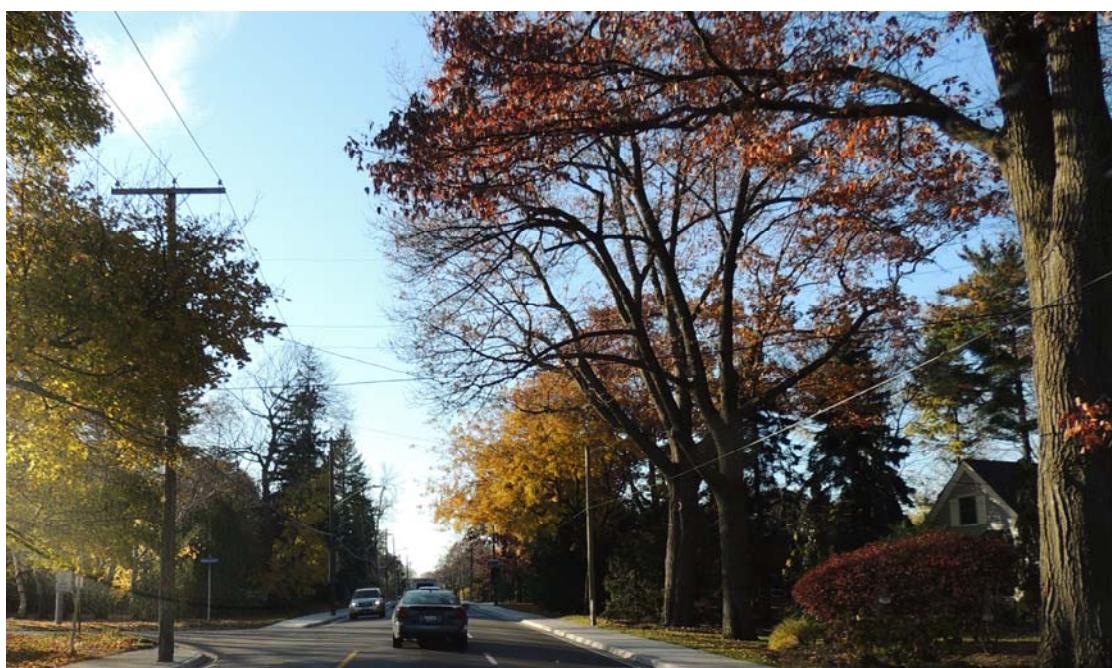


Urban Design Guidelines



September 2017

Mississauga Road Scenic Route

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Introduction

Mississauga Road is considered one of the most scenic routes in the City. A portion of Mississauga Road is recognized in the Official Plan as a Scenic Route, an important Arterial Road and a Cultural Landscape Feature. The road has many significant heritage, cultural, scenic and environmental features. It forms a link between the historic villages of Port Credit and Streetsville and parallels the Credit River Valley.

The Mississauga Road Scenic Route Urban Design Guidelines have been developed in response to increasing redevelopment pressure and to provide guidance for future developments along the Mississauga Road Scenic Route.

1.1 Purpose

The purpose of the Urban Design Guidelines is to ensure new development located along the Mississauga Road Scenic Route is designed to be compatible with, and sensitive to the established character and to minimize undue impacts on adjacent properties.

This document is intended to ensure that the objectives of the City's Official Plan and the Mississauga Road Scenic Route policies are achieved. In addition, the guidelines should be read in conjunction with: the Zoning By-law; New Dwellings, Replacement Housing, and Additions Urban Design Guidelines; and other City guidelines and standards.

1.2 Location

The Mississauga Road Scenic Route extends from Britannia Road West to Lakeshore Road West. The Urban Design Guidelines pertain only to that portion of the Scenic Route from the Canadian Pacific Railway (CPR) in Streetsville (located just south of Reid Drive) to Lakeshore Road West in Port Credit with lands abutting Mississauga Road (i.e. frontage, flankage and rear yards) (See Figure 1.1).

For additional guidelines pertaining to Mississauga Road in Streetsville north of the CPR, refer to the Historic Streetsville Urban Design Guidelines and for guidelines pertaining to Mississauga Road North in Port Credit south of the Canadian National Railway (CNR), refer to the Port Credit Built Form Guide.

