ensuring the community is transit-supportive and is comprised of an intricate active transportation network;
- Respond to the rich cultural history of the Site and its surrounding context; and
- Foster innovation and sustainability through the design and intended uses of the sub-precincts.

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

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

10.3.3.4 Any development in the Port Credit West Village Precinct will ensure that extensive remediation has been completed. The nature and character of development in the precinct will account for and accommodate the required remediation processes.

12.9 Special Waterfront

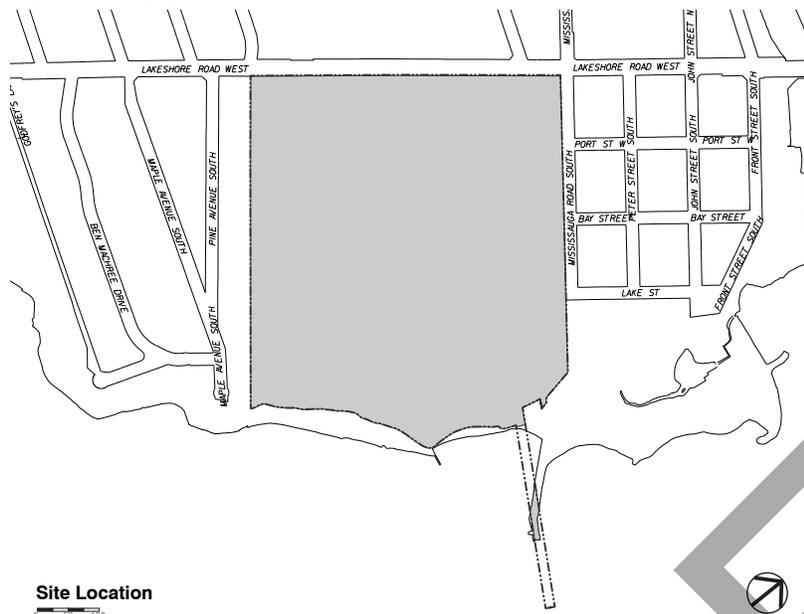
That policy 12.9 be deleted:

~~A comprehensive master plan will be carried out to determine the use of the lands, following which this Area Plan will be appropriately amended. **The Port Credit West Village Master Plan provides the development framework for the lands designated as Special Waterfront. Sections 10.3.3 and 13.1.3 outline the provisions that implement the master plan.**~~

Section 13.1.3 of the Port Credit Local Area Plan is proposed to be deleted and replaced with the following:

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13.1.3 Site 3



13.1.3.1 The lands identified as Special Site 3 are municipally known as 70 Mississauga Road South and 181 Lakeshore Road West, bounded by the existing waterfront trail, adjacent lands not subject to this application, and Lake Ontario to the south; Mississauga Road South to the east; Lakeshore Road West to the north; and the Cranberry Cove South Residential Neighbourhood precinct (Schedule 1) to the west. Special Site 3 is herein referred to as the Port Credit West Village Precinct.

The Special Site Policies outlined in Section 13.1.3 expand upon the general provisions of the Port Credit Local Area Plan as well as the general policies for the Port Credit West Village Precinct (10.3.3). In the event of conflict with the policies outlined in the Mississauga Official Plan or the general provisions of the Port Credit Local Area Plan, the Port Credit West Village policies take precedence.

13.1.3.2 Land Use

13.1.3.2.1 In addition to the permitted uses outlined in Chapter 11 of the City of Mississauga Official Plan and Section 12.0 of the Port Credit Local Area Plan, the following uses are also permitted on lands designated as Mixed Use:

- Veterinary Clinic
- Animal Care Establishment
- Commercial School
- Repair Establishment
- Beverage/Food Preparation Establishment
- Private Club
- Hospital
- Power Generating Facility (Renewable Energy)

13.1.3.2.2 A sales centre may be permitted for up to a period of 15 years from the date of the passing of the Zoning By-law.

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13.1.3.2.3 A surface parking lot may be permitted for up to a period of 15 years from the date of the passing of the Zoning By-law.

13.1.3.2.4 All uses permitted in the Mixed Use designation are also permitted on the first floor of buildings in the Residential High Density designation provided that the building fronts on a street or a park.

13.1.3.2.5 In the area identified as 'A' in Schedule 5, all forms of townhouse dwellings are permitted.

13.1.3.2.6 Notwithstanding Policies 11.2.6.4 and 11.2.6.5 of the City of Mississauga Official Plan, in the mixed use area identified as 'B' in Schedule 5, residential buildings are permitted provided such buildings contain live/work units accessing Lakeshore Road West.

13.1.3.2.7 A building with a height of 1 storey is permitted on the area identified in Schedule 2C provided that the height of such building is a minimum of 6m and sufficiently allows for mezzanines and/or future convertibility to a 2nd storey.

13.1.3.3 Street and Block Pattern

The street and block pattern established in the Port Credit West Village Precinct will mimic the surrounding context ensuring that it matches the character of the adjacent neighbourhoods while also enhancing connectivity to the site.

The street and block pattern will be situated so that it connects Lakeshore Road W to Lake Ontario. The primary access to Port Credit West Village will be on Lakeshore Road West.

The design of the site will facilitate a multi-modal transportation network. The network will seek to limit auto-dependency, maximize transit usage, and enable active transportation. Development in the Port Credit West Village will integrate a high-quality, pedestrian focused public realm emphasizing walkability.

A variety of street types will be incorporated within the precinct including minor collectors, private roads, and waterfront streets. The street and block pattern for each sub-precinct will reflect the specific land uses and built form typologies in that area while also accommodating a range of users and mobility options.

13.1.3.4 Open Space

The Port Credit West Village Precinct will incorporate a diverse array of destination and local open spaces, providing a rich variety of landscapes that strive to connect the urban built form with the area's natural heritage. The green system network will incorporate linkages within the Port Credit West Village Precinct as well as to surrounding parks and open spaces. The network will include parks, trails, privately-owned publicly accessible spaces (POPS), and natural hazard lands.

A Waterfront park will be incorporated adjacent to the Campus, Parkside, and Promenade sub-precincts, herein referred to as the Waterfront Park. The park will build upon the existing waterfront trail and link the parks and open space to the east and west of the Port Credit West Village Precinct. The Waterfront Park will contribute to the formation of a regional waterfront destination, incorporating ecological habitats and programmable space.

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Additional open spaces, parks, squares, and privately-owned publicly accessible spaces will be located within various sub-precincts in the Port Credit West Village. They will include a mix of natural heritage features and community gathering places in a variety of sizes. A landscaped buffer will be maintained between the precinct and the adjacent residential neighbourhoods to the west.

13.1.3.5 Parkland Dedication

Parkland dedication for the subject lands shall consist of a combination of parkland conveyance to the City, secured privately-owned publicly accessible open spaces, and/or cash-in-lieu.

13.1.3.6 Sub-Precincts

The Port Credit West Village Precinct is further distinguished by sub-precincts that account for distinctions in character and planned function. The five sub-precincts are: The West Village Square; The Promenade; The Campus; Old Port Transition; and Parkside – as shown on Schedule 4.

