

**Environment and Land Tribunals
Ontario**

Ontario Municipal Board

655 Bay Street, Suite 1500
Toronto ON M5G 1E5
Telephone: (416) 212-6349
Toll Free: 1-866-448-2248
Fax: (416) 326-5370
Website: www.elto.gov.on.ca

**Tribunaux de l'environnement et de
l'aménagement du territoire Ontario**

Commission des affaires municipales
de l'Ontario

655 rue Bay, suite 1500
Toronto ON M5G 1E5
Téléphone: (416) 212-6349
Sans Frais: 1-866-448-2248
Télécopieur: (416) 326-5370
Site Web: www.elto.gov.on.ca



December 22, 2015

The Clerk
City of Mississauga
Civic Centre, 300 City Centre Drive
Mississauga, ON
L5B 3C1

Subject:	Case Number:	PL140282
	File Number:	PL140282
	Municipality:	Mississauga
	Official Plan Number:	OPA 19
	Property Location:	Entire Port Credit Local Planning Area
	Appellants:	2375675 Ontario Inc. Et All

Subsection 17(30) of the *Planning Act* provides;

(30) If all appeals under subsection (24) in respect of all or part of the decision of council are withdrawn and the time for filing appeals has expired, the secretary of the Municipal Board shall notify the clerk of the municipality that made the decision and,

(a) the decision or part of the decision that was the subject of an appeal is final; and

(b) the plan or part of the plan that was adopted and in respect of which all appeals have been withdrawn comes into effect as an official plan or part of an official plan on the day the last outstanding appeal has been withdrawn.

I am writing to advise that the appeal by 2375675 Ontario Inc. Et All was withdrawn by letter dated December 21, 2015.

There are no outstanding appeals in this matter, and our file is closed.

Yours truly,

JOANNE HAYES
SECRETARY

c.c. Gerald Swinkin
OMB Coordinator, MMAH

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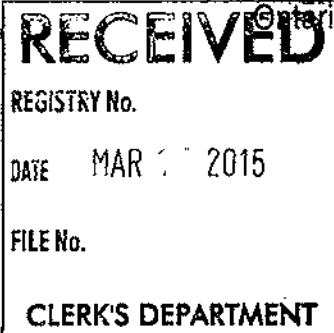
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March 9, 2015

The Clerk
City of Mississauga
Civic Centre, 300 City Centre Drive
Mississauga, ON
L5B 3C1

Subject:	Case Number:	PL140282
	File Number:	PL140282
	Municipality:	Mississauga
	Official Plan Number:	OPA 19
	Property Location:	Entire Port Credit Local Planning Area
	Appellant(s):	2375675 Ontario Inc. Et All, Dr. Geoff Edwards

I am writing to advise that the appeal by Dr. Geoff Edwards was withdrawn by letter dated February 27, 2015.

The Board will proceed to process appeals filed by 2375675 Ontario Inc. Et All and our file remains open.

Yours truly,


JOANNE HAYES
SECRETARY

c.c. Gerald Swinkin; Russell Cheeseman; Raj Kehar and OMB Coordinator, MMAH

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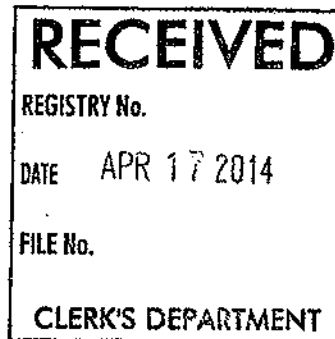
Commission des affaires municipales
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April 15, 2014

Diana Rusnov
Deputy Clerk
City of Mississauga
Civic Centre, 300 City Centre Drive
Mississauga, ON
L5B 3C1



Subject:	Case Number:	PL140282
	File Number:	PL140282
	Municipality:	City of Mississauga
	Official Plan Number:	OPA 19
	Property Location:	Entire Port Credit Local Planning Area
	Appellant(s):	2375675 Ontario Inc. Et All, Dr. Geoff Edwards

The Board acknowledges receipt of the above referenced file. When communicating with the Board please quote the Board's case and/or file number.

This file has been assigned to **Nazma Ramjaun, Case Coordinator, Planner**. For specific questions about this case, you may contact the Case Coordinator, Planner at **(416) 326-6796**.

The Case Coordinator, Planner will review the file to ensure that all the required material has been received and will identify if there are other related matters that may come to the Board. The Case Coordinator, Planner may contact the parties to:

- Identify issues
- Discuss whether the matter may be a candidate for a mediation meeting
- Discuss whether a prehearing conference may be beneficial (Prehearings are normally only held on complex cases where the hearing length is expected to be over five days)
- Discuss the time that may be required for the hearing.

Mediation is an option available where the parties consent to this process. Mediation is intended to provide the parties with a more satisfactory manner in which to reach a resolution in the same or lesser timeframe as the traditional adjudicative process. Parties should contact the Case Coordinator, Planner if they are interested in mediation.

The Board will schedule this case for the earliest available date on the Board's calendar. Parties should be prepared to proceed at any time. Parties will receive notice of the hearing event.

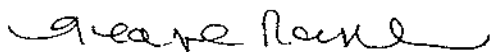
Notice for prehearings and hearings are generally mailed 35 days before the hearing. Notice for mediation meetings can be given on shorter notice.

Once dates are set, adjournments are not granted except where compelling circumstances exist and with the consent of all parties and/or the approval of the Board.

We are committed to providing services as set out in the *Accessibility for Ontarians with Disabilities Act, 2005*. If you have any accessibility needs, please contact our Accessibility Coordinator as soon as possible.

For general information concerning the Board's policies and procedures visit our website at www.eto.gov.on.ca or you may contact the Board's offices at (416) 212-6349. You may wish to obtain a copy of the publication 'A Guide to the Ontario Municipal Board' to learn more about participating in matters before the Board and the hearing process. This publication is available on the Board's website or by calling the Board's offices.

Yours truly,



George Rayner
Case Management Administrative Assistant

c.c.

The Clerk (Mississauga)

Hodan Egeh, OMB Coordinator at MMAH

Kelly Yerxa, Deputy City Solicitor, City of Mississauga

Russell Cheeseman, Russell D. Cheeseman, Barrister & Solicitor

Gerald Swinkin, Blake, Cassels & Graddon LLP

Memorandum



FOR IMMEDIATE ATTENTION AND ACTION

TO: Ed Sajecki, Commissioner of Planning & Building

FROM: Diana Rusnov, Office of the City Clerk

DATE: April 1, 2014

RE: Appeal Pursuant to 17(24) of the *Planning Act*, R.S.O. 1990, c. P.13,
Application to Amend Zoning By-law 0225-2007
To appeal the Decision

The lands affected by this Amendment are located in the Port Credit Local Area Plan which contains the Port Credit Community Node Character Area and the Port Credit Neighbourhood Character Area.

Our File: OPA 19 - Ward 1

Attached please find copy of a letter of appeal dated April 1, 2014, from, Blakes, Cassels & Graydon LLP, solicitors for 2375675 Ontario Inc., 2375684 Ontario Inc., 1687667 Ontario Limited, 2375673 Ontario Inc., Helmuth Strobel & Ranieri Possami, with respect to OPA # 19.

In accordance with Planning Act requirements, the City is required to submit the Notice of Appeal, Municipal Submission Form (including prescribed records) and appeal fee to the Ontario Municipal Board within 15 days after the Notice of Appeal is received. In order to meet this deadline, we request that you provide our office with the following information outlined on the attached Municipal Submission Form (R1) **no later than the 7th of April, 2014:**

- Part 4: Related Matters
- Part 5: Official Plan Information
- Part 6: Scheduling Information (including the estimated number of days for the hearing)
- Part 7: Municipal Representative Information (Legal or Planning)
- Part 8: Required Documentation (include the applicable documents and information indicated by a tick)

Thank you for your co-operation

A handwritten signature in black ink, appearing to read "Diana Rusnov".

Diana Rusnov, Deputy Clerk and
Manager Legislative Services
Corporate Services Department
905-615-3200 ext. 5421

mj

Att.

cc: Paul Stewart, Planning and Building (via email)
Mary E. Bench, City Solicitor (via email)
Councillor, Ward 1 (via email)
Planning Notification List (via email)



Blake, Cassels & Graydon LLP
Barristers & Solicitors
Patent & Trade-mark Agents
199 Bay Street
Suite 4000, Commerce Court West
Toronto ON M5L 1A9 Canada
Tel: 416-863-2400 Fax: 416-863-2653

April 1, 2014

Gerald S. Swinkin
Partner

SAME DAY COURIER

Dir: 416-863-5845
gerald.swinkin@blakes.com
Reference: 10738/1

Ms. Crystal Greer
City Clerk
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

RE: OPA 19 and
Re: Notice of Appeal - High Benson Holdings Inc.
Re: 5 Benson Avenue, 266 through 272, 274, 280, 290 and 294 Lakeshore Road West and
125, 127, 131, 135, 139, 141 and 143 High Street West, Mississauga

Dear Ms. Greer:

Please be advised that we are counsel to the owners of the above-referenced lands. The registered owners of the lands are 2375675 Ontario Inc., 2375684 Ontario Inc., 1687667 Ontario Limited, 2375673 Ontario Inc., Helmuth Strobel and Ranieri Possami. On their behalf we are hereby filing with you a completed Appellant Form (A1) with respect to OPA 19 as adopted by City Council, the Notice of Decision of which was issued on March 12, 2014. In accordance with the statutory requirements, we are also enclosing herein our solicitor's general cheque payable to the Minister of Finance in the amount of \$125.00 as the appeal fee.

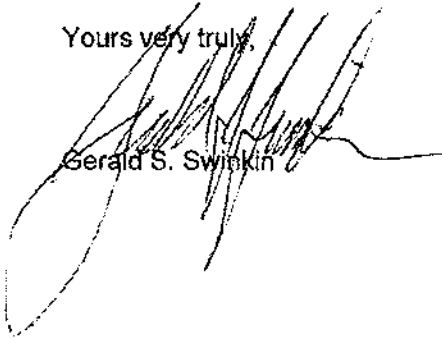
The grounds for the appeal are set forth in the Schedule to the Appellant Form and I would confirm that this is intended as a site specific appeal confined to the lands above-referenced. I would take the further opportunity in this transmittal letter of simply advising that the motivation for the appeal is to ensure incorporation within the Port Credit Local Area Plan of the designations and site specific policies which will ultimately be determined through the site specific amendment process with respect to the lands of these owners. As is noted in the Schedule, these lands are presently the subject of site specific amendment applications proceeding under City File OZ13/016 W1.

Our client fully intends for its Site Specific Official Plan Amendment and Zoning Amendment applications to proceed in the normal course through the City planning process and that the determination of those applications would be reflected by way of necessary modifications to Mississauga Official Plan and the Port Credit Local Area Plan at the conclusion of the planning review. In order to foreclose any suggestion that our clients simply accept the land use designations which are set forth on their lands under OPA 19 or other policies which do not reflect the intentions of the present site specific amendment applications and to

reserve the opportunity to reconcile those matters, on a site specific basis, to achieve the development proposal, the present appeal is being filed.

In the course of the prehearing conference stages before the Ontario Municipal Board, we anticipate further assessing the status of this appeal and any refinements which may be necessary.

Yours very truly,



Gerald S. Swinkin

GSS/mjl

c. H. Strobel
R. Freeman

22530410.1



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APPELLANT FORM (A1) **PLANNING ACT**

**SUBMIT COMPLETED FORM
 TO MUNICIPALITY/APPROVAL AUTHORITY**

Date Stamp - Appeal Received by Municipality
 Jane Doe

Receipt Number (OMB Office Use Only)

Part 1: Appeal Type (Please check only one box)

SUBJECT OF APPEAL	TYPE OF APPEAL	PLANNING ACT REFERENCE (SECTION)
Minor Variance	<input type="checkbox"/> Appeal a decision	45(12)
Consent/Severance	<input type="checkbox"/> Appeal a decision	53(19)
	<input type="checkbox"/> Appeal conditions imposed	
	<input type="checkbox"/> Appeal changed conditions	53(27)
	<input type="checkbox"/> Failed to make a decision on the application within 90 days	53(14)
Zoning By-law or Zoning By-law Amendment	<input type="checkbox"/> Appeal the passing of a Zoning By-law	34(19)
	<input type="checkbox"/> Application for an amendment to the Zoning By-law – failed to make a decision on the application within 120 days	34(11)
	<input type="checkbox"/> Application for an amendment to the Zoning By-law – refused by the municipality	
Interim Control By-law	<input type="checkbox"/> Appeal the passing of an Interim Control By-law	38(4)
Official Plan or Official Plan Amendment	<input checked="" type="checkbox"/> Appeal a decision	17(24) or 17(36)
	<input type="checkbox"/> Failed to make a decision on the plan within 180 days	17(40)
	<input type="checkbox"/> Application for an amendment to the Official Plan – failed to make a decision on the application within 180 days	22(7)
	<input type="checkbox"/> Application for an amendment to the Official Plan – refused by the municipality	
Plan of Subdivision	<input type="checkbox"/> Appeal a decision	51(39)
	<input type="checkbox"/> Appeal conditions imposed	51(43) or 51(48)
	<input type="checkbox"/> Failed to make a decision on the application within 180 days	51(34)

Part 2: Location Information

5 Benson, 266-272, 274, 280, 290 & 294 Lakeshore Road West & 125, 127, 131, 135, 139, 141 & 143 High Street West

Address and/or Legal Description of property subject to the appeal:

Municipality/Upper tier: City of Mississauga, Region of Peel

Part 3: Appellant Information

First Name: Helmuth Last Name: Strobel

2375675 Ontario Inc., 2375684 Ontario Inc., 1687667 Ontario Ltd., 2375673 Ontario Inc. and Ranieri Possamini

Company Name or Association Name (Association must be incorporated – Include copy of letter of incorporation)

Professional Title (if applicable): as above

E-mail Address: hstrobel@theshoresofportcredit.com

By providing an e-mail address you agree to receive communications from the OMB by e-mail.

Daytime Telephone #: 416-821-3588 Alternate Telephone #: _____

Fax #: 416-256-4449

Mailing Address: 6 Leswyn Road Toronto

Street Address	Apt/Suite/Unit#	City/Town
<u>Ontario</u>		<u>M6N 1K2</u>
Province	Country (if not Canada)	Postal Code

Signature of Appellant: _____ Date: _____
(Signature not required if the appeal is submitted by a law office.)

Please note: You must notify the Ontario Municipal Board of any change of address or telephone number in writing. Please quote your OMB Reference Number(s) after they have been assigned.

Personal information requested on this form is collected under the provisions of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, and the *Ontario Municipal Board Act*, R.S.O. 1990, c. O. 28 as amended. After an appeal is filed, all information relating to this appeal may become available to the public.

Part 4: Representative Information (if applicable)

I hereby authorize the named company and/or individual(s) to represent me:

First Name: Gerald S. Last Name: Swinkin

Company Name: Blake, Cassels & Graydon LLP

Professional Title: Barrister & Solicitor

E-mail Address: gerald.swinkin@blakes.ca

By providing an e-mail address you agree to receive communications from the OMB by e-mail.

Daytime Telephone #: 416-863-5845 Alternate Telephone #: _____

Fax #: 416-863-2653

Mailing Address: 199 Bay Street. Suite 4000, Commerce Court West Toronto
Street Address Apt/Suite/Unit# City/Town

Ontario M5L 1A9
Province Country (if not Canada) Postal Code

Signature of Appellant: [Signature] Date: April 1, 2014

Please note: If you are representing the appellant and are NOT a solicitor, please confirm that you have written authorization, as required by the Board's Rules of Practice and Procedure, to act on behalf of the appellant. Please confirm this by checking the box below.

☒ I certify that I have written authorization from the appellant to act as a representative with respect to this appeal on his or her behalf and I understand that I may be asked to produce this authorization at any time.

Part 5: Language and Accessibility

Please choose preferred language: ☒ English ☐ French

We are committed to providing services as set out in the *Accessibility for Ontarians with Disabilities Act, 2005*. If you have any accessibility needs, please contact our Accessibility Coordinator as soon as possible.

Part 6: Appeal Specific Information

1. Provide specific information about what you are appealing. For example: Municipal File Number(s), By-law Number(s), Official Plan Number(s) or Subdivision Number(s):

(Please print)

Mississauga Official Plan Amendment 19

2. Outline the nature of your appeal and the reasons for your appeal. Be specific and provide land-use planning reasons (for example: the specific provisions, sections and/or policies of the Official Plan or By-law which are the subject of your appeal - If applicable). **If more space is required, please continue in Part 9 or attach a separate page.

(Please print)

See Schedule Attached

THE FOLLOWING SECTIONS (a&b) APPLY ONLY TO APPEALS OF ZONING BY-LAW AMENDMENTS UNDER SECTION 34(11) OF THE *PLANNING ACT*.

- a) **DATE APPLICATION SUBMITTED TO MUNICIPALITY:** _____

(If application submitted before January 1, 2007 please use the O1 'pre-Bill 51' form.)

- b) Provide a brief explanatory note regarding the proposal, which includes the existing zoning category, desired zoning category, the purpose of the desired zoning by-law change, and a description of the lands under appeal:

**If more space is required, please continue in Part 9 or attach a separate page.

Part 7: Related Matters (if known)

Are there other appeals not yet filed with the Municipality?

YES



NO



Are there other planning matters related to this appeal?

YES



NO

*(For example: A consent application connected to a variance application)*

If yes, please provide OMB Reference Number(s) and/or Municipal File Number(s) in the box below:

(Please print)

City of Mississauga File OZ/13/016 W1

Part 8: Scheduling InformationHow many days do you estimate are needed for hearing this appeal? ☐ half day ☐ 1 day ☐ 2 days ☐ 3 days☐ 4 days ☐ 1 week ☐ More than 1 week – please specify number of days: _____How many expert witnesses and other witnesses do you expect to have at the hearing providing evidence/testimony?
at least one _____Describe expert witness(es)' area of expertise *(For example: land use planner, architect, engineer, etc.):*

land use planning consultant

Do you believe this matter would benefit from mediation?

YES



NO

*(Mediation is generally scheduled only when all parties agree to participate)*

Do you believe this matter would benefit from a prehearing conference?

YES



NO

*(Prehearing conferences are generally not scheduled for variances or consents)*

If yes, why? _____

Part 9: Other Applicable Information **Attach a separate page if more space is required.

Part 10: Required Fee

Total Fee Submitted: \$ 125.00

Payment Method: ☐ Certified cheque ☐ Money Order ☒ Solicitor's general or trust account cheque

- The payment must be in Canadian funds, **payable to the Minister of Finance.**
- **Do not send cash.**
- **PLEASE ATTACH THE CERTIFIED CHEQUE/MONEY ORDER TO THE FRONT OF THIS FORM.**

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SCHEDULE RE PART 6 – ITEM 2

The Appellant presently has an application for Official Plan and Zoning Amendment with respect to its lands, which is proceeding under City File No. OZ 13/016 W1. The application seeks to amend the land use designation from various mixed-use and residential low-density designations to a residential high density-special site designation and to amend the Zoning By-law from RM7, C4 and C4-17 to an RA2 Exception zone category. The application was filed with the City in the late fall of 2013 and is proceeding through the circulation, consultation and normal planning review course. The application has been supported by all of the required studies and background material as required by the Official Plan Policy with respect to these types of amendment applications. Although the Appellant is of the opinion that the proposed amendments to the Official Plan and Zoning By-law are generally consistent and in conformity with the structure of these planning instruments, including the new provisions embodied in Official Plan Amendment No. 19, out of prudence and an abundance of caution, the Appellant is filing this appeal with respect to the adoption of OPA 19 to ensure that any resultant disposition of that Amendment and its applications are embodied within Mississauga Official Plan in a consistent fashion.

Memorandum



FOR IMMEDIATE ATTENTION AND ACTION

TO: Ed Sajecki, Commissioner of Planning & Building

FROM: Diana Rusnov, Office of the City Clerk

DATE: March 31, 2014

RE: Appeal Pursuant to 17(24) of the *Planning Act*, R.S.O. 1990, c. P.13,
Application to Amend Zoning By-law 0225-2007
To appeal the Decision

The lands affected by this Amendment are located in the Port Credit Local Area Plan which contains the Port Credit Community Node Character Area and the Port Credit Neighbourhood Character Area.

Our File: OPA 19 - Ward 1

Attached please find copy of a letter of appeal dated March 28, 2014 (March 31, 2014 from Russell D. Cheeseman Barrister and Solicitor, solicitors for Dr. Geoff Edwards, with respect to OPA # 19.

In accordance with Planning Act requirements, the City is required to submit the Notice of Appeal, Municipal Submission Form (including prescribed records) and appeal fee to the Ontario Municipal Board within 15 days after the Notice of Appeal is received. In order to meet this deadline, we request that you provide our office with the following information outlined on the attached Municipal Submission Form (R1) **no later than the 7th of April, 2014:**

- Part 4: Related Matters
- Part 5: Official Plan Information
- Part 6: Scheduling Information (including the estimated number of days for the hearing)
- Part 7: Municipal Representative Information (Legal or Planning)
- Part 8: Required Documentation (include the applicable documents and information indicated by a tick

Thank you for your co-operation

A handwritten signature in black ink, appearing to read "Diana Rusnov".

Diana Rusnov, Deputy Clerk and
Manager Legislative Services
Corporate Services Department
905-615-3200 ext. 5421

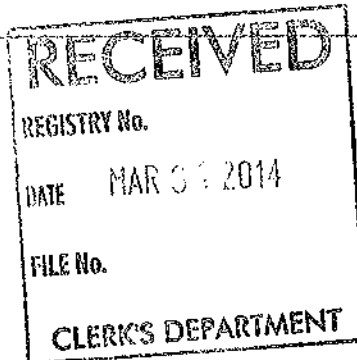
:mj

Att.

cc: Paul Stewart, Planning and Building (via email)
Mary E. Bench, City Solicitor (via email)
Councillor, Ward 1 (via email)
Planning Notification List (via email)

RUSSELL D. CHEESEMAN B.A., LL.B., M.E.S.
BARRISTER AND SOLICITOR

1 ADELAIDE STREET EAST
SUITE 2340
P.O. Box 189
TORONTO, ONTARIO
CANADA M5C 2V9
TEL. (416) 955-9529
FAX (416) 955-9532
CEL. (416) 520-9854
E-MAIL: rdcheese@aol.com
www.rdcheese.com



March 28, 2014

VIA E-MAIL AND COURIER

Ms. Crystal Greer
Clerk
City of Mississauga
300 City Centre Drive
Mississauga, Ontario L5B 3C1

Attention: Ms. Diana Rusnov, Deputy Clerk, Legislative Services, Corporate Services
Department

Dear Madam:

**Re: Notice of Appeal Pursuant to Section 17(24) of the *Planning Act*,
R.S.O. 1990, c. P. 13, as amended – Official Plan Amendment No. 19 –
Port Credit Local Area Plan which contains the Port Credit
Community Node Character Area and the Port Credit
Neighbourhood Character Area**

We are counsel for Dr. Geoff Edwards., the owner of lands located at 46 Port Street East. Our client's lands are located in the area of Mississauga to which OPA 19 applies.

On March 5, 2014, Council of the Corporation of the City of Mississauga passed the above noted Official Plan Amendment pursuant to Section 17 of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, by adopting by-law 0045-2014.

This letter will serve as our client's Notice of Appeal to the Ontario Municipal Board of Official Plan Amendment No. 19 pursuant to Sections 17(24) of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended. Please find enclosed our firm cheque in the amount of \$125.00, payable to the Minister of Finance - Ontario, which we understand to be the prescribed fees for the within appeals.

Please also find a set of completed Form "A1" of the Ontario Municipal Board, which we trust you will forward on to the OMB along with the appropriate files. Please also find enclosed our firm cheque in the amount of \$150.00, payable to the Treasurer of the City of Mississauga, which we understand to be the administration fee required by the City of Mississauga to carry out its statutory duty in compiling the requisite records as prescribed by the *Planning Act*.

Our client, through its current and previous solicitors, made submissions to the Planning and Development Committee of the City of Mississauga outlining our client's concern with respect to the proposed OPA 19. Our client made specific recommendations with respect to OPA 19, being the Port Credit Local Area Plan, including the following:

1. Require that the Harbour Mixed Use Precinct in the Community Node be subject to a comprehensive plan;
2. Establish a new Special Site bound by Lakeshore Road, Helene Street, Port Credit East and Elizabeth Street requiring a comprehensive master plan; and,
3. Add policies to the PCLAP to encourage shared parking opportunities and shared driveways within the Community Node and Harbour Mixed Use Precinct.

The recommendations of our client were not carried through in OPA 19 as it was adopted. We informed the Chair and Members of the Planning Development Committee of the City of Mississauga in our letter of November 29, 2013 that our client required the inclusion of additional policies in order to be in a position to support the adoption of OPA 19. No such additional policies were included in the final document, and as such, our client has no recourse but to appeal this matter to the Ontario Municipal Board. The instrument that has been adopted does not amount to good and proper land use planning in its current form, and requires additional policy wording. Our client has also appealed OPA No. 1 and Zoning By-law 0031-2014 with respect to lands in the Port Credit area at 42 Port Street East, and many of the same issues of that appeal will be tied to and dealt with, in the within appeal. The comprehensive planning of the area is, in our client's opinion, essential, and it is not achieved when all of the instruments are not looked at in their totality.

We trust that you will now compile and forward a record to the Ontario Municipal Board as is your duty pursuant to Section 17(29) of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended.

If you have any questions, or require further clarification, please do not hesitate to contact the undersigned by telephone.

Yours very truly,



Russell D. Cheeseman

cc. Joanne Hayes, Registrar/Secretary, OMB (via e-mail)
Dr. G. Edwards (via e-mail)



Environment and Land Tribunals Ontario
Ontario Municipal Board
655 Bay Street, Suite 1500 Toronto, Ontario M5G 1E5
TEL: (416) 212-6349 or Toll Free: 1-866-448-2248
FAX: (416) 326-5370
www.elt.o.gov.on.ca

**APPELLANT FORM (A1)
PLANNING ACT**

**SUBMIT COMPLETED FORM
TO MUNICIPALITY/APPROVAL AUTHORITY**

Date Stamp - Appeal Received by Municipality

Receipt Number (OMB Office Use Only)

Part 1: Appeal Type (Please check only one box)

SUBJECT OF APPEAL	TYPE OF APPEAL	PLANNING ACT REFERENCE (SECTION)
Minor Variance	<input type="checkbox"/> Appeal a decision	45(12)
Consent/Severance	<input type="checkbox"/> Appeal a decision	53(19)
	<input type="checkbox"/> Appeal conditions imposed	
	<input type="checkbox"/> Appeal changed conditions	53(27)
	<input type="checkbox"/> Failed to make a decision on the application within 90 days	53(14)
Zoning By-law or Zoning By-law Amendment	<input type="checkbox"/> Appeal the passing of a Zoning By-law	34(19)
	<input type="checkbox"/> Application for an amendment to the Zoning By-law – failed to make a decision on the application within 120 days	34(11)
	<input type="checkbox"/> Application for an amendment to the Zoning By-law – refused by the municipality	
Interim Control By-law	<input type="checkbox"/> Appeal the passing of an Interim Control By-law	38(4)
Official Plan or Official Plan Amendment	<input checked="" type="checkbox"/> Appeal a decision	17(24) or 17(36)
	<input type="checkbox"/> Failed to make a decision on the plan within 180 days	17(40)
	<input type="checkbox"/> Application for an amendment to the Official Plan – failed to make a decision on the application within 180 days	22(7)
	<input type="checkbox"/> Application for an amendment to the Official Plan – refused by the municipality	
Plan of Subdivision	<input type="checkbox"/> Appeal a decision	51(39)
	<input type="checkbox"/> Appeal conditions imposed	51(43) or 51(48)
	<input type="checkbox"/> Failed to make a decision on the application within 180 days	51(34)

Part 2: Location Information

____ Entire Port Credit Local Planning Area _____

Address and/or Legal Description of property subject to the appeal:

Municipality/Upper tier: _____ City of Mississauga/Region of Peel _____

Part 3: Appellant Information

First Name: Russell Last Name: Cheeseman

Company Name or Association Name (Association must be incorporated – include copy of letter of incorporation)

Professional Title (if applicable): Barrister and Solicitor

E-mail Address: rdcheese@aol.com
By providing an e-mail address you agree to receive communications from the OMB by e-mail.

Daytime Telephone #: 416-955-9529 Alternate Telephone #: 905-844-8960

Fax #: 416-955-9532

Mailing Address: 1 Adelaide Street East, Suite 2340, P. O. Box 189, Toronto City/Town
Street Address Apt/Suite/Unit#
Ontario M5C 2V9
Province Country (if not Canada) Postal Code

Signature of Appellant: _____ Date: _____
(Signature not required if the appeal is submitted by a law office.)

Please note: You must notify the Ontario Municipal Board of any change of address or telephone number in writing. Please quote your OMB Reference Number(s) after they have been assigned.

Personal information requested on this form is collected under the provisions of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, and the *Ontario Municipal Board Act*, R.S.O. 1990, c. O. 28 as amended. After an appeal is filed, all information relating to this appeal may become available to the public.

Part 4: Representative Information (if applicable)

I hereby authorize the named company and/or individual(s) to represent me:

First Name: _____ Last Name: _____

Company Name: _____

Professional Title: _____

E-mail Address: _____
By providing an e-mail address you agree to receive communications from the OMB by e-mail.

Daytime Telephone #: _____ Alternate Telephone #: _____

Fax #: _____

Mailing Address: _____ City/Town
Street Address Apt/Suite/Unit#
Province Country (if not Canada) Postal Code

Signature of Appellant: _____ Date: _____

Please note: If you are representing the appellant and are NOT a solicitor, please confirm that you have written authorization, as required by the Board's Rules of Practice and Procedure, to act on behalf of the appellant. Please confirm this by checking the box below.

☐ I certify that I have written authorization from the appellant to act as a representative with respect to this appeal on his or her behalf and I understand that I may be asked to produce this authorization at any time.

Part 5: Language and Accessibility

Please choose preferred language: ☒ English ☐ French

We are committed to providing services as set out in the *Accessibility for Ontarians with Disabilities Act, 2005*. If you have any accessibility needs, please contact our Accessibility Coordinator as soon as possible.

Part 6: Appeal Specific Information

1. Provide specific information about what you are appealing. For example: Municipal File Number(s), By-law Number(s), Official Plan Number(s) or Subdivision Number(s):

(Please print)

Official Plan Amendment 19 adopted by By-law 0045-2014 of the City of Mississauga

2. Outline the nature of your appeal and the reasons for your appeal. Be specific and provide land-use planning reasons (for example: the specific provisions, sections and/or policies of the Official Plan or By-law which are the subject of your appeal - if applicable). **If more space is required, please continue in Part 9 or attach a separate page.

(Please print)

See letter dated March 28, 2014

THE FOLLOWING SECTIONS (a&b) APPLY ONLY TO APPEALS OF ZONING BY-LAW AMENDMENTS UNDER SECTION 34(11) OF THE *PLANNING ACT*.

- a) DATE APPLICATION SUBMITTED TO MUNICIPALITY: _____

(If application submitted before January 1, 2007 please use the O1 'pre-Bill 51' form.)

- b) Provide a brief explanatory note regarding the proposal, which includes the existing zoning category, desired zoning category, the purpose of the desired zoning by-law change, and a description of the lands under appeal:

**If more space is required, please continue in Part 9 or attach a separate page.

Part 7: Related Matters (if known)

Are there other appeals not yet filed with the Municipality?

YES ☐

NO ☒

Are there other planning matters related to this appeal?

YES ☒

NO ☐

(For example: A consent application connected to a variance application)

If yes, please provide OMB Reference Number(s) and/or Municipal File Number(s) in the box below:

(Please print)

OPA No. 1 to the City of Mississauga Official Plan
Zoning By-law 0031-2014 of the City of Mississauga
City File No. OZ-08/009

How many days do you estimate are needed for hearing this appeal? half day 1 day 2 days 3 days
☐ 4 days ☐ 1 week ☒ More than 1 week – please specify number of days: _____ 10 days _____

How many expert witnesses and other witnesses do you expect to have at the hearing providing evidence/testimony?
 3 or 4

Describe expert witness(es)' area of expertise (For example: land use planner, architect, engineer, etc.):
Planning, Architecture/Urban Design, Engineering & Traffic

Do you believe this matter would benefit from mediation? YES NO
(Mediation is generally scheduled only when all parties agree to participate)

Do you believe this matter would benefit from a prehearing conference? YES ☒ NO ☐
(Prehearing conferences are generally not scheduled for variances or consents)

Part 9: Other Applicable Information **Attach a separate page if more space is required.[illegible]

Total Fee Submitted: \$ 125.00

Payment Method: ☐ Certified cheque ☐ Money Order ☒ Solicitor's general or trust account cheque

- The payment must be in Canadian funds, **payable to the Minister of Finance.**
- **Do not send cash.**
- **PLEASE ATTACH THE CERTIFIED CHEQUE/MONEY ORDER TO THE FRONT OF THIS FORM.**

DECLARATION

Subsection 17 of the Planning Act

Applicant: City Initiated
Municipality City of Mississauga
Our File: OPA 19

I, Diana Rusnov, Deputy Clerk solemnly declare,

1. That the decision in respect of the above-noted matter was made on March 5, 2014, when By-law Number 0045-2014 was enacted and that notice as required by subsection 17 of the Planning Act was given on March 12, 2014.

