

Port Credit District

Vision Statement

“Evolving the Urban Village”



Village Character

- Reinforce Port Credit's Village character by integrating heritage resources in all levels of design.
- Protect the viable and desirable characteristics of the village mainstreet, the port and the harbour.



Distinct Waterfront Community

- Enhance and support public access and waterfront related activities.
- Protect views to Lake Ontario and the Credit River.
- Reinforce the Village's waterfront setting.



Enhance the Public Realm

- Promote and protect the pedestrian, cyclist and transit priority environments.
- Parks and open spaces are balanced and well connected.
- Design the public realm to promote the community's waterfront setting.
- Provide places to live, work and play.



Environmental Stewardship

- Natural features and shorelines are protected and enhanced.
- New development demonstrates a higher level of responsibility to environment.



Balanced Growth

- Intensification will occur where it makes the most sense to the community.
- Brownfield redevelopment will be a priority.
- Growth will achieve a measurable level of community benefits.
- Provide on-going opportunities to participate in decision making for the community's future.



Healthy Population

- New development will create and enhance connections to the natural environment and to the waterfront.
- Healthy lifestyles will be promoted through support of walking and cycling as viable modes of transportation.
- Port Credit will protect and encourage the growth of its socially, economically and culturally diverse population.

Built Form

Building Design and Use

Create comprehensive and appropriate building designs that are based on a “set of rules” that would be used by the City and developers. New built form should:

Sustainable

- Promote low-impact, high quality, environmentally sustainable development;

District Character and Heritage

- Incorporate designs features and materials that are sympathetic to the location, history and heritage of each district;

Transit Supportive

- Promote densities that will support more reliable and improved transit servicing;

Mix of Uses and Forms

- Encourage a mix of uses and forms that correspond to the district’s diverse population. Mix of uses should support a walkable community complete with the balance of uses required for day-to-day living;

Public Realm

- Promote a high quality public realm; and

Negative Impacts

- Minimize negative impacts on adjacent properties.

Building Height

Heights of new buildings should integrate well with existing built form. Heights higher than the existing built form should be appropriately designed.

Low Rise Built Form

- A generally low-rise building base should be incorporated with buildings fronting on Lakeshore Road to fit with existing low-rise village scale mainstreet buildings.

Medium Rise Built Form

- Medium-rise buildings should be set back from low-rise conditions as described above.

High-Rise Built Form

- Medium to high-rise buildings may be appropriate on specific sites, such as the larger land parcels: the Harbour Marina Lands and the Imperial Oil Site, and at major intersections such as Lakeshore Road and Hurontario Street, Mississauga Road and Seneca Avenue. Generally, a lower high-rise built form (approximately 15 storeys) was the maximum building height preferred by the community.

Limit Height South of Lakeshore

- Built form south of Lakeshore Road should generally not exceed medium-rise forms.

Stepping of Height

- Step backs of buildings above three to four storeys should be provided to promote a better pedestrian environment along the street and public spaces and to promote well-scaled built form.

Transit Supportive

- Built form should be transit supportive, oriented to the street, provide access to transit services and provide appropriate



A low-rise building form should occur at Lakeshore Road to protect the mainstreet village character in both districts.



Step backs in built form height should occur to promote high quality pedestrian environments adjacent to the building.



Built form in the Port Credit District should be sensitive to the established village character of the area.



Built heritage resources in the district could form a fundamental component of the character of new built form in the district.



! Other Considerations

- 1 The economic feasibility of redevelopment and the forms redevelopment should take, should be considered prior to developing policies.
- 2 Some sites may be able to accommodate buildings with greater heights and transition well to adjacent properties. A taller building with appropriate architectural treatment can have a good fit with existing built form.
- 3 Built form south of Lakeshore Road should not impede physical and visual connections to the waterfront.
- 4 Built form should be designed in consideration of the surrounding stable neighbourhoods.

“Step Back”: The setting back of the front building facade above the building base. Additional step backs may be recommended on side and/or rear building facades to provide appropriate separation between adjacent buildings and/or open spaces.

“Low-Rise” refers to buildings that are up to four storeys in height.

“Medium-Rise” refers to buildings that are five to nine storeys in height.