The sub-precincts are made up of a mix of uses including residential, commercial, parks and open spaces, and institutional. The area surrounding Lakeshore Road West forms the retail core and gateway to the Port Credit West Village. A portion of the Lakeshore Road West frontage also includes a residential component. The Campus area, situated next to the Waterfront Park, is predominantly mixed-use with non-residential uses occurring in the first floor of each building. Educational and institutional uses will also be concentrated in the Campus area. In general, the remainder of the Port Credit West Village Precinct is largely characterized by residential uses. Non-residential uses are also permitted in the ground floor of mixed use buildings throughout the Site. The sub-precincts, further described below, identify the character and intent of their respective areas and outline provisions for general densities and land uses.

The Port Credit West Village Precinct will include low-rise, mid-rise, and high-rise buildings. Height limits and ranges are identified in Schedule 2C as well as in the Zoning By-law. Minor adjustments to these height ranges will not require an amendment to the Official Plan.

13.1.3.6.1 The West Village Square

The West Village Square sub-precinct is the active gateway to the Port Credit West Village serving as the primary access point to the area. A prominent feature of the West Village Square will be a vibrant, multi-seasonal public square that will act as a communal gathering space for residents of all ages and abilities. The West Village Square leverages the vitality of Lakeshore Road West featuring articulated facades and activated neighbourhood retail and amenities in a pedestrian village square setting.

As a community hub, the West Village Square sub-precinct will include commercial and retail uses as well as community services and facilities. A retail and amenities mainstreet with associated residential spaces will be established along Lakeshore Road West. The West Village Square sub-precinct's frontage on Lakeshore Road West will contain mostly commercial and retail uses with a requirement for non-residential uses on the ground floor. The permitted non-residential uses for this Sub-precinct are identified in the Zoning By-law. Residential uses predominantly in the form of live/work units will be permitted – in addition to the non-residential uses – within the buildings fronting on Lakeshore Road West. The other buildings within the West Village Square Sub-precinct – that do not front on Lakeshore Road West – will contain residential uses with non-residential uses permitted on the ground floor.

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Traffic and parking impacts will be minimized so that they do not hinder residential areas within the sub-precincts as well as the neighbourhoods adjacent to Port Credit West Village. Parks and open space in the form of community parks/open spaces and privately-owned publicly accessible spaces will also be permitted. The West Village Square sub-precinct will be characterized by low-rise buildings that animate Lakeshore Rd W and provide an intimate, enclosed village square. Mid-rise buildings in this sub-precinct will be permitted along the north-south central boulevard, hugging the street and generating a pedestrian scale that supports walkability and livability.

13.1.3.6.2 The Promenade

The Promenade is the sub-precinct located in the centre of the Port Credit West Village Precinct. This sub-precinct will be characterized by a robust tree canopy, soft edges transitioning to the surrounding sub-precincts, and a diverse built form. The sub-precinct concentrates around a central public linear park leading from the West Village Square sub-precinct to the Campus sub-precinct by the Waterfront Park. The public linear park features programming and a high quality public realm with a public street on its western edge.

The sub-precinct will be comprised of residential uses in a range of housing forms. Non-residential uses such as commercial and retail uses will also be permitted on the ground floor of the apartment dwellings. Parks and open space in the form of community parks/open spaces and privately-owned publicly accessible spaces will also be permitted. Given the central location within the Port Credit West Village Precinct, the Promenade sub-precinct will feature the highest density and incorporate the broadest range of heights.

13.1.3.6.3 The Campus

The Campus is situated adjacent to the Waterfront Park and the existing waterfront trail, which is on lands which are not subject to this amendment, overlooking Lake Ontario. Similar to the West Village Square sub-precinct, the Campus will act as a catalyst to incite movement into, and through the Port Credit West Village. This sub-precinct will incorporate a dynamic range of amenities and activities inviting residents from near and far to live, work, learn, make, and play along Mississauga's waterfront. The public realm of the Campus will ensure the Waterfront Park is functional all day and in all seasons.

Development in the Campus will be a mix of uses featuring a diverse built form. Non-residential uses will include community cultural, educational, institutional, retail, and office uses. The permitted non-residential uses for this Sub-precinct are identified in the Zoning By-law. Residential uses will be permitted in the form of apartment buildings located above podiums where the first floor is comprised of non-residential uses.

Traffic and parking impacts will be minimized so that they do not hinder residential areas within the sub-precincts as well as the neighbourhoods adjacent to Port Credit West Village. The uses and built form typologies in the Campus will manage the transition and interaction of private and public space. The use of the sub-precinct throughout the day and in all seasons will be enabled through activated public uses and ground floor spaces. Parks and open space in the form of community parks/open spaces and privately-owned publicly accessible spaces will also be permitted.

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13.1.3.6.4 Old Port Transition

The Old Port Transition sub-precinct marks the majority of the eastern edge of the Port Credit West Village. This sub-precinct will provide a transitional buffer to the Old Port Credit Village Heritage Conservation District. The transition zone to the Heritage Conservation District will include a community park that contains local open space amenities for new and old residents. The built form typologies in the Old Port Transition will appropriately integrate with the surrounding character and context of the existing neighbourhood.

The Old Port Transition will be comprised of low-rise residential uses. Parks and open space in the form of community parks/open spaces and privately-owned publicly accessible spaces will also be permitted. The heights in the Old Port Transition sub-precinct will ensure that any development has regard to the character and context of the adjacent Old Port Credit Village Heritage Conservation District.

13.1.3.6.5 Parkside

The Parkside sub-precinct is situated along the western edge of the Port Credit West Village. This sub-precinct will manage the transition to the adjacent neighbourhood through the built form as well as a landscaped edge condition. The built form typologies in the Parkside will appropriately integrate with the surrounding character and context of the existing neighbourhood.

The Parkside sub-precinct will contain residential uses. Connections to the surrounding parks and open spaces will be incorporated within the sub-precinct. Parks and open space in the form of community parks/open spaces and privately-owned publicly accessible spaces will be permitted. The Parkside sub-precinct will contain predominantly low-rise residential dwellings. A taller signature element will punctuate the low-rise residential form adjacent to the waterfront. Non-residential uses such as retail and amenity uses will be permitted in the ground floor of the taller signature element.

Schedules in the Port Credit Local Area Plan

That Schedule 1 – Port Credit Character Areas and Precincts be amended (see attached).

