

Port Credit Local Area Plan Built Form Guidelines and Standards DRAFT For Discussion Purposes



Local Area Plan - Project Alignment Overview

Directions Report, October 2008 (General Summary Of Selected Recommendations)

Action Projects

- **Intensification:** Focus in areas that can support higher density and protect low density Neighbourhoods →
 - Local Area Plan Policies
 - Built Form Standards and Guidelines
- **Transportation:** Study the transportation system to find short, medium and long term solutions for traffic and transit issues. Encourage walking and cycling →
 - Lakeshore Road Transportation Review Study
 - Cycling Master Plan (implementation)
 - Mobility Hub Study / Guidelines
- **Urban Design:** Develop Design Guidelines to ensure compatibility with surrounding community, respects built heritage address, reinforce main street →
 - Local Area Plan Policies
 - Built Form Standards and Guidelines
 - Streetscape Master Plan (potential)
- **Parking:** Need to determine future parking requirements and feasibility of a parking structure near the village core. →
 - Mississauga Parking Strategy (Phase II), Lakeview and Port Credit
- **Community Improvement Plan:** Develop a Community Improvement Plan for the Lakeshore Road Corridor that provides a framework to guide the redevelopment and improvements in the area →
 - Implementation of Community Improvement Plan Study (following the adoption of the revised Port Credit Local Area Plan)
- **Large Redevelopment Sites:** Prepare policies for large parcels of land such as the Marina and Imperial Oil lands to determine land uses and density targets for the area. →
 - Key Waterfront Sites study for the Marina Lands and the Imperial Oil Lands.
- **Incentives:** Encourage the provision of desired community facilities and provide incentives that promote sustainable design and infrastructure. Where possible new development should incorporate or help finance →
 - Implementation Of Bonus Zoning and Community Improvement Plan Study
- **Sustainable:** Ensure that future development will incorporate low-impact, high quality, sustainable development practices (e.g. LEED Standards) →
 - Implementation of Mississauga Green Development Strategy

Directions Report, October 2008 -Section 4 (Selected Recommendations and Community Input)

Principle #1 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.

- **Views and Vistas:** New development should be sited and designed to respect views to Lake Ontario and the Credit River, to Natural areas, to the sky and to waterfront related activities such as boating, fishing and promenading.
- **Built Heritage:** Build on and promote built heritage resources as a fundamental part of Port Credit character.
- **Waterfront:** New development on the waterfront should incorporate continuous public access to the shoreline.
- **New Development:** Prescribe building heights and step backs: low-rise building height base heights should front onto waterfront and open spaces, stepping back and up to medium-rise where appropriate.
- **Intensification:** Develop new policies that will provide guidance on intensification and revitalization within the Port Credit District.
- **Compact Development and Density:** Focus intensification in areas that can support higher densities to ensure adequate transition and to protect low density residential development; prepare urban design guidelines for transitions between high and low density areas (including residential, open, natural and green spaces).

Directions Report, October 2008 – Section 4 (Selected Recommendations and Community Input)

- **Built Form:** Develop built form design guidelines that will address: Scale; Context: Heritage; Promote architectural diversity through high quality architectural standards and materials; Built form should respond to the communities evolving character while respecting historical precedents and building features:
- **Orientation and Layout:** Respect the District's waterfront setting by preserving and enhancing views to the lake or watercourse.
- **Form, Massing and Transition:** Develop built form guidelines that outline: Development of the heritage context; Setbacks and step-backs that help to mitigate shadow impacts on adjacent residential and public realm; and For buildings above 4 storeys, apply tools to determine building form and height impacts i.e. visual angular plane.
- **Materials and Details:** High quality durable architectural materials. Local buildings made of brick, stone and wood should inform material choices for new buildings; Ground floor and building base articulation and scale; and Architectural detailing.

Directions Report, October 2008 – Section 4 (Selected Recommendations and Community Input)

- **Height:**

- Building heights adjacent to Lakeshore Road should generally not exceed 3 to 4 storeys;
- Maximum building heights south of Lakeshore Road should generally allow medium-rise buildings (5-9 storeys);
- Maximum building heights north of Lakeshore Road should generally be low to medium-rise; High-rise (10 storeys and above) could be located on specific sites where lots size and adjacent property conditions permit. Develop criteria to determine where and how taller buildings should occur:
- Set a minimum of 2 storeys along Lakeshore Road.
- Consider density bonusing on sites where appropriate based on matters such as impact on adjacent properties and proximity to transit.
- Develop built form guidelines that address: Street –related or base building design; Building massing, orientation and form; façade design; roof design, height transition and step-backs; and setbacks

A Vision for Port Credit (VIVA)

The White Paper, Sept 5, 2008

Density Principles

- Distribute increased density in low-to mid-rise buildings throughout the District
- Balance intensification: residential, employment and commercial, to maintain Village Character
- Keep high density directly south of the GO station
- Lakeshore Road should have mixed heights of 1, 2, 3 storeys to maintain Village Mainstreet.

Built Form

- Architecture should be responsive to the Village, or heritage, waterfront and the environment
- Encourage urban design excellence, Village Design Review Committee
- Guidelines for street-level facades in the Mainstreet Commercial Area



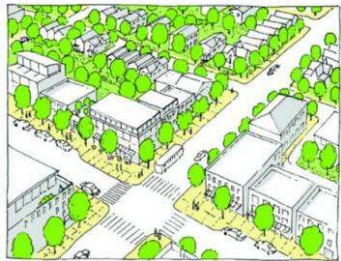
“A continuous streetwall and monotonous streetwall effect from all 3-, 2-, or 1 storey buildings, or from homogeneous street-level facades or whole-block developments, is antithetical to the variation that defines the Mainstreet. There are several 1 storey buildings presently and they work well with slightly higher buildings on either side.” Page 13

New Proposed Official Plan City Structure (Intensification Areas)

Heights *



Downtown



Community Node

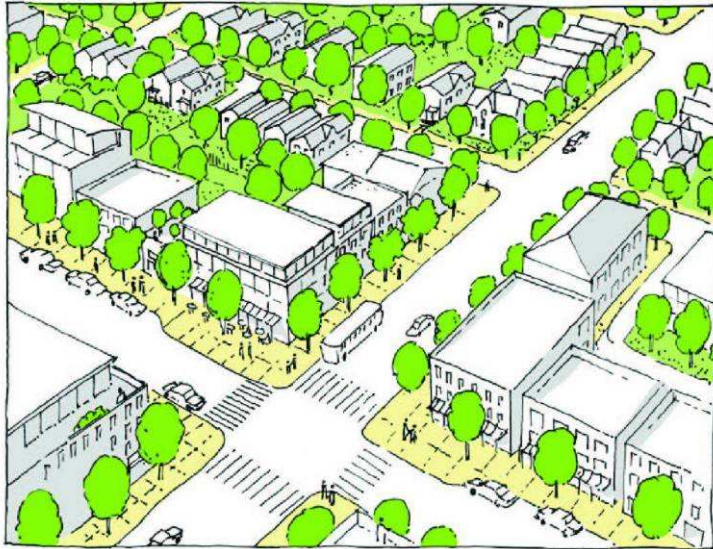


Neighbourhood

Element	Minimum	Maximum
Downtown	3	Not specified
Major Nodes	2	25
Community Nodes	2	4*
Corporate Centres	2 along Corridors and in Major Transit Station Areas	Not specified
Neighbourhoods		4
Employment Areas	2 in Major Transit Station Areas	Not specified
Corridors	2 except in Employment Areas	As per City Structure Element
Major Transit Station Areas	2	As per City Structure Element

* Character Area policies may establish alternative heights

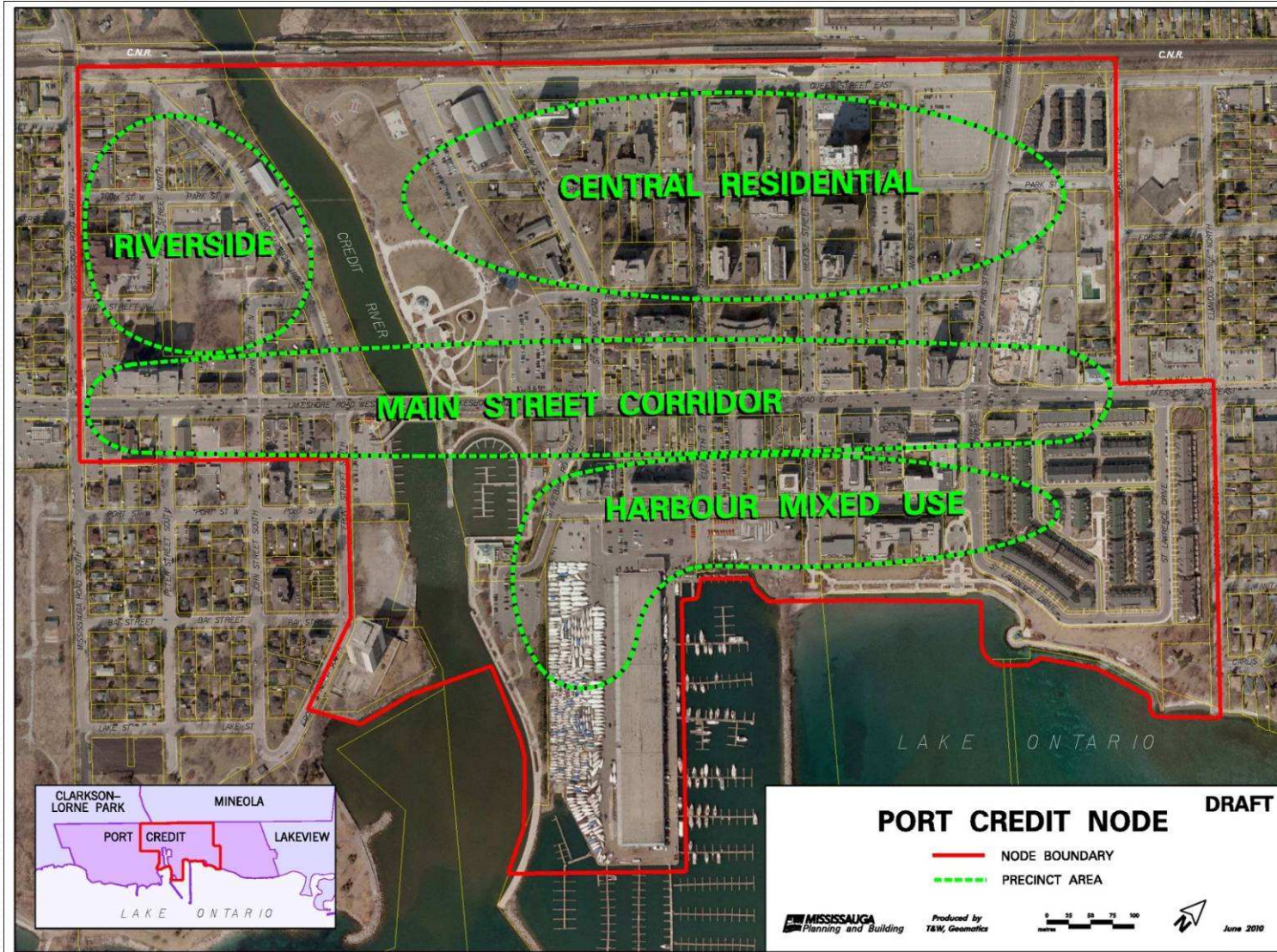
Community Node (Port Credit) New Proposed Official Plan Policies



Community Node

- Community nodes are intensification areas
- Intensification areas will be attractive mixed use areas, developed at densities to support frequent transit service and a variety of services and amenities.
- A mix of medium and high density housing, community infrastructure, employment, and commercial uses (mixed use residential/commercial buildings and offices).
- Achieve gross density between 100 and 200 residents and jobs combined per hectare.
- Achieve population to employment ratio between 2:1 to 1:2.
- Planned to be complete communities – offer range of residential and employment opportunities and a wide variety of services.
- As new areas develop, a distinct identity should be created based on the history, needs, and characteristics of residents.