“High-Rise” refers to buildings that are 10 storeys in height or higher.

Waterfront

Continuous Shoreline Access

The City should pursue continuous public access along the shoreline, implementing the recommendations of the recently completed Waterfront Parks Strategy.

New Waterfront Designation

A “Waterfront District” or “Waterfront Mixed-Use” Designation should be developed to regulate development within waterfront properties.

The “Waterfront District” or “Waterfront Mixed-Use” Designation should:

Natural Environment

- Protect, preserve and enhance the natural environment and ecological linkages;

Land Uses

- Encourage land uses that enhance the presence of the waterfront within the community and restrict land uses on waterfront properties that have negative affects on the environment and health of community;

Development Vision

- Include a specific direction for each property or collection of properties;

Mix of Uses

- Permit a mix of uses with a focus on waterfront and community related activities;

Waterfront Setting

- Provide protection for views and ensure that the waterfront setting is expressed through all levels of site design;

Brownfield Sites

- Target “Brownfield” sites as prime areas for intensification;

Build Green

- Require LEED compliance and application of the “compact community” concept;

Height Step-backs

- Prescribe building heights and step-backs: low-rise building base heights should front onto the waterfront and open spaces, stepping back and up to medium-rise;

High Rise

- Place design requirements and limitations on high-rise built form; and

Connections

- Require connection to or completion of Waterfront Trail and other circulation networks in the district.

“Brownfield Site” refers to a piece of land; the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.



The City should pursue continuous public access along Mississauga’s shoreline.



A new Waterfront designation should provide measures for protecting the natural environment.



A mix of uses should be permitted that focuses on waterfront activities while establishing a signature look appropriate to the waterfront setting.



Building heights should “step down” to the waterfront, maximizing the public environment along the shoreline.



! Other Considerations

- 1 The recommendations in the Mississauga Waterfront Parks Strategy regarding connectivity, sustainability, and all season use should be implemented throughout all levels of design.
- 2 The City’s on-going Green Development Strategy should inform development that occurs under this designation.
- 3 Contamination issues will need to be investigated prior to determining the nature and scope of development.
- 4 The Waterfront is a City and Regional resource. Public access is a priority.
- 5 The mix of uses on the waterfront should include employment opportunities.
- 6 Potential “Waterfront District” land uses could include: residential, retail, commercial, employment, utility, parks and open space and marina.
- 7 Shoreline restoration, fish habitat and water quality objectives may preclude some development from happening.
- 8 Credit Valley Conservation (CVC) is currently preparing a Lake Ontario shoreline study and various sub-watershed studies to monitor the continuity of the natural environment. The CVC’s recommendations for the natural environment’s long term health may define the nature and scope of development on the waterfront.

“Leadership in Energy and Environmental Design (LEED)”: Green Building Rating System that encourages and accelerates the adoption of sustainable green building and development practices through the creation and implementation of universally understood and accepted tools and performance criteria.

“Mixed Use” Designation

Lakeshore Road

Corridor
Mixed-Use
Designation

A “Mixed-Use” designation should be developed to promote revitalization opportunities along the Lakeshore Road.

The “Mixed-Use” designation should:

Types of
Uses

- Provide for more than a single use, requiring two or more mutually supporting uses, including residential, employment, retail and service commercial, office and public/institutional uses;

Public
Realm

- Ensure a safe, vital, and attractive public realm by encouraging retail or publicly accessible uses on the ground floor;

Natural
Environment

- Preserve and integrate the natural environment and site features;

Circulation
Networks

- Provide for the completion or extension of pedestrian and cyclist networks;

Compact and
Transit
Supportive

- Encourage compact development and promote public transit;

Parking
Solutions

- Support shared parking solutions and/or reduced parking requirements;

Consolidation

- Allow for the assemblage of small parcels to facilitate comprehensive development sites;

Integrates with
Existing

- Integrate land uses with existing street networks, built form and landscape patterns;

Transitions

- Provide transition requirements to less intensive uses (through built form and open space);

Vertical
Mixed-Uses

- Incorporate a mix of uses, both horizontally and vertically;

Target
Uses

- Target needed community facilities such as daycares and youth centres; and

Diverse
Population

- Incorporate requirements to provide for each district’s diverse population.