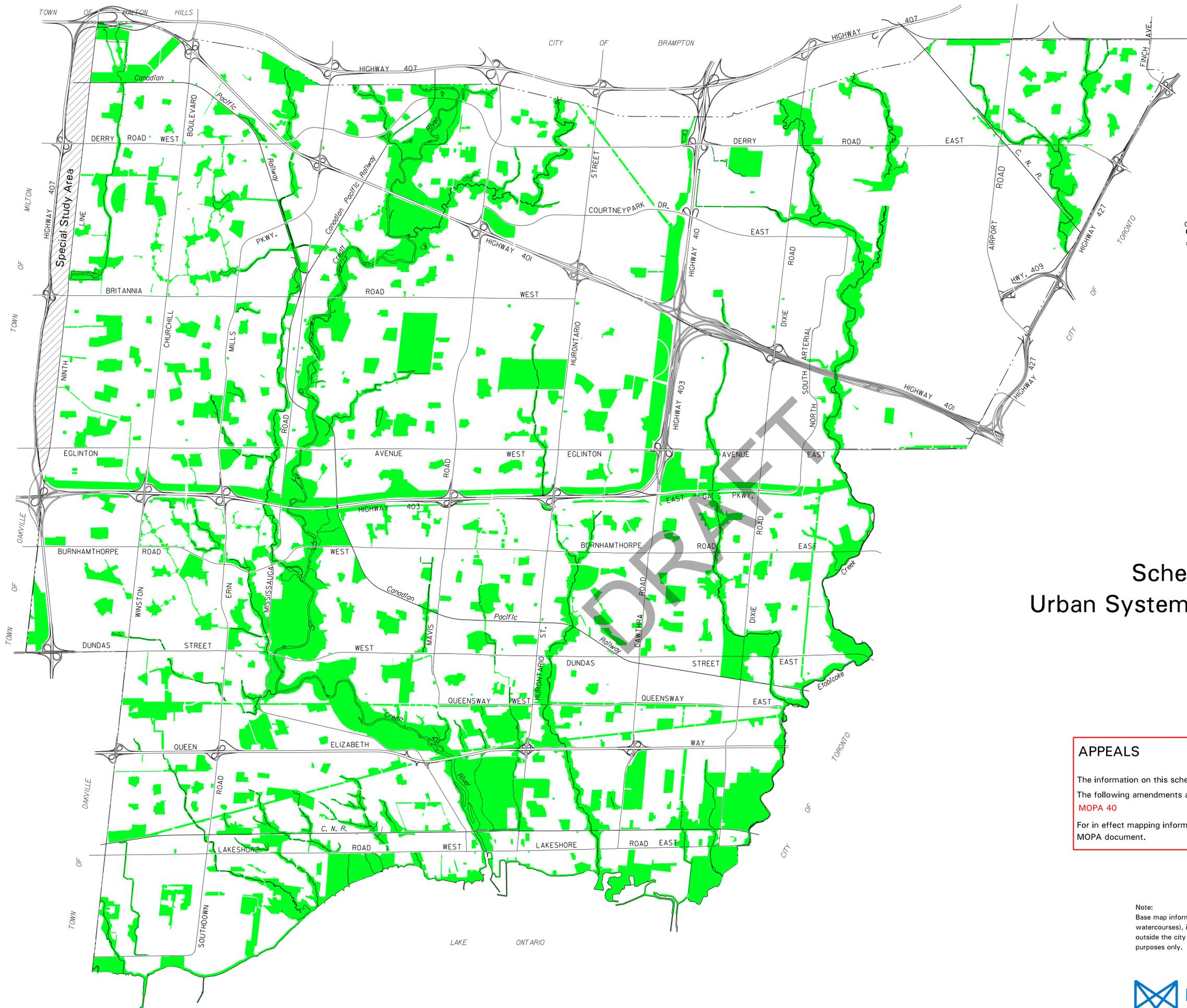
That Schedule 2A – Port Credit Neighbourhood Height Limits be amended (see attached).

That Schedule 2C – Port Credit West Village Sub-precinct Height Limits be created to outline the height ranges for the Port Credit West Village Precinct (13.1.3.6) (see attached).

That Schedule 3 – Port Credit Drive-Through Prohibitions be amended (see attached).

That Schedule 4 – Port Credit West Village Sub-precincts be created to depict the sub-precincts described within the site specific policies for the Port Credit West Village Precinct (13.1.3) (see attached).

That Schedule 5 – Site-specific Land Use Provisions be created to allow for an additional specific land use – beyond what is permitted in the Official Plan – in two discrete areas within the Site (see attached).



Schedule 1a Urban System - Green System

APPEALS

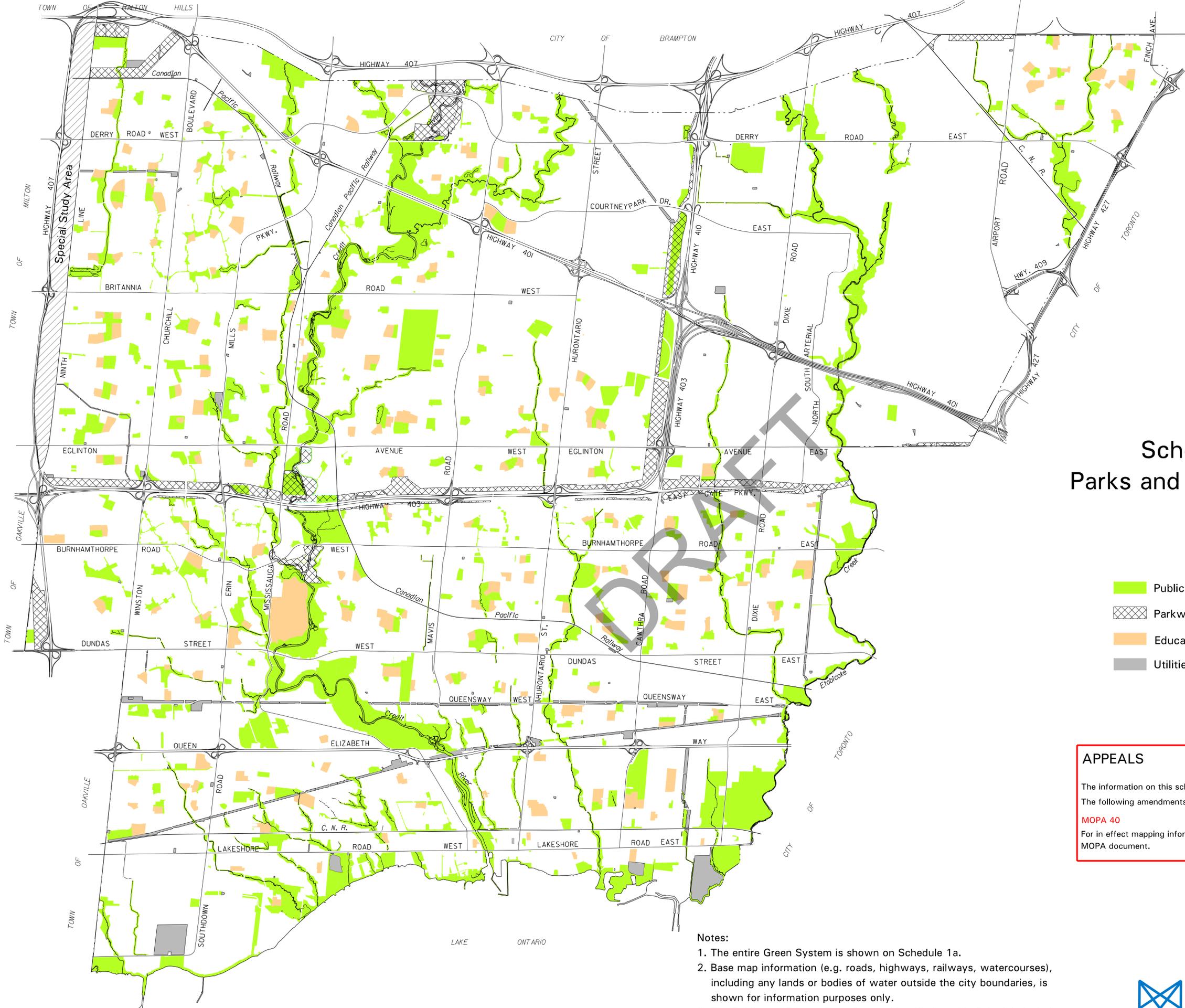
The information on this schedule reflects Council adopted amendments. The following amendments are under appeal and affect this schedule:

MOPA 40

For in effect mapping information refer to the Consolidation Tables and MOPA document.