Port Credit Node Precincts



Port Credit Node Precincts



Riverside Precinct



**Main Street Corridor Precinct
(Commercial Area)**

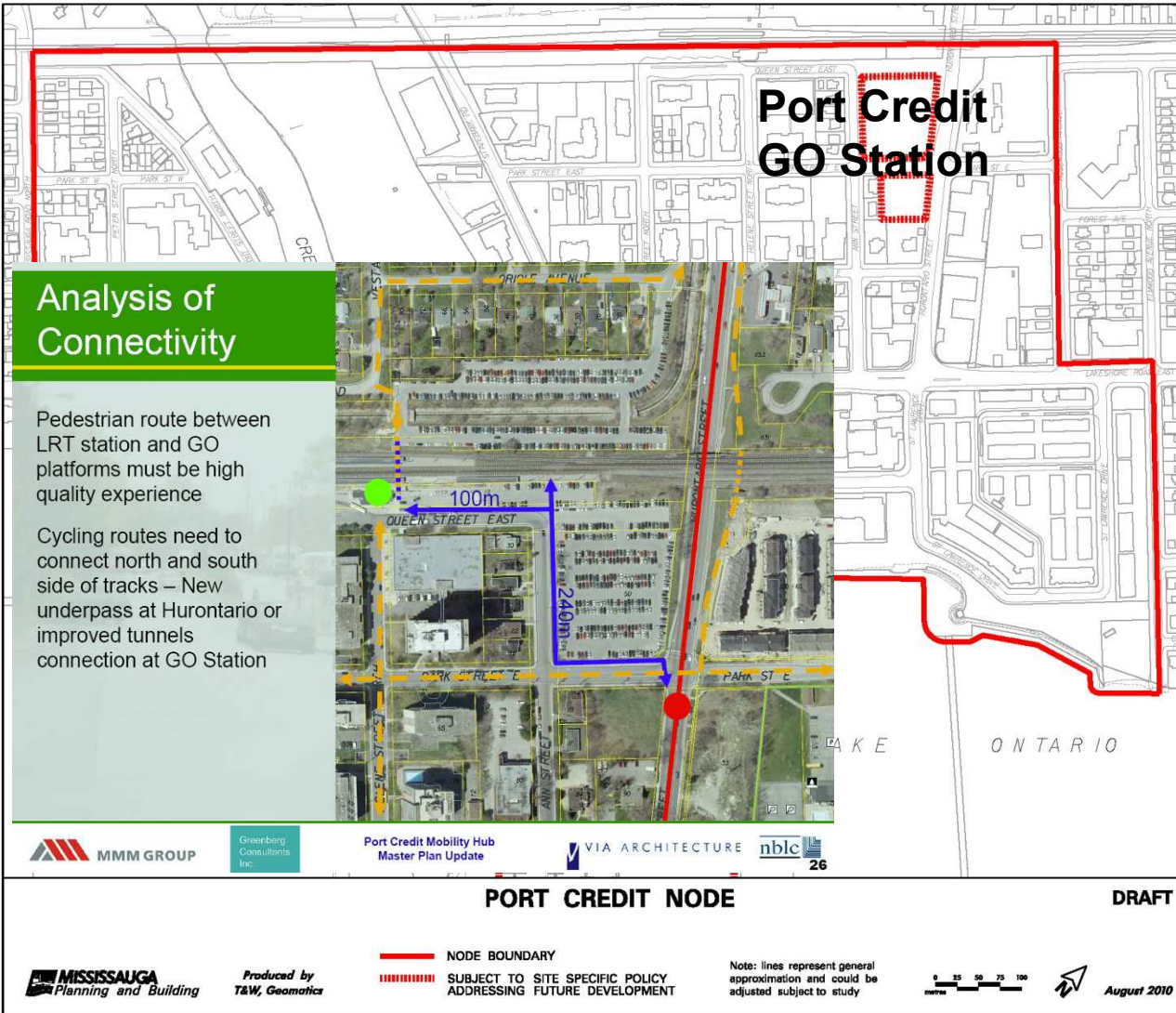


Central Residential Precinct



Harbour Mixed Use

Port Credit Mobility Hub



Mobility hubs are *major transit station areas* with significant levels of transit service planned for them. They are places of connectivity where different modes of transportation — from walking to high-speed rail — come together seamlessly and where there is an intensive concentration of employment, living, shopping and/or recreation. In addition to serving as places to arrive, depart and wait for transit, successful mobility hubs have the potential to become vibrant places of activity and destinations in themselves.

Port Credit Mobility Hub Recommendations

Proposed Density

- Protected low density areas
- Transit-oriented development and infill development where appropriate (up to 4.0X FSI, up to 25 storeys)
- Transition low or mid-rise development (up to 2.0X FSI, up to 6 storeys)
- Lakeshore Road “Main” Street (2 to 4 storey street edge)
- New Waterfront Mid-rise development (up to 3.0X FSI, up to 9 storeys)



Existing Building Heights



32 buildings in this area between 5 storeys and 27 storeys. Average Building height is **11 storeys**:

- 4 buildings are 20 storeys or greater;
- 14 buildings are between 10 and 19 storeys;
- 14 buildings are between 5 and 9 storeys.

DATE OF AERIAL PHOTO: SPRING 2010

PORT CREDIT NODE BUILDING HEIGHTS (5 Storeys and greater)

DRAFT

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics

— NODE BOUNDARY

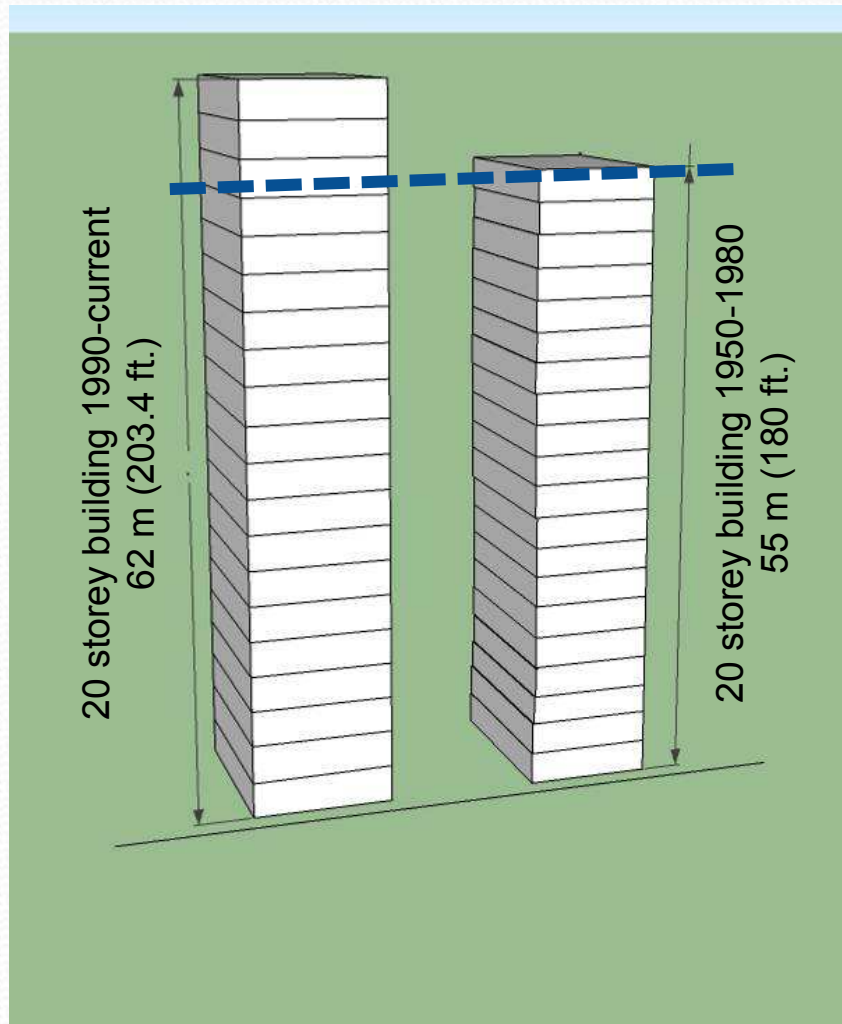
12 NUMBER OF STOREYS

Note: heights based on city databases and field observations



July 2010

Existing Building Heights



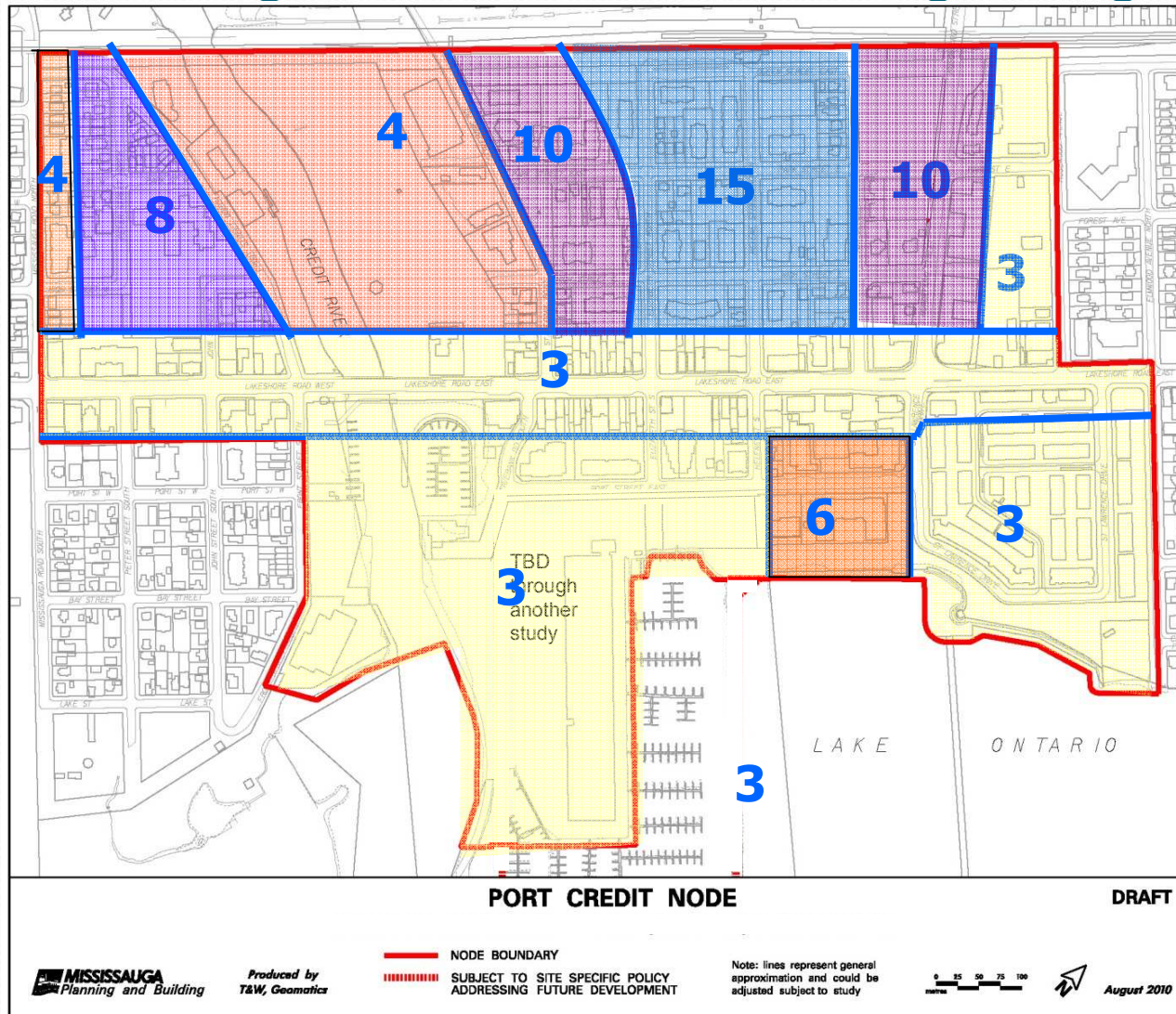
Building heights from 1950 to 1980 are significantly different than building heights from 1990 today.