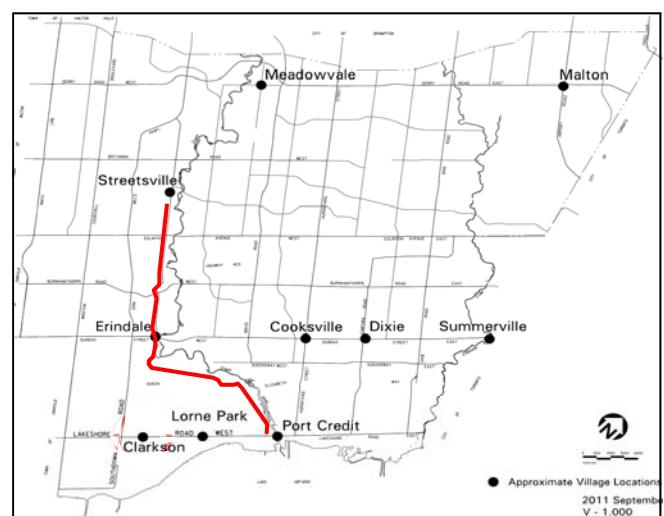


Figure 1.1: Extent of the Mississauga Road Scenic Route study area.

1.3 Character

Mississauga Road is an important part of the City's history and a scenic route. The built form and landscape features along the scenic route can be characterized as:

- largely rural in character with large 'estate' lots
- a narrow and winding road alignment
- primarily residential uses
- an architecture that reflects its historic past
- established and mature vegetation and significant tree canopy
- a variety of heritage, cultural and landscape features

1.4 Official Plan Policies

Mississauga Official Plan, Policies 9.3.3.11 and 9.3.3.12 contain provisions related to the Mississauga Road Scenic Route as follows:

9.3.3.11 Lands fronting, flanking and/or abutting Mississauga Road, between the Canadian Pacific Railway, located south of Reid Drive, and Lakeshore Road West, are part of a designated scenic route. These lands will be subject to the following:

- a. in order to preserve its historic streetscape character and appearance, residential development will only consist of detached dwellings and will generally be on lots with a minimum depth of 40 m. This policy does not apply within the Port Credit Local Area Plan;
- b. direct vehicular access to Mississauga Road will be encouraged;
- c. upgraded building elevations, including principal doors and fenestrations, will be required facing Mississauga Road;
- d. buffer roads (i.e. any parallel road along Mississauga Road) and reverse frontage lot development will not be permitted;
- e. notwithstanding Policy 8.3.1.4, development will not be permitted if an increase in the existing Mississauga Road pavement width is required;
- f. building massing, design, setbacks and lot frontages will be consistent with surrounding buildings and lots;
- g. projecting garages will be discouraged;
- h. alternative on-site turn-arounds, such as hammerhead driveways, will be encouraged in order to reduce reverse movements and the number of driveway entrances. Circular driveways will be discouraged;
- i. tree preservation and enhancement will be required on public and private lands in order to maintain existing trees;
- j. removal of existing landscape features, including but not limited to stone walls, fences and hedgerows, will be discouraged;

- k. utilities will be located to minimize the impact on existing vegetation;
- l. grading for new development will be designed to be compatible with and minimize differences between the grades of the surrounding area, including Mississauga Road. Retaining walls as a grading solution will be discouraged; and,
- m. opportunities to enhance connections to nearby pedestrian, cycling and multi-use trails, particularly within the Credit River Valley Corridor, will be encouraged.

9.3.3.12 The existing and planned non-residential uses along Mississauga Road, between the Canadian Pacific Railway, located south of Reid Drive, and Melody Drive, will be developed with the highest design and architectural quality. These developments will incorporate the scale, massing, patterns, proportions, materials, character and architectural language found in the best executed examples of commercial conversions of residential buildings within Streetville's historic mainstreet commercial core. Sufficient landscaping and setbacks along Mississauga Road will be provided. Should any of these sites be developed for residential uses, they will maintain the character of the rest of Mississauga Road as outlined in the scenic route policies of this Plan.

1.5 Cultural Heritage Resources and Site Plan Approval

The Mississauga Road corridor has a number of properties designated under the *Ontario Heritage Act*, as well as properties listed on the City's Heritage Register and the Cultural Landscape Inventory.

Generally lots abutting the Scenic Route listed or identified as a Cultural Heritage Resource or identified on the Cultural Landscape Inventory may require a Heritage Impact Assessment as part of the development approval process.

The properties along the Scenic Route are subject to the Site Plan Control By-law. The site plan approval process is intended to ensure that the construction of new dwellings, replacement housing and additions retain and complement the Scenic Route's built form character, enhance the area's natural features, maintain mature trees and contribute to the area's unique qualities.