Note:
Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.





Schedule 4 Parks and Open Spaces

- Public and Private Open Spaces
- Parkway Belt West
- Educational Facilities
- Utilities

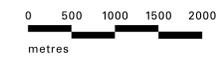
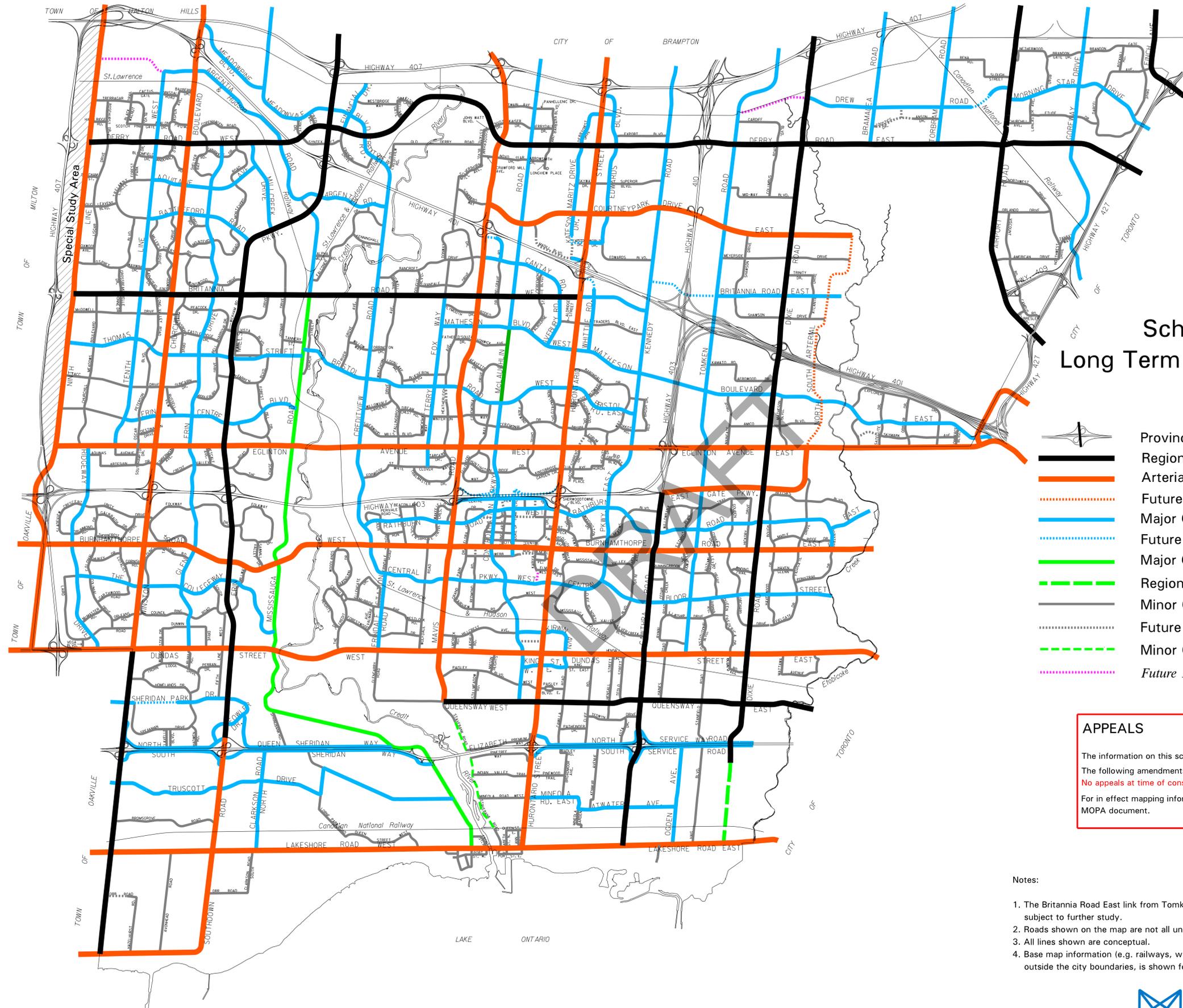
APPEALS

The information on this schedule reflects Council adopted amendments. The following amendments are under appeal and affect this schedule:

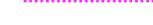
MOPA 40

For in effect mapping information refer to the Consolidation Tables and MOPA document.

- Notes:**
1. The entire Green System is shown on Schedule 1a.
 2. Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
 3. The Public and Private Open Spaces identified on this Schedule include lands designated Public Open Space, Private Open Space and Greenlands as shown on Schedule 10.