The majority of the buildings constructed in the central residential area were constructed between 1950 and 1980.

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

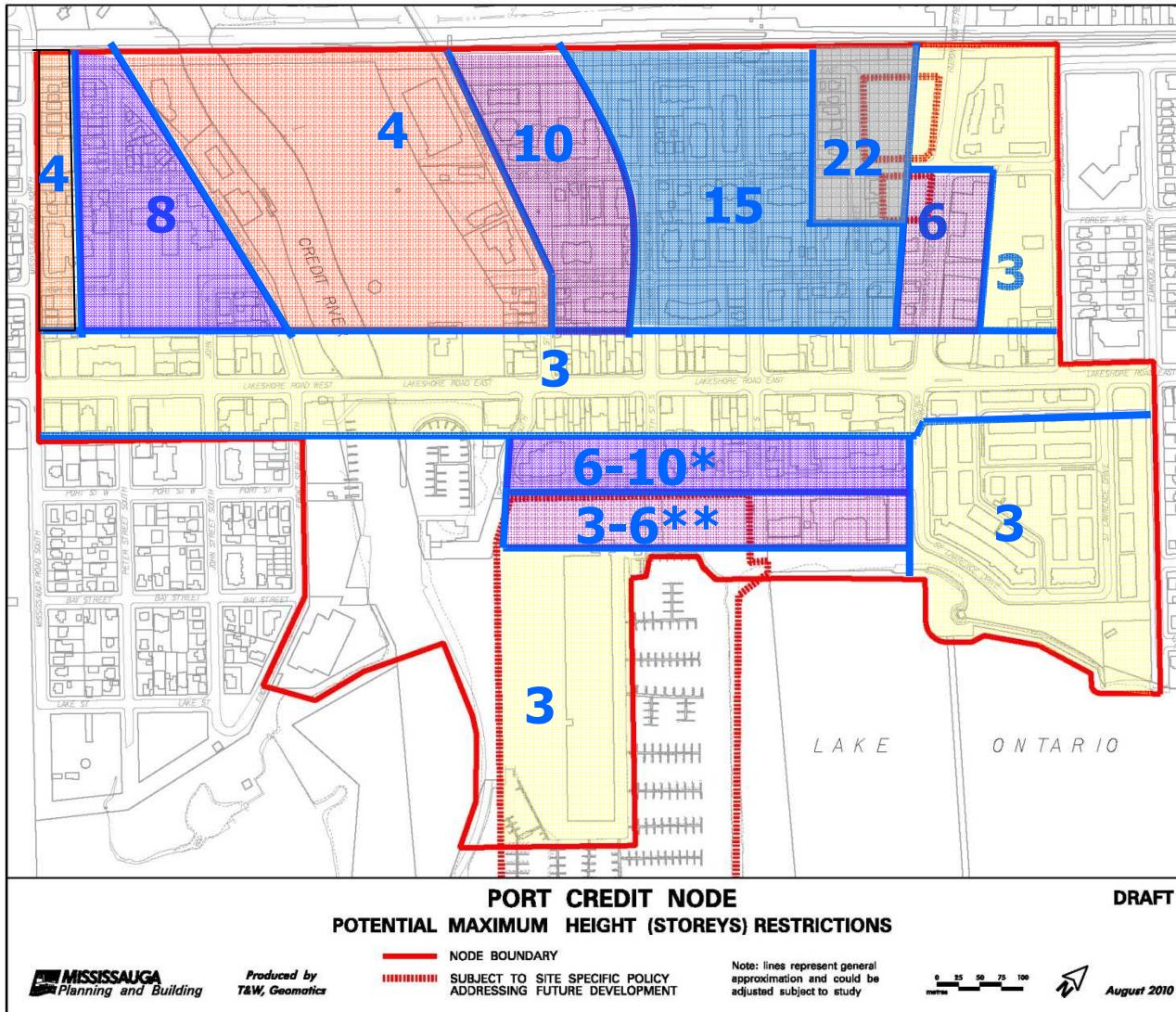


Existing Maximum Building Heights



*Site specific Exceptions

Proposed Maximum Building Heights

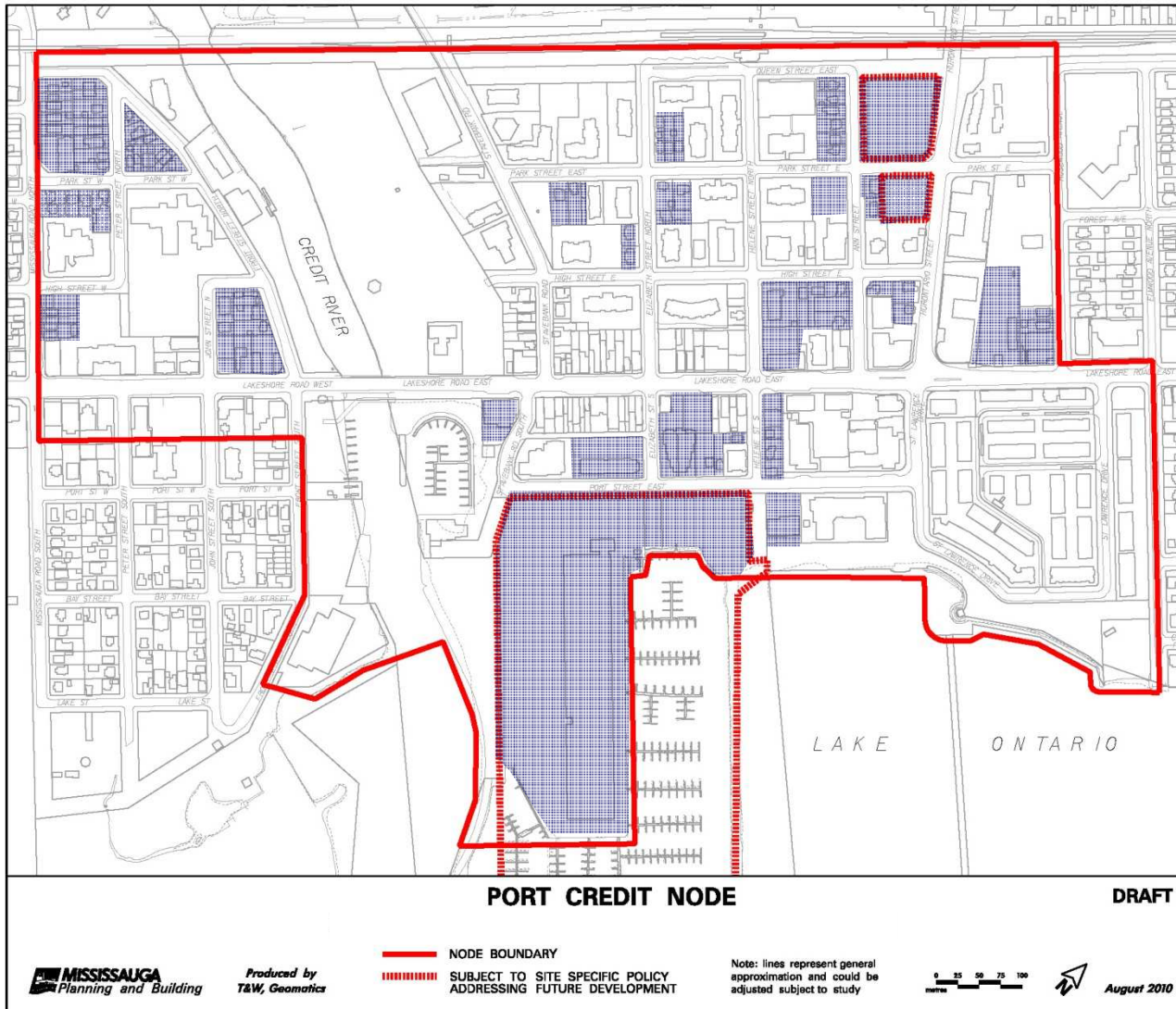


* Higher building heights should be central to the block

** Maximum building height with a step down to 3 storeys towards the Lake Ontario



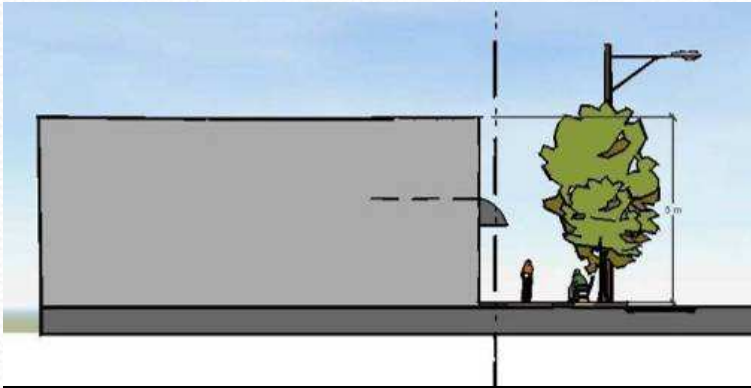
Potential Redevelopment Sites



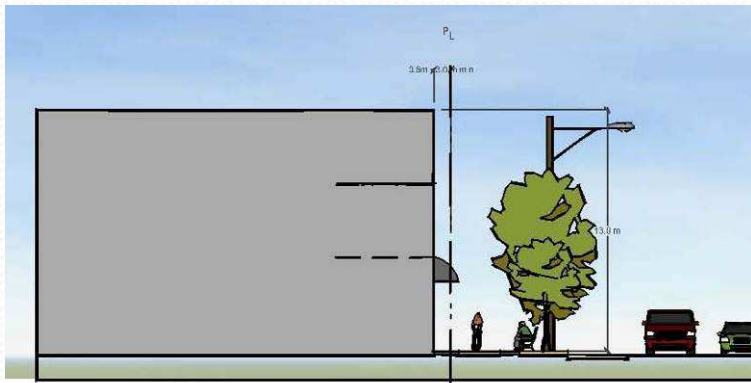
Note:

Some sites may have listed heritage resources and therefore may not be considered for full redevelopment