Design Principles

The following principles are to be considered when designing plans for lands abutting the Mississauga Road Scenic Route. These design principles are intended to ensure that new developments are compatible with and respect the existing and/or planned context through appropriate setbacks, tree preservation and landscaped buffers. Consideration shall be given to site design, building massing, orientation, height and grading to ensure new developments are compatible with the surrounding context.

The design principles are to be used as a guide for developers, design professionals, property owners and the public to ensure they have considered key issues when constructing new buildings and/or additions to buildings.

Consideration must be given to **each** of the following design principles below:

2.1 Zoning By-law

- Refer to the Zoning By-law regulations that apply to the proposed built form

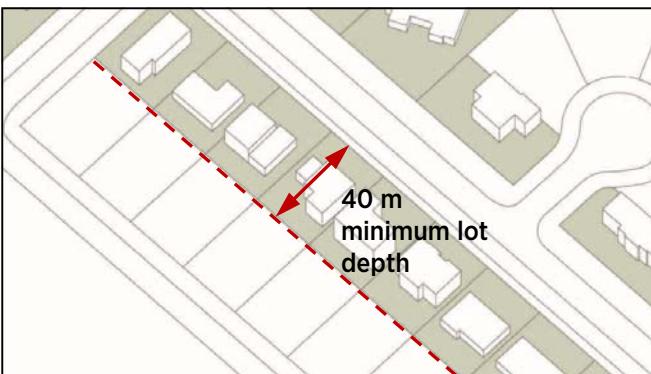


Figure 2.2: Lots abutting Mississauga Road generally should have a minimum lot depth of 40 m.

2.2 40 m Detached Lots (9.3.3.11 a.)

- Residential development on lots abutting Mississauga Road (fronting or flanking) will generally require a minimum depth of 40 m (See Figure 2.2)
- New residential lots abutting Mississauga Road will be developed as detached dwellings. Other forms of development will not be permitted
- This design principle does not apply to lots south of the CNR in Port Credit (See Design Principle 2.16)

2.3 Direct Vehicular Access (9.3.3.11 b.)

- Lots abutting Mississauga Road should have direct vehicular access to Mississauga Road
- Driveways should connect the garage to the street in a direct and straight configuration with limited curvature to maximize landscaping (See Figure 2.3)

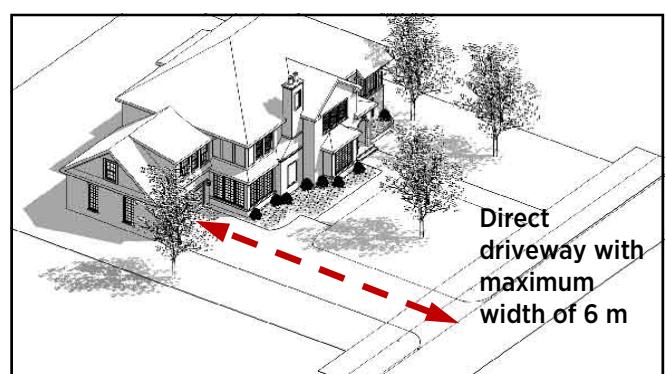


Figure 2.3: Driveways should be direct and not wider than 6 m.

- Driveways should not be wider than 6 m to minimize hard surface areas and maximize landscaping
 - Where feasible, driveways should be combined or shared with the adjacent lot to reduce the number access points onto Mississauga Road and minimize the hard surface area
- 2.4 Upgraded Building Elevations (9.3.3.11 c.)**
- Buildings shall face and front onto Mississauga Road and include a front door, prominent porch feature, substantial fenestration, walkway connection and enhanced landscaping
(See Figure 2.4)
 - Lots abutting Mississauga Road will have upgraded building elevations with a variety of building materials, building articulation, windows, roof forms and visual interest



Figure 2.4: Buildings should have an upgraded front elevation with a variety of building forms and materials.