A mix of uses should be permitted that will help make adjacent public spaces more vibrant during the day and the evening.



Mixed-use areas should encourage the completion and/or extension of walkways and bikeways while also promoting public transit.



Mixed-use areas should integrate well with the surrounding area with regards to street patterns, laneways, built form and landscaping.



! Other Considerations

- 1 The protection of, and not encroachment into, stable residential neighbourhoods should be considered.
- 2 The “Mixed Use” designation should ensure that employment uses are balanced with potential population in the area.
- 3 The “Mixed Use” designation should provide opportunities for affordable housing.

“Public realm” refers to any spaces that are perceived as being publicly accessible, for example, sidewalks, parkettes, bike paths and building forecourts would be considered part of the public realm.

Intensification

Locations for Intensification

Target areas for intensification are located along Lakeshore Road and where there are large parcels of land, such as:

Port Credit

- Port Credit Sites: Marina Harbour Lands, No Frills Site, Port Street, Imperial Oil Lands, GO Station, remnant Employment areas (Queen Street).

Ensure Positive Change

The health of the environment and the community is the highest priority. Intensification should provide positive change for the community.

Land Uses

- Land uses that negatively affect the health of the environment and the community should not be permitted;

Public Realm

- The public realm should be beautiful, functional, well-connected and accessible;

Community Amenities

- Needed community amenities should be incorporated within new development; and

Balanced Community

- New development should promote a diverse, stable, sustainable and balanced community.

Community Character

The protection of the character of the community and surrounding neighbourhoods is of high priority. Intensification and infill must be carefully applied.

Parking Strategy

Parking should be comprehensively designed for all development, providing public parking to service the larger area when appropriate.

Transit Supportive

- Intensification should promote public and other forms of transit as viable options to cars;

Surface Parking

- Surface parking (other than street parking) should be limited and well landscaped; and

Parking Solutions

- Parking requirements should be reduced for development that is transit supportive.



Land uses should maximize community benefits and promote a healthy environment with clean air, land and water.



Intensification should preserve and protect the character of existing, low-density, and stable residential neighbourhoods.



New development should be transit supportive, encouraging people to leave their cars at home.

“Intensification” is the development of a property, site or area at a higher density than currently exists. Intensification can be achieved in a number of ways, for example:

- Redevelopment of abandoned lots or brownfield sites;
- Infill development in space between existing buildings; and
- Expansion or conversion of existing buildings.

Intensification can produce many benefits, such as:

- Providing a wider range of housing choices closer to amenities or services such as shopping and schools, which in turn increases convenience and reduces the amount of time spent traveling between places;
- Revitalizing neighbourhoods and downtowns;
- Making more efficient use of existing infrastructure;
- Supporting more frequent transit service; and
- Reducing development pressures on valuable agricultural lands and important natural spaces.

Places to Grow Act, Government of Ontario



Other Considerations

- 1 The Mississauga Parking Strategy is underway, which will include city wide parking initiatives and the identification of specific areas where a detailed parking strategy will be appropriate.
- 2 The City of Mississauga is completing its Growth Management Strategy which outlines a strategic approach to growth management. It builds upon Mississauga’s existing context and established urban form to ensure a sustainable living environment and identifies employment and population density targets.
- 3 While the Provincial Growth Plan does require intensification of existing built-up areas, the Region and Mississauga are well positioned to meet the Growth Plan’s growth requirements. Intensification for the district should be guided by what will create an attractive, balanced and vibrant area.
- 4 This district will be an attractive location for intensification and we will need to be careful that sufficient capacity remains for other areas in the City to grow as well; for example, areas along planned locations for higher order transit (Huronario and Dundas) as well as other nodes that also need to be revitalized (e.g., Clarkson, Meadowvale).
- 5 The emphasis on population should be carefully considered. Intensification also means employment intensification; creating a balance between population and available employment.
- 6 The Employment Land Review Study for the City of Mississauga will provide direction for existing and future employment lands.
- 7 The City of Mississauga has a Payment-in-lieu of Parking (PIL) program which is currently being reviewed. Recommendations encourage shared and structured parking. Reducing parking requirements for transit supportive developments is a good idea provided tenants/residents actually switch their transportation modes.

