



Lakeshore Road Corridor Background Booklet: Port Credit District

February 20th, 2008 Place Making Session

Community Priorities:

(Identified at the kick-off meeting)

Priority #1: Shape Future Development

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

Priority #2: Vision for Brownfield Sites

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

Priority #3: Community Character and Main Streets

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

Priority #4: Connect to the Waterfront

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

Priority #5: The Environment

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

Community Objectives:

(Summarized from data collection to date)

1. Support Main Street 'Walkable' Village Character:

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

2. Promote Vibrant Mixed Use Development:

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

3. Shape New Development:

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

4. Push for Quality Public Spaces:

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

5. Improve Transportation and Transit

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

General Site Information

Length of Lakeshore Road in Port Credit District: Approx. 3.4 kms

Adjacent Land Uses:

- Main Street Commercial **
- High Density Residential
- Medium Density Residential
- Motor Vehicle Commercial
- To Be Determined (at Texaco Lands)
- Greenbelt
- Public Open Space

** Generally the most common land use along the corridor is Main Street Commercial, Zoned C4. These areas along Lakeshore Road East allow a variety of commercial uses - retail, food sales, office, recreation, education, financial, parking lot and personal services. The height of commercial buildings is typically 2-3 storeys.

Points of Interest:

- Lakeshore Road will remain 4 lanes with left turning lanes at some intersections.
- Right of Way is typically 26m in width
- Plans for high order transit along Hurontario Street to link Port Credit to Brampton.
- District has strong ties to the Credit River Harbour and Lake Ontario.
- Provides access to many very high quality parks and the Waterfront Trail.
- Go Station at the centre of the district.



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



Streetscapes are typically narrow but include streetscapes elements such as lighting, banners, signage, seating, trees and on street parking.



Existing commercial built form.



New commercial built form .

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





Shawmarr Character Area



Texaco Lands Character Area



Core Village Character Area



East Village Character Area



District Waterfront Parks accessed by Lakeshore Road



St. Lawrence Park



JJ Plaus Park



Memorial Park East



JC Saddington Park



Imperial Oil Trail Extension



Rhododendron Park

District Parks

LEGEND

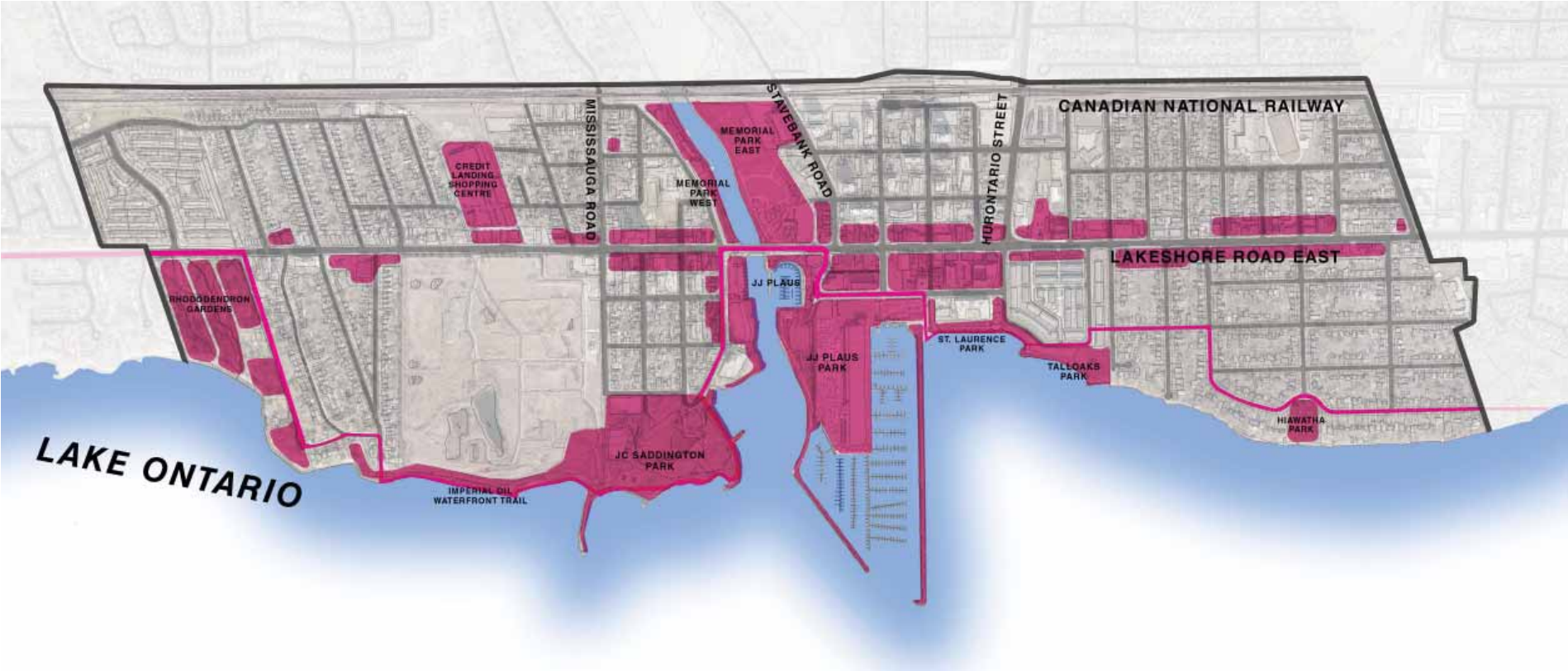
-  Arterial
-  Major Collector (Scenic Route)
-  Minor Collector
-  Existing Commuter Rail
-  Major Transit Corridor