- Both front and flankage (side) lots will conform to this principle
- Buildings should be made of high quality and durable materials

2.5 Buffer Roads and Reverse Frontage Lots (9.3.3.11 d.)

- Buffer roads (i.e. service roads) parallel to Mississauga Road will not be permitted
- Reverse frontage lots with the rear elevation abutting Mississauga Road will not be permitted

2.6 Street Pavement Width (9.3.3.11 e.)

Mississauga Road is characterized by a winding, undulating road alignment and a narrow pavement width. It is generally comprised of one travel lane in each direction with sections having a centre left-turn lane

- The development of lands will not be permitted if it results in an increase of the road pavement width, such as slip-off lanes, centre median left-turn lanes or other pavement widenings. Increasing the road pavement width will have a cumulative negative effect by impacting existing trees and reducing potential for future landscape opportunities (See Figure 2.5)

2.7 Residential Complementary Built Form (9.3.3.11 f.)

- New buildings should not be greater than 2 storeys high and shall be designed to reflect the existing residential character in terms of scale and massing
- To maintain the character of the scenic route new lot frontages (property width) should be consistent with the surrounding lot frontages which generally range from 15 m to 30 m
- New buildings should have generous front yards that align with the adjacent properties. Side yards should be generous and should reflect the existing character. All yards should meet the zoning regulations or the existing setbacks, whichever is greater (See Figure 2.6)



Figure 2.5: Increases to the street pavement width as a result of development is not permitted.

- Where the development is proposing more than one building, they shall be detached houses and each building unique in design
- New development shall have minimal impact on its adjacent neighbours with respect to overshadowing and overlook
- Design Principle 2.7 does not apply to lots south of the CNR in Port Credit (See Design Principle 2.16)

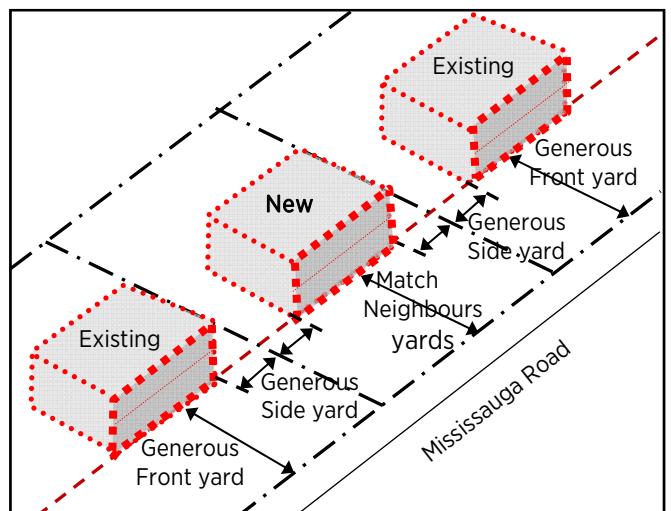


Figure 2.6: New development should maintain the 2 storey character and generous front and side yards.

2.8 No Projecting Garages (9.3.3.11 g.)

- Projecting garages will be discouraged
- Garages should be flush or located behind the main building façade (See Figure 2.7)
- Generally garage widths should not be greater than 40% of the overall house width

2.9 On-site Turn-arounds (9.3.3.11.h.)

- On-site turn-around hammerhead driveways will be encouraged in order to reduce reverse movements onto Mississauga Road, where appropriate (See Figure 2.8). Hammerheads are regulated in the Zoning By-law.
- In order to reduce the number of driveway entrances on Mississauga Road and to limit the extent of hard surface areas, circular driveways will be discouraged (See Figure 2.8)

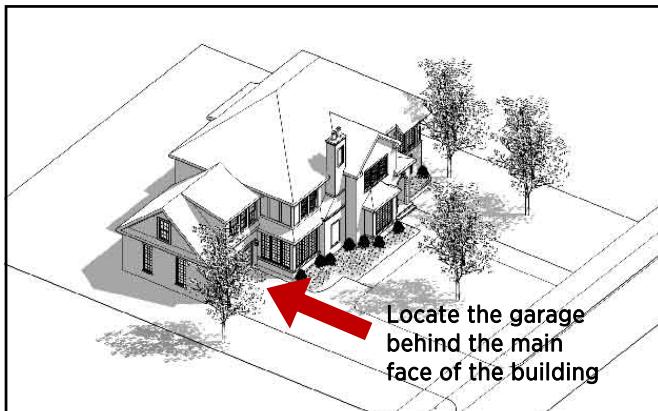


Figure 2.7: New development should locate the garage behind the main face of the building.