2. That two appeals to the Ontario Municipal Board of the decision in respect of the above-noted matter were received under subsection 17 of the Planning Act within the time specified for submitting an appeal.

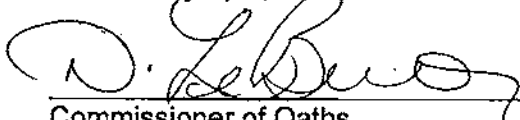
And I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath.

Declared before me

at the City of Mississauga

in the Regional Municipality of Peel

this 2th day April, 2014.



Commissioner of Oaths

Declarant

DONNA RAE LEBRETON, a Commissioner, etc.,
Regional Municipality of Peel, for the
Corporation of the City of Mississauga.
Expires May 3, 2016.



File Number: OPA 19
Municipality: City of Mississauga
Subject Lands: The lands affected by this Amendment are located in the Port Credit Local Area Plan which contains the Port Credit Community Node Character Area and the Port Credit Neighbourhood Character Area.
Date of Decision: March 5, 2014
Date of Notice: March 12, 2014
Last Date of Appeal: April 1, 2014

NOTICE OF DECISION
With respect to an Official Plan Amendment
Subsection 17(23) of the Planning Act
BILL 51

A decision was made on the date noted above to approve all of Amendment Number 19 to the **Mississauga Plan (Official Plan)** Amendment for the City of Mississauga as adopted by **By-law 0045-2014**.

Purpose and Effect of the Official Plan Amendment

The purpose of this amendment is to replace the Port Credit Local Area Plan of Mississauga Official Plan and to redesignate certain parcels of lands to "Mixed Use", "Special Waterfront", "Residential Low Density II", "Residential High Density", and "Greenbelt". This Amendment also revises certain schedules of Mississauga Official Plan to reflect changes to the shoreline and associated information. A copy of By-Law 0045-2014 adopting this Amendment is attached.

When and How to File An Appeal

Any appeal to the Ontario Municipal Board must be filed with the City of Mississauga no later than 20 days from the date of this notice as shown above as the last date of appeal.

The appeal should be sent to the attention of the City Clerk, at the address shown below and it must,

- (1) set out the specific part of the proposed official plan amendment to which the appeal applies.
- (2) set out the reasons for the request for the appeal, and
- (3) be accompanied by the fee prescribed under the Ontario Municipal Board Act in the amount of \$125.00 payable by certified cheque or money order to the Minister of Finance, Province of Ontario.
- (4) be accompanied by an administration fee of \$150.00, payable by Certified Cheque to the Treasurer of City of Mississauga.

If you wish to appeal to the OMB a copy of an appeal form is available from the OMB website at www.omb.gov.ca

Who Can File an Appeal

Only individuals, corporations or public bodies may appeal a decision of the City of Mississauga to the Ontario Municipal Board. A notice of appeal may not be made by an unincorporated association or group. However, a notice of appeal may be made in the name of an individual who is a member of the association or the group on its behalf.

No person or public body shall be added as a party to the hearing of the appeal unless, before the plan was adopted, the person or public body made oral submissions at a public meeting or written submissions to the council or, in the opinion of the Ontario Municipal Board, there are reasonable grounds to add the person or public body as a party.

When the Decision is Final

The proposed official plan amendment is exempt from approval by the Regional Municipality of Peel. The decision of the City of Mississauga is final if a Notice of Appeal is not received on or before the last date of appeal noted above.

Getting Additional Information

Additional information about this amendment is available for public inspection during regular office hours at the City of Mississauga at the address noted below or from Paul Stewart of the City of Mississauga, Planning and Building Department at (905) 615-3200 X-5813.

Mailing Address for Filing a Notice of Appeal

City of Mississauga
Office of the City Clerk
300 City Centre Drive
MISSISSAUGA ON L5B 3C1



THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER 0045-2014

A by-law to Adopt Mississauga Official Plan Amendment No. 19

WHEREAS in accordance with the provisions of sections 17 or 22 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to section 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing may authorize an approval authority to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, the Minister of Municipal Affairs and Housing has authorized the Region of Peel to exempt Local Municipal Official Plan Amendments;

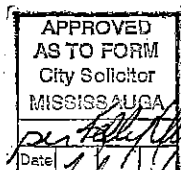
AND WHEREAS, on January 27, 2000, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

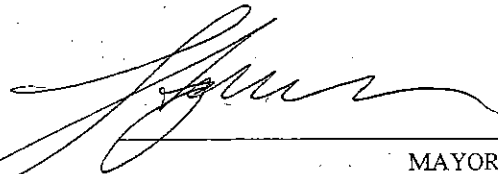
AND WHEREAS, the Commissioner of Public Works for the Region of Peel has advised that, with regard to Amendment No. 19, in his opinion the amendment conforms with the Regional Official Plan and is exempted;

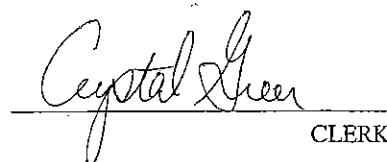
NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. The Local Area Plan attached hereto as Schedule "A", attached maps designated as Schedule "B", "C", "D", "E", "F", "G", "H", "I-1", "I-2" and explanatory text attached hereto, constituting Amendment No. 19 to Mississauga Official Plan, specifically the Port Credit Local Area Plan of Mississauga Official Plan, of the City of Mississauga Planning Area, are hereby adopted.

ENACTED and PASSED this 5 day of March, 2014.




MAYOR


CLERK

Corporate Services Department
Legislative Services Division
Office of the City Clerk

City of Mississauga
300 City Centre Drive
MISSISSAUGA ON L5B 3C1

FAX: 905-615-4181
www.mississauga.ca



Leading today for tomorrow

March 12, 2014

Mr. John Hardcastle
Manager
Development Services
Public Works
Region of Peel
10 Peel Centre Drive, Suite A, 6th Floor, Room 601
BRAMPTON ON L6T 4B9

BUILDING DIVISION		
BUILDING DEPT. FILE:		
DATE REC'D MAR 12 2014		
ROUTE TO:	REC'D BY:	DATE:

Dear Mr. Hardcastle:

RE: Official Plan Amendment No. 19
The lands affected by this Amendment are located in the Port Credit Local Area Plan which contains the Port Credit Community Node Character Area and the Port Credit Neighbourhood Character Area.
File: OPA 19 - Ward 1

Please find enclosed the Notice of Decision for Official Plan Amendment 19, and duplicate original copy of the amendment. This amendment was adopted by Council on March 5, 2014 by By-law 0045-2014. The Mississauga Plan (Official Plan) Amendment has been prepared in accordance with Recommendation PDC 0078-2013, adopted by City Council on December 11, 2013.

Also enclosed for your records is a copy of the Certificate of Public Meeting and Notification, Record of Written Submissions, Certificate of Conformity to Provincial Policy and minutes of the Planning & Development Committee meeting of December 2, 2013.

Yours truly,

Diana Rusnov, Deputy Clerk
Legislative Services
Corporate Services Department
905-615-3200 X 5421
300 City Centre Drive,
Mississauga, Ontario L5B 3C1

:mj

cc:

Paul Stewart, Planning and Building**
Carmen Gucciardi, Planning and Building (attach viewing copy of Amendment)*
Applicant -- City of Mississauga**

Encl. * Notice of Decision and By-law

**Notice of Decision, By-law and Certified Working Copy of Amendment

Amendment No. 19

to

Mississauga Official Plan

for the

City of Mississauga Planning Area

By-law No. _____

A by-law to Adopt Mississauga Official Plan Amendment No. 19

WHEREAS in accordance with the provisions of sections 17 or 22 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to section 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing may authorize an approval authority to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, the Minister of Municipal Affairs and Housing has authorized the Region of Peel to exempt Local Municipal Official Plan Amendments;

AND WHEREAS, on January 27, 2000, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region of Peel has advised that, with regard to Amendment No. 19, in his opinion the amendment conforms with the Regional Official Plan and is exempted;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. The Local Area Plan attached hereto as Schedule "A", attached maps designated as Schedule "B", "C", "D", "E", "F", "G", "H", "I-1", "I-2" and explanatory text attached hereto, constituting Amendment No. 19 to Mississauga Official Plan, specifically the Port Credit Local Area Plan Policies of Mississauga Official Plan, of the City of Mississauga Planning Area, are hereby adopted.

ENACTED and PASSED this _____ day of _____, 2014.

Signed _____
MAYOR

Signed _____
CLERK

Amendment No. 19
to
Mississauga Official Plan
for the
City of Mississauga Planning Area

The following text, Local Area Plan designated Schedule "A" and maps designated Schedules "B", "C", "D", "E", "F", "G", "H", "I-1", "I-2", attached hereto constitute Amendment No. 19.

Schedule "A" of this Amendment is the Port Credit Local Area Plan.

Schedule "B" of this Amendment is an excerpt from Schedule 1 - Urban System, Mississauga Official Plan, with the proposed extension of the "Community Node" boundary to include additional shoreline and identify it as "Green System", and circled in red.

Schedule "C" of this Amendment is an excerpt from Schedule 1a - Urban System - Green System, Mississauga Official Plan, with the proposed additional shoreline identified as "Green System", and circled in red.

Schedule "D" of this Amendment is an excerpt from Schedule 1b - Urban System – City Structure, Mississauga Official Plan, with the proposed extension of the "Community Node" boundary to include additional shoreline, and circled in red.

Schedule "E" of this Amendment is an excerpt from Schedule 2 - Intensification Areas, Mississauga Official Plan, with the proposed extension of the "Community Node" boundary to include additional shoreline, and circled in red.

Schedule "F" of this Amendment is an excerpt from Schedule 3 - Natural System, Mississauga Official Plan, with the proposed additional shoreline identified as "Natural Areas" and "Natural Hazards", and circled in red.

Schedule "G" of this Amendment is an excerpt from Schedule 4 - Parks and Open Spaces, Mississauga Official Plan, with the proposed additional shoreline identified as "Public and Private Open Spaces", and circled in red.

Schedule "H" of this Amendment is an excerpt from Schedule 9 - Character Areas, Mississauga Official Plan, with the proposed extension of the "Community Node" boundary to include additional shoreline, and circled in red.

Schedule "I-2" of this Amendment is an excerpt from Schedule 10 - Land Use Designations, Mississauga Official Plan, with the proposed amendments to replace existing designations shown on Schedule "I-1" with "Mixed Use",

"Special Waterfront", "Residential Low Density II", "Residential High Density", and "Greenbelt" designations as indicated in pink, white with diagonal lines, light brown, dark brown, and light green respectively, and outlined in black. Schedule "I-2" also identifies the additional shoreline as "Natural Hazards".

Also attached hereto but not constituting part of the Amendment are Appendices I, II and III.

Appendix I is a description of the Public Meeting held in connection with this Amendment.

Appendix II-1 and II-2 are maps showing the Existing Land Use of the subject lands and the surrounding area, with the lands affected by this Amendment outlined in red.

Appendix III is a copy of the Planning and Building Department reports dated, February 7, 2012, August 28, 2012, and November 12, 2013, pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to replace the Port Credit Local Area Plan of Mississauga Official Plan and to redesignate certain parcels of land to "Mixed Use", "Special Waterfront", "Residential Low Density II", "Residential High Density", and "Greenbelt".

This Amendment also revises the following schedules of Mississauga Official Plan to reflect changes to the shoreline and associated information:

- Schedule 1 - Urban System
- Schedule 1a - Urban System – Green System
- Schedule 1b - Urban System – City Structure
- Schedule 2 - Intensification Areas
- Schedule 3 - Natural System
- Schedule 4 - Parks and Open Spaces
- Schedule 9 - Character Areas
- Schedule 10 - Land Use Designations

LOCATION

The lands affected by this Amendment are located in the Port Credit Local Area Plan which contains the Port Credit Community Node Character Area and the Port Credit Neighbourhood Character Area.

BASIS

The subject lands are located in the Port Credit Community Node Character Area and the Port Credit Neighbourhood Character Area, as identified in Mississauga Official Plan. Mississauga Official Plan came into effect on November 14, 2012, save and except for those policies and land use designations which have been appealed to the Ontario Municipal Board. The subject lands and associated policies are not under appeal to the Ontario Municipal Board.

The proposed Amendment is acceptable from a planning standpoint and should be approved as the subject lands have been reviewed and updated to reflect changing local circumstances and the policies in the Mississauga Official Plan principal document.

Details regarding this Amendment to the Port Credit Community Node Character Area and the Port Credit Neighbourhood Character Area Policies of Mississauga Official Plan are contained in the Planning and Building Reports dated February 7, 2012, August 28, 2012, and November 12, 2013, attached to this Amendment as Appendix III.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Mississauga Official Plan is hereby amended by deleting the Port Credit Local Area Plan and replacing it with the Port Credit Local Area Plan attached as Schedule "A" of this Amendment;
2. Schedule 1 - Urban System, Mississauga Official Plan is hereby amended by extending the "Community Node" boundary to include additional shoreline and identify it as "Green System", as shown on Schedule "B" of this Amendment;
3. Schedule 1a - Urban System – Green System, Mississauga Official Plan is hereby amended by including additional shoreline identified as "Green System", as shown on Schedule "C" of this Amendment;
4. Schedule 1b - Urban System – City Structure, Mississauga Official Plan is hereby amended by extending the "Community Node" boundary to include additional shoreline, as shown on Schedule "D" of this Amendment;
5. Schedule 2 - Intensification Areas, Mississauga Official Plan is hereby amended by extending the "Community Node" boundary to include additional shoreline, as shown on Schedule "E" of this Amendment;
6. Schedule 3 - Natural System, Mississauga Official Plan is hereby amended by including additional shoreline identified as "Natural Areas" and "Natural Hazards", as shown on Schedule "F" of this Amendment;
7. Schedule 4 - Parks and Open Space, Mississauga Official Plan is hereby amended by including additional shoreline identified as "Public and Private Open Spaces", as shown on Schedule "G" of this Amendment;
8. Schedule 9 - Character Areas, Mississauga Official Plan is hereby amended by extending the "Community Node" boundary to include additional shoreline, as shown on Schedule "H" of this Amendment;
9. Schedule 10 - Land Use Designations, Mississauga Official Plan is hereby amended by changing the land use designation of selected lands, as shown on Schedules "I-1" and "I-2" of this Amendment as follows:
 - a) from "Residential Medium Density" to "Mixed Use";
 - b) from "To Be Determined" to "Special Waterfront";
 - c) from "Residential High Density" to "Residential Low Density II";
 - d) from "Residential Medium Density" to "Residential High Density";
 - e) from "Residential High Density" to "Mixed Use"
10. Schedule 10 - Land Use Designations, Mississauga Official Plan is hereby amended by adding additional shoreline, designated Greenbelt and identified as "Natural Hazards", as shown on Schedule "A" of this Amendment.

IMPLEMENTATION

Upon the approval of this Amendment by the City of Mississauga, Mississauga Official Plan will be amended in accordance with this Amendment.

Provisions will be made through the rezoning of the lands subject to this Amendment, for development to occur subject to approved site development, architectural and landscaping plans, to ensure that site access, buildings, parking and landscaping are satisfactorily located and designed.

INTERPRETATION

The provisions of Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, shall apply in regard to this Amendment.

This Amendment supplements the intent and policies of Mississauga Official Plan.

Upon approval of this Amendment, the various Sections, Schedules and Appendices of Mississauga Official Plan will be amended in accordance with this Amendment, subject to technical revisions being permitted to this Amendment without official plan amendments with respect to: changing the numbering, cross-referencing and arrangement of the text, tables, schedules and maps; altering punctuation or language for consistency; and correcting grammatical, dimensional and boundary, mathematical or typographical errors, provided that the purpose, effect, intent, meaning and substance of this Amendment are in no way affected.

Port Credit Local Area Plan

Table of Contents

	PAGE
1.0 How to Read the Port Credit Local Area Plan	1
2.0 Historical Context	2
3.0 Current Context	2
4.0 Collaboration	3
5.0 Vision	4
5.1 Guiding Principles	4
5.2 Community Concept	6
5.2.1 Green System	6
5.2.2 Community Node	6
5.2.3 Neighbourhoods	7
5.2.4 Corridors	7
6.0 Direct Growth	8
6.1 Community Node Character Area	8
6.2 Neighbourhood Character Areas (East and West)	10
7.0 Value the Environment	10
7.1 Green System	11
7.2 Urban Forest	11
7.3 Living Green	11
8.0 Complete Communities	11
8.1 Housing	12
8.2 Cultural Heritage	12
8.3 Community and Cultural Infrastructure	13
8.4 Distinct Identity & Character	13
8.5 Lake Ontario Waterfront	14
9.0 Multi-Modal City	14
9.1 Multi-Modal Network	15
9.2 Parking and Transportation Demand Management	17
9.3 Mobility Hub	17
10.0 Desirable Urban Form	21
10.1 General Policies	21
10.2 Community Node Character Area	22
10.2.1 Community Node Character Area General Policies	22
10.2.2 Central Residential Precinct	24
10.2.3 Mainstreet Node Precinct	24
10.2.4 Harbour Mixed Use Precinct	24
10.2.5 Riverside Precinct	25

10.3	Neighbourhood Character Area	25
10.3.1	Neighbourhood Character Area General Policies	25
10.3.2	Old Port Credit Village Heritage Conservation District Precinct.....	25
10.3.3	Vacant Former Refinery Precinct	26
10.3.4	North Residential Neighbourhoods (Shawnmarr/Indian Heights & Credit Grove) Precinct	26
10.3.5	South Residential Neighbourhoods (Cranberry Cove, Hiawatha) Precinct.....	27
10.3.6	Mainstreet Neighbourhood Precinct	28
11.0	Strong Economy	28
12.0	Land Use Designations	29
12.1	General	29
12.2	Residential Low Density I	29
12.3	Residential Low Density II	29
12.4	Residential Medium Density	29
12.5	Residential High Density	29
12.6	Mixed Use	29
12.7	Public Open Space	29
12.8	Business Employment	29
12.9	Special Waterfront	30
13.0	Special Sites & Exempt Sites	31
14.0	Implementation	43

SCHEDULES

- Schedule 1 : Port Credit Character Areas and Precincts**
- Schedule 2A: Port Credit Neighbourhood Height Limits**
- Schedule 2B: Port Credit Community Node Height Limits**
- Schedule 3: Port Credit Drive-Through Prohibitions**

Appendices

- I Built Form Guide**
- II Lakeshore Road Transportation Review Study – Executive Summary**
- III Local Area Plan Credits**

Port Credit

1.0 How to Read the Port Credit Local Area Plan

Mississauga Official Plan (the Plan) consists of a principal document and a series of local area plans, provided under separate cover. This is the Port Credit Local Area Plan (this Area Plan) and provides policies for lands in south central Mississauga, as shown on Figure 1. It includes lands identified in the City Structure as Community Node and Neighbourhood.

There are some instances where the policies and schedules of the principal document do not address all circumstances particular to Port Credit. In these cases, this Area Plan elaborates on, or provides exceptions to, the policies or schedules of the principal document.

This Area Plan must be read in conjunction with the principal document. Parts 1 to 4, the schedules and the appendices of the principal

document, are applicable to the Port Credit area, unless modified by this Area Plan. For example, the policies of this Area Plan must be read in conjunction with the direct growth, environmental, complete communities, multi-modal, urban form and land use policies of Parts 2 and 3 of the principal document. In the event of a conflict, the policies of this Area Plan take precedence.

For the purpose of this Area Plan, when Port Credit is referenced, it includes lands within both the Port Credit Community Node and the Port Credit Neighbourhoods.

Appendices attached to this Area Plan are provided for information purposes.

Included in the appendices is the Port Credit Built Form Guide to be used during the review of development applications. This Guide demonstrates how the urban form policies can be achieved.



Figure 1: Port Credit is located in south central Mississauga and includes areas identified in the City Structure as Community Node and Neighbourhood.

The Built Form Guide document is not considered part of this Area Plan, however, selected content has been incorporated and represents policy.

The Executive Summary from the Lakeshore Road Transportation Review Study has been included as Appendix II to provide additional information on how the Lakeshore Road Corridor within the Port Credit and Lakeview Character Areas can accommodate alternative modes of transportation.

2.0 Historical Context

Port Credit has a long history of habitation traced back to before the arrival of non-native settlers. Archaeological evidence suggests that native people were attracted to the Credit River Valley over a period of thousands of years, and by the 1700's the mouth of the Credit River had been settled by an Ojibwa group known as the Mississaugas. In the 1720s, French Fur traders are known to have exchanged goods with the Mississaugas, and as a result of allowing them to trade on credit, the river came to be known as the Credit River. The first organized planning occurred in 1834 when the village of Port Credit was surveyed and a town site laid out west of the Credit River. This area now forms part of the Old Port Credit Village Heritage Conservation District.

Over the ensuing years, Port Credit grew and evolved. 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), the St. Lawrence Starch Works (redeveloped into a mixed-use neighbourhood), and a local landfill (which was capped and developed for municipal facilities including a library). Much of the natural environment has been modified as a result of development, including the addition of fill in Lake Ontario to create both J.C. Saddington Park and the Port Credit Harbour Marina.

Port Credit was incorporated as a town in 1961 and amalgamated into the City of Mississauga in 1974.

3.0 Current Context

The Port Credit community is anchored by stable residential neighbourhoods linked by a commercial corridor. The area contains a range of residential, commercial, industrial, recreational and community uses within a diversity of built forms.

Residential development consists of a combination of dwelling types and forms comprising a high density area centrally located near the GO transit station, medium and high density development along Lakeshore Road (east and west) and around the harbour area, as well as low density areas characterized by tree-lined streets designed in grid patterns.

The area is served by commercial facilities primarily along Lakeshore Road (east and west), and within the Credit Landing Shopping Plaza. Lakeshore Road (east and west) generally has a mainstreet character



Figure 2: The Port Credit Node contains a range of building types, including: townhouses, mid-rise, and high rise buildings. The built form of the node generally transitions downwards toward the waterfront and stable residential neighbourhoods to the east and west. A limited number of high rise towers punctuate the skyline.

and is flanked by lay-by parking, sidewalks, and street furniture. The street is framed predominately by one to three storey buildings. Small scale industrial and commercial uses exist south of the Canadian National Railway tracks along Queen Street East and Queen Street West.

The open space system predominately consists of trails and parks along the Lake Ontario Waterfront and Credit River. These lands are culturally and recreationally significant and connect to the Mississauga's waterfront parks system.

The waterfront is one of the unique elements of the community, and is integral to the character of the area. Port Credit is a mixed use community, which is both physically and visually accessible to the waterfront. The community's location on the waterfront helps support local businesses and provides employment opportunities in the area.

Cultural and heritage resources include heritage buildings, the Old Port Credit Village Heritage Conservation District, and cultural landscapes that include: Port Credit Harbour, Port Credit Pier, the CN Bridge over the Credit River, Credit River Corridor and Mississauga Road Scenic Route.

Port Credit contains a number of community uses, including: schools, library, arena, swimming pool, and meeting spaces. Most of these uses are concentrated centrally within the area.

The Credit River is considered a warmwater fish habitat but is also a migratory route for coldwater species. The valley lands are a component of an important ecological corridor that extends north through the city. The shoreline provides unique ecological functions and habitat as well as an ecological corridor.

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.

Port Credit is served by two arterial roads, Hurontario Street which runs north-south and

Lakeshore Road which runs east-west. In addition, Mississauga Road which runs north-south and parallel to the Credit River is designated as a Major Collector and a Scenic Route. There is a transit hub located on Queen Street East, west of Hurontario Street adjacent to the rail corridor. The hub is a transfer point for MiWay routes and is also the location of the Port Credit GO Transit station. Population, employment, and land area statistics are summarized in Figure 3.

Figure 3:
PORT CREDIT AREA STATISTICS

	Node	Neighbourhoods		Total Port Credit
		East	West	
Land Area ¹	78 ha	74 ha	125 ha	277 ha
Population ²	6,860	2,530	3,130	12,520
Employment ³	2,170	680	530	3,380

1 Land area is a gross figure and includes everything within the defined boundary such as rivers, roads, and all other land uses.

2 Population is adapted from Hemson Consultants, Growth Forecast, 2008. Population figures are based on the 2011 mid year forecast and include a 4.2% undercount from Statistics Canada.

3 Employment figures include a work from home assumption of 31 jobs in 1,000 population, adapted from Hemson Consultants, Growth Forecast, 2008. Employment figures also include an adjustment factor for non-reporting businesses adapted from: City of Mississauga, Mississauga Employment Survey, 2010.

Note: Numbers have been rounded

4.0 Collaboration

This Area Plan incorporates public input provided through extensive consultation, including stakeholder interviews, visioning sessions, place making workshops, youth outreach exercises and an open house.

The results of the visioning process are contained in the report "Lakeview and Port Credit District Policies Review and Public Engagement Process

Directions Report” (Directions Report), October 28, 2008. The Directions Report includes a range of policy recommendations that have informed the preparation of this Area Plan.

Collaboration included the formation of a Local Advisory Panel which provides a forum for the discussion of planning and related issues. Mississauga will ensure ongoing consultation with the public and other stakeholders on further initiatives and implementation pertaining to this Area Plan.

5.0 Vision

The Vision for Port Credit, is for an evolving urban waterfront village with a mixture of land uses, a variety of densities, compact pedestrian and cycling friendly, transit supportive urban forms, a significant public realm, public access to the waterfront and development that incorporates high quality built form.

Significant elements which give Port Credit its sense of place are to be preserved and enhanced, such as the main street village character along portions of Lakeshore Road (east and west), heritage buildings and landscapes, community facilities, stable residential neighbourhoods, open space, parks, and marina functions along the waterfront. The Vision reinforces the importance of retaining and enhancing the built elements that provide residents with a sense of local community and social activity.

The Vision is intended to manage change to ensure an appropriate balance is maintained between growth and preservation of what makes Port Credit a place where people want to live, learn, work and play.

The Vision and policies of this Area Plan advance the goals of the Strategic Plan, including:

- Move - directing growth to support transit;
- Belong - providing a range of housing option;

- Connect - promoting a village mainstreet;
- Prosper - encourage employment uses; and
- Green - promote conservation, restoration, and enhancement of the natural environment.

5.1 Guiding Principles

The Vision is based on six principles that provide local context and supplement the Guiding Principles of the principal document:

5.1.1 Protect and enhance the urban village character recognizing heritage resources, the mainstreet environment, compatibility in scale, design, mixture of uses and creating focal points and landmarks.

5.1.2 Support Port Credit as a distinct waterfront community with public access to the shoreline, protected views and vistas to Lake Ontario, the Credit River and active waterfront uses.

5.1.3 Enhance the public realm by promoting and protecting the pedestrian, cyclist and transit environment, creating well connected and balanced parks and open spaces and reinforcing high quality built form.

5.1.4 Support the preservation, restoration and enhancement of the natural environment.

5.1.5 Balance growth with existing character by directing intensification to the Community Node, along Lakeshore Road (east and west), brownfield sites and away from stable neighbourhoods. Intensification and development will respect the experience, identity and character of the surrounding context and Vision.

5.1.6 Promote a healthy and complete community by providing a range of opportunities to access transportation, housing, employment, the environment, recreational, educational, community and cultural infrastructure that can assist in meeting the day-to-day needs of residents.



Urban Village Character



Preservation, Restoration and Enhancement of Natural Environment



Distinct Waterfront Community



Balance Growth



Enhance Public Realm



Healthy and Complete Community

Figure 4: The Port Credit Vision is based on six principles

5.2 Community Concept

This Area Plan recognizes that various areas of the community perform different functions based on a community concept that incorporates the following elements:

- Green System;
- Community Node;
- Neighbourhoods; and
- Corridors.

These elements are further divided into precincts which recognize different character attributes of these areas and contain different policy directions.

The policies are intended to encourage a development pattern and character responsive to the Current Context, the Vision, Guiding Principles and Community Concept.

5.2.1 Green System

The Green System consists of an interconnected open space network including the Credit River and the Lake Ontario shoreline. These are key features as they contribute to the environmental, social and economic health of the community. In addition, the visual presence of the waterfront and river are beneficial to residents. Implications of new development on the Green System will be an important consideration in the review of any development application. The Green System overlaps with both the Community Node and Neighbourhood elements.

5.2.2 Community Node

The Community Node represents the focus for the surrounding neighbourhoods. It exhibits many of

the desirable characteristics intended for community nodes, including a mixture of uses, compact urban form, appropriate density, and in many ways has achieved its planned function. It has been identified primarily in recognition of the role it plays in the community and as a location for intensification.

As outlined in the principal document, a community node is similar to a major node but with lower heights and densities. This Area Plan respects the planned function and position within the City's hierarchy, while also reflecting the existing and planned character of Port Credit. As such, permitted building heights for new development in the Community Node will support the Vision as an urban waterfront village and respect the existing character. It is recognized that in the vicinity of the GO station and future Light Rail Transit station, additional height and density may be appropriate, however, the extent will be determined through further study.

Development has been primarily residential, however, the community node requires additional employment in order to ensure a balanced land use pattern. Attracting and accommodating employment uses is a priority but also a significant challenge. While Port Credit can benefit from some additional residential intensification, care needs to be taken to ensure that it is not done at the expense of protecting opportunities for employment uses and creating a balanced complete community.

The Community Node includes the GO station identified as a Major Transit Station Area and a Gateway Mobility Hub. In addition, the future Hurontario Light Rail Transit route proposes a station, located near the GO station. Ensuring safe and efficient movement of people between transit modes will be a key consideration in the review of development applications.

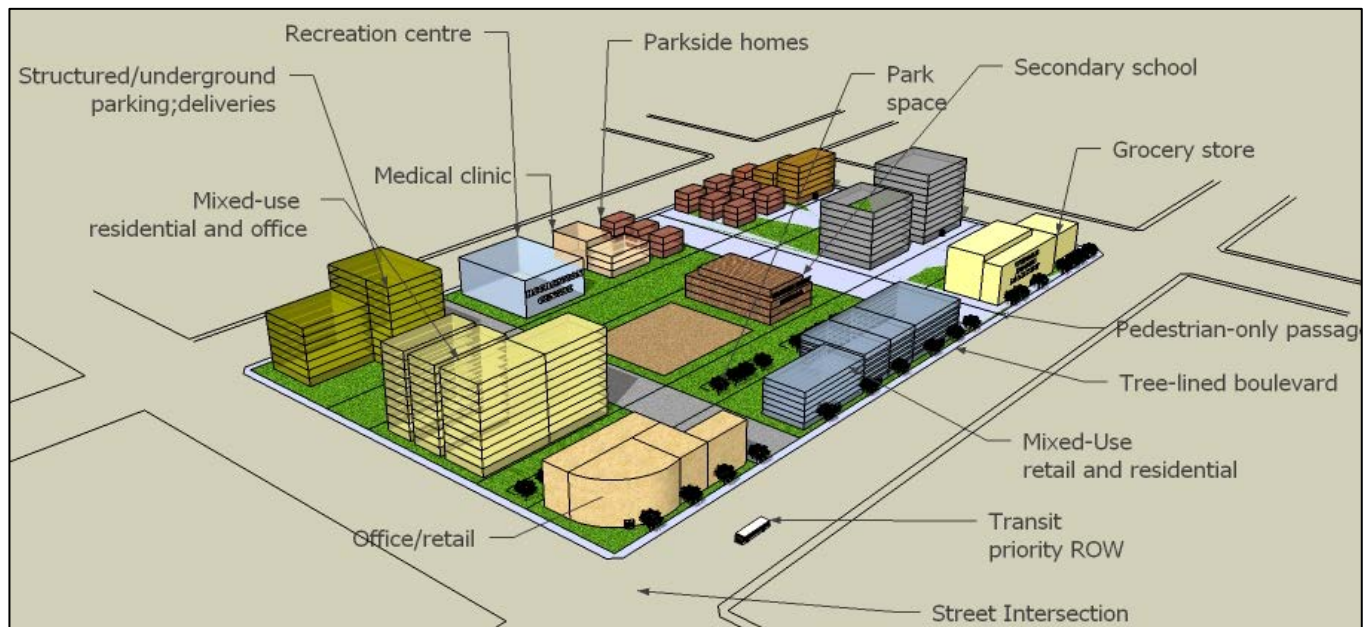


Figure 5 : Community Nodes are intended to provide a focus for a multitude of uses which address the fundamental services and facilities required for daily living - local shops and restaurants, community facilities, cultural activities, entertainment uses, schools, parks, open space as well as a diverse housing stock. Community Nodes should be compact, with pleasant walkable streets and a strong sense of place and community identity.