Transportation

Lakeshore Road

Transit Improvements

The Community has expressed the need for public transit improvements in both Districts especially in light of the potential increases in population.

Transit Lifestyle

There is a strong desire to reduce the dependency on cars by promoting cycling, walking and public transit. The following community concerns will need to be addressed as intensification moves forward:

Transit Services

- Public transit should be more reliable and provide additional stops and better servicing for neighbourhoods. Public transit must meet the short, medium and long term needs of intensification;

Resolve Traffic Issues

- Study Lakeshore Road in detail to find short, medium and long term solutions for traffic problems;

Traffic Analysis

- Perform traffic analyses incorporating sites where significant intensification may occur (Imperial Oil Lands, Marina Harbour, Port Street and No Frills);

Public Realm

- Look for opportunities to beautify major corridors and provide features scaled for cyclists and pedestrians. Identify and enhance pedestrian crossing locations at the signalized intersections and other locations where feasible. Transit and transportation features should reflect each district's identity;

Cross Connections

- Transit hubs should include facilities that will support cross-connections with other modes of transit, for example, cycling and walking; and

Cycling Facilities

- Introduce bicycle lanes in both directions of travel. Provide facilities such as bike storage and way-finding signage.



The community has expressed a strong desire to reduce dependency on cars by promoting cycling, walking and public transit.



A traffic analysis should be performed where intensification may occur, for example, at the Inglis Site.



Pursue opportunities to beautify transportation corridors and provide appropriately scaled features for pedestrians and cyclists.



Promote cycling by providing features such as locking posts and way finding signage.



Within major corridors, provide cycle lanes in both directions, in particular, along Lakeshore Road.



! Other Considerations

- Recommendations for bicycle facilities will be made through the Cycling Master Plan and Implementation Strategy (2009).
- The City of Mississauga has commenced several transportation studies, including the Hurontario Main Street Study, Transportation Master Plan, and the Mississauga Transit Ridership Growth Study.
- Higher order transit, if feasible, could only be realized in the long term. The plan should not be based on higher order transit as an assumption; although it should not preclude its future possibility.
- Transit should continue to improve its service and provide additional bus stops where feasible, based on increased ridership.
- The character of the villages should be protected by ensuring a balance between vehicle, pedestrian and cycling movement. The emphasis should be placed on creating a planning framework to support walking, cycling and transit as a fundamental component of a "complete community".

Neighbourhoods

Neighbourhood Districts

The integrity and character of existing neighbourhoods should be maintained. Many neighbourhoods have distinct layouts and building types which reflect the development heritage of the area.

The Community identified the following special neighbourhoods:

Port Credit Neighbourhoods

- Port Credit: Heritage District, Upper Village (Central Residential District), Cranberry Cove, Shawnmarr, St. Lawrence and Riverside.

Neighbourhood District Designation

Identify distinct neighbourhood areas within each district and establish a vision for each. Neighbourhoods should be identified, defined and named by the community.

Develop a “Neighbourhood District” designation that will assist in the regulation of development within and adjacent to defined neighbourhoods. The “Neighbourhood District” designation should:

Protected Features

- Identify community features that are to be protected;

Intensification Guidelines

- Provide directions on how intensification should occur and include potential locations;

Adjacent Development

- Identify how change should occur adjacent to neighbourhoods; and

Community Input

- Promote participation of the community.



Upper Village (Central Residential District), Port Credit.



Heritage Conservation District, Port Credit.



St. Lawrence District, Port Credit.



! Other Considerations

- 1 The Growth Management Strategy will identify areas for intensification to ensure a sustainable environment.

Remnant Employment

Along the Railway

Remnant Employment

The “remnant employment” areas located along the Canadian National (CN) Rail line should be permitted to develop as potential mixed use areas to encourage improvements on the properties that promote a better fit with the surrounding neighbourhoods.

Remnant employment areas should be developed to:

Live-Work Uses

- Allow a mix of uses that encourages “live-work” arrangements and/or allow residential uses;

Mitigate Vacancies

- Permit uses that will mitigate vacancies next to the railway. Uses such as light industry, auto-body, carpentry etc. should be encouraged;

Support Recent Trend

- Support the emerging artist / craftsman uses;

Transitions

- Ensure appropriate transition to neighbouring residential areas and appropriate treatment of storage and loading areas; and

Appropriate Built Form

- Encourage built form that is consistent with the character of the area while providing a buffering effect of the railway.