2.10 Tree Preservation (9.3.3.11 i.)

- Tree preservation and enhancement will be required on public and private lands in order to maintain the existing trees (See Figure 2.9)
- Buildings and hard surface areas should be set back an appropriate distance to ensure existing trees are preserved
- New development should preserve and enhance natural heritage features, including trees, woodlands, valleys and wetlands
- A minimum 3 m wide landscaped buffer should be provided around all property lines to preserve on-site and adjacent trees. The landscaped buffer will be unencumbered with structures, retaining walls, severe grade changes and hard surface areas

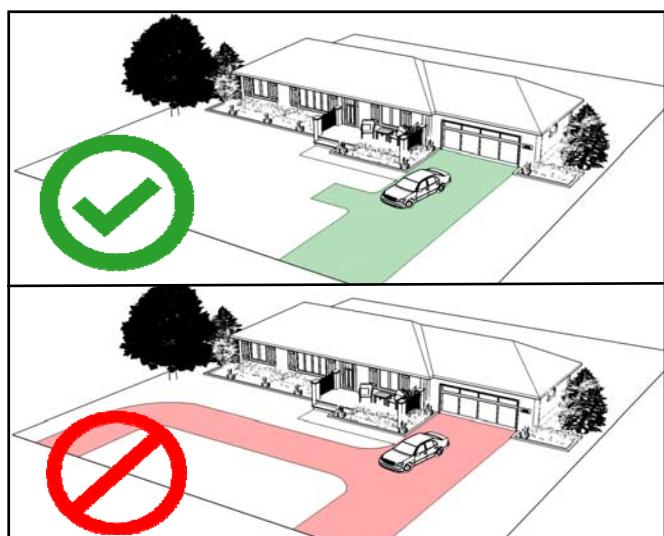


Figure 2.8: Driveways should have hammerheads for vehicle turn-around rather than circular driveways.

2.11 Landscape, Cultural and Heritage Features (9.3.3.11.j.)

- The removal of landscape, cultural and heritage features located on private or public land will be discouraged
- Landscape, cultural and heritage features include, but are not limited to, low stone walls, fences and gates, stone pillars, entry features, hedgerows, public art and other cultural features
- Heritage designated and listed properties shall be maintained and enhanced. Where development is considered it shall be done in a sensitive, compatible and respectful manner
- The distinctive low stone walls located on both public and private lands are listed on the Cultural Landscape Inventory and should be maintained (See Figure 2.10)



Figure 2.9: Maintain existing trees and other landscape features on public and/or private property.

2.12 Utility Location (9.3.3.11 k.)

- The location of above and below grade utilities should be considered early in the site design to ensure that they do not impact public or private existing trees or heritage features
(See Design Principle 2.11)

2.13 Grading and Retaining Walls (9.3.3.11 l.)

- The grading of new development will be designed to match and be compatible with the grades of the adjacent properties
- Grade manipulation is to be avoided and where retaining walls are required, they should not exceed 0.6 m in height

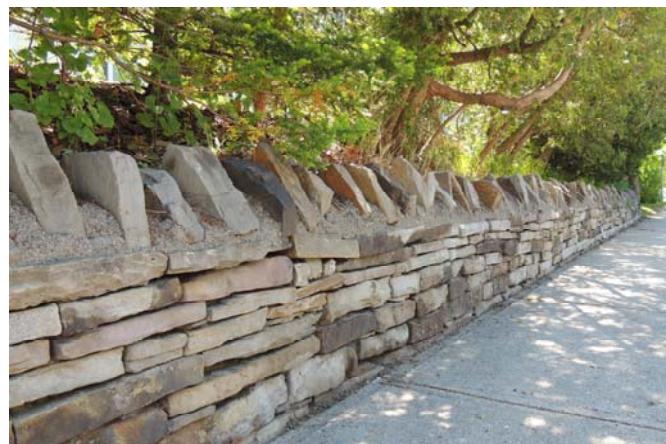


Figure 2.10: Maintain the heritage low masonry wall on public and/or private property.

2.14 Enhance Connections (9.3.3.11 m.)

- New development should contribute to, support and enhance pedestrian routes, the cycling network and multi-use trails (See Figure 2.11)
- Where feasible, provide a connection to nearby existing or proposed networks which support access between Mississauga Road, the Credit River Valley corridor or other trails
- When required by other authorities and agencies new development should provide connections or maintenance access to the Credit River valley corridor and/or networks

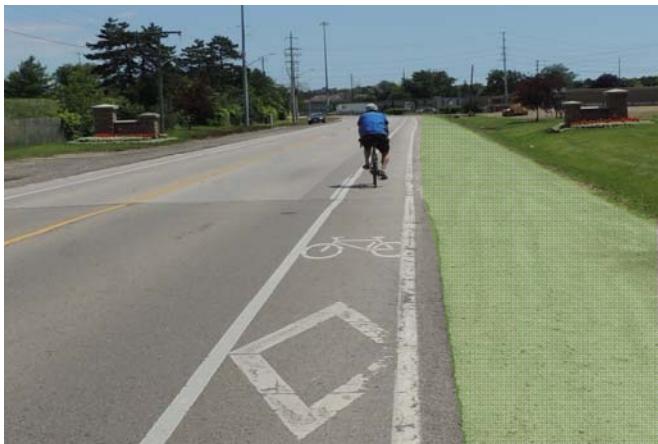


Figure 2.11: Enhance and support the cycling network where appropriate.