5.2.3 Neighbourhoods

Port Credit Neighbourhoods are on either side of the Community Node. These areas are substantially residential, but also include commercial uses along Lakeshore Road (east and west), and employment uses along the railway. Neighbourhoods are intended to recognize areas that are physically stable with a character to be protected.

Although stable, some change is anticipated. New development does not necessarily have to mirror existing development types and densities, however, it will respect the character of the area. The policies in this Area Plan and Built Form Guide provide direction for appropriate transitions in built form and scale of buildings.

The Neighbourhood to the west of the Community Node includes the Old Port Credit Village Heritage Conservation District where additional attention is required to ensure development appropriately reflects the character of the area. In addition, this Neighbourhood also includes a former refinery site which is vacant and represents a significant brownfield redevelopment opportunity. The Neighbourhood to the east of the Community Node primarily consists of stable residential areas, a

commercial mainstreet, and employment uses along the railway.

5.2.4 Corridors

The principal document identifies Lakeshore Road (east and west) as a Corridor and Hurontario Street as an Intensification Corridor. They play an important role connecting Port Credit to the surrounding communities. Lakeshore Road (east and west) also plays an important local role in connecting Port Credit neighbourhoods together and linking them with the Community Node. They may accommodate multi-modal transportation facilities, as the principal document identifies higher order transit along Hurontario Street and portions of Lakeshore Road East.

Within the corridors, the public realm is one of the important aspects where people can experience Port Credit on a day-to-day basis. A large portion of the corridor is planned to accommodate a mainstreet commercial environment, which represents an important part of the urban village of Port Credit.

Hurontario Street and Lakeshore Road (east and west) also have an important relationship to the

waterfront. Port Credit is one of the few areas where people travelling along these roads, can at certain locations, have the opportunity to visually see the waterfront. As such, views along these corridors will be preserved.

Lakeshore Road is the only east-west road that crosses the Credit River south of the QEW, serving both the local Port Credit community and regional travel. As such, movement within and through the Port Credit area is restricted by the limited road network, which is at or near capacity at peak travel times. Maintaining Lakeshore Road as a four lane roadway during peak travel times is, therefore, a transportation priority to meet current demand. Lakeshore Road is a constrained corridor that requires a context sensitive design approach. Trade-offs will be required to accommodate the envisioned multi-modal function of the corridor.

6.0 Direct Growth

Intensification is to be consistent with the planned function as reflected by the city structure and urban hierarchy.

The Node and Neighbourhoods are divided into precincts as identified on Schedule 1: Port Credit Character Areas and Precincts.

The amount of intensification will vary in accordance with the policies of this Area Plan. The specific manner in which new development will be accommodated (e.g. height and density) is further explained in subsequent sections of this Area Plan.

6.1 Community Node Character Area

The Community Node is an established focal point for the surrounding neighbourhoods and exhibits the density and many of the characteristics that community nodes should include, such as compact, mixed used development, pleasant walkable and

cycle friendly streets and a strong sense of place and community identity. In addition to serving many of the day-to-day needs of the community, this area also benefits from uses (e.g. marina, restaurants) and events which attract people from across the city.

The Node includes portions of the Hurontario Street Intensification Corridor and the Lakeshore Road Corridor, which are defined as lands fronting the street to a depth of half a block. The Community Node incorporates the GO Station which is identified as a Gateway Mobility Hub / Major Transit Station Area in the principal document. The limits of the Mobility Hub correspond to the Community Node, east of the Credit River. Subsequent sections of this Area Plan detail the manner in which intensification will be accommodated in these areas.

Relevant statistics pertaining to existing density in the Community Node are summarized in Table 1.

Table 1: Population and Employment Statistics Port Credit Community Node (October 2011)	
Residents	6,860
Jobs	2,170
Residents and Jobs combined per hectare	9,030
Existing Combined Residents and Jobs Density	115 /ha
Existing Port Credit Population to Employment Ratio	3.2:1
Note: Residents includes developments currently under construction but does not reflect any additional infill development that has not yet been approved. Density based on land area of 78.2 ha.	

With a gross density of 115 residents and jobs combined per hectare, Port Credit is within the targeted range for Community Nodes of between 100 and 200. As such, additional density is not required to meet the target, however, it is recognized that some infill and redevelopment will occur. This should focus on creating a more

complete community and in particular employment opportunities.

Increasing the gross density towards the upper limit of 200 residents and jobs combined per hectare is not sufficient planning justification on its own for approving amendments that permit additional height and density.

The current population to employment ratio of 3.2:1 does not meet the range for Community Nodes of 2:1 to 1:2. The target population to employment ratio for the Port Credit Community Node is 2:1. As such, additional employment is required to provide more opportunities to live and work in the community. The ratio is measured as an average across the entire node, and includes the former refinery site (located in the neighbourhood to the west).

6.1.1 The City will monitor the gross density and population to employment ratio in the Community Node and will assess its ability to accommodate further growth through the development approval process.

6.1.2 Increases in employment opportunities are to be accommodated on lands designated mixed use, which can accommodate a range of establishments including: retail, restaurants, and offices.

6.1.3 Development applications will be required to address, to the City's satisfaction, the appropriate range and amount of employment uses on the following sites:

- a. GO Station Parking Lot and vicinity (land at the four corners of Ann Street and Park Street East);
- b. Port Credit Harbour Marina (1 Port Street East); and,
- c. Former Refinery Site (south side of Lakeshore Road West located between Mississauga Road South and Pine Avenue South)

6.1.4 Mississauga will encourage redevelopment within the Mainstreet Precinct to accommodate employment uses on the second and third floors.

6.1.5 Strategies to encourage and support employment uses may be pursued including consideration of Community Improvement Plans and Bonus Zoning.

6.1.6 Intensification will address matters such as:

- a. contribution to a complete community;
- b. providing employment opportunities;
- c. sensitivity to existing and planned context and contribution to the village mainstreet character;
- d. respecting heritage; and
- e. protecting views and access to the waterfront.



Figure 6: Intensification within the Community Node should respect the experience, identity and character of the surrounding context. Providing views to Lake Ontario respects Port Credit's identity as a waterfront community.

6.2 Neighbourhood Character Areas (East and West)

The Neighbourhood Character Areas are on the east and west sides of the Community Node. These are stable areas, primarily residential in nature, and are not expected to experience significant change.

The Neighbourhood Character Areas include portions of the Lakeshore Road Corridor. The corridor generally represents a distance of half a block north and south of Lakeshore Road and corresponds to the limits of the Mainstreet Precinct.

6.2.1 Intensification will occur through modest infilling or redevelopment along Lakeshore Road Corridor, commercial plazas, or on the vacant former refinery site.

6.2.2 Intensification will be sensitive to the existing character of the residential areas and the planned context of Lakeshore Road Corridor.

7.0 VALUE THE ENVIRONMENT

The preservation, restoration and enhancement of the environment is a guiding principle. The Green System is an important element in the Community Concept. The Green System is located within a variety of land use designations in Port Credit.

Schedule 1A of the principal document identifies the Green System which consists of:

- Natural Areas System;
- Natural Hazard Lands, and
- Parks and Open Space.

Schedule 3 of the principal document identifies the Natural System including Natural Areas and Natural Hazards. Schedule 4 identifies Parks and Open Spaces.

Lands within the Port Credit Natural Area System perform an essential ecological function as they sustain biodiversity by providing habitat for plants and animals and they clean the air and water.



Figure 7: The Credit River and its banks are important components of the natural environment and public recreation system. Along with the Lake Ontario waterfront these areas are important local, city, regional and provincial assets. Policies implement a balanced approach that respects the environment and recognizes the role it plays in the community.

Natural Hazard Lands are associated with features such as the Tecumseh Creek, Credit River, Credit Valley and Lake Ontario Shoreline.

Waterfront parks are an important component of the Open Space System, and include Rhododendron Gardens, Ben Machree Park, Imperial Oil waterfront trail extension, J.C. Saddington Park, Marina Park, Memorial Park (East and West), St. Lawrence Park, Tall Oaks Park, and Hiawatha Park.

The mouth of the Credit River is an ecologically significant estuary where the Credit River meets Lake Ontario. In addition, the Credit River is a well known fishery, which contains a Provincially significant wetland complex just north of the Area Plan, and is identified in the Provincial Greenbelt Plan as an external connection.

7.1 Green System

7.1.1 The management of Rhododendron Gardens and Port Credit Memorial Park East will consider how the natural area components of these parks can be enhanced.

7.1.2 Within the waterfront parks system, the protection, preservation and restoration of existing natural systems will be prioritized and balanced to direct and guide the planning of existing and future waterfront activities.

7.1.3 Opportunities to enhance and restore the Credit River as a biologically productive and diverse ecosystem are encouraged.

7.2 Urban Forest

7.2.1 Mature trees are recognized as providing important environmental benefits and contributing to the character of Port Credit. Improvements to the urban forest are encouraged.

7.2.2 Opportunities to enhance the tree canopy and health of the urban forest in the public right-of-

ways and adjacent privately owned land will be considered in conjunction with new development.

7.2.3 Opportunities to improve the tree canopy and promote a healthy urban forest will be reviewed when considering improvements to the streetscape along public roads, with particular attention to the Community Node and Lakeshore Road Corridor.



Figure 8: Mature trees provide environmental benefits as well as contribute to the character of the area. Given sufficient landscaped area, some tree varieties in Port Credit have grown upwards of five storeys in height.

7.3 Living Green

7.3.1 Mississauga will encourage partnerships and stewardships in order to improve the health of the Green System.

7.3.2 Development will strive to minimize the impact on the environment and incorporate sustainable development practices in accordance with the City's Green Development Strategy and the Water Quality Control Strategy.

8.0 COMPLETE COMMUNITIES

Port Credit, and in particular the Community Node, contains many of the attributes associated with

complete communities, including among other things:

- a compact urban form that is walkable, provides convenient access to a mixture of land uses and an assortment of activities such as: shops, community facilities, parks, and public transit;
- a range of housing options with a mixture of housing forms and densities, along with a significant rental housing stock;
- cultural resources such as heritage buildings and landscapes associated with the Credit River and Lake Ontario, which help retain a connection to the past; and
- opportunities for people to engage in community life through meeting facilities, a high quality public realm and vibrant cultural activities.

The policies are intended to protect and enhance the above attributes to fully realize the complete community aspect of Port Credit.

8.1 Housing

8.1.1 The Community Node and Lakeshore Road Corridor are encouraged to develop with a range of housing choices in terms of type, tenure and price.

8.1.2 The provision of additional affordable housing, with a focus on rental housing units, is encouraged in the Community Node and Lakeshore Road Corridor.

8.1.3 Preservation of existing affordable housing will be a priority. Where development applications are proposing the removal of existing affordable housing, the replacement of these units will be encouraged on-site or within the community.

8.1.4 Mississauga will encourage investment in new rental housing and, in particular, affordable rental housing that meets the needs of young adults, older adults and families in the Community Node and along the Lakeshore Road Corridor.

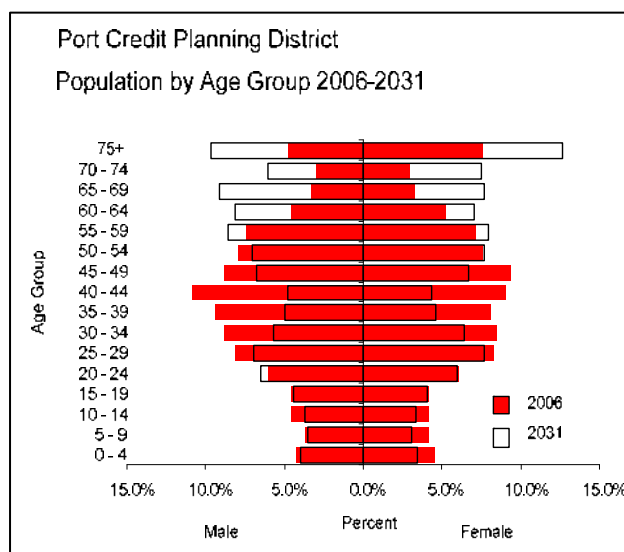


Figure 9: Similar to many established communities, Port Credit's population is forecast to age. In many cases, as people age they consider living in smaller accommodations and often prefer to live within the same general community.

8.2 Cultural Heritage

Port Credit contains a number of important cultural heritage resources and properties, including but not limited to:

- Old Port Credit Village Heritage Conservation District, these lands are subject to a Conservation District Plan, the goal of which is to conserve and enhance the historical character of old Port Credit village;
- Heritage Designations / Heritage Listings on the City's Heritage Register;
- Cultural Landscapes which include the Credit River Corridor, Port Credit Pier Scenic View, and Mississauga Road Scenic Route; and
- Registered archaeological sites.

8.2.1 Consideration will be given to including the Old Port Credit Village Heritage Conservation District into a Community Improvement Plan to promote and enhance the heritage character of the area.



Figure 10: Given the long history of settlement in Port Credit it is important to protect, recognize and enhance the area's heritage attributes.

8.3 Community and Cultural Infrastructure

Port Credit contains a concentration of facilities, buildings, properties and events which represent a cultural infrastructure cluster considered to be a cultural node. Continued investment in Port Credit's cultural infrastructure is encouraged.

8.3.1 The Community Node and Lakeshore Road Corridor are preferred locations for community infrastructure.

8.3.2 Cultural infrastructure will reinforce, where possible, the Vision and guiding principles of an urban waterfront village.

8.3.3 Creative enterprises that support the economy and create an engaging lively area year round are encouraged to locate in the Community Node.

8.3.4 Mississauga will encourage partnerships and collaboration with the local community to further develop the cultural aspects of the Community Node.

8.3.5 Consideration will be given to including the Community Node and Neighbourhood Mainstreet Precinct into a Community Improvement Plan to guide development of the cultural infrastructure.



Figure 11: The Mississauga Culture Master Plan notes that cultural facilities and creative enterprises support economic activity and play a key role in creating the engaging, lively and richly textured places where people want to live and visit. Creative enterprises can include a wide range of businesses, such as: artists, galleries, architects, graphic designers, and software developers.

8.4 Distinct Identity & Character

8.4.1 The character will reflect the vision of an urban waterfront village. City initiatives, including investments in lighting, public art, transportation features, streetscape improvements, parks planning, will contribute to the vision.

8.4.2 Lakeshore Road (east and west) is a key location for the promotion of Port Credit as a place for vibrant cultural activities and providing a "sense of place". The mainstreet environment, including the built form, public realm, street furniture, lighting, cycling amenities, trees, gathering places are to be protected and, where possible, enhanced.

8.4.3 A master streetscape plan for Lakeshore Road (east and west) may be undertaken that reinforces the Vision and encourages a consistent design theme.

8.4.4 Opportunities to further Port Credit's identity and character through improvements to the public realm will be considered through the planning and design of:

- Light Rail Transit along Hurontario Street;
- redevelopment of the GO Station parking lot; and,
- redevelopment along the Lake Ontario and Credit River shorelines, including the Port Credit marina.

8.5 Lake Ontario Waterfront

Port Credit is a waterfront community with a strong identity and orientation to the Lake Ontario and Credit River. Public access to the waterfront is an important part of the Port Credit identity.

8.5.1 Mississauga supports the continuation and improvement of water dependent activities and related employment uses such as marinas, facilities in support of recreational boating and sport fishing and uses that benefit from being near the shoreline, parks and the Waterfront Trail.

8.5.2 Uses in proximity to the waterfront will provide for public access, where appropriate. Through land acquisition, capital works and the review of proposals, Mississauga will endeavor to ensure this Vision is realized.

8.5.3 The Mississauga waterfront parks are a significant element of the Port Credit Character. Planning for the waterfront parks system will be guided by the Waterfront Parks Strategy, 2008.

9.0 MULTI-MODAL CITY

Integral to Port Credit is the transportation system which includes: transit, vehicular, active transportation (e.g. walking and cycling) and rail.

Tables 8-1 to 8-4 and Schedule 8 (Designated Right-of-Way Width) of the principal document identify the basic road characteristics. The long term multi-modal transportation system is shown on Schedule 5 (Long Term Road Network), Schedule 6 (Long Term Transit Network), and Schedule 7 (Long Term Cycling Network) of the principal document.

The Port Credit transportation system plays an important role in the overall livability and development of the area and in how Port Credit evolves as an urban waterfront village. Planned higher order transit will improve the area's transportation infrastructure; however, constraints such as the Credit River, the CN railway, and the existing road network, represent challenges to the overall functioning and capacity of the system.

On Lakeshore Road during the weekday morning and evening peak travel times, there are travel time delays and long queues experienced from approximately west of Mississauga Road to Hurontario Street. Vehicles travelling through this stretch experience "saturated flow", meaning that this stretch of roadway is approaching its motor vehicle capacity, with vehicle travel speeds being very low.



Figure 12: Water dependent activities are an important part of what gives Port Credit a distinct identity. Policies are intended to enhance the function and image of the area as a waterfront destination.

As Lakeshore Road is the only east-west road that crosses the Credit River south of the QEW serving both the local Port Credit community and regional travel, the City is concerned with exacerbating the problem with significant additional development in Port Credit.

The City is proposing to undertake a Lakeshore Road Transportation Master Plan, which will include Lakeshore Road (between the east and west City limits) and an examination of the transportation issues specific to the Port Credit area. As part of the future study, the City will review the higher order transit needs in the Port Credit area and opportunities to improve the transportation system for all modes.

Hurontario Street is identified as a higher order transit corridor, with Light Rail Transit (LRT) being the recommended transit technology. In addition, a future Higher Order Transit corridor has been identified along Lakeshore Road East, extending from Hurontario Street, to the City of Toronto boundary. A preferred transit solution (e.g. bus or rail) has not yet been identified for this corridor.

Depending on the density and transportation requirements of future development on significant land parcels or through land assembly, the extension of rapid transit to the west of Hurontario Street may be required.

9.1 Multi-Modal Network

9.1.1 The road and transportation network will consider the needs of all users, both those residing within the community and those that utilize the network from elsewhere in the city and surrounding areas.

9.1.2 Mississauga may acquire lands for a public transit right-of-way along Lakeshore Road East and Hurontario Street where the creation of a public transit right-of-way, separate from, adjacent to, or in addition to, a road right-of-way is deemed appropriate.

9.1.3 The proposed LRT stop in Port Credit represent potential place making opportunities and locations for public art. Development applications adjacent to LRT transit stops may be required to incorporate placemaking elements into their design.

9.1.4 Hurontario Street and Lakeshore Road (east and west), including the Credit River Bridge, will not be built in excess of four lanes, excluding turning lanes, bus bays, space for bicycles, space for higher order transit and parking, unless it can be demonstrated that additional lanes will not result in a major deterioration of the neighbouring residential or retail commercial environment or public realm. The implementation of any major roadway modifications will require an amendment to this Area Plan.

9.1.5 Lakeshore Road (east and west) will be planned to accommodate, to the extent possible, all modes of transportation, including, pedestrian facilities, cycling facilities and higher order transit facilities. Appendix II contains the executive summary from the Lakeshore Road Transportation Review Study, which provides a comprehensive and technical transportation review regarding how the Lakeshore Corridor can accommodate alternative modes of transportation.



Figure 13: Providing safe, sheltered and convenient access to various modes of transportation can help shift peoples lifestyles towards more sustainable transportation modes such as transit, cycling, and walking.

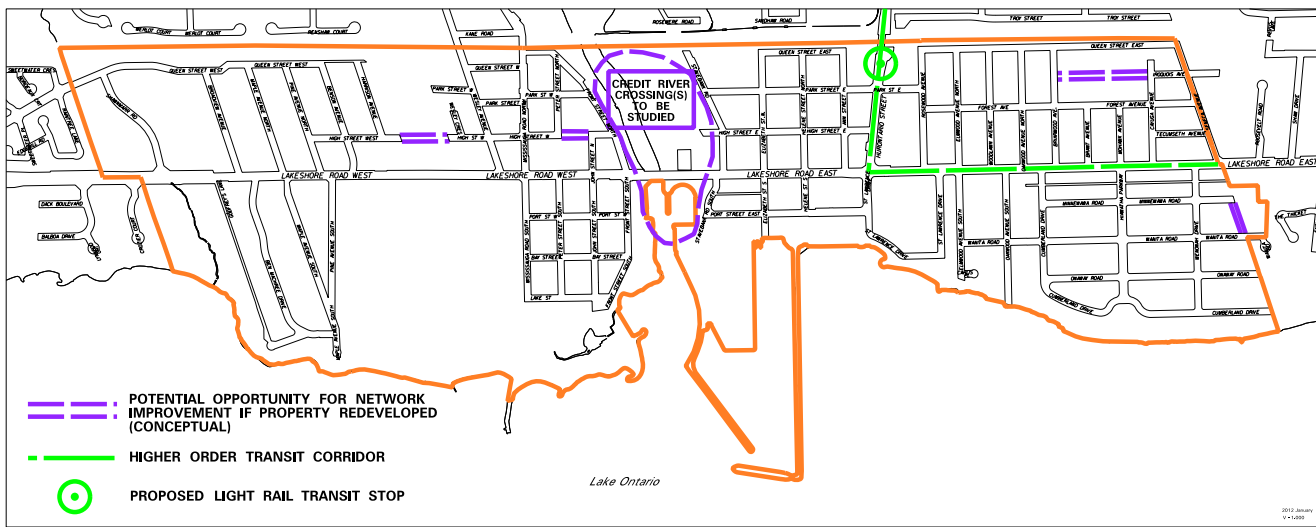


Figure 14: Potential Opportunities for Road Network Improvements and Higher Order Transit

9.1.6 Mississauga will work with the Province to develop a multi-modal plan for the Queen Elizabeth Way / Lakeshore Road Corridor that addresses regional and local transportation needs and property impacts.

9.1.7 During the review of development applications, consideration will be given to eliminating and/or consolidating vehicular turning movements to and from Lakeshore Road (east and west) and direct traffic towards signalized intersections, where appropriate. Vehicular access to redevelopment opportunities should be considered from existing north-south side streets or existing or proposed laneways parallel to Lakeshore Road (east and west).

9.1.8 During the review of development applications, consideration will be given to the manner in which the development provides additional public access to the shoreline.

9.1.9 Mississauga will work with the Province to ensure development of higher order transit services and related infrastructure including parking structures are integrated appropriately into Port Credit, having regard for the impact on all modes of transportation.

9.1.10 Cycling and pedestrian infrastructure will be provided in accordance with the Cycling Master Plan and the principal document.

9.1.11 Mississauga will identify and pursue infrastructure opportunities that enable additional cycling and pedestrian crossings of the Credit River and CN Railway tracks.

9.1.12 A Transportation Master Plan for Lakeshore Road (between the east and west City limits) and Port Credit may be undertaken that addresses improving current mobility for all modes of transportation, the implications of future growth on the network and considers placemaking initiatives that would promote the animation of the corridor. The Plan may assess improvements to the Port Credit road network, including additional pedestrian, cyclists and vehicle crossings of the Credit River as well as review the higher order transit needs in the Port Credit area.

9.1.13 Improvements to the road network and active transportation routes that provide connectivity and a fine grained network through Port Credit may be identified through a future Transportation Master Plan for the Lakeshore Road Corridor or through the development application process.

Improved connections will provide pedestrians, cyclists and vehicles a greater variety of routes and accessibility within the area. Potential opportunities

for network improvements include but are not limited to the following:

- High Street West between Harrison Avenue and Wesley Avenue;
- High Street West between Peter Street North to John Street North;
- Iroquois Avenue, from Cayuga Avenue to Briarwood Avenue;
- Extension of Minnewawa Road southerly to connect with Wanita Road; and
- Additional crossing(s) of the Credit River.

When reviewing the appropriateness of potential road connections, the City will consider the volume and type of traffic that would be accommodated on the road.

9.1.14 Development applications will be accompanied by transportation and traffic studies. Studies will address, amongst other matters, strategies for limiting impacts on the transportation network, where appropriate, including measures such as:

- reduced parking standards;
- transportation demand management;
- transit oriented design of the development;
- pedestrian/cycling connections; and
- access management plan.

9.1.15 Due to capacity constraints on the Port Credit transportation network, development applications requesting increases in density and height, over and above what is currently permitted in the Port Credit Local Area Plan will be discouraged unless it can be demonstrated, to the City's satisfaction, that the proposed development has included measures to limit the amount of additional vehicular demand.

9.2 Parking and Transportation Demand Management

9.2.1 Reduced parking requirements and maximum parking standards may be considered within:

- a. the Community Node, particularly in proximity to the GO Station and future LRT stops; and
- b. the Mainstreet Neighbourhood Precinct.

9.2.2 Public parking lots in the Community Node and Mainstreet Neighbourhood Precinct will be maintained and supplemented, where appropriate.

9.2.3 The City will encourage Transportation Demand Management measures, where appropriate, within the Community Node and as part of any significant redevelopment projects outside of the node.

9.3 Mobility Hub

The GO Transit station and vicinity is identified as a Gateway Mobility Hub in the Regional Transportation Plan prepared by Metrolinx and as a Major Transit Station in the principal document. The transit station area connects regional rapid transit along the GO line with local bus service. In the future, the area is planned to have connections to higher order transit lines serving Hurontario Street and Lakeshore Road East.

Port Credit exhibits many of the attributes of a successful mobility hub such as having a concentration of housing, shopping and recreational uses in the vicinity of a transit station where Regional and local transit services connect. The focus for future development is to support the planned character of the area, and the functioning of the mobility hub.

9.3.1 Investment in infrastructure, building and site design that supports the function of the mobility hub will be a priority. This includes, among other things:

- a. a vibrant, mixed use environment, providing additional employment opportunities and a greater range of commercial establishments;
- b. a built form that respects the planned character of the area;
- c. safe and efficient pedestrian and cycling connections to neighbourhoods that surround the mobility hub;
- d. safe and efficient movement of people transferring between transit modes, networks and routes;
- e. safe and efficient movement of people with high levels of pedestrian and cyclist priority;
- f. safe and efficient access for cyclists, and secure storage facilities;
- g. a well designed transit station for a high quality user experience;
- h. strategic parking management, including minimizing surface parking lots and designing parking structures to a high architectural and landscape standard;
- i. an attractive public realm;
- j. a minimized ecological footprint; and,
- k. effective partnerships and incentives for increased public and private investment.



Figure 15: The Regional Transportation Plan broadly defines the geographic limits of a mobility hub to be the area within 800 metres of a major transit station. The Port Credit Mobility Hub Study refined the limits by removing stable residential neighbourhoods as well as lands to the west of the Credit River, which is a barrier to travel. The limits of the Mobility Hub with Port Credit correspond to the Secondary Zone. The GO Station parking lot on the north side of the CN Railway is outside of the Port Credit Local Area Plan.

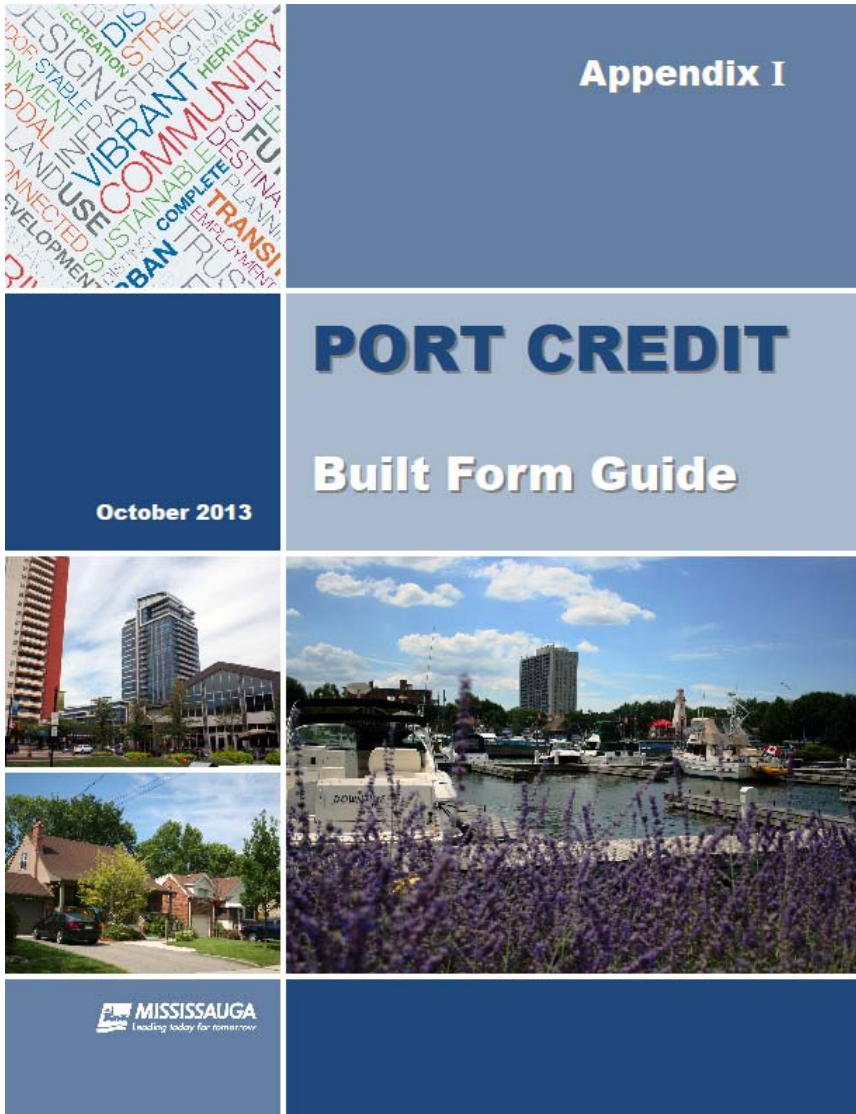


Figure 18: Provision of public access to the waterfront and protection of views to Lake Ontario are important components of Port Credit.

Figure 16: The Port Credit Built Form Guide demonstrates how the Desirable Urban Form Policies can be achieved.



Figure 17: Port Credit contains a diverse range of built environments, which are reflected in the Area Plan policies.

10.0 DESIRABLE URBAN FORM

The desirable urban form policies reflect the planned function and local context and are organized as follows:

a) Community Node Character Area

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

- Central Residential;
- Mainstreet Node;
- Harbour Mixed-Use; and,
- Riverside.

b) Neighbourhood Character Area

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

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

The locations of these precincts are shown on Schedule 1.

Development will be guided by the Port Credit Built Form Guide, contained in Appendix I.

10.1 General Policies

10.1.1 Development will be in accordance with the minimum and maximum height limits as shown on Schedule 2A and 2B. The appropriate height within this range will be determined by the other policies of this Area Plan.

10.1.2 Heights in excess of the limits identified on Schedules 2A and 2B within the Community Node precincts and Mainstreet Neighbourhood precinct may be considered through a site specific Official Plan Amendment application, subject to demonstrating, among other matters, the following:

- a. The achievement of the overall intent, goals, objectives of this Plan;
- b. Appropriate site size and configuration;
- c. Appropriate built form that is compatible with the immediate context and planned character of the area;
- d. Appropriate transition to adjacent land uses and buildings, including built form design that will maximize sky views and minimize visual impact, overall massing, shadow and overlook;
- e. Particular design sensitivity in relation to adjacent heritage buildings; and
- f. Measures to limit the amount of additional vehicular and traffic impacts on the Port Credit transportation network.

10.1.3 For properties located in more than one precinct, development must conform to the policies appropriate for each portion of the precinct.

10.1.4 Above grade parking facilities will be designed to be compatible with the surrounding character through the use of architectural elements that fit with the scale and style and streetscape of the community. Secure storage facilities for bicycle parking will be provided on the ground floor of the structure. Consideration will also be given to including active pedestrian related uses on the ground floor of the structure to improve the animation of the street edge condition. Where possible, above grade parking structures will be designed in such a manner that they are integrated into the development.