Schedule 5 Long Term Road Network

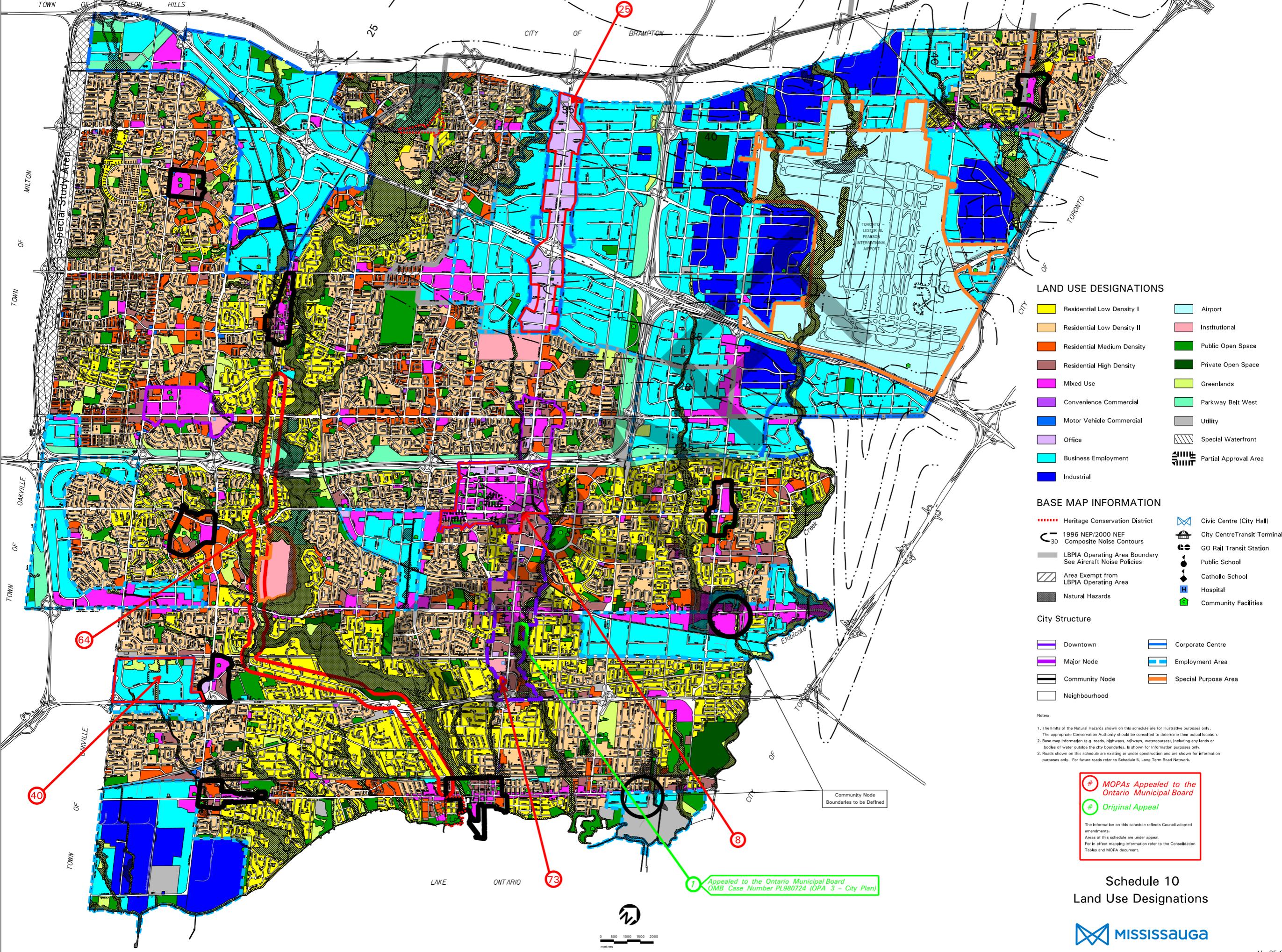
-  Provincial Highway and Interchange
-  Regional Arterial
-  Arterial
-  Future Arterial (conceptual)
-  Major Collector
-  Future Major Collector (conceptual)
-  Major Collector (Scenic Route)
-  Regional Major Collector (Scenic Route)
-  Minor Collector
-  Future Minor Collector
-  Minor Collector (Scenic Route)
-  Future Road Link to be added.

APPEALS

The information on this schedule reflects Council adopted amendments. The following amendments are under appeal and affect this schedule:
No appeals at time of consolidation.
 For in effect mapping information refer to the Consolidation Tables and MOPA document.

Notes:

1. The Britannia Road East link from Tomken Road to Kennedy Road is conceptual and is subject to further study.
2. Roads shown on the map are not all under Mississauga jurisdiction.
3. All lines shown are conceptual.
4. Base map information (e.g. railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.



LAND USE DESIGNATIONS

- | | |
|----------------------------|-----------------------|
| Residential Low Density I | Airport |
| Residential Low Density II | Institutional |
| Residential Medium Density | Public Open Space |
| Residential High Density | Private Open Space |
| Mixed Use | Greenlands |
| Convenience Commercial | Parkway Belt West |
| Motor Vehicle Commercial | Utility |
| Office | Special Waterfront |
| Business Employment | Partial Approval Area |
| Industrial | |

BASE MAP INFORMATION

- | | |
|---|------------------------------|
| Heritage Conservation District | Civic Centre (City Hall) |
| 1996 NEP/2000 NEF Composite Noise Contours | City Centre/Transit Terminal |
| LBPIA Operating Area Boundary See Aircraft Noise Policies | GO Rail Transit Station |
| Area Exempt from LBPIA Operating Area | Public School |
| Natural Hazards | Catholic School |
| | Hospital |
| | Community Facilities |

City Structure

- | | |
|----------------|----------------------|
| Downtown | Corporate Centre |
| Major Node | Employment Area |
| Community Node | Special Purpose Area |
| Neighbourhood | |

Notes:
 1. The limits of the Natural Hazards shown on this schedule are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.
 2. Base map information (e.g., roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
 3. Roads shown on this schedule are existing or under construction and are shown for information purposes only. For future roads refer to Schedule 5, Long Term Road Network.

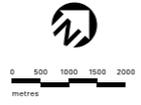
MOPAs Appealed to the Ontario Municipal Board