2.15 Lands North of Melody Drive (9.3.3.12)

- This principle applies to lands north of Melody Drive on both sides of Mississauga Road and as north as the CPR (See Figure 2.12)
- The existing and planned non-residential uses shall be developed with the highest design and architectural quality
- Developments shall incorporate the scale, massing, patterns, proportions, materials, character and architectural language of that found in the best examples of the commercial conversions of the former residential building within Streetville's historic mainstreet commercial core (See Figure 2.13)

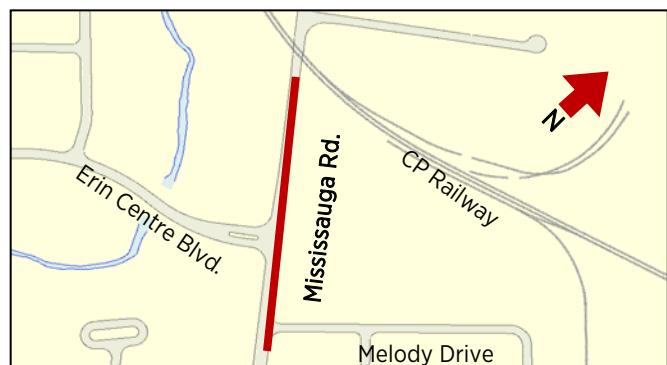


Figure 2.12: Lands abutting Mississauga Road between CPR and Melody Drive.

- Sufficient landscaping and building setbacks along Mississauga Road will be provided to complement the mainstreet character
- Should these lands be developed for residential uses, the residential principles of the Mississauga Road Scenic Route shall apply

2.16 Lands within Port Credit

- These policies apply to properties abutting Mississauga Road North from the CNR to Lakeshore Road West (See Figure 2.14)
- Residential developments generally should not be greater than 2 storeys high, reflect the more compact form and should maintain the scale, massing, proportions, materials and residential character of the existing context
(See Figure 2.15)



Figure 2.13: An example of a new development that reflects the character of the Streetsville mainstreet.

- To maintain the character, lot frontages (property width) should be consistent with the surrounding lot frontages, but generally not less than 15 m for lots with detached dwellings
- New buildings should have front yards that generally align with the existing adjacent buildings, and side yards that reflect the existing character. All yards should meet the zoning regulations or maintain the existing character, whichever is greater
- Front doors and windows should face the street and incorporate a walkway connection to the sidewalk (See Figure 2.15)

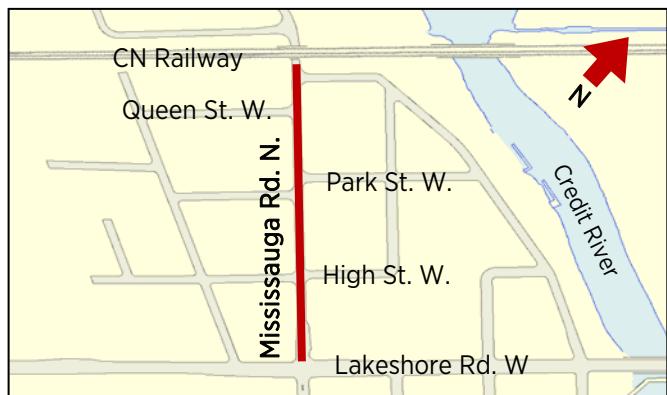


Figure 2.14: Lands abutting Mississauga Road North between CNR and Lakeshore Road West.

- Driveways should be located at the side of the building (mutual driveways are preferred) with the parking and garages located at the rear of the property
- Where a development is proposing more than one building, each building should be unique in design
- Buildings should be made of high quality and durable materials
- Provide a sufficient landscaped buffer from hard surface areas and retaining walls to ensure the continued growth and health of the existing trees



Figure 2.15: An example of a building that reflects the character within Port Credit.

City of Mississauga

Planning and Building Department, Development and Design Division
300 City Centre Drive, 6th Floor, Mississauga, ON L5B 3C1- Tel: 905-896-5511 Fax: 905-896-5553
www.mississauga.ca