10.2 Community Node Character Area

The Community Node Character Area will exhibit high standards of urban design that reinforce and enhance the identity of Port Credit as a vibrant and memorable urban place. Additional development is anticipated, however, the form and scale will vary within the node in accordance with the various precincts.

The policies are intended to reflect a number of objectives, including among other things:

- to ensure that the greatest height and density will be in close proximity to the GO station and future LRT transit stop at Hurontario Street and Park Street;
- to ensure building heights will reflect an appropriate transition towards the Credit River, Lake Ontario Shoreline, the mainstreet area, and surrounding neighbourhoods;
- to provide for a variety of building heights and massing that are well spaced to provide skyviews and an articulated skyline;
- to recognize the waterfront as an important attribute where public access will be provided and views protected;
- to provide for a village mainstreet environment that is characterized by low rise mixed use development with a high quality public realm along Lakeshore Road (east and west);
- to recognize key locations in the vicinity of the GO station and waterfront that require additional study prior to redevelopment; and,
- to ensure development will be sensitive to the existing context, heritage resources and planned character of the area.

10.2.1 Community Node Character Area General Policies

10.2.1.1 The overall development of the Node will be at a scale that reflects its role in the urban hierarchy.

10.2.1.2 Floor plate size for buildings over six storeys will decrease as building height increases, to address, among other matters:

- a. overall massing (reduce “wall effect”);
- b. visual impact of buildings;
- c. protect skyviews; and
- d. limit shadow impact.

10.2.1.3 Buildings over six storeys will maintain distance separations that, amongst other matters, address the following:

- a. existing distance separations between buildings;
- b. overcrowding of skyviews and skyline;
- c. protection of view corridors; and
- d. privacy and overlook of occupants.

10.2.1.4 New development will provide for landscape areas that, amongst other matters, address the following:

- a. landscaped character of existing properties and the planned function of the precinct;
- b. provide buffer between uses;
- c. incorporate stormwater best management practices;
- d. enhance the aesthetic quality of the area; and
- e. provide opportunities to enhance the tree canopy.

10.2.1.5 Streetscape will address, among other matters, the following:

- a. setbacks and side yards to reflect the planned function;

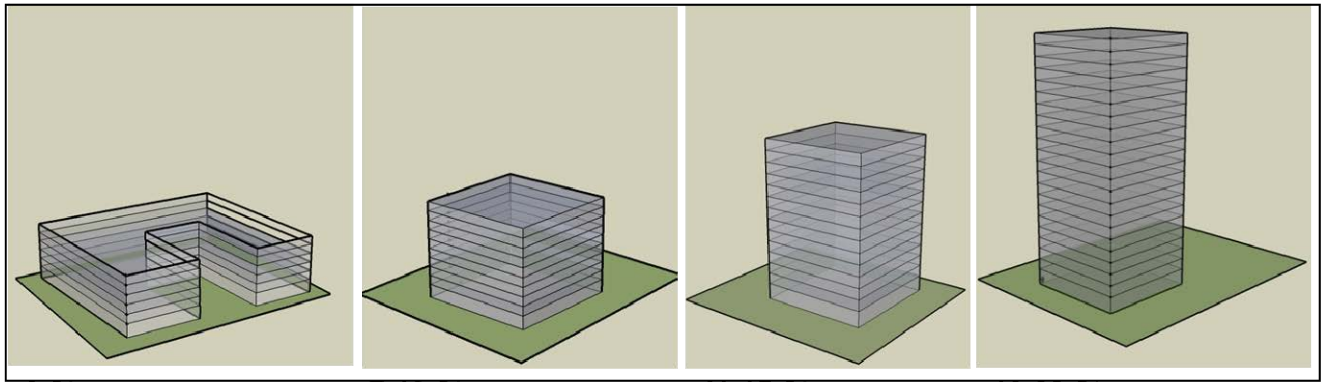


Figure 19: The floor plate of buildings will decrease as the height of the building increases.

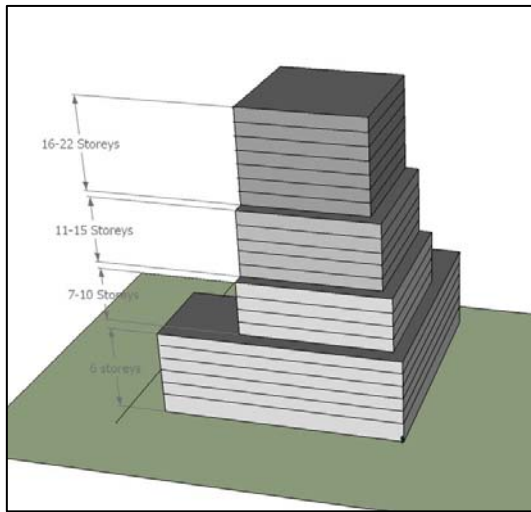


Figure 20: Combination of floor plates and heights may be permitted.

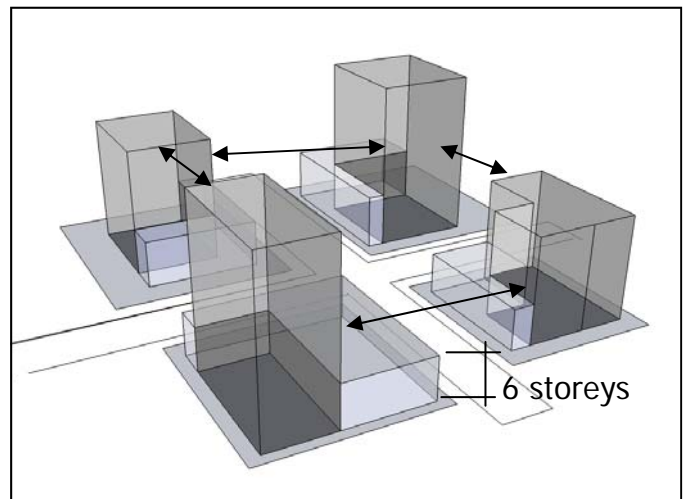


Figure 22: Development will reflect appropriate separation distances between buildings over six storeys.

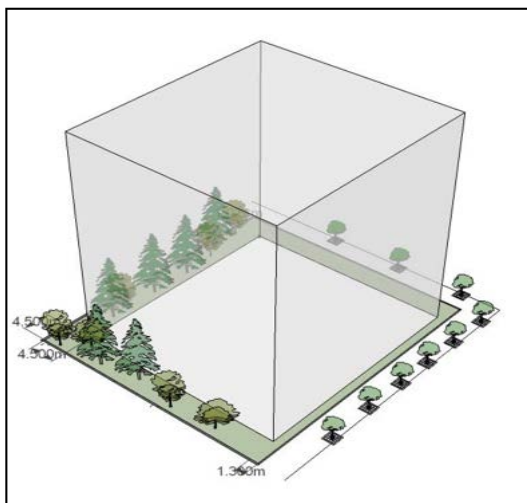


Figure 21: Appropriate landscaping, reflecting the use and context will be provided.



Figure 23: Different streets will have different streetscape requirements, for example, within the mainstreet precinct, development should provide a desirable streetedge condition that is ideal for the use of pedestrians.

- b. minimize vehicular access points; and
- c. creating an attractive public realm.

10.2.2 Central Residential Precinct

This precinct contains a significant concentration of apartment buildings with potential for intensification, primarily in the immediate vicinity of the GO station and will have the highest building heights in Port Credit. The existing character of the area will generally be maintained, particularly the mature trees and the well landscaped front yards.

10.2.2.1 Building heights will generally decrease towards the east and west of the precinct, reflecting proximity of either the Credit River Valley or established residential neighbourhoods.

10.2.2.2 Building heights on lots adjacent to the Mainstreet Precinct will demonstrate an appropriate transition.

10.2.2.3 To achieve the maximum heights, as outlined on Schedule 2B, on the lands designated Mixed Use or Utility in the vicinity of the GO station, a detailed land use and urban design study will be required to verify appropriate heights, design, transition to adjacent lands and mix of uses.

10.2.3 Mainstreet Node Precinct

This precinct includes part of Port Credit's traditional mainstreet which generally extends a half block north and south of Lakeshore Road (east and west). In many cases this coincides with the alignment of a public lane; where it does not, the limit of the area is defined by an extension of a line from the public lane.

10.2.3.1 This precinct will contain street related commercial uses with a rhythm of closely spaced storefronts lining the street in order to encourage and foster an active pedestrian street.

10.2.3.2 Single use residential buildings are not permitted.

10.2.3.3 The Mainstreet Node Precinct will meet both the day-to-day needs of local residents as well as those visiting the area.

10.2.3.4 For the portion of the Mainstreet Node Precinct on the south side of Lakeshore Road West, between Mississauga Road and the Credit River, the Old Port Credit Village Heritage Conservation District Plan also applies.

10.2.4 Harbour Mixed Use Precinct

This precinct has potential for intensification and is intended to contain a mixture of uses and densities. Development will be at a lower overall scale than the Central Residential Precinct and will step down towards Lake Ontario.

Marina uses are recognized as important elements of the Harbour Mixed Use Precinct and Port Credit. It is recognized that the waterfront will be more urban in nature, with a wider range of uses and activities that help reinforce the elements of a waterfront setting.

The marina lands south of Port Street have redevelopment potential. Further study, however, is required to determine the appropriate built form of any redevelopment. The Special Site policies provide additional direction regarding issues that will need to be studied.

10.2.4.1 The scale of development will be supportive of an urban waterfront village theme.

10.2.4.2 Provision of public access and additional public lands along the waterfront will be a priority consideration in any redevelopment of properties on the waterfront.

10.2.4.3 Development will maintain existing view corridors to Lake Ontario.

10.2.4.4 For the portion of the Harbour Mixed Use Precinct, on the south side of Lakeshore Road West, between Front Street South and the Credit River, the Old Port Credit Village Heritage Conservation District Plan applies.

10.2.5 Riverside Precinct

This precinct is intended to provide a transition between the taller building heights in the Central Residential Precinct and the low rise building heights in the North Residential Neighbourhood.

10.2.5.1 New development will demonstrate an appropriate transition to the Credit River valley, and the Mainstreet Precinct.

10.2.5.2 Any redevelopment along Mississauga Road North will consider its character as a **scenic route**.

10.2.5.3 Pedestrian open spaces will be planned to visually and physically extend Port Credit Memorial Park West into this neighbourhood along High Street West through to Front Street West, and along Park Street West.

10.3 Neighbourhood Character Area

The Neighbourhood Character Area represents stable residential areas where the existing character is to be preserved and will not be the focus for intensification. 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.

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).

Neighbourhood policies are intended to reflect a number of objectives, including among other things:

- to ensure development is sensitive to the existing low rise context and to reinforce the planned character of the area;
- to ensure Lakeshore Road (east and west) will undergo appropriate development and provide

for a public realm that reinforces its planned role as a location that helps connect the community and fosters an active pedestrian and cycling environment;

- to appropriately balance the constraints associated with both the Canadian National Railway line and adjacent residential uses;
- to recognize the former refinery site as an important location along the waterfront that requires special attention and further study; and
- to recognize the Old Port Credit Heritage Conservation District.

10.3.1 Neighbourhood Character Area General Policies

10.3.1.1 Streetscape along Lakeshore Road (east and west) will address among other matters the following:

- a. minimize vehicular access points;
- b. orient entrances and buildings towards the street; and
- c. create an attractive public realm.

10.3.2 Old Port Credit Village Heritage Conservation District Precinct

The Old Port Credit Village Heritage Conservation District Plan applies to the lands within this precinct.

The precinct contains a mixture of housing, retail commercial and community buildings of many types, representing different eras. While some of the housing stock is relatively new, the neighbourhood contains pockets of housing that date back to the nineteenth century, representing various time frames and a pleasing sense of "time depth".

The precinct is predominately low rise in character, however, the existing low rise apartment buildings are recognized as forming part of the precinct.

10.3.2.1 Any additions, alterations, adaptive reuse or redevelopment will address how the development:

- displays massing and scale sympathetic to surroundings;
- preserves the historic housing stock;
- supports the existing historical character;
- maintains the existing street grid pattern and building setbacks; and
- maintains and enhances significant groupings of trees and mature vegetation.

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

10.3.3 Vacant Former Refinery Precinct

This precinct consists of a property formerly used as a refinery that is predominately vacant. Lands along Lake Ontario accommodate public open space and the Waterfront Trail.

The precinct represents a significant property along Lake Ontario that has the opportunity to create vibrant areas of interest that can enhance the existing community and offer increased public access to the waterfront.

This precinct should ultimately be developed in a manner which is compatible with the surrounding lands, and which does not detract from the planned function of the Community Node.

This precinct has redevelopment potential, however, further study is required to determine appropriate development. The precinct policies and Special Site policies provide additional direction regarding issues that need to be addressed.

10.3.3.1 Building heights will provide appropriate transition to the adjacent South Residential and Old Port Credit Heritage Conservation District Precincts.

10.3.3.2 A public road will be provided in any future development that separates any new development from the Lake Ontario waterfront open space and the continuous Waterfront Trail to maximize public access to and along the Lake Ontario waterfront.

10.3.3.3 A landscaped buffer will be maintained between the precinct and the adjacent residential neighbourhood to the west.

10.3.4 North Residential Neighbourhoods (Shawnmarr/Indian Heights and Credit Grove) Precinct

This precinct includes the areas known as Shawnmarr/Indian Heights and Credit Grove located on the west and east sides of the Community Node, between the railway line and the neighbourhood mainstreet area along Lakeshore Road West and East. These predominately stable residential areas will be maintained while allowing for infill which is compatible with and enhances the character of the area.

10.3.4.1 The predominant characteristics of these areas will be preserved including:

- a. low rise building heights;
- b. the combination of small building masses on small lots;
- c. the well landscaped **streetscapes**; and
- d. the regular street grid.

10.3.4.2 New development is encouraged to reflect 1 to 2 storey residential building heights and should not exceed 3 storeys.

10.3.4.3 Properties fronting Lakeshore Road West will complement the adjacent Mainstreet Precinct by continuing the general 4 storey height limits. Single use residential buildings are permitted along this portion of Lakeshore Road West.

10.3.4.4 The existing commercial plaza located generally between Harrison Avenue and Wesley Crescent provides commercial floor space that serves the area but also represents a site for potential intensification with a maximum height limit of 4 storeys. The front portion of the commercial

site is considered to be part of the Mainstreet Precinct and the rear is part of the North Residential Neighbourhoods Precinct. Any future redevelopment of the property will address issues, including but not limited to:

- a. constraints given previous industrial uses on the property;
- b. potential road connections and improvements to the neighbourhood's fine grained road pattern;
- c. retention of commercial space; and
- d. appropriate transitions to adjacent residential uses.

10.3.4.5 The Canadian National Railway line defines the northern boundary of this area and restricts the types of use that can be redeveloped on adjacent properties. Development of these lands will:

- a. be encouraged to improve the transition to adjacent residential areas;
- b. have a maximum height generally equivalent to a 2 storey residential building, for warehousing, self-storage, wholesaling and manufacturing;
- c. ensure lighting, noise levels, loading and garbage areas do not negatively impact adjacent residential areas;
- d. provide appropriate landscaped buffers to adjacent residential areas;
- e. provide a **streetscape** that is compatible with adjacent neighbourhoods.

10.3.4.6 Any redevelopment along Mississauga Road North will consider its character as a **scenic route**.



Figure 24: Business Employment uses can be an appropriate buffer between residential neighbourhoods and the railway, provided they have an appropriate height and landscaping, and uses are kept predominately within buildings.

10.3.5 South Residential Neighbourhoods (Cranberry Cove, Hiawatha) Precinct

This precinct includes the areas known as Cranberry Cove and Hiawatha, located on the west and east sides of the Community Node, between Lakeshore Road West and East and the waterfront. These predominately stable residential areas will be maintained while allowing for infill which is compatible with and enhances the character of the area.

10.3.5.1 The predominant characteristics of these areas will be preserved including:

- a. low rise building heights;
- b. the combination of relatively small building masses on small lots;
- c. the physical and visual access to Lake Ontario from parks and the terminus of streets;
- d. the well landscaped **streetscapes**; and
- e. street grid pattern.



Figure 25: The established low density residential characteristics of Port Credit Neighbourhoods are to be preserved.

10.3.5.2 New development will have a maximum height generally equivalent to 2 storeys.

10.3.5.3 Properties fronting Lakeshore Road West will complement the adjacent mainstreet precinct by continuing the general 4 storey height limits. Single use residential buildings are permitted along this portion of Lakeshore Road West.

10.3.6 Mainstreet Neighbourhood Precinct

This Precinct is intended to contain a mixture of uses that help meet the day-to-day needs of residents. This precinct represents an extension of the Mainstreet Node Precinct and generally extends a half block north and south of Lakeshore Road West and East.

This precinct will contain street related commercial uses with closely spaced storefronts lining the street to encourage and foster an active pedestrian street.

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

10.3.6.2 The assembly of adjacent low density residential land to enlarge properties fronting the Mainstreet Precinct is discouraged. However, should assembly occur, the primary purpose of these lands should be for buffering the adjacent residential uses and for amenity space and/or parking if required through the development.



Figure 26: Development along Lakeshore Road will provide for a mainstreet commercial environment and attractive public realm that reinforces its planned role as a location that helps connect the community and foster an attractive and safe public realm.

11.0 STRONG ECONOMY

Employment opportunities are an important component of Port Credit as they contribute to a healthy mixture of land uses, help provide a complete community, and are supportive of a village where people have the opportunity to live work and play in the same area.

Port Credit contains a significant number of jobs located outside of the Community Node. Employment is found primarily focused in the businesses along Lakeshore Road, along the railway corridor, and at school sites. In total, approximately one third of the Area Plan's employment is located outside of the node but within Port Credit.

This Area Plan provides for the continued operation and expansion of employment uses. Generally, the most appropriate employment uses are in the education, office, culture, and retail sectors. In particular, creative enterprises that are involved in the creation, production and distribution of goods and services that use creativity and intellectual capital as primary inputs are encouraged. These include but are not limited to: artists, galleries, architects, graphic designers, and software developers.

11.1 Opportunities for lake dependent or waterfront retail commercial activities, including

activities such as marinas, and facilities in support of recreational sport fishing, will be promoted along the portion of the waterfront located within the Community Node.

12.0 LAND USE DESIGNATIONS

This section provides additional policy direction on the permitted land uses within this Area Plan. Schedule 10 (Land Use Designations) of the principal document, identifies the uses of land permitted and will be read in conjunction with the other schedules and policies in the Plan.

12.1 General

12.1.1 Residential buildings legally constructed prior to the approval date of this Area Plan are permitted.

12.2 Residential Low Density I

12.2.1 Notwithstanding the Residential Low Density I policies of the Plan, the following uses will not be permitted:

- a. semi-detached dwelling; and
- b. duplex dwelling.

12.3 Residential Low Density II

12.3.1 Notwithstanding the Residential Low II Density policies of the Plan, the following additional use will be permitted:

- a. existing office uses;

12.4 Residential Medium Density

12.4.1 Notwithstanding the Residential Medium Density policies of the Plan, the following additional use may be permitted:

- a. low rise apartment dwellings;

12.4.2 Notwithstanding the Residential Medium Density policies of the Plan, the following additional use will be permitted

- a. existing office uses;

12.5 Residential High Density

12.5.1 Notwithstanding the Residential High Density policies of the Plan, the following additional use will be permitted:

- a. existing office uses.

12.6 Mixed Use

12.6.1 Notwithstanding the Mixed Use policies of the Plan, the following uses will not be permitted:

- a. motor vehicle rental.

12.6.2 Notwithstanding the Mixed Use policies of the Plan, drive-through facilities are not permitted on sites identified on Schedule 3.

12.7 Public Open Space

12.7.1 Notwithstanding the Public Open Space policies of the Plan, the following additional use may be permitted:

- a. commercial parking facility.

12.8 Business Employment

12.8.1 Notwithstanding the Business Employment policies of the Plan, the following uses will not be permitted:

- a. adult entertainment establishments;
- b. animal boarding establishments, which may include outdoor facilities;
- c. body rub establishments;
- d. broadcasting, communication and utility rights-of-way;
- e. cardlock fuel dispensing facility;
- f. commercial parking facility;
- g. funeral establishment;
- h. motor vehicle rental;
- i. overnight accommodation;
- j. restaurant;
- k. transportation facility;
- l. truck terminal; and

m. waste processing or transfer stations and composting facilities.

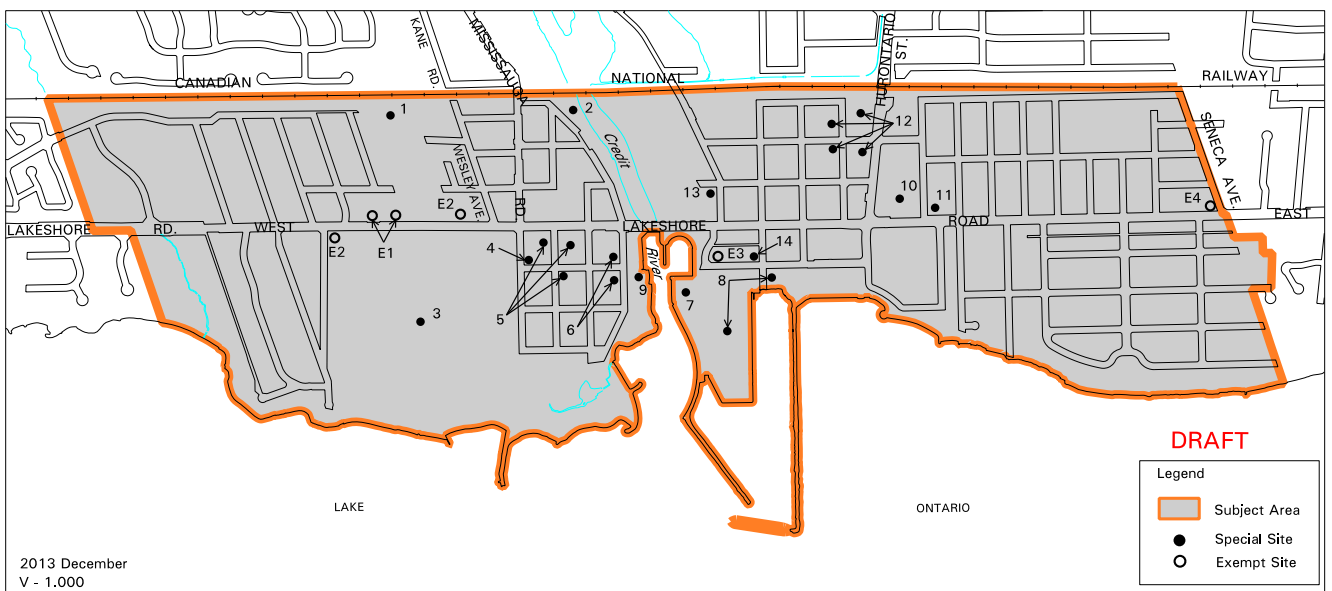
12.8.2 Notwithstanding the Business Employment policies of the Plan, the following policies apply:

a. permitted uses will operate entirely within enclosed buildings;

12.9 Special Waterfront

A comprehensive master plan will be carried out to determine the use of the lands, following which this Area Plan will be appropriately amended.

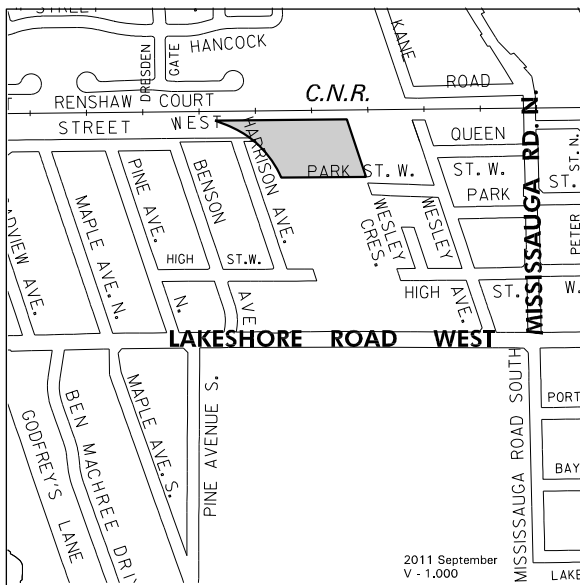
13.0 SPECIAL SITES & EXEMPT SITES



13.1 Special Sites

There are sites that merit special attention and are subject to the following policies.

13.1.1 Site 1



13.1.1.1 The lands identified as Special Site 1 are located south of the Canadian National Railway and east of Queen Street West.

13.1.1.2 Notwithstanding the provisions of the Business Employment designation and the Desirable Urban Form policies, the following additional policies will apply:

- development (including servicing) will be permitted following the filing of a Record of Site Condition (RSC) on the Ministry of Environment's Registry in accordance with Ont. Reg.153/04 as amended;
- vehicular access to the site will be provided from Lakeshore Road West through an existing easement. Access from surrounding residential streets will only be permitted subject to addressing the appropriateness of the volume

and type of traffic that would be accommodated on residential streets; and

- building heights for secondary offices uses will be a maximum of 4 storeys.

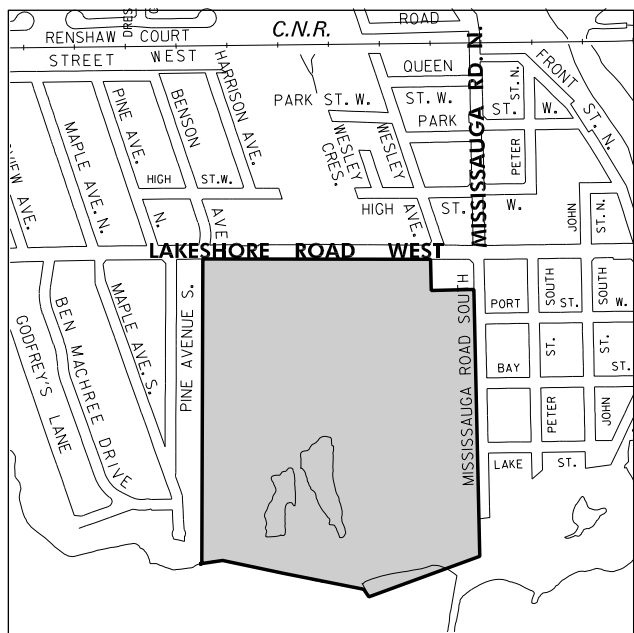
13.1.2 Site 2



13.1.2.1 The lands identified as Special Site 2 are located south of the Canadian National Railway tracks, east of Front Street North.

13.1.2.2 Notwithstanding the provisions of the Private Open Space and Greenbelt designations, the existing private club will be permitted.

13.1.3 Site 3



13.1.3.1 The lands identified as Special Site 3 are located on the south side of Lakeshore Road West, between Mississauga Road South and the rear yards of residential homes fronting onto Pine Avenue South.

13.1.3.2 Notwithstanding the provisions of the Special Waterfront, Public Open Space, Greenbelt designations, and the Desirable Urban Form policies, further study is required to determine the feasibility and appropriate type of redevelopment of these lands.

13.1.3.3 A comprehensive master plan will be prepared to the City's satisfaction that will address, among other matters, land use, built form and transportation. In addition, the master plan will:

- a. determine the type(s) and extent of contamination on the site, investigate remedial strategies and identify any constraints with respect to land uses proposed for the site;
- b. have regard for other City plans, policies and reports, such as the Lakeview and Port Credit District Policies Review and Public Engagement

Process – Directions Report and the Waterfront Parks Strategy 2008;

- c. include provision of significant public parklands along and access to the waterfront including the Waterfront Trail;
- d. provide views to Lake Ontario;
- e. continue the mainstreet mixed use function along Lakeshore Road West;
- f. examine unique opportunities to take advantage of the site's size and location on the waterfront; and,
- g. provide opportunities to accommodate employment uses.

13.1.3.4 Consultation on the comprehensive master plan will occur with the landowners, the local community, and other stakeholders.

13.1.3.5 Approval of an Official Plan Amendment implementing the master plan is required prior to development.

13.1.4 Site 4



13.1.4.1 The lands identified as Special Site 4 are located east of Mississauga Road South, north of Port Street West.

13.1.4.2 Notwithstanding the provisions of the Residential Low Density I designation, the following additional policy will apply:

- a. offices, restaurants and personal service uses may be permitted.

13.1.5 Site 5

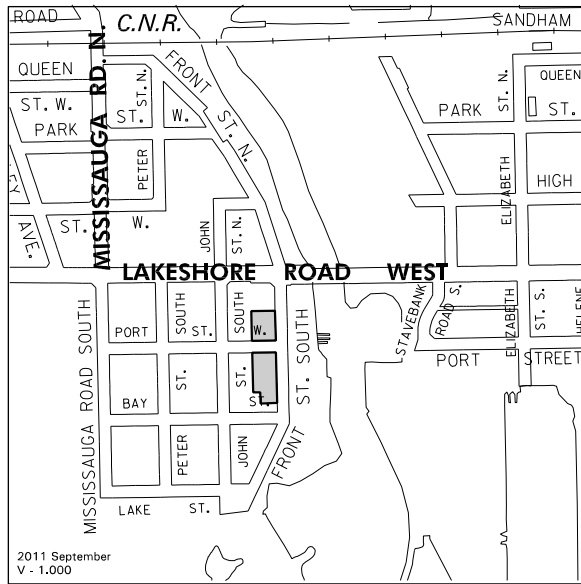


13.1.5.1 The lands identified as Special Site 5 are located south of Lakeshore Road West and west of John Street South.

13.1.5.2 Notwithstanding the provisions of the Mixed Use and Residential Low Density I designations, the following additional policy will apply:

- a. special care is required to preserve the character of the buildings and properties of the community infrastructure along Lakeshore Road West and Port Street West. Particular care will be taken in the preservation of the exterior character of the structures, and related exterior open space areas. The existing cemetery at the corner of Lakeshore Road West and John Street South will be preserved.

13.1.6 Site 6



13.1.6.1 The lands identified as Special Site 6 are located on the west side of Front Street South and the south side of Port Street West, south of Lakeshore Road West.

13.1.6.2 Notwithstanding the provisions of the Mixed Use designation on these lands, the following additional policies will apply:

- a. buildings, including amenities and signage, whether new or modified, will have a single detached residential appearance consistent with the form, design and scale of the low density residential land use in the Old Port Credit Village Heritage Conservation District. In addition, the use will have a limited impact on the low density residential character of the area. New buildings or modified buildings will comply with the development standards of the adjacent low density residential area;
- b. any garage, detached or attached, will be located in the side or rear yard behind the front wall of the building. Any additional parking required will be accommodated to the rear of the lot;

- c. front yards will be mostly landscaped and oriented to Front Street South or Port Street West;
- d. appropriate design treatment will be provided to both facades at street corners;
- e. every effort will be made to have buildings of historic interest, as defined in the Old Port Credit Village Heritage Conservation District Plan, retained within any future redevelopment.

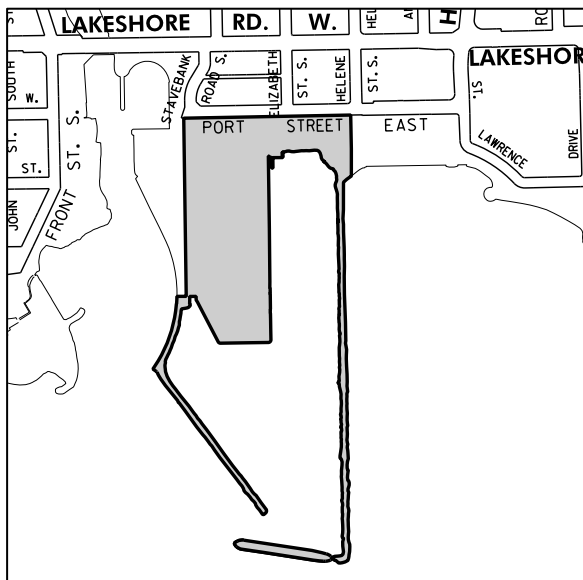
13.1.7 Site 7



13.1.7.1 The lands identified as Special Site 7 are located west of Stavebank Road South, south of Lakeshore Road East.

13.1.7.2 Notwithstanding the provisions of the Public Open Space and Greenbelt designations, the existing restaurant and marina will be permitted.

13.1.8 Site 8



13.1.8.1 The lands identified as Special Site 8 are located south of Port Street East and east of the Credit River.

13.1.8.2 Notwithstanding the provisions of the Mixed Use and Greenbelt designations and the Desirable Urban Form policies, the following additional policies will apply:

- a. marina, boat repair, service and storage will be permitted; and
- b. further study is required to determine the appropriate type of redevelopment on these lands.