Typical “Remnant Employment” area located along the CN rail line.



Remnant employment areas designated as Business Employment in Port Credit.



Rear side of live-work type buildings in Oakville.



! Other Considerations

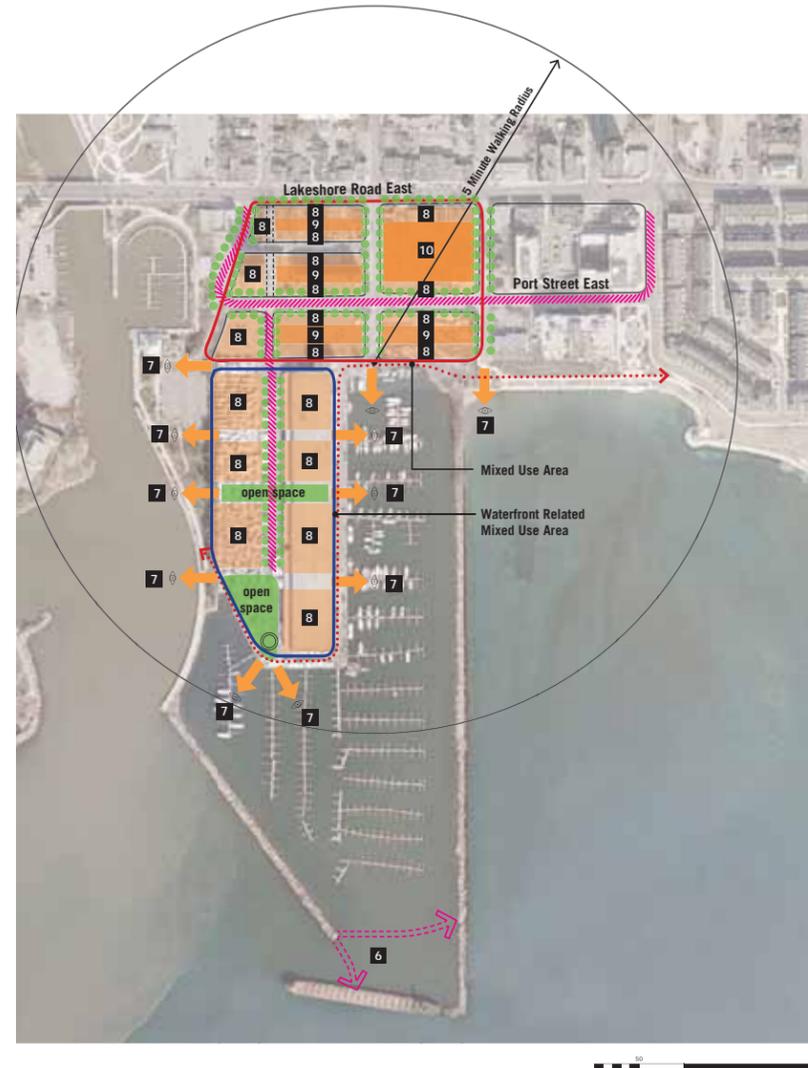
- 1 Zoning regulations prescribe a minimum setback for all dwellings adjacent to a railway right of way of 30 m (By-law 0225-2007).
- 2 The City of Mississauga’s Employment Land Review Study is a review of the employment land supply. It will include recommendations for new policy directions that take into consideration the pressure to convert Employment Lands to other uses.
- 3 These lands can provide employment opportunities in the community.

Port Credit District

Specific Site: Port Credit Harbour Marina, Port Street

The **Port Credit Harbour Marina Lands and Port Street** should be developed as a waterfront destination that permits public access to the Lake Ontario shoreline, incorporates a mix of uses and promotes Port Credit as a active and viable port.