Proposed Building Heights on Lakeshore Road East/West



Minimum building height of 2 storeys will be required

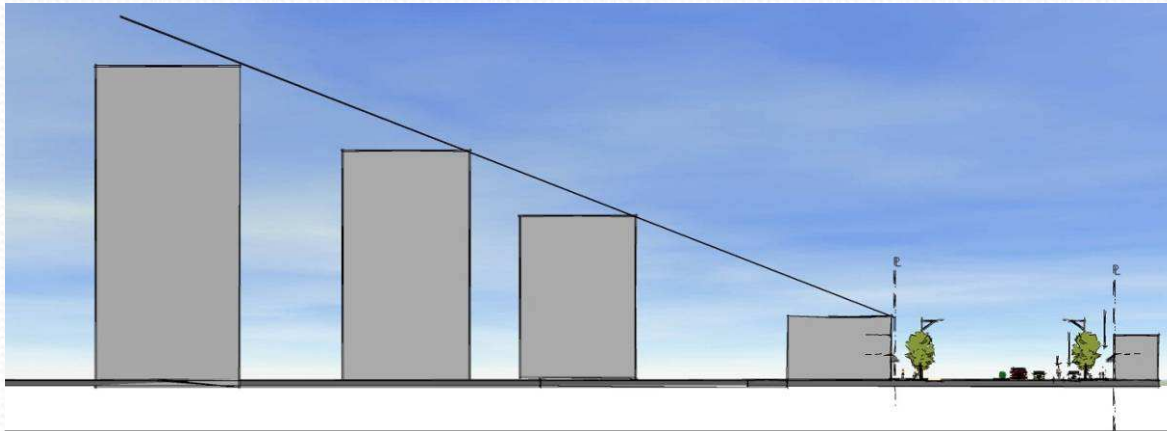


3 storey height limit along Lakeshore Road

- Minimum 2 storeys required
- Maximum height of 3 storeys



Proposed Building Transition to Lakeshore Road East/West



Buildings should transition down to Lakeshore Road East



Buildings will transition down to Lakeshore Road East

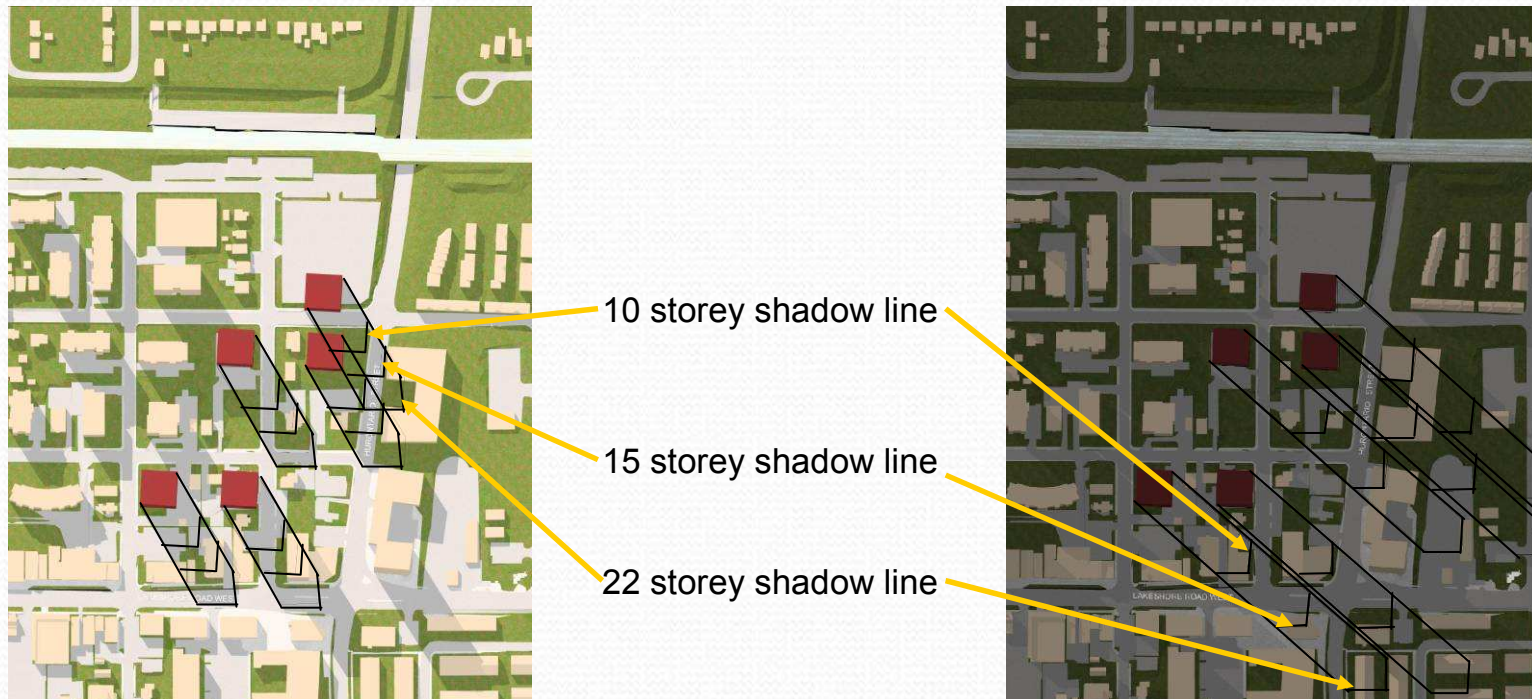


Image 18: Park Creek Village, Mississauga, Ontario, Canada



Shadow Impact

- Generally there should be no new shadow impact from new development in March, June and September on adjacent low rise residential, along the mainstreet corridor, and public Open Space. Shadows in December are difficult to avoid and are longer but still should be considered.
- Shadow impacts should be minimized in order to protect for a comfortable pedestrian environment.

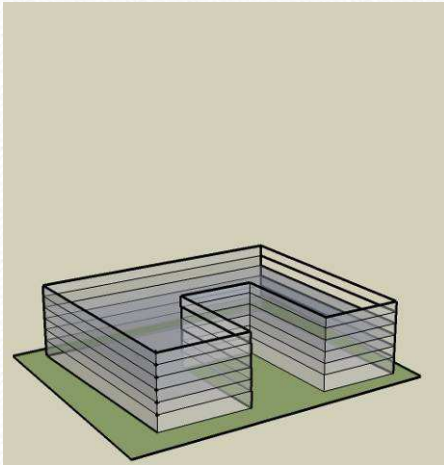


June 21- 6:00

For Illustrative Purposes

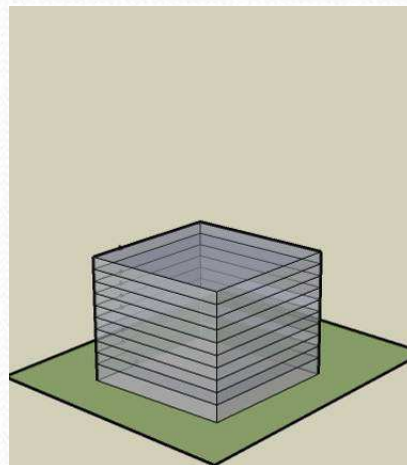
September 21- 6:00

Floor Plate Requirements



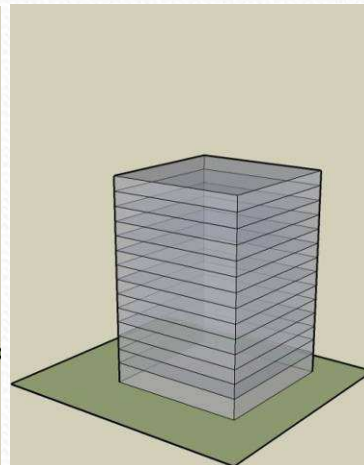
6 Storeys

Floor plate can be any size



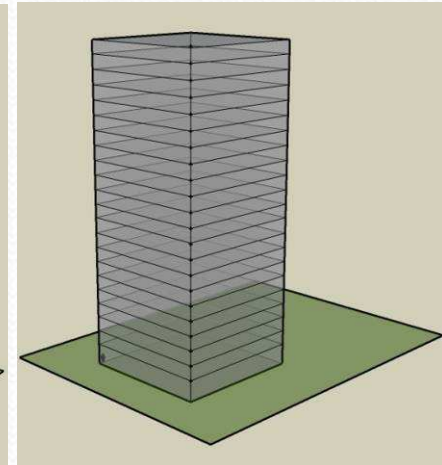
7-10 Storeys

Maximum floor plate of 1200 m^2



11-15 Storeys

Maximum floor plate of 1000 m^2

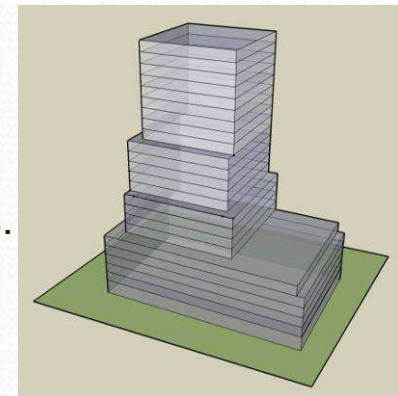


16-22 Storeys

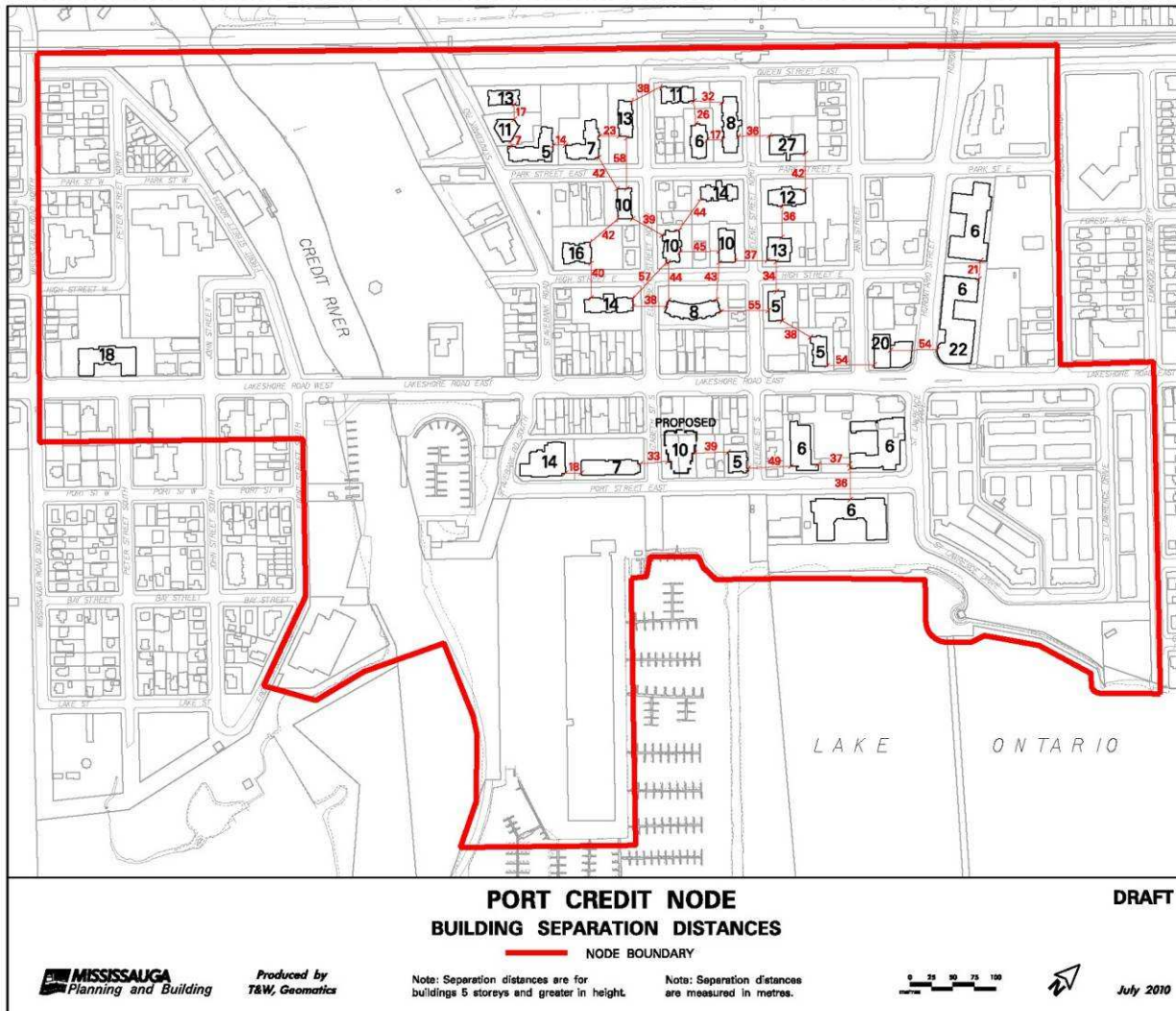
Maximum floor plate of 800 m^2

Currently the Residential Floor plates in the area range from approximately 550 m^2 (5920 ft^2) to 1350 m^2 ($14,531\text{ ft}^2$). As infill occurs it is important to ensure that the separation distance, shadow impact, and open space is adhered to. Therefore in the future taller buildings over 10 storeys will be required to have smaller floor plates.