13.1.8.3 A comprehensive master plan will be prepared to the City's satisfaction that will address, among other matters, land use, built form and transportation. In addition, the master plan will:

- a. determine contamination on the site;
- b. have regard for other City plans, policies and reports, such as the Lakeview and Port Credit District Policies Review and Public Engagement Process – Direction Report and the Waterfront Parks Strategy 2008;

- c. include provision of significant public parklands along and access to the waterfront including the extension of the Waterfront Trail;
- d. preserve and enhance views to Lake Ontario;
- e. examine unique opportunities to take advantage of the site's location and reflect the historic marine heritage of the area including preserving the marina function and the Ridgetown breakwater;
- f. consider the appropriate built form around the future terminus of the Light Rail Transit planned along Port Street East;
- g. provide opportunities to accommodate employment uses.

13.1.8.4 Consultation on the comprehensive master plan will occur with the landowners, local community, and other stakeholders.

13.1.9 Site 9



13.1.9.1 The lands identified as Special Site 9, Marina Park, are located at the southeast corner of Lakeshore Road West and Front Street South.

13.1.9.2 Marina Park is to be developed as an integral component of the Port Credit Harbour and Old Port Credit Conservation District in terms of complementary uses and design while recognizing its potential to establish a vibrant river and village edge.

13.1.9.3 Notwithstanding the provisions of the Public Open Space and Greenbelt designations, the following additional policies will apply:

- a. in addition to the uses permitted by the Public Open Space designation, the following uses may be permitted subject to, among other matters, the approval of Credit Valley Conservation:
 - **Secondary offices;**
 - retail commercial uses, except for commercial uses with a drive-through facility;
 - conference centre;
 - marina;

- b. in addition to the uses permitted by the Greenbelt designation, a marina will be permitted;
- c. Marina Park will be developed as an integral part of both Port Credit Harbour and the Old Port Credit Village Heritage Conservation District, having regard for the following principles:
 - public access to the Credit River will be enhanced;
 - views of the Credit River from both the Port Street West and the Bay Street road allowances will be extended through the site;
 - building height will not exceed 2 storeys;
 - buildings will be articulated to reduce the perception of bulk;
 - buildings will be oriented to the Credit River, Front Street South and the street grid;
 - pedestrian links along the Credit River through the site and both north and south of it will be pursued, where feasible;
 - historical interpretation of the site will be integrated into any future development;
- d. prior to any development, the City will prepare a master plan to address the future use and layout of Marina Park. The master plan will be prepared in consultation with the public, and address, among other matters, the future layout of the site, archaeological assessment, historical interpretation opportunities, and the feasibility of a river trail; and
- e. when the master plan has been prepared and approved by City Council, the "holding" designation in the Zoning By-law may be removed.

13.1.10 Site 10



13.1.10.1 The lands identified as Special Site 10 are located on the north side of Lakeshore Road East, east of Hurontario Street.

13.1.10.2 Notwithstanding the provisions of the Mixed Use designation and Desirable Urban Form policies, the following additional policy will apply:

- a. the existing gas bar and a motor vehicle wash will be permitted.

13.1.11 Site 11



13.1.11.1 The lands identified as Special Site 11 are located at the northeast corner of Lakeshore Road East and Rosewood Avenue.

13.1.11.2 Notwithstanding the provisions of the Mixed Use designation and Desirable Urban Form policies, the following additional policy will apply:

- a. the existing motor vehicle repair garage will be permitted.

13.1.12 Site 12



- c) provide amenities such as secure storage facilities for bicycles, car share drop-off areas, heated waiting areas, traveler information centres, cafes and restaurants, as well as services such as daycares, or grocery stores;
- d) address appropriate design of any parking structures; and
- e) provide of opportunities to accommodate employment uses.

13.1.12.4 Consultation on the comprehensive master plan will occur with the landowners, local community and other stakeholders.

13.1.12.1 The lands identified as Special Site 12 are located west of Hurontario Street, south of the C.N. Railway, east of Helene Street, and north of High Street.

13.1.12.2 Notwithstanding the provisions of the Mixed Use and Utility designations and the Desirable Urban Form policies, further study is required to determine the appropriate type of redevelopment on these lands.

13.1.12.3 These lands are in an important location that can further the development of the Port Credit Mobility Hub. A comprehensive master plan will be prepared to the City's satisfaction that will address, among other matters, land use, built form, transportation and heritage resources. In addition, the master plan will:

- a) have regard for other City and Provincial plans, policies and reports such as those related to the future Light Rapid Transit on Hurontario and Mobility Hubs;
- b) determine appropriate access improvements and linkages for pedestrians, cyclists, and commuters traveling between the GO station and future LRT stop;

13.1.13 Site 13



13.1.13.1 The lands identified as Special Site 13 are located west of Stavebank Road, south of High Street and north of Lakeshore Road East.

13.1.13.2 Notwithstanding the provisions of the Desirable Urban Form policies, building heights will be a maximum of 6 storeys and a minimum of 2 storeys, subject to:

- appropriate transition to buildings fronting Lakeshore Road East;
- appropriate transition to St. Andrews Church; and
- appropriate setbacks from Stavebank Road, above the third storey.

13.1.14 Site 14



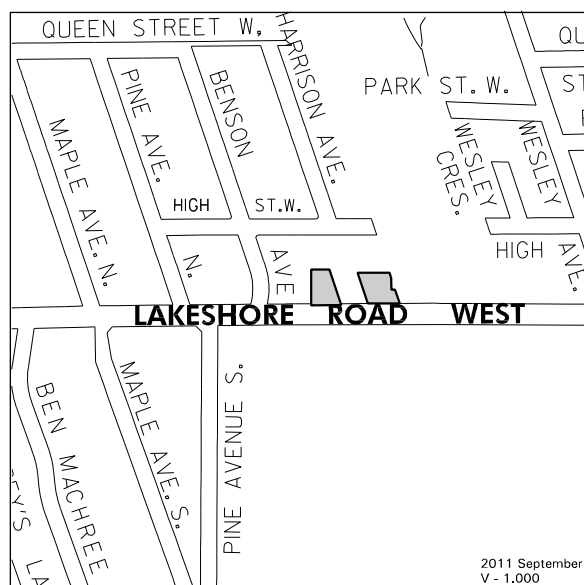
13.1.14.1 The lands identified as Special Site 14 are located on the north side of Port Street East and the west side of Elizabeth Street South.

13.1.14.2 Notwithstanding the provisions of the Desirable Urban Form policies, building heights will be a maximum of 7 storeys.

13.2 Exempt Sites

Exempt sites reflect unique circumstances that are not representative of the Vision, direction and planning policies of this Area Plan, but nonetheless, are recognized because they contain established land uses.

13.2.1 Exempt Site 1



13.2.1.1 The lands identified as Exempt Site 1 are located on the north side of Lakeshore Road West, east of Benson Avenue.

13.2.1.2 Notwithstanding the provisions of the Mixed Use designation and Desirable Urban Form policies, the following additional policy will apply:

- a. the existing motor vehicle repair uses will be permitted.

13.2.2 Exempt Site 2



13.2.2.1 The lands identified as Exempt Site 2 are located on the north side of Lakeshore Road West, west of Wesley Avenue, and on the south side of Lakeshore Road West, east of Pine Avenue South.

13.2.2.2 Notwithstanding the provisions of the Mixed Use designation and Desirable Urban Form policies, the following additional policy will apply:

- a. the existing motor vehicle sales and rental will be permitted;

13.2.3 Exempt Site 3

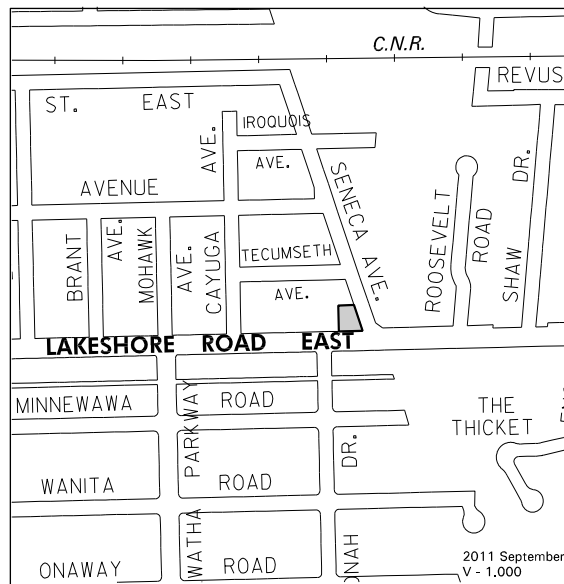


13.2.3.1 The lands identified as Exempt Special 3 are located on the north side of Port Street, east of Stavebank Road South.

13.2.3.2 Notwithstanding the Desirable Urban Form policies, the following additional policy will apply:

- a. the existing apartment hotel with a maximum building height of 14 storeys will be permitted.

13.2.4 Exempt Site 4



13.2.4.1 The lands identified as Exempt Site 4 are located at the northwest corner of Lakeshore Road East and Seneca Avenue.

13.2.4.2 Notwithstanding the provisions of the Mixed Use designation and Desirable Urban Form policies, the following additional policy will apply:

- a. the existing motor vehicle wash will be permitted.

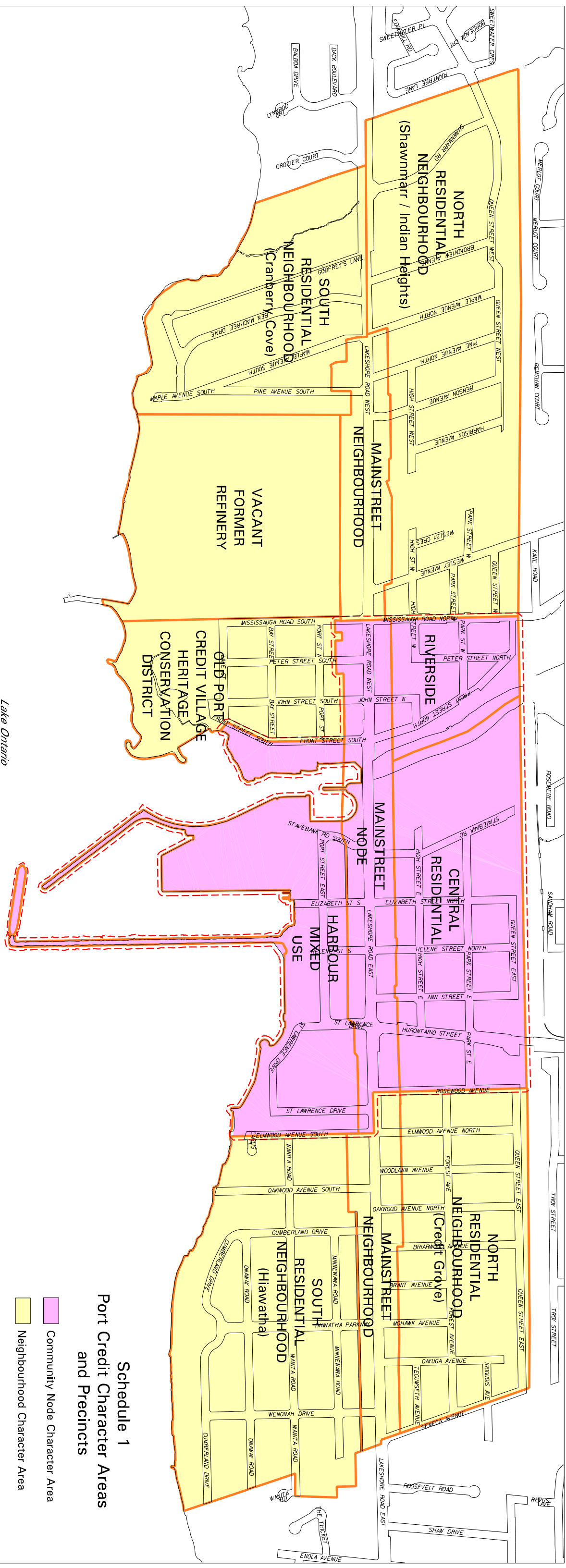
14.0 IMPLEMENTATION

14.1 Mississauga will monitor development in Port Credit, including population density, and the population to employment ratio.

14.2 Mississauga, in conjunction with public consultation, may develop a list of facilities/matters that could be exchanged for granting bonuses in height and/or density.

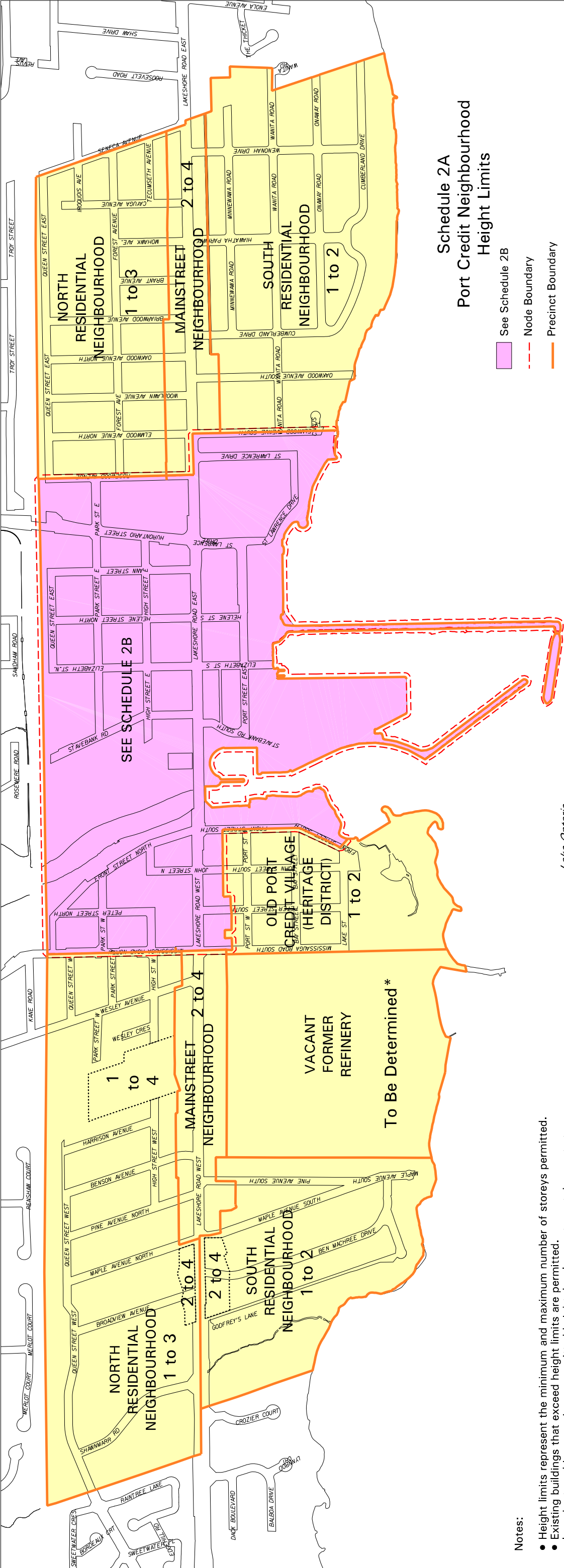
14.3 Mississauga, in conjunction with public consultation, may prepare a Community Improvement Plan.

14.4 Prior to development, master plans for the Port Credit Marina property and the former refinery will be prepared to the City's satisfaction.



Schedule 1
Port Credit Character Areas
and Precincts

- Community Node Character Area
- Neighbourhood Character Area
- Node Boundary
- Precinct Boundary

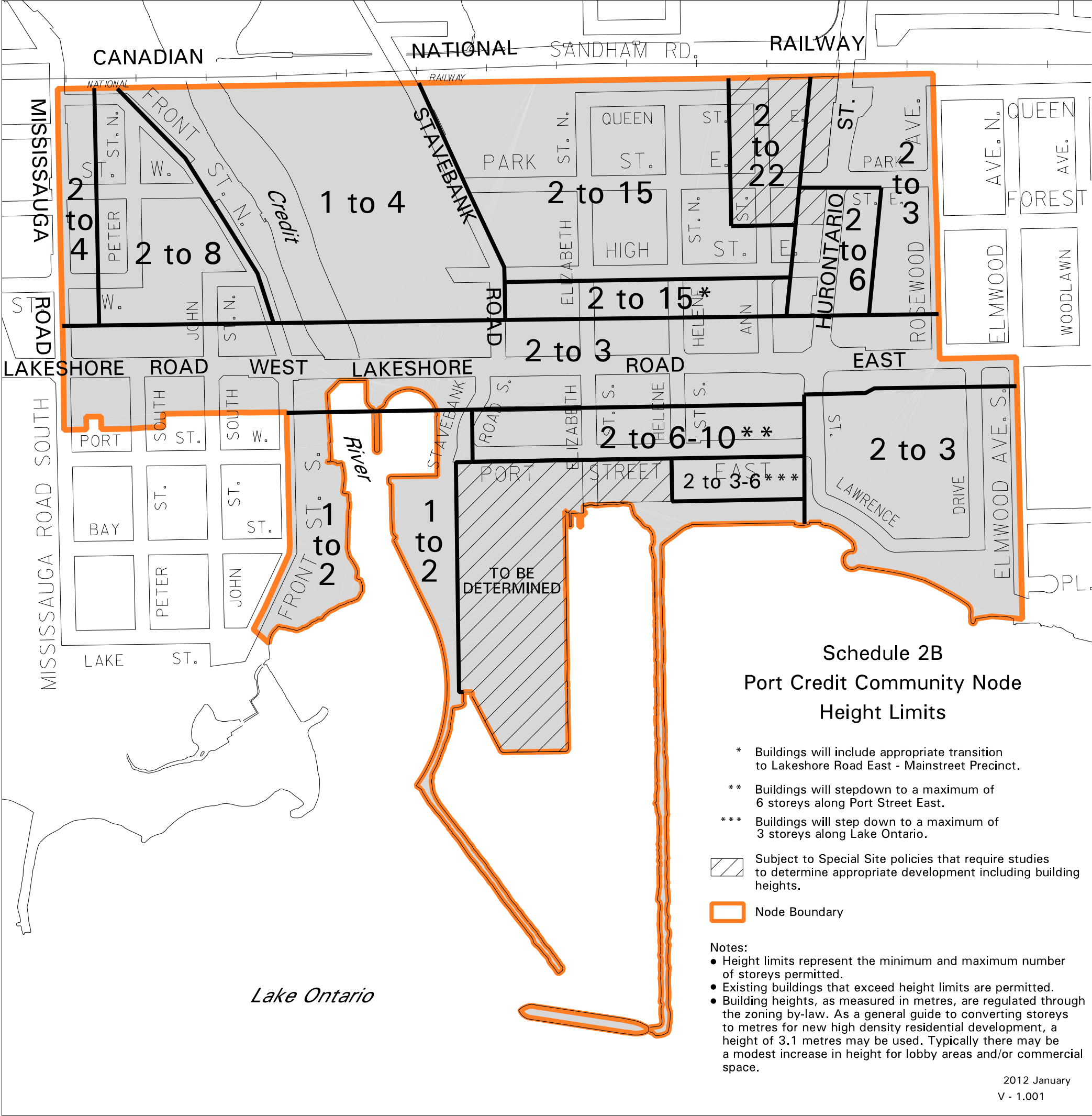


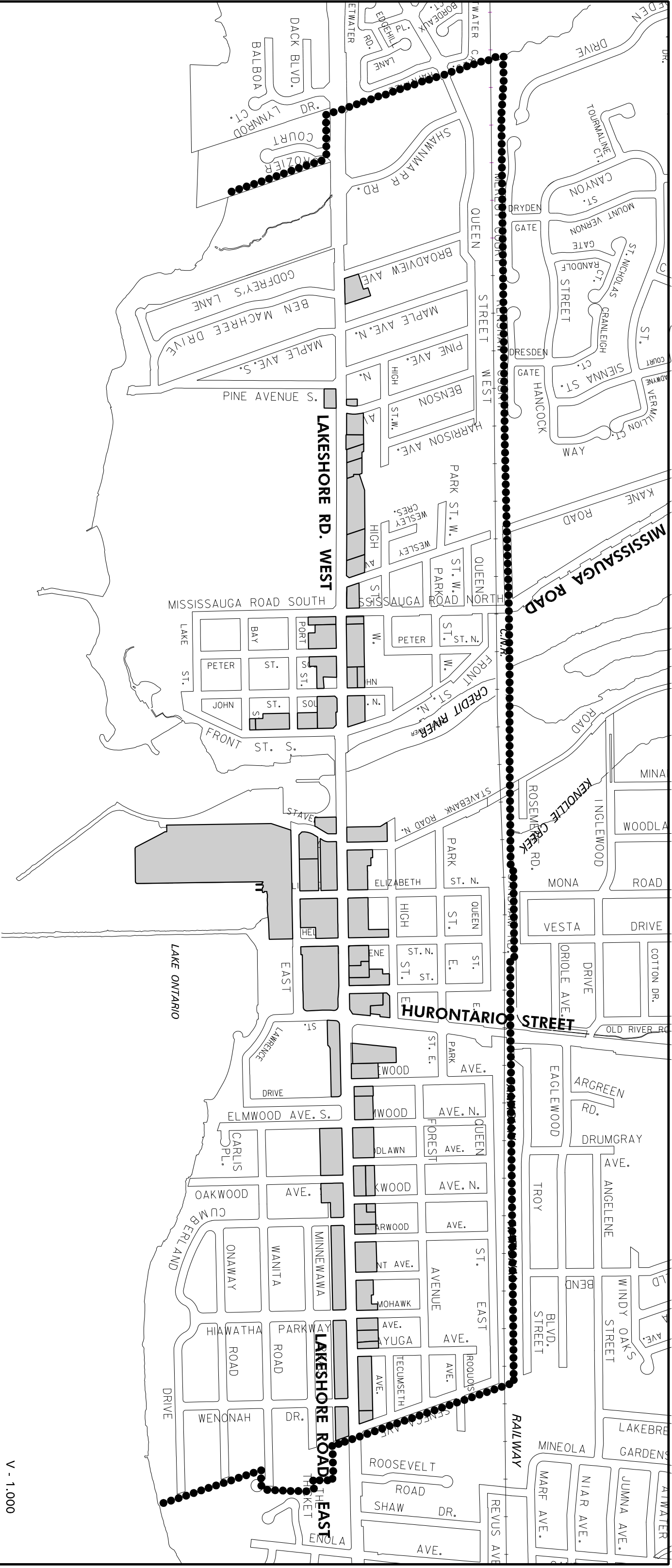
Notes:

- 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

Schedule 2A
Port Credit Neighbourhood
Height Limits

- 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.





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



APPENDIX I

BUILT FORM GUIDE



Appendix I

PORT CREDIT

Built Form Guide

October 2013



Table of Contents



1.0	Introduction	4
1.1	How to Read the Built Form Guide.....	4
1.2	Purpose.....	4
1.3	Port Credit Local Area Plan.....	5
2.0	Port Credit Community Node.....	6
2.1	Contextual Building Heights.....	8
2.2	Planned Building Heights.....	10
2.3	Community Node Precincts.....	14
2.3.1	Riverside Precinct.....	14
2.3.2	Central Residential Precinct.....	15
2.3.3	Mainstreet Precinct.....	16
2.3.4	Harbour Mixed Use Precinct.....	17
2.4	Built Form.....	18
2.4.1	Building Floor Plates and Orientation.....	18
2.4.2	Building Separation Distances.....	20
2.4.3	Skyline.....	22
2.4.4	Site Size	23
2.4.5	Microclimate.....	24
2.4.5.1	Shadow Impact.....	24
2.4.5.2	Wind Comfort.....	25
2.4.6	At Grade Commercial Requirements.....	26
2.4.7	Building Setbacks.....	28
2.4.8	Building Frontages	30
2.4.9	Landscape Area.....	32
2.4.10	Pedestrian Realm/ Streetscape.....	34
2.4.11	Parking, Loading and Service Areas.....	38
2.4.12	Roof Top Mechanical Penthouses/Units.....	39
2.4.13	Architectural Expression and Materiality.....	40
2.5	Scenic Routes, Key Sites and Views.....	42
2.6	Place Making Opportunities.....	44
2.7	Continuous Waterfront Access.....	46
2.8	Cultural Heritage Resources.....	48

Table of Contents

3.0	Port Credit Neighbourhoods.....	50
3.1	Contextual Building Heights.....	52
3.2	Planned Building Heights.....	53
3.3	Neighbourhood Precinct Areas.....	54
3.3.1	North Residential Precinct.....	54
3.3.2	South Residential Precinct.....	55
3.3.3	Neighbourhood Mainstreet Precinct.....	56
3.3.4	Old Port Credit Village Heritage Conservation Precinct.....	58
3.3.5	Vacant-Former Refinery Precinct.....	59
3.4	Views.....	60
3.5	Cultural Heritage Resources.....	61
3.6	Parking, Servicing and Loading.....	62
3.7	Access Points.....	63
3.8	Pedestrian Realm/Streetscape.....	64
3.9	Microclimate.....	65
3.10.1	Shadow Impact.....	65
3.10.2	Wind Comfort.....	65
3.11	Materiality.....	66
4.0	Environmental Sustainability.....	68
5.0	Appendix A.....	70
5.1	Photo Credits.....	70



1.0 Introduction

1.0 Introduction

1.1 How to Read the Built Form Guide

The Built Form Guide (the Guide) is to be read in conjunction with the policies in the Mississauga Official Plan (the Plan) and the Port Credit Local Area Plan (Area Plan). The Guide is to be used during the design and review of development applications.

This Guide demonstrates how the urban form policies in the Plan can be achieved. The Guide is not considered a part of the Area Plan; however, selected content from the Guide has been incorporated into the Area Plan and represents policy. Additionally, applicants must also refer to the principal document, Port Credit Local Area Plan, Zoning By-law, and Building Code and applicable design guidelines and reference notes to ensure that the applicable policies and requirements in these documents have been met. In addition, there may be other City initiatives and directions such as the Old Port Credit Heritage Conservation Plan, Green Development Strategy which need to be consulted.

1.2 Purpose

Building a desirable urban form is a key principle of the Mississauga Official Plan. The Guide is intended to assist in understanding and implementing the Desirable Urban Form policies in the Mississauga Official Plan and the Port Credit Local Area Plan. The Guide establishes and illustrates general requirements necessary to achieve a high quality urban form, site development and public realm.

The Guide is intended to ensure development is appropriate for Port Credit and reflects the unique characteristics of the area. Depending on the context or site, exceptions and variation from the Guide may be considered at the discretion of the City in order to provide some flexibility.



Figure A1 — Port Credit Node and Neighbourhood Images

1.3 Port Credit Local Area Plan

The Area Plan includes lands identified in the City structure as Community Node and Neighbourhood.

Both the Community Node and Neighbourhood Character Areas are divided into precincts which recognize different character attributes of these areas and contain different policy directions and are organized as follows:

Community Node Character Area

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

- Central Residential Area;
- Mainstreet Node;
- Harbour Mixed-Use; and
- Riverside.

Neighbourhood Character Area

The Character Areas have been further subdivided into the following precincts:

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

The Guide follows a similar organization, with different sections for the Community Node Character Area and Neighbourhood Character Area. Where appropriate specific direction is given for individual precincts.

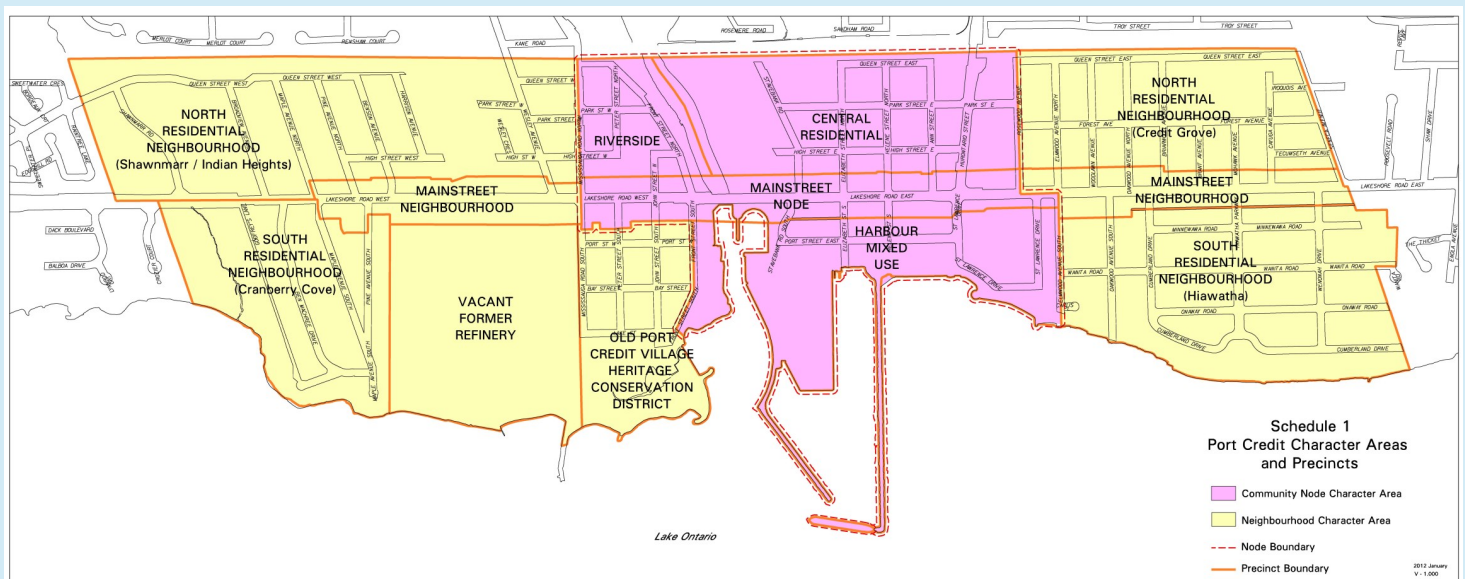


Figure A2 — Port Credit Precinct Map

2.0 Port Credit Community Node

2.0 Port Credit Community Node

The Community Node is expected to exhibit a high quality of urban design that should reinforce and enhance the identity of Port Credit as a vibrant and memorable urban place. Additional development is anticipated, however, the form and scale of the development will vary within the Node in accordance with the various precincts. The overall development of the Node shall be at a scale that reflects its role in the urban hierarchy.

The community Node is comprised of the following precincts:

- Riverside Precinct;
- Central Residential Precincts;
- Mainstreet Precinct; and,
- Harbour Mixed Use Precinct

The following provides additional context and information on each of the Community Node Precincts. Subsequent sections provided further direction on specific built form issues.