- 1 Designate area as a “**Waterfront District**” (Refer to Board PC3 for more detail).
- 2 Retain the **port and marina functions** as they are an integral part of the Port Credit village character.
- 3 The safety and comfort of **pedestrians and cyclists** should have the highest priority. Consider this area an “auto-free” zone that is well serviced by transit. Consider Port Street as a pedestrian precinct.
- 4 Permit the development of the site as a **mixed-use community and tourist destination** that includes needed community facilities. Development should not permit uses that have negative impacts on the environment.
- 5 A significant portion of the site should be open to the public and provide access to the Lake Ontario shoreline. The **public realm** should be well connected to parks, trails and circulation routes external to the site; for example, to the Waterfront Trail, JJ Plaus Park, St.Lawrence Park and the streetscape network with Port Credit. Public access all along the shoreline is a priority.
- 6 The design of the public realm should develop a **signature look** that relates to the harbour setting and the village character of the district.
- 7 **Surface parking** should be limited, occurring in discrete structures.
- 8 Built form along **Port Street** should generally reflect the existing mainstreet commercial built form.
- 9 **Built form** on the site should generally be low to medium-rise buildings with potential for taller buildings at key locations.
- 10 Incorporate an iconic or **landmark structure** in the development plan that is in keeping with the community vision.
- 11 The Post Office and the Ports Hotel are integral parts to the redevelopment of Port Street as a **pedestrian precinct**.
- 12 Consider the feasibility of converting Elizabeth Street, from Port Street to High Street, into a **pedestrian, cycle and transit way**.
- 13 Consider the site as a location for a **high-speed ferry quay**.



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|----|--|--------------------------------------|
| 1 | | Pedestrian Priority Street |
| 2 | | Through Block Pedestrian Connections |
| 3 | | Green Streets |
| 4 | | Waterfront Trail Extension |
| 5 | | Iconic Tall Structure |
| 6 | | Potential Bridge Connections |
| 7 | | Views |
| 8 | | Low Rise Built Form |
| 9 | | Medium Rise Built Form |
| 10 | | High Rise Built Form |

Community Input Graphic Summary: Harbour Marina Lands and Port Street

Please Note: The above concept plan was prepared as an interpretation of input from the community. The plan represents a summary of ideas gathered through public workshops, stakeholder interviews and on-line comments. The plan is for discussion purposes only and does not represent the final recommendation.



Other Considerations

- 1 Contamination issues will need to be investigated prior to determining the nature and scope of development.
- 2 The Waterfront is a City and Regional resource. Public access is a priority.
- 3 Provide vehicular access for emergencies, servicing and to underground parking areas of residential buildings.
- 4 The redevelopment of Port Street would require further study. The feasibility of closing Port Street entirely or temporarily will need to be examined. Alternatives to creating a “pedestrian priority” street could include traffic calming measures such as cobblestone paving.

Port Credit District

Specific Site: No Frills Site

Re-development of the **No Frills Site** should include a mixed-use residential building that provides opportunities for commercial and community uses on the ground floor.

- 1 Designate area as **“Mixed-Use”** (Refer to board PC4 for more detail).
- 2 **Address the community’s concern** over the loss of an affordable grocery store. Incorporate a grocery store format in the ground floor design.
- 3 Provide **public parking** in addition to the development’s parking requirement to replace the site’s existing public parking function.
- 4 **Building heights** adjacent to Lakeshore Road should maintain a low-rise village scale that is consistent with Port Credit village. Taller buildings could occur stepped back from the street frontage.
- 5 Incorporate **all-season public spaces** that are well connected to the larger parks, circulation and transit systems.
- 6 Integrate the **Second Cup building** into the site plan and provide appropriate transitions that respect the architecture and scale of the structure.
- 7 Ensure **views and links to the waterfront**. Provide connections to the waterfront either through the use of public open space or public connections through the building.



A significant amount of surface parking will likely be displaced by redevelopment. New development should incorporate an amount of public parking to help replace the loss of these spaces.



Redevelopment should include a grocery store on the ground floor.



The Lakeshore Road frontage should generally maintain the low-rise village built form. The Second Cup building should be integrated into the site design.



! Other Considerations

- 1 A development application has been submitted for the No Frills site and is currently under review.
- 2 If Port Street and the Harbour Marina become very active places, the potential impact on residential uses will need to be considered.
- 3 Connections to Port Street and the Harbour Marina through the site will be important.
- 4 The Mississauga Parking Strategy is underway which will include city wide parking initiatives and identify specific areas where a detailed parking strategy will be necessary.
- 5 Consider development for the entire block from Helene Street to Elizabeth Street.