Combinations of the above will be permitted subject to other criteria being met.



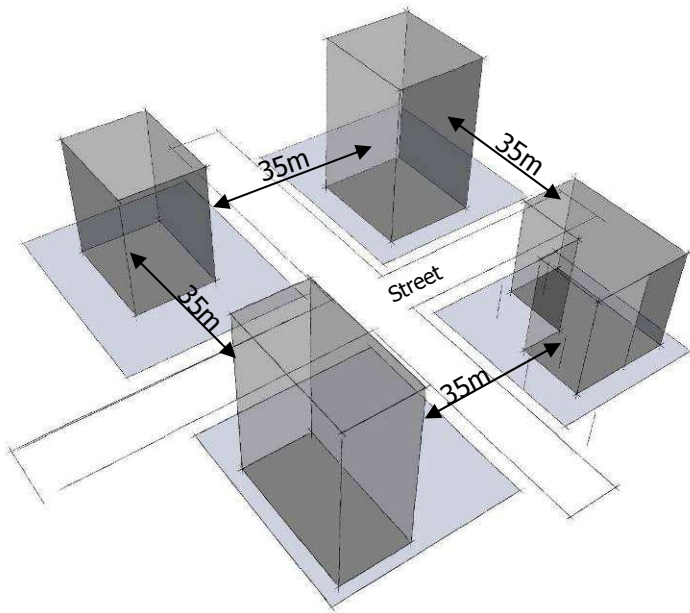
Tower Separation Distances



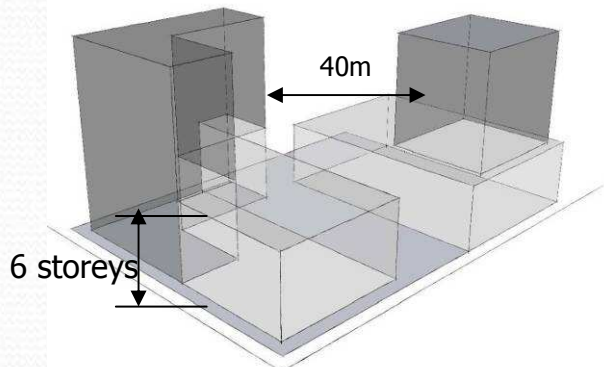
The average tower separations in the area is approximately **37m** for any building over 5 storeys.

The existing character of the area should be maintained, particularly the mature trees and the well landscaped front yards as well as the distance between buildings over 6 storeys.

Tower Separation Distances



Block to Block Separation



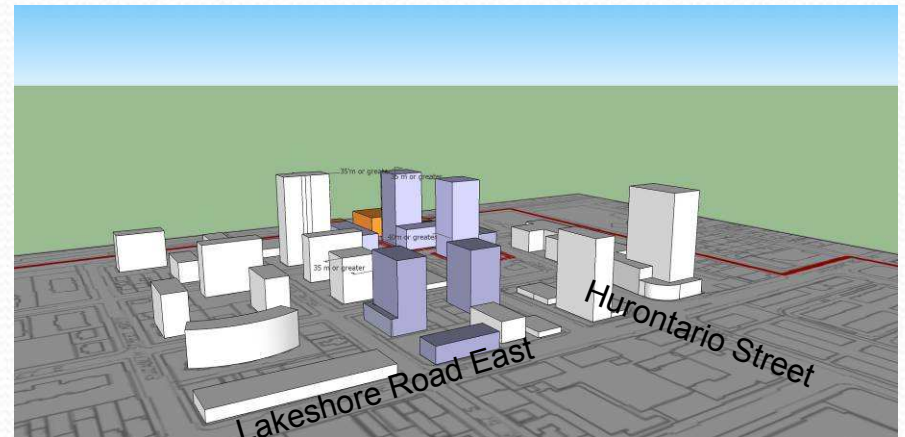
Within a Block Separation




Generally, any portion of the building over 6 storeys should have a minimum 35 m separation from any adjacent building also over 6 storeys that is on a public right of way.

Generally, any portion of the building over 6 storeys should have a minimum 40 m separation distance within a block.

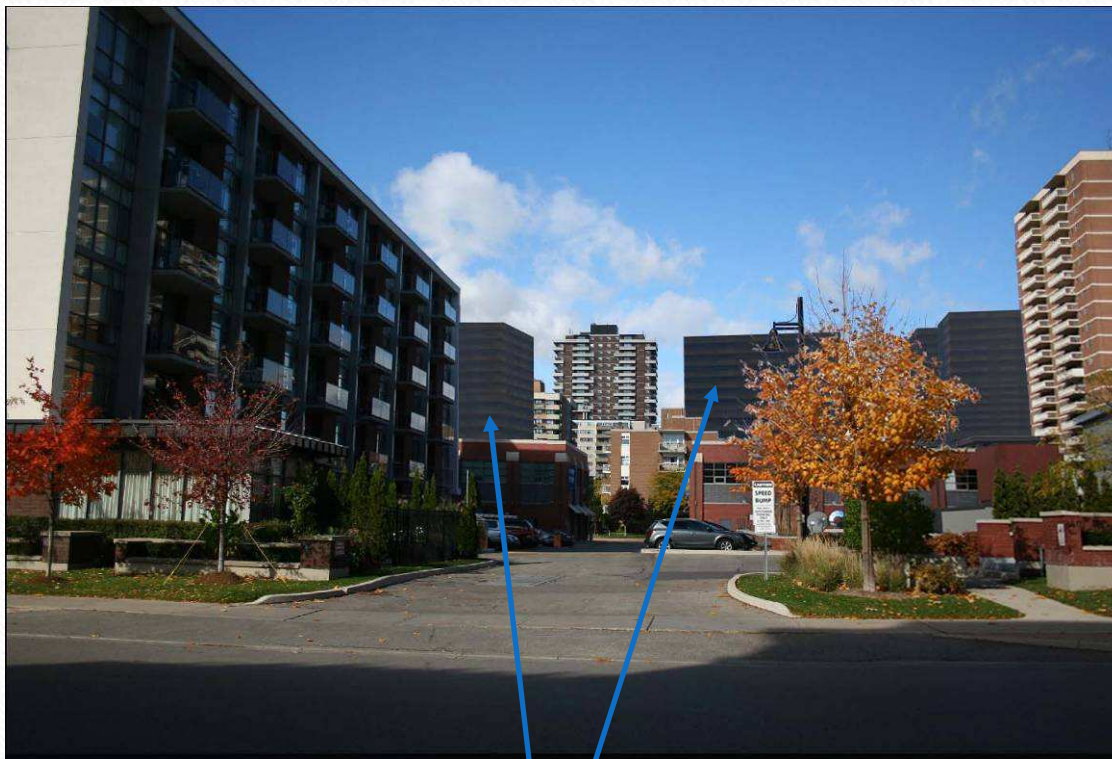


Illustration of Potential Massing



-  Future Building Concepts
-  Existing Buildings
-  Buildings within the 40 m setback from the Rail Lines

Building Orientation



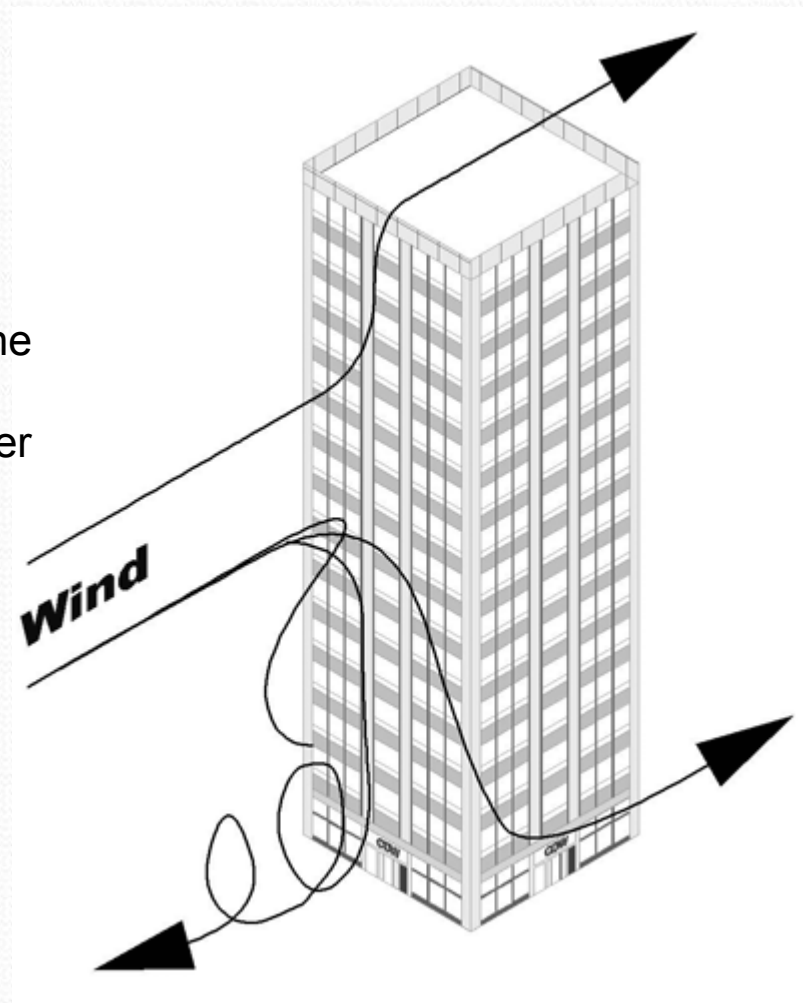
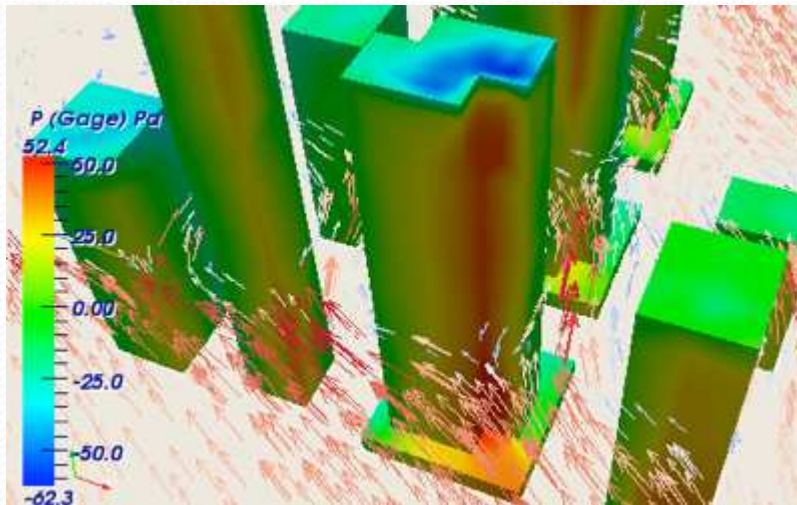
Two new conceptual 15 storey buildings

It is important to maintain the existing views to the Lake and within Port Credit and ensure that future buildings maintain sky views. However new buildings should also be oriented to maximize sky views along east and west side of Lakeshore Road.