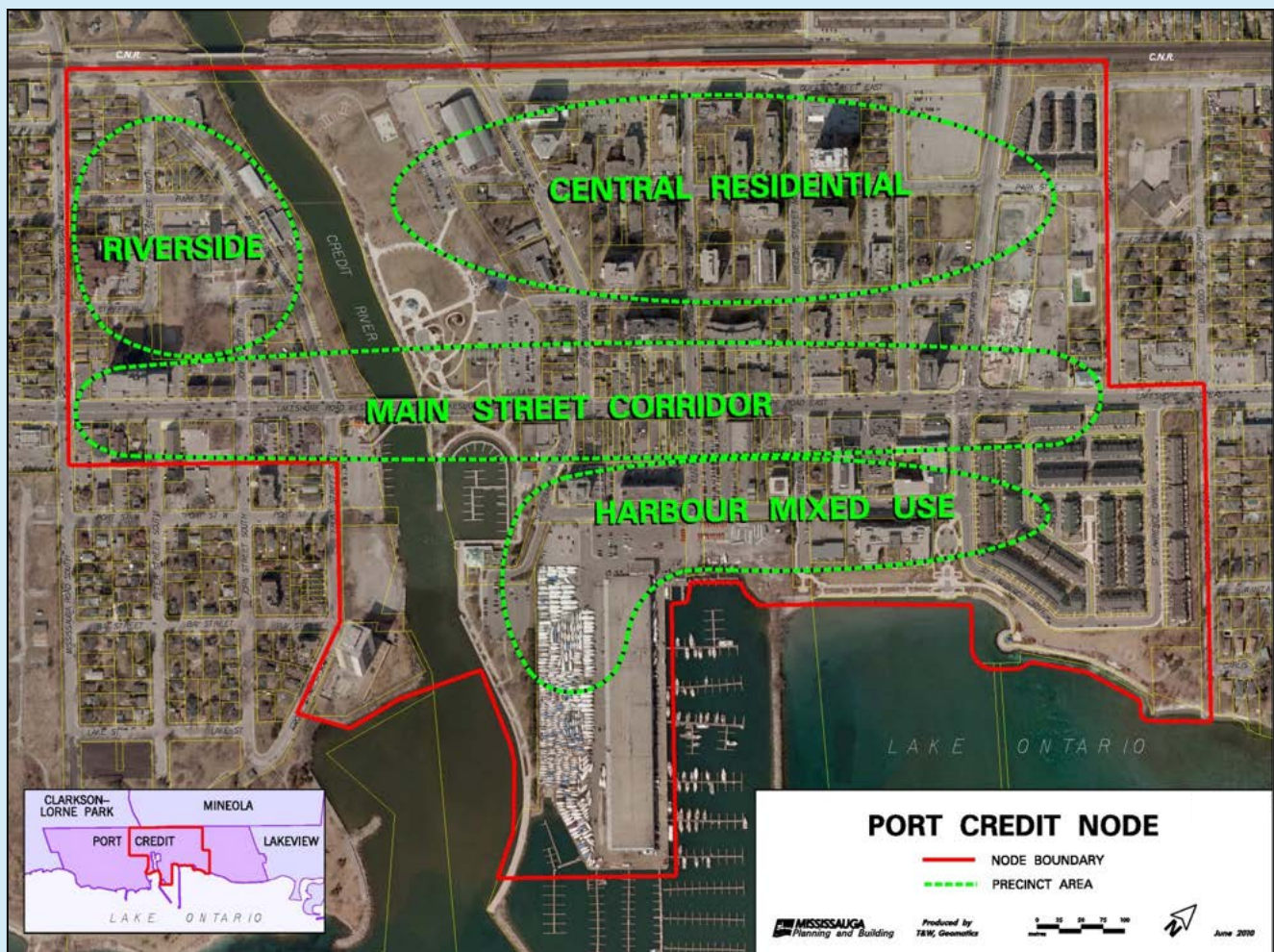


Figure B1 — Port Credit Node Precincts

2.0 Port Credit Community Node



Figure B2 — Central Residential Precinct Image off of Port Street



Figure B3 — Central Residential Precinct heritage building



Figure B4 — Riverside Precinct Image



Figure B5 — Central Residential Precinct Image



Figure B6 — Main Street Corridor Precinct (Commercial Area) Image



Figure B7 — Harbour Mixed Use Precinct Image

2.0 Port Credit Community Node

2.1 Contextual Building Heights

The Port Credit Community Node consists of a mixture of older high rise developments, newer mid-rise developments, older multi-unit walk-ups, as well as detached dwellings.

The majority of the tall buildings are concentrated within the Central Residential Precinct.

There are 33 buildings in the Node between 5 storeys and 27 storeys. The predominant character is buildings ranging from 5 to 16 storeys with taller buildings in key

locations.

There are 6 buildings in the Port Credit Node which are taller than 15 storeys:

- 16 storeys—Stavebank Road north and High Street;
- 18 storeys—West Gateway into the Port Credit Node;
- 20 storeys—West mouth of the Credit River;
- 27 storeys—at the GO Station entrance; and,
- 20 storeys and 22 storeys—located at the foot of Hurontario Street and Lakeshore Road East.

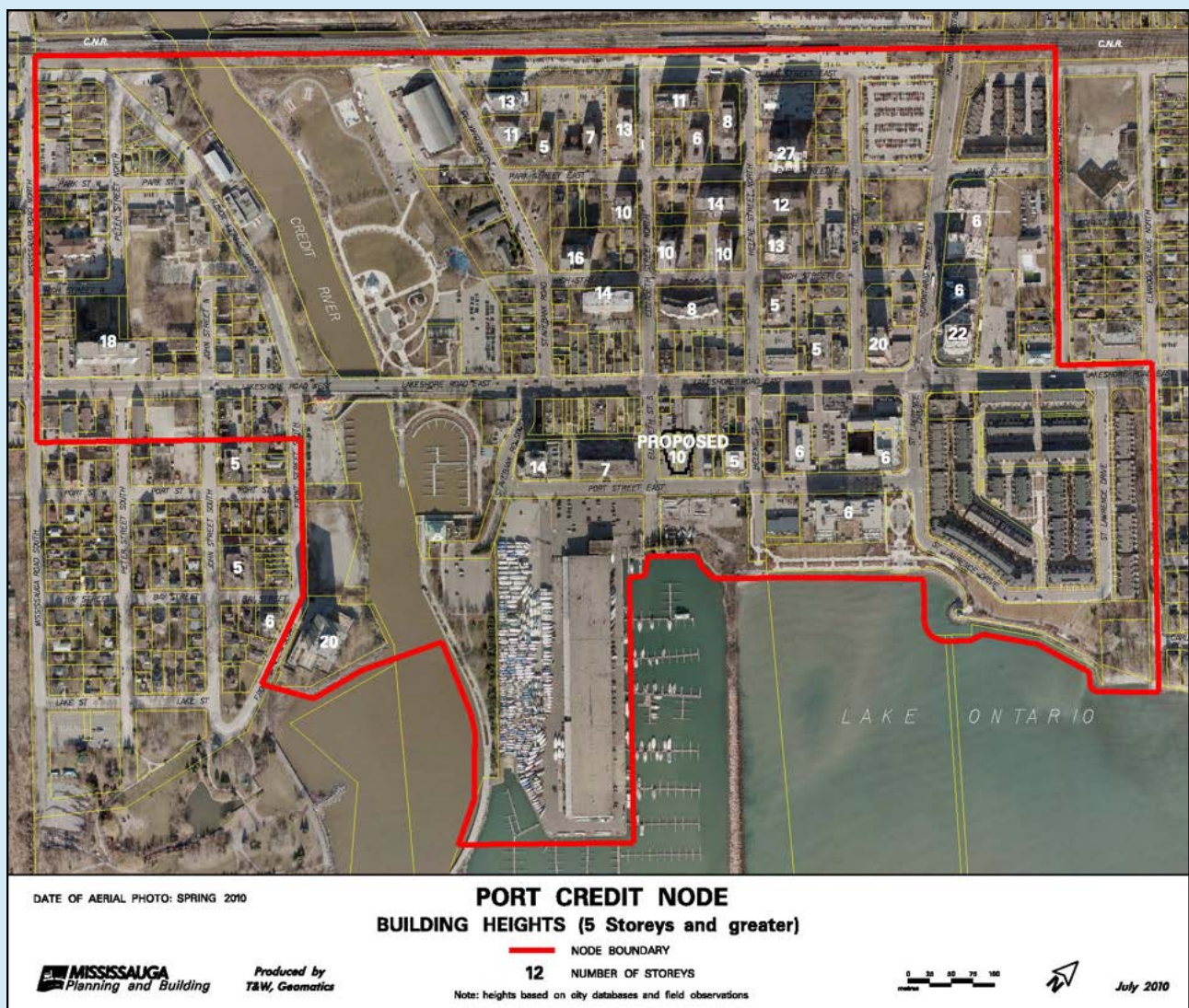


Figure B8 — Existing building heights in Port Credit

2.0 Port Credit Community Node

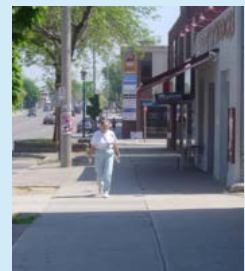
It should be noted that of these buildings, only the 22 storey structure located at the northeast corner of Hurontario Street and Lakeshore Road East was recently constructed whereas the remaining are more than 30 years old.

Approximately 30% of the properties between Hurontario Street and Stavebank Road are less than 5 storeys.

The existing setback from the street for developments within the Central Residential area are characterized by ample landscaped area and mature trees, which helps mitigate the perception of height.



Figure B9 — Riverside Precinct



**Figure B10 — Main Street Corridor Precinct
(Commercial Area)**



Figure B11 — Central Residential Precinct



Figure B12 — Harbour Mixed Use

2.0 Port Credit Community Node

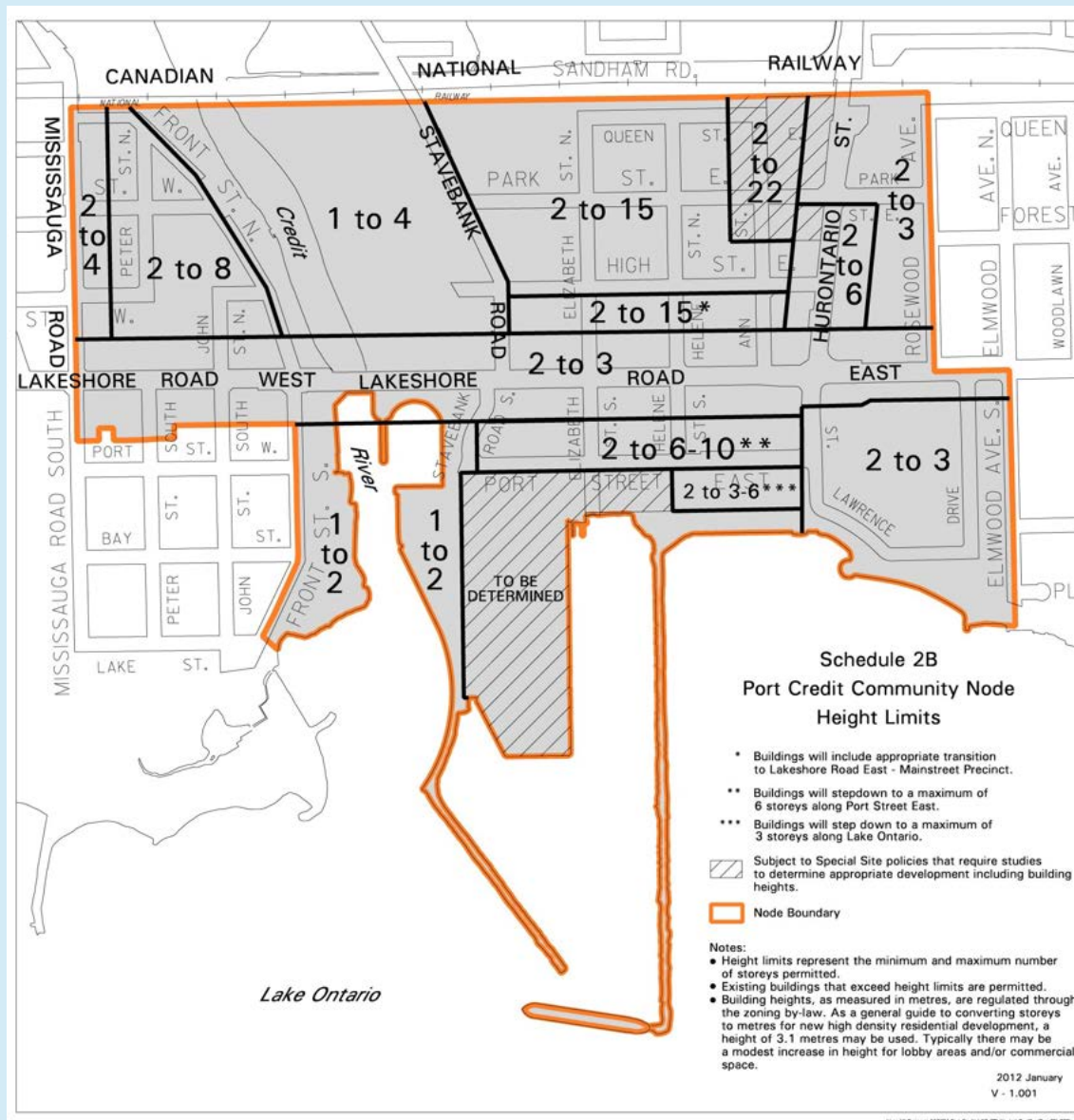
2.2 Planned Building Heights

Proposals for new buildings must take into account the complexities of the broader context within which they are planned, including the existing urban rhythms, local architectural language, the fine grain urban detail and the historic setting.

New buildings should make reference to their surroundings through footprint, setback, street and building alignment. Aligning tall buildings in key locations can create a strong reference point, which enriches urban legibility and aids in navigation.

The greatest heights in the Node are generally located in the Central Residential Precinct closest to the GO Transit Station. Building heights should generally slope down from the railway tracks to Lakeshore Road East. The highest buildings should be in the vicinity of the GO station and future LRT Station at Park Street and Hurontario Street and then transition downward to Lakeshore Road East and to Lake Ontario and the Credit River.

In general, buildings with the greatest heights should be limited to sites that can be used for way-finding and/or



**Figure B13 — Maxi-
mum Building
Heights in the Port
Credit Node Precinct**

2.0 Port Credit Community Node

landmark locations. The maximum height in the Port Credit Community Node shall be 22 storeys which reflects existing building heights in the node and recognizes that 'Community Node' development should not be as high as "Major Nodes". As Community Nodes are intensification areas, all new buildings shall have a height of 2 storeys.

The majority of the towers in the Port Credit Node were constructed between the post war era and 1980. The dimension of the floor to ceiling heights during this era are

significantly lower than those of today (see Figure B14). Consequently, a 20 storey building today is significantly taller than a 20 storey building constructed between the 1950's and 1980's.

A 22 storey building was approved in 2007 for the northeast corner of Lakeshore Road East and Hurontario Street. This building height was determined to be appropriate given its location at a key intersection and gateway into Port Credit which will create a new visual

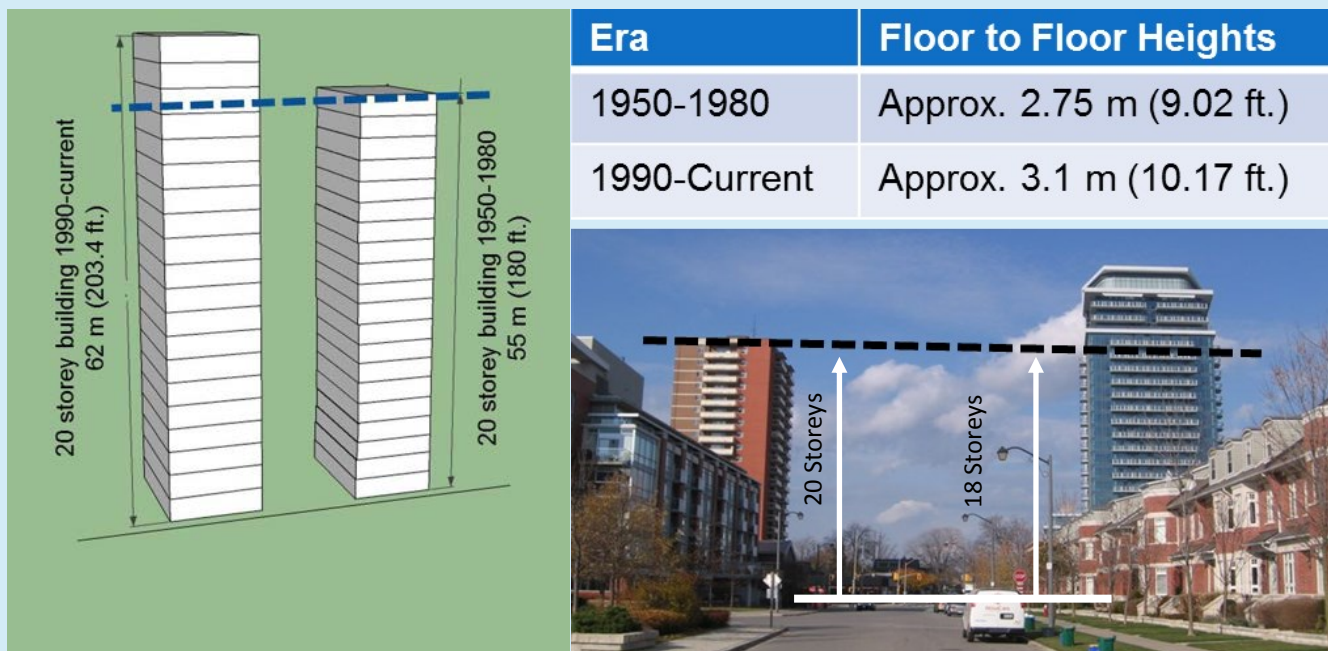


Figure B14 — Differences in Building Heights. Buildings with the same number of floors are approximately 13% taller now.

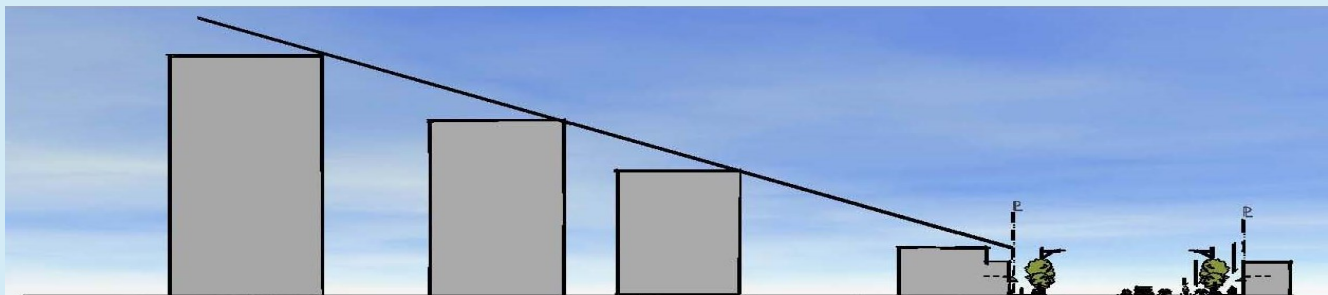


Figure B15 — Building Transition from the Railway Tracks to Lakeshore Road East and West. Buildings should also transition from Lakeshore Road East and West to Lake Ontario with the exception of key landmark locations (e.g. Intersection of Hurontario Street and Lakeshore Road East)

2.0 Port Credit Community Node

landmark that balances the massing of the 20 storey building just west of Hurontario Street.

In a limited number of situations, existing buildings heights exceed the maximum limits. However, the intent of the Guide and related Area Plan policies is to generally reinforce the prevailing character, as opposed to increasing the overall height of buildings in the area.

The building heights shown on Figure B13 illustrate the minimum and maximum building heights that will be considered for properties if a series of design, land use and technical objectives can be demonstrated by the applicant. Lower heights may be appropriate for specific properties. Maximum height has been applied to areas that particularly require sensitive building step-backs to achieve appropriate height transitions.

The relationship of a building size to the site area and configuration should be considered in order to avoid a

building overwhelming its site. In such cases lower heights should be used. New towers should be compatible and characteristic with the existing and proposed neighbouring structures and in terms of their contribution to the skyline.



Figure B16 — Mainstreet Precinct, Mississauga Road and Lakeshore Road West. New construction.

2.0 Port Credit Community Node



Figure B17 — Building heights in the Central Residential Precinct



Figure B18 — Port Credit Marina, Snug Harbour



Figure B19 — Mainstreet Precinct on Lakeshore Road West



Figure B20 — Market Square Development, Lakeshore Road East



Figure B21 — Port Credit Node waterfront view



Figure B22 — Port Credit light house

2.0 Port Credit Community Node

2.3 Community Node Precincts

2.3.1 Riverside Precinct

This Precinct consists primarily of a residential neighbourhood. The area consists of one 18 storey apartment building, a mix of 4 storey walk up apartments, detached and semi detached dwellings, a 4 storey retirement home, a school and some low rise office and commercial uses.

This precinct should create a transition from the building heights of the Central Residential precincts to the low rise building heights in the residential neighbourhoods to the west. The heights in this area should also transition down

to the Credit River, the mainstreet precinct and to the stable neighbourhoods to the west of Mississauga Road.



Figure B23 — Image of the Riverside Precinct



Figure B24 — Image of the Riverside Precinct



Figure B25 — Image of the Riverside Precinct



Figure B26 — Image of the Riverside Precinct

2.0 Port Credit Community Node

2.3.2 Central Residential Precinct

The Central Residential Precinct has the greatest number of apartment buildings ranging from 5 to 27 storeys. Currently, three buildings are higher than 16 storeys (20, 22 and 27) and are located at the foot of Lakeshore Road East and Hurontario Street East, and across from the GO Station.

This area will have the greatest building heights in Port Credit with heights transitioning downward towards the Credit River Valley, the mainstreet precinct and stable neighbourhoods to the east as illustrated in figure B13.

The vicinity between the Go Station and the future LRT stop (on Hurontario Street) has the potential to accommodate the

greatest heights in the area and may have a more urban built form in order to provide a more conducive environment for pedestrians walking between the LRT stop and the GO Station. The specific heights, built form and land uses in this area are subject to further study.

The existing character of the area will generally be maintained including mature trees and well landscaped front yards.

Buildings adjacent to the mainstreet precinct will be required to demonstrate appropriate transition with respect to issues such as sky views, visual impact, and shadow impact.



Figure B27 — Image of the Central Residential Precinct



Figure B28 — Image of the Central Residential Precinct



Figure B29 — Image of the Central Residential Precinct



Figure B30 — Image of the Central Residential Precinct

2.0 Port Credit Community Node

2.3.3 Mainstreet Precinct

This Precinct includes part of Port Credit's traditional mainstreet, which generally extends a half block north and south of Lakeshore Road East and West. New developments along Lakeshore Road East and West shall be a minimum height of 2 storeys or a height of 7.5 m for any new construction along the Mainstreet Corridor Precinct. A maximum height of 3 storeys or 12 m is permitted as outlined in Figure B31 and B32. The second and third storey must be usable space.

The mixed use component of new development should be continuous for the first half block of Lakeshore Road East and West.

The minimum first floor height of a building along the Lakeshore Road East and West frontage shall be 4.5 m as indicated in Figure B31.

To ensure buildings and structures relate to human scale and reinforce the scale of the community:

- Built form should be closely related to, and integrated with, the street line, and with minimal building setbacks, to provide spatial enclosure and street-related activity;
- New buildings should be compatible in bulk, massing and scale of the built form to provide an integrated streetscape.
- Retail uses will be required along Lakeshore Road with direct access to the public sidewalk;
- No parking lots or areas should be provided between the building and the street line on principal street frontages, with the exception of on-street parking;

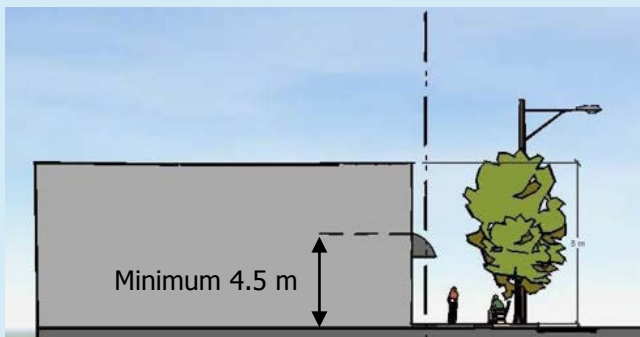


Figure B31 — Minimum building height of 2 storeys will be permitted

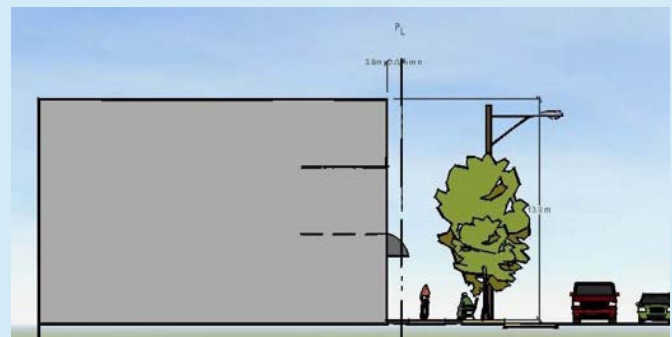


Figure B32 — Maximum building height of 3 storeys or 12 m



Figure B33 — Conceptual 3 storey mainstreet building



Figure B34 — Image of the existing mainstreet building

2.0 Port Credit Community Node

2.3.4 Harbour Mixed Use Precinct

- e. Blank walls must be avoided facing principal frontages and intersections;
- f. Service loading and garbage storage should be accessed from the rear or side lanes;
- g. Front building facades should be parallel with the street and provide periodic indentations for visual relief and features such as urban squares;
- h. Signage should be integrated with the scale and character of built form;
- i. Continuity of built form should exist from one property to the next with minimal gaps between buildings;
- j. Buildings adjacent to the Old Port Credit Village Heritage Conservation District should be designed so that they are sensitive to and compatible with the adjacent built form; and
- k. For Lands on the South side of Lakeshore Road, between Mississauga Road and the Credit River, *The Old Port Credit Village Heritage Conservation District Plan* applies.

This area will contain a mixture of uses and densities. Development should be lower in scale than the Central Residential Precinct and step down towards the lake. A minimum height of 2 storeys is required and a maximum height of 10 storeys stepping down to 6 on Port Street and from 6 to 3 storeys towards Lake Ontario will be permitted as outlined in Figure B13.

Mixed uses along Port Street East, Elizabeth Street South and Helene Street South are required. The main floor of all new development should be a minimum of 4.5 m in height to ensure commercial uses can be accommodated on the ground floor.

The Port Credit Harbour Marina Lands are subject to further study to determine appropriate heights, built form and land uses.



(top left) **Figure B35** — Existing development south of Port Street East.



(top right) **Figure B36** — Existing townhouse development south of Lakeshore Road East



Figure B37 — Existing development south of Port Street East stepping down from 6 to 3 storeys to the Lake.



Figure B38 — Existing development on Port Street East and Stavebank Road South

2.0 Port Credit Community Node

2.4 Built Form

As infill occurs it is important to ensure that the size of the building, the separation distance, the orientation of the building and the shape are considered.

2.4.1 Building Floor Plates and Building Orientation

The visual impact of increased building heights and scale can be offset by limitations on floor plate sizes for taller buildings.

Constraints on floor plate size for the upper levels of buildings help to avoid bulky taller buildings and contribute to a more graceful skyline.

Floor plate size limits are not applied to the lower level of tall buildings in order to allow for greater design flexibility and to encourage continuous street wall conditions at the pedestrian level.

The size, articulation and orientation of a floor plate in a tall building is instrumental in the perception of the overall massing and visual impact of a building. The size and articulation of the floor plate of buildings over 6 storeys is key to maintaining shadow impact, loss of sky views and a potential of a wall effect from certain angles.

The use of smaller floor plates is required as they result in smaller shadows that tend to move quickly, improve sky views and permit better views between buildings.

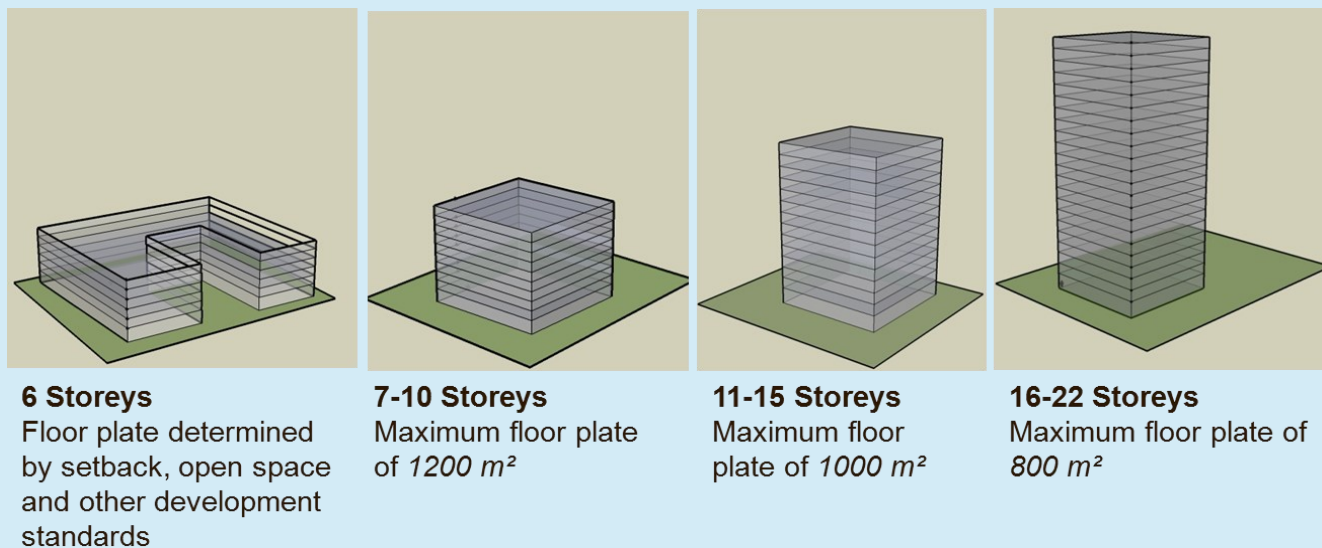


Figure B39 — Floor plate sizes for varying heights



Figure B40 — Go Transit Lands parking lot looking south. Floor plate of the Northshore building is 964 m² (as defined under GFA)

2.0 Port Credit Community Node

In addition, smaller floor plates promote sustainability by providing opportunity for increased daylight catchments and more efficient climate control within the building.

Buildings over 6 storeys should be designed so they are as square as possible to ensure minimal shadow impact and to ensure they do not create the visual impact of larger bulky floor plates. The maximum length of any building over 6 storeys should be 35 m including balconies for buildings under 15 storeys and 30 m for buildings over 16 storeys.

Currently the Residential Floor plates in the area range from approximately 550 m² to 1 350 m².

The maximum floor plates of buildings over 6 storeys, inclusive of balconies, shall be:

7-10 Storeys:

- Maximum floor plate of 1 200 m²

11-15 Storeys:

- Maximum floor plate of 1 000 m²

16-22 Storeys:

- Maximum floor plate of 800 m²



Figure B41 — Existing building in the Central Residential Precinct. Floor plate of 683 m²

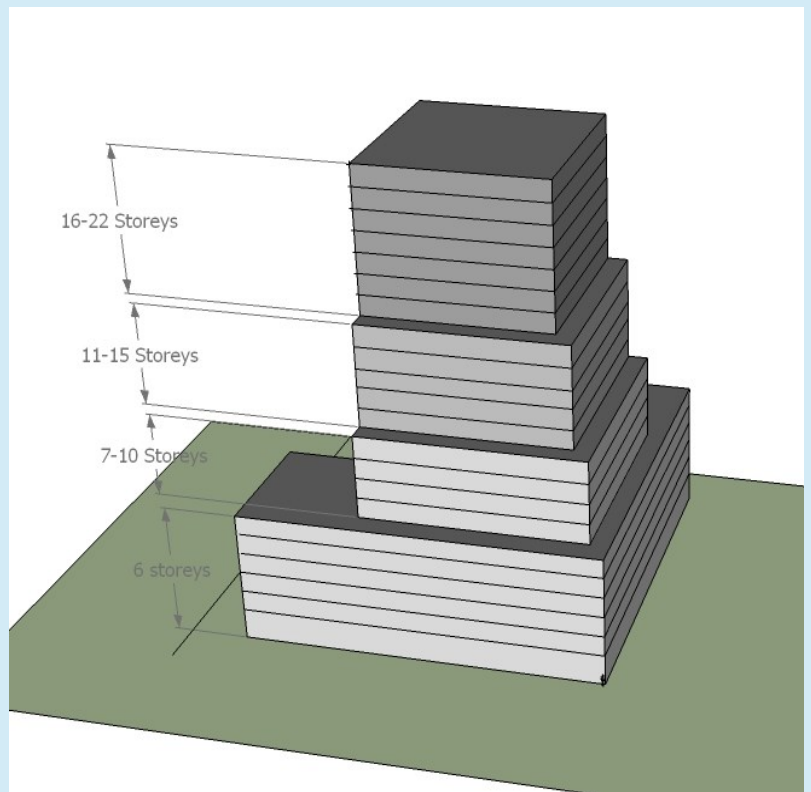


Figure B42 — Combination of building floor plates and heights may be permitted subject to other development criteria being met

2.0 Port Credit Community Node



Figure B46 — Large existing separation distances

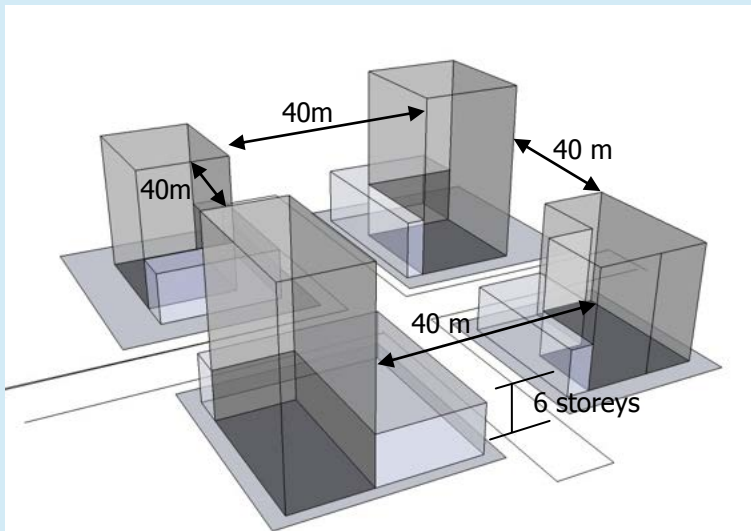


Figure B44 — Block to block separation distance



Figure B47 — Building separation distances on High Street East



Figure B48 — Building separation distances on Hurontario Street

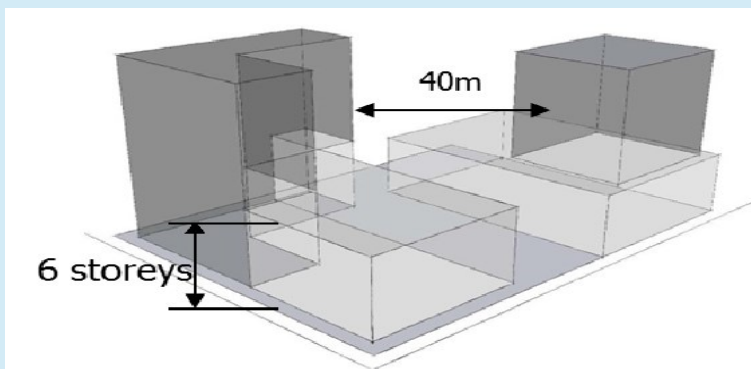


Figure B45 — Within a block separation distance



Figure B49 — Building separation distances on High Street East

2.0 Port Credit Community Node

2.4.3 Skyline

A skyline is the overall or partial view of a city's tall buildings and structures consisting of skyscrapers in front of the sky in the background. It can also be described as the artificial horizon that a city's overall structure creates. Skylines identify the city or place from a distance. Taller buildings are typically located where there is a desire for visibility and way finding.