Port Credit District

Specific Site: Imperial Oil Lands

The **Imperial Oil Lands** should be redeveloped with a use other than industry, manufacturing or power generation. The Lands should be redeveloped to include a mixed-use urban waterfront village that could include a university, college or research campus. A significant portion of the site should be open to the public and provide access to the Lake Ontario shoreline.

- 1 Designate the area as a **“Waterfront District”** (Refer to Board PC3 for more detail).
- 2 Redevelopment of the site should provide **needed community facilities** and improve Port Credit’s quality of life.
- 3 Mature and or emerging **trees and natural areas** should be protected and integrated with any new development. Opportunities for restoration should be considered.
- 4 Existing **street patterns** within the neighbourhood to the west (Cranberry Cove) and the east (Port Credit Heritage District) should be used as a basis for redevelopment on the site.
- 5 Required **parking areas** should be underground or in structures to maximize the use of the land for uses other than vehicle storage.
- 6 The redeveloped site will require significant improvements to **transit service**. Investigate opportunities to incorporate a transit loop within the site.
- 7 The **mainstreet commercial** area suggested for the Lakeshore Road frontage should generally maintain a low-rise village scale consistent with the existing mainstreet commercial built form.
- 8 Built form on the site should generally be **low to medium-rise buildings** with potential for taller buildings at key locations.
- 9 Significant **transition areas** should be incorporated to buffer existing neighbourhoods from new development.



The West Donlands development in Toronto was mentioned by the community as a potential model for the re-development of the Imperial Oil Lands. Like the Donlands, the Lands have the potential of becoming a vibrant, mixed use community with a balanced distribution of land uses and densities that transition well to adjacent areas. (West Donlands Precinct Plan).



The waterfront park recommended for the Imperial Oil Lands should be designed to accommodate the new mixed-use neighbourhood while providing amenities for the larger Mississauga community.



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|----|--|--|
| 1 | | Connection to LRT and Lakeshore Road |
| 2 | | Mixed-use Shops/Restaurants At Grade |
| 3 | | Linear Open Space |
| 4 | | Proposed Street Network |
| 5 | | Green Landscaped Buffer with Bicycle Trail and Connections to the Waterfront Trail network |
| 6 | | Open Space |
| 7 | | Buildings related to the park edge with terracing green roofs |
| 8 | | Low-Rise Built Form |
| 9 | | Medium-Rise Built Form |
| 10 | | Waterfront Trail Connection |

Community Input Graphic Summary: Imperial Oil Lands

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! Other Considerations

- 1 Contamination issues will need to be investigated prior to determining the nature and scope of development.
- 2 The land owners, Imperial Oil, may face significant liability and legal issues associated with future land uses on the site due to contamination. Even if technically possible, residential uses may not be legally possible.
- 3 In addition to being a potential site for institutional uses, community, cultural and recreational uses should be considered.
- 4 Transportation access to this site may be an issue, particularly if the use is intense. Traffic analyses and monitoring would be required to mitigate negative effects on the surrounding neighbourhoods.
- 5 The City of Mississauga is completing its Growth Management Strategy which outlines a strategic approach to growth management. It builds upon Mississauga’s existing context and established urban form to ensure a sustainable living environment and identifies employment and population density targets.
- 6 Ability to preserve trees and natural areas may depend on the extent of site clean up required.

Port Credit District

Specific Site: Lakeshore Road



Lakeshore Road should be maintained and enhanced as Port Credit's village mainstreet.