Wind Comfort Studies

- The objective of the study is to ensure appropriate comfort and safety levels are maintained in the pedestrian realm, streetscapes, public spaces and areas immediately adjacent to and surrounding the proposed development. The study may be required on development applications higher than 3 storeys.



Retail at Grade

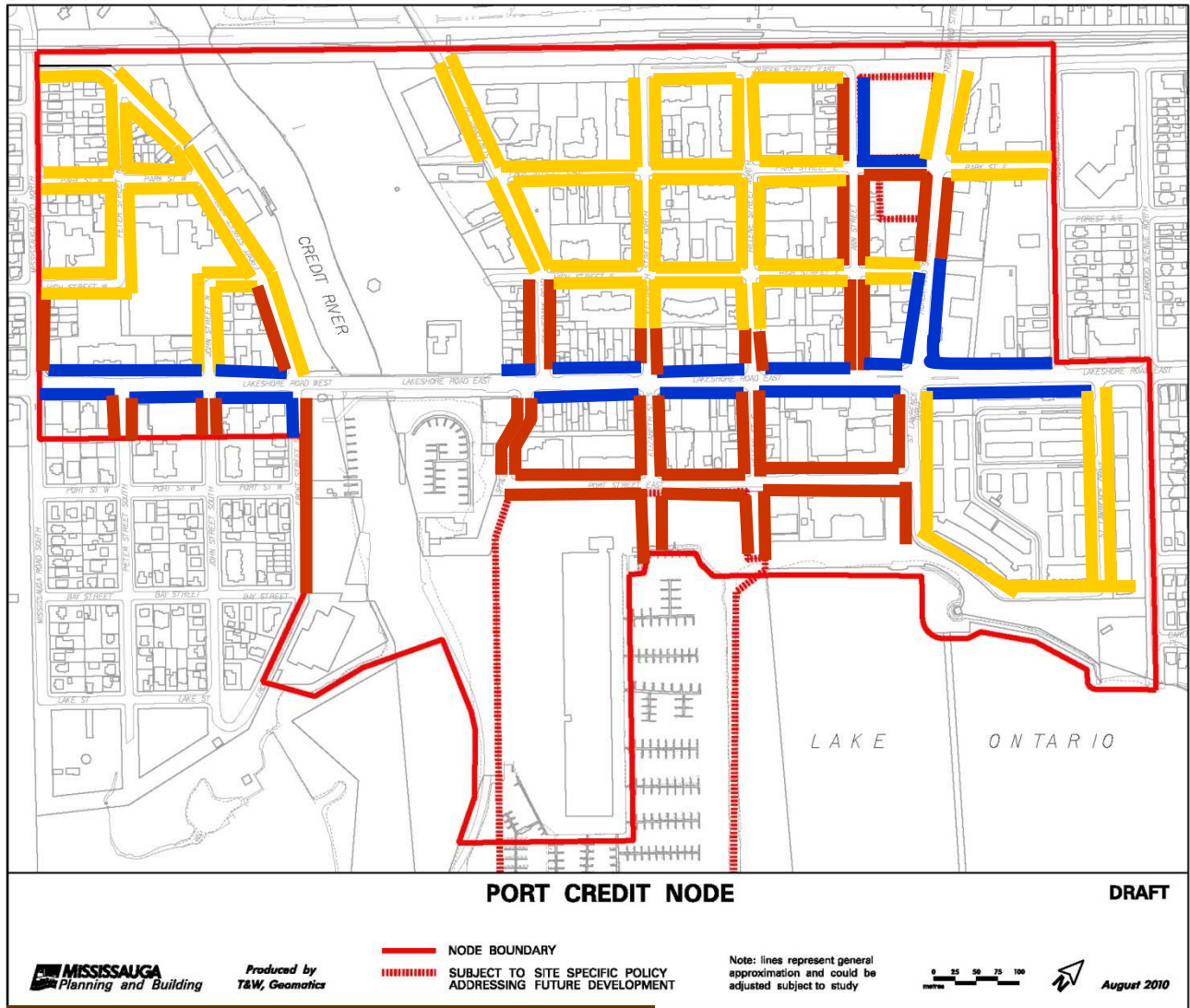


Figure ___ - At Grade uses

- Commercial - Retail Required
- Commercial - Retail Encouraged
- Commercial - Retail Not Required

Retail at Grade



Glazing



Mixed Use



Building Height

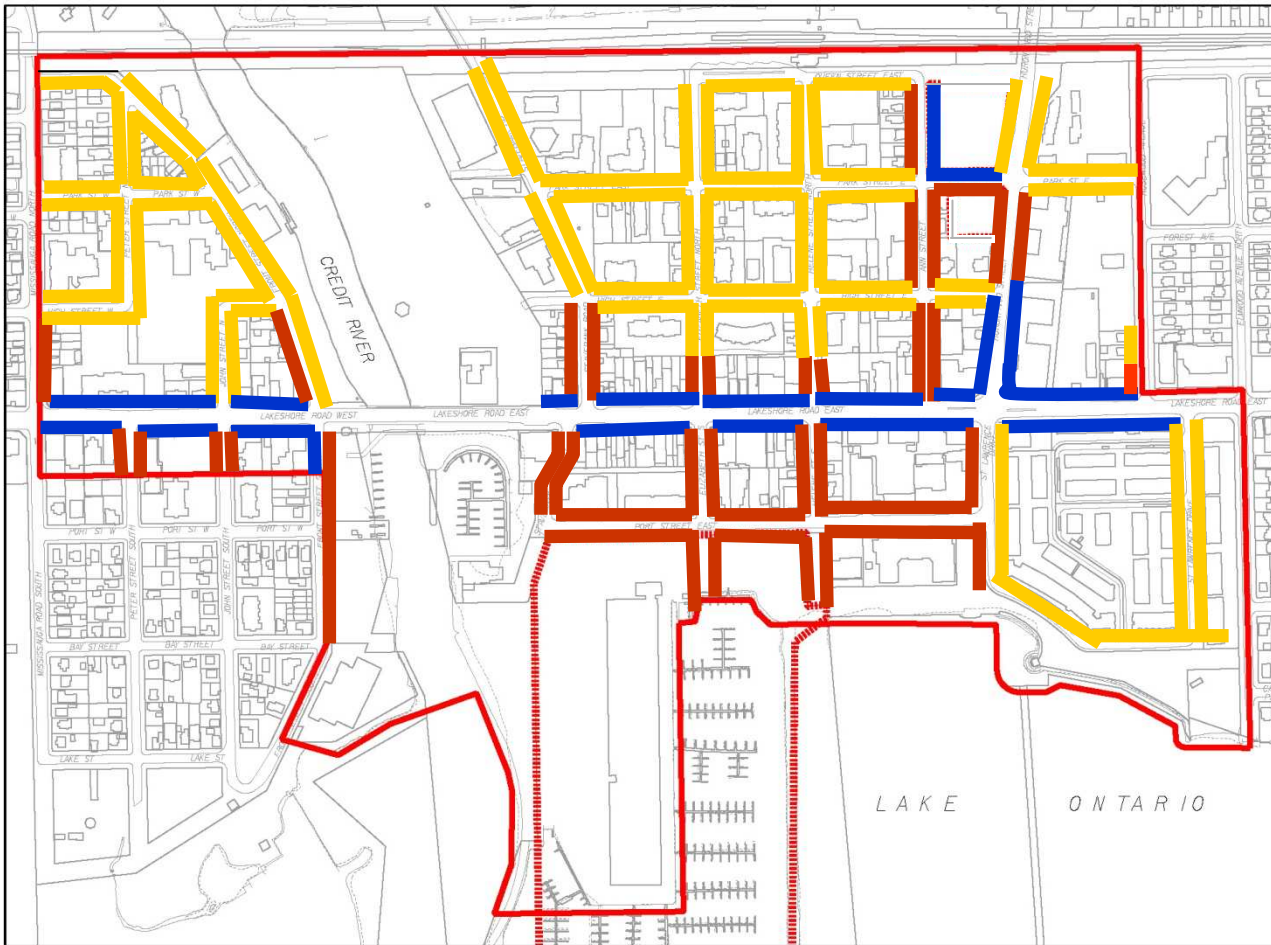


Building Type

Retail Guidelines include:

- Generally retail areas require a minimum of 4.5 m (15 ft.) of clear height from grade and a minimum of 15 m (50 ft.) frontage
- Minimum of 75% glazing required for retail storefronts along the street wall
- Minimum 6 m (20 ft.) store front extension around the corner from a primary street where retail is required.
- Retail tenants signs shall be designed of high quality material , colour and scale to compliment the remainder of the building
- Parapet and wall signs shall be limited to the first floor level.
- Ground signs are prohibited
- Store front window signage is permitted up to 20% of the glass surface area
- Tables and other active uses adjacent to storefront windows are encouraged

Building Setbacks



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T&W, Geomatics

- NODE BOUNDARY
- - - - - SUBJECT TO SITE SPECIFIC POLICY ADDRESSING FUTURE DEVELOPMENT

Note: lines represent general approximation and could be adjusted subject to study



August 2010

At Grade uses

- 0.0 m to 3.0 m setback
- 0.0 m to 3.0 m for commercial retail and 4.5 m to 7.5 m for at grade residential
- 4.5 m to 7.5 m

Setbacks on Lakeshore Road East should generally be 0.0-3.0 m (2 ft. - 9.8 ft.) however the development must ensure that a min. of 5.6 m (17.7 ft.) public realm from the street curb to the face of the building can be accommodated to ensure appropriate streetscape.

Streetscape should include a 2.0 m tree zone and street furniture.