The skyline is the finger print of Port Credit. Key sites should be highlighted in the skyline to ensure way finding. The architecture of the top of buildings should be unique and should highlight the skyline and the location of the building.

It is important to maintain the existing views to Lake Ontario and within Port Credit and ensure that future buildings maintain sky views.

The placement and orientation of new buildings should also be oriented to maximize sky views along the length of Lakeshore Road East and the West Corridor so as not to create a wall effect.

New developments will be required to demonstrate how their building fits into the context through photographic imagery.



Figure B50 — View from Lakeshore Road West looking East



Figure B51 — View from Lakeshore Road East looking West



Figure B52 — View from Lake Ontario looking North at Port Credit

2.0 Port Credit Community

2.4.4 Site Size

The relationship of a site size to the size of the building and configuration should be considered in order to avoid a building overwhelming its site. In such cases, lower densities should be used. The form of buildings as a group should take precedence over the form of single buildings by virtue of considering the overall composition of the group.

Tall buildings must be set back a minimum of 10 m from side and rear property lines or the centre line of an abutting lane, measured from an external wall or exterior face of balconies to ensure maximum opportunity for fenestration and to ensure appropriate separation distances can be accomplished.

Sites that are too small to permit a tower with the required setbacks on all sides are not appropriate for tall buildings. Small sites are generally considered to be 45 m by 45 m for mid block and 40 m by 45 m for corner lots.

A building on a small site may only be constructed to 6 storeys above which a 45 degree angular plane may be used for additional levels set back from the street and the side and rear property lines.



Figure B53 — *Maintaining sky views are essential in Port Credit*



Figure B54 — *Smaller sites should only construct smaller buildings*

2.0 Port Credit Community Node

2.4.5 Microclimate

Tall buildings over 10.7 m can adversely effect the environmental quality of surrounding areas through the diversion of high speed winds and through the overshadowing of the adjacent public realm and residential buildings, including public/private amenity spaces.

The impact of both of these elements can be mitigated through good design and sensitive siting. The impact of shadows at different times of the day and throughout the year will need to be assessed. The use of architectural devices such as screens, terraces, awnings and also façade setbacks can be adopted to minimize the effects of high speed wind at the base of buildings and of shadow effects.

Individual proposals should seek to create well oriented and lively spaces that contribute positively to the wider public realm.

2.4.5.1 Shadow Impacts

Shadow studies will be requested in support of development applications to demonstrate that the height and/or location of a proposed building will not generate excessive shadows over adjacent lands or the public realm.

Shadow studies will be required for buildings greater than 10.7 m in height which may cause a new shadow impact on adjacent residential properties, properties identified as listed or designated on the Heritage register, and public parkland, open space and the public realm. Particular attention will be focused on Lakeshore Road East and West and Hurontario Street where a comfortable pedestrian environment is strongly encouraged.

Development applications are to adhere to the City's Standards for Shadow Studies.

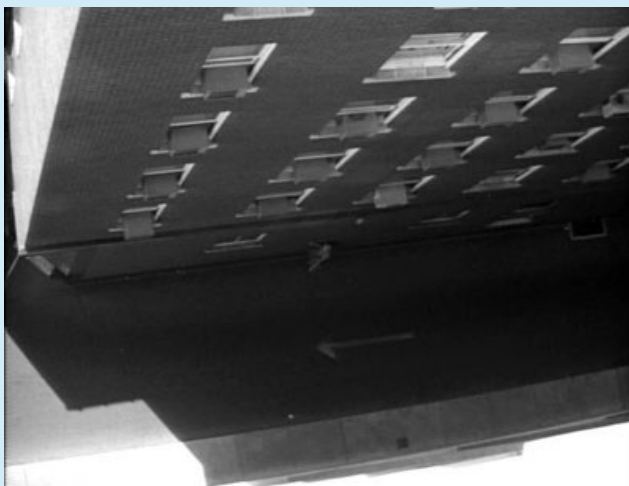


Figure B55 — Shadow on the public realm

The following dates and times will be required for shadow studies:

- March/September 21st from 9:12 a.m. to 6:12 p.m. on an hourly basis
- June 21st—8:12 a.m. to 8:12 p.m. on an hourly basis
- December 21st 9:12 a.m. to 4:12 p.m. on an hourly basis

2.0 Port Credit Community Node

2.4.5.2 Wind Comfort

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/or surrounding the proposed development.

The study may be required on development applications higher than 3 storeys or 16 m. The criteria to be used for the analysis should be signed and sealed by a certified engineer. The *Terms of Reference for Pedestrian Wind Comfort Studies* should be used.

The evaluation of the existing wind conditions in the immediate and surrounding area, prior to the proposed development will be required along with a comparison of the wind conditions based on the proposed development.

The evaluation will include conditions based on seasonal variations (i.e. summer, spring, fall and winter). The intended use of the area will be considered to determine the appropriate wind conditions that will be permitted.

Areas will be considered appropriate for their intended use if microclimate/wind conditions are satisfied 80%.

Categories will be classified by their intended use and appropriate impact:

- i) **Sitting - 0 to 10 km/h:** reading and seating areas, outdoor cafés.
- ii) **Standing - 0 to 14 km/h:** passive areas, building entrances, short term seating.
- iii) **Walking - 0 to 19 km/h:** areas with pedestrian movement, sidewalks, street frontages.
- iv) **Uncomfortable - greater than 19 km/h:** areas with little pedestrian activity.

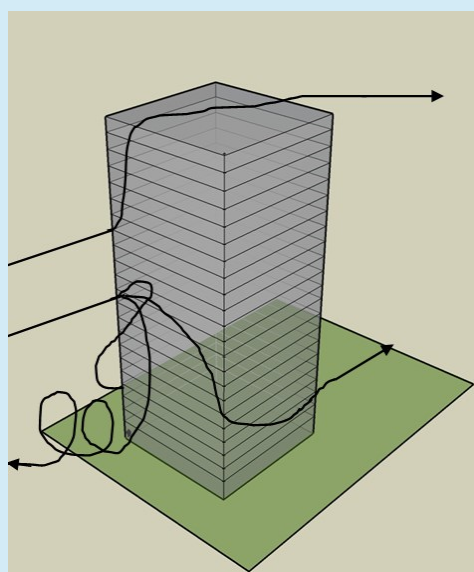


Figure B56 — Potential wind conditions on a tall building without a podium

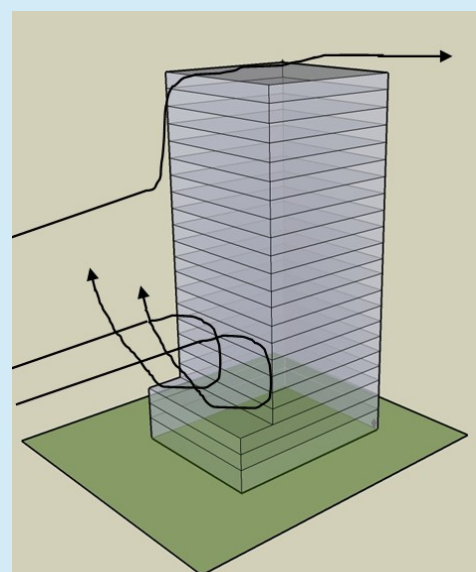


Figure B57 — Potential Wind conditions on a tall building with a podium

2.0 Port Credit Community Node

2.4.6 At Grade Commercial Requirements

Ground floor retail uses concentrated at important areas within the Node are vital to the function of Port Credit. Retail primarily exists along Lakeshore Road East and West with some smaller scale retail extending on side streets off of Lakeshore Road East and West. Retail along Hurontario Street is also an important continuation of the mixed use area.

Commercial uses will be required along Lakeshore Road East/ West; along Hurontario Street; in proximity to the GO Transit Station where it is an essential component of transit oriented development; along Port Street; and along the routes that connect them as indicated in Figure B58 as areas outlined in blue.

Areas outlined in red are streets where retail is encouraged but not required and are considered transitional streets.

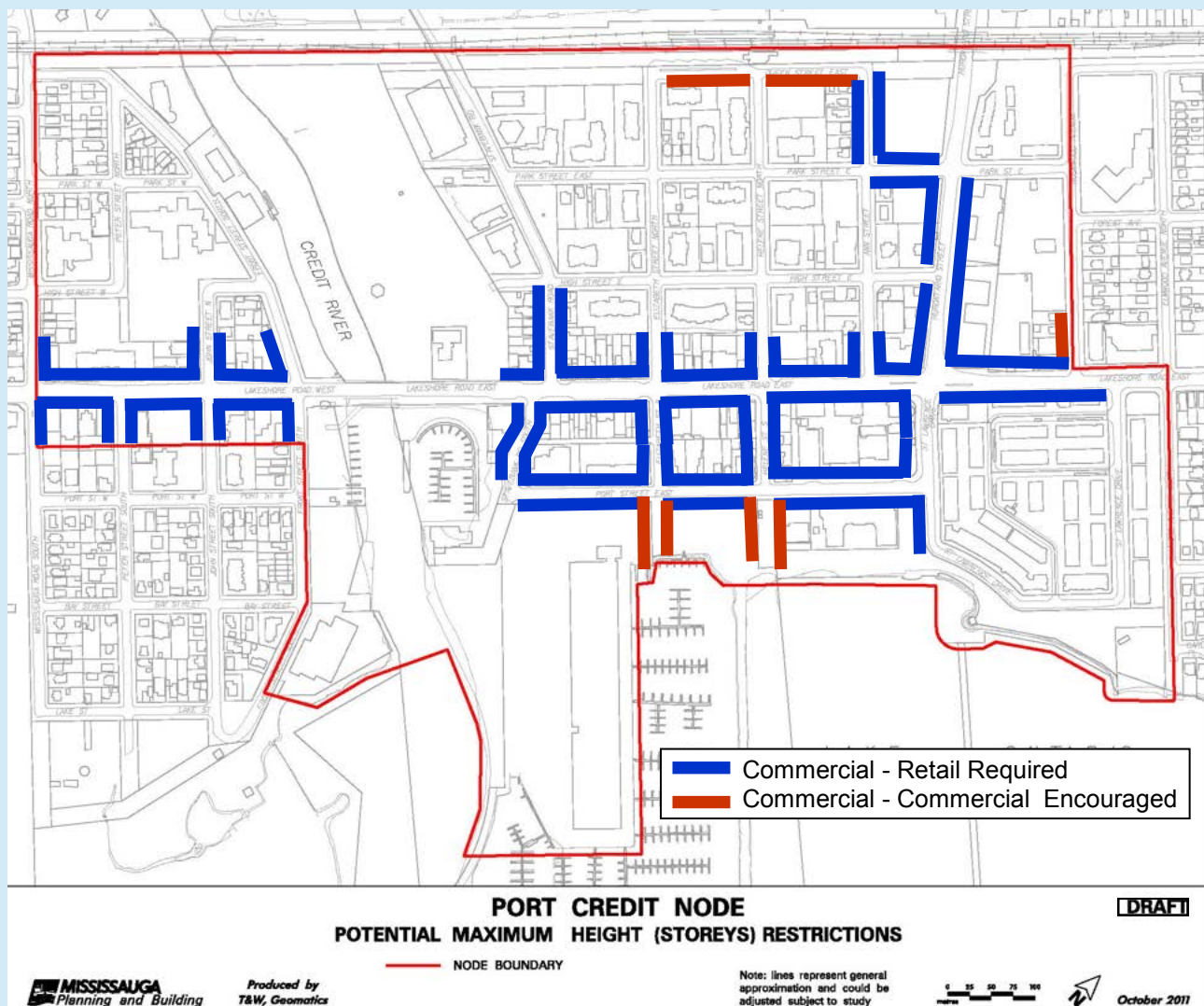


Figure B58 — At grade uses in the Port Credit Node

2.0 Port Credit Community Node

Retail Guidelines:

- a. A main front usable door shall face Lakeshore Road East/ West;
- b. 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.) of frontage;
- c. A minimum of 75% glazing is required for retail storefronts along the street wall;
- d. A minimum 6 m (20 ft.) store front extension around the corner from a primary street where retail is required;
- e. Retail tenant signs shall be designed of high quality material, colour and scale in keeping with the design of the building;
- f. Fascia signs shall be limited to the first floor level;
- g. Tenant signage shall be of a consistent design if there is more than one tenant;
- h. Ground signs are prohibited;
- i. Store front window signage is permitted up to 25% of the glass surface area and shall not block clear views of exits or entrances and shall maintain visibility into the interior of the premises at all times; and,
- j. Tables and other active uses adjacent to storefront windows are encouraged where permitted.



Figure B59 – Image examples of Mainstreet conditions

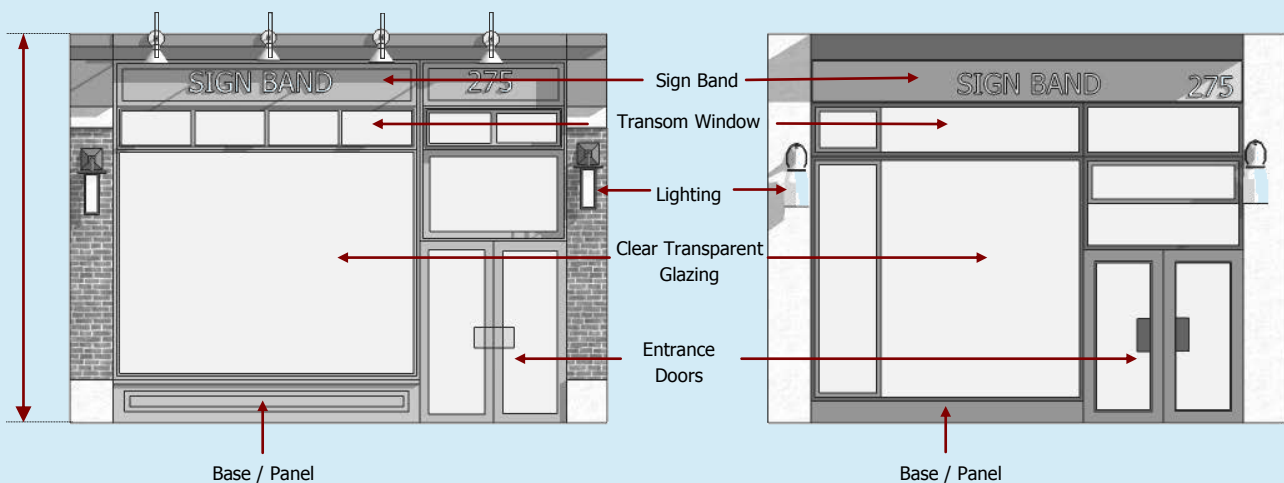


Figure B60 – Illustration of Mainstreet retail

2.0 Port Credit Community Node

2.4.7 Building Setback

Mixed Use Setbacks

Setbacks on streets where retail is required should generally be 0.0 m to 3.0 m from the property line. The exact location of new buildings will be determined once the dimension of the public realm has been achieved. New development must ensure that a minimum of 5.6 m public realm from the sidewalk/street curb to the face of the building can be accommodated to ensure appropriate streetscape treatment can be achieved.

Transitional Streets

On transitional streets that are shown as red on Figure B61, commercial uses will be encouraged however not required. Buildings should be designed so that they may be converted to commercial uses when market conditions allow.

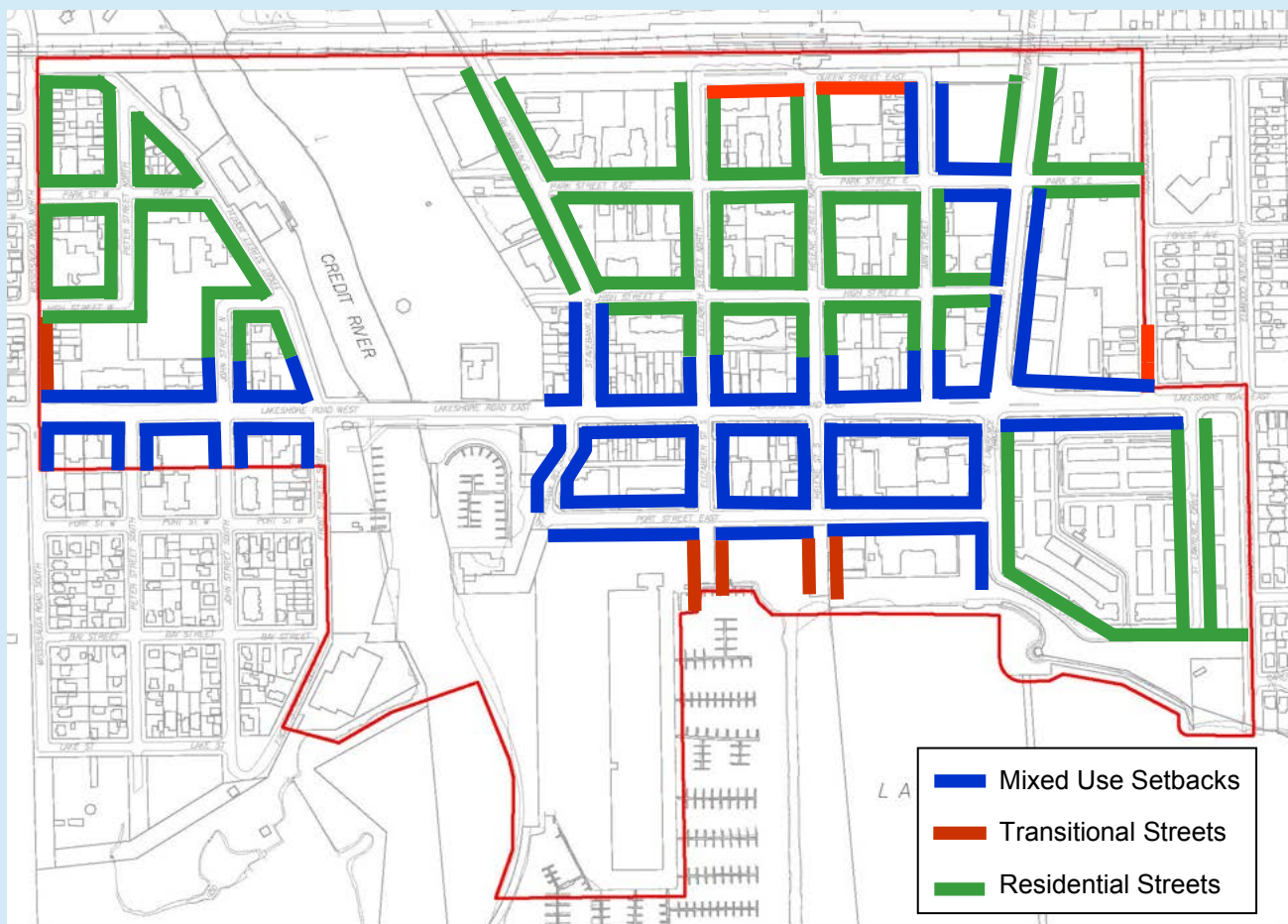


Figure B61 – Building Setback Requirements

2.0 Port Credit Community Node

Residential Street Setbacks

On residential streets (shown on Figure B65 as green) the setback to a building shall be a minimum of 4.5 m and a maximum of 7.0 m depending on the character of the adjacent developments and the configuration of the proposed building. The setback should ensure that there is ample appropriate landscape treatment to fit in with the existing character of the community.

Sidewalk curb to the face of the building



Figure B64 — Sidewalk curb to face of the building for new developments will be 5.6 m



Figure B62 — Mainstreet setback of 0.6 m to 3.0 m. Setback varies depending on the size of the public realm



Figure B65 — Residential setbacks should be well landscaped. Setbacks should be a minimum of 4.5 m and a maximum of 7.0 m



Figure B63 — Residential setbacks should be well landscaped. Setbacks should be a minimum of 4.5 m and a maximum of 7.0 m

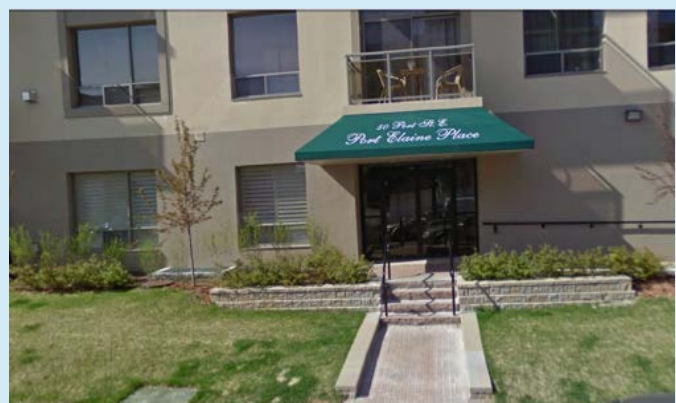


Figure B66 — Transitional areas such as Helene Street South

2.0 Port Credit Community Node

2.4.8 Building Frontages

Mixed Use Streets

Port Credit consists of closely spaced mainstreet buildings with no interruptions in the sidewalk. This ensures a safe pedestrian environment.

Buildings fronting onto streets that are required to have retail should be closely spaced with no driveway access points. Front doors shall face Lakeshore Road. A minimum

of 90% of the building face shall front onto Lakeshore Road and be within 0.6 m to 3.0 m of the front property line.



Figure B67 — Mainstreet building frontages



Figure B68 — 90% of the building frontage is 0.6 m to 3.0 m

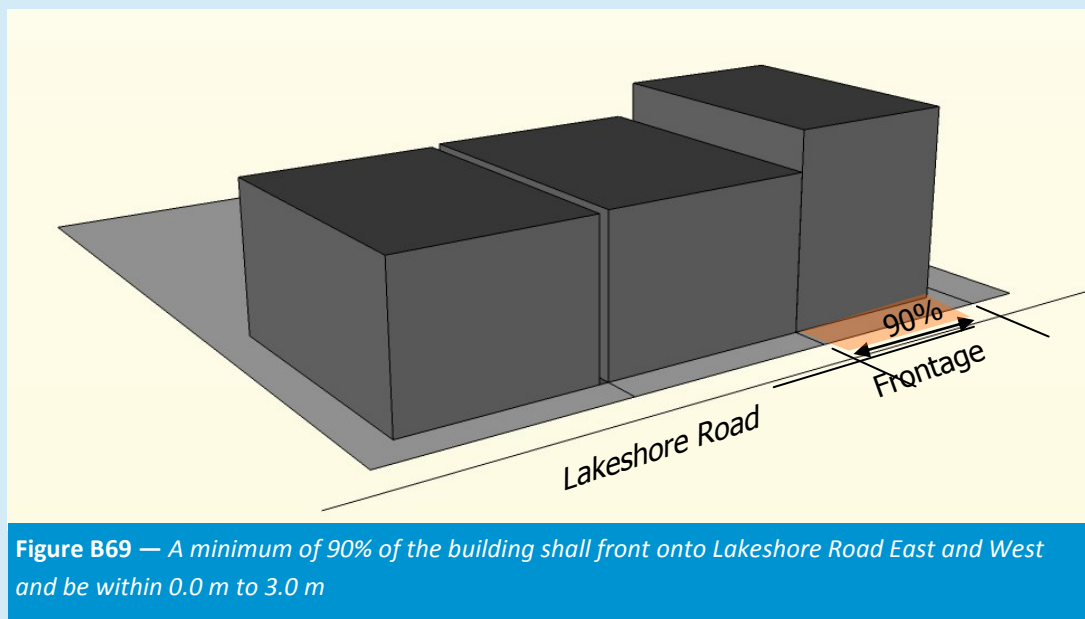


Figure B69 — A minimum of 90% of the building shall front onto Lakeshore Road East and West and be within 0.0 m to 3.0 m

2.0 Port Credit Community Node

Transitional Streets

Buildings fronting onto transitional streets should be closely spaced with minimal driveway access points. Front doors shall face the street. A minimum of 70% of the building face shall front onto the street and be within 0.0 m—3.0 m of the front property line.

If residential units are proposed at grade, the building should be set back 4.5 m to 7.5 m.



Figure B70 — 70% of the frontages along Port Street East shall be 0.6 m to 3.0 m if no residential uses are proposed



Figure B71 — 70% of the building frontage should be 4.5 m to 7.5 m if residential units are proposed

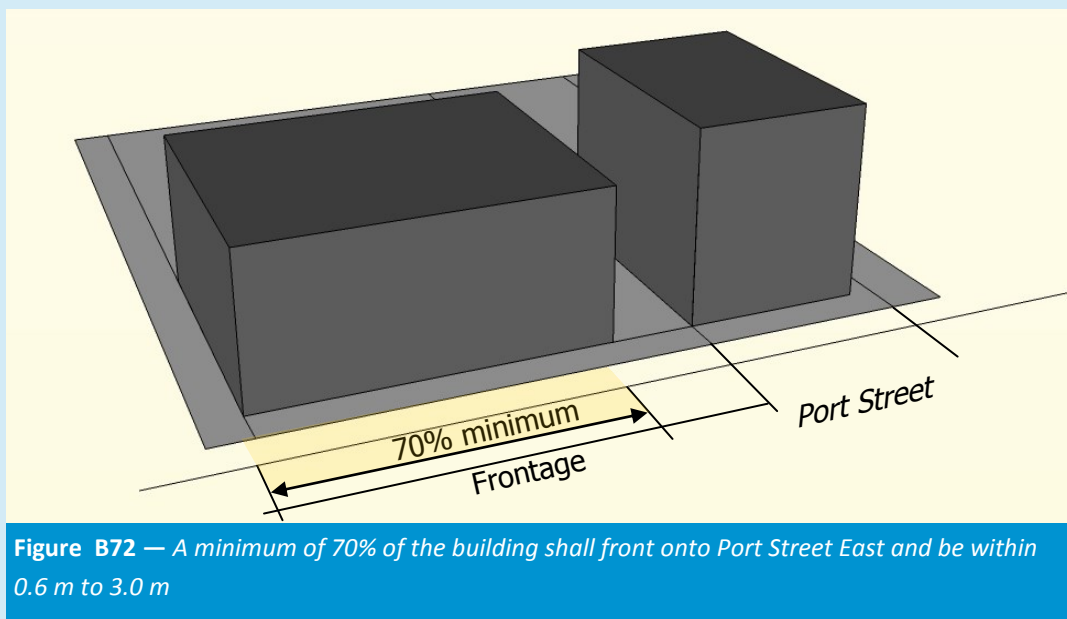


Figure B72 — A minimum of 70% of the building shall front onto Port Street East and be within 0.6 m to 3.0 m

2.0 Port Credit Community Node

2.4.9 Landscape Area

The Port Credit Node precincts, particularly the Central Residential Precinct and the Riverside Precinct are characterized by well landscaped front yards and mature trees. The landscape area is defined as any outdoor area on a lot, located at grade, including the landscaped buffer area. It is suitable for the growth and maintenance of grass, flowers, shrubs, trees and other landscape features, and may include walkways, berms, retaining walls and outdoor amenity areas.

However, it shall not include driveways, aisles, ramps or internal roads, parking areas whether surfaced or not, curbs, any open space beneath or within any building, structure or part thereof, or any exterior garbage storage or handling area.

A minimum of 30 % landscape area is required for all sites within the Central Residential Precinct, the Riverside Precinct and the Harbour Mixed Use Precinct. This is to ensure that all lots can achieve a minimum buffer to adjacent uses; that the existing context which contains well landscaped front yards, particularly on high density sites, can be achieved; to ensure sustainable measures can be attained so fenestration can be achieved; and that overdevelopment of sites does not occur. It will also help protect views to Lake Ontario through future development of sites along the waterfront.

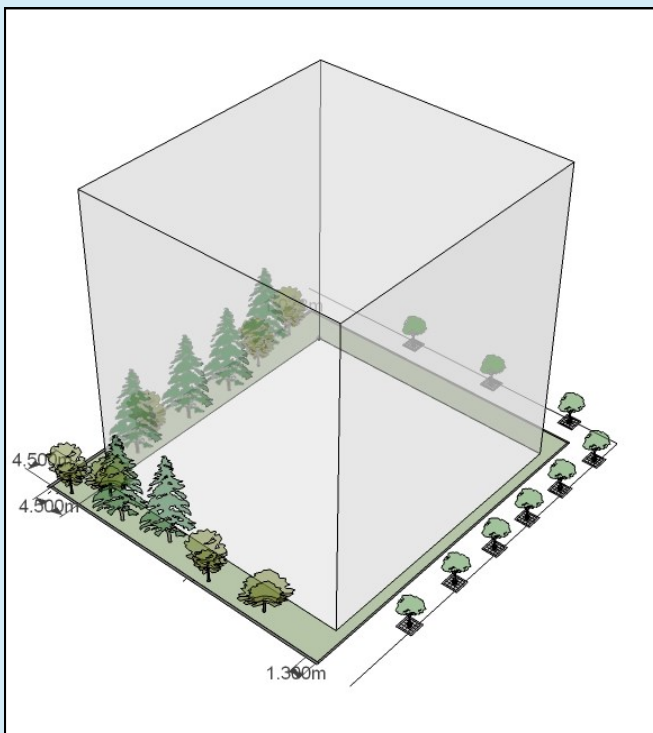


Figure B73 — 30% landscape area for a small lot on a 40 m x 45 m lot size produces the minimum landscape buffer requirement of 4.5 m on the rear and side lot line. It does not maintain the required front and exterior side yard back from the front property line.



Figure B74 — Image of the Riverside Precinct



Figure B75 — Image of the Central Residential Precinct

2.0 Port Credit Community Node

At a minimum, the landscape area should achieve a row of coniferous trees with shrubs and/or perennial plantings to provide a natural visual buffer between the two uses.

In the Mainstreet Precinct, where development is intended to create a compact commercial mainstreet, no minimum landscape area will be required, however, a minimum 4.5 m landscape buffer is required when a mixed use zone abuts a residential zone.

A landscape buffer is defined as a continuous, open, unobstructed width of land substantially parallel to and adjoining a lot line that is intended for the growth and maintenance of plant material including trees, shrubs and other landscape features such as retaining walls.



Figure B76 — Image of the Mainstreet Corridor Precinct



Figure B77 — Image of the Harbour Mixed Use Precinct



Figure B78 — Image of the Central Residential Precinct



Figure B79 — Image of the Harbour Mixed Use Precinct

2.0 Port Credit Community Node

2.4.10 Pedestrian Realm/ Streetscape

The public realm is an integral part of any site development. The relationship between the buildings, site layout and elements within the public realm has a great impact on the urban form and the experience of those who live, work and play in Port Credit.

New developments should enhance public streets and the open space system by creating a desirable street edge condition that is ideal for the use of pedestrians.

Different streets will have different streetscape requirements depending on their uses. Sidewalk width and content should relate to its function. For example, streets that include public transit should have wider sidewalks and room for street furniture related to the bus stops.