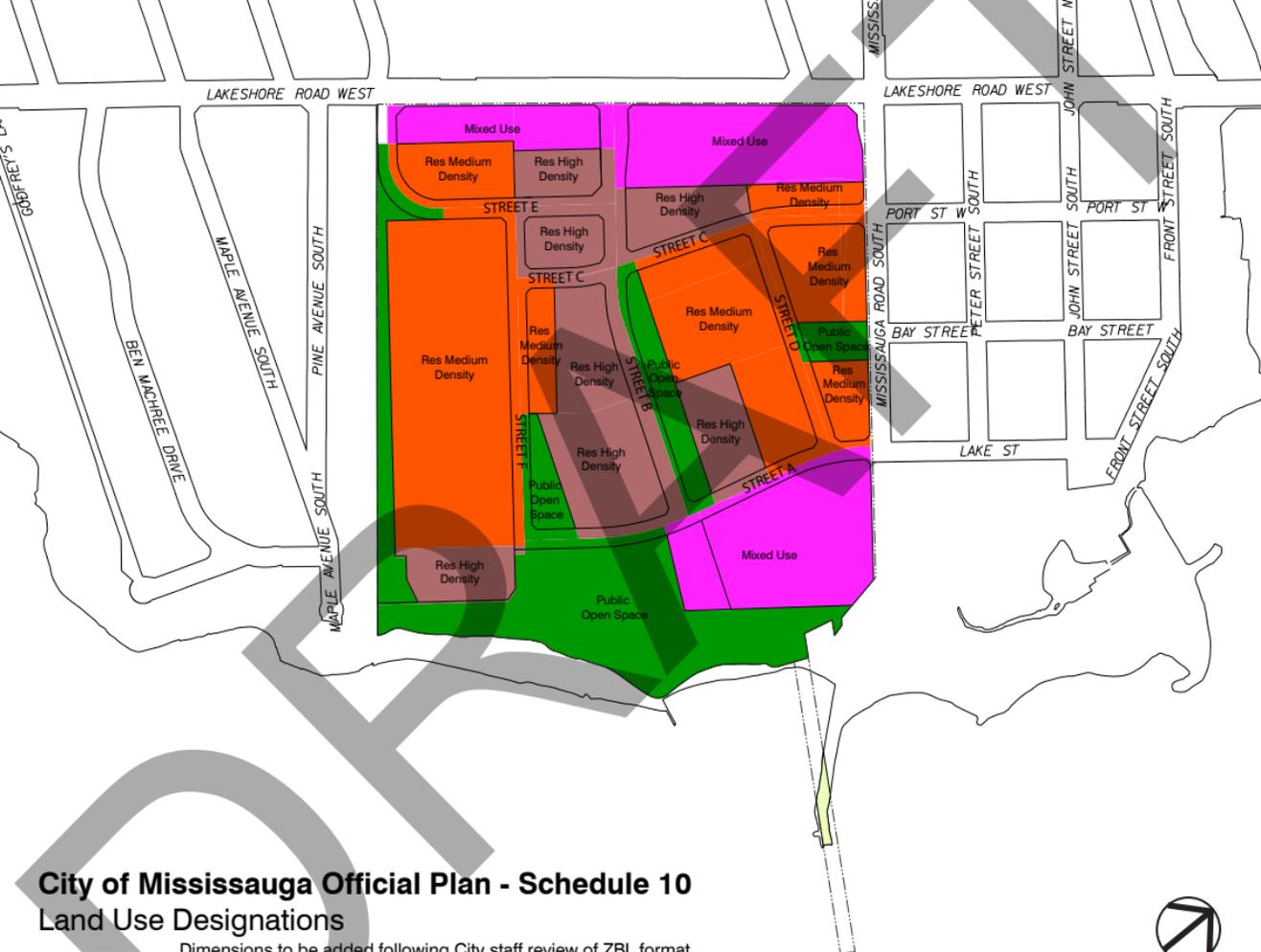
Original Appeal

The information on this schedule reflects Council adopted amendments.
 Areas of this schedule are under appeal.
 For in effect mapping information refer to the Consolidation Tables and MOPA document.

Appealed to the Ontario Municipal Board OMB Case Number PL980724 (OPA 3 - City Plan)

**Schedule 10
Land Use Designations**





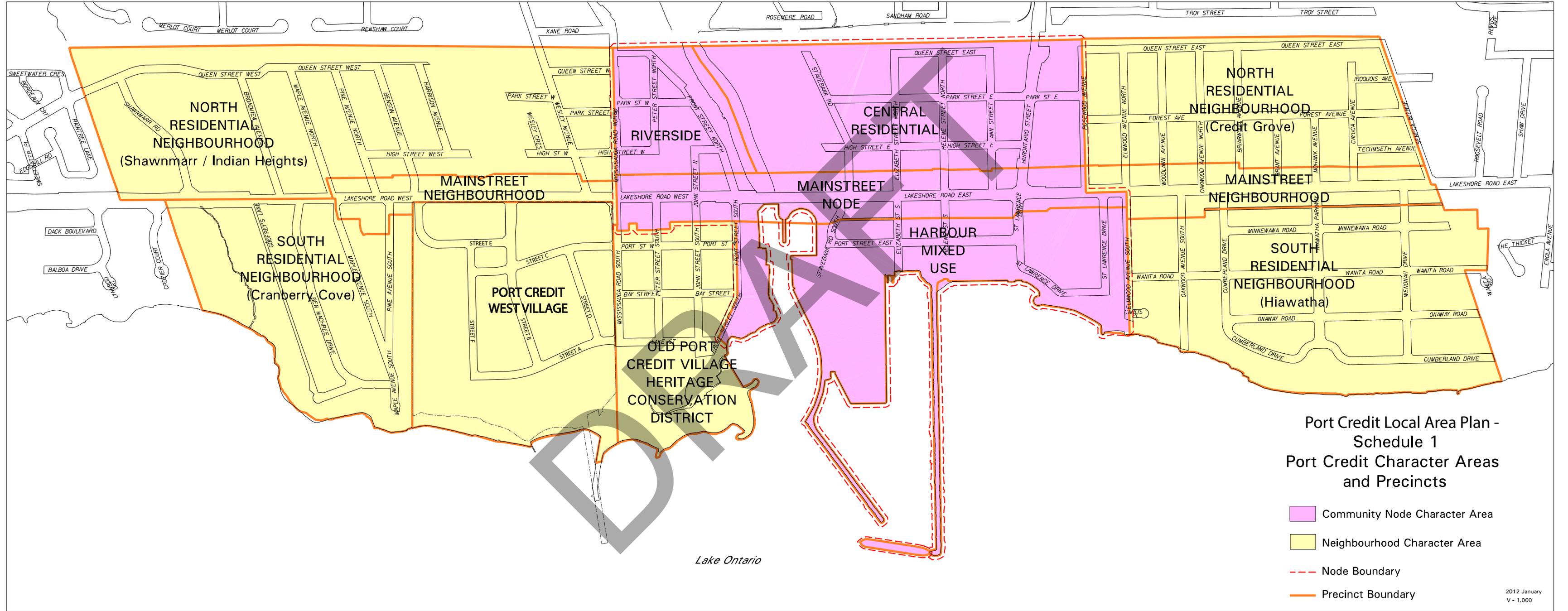
City of Mississauga Official Plan - Schedule 10

Land Use Designations



Dimensions to be added following City staff review of ZBL format.
 This is a zoomed in version of the amended schedule 10 on the previous page





NORTH RESIDENTIAL NEIGHBOURHOOD
(Shawnmarr / Indian Heights)

SOUTH RESIDENTIAL NEIGHBOURHOOD
(Cranberry Cove)

MAINSTREET NEIGHBOURHOOD

RIVERSIDE

CENTRAL RESIDENTIAL

NORTH RESIDENTIAL NEIGHBOURHOOD
(Credit Grove)

MAINSTREET NEIGHBOURHOOD

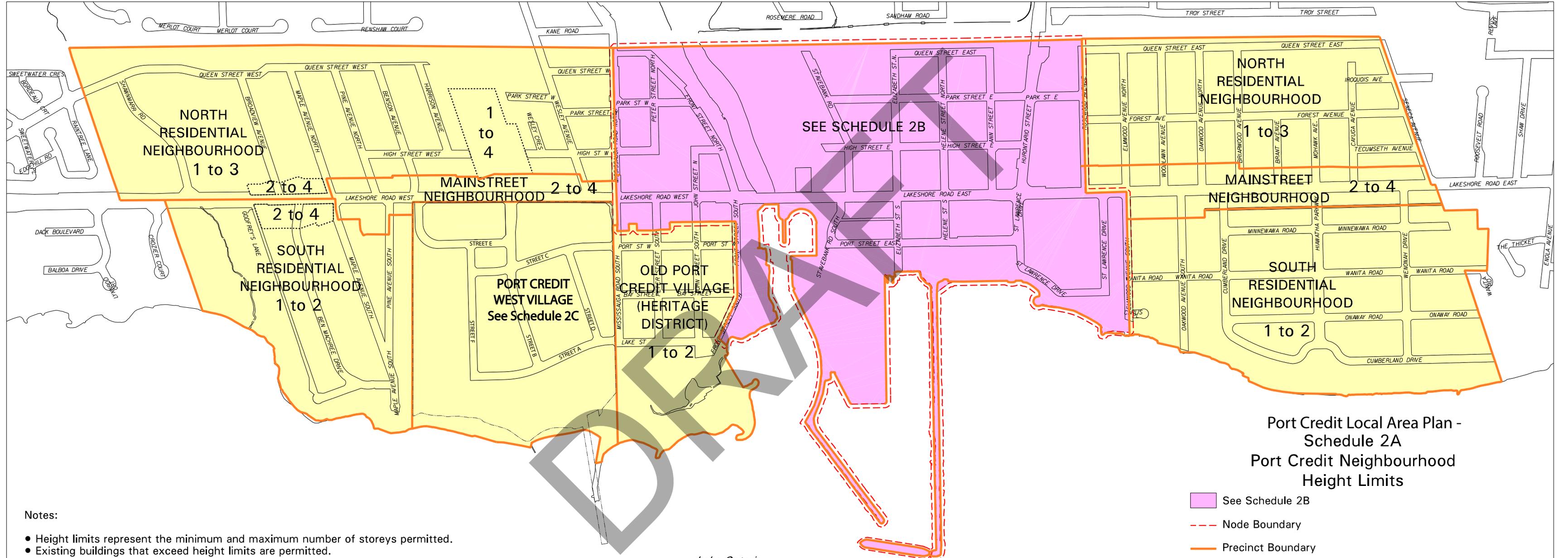
SOUTH RESIDENTIAL NEIGHBOURHOOD
(Hiawatha)