- 1 **Permit "Mixed-Use"** designation for new development areas (Refer to Board PC4 for more detail).
- 2 The **pedestrian character** of Port Credit's mainstreet should be protected and enhanced, emphasizing that the safety and comfort of pedestrians and cyclists is a priority.
- 3 The **"public realm"** should be of the highest quality, and reinforce the village character of Port Credit while allowing variation to suit the eclectic nature of the area.
- 4 New development should be respectful of the **environment**.
- 5 Building heights fronting on Lakeshore Road should reinforce the "Village Mainstreet Character" through the use of **low-rise building forms** that are consistent with the existing buildings.
- 6 **Taller buildings** may be considered if they "step back" from the low-rise building base. Building heights south of Lakeshore Road could transition up to a medium-rise condition and buildings heights north of Lakeshore Road could transition up to a medium to high-rise condition.
- 7 **Strategic locations** for taller buildings include key intersections at Hurontario Street, Mississauga Road and Seneca Avenue, redevelopment sites within the Central Residential Area and where deeper sites occur ie. Imperial Oil Lands and the Harbour Marina Lands.
- 8 New development should support the **village character** of the Port Credit community. Building design should be appropriate for the harbour setting and reflect the diversity and character of Port Credit's existing built form through the application of appropriate materials, building heights, setbacks, shapes and detailing.
- 9 New buildings should be located and designed to ensure that **negative impacts** on the surrounding land uses will be minimized. Views to the lake and the Credit River, creation of shadows and the aesthetics of parking and loading areas are issues that should be mitigated.
- 10 **Intensification** along Lakeshore Road should permit a mix of uses that will provide diverse opportunities for development while maximizing community benefit, including more activity on the street during the evenings, maintaining a grocery store and the incorporation of a needed senior's and youth centre.
- 11 The **transportation functions** of Lakeshore Road need to be examined to improve the corridor for pedestrians, cyclists and vehicles.



Lakeshore Road should be maintained and enhanced as Port Credit's village mainstreet. Opportunities to improve the environment for pedestrians and cyclists should be pursued.



The public realm should reinforce the village character of the district while allowing variation to suit the eclectic nature of the area.



The community would like to see a street car or light rail transit line along Lakeshore Road.



The community has expressed that a parking structure may be an acceptable solution to Port Credit's parking shortage. The structure should, however, be designed as a mixed-use structure with commercial uses wrapping the ground floor.



Built form guidelines for Port Credit should promote architecture and building design that responds to the community's evolving character while respecting the heritage of the area.



The integration of safe cycling lanes within the Lakeshore Road right of way is a high priority for the community.

! Other Considerations

- 1 The City of Mississauga is completing its Growth Management Strategy which outlines a strategic approach to growth management. It will examine and assess key nodes and corridors within the City.
- 2 Recommendations for bicycle facilities will be made through the Cycling Master Plan and Implementation Strategy (2009).
- 3 Typical Lakeshore Road right of way throughout the Port Credit district is 26 m.
- 4 Transportation Study would be required to examine opportunities to improve Lakeshore Road for pedestrians, cyclists and vehicular traffic.
- 5 A revitalization study should be completed to analyse the feasibility and affect of redevelopment of commercial uses along Lakeshore Road.

Port Credit District

Specific Site: Lawn Bowling Site, Port Credit GO Station



The **Port Credit Lawn Bowling site** should be developed as public open space.

- 1 Retain as **public open space**.
- 2 **Enhance connections** to the waterfront and other parks and open spaces in the district.
- 3 Consider as park space for potential **intensification** area at the GO Station.
- 4 Frontage along Hurontario Street should **reinforce the character** of Port Credit.



The existing Lawn Bowling Site is one of the few "in-land" green spaces in the district.

The **Port Credit GO Station site** should be intensified with mixed-use development.

- 1 Reduce large paving areas in favour of **mixed-use development**. Parking for development could occur in above or below grade structures.
- 2 Site should include **residential uses** and be consistent with housing forms in the area.
- 3 Edges of the development should respect existing **built form character** adjacent to the site.
- 4 Frontage on Hurontario Street should be respectful of the village character of the district. This area could be the **north gateway to Port Credit**.



The GO Station and associated large parking area are prime locations for intensification.



The Hurontario Street Frontage should reinforce the village character of the district.

! Other Considerations

- 1 The Port Credit Lawn Bowling site may be considered surplus parkland. The site's proximity to the GO Station and potential higher order transit on Hurontario Street makes it a strategic location for intensification.
- 2 The City of Mississauga is completing its Growth Management Strategy which outlines a strategic approach to growth management. It builds upon Mississauga's existing context and established urban form to ensure a sustainable living environment and identifies employment and population density targets.
- 3 In conjunction with the City of Brampton, the City of Mississauga is conducting a comprehensive Hurontario Main Street Study.