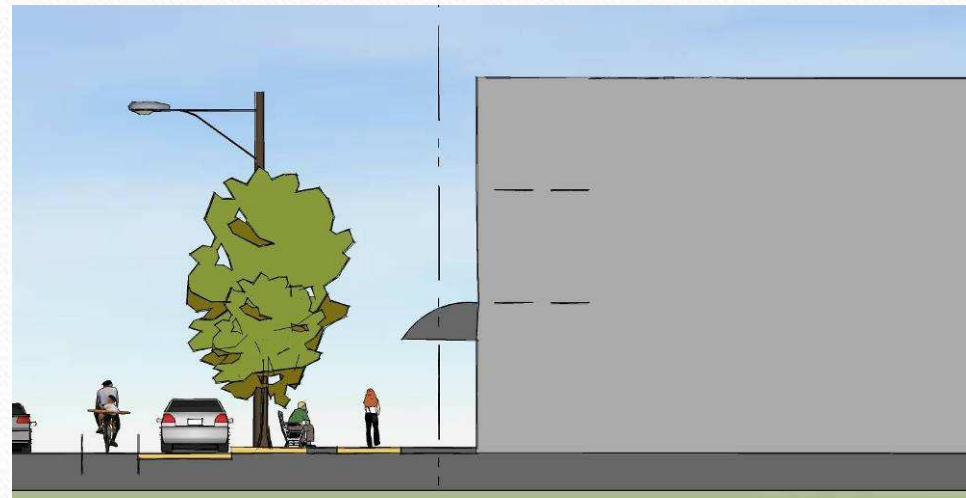
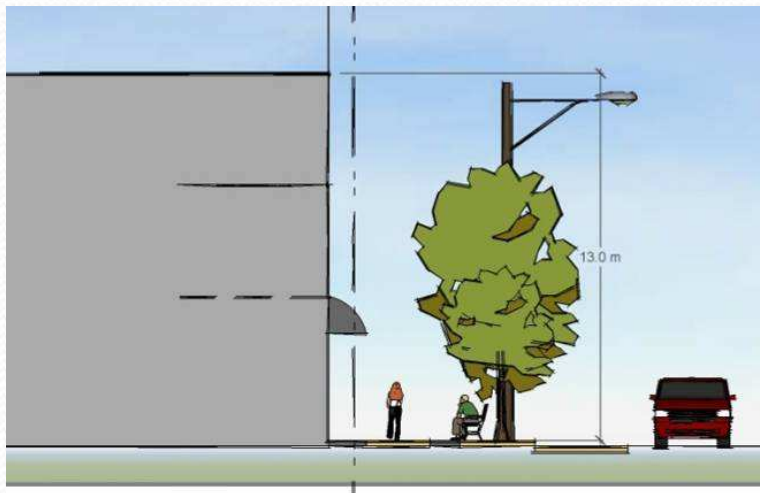
Landscape Area



- The central residential area is characterized by ample setbacks from the streets which provide opportunities for landscaping.
- 30 % of all sites must be landscaped area.
- Residential should be setback from the public right-of-way to encourage front doors on the street.
- Parking structures shall be screened along the linear frontages.

Public Realm

- Lakeshore Road requires streetscape improvements.
- Utilities are a huge hindrance to developing an appropriate streetscape along this corridor (overhead wires and underground equipment)
- Master Streetscape Study is required for the entire corridor



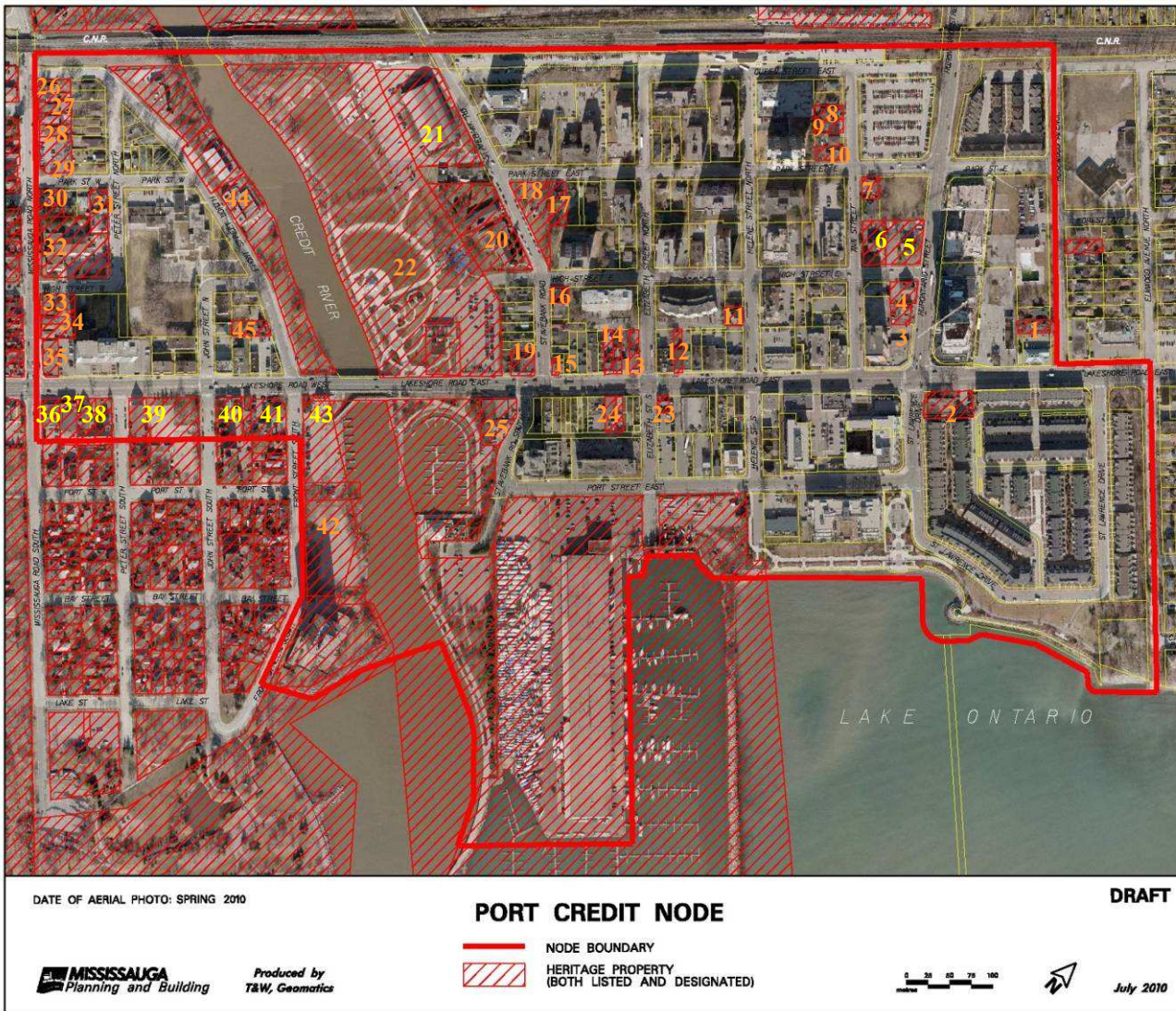
Ideal Streetscape 5.6 m (18.37 ft) from Curb to Building face

Parking, Loading and Service Areas

Parking, loading and service areas should be located behind the buildings in public/private laneways and from public view.