PORT CREDIT WEST VILLAGE

MAINSTREET NODE

HARBOUR MIXED USE

OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT



Port Credit Local Area Plan -
 Schedule 2A
 Port Credit Neighbourhood
 Height Limits

- 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

- See Schedule 2B
- - - Node Boundary
- ▬ Precinct Boundary
- ⋯ Special Area Boundary where additional height permitted.
- * Subject to Special Site policies that require studies to determine appropriate development including building heights.

Lake Ontario



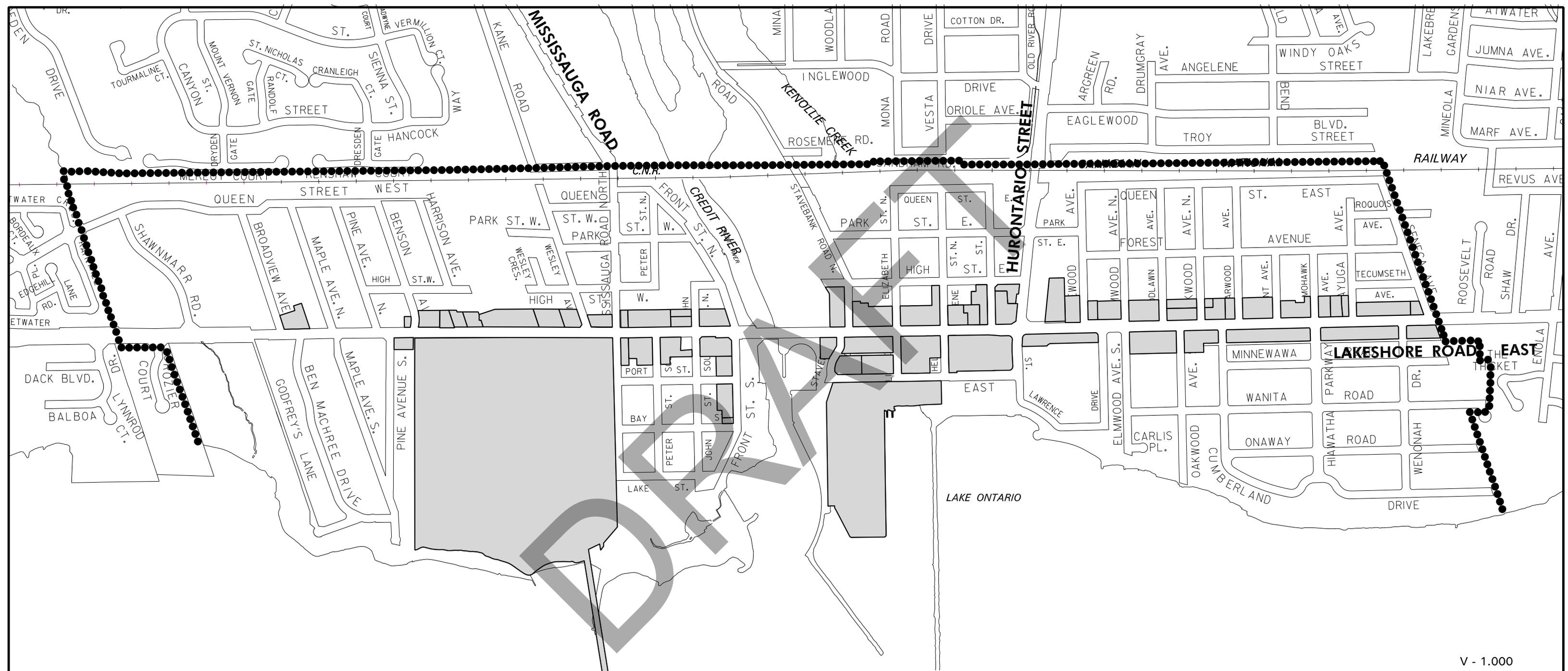
Lake Ontario

Port Credit Local Area Plan -
 Schedule 2C
 Port Credit West Village Precinct
 Height Limits

- * Buildings will include appropriate transition to Mississauga Road South - Old Port Credit Village
- ** Buildings will include appropriate transition to Cranberry Cove Residential Neighbourhood
- *** Refer to Policy 13.1.3.2.7