Roadway Hierarchy

LEGEND

- Destination Locations
- Waterfront Trail



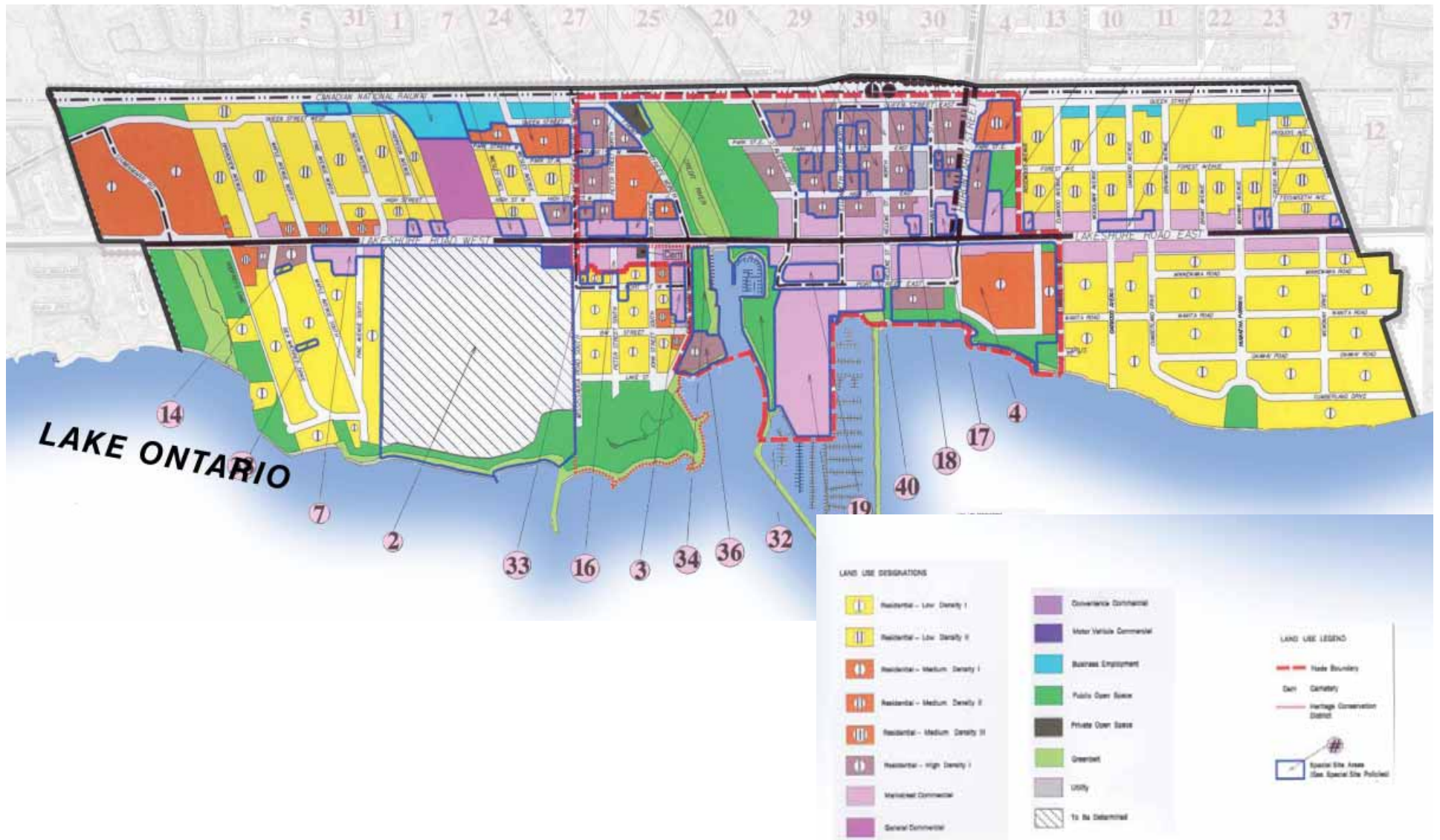
Destinations

LEGEND

-  Green Spaces
-  Natural Areas Overlay



Parks and Natural Areas



Existing Land Use Designations

Traffic signals:

Legend:

Triangular symbol represents
City controlled signal

Stop sign symbol represents
Region of Peel controlled signal

Circle symbol represents MTO
controlled signal



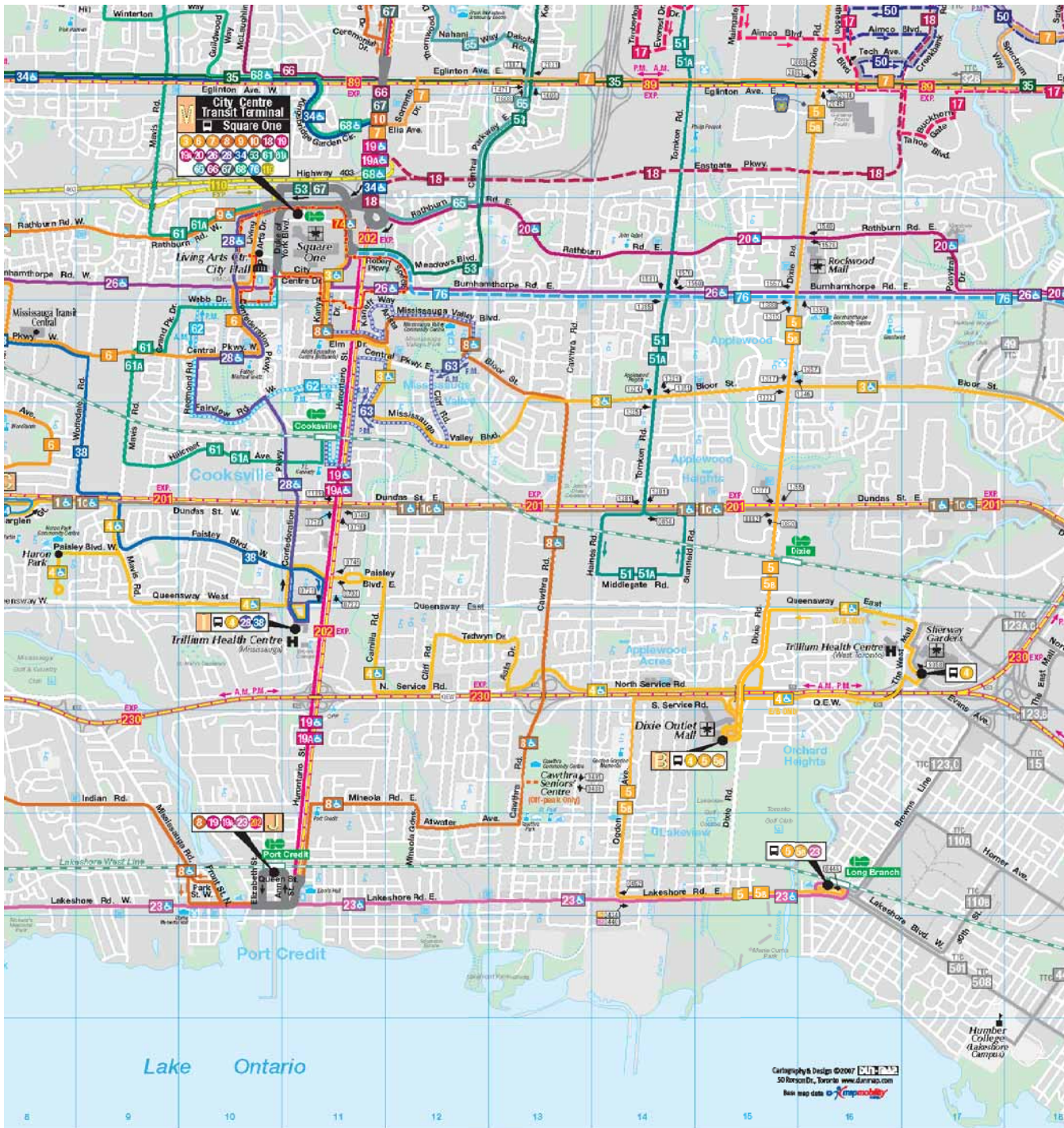
Existing Traffic Signal Plan

Mississauga Transit weekday service map

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

Legend

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





Bicycle Trail Network



Waterfront Trail Through Clarkson Area



Waterfront Trail Through Port Credit Area