Cultural Heritage Resources



5- 90 High Street





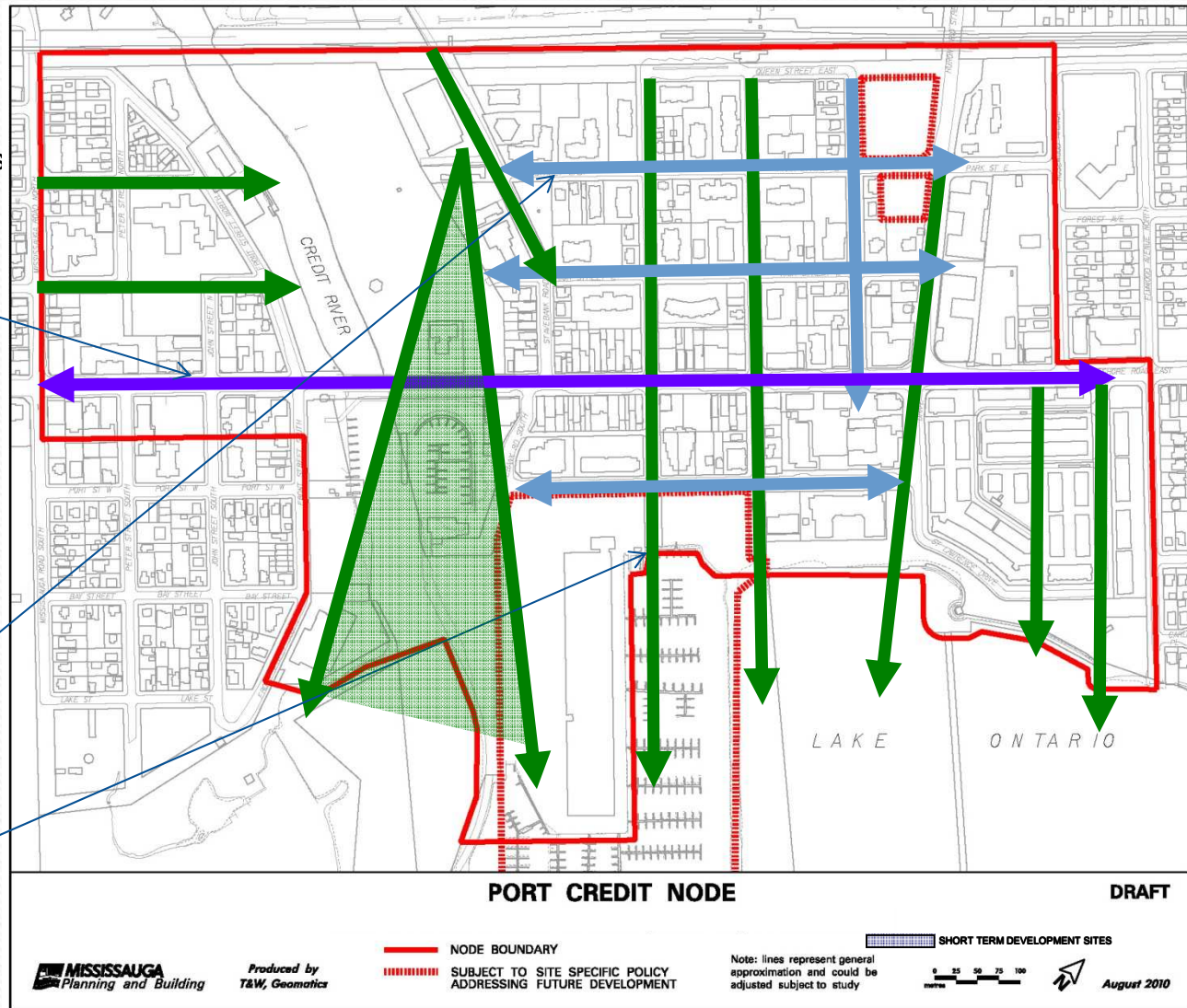
6- 84 High Street, CG Hamilton House



17-21 Park Street East

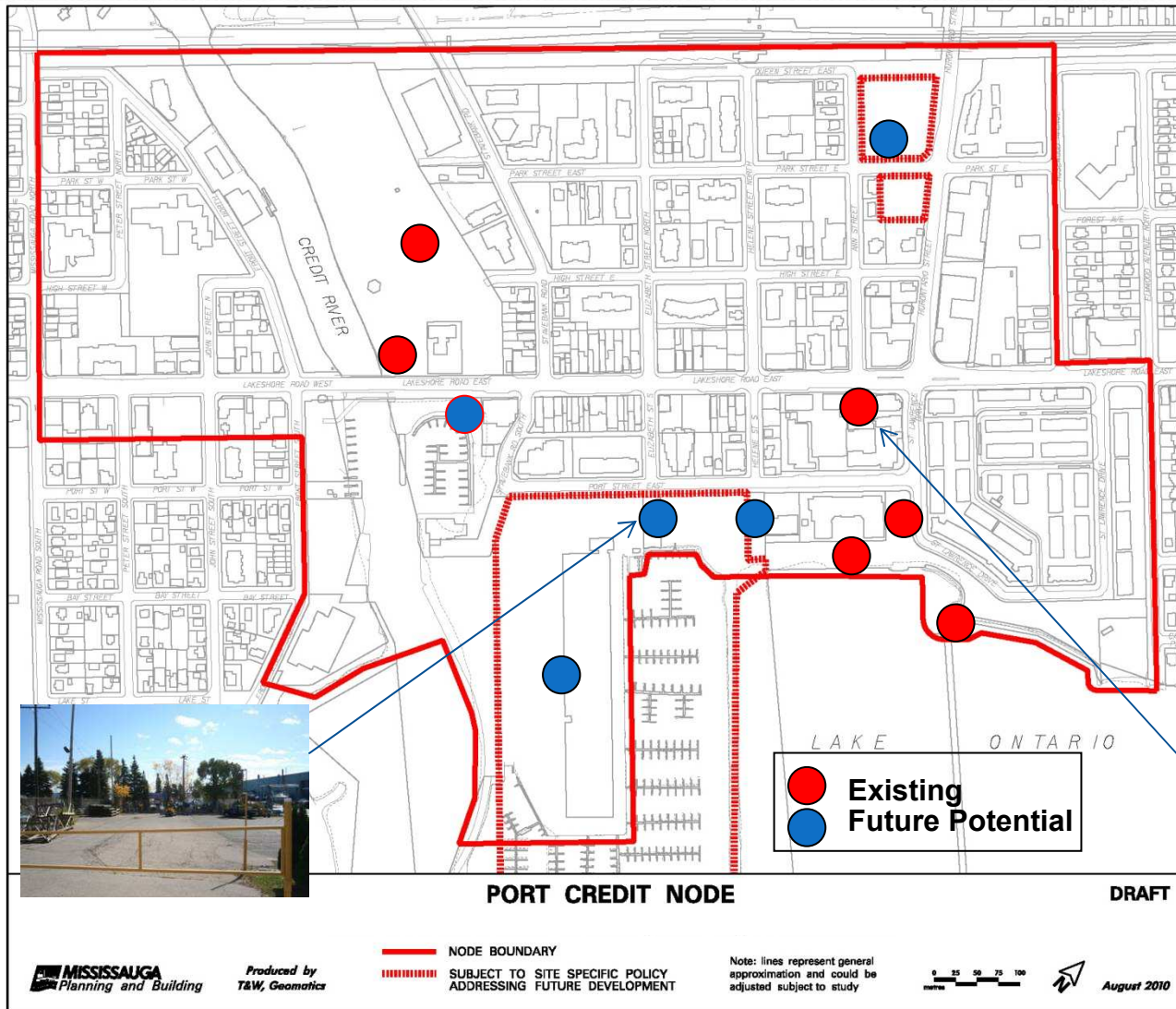
Gateways, Routes, Landmarks and Views

-  Water Views/routes
-  Person Made View/routes
-  Corridor Views/routes

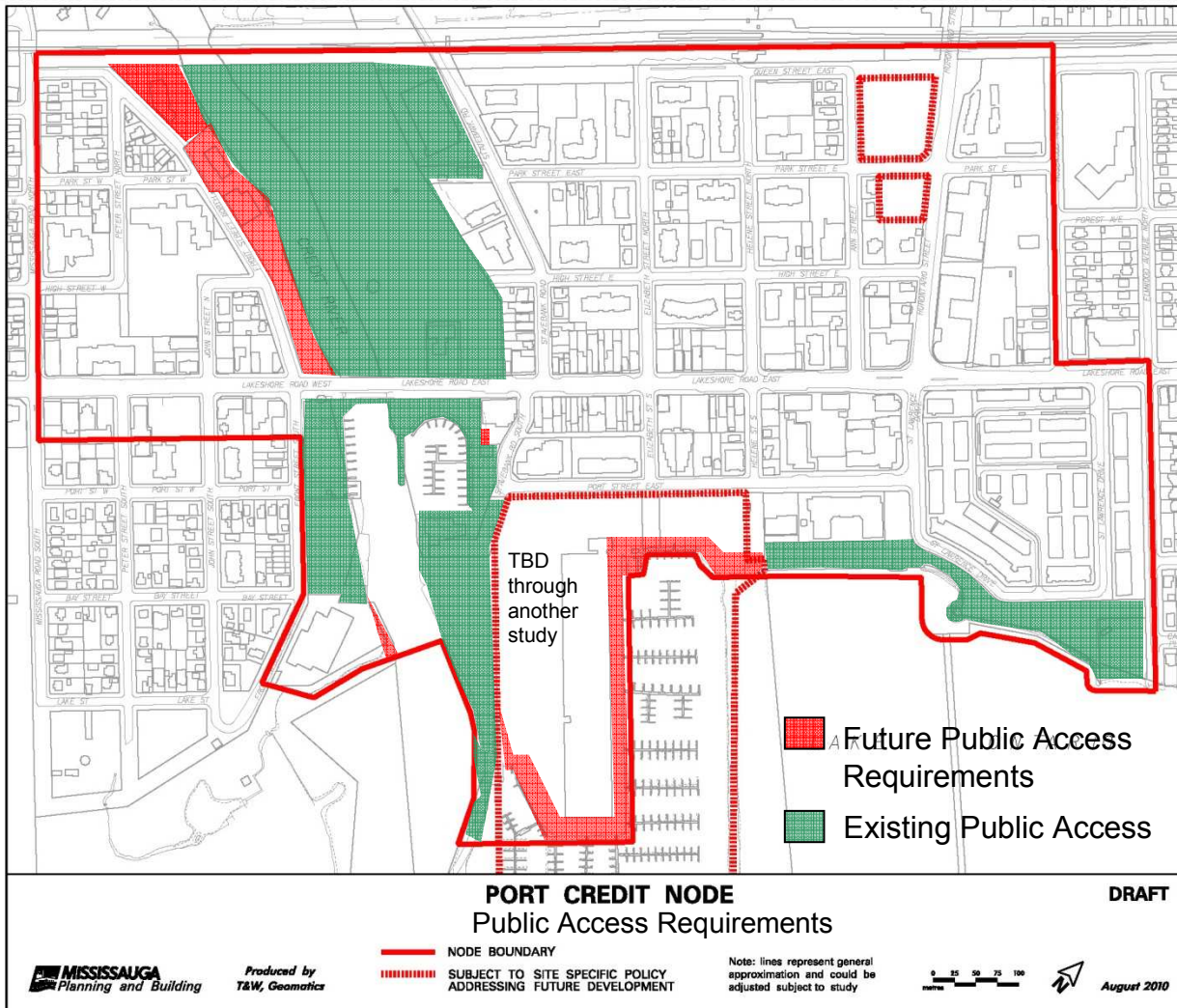


Place-Making Opportunities

Place-making is the process that fosters the creation of vital public destinations: the kind of places where people feel a strong stake in their communities and a commitment to making things better. Place-making capitalizes on a local community's assets, inspiration, and potential, ultimately creating good public spaces that promote people's health, happiness, and well being.



Continuous Public Waterfront Access



Continuous waterfront access along the shoreline is a priority for the residents of Port Credit and the City as a whole.



Rooftops (Mechanical Penthouse)

- All rooftop units should be internal to the buildings
- All mechanical penthouses should be designed and clad with materials to compliment the building façade
- The portion of the roof not utilized as mechanical penthouse should be developed as green roofs and /or useable outdoor amenity space.



Architectural Expression and Materiality

High Quality Building Materials will be required.

Preferred materials to be exposed



Brown/Red Brick



Vision Glass/Brick Combination

Architectural Expression and Materiality

Not permitted materials to be exposed



Concrete Block

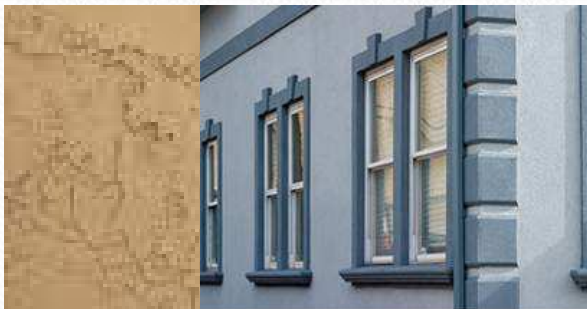


Painted Concrete Block



Architectural Concrete Block

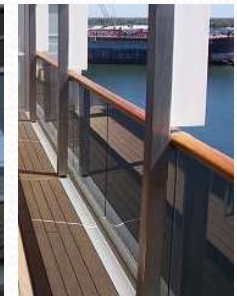
Not preferred materials



Stucco (synthetic or natural)



EIFS Panels for more than 20% of the building material



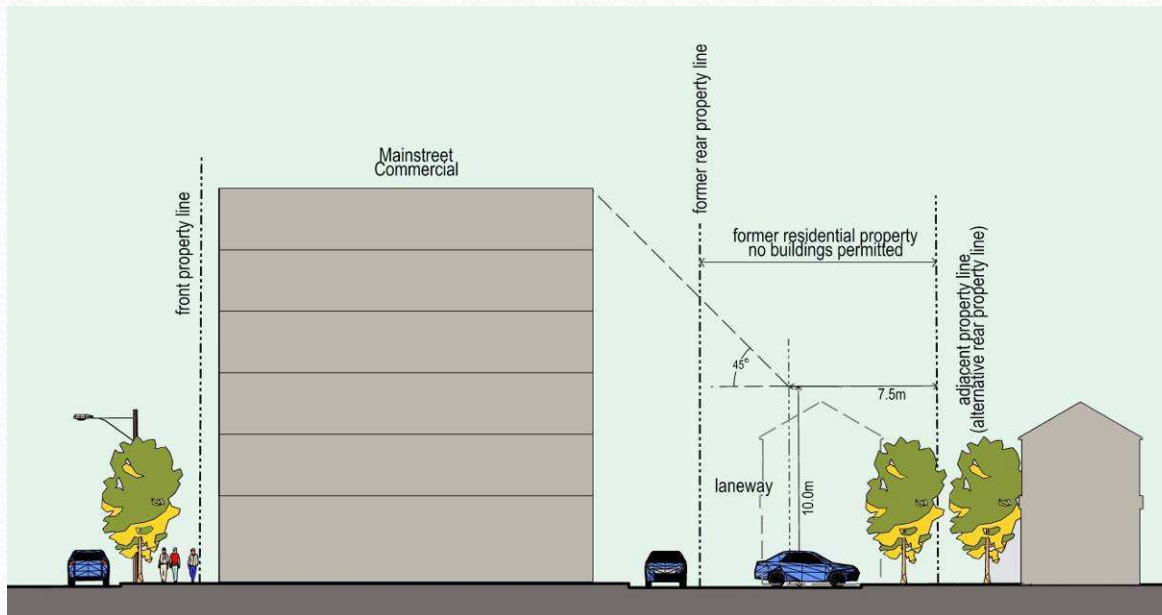
Glass balconies should be 50% tinted

Stable Residential

- Status quo.
- No heights over 4 storeys.
- Small residential infill permitted.
- Imperial Oil Lands to be determined through separate Process



Transition to Stable Residential



Thompson Avenue and Bloor Street transition to low rise stable residential (Toronto)

Port Credit Local Area Plan

General Approach To Built Form

Built Form will be addressed through a combination of Planning Instruments, including:

- Principal Official Plan
- Local Area Plan
- Zoning
- Site Plan
- Design Guidelines
- Other Municipal Documents & Policies, such as:
 - *Streetscape Master Plan*
 - *Community Improvement Plans*
 - *Green Development Strategy*
 - *Bonus Zoning*
 - *Heritage Conservation Districts:*