 Precinct Boundary

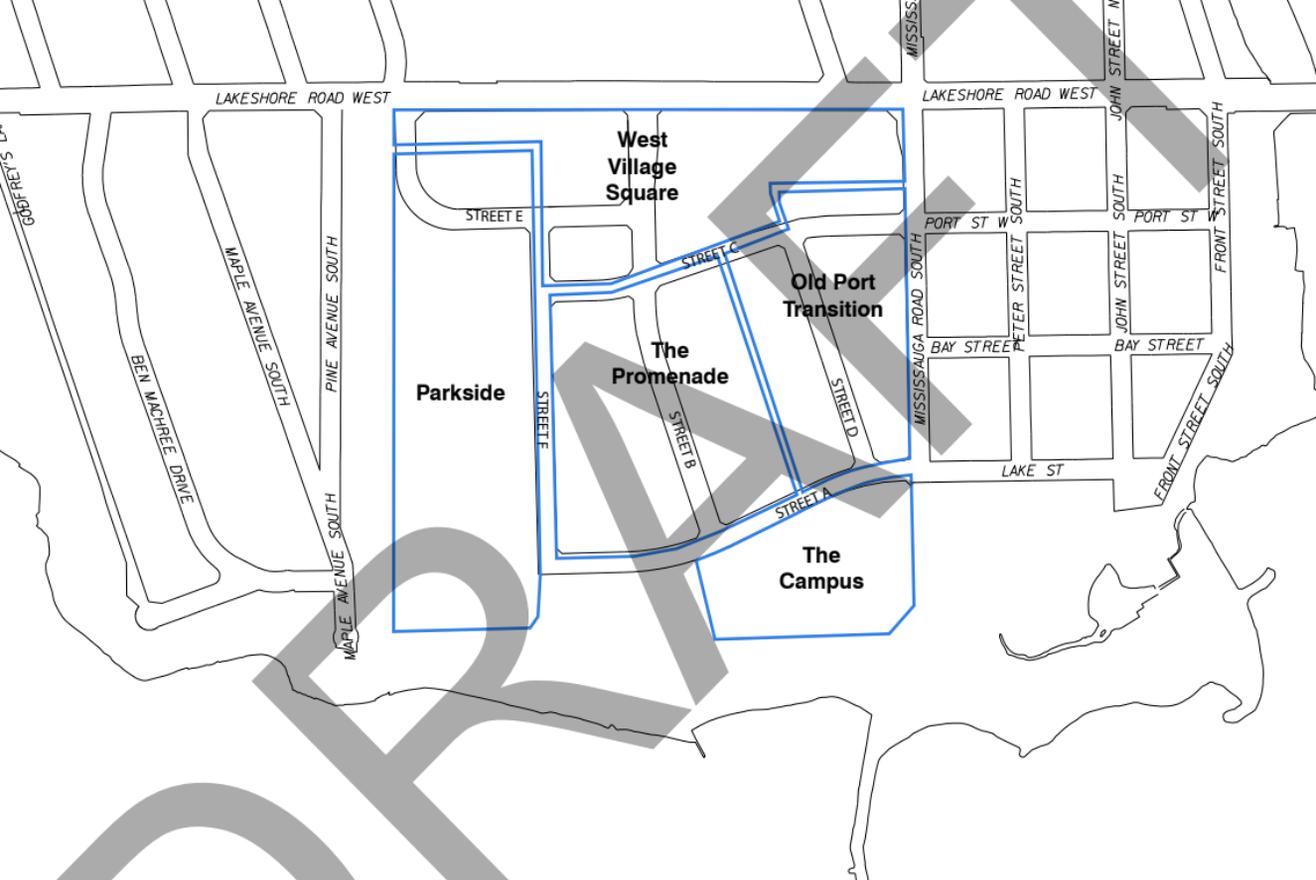
- Notes:
- Height limits represent the minimum and maximum number of storeys permitted.
 - Existing buildings that exceed height limits are permitted.
 - Building heights, as measured in metres, are regulated through the zoning by-law. As a general guide to converting storeys to metres for new high density 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 - 1.000

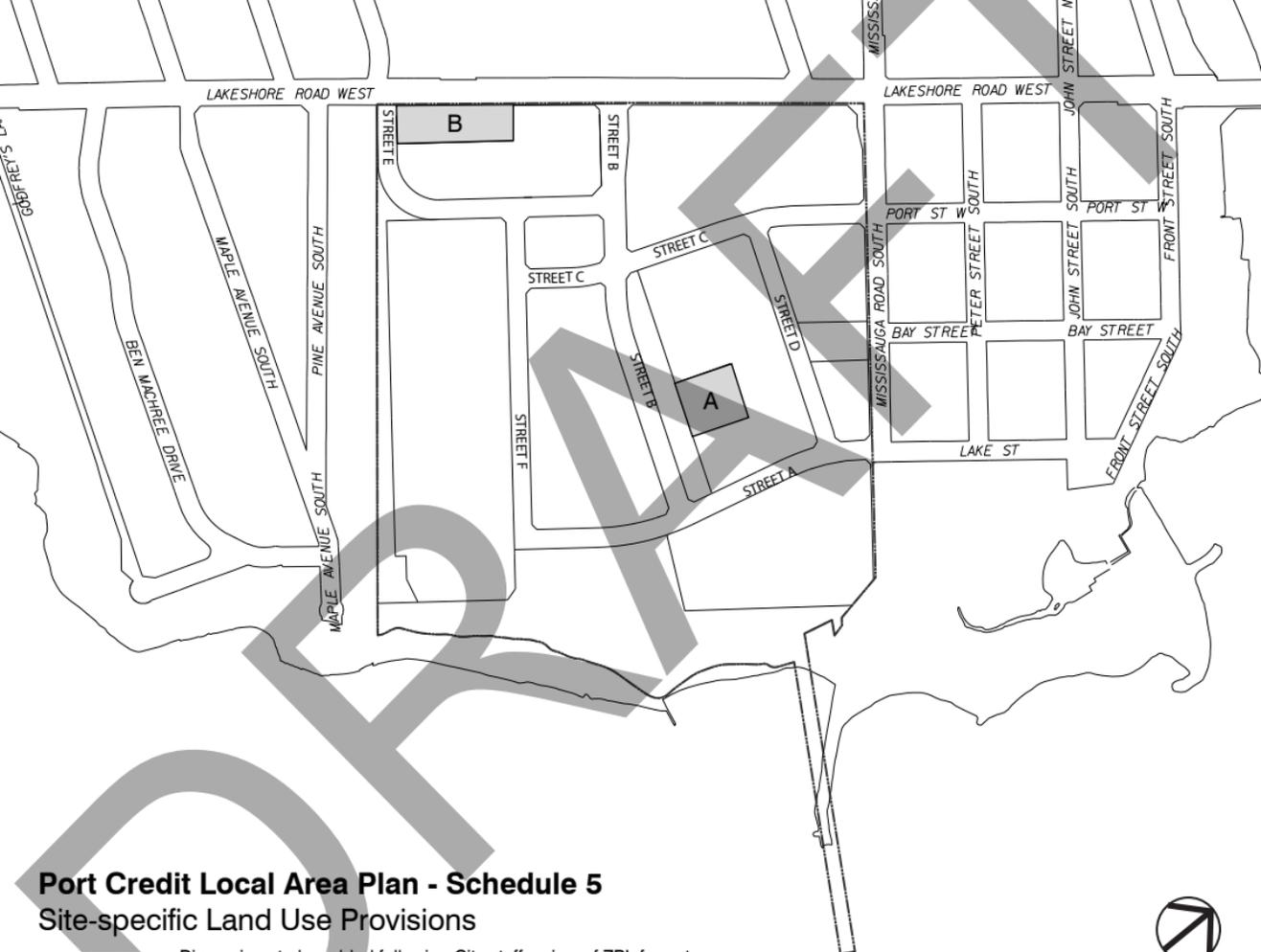
SCHEDULE 3 - PORT CREDIT DRIVE-THROUGH PROHIBITIONS


 LANDS DESIGNATED MIXED USE WHERE DRIVE-THROUGH FACILITIES ARE NOT PERMITTED, AS PER OMB DECISION ON DRIVE-THROUGH FACILITIES CASE NO: PL 111148, DECISION DATE- JULY 8, 2013



Port Credit Local Area Plan - Schedule 4
Port Credit West Village Sub-precincts





Port Credit Local Area Plan - Schedule 5

Site-specific Land Use Provisions



Dimensions to be added following City staff review of ZBL format.