Parking garage ventilation should not be located at grade along any street frontages and should be integrated into the façade of the building.

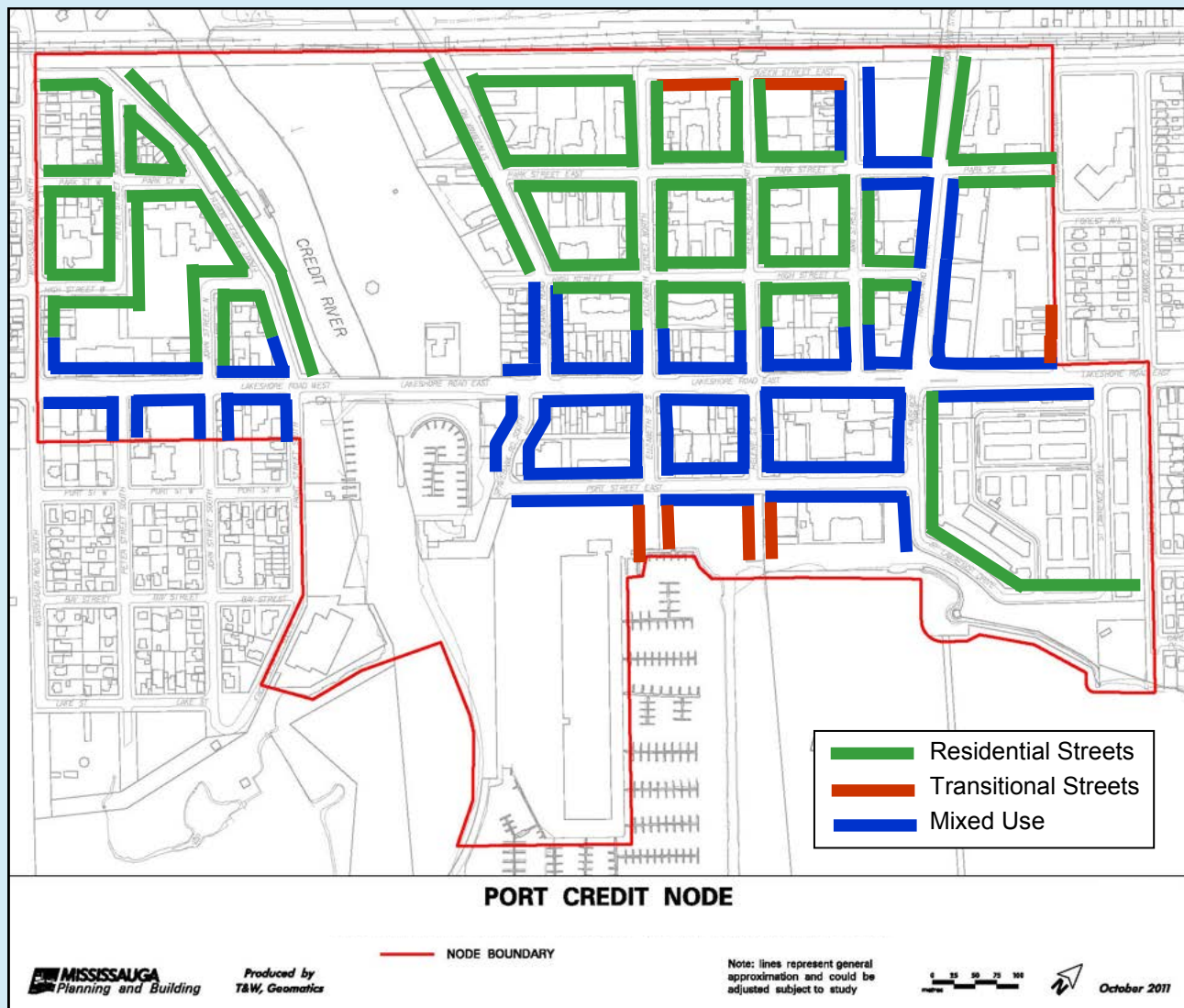


Figure B80 — Image of the pedestrian realm/streetscape

2.0 Port Credit Community Node

Mixed Use

The vitality of the Node depends on the health of the mixed use and its local business. Lakeshore Road East and West require streetscape improvements which will help to revitalize the most important streets in Port Credit.

Additional requirements for building setbacks may be required to achieve the ideal pedestrian experience within the streetscape corridor.

A Master Streetscape Study is needed for Lakeshore Road East

and West, Hurontario Street, Port Street and the streets connecting these locations.

Utilities such as overhead wires and underground cables are important uses that occur within the road right of way. Careful consideration will be given when planning streetscape improvements such as tree planting, to ensure compatibility with utilities. The design of utility infrastructure should reflect best practices in design, while ensuring sufficient technical resilience to provide for increasing number and quality of service demanded by the public.



Figure B81 — Conceptual mainstreet streetscape

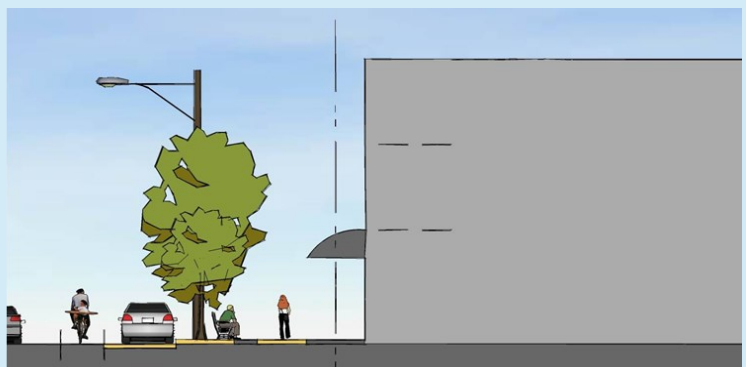


Figure B82 — Conceptual mainstreet streetscape



Figure B83 — Lakeshore Road West older streetscape treatment



Figure B84 — Lakeshore Road East recent development and streetscape treatment

2.0 Port Credit Community Node

Residential Streets

Residential streets are those that have residential uses at grade. Residential streets are characterized by generous setbacks, upgraded tree planting and landscape treatment.

Residential streets should continue to maintain these characteristics. The pedestrian realm will include a sidewalk on the street edge where appropriate with tree planting and grassed areas on the interior of the sidewalk.

New development will ensure that existing trees are preserved, maintained and enhanced.

Buildings will generally be set back 4.5 m to 7.0 m to ensure an adequate landscape treatment can be accommodated at grade.



Figure B85 — Hurontario Street
South East side



Figure B86 — Riverside Precinct



Figure B87 — Riverside Precinct



Figure B88 — High Street looking West

2.0 Port Credit Community Node

Transitional Streets

Transitional streets are those that may one day be used as commercial, retail or employment streets as Port Credit evolves into a more compact village.

These areas should be developed with flexibility. Buildings should be located within the setback of 0.0 m to 3.0 m for commercial retail and 4.5 m to 7.0 m for at grade residential uses. The pedestrian realm and streetscape should be continuous and provide a wider pedestrian realm to ensure flexibility. Street trees and coordinated furniture including post and ring bike parking are a requirement.



Figure B89 — Port Street East



Figure B90 — Ann Street



Figure B91 — Port Street East



Figure B92 — Hurontario Street

2.0 Port Credit Community Node

2.4.11 Parking, Loading and Service Areas

The design of parking, servicing and loading areas are a key component in the development of sites. These areas serve a functional need, but should be designed in a manner that screens less desirable aspects and provides high quality treatment of exposed areas while addressing safe and efficient movement of pedestrians, cyclists and vehicles.

Service, loading and garbage storage areas should be integrated into the buildings, located interior to the building or alternatively at the rear of the building and screened from the public realm and adjacent residential uses. Parking should be located underground, internal to the building or to the rear of buildings.

Above grade parking facilities will be designed to be compatible with the surrounding character through the use of architectural elements that fit with the scale, style and streetscape of the community. Consideration should be given to active pedestrian related uses on the ground floor of the structure in order to improve the animation of street edge conditions. Above grade parking structures should be designed in such a manner that they are integrated into the development. Vehicles should not be visible to the public realm.



Figure B93 — Laneway south of Lakeshore Road East



Figure B94 — Laneway south of Lakeshore Road East



Figure B95 — Laneway north of Lakeshore Road East

2.0 Port Credit Community Node

2.4.12 Roof Top Mechanical Penthouse Units

All rooftop units should be internal to the buildings and hidden from public view.

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.



Figure B96 — Green Roofs on buildings



Figure B97 — Example of roof top mechanical that has been integrated and designed into the building



Figure B98 —
Green Roof Example

2.0 Port Credit Community Node

2.4.13 Architectural Expression and Materiality

New buildings should reference their physical, cultural and historic surroundings through their architectural language and high quality materials. Materials should show sensitivity to their surroundings and should aim to be of the highest quality, responding directly to the existing urban fabric, whether by utilizing similar or sympathetic materials or by positive contrast.

Materials should be chosen with regard to their performance in sustainable terms. The use of local or recycled materials, and/or materials from renewable resources is encouraged.

High quality materials will be required in all new developments. The material most widely found in Port Credit is red tone brick. New developments are encouraged to incorporate this material into their development.

For the mainstreet, vision glass should be used for all store

fronts. No spandrel glass will be permitted along Lakeshore Road.

Materials that are not dominant in Port Credit are discouraged as the dominant feature of any new development. These materials include architectural concrete block, stucco, spandrel glass and EIFS panels. These materials will not be permitted below the 4th storey. Concrete block is not permitted to be exposed.

Building scale should be broken down through the use of stepping, projections, canopies, trellises, changes in scale, fenestration patterns, materials and finishes.

The private space that extends from the building face to the public right-of-way must be designed in a such a way that it seamlessly blends with the design of the public realm.

Future sidewalk/boulevard treatment including site elements such as seating and lighting, should match that of the public right-of-way in order to blur the line between public and private realm.



Figure B99 — Preferred materials to be exposed: brown/red brick

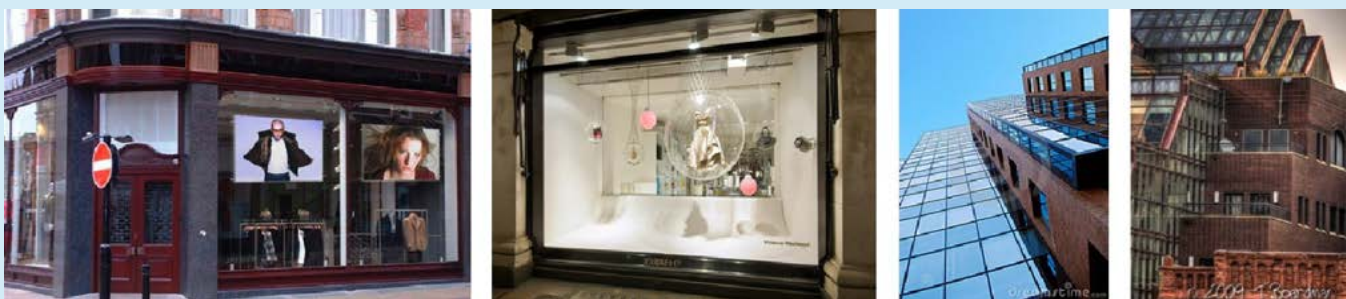


Figure B100 — Vision Glass/Brick Combination

2.0 Port Credit Community Node



Figure 101 — Balconies should be designed so that they are part of the building rather than added onto the building as an afterthought.

Glass balconies should have 50% tinting to ensure items on the balcony are not fully exposed



Figure B102 — Prohibited to be exposed: Concrete Block

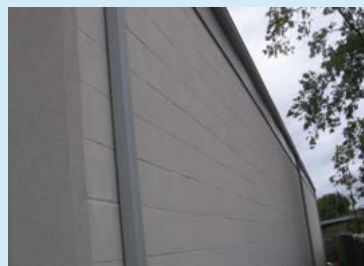


Figure B103 — Prohibited to be exposed: Painted Concrete Block



Figure B104 — Discouraged materials: Architectural Concrete Block



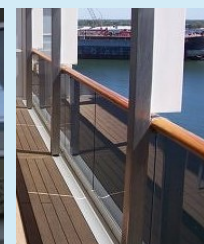
Figure B105 — Discouraged materials: Stucco (synthetic or natural)



Figure B106 — EIFS Panels for more than 20% of the building material and should not be placed within the first 2 storeys



Figure B107 — Glass balconies should be 50% tinted



2.0 Port Credit Community Node

2.5 Scenic Routes, Key Sites and Views

Currently, the Port Credit community has physical and visual access to the Lake Ontario and the Credit River. As development occurs, views to the water should be preserved and enhanced as they are major contributors to the community's character and pride.

Public views of important natural or man-made features along streets and scenic routes need to be protected as they add value to the built form and contribute to neighbourhood identity.

When new development occurs, it must maintain, and in some cases, enhance these views and vistas to prominent features.

Sites with prominence, high visibility and access should be considered as a priority for civic buildings and community infrastructure.

Special care will be taken with development along Scenic Routes to preserve and complement the scenic historic character of the street. Scenic Routes and views identified in Figure B108 should be preserved and enhanced.

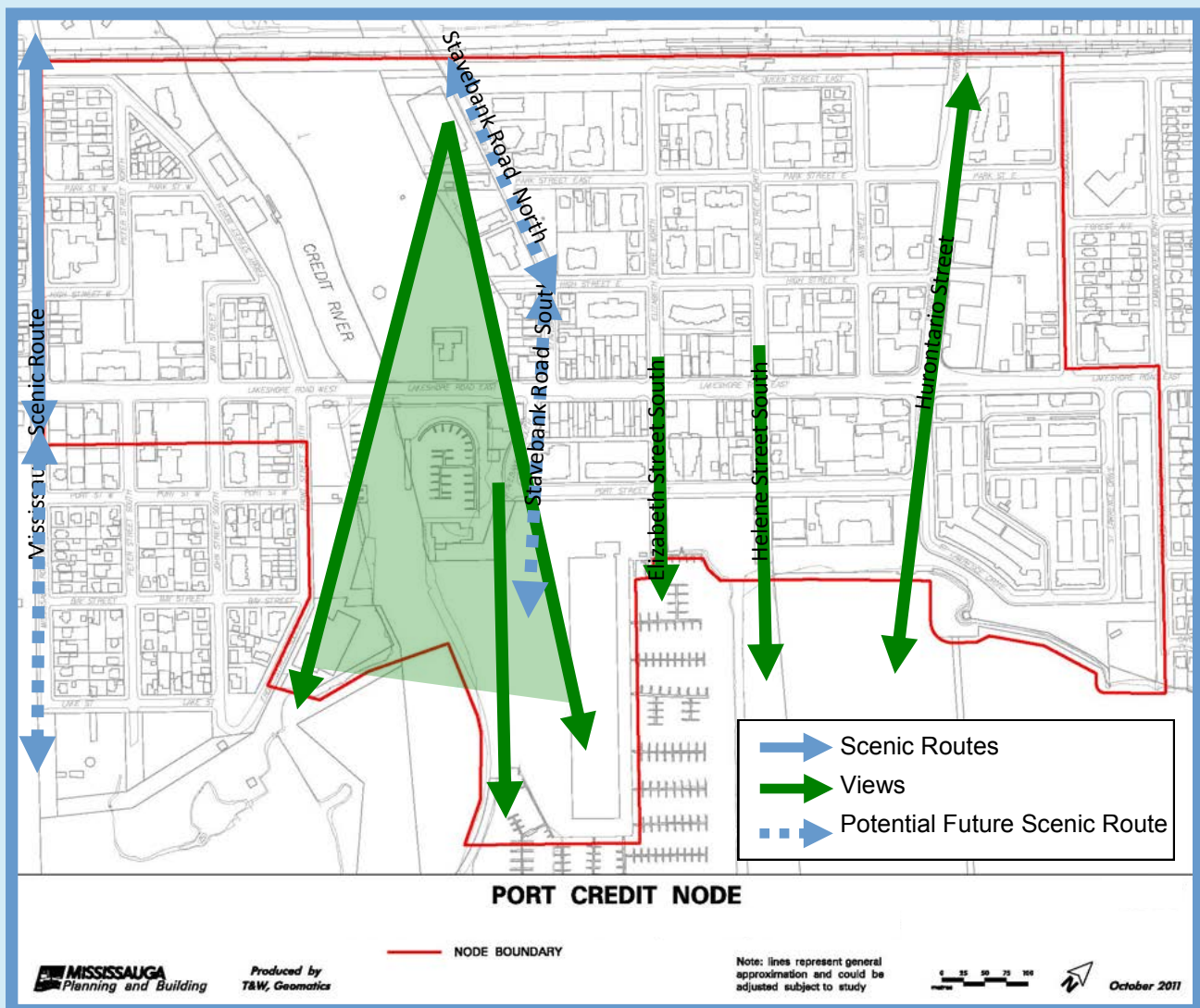


Figure B108 — Scenic routes and views

2.0 Port Credit Community Node

Mississauga Road Scenic Route



Lands abutting the Mississauga Road right-of-way between the St. Lawrence and Hudson Railway and Lakeshore Road West (frontage, flanked and rear yards) are designated a scenic route and will be subject to special policies as outlined the Mississauga Official Plan.

Potential Future Scenic Routes



Stavebank Road North and South from the Railway tracks to the Port Credit Pier and Mississauga Road South have been identified as potential future Scenic routes that will be required to be studied further through separate review.

Views



Port Credit has many natural views to Lake Ontario. These views shall be enhanced and maintained. There are a number of views that still need to be developed. These include the extension of Elizabeth Street South and Helene Street South. Streetscapes along these streets should enhance the views to Lake Ontario. Architectural interest should be heightened on these corridors.

In addition to the views to Lake Ontario Port Credit is visually connected to Downtown Mississauga. Views to prominent Architecture “The Marilyn” in the Absolute project should be maintained and enhanced along Hurontario Street.



Figure B109 — Mississauga Road Scenic Route



Figure B110 — Hurontario Street looking North, “Marilyn Building” in the background



Figure B111 — View from Lake Ontario

2.0 Port Credit Community Node

2.6 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 social interaction, health, happiness, and well being.

Although the entire Node, as a centre for surrounding neighbourhoods, should be recognized as offering place-making opportunities, the following represent areas which have the opportunity to make a substantial contribution to Port Credit:

1. Transportation hub: the vicinity of the GO station, parking lot, and future LRT;
2. Waterfront marina: the vicinity of the Port Credit Harbour Marina, future LRT stop on Port Street East, and terminuses of Stavebank Road South, Elizabeth Street South, and Helene Street South;

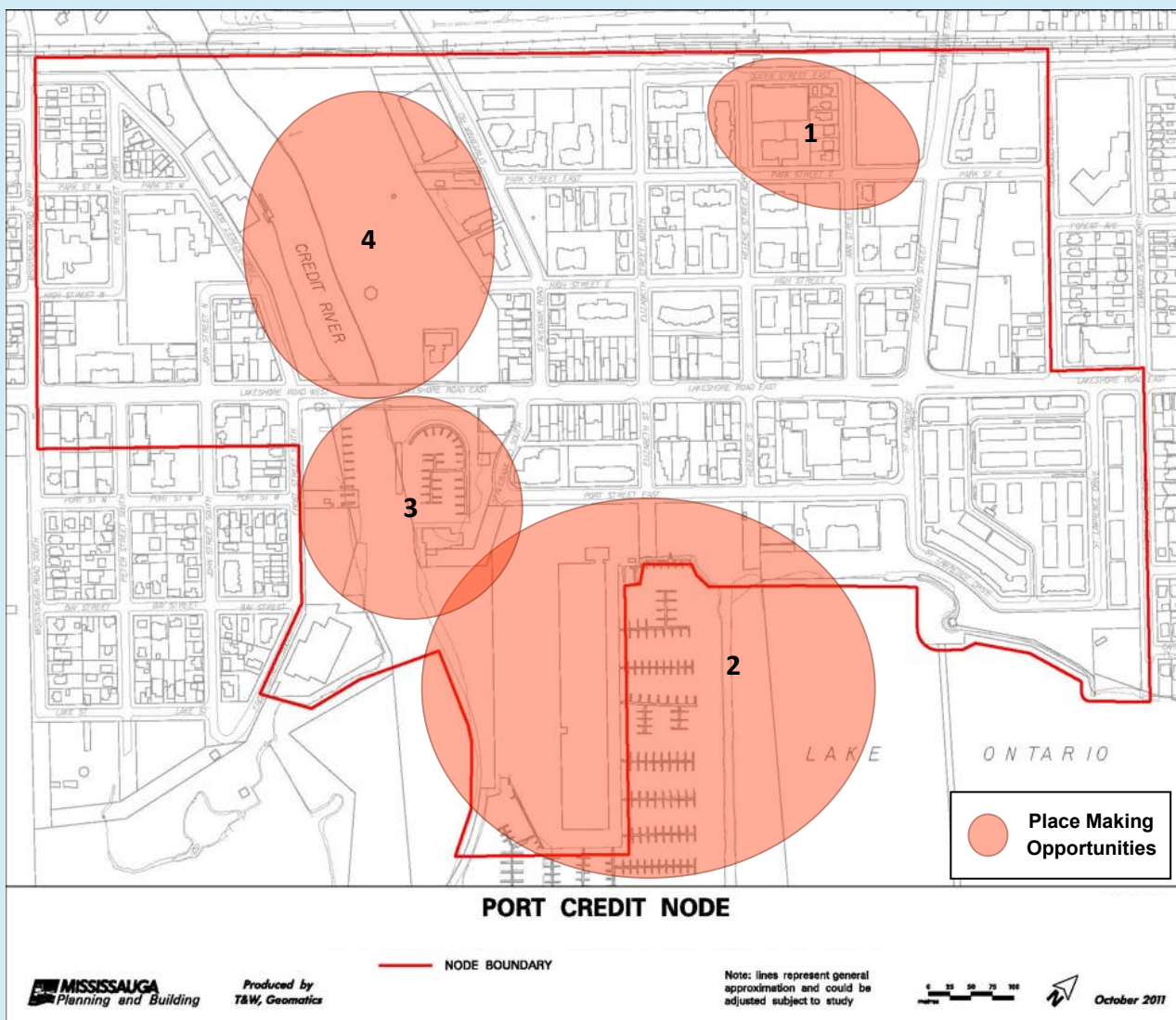


Figure B112 — Place-making opportunities

2.0 Port Credit Community Node

3. Mouth of the Credit River: the vicinity of Snug Harbour, J.J. Plaus Park, Marina Park, Heritage Building (former Canada Post Office), Region of Peel Lighthouse; and
4. Credit River Valley: vicinity including Port Credit library, Port Credit Arena, Memorial Park, Canoe and Rowing Clubs, Legion Hall, Stavebank Road properties which back onto the valley.

When reviewing development applications, consideration should be given to capitalizing on any opportunities that may foster place-making and would contribute to the urban form of Port Credit.

The inclusion of Public Art should be considered in these locations.



Figure B113 — (1) Go Station parking area



Figure B114 — (1) Go Station parking area



Figure B115 — (2) Port Credit Harbour Marina



Figure B116 — (2) -St Lawrence Square



Figure B117 — (2) -St Lawrence Park Lookout



Figure B118 — (2) St Lawrence Park



Figure B119 — (3) -J.J. Plaus Park



Figure B120 — (4) Port Credit Memorial Park



Figure B121 — (4) Credit River

2.0 Port Credit Community Node

2.7 Continuous Waterfront Access

The Lake Ontario shoreline is an integral component of the green system and is a key Provincial linkage due to the unique ecological functions and habitats it provides. In addition, it has an important role in leisure activity and tourism.

As a condition of development approval, provisions of significant public parklands and access to the waterfront including the extension of the Waterfront Trail, will be required.

Continuous waterfront access along the shoreline is a priority for the residents of Port Credit and the City as a whole. In these situations an appropriate balance between use and public access must be found.

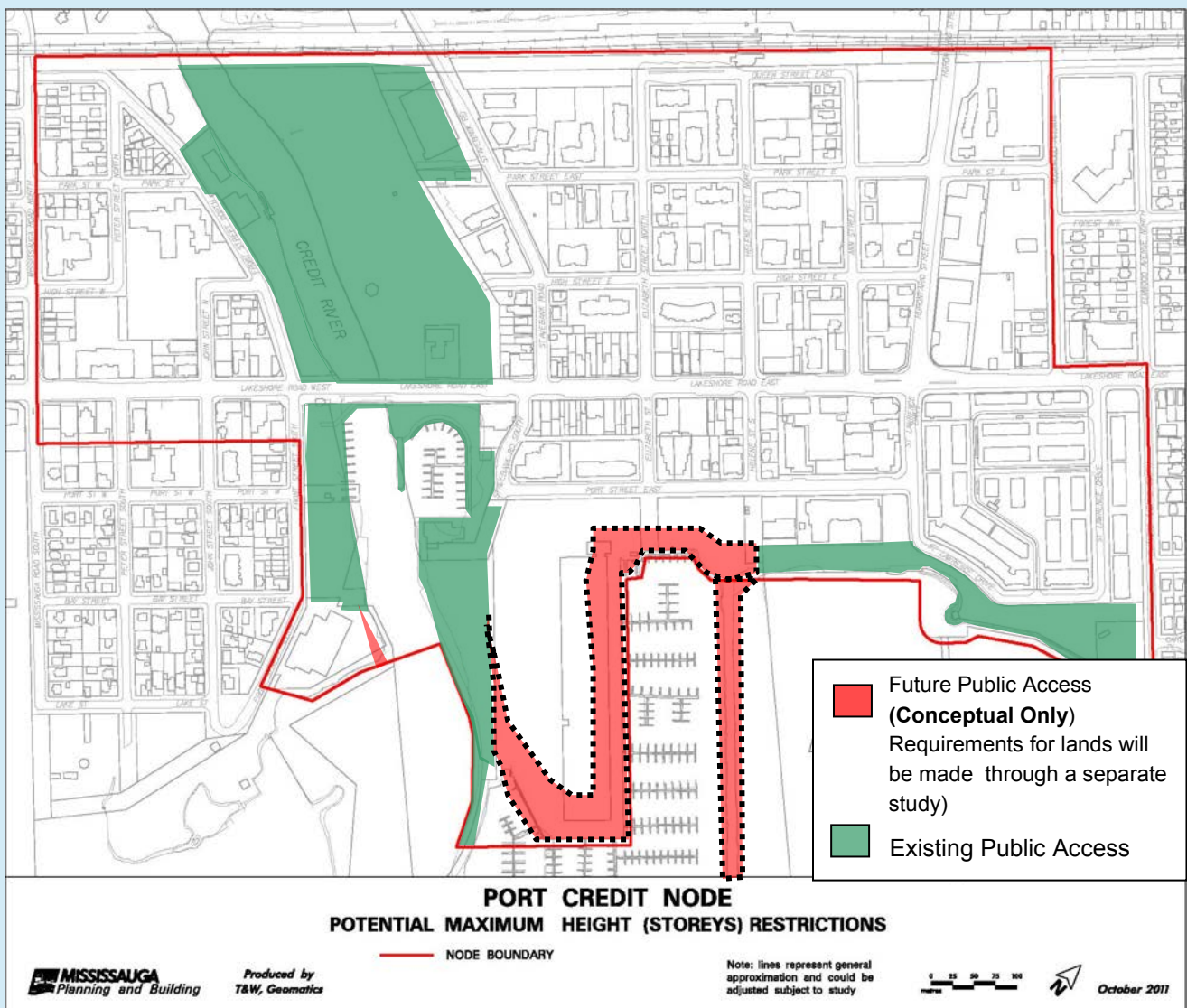


Figure B122 — Continuous Waterfront Access, Existing and proposed

2.0 Port Credit Community Node



Figure B123 — Port Credit Harbour Marina



Figure B124 — St Lawrence Park



Figure B125 — Credit River



Figure B126 — J.J. Plaus Park



Figure B127 — Credit River



Figure B128 — Port Credit Harbour Marina



Figure B129 — Port Credit Harbour Marina



Figure B130 — Boat launch, Marina Park



Figure B131 — St Lawrence Park



Figure B132 — St Lawrence Park

2.0 Port Credit Community Node

2.8 Cultural Heritage Resources

Heritage is an important characteristic of the Port Credit Node. Within the Port Credit Node there are over 45 properties that are on the City's Heritage Register. The Register contains two types of properties:

- Designated (recognized by the City through by-law as being of Heritage significance); and
- Listed (identified but not fully researched as to heritage significance).

In addition, the Port Credit Node also contains Cultural Landscapes which can be defined as a setting which has enhanced a community's vibrancy, aesthetic quality, distinctiveness and sense of history or sense of place. Cultural landscapes within the Port Credit Node include:

- Port Credit Harbour;
- Port Credit Pier;
- the CN Bridge over the Credit River;
- Credit River Corridor; and
- Mississauga Road Scenic Route.

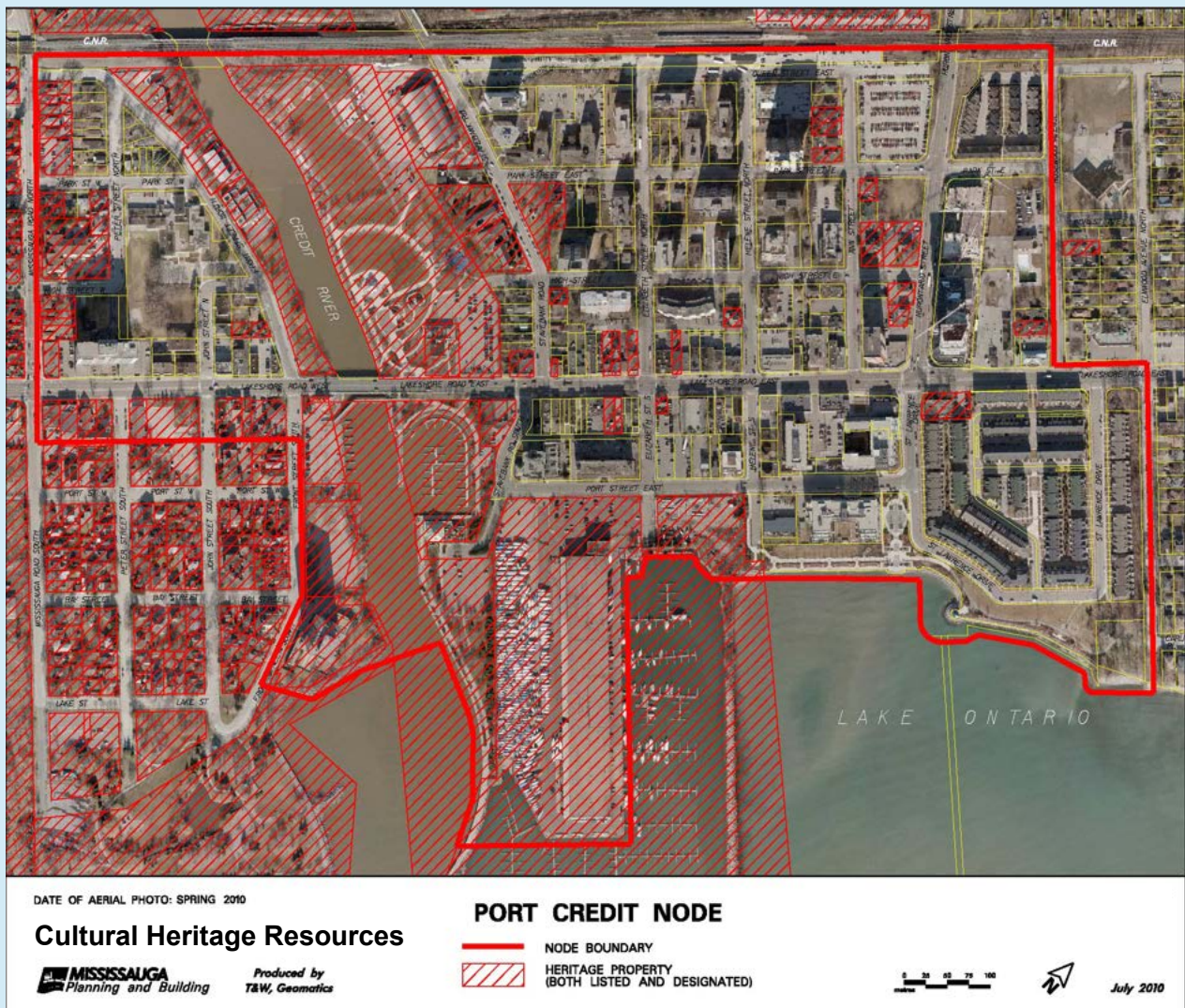


Figure B133 — Cultural Heritage Resources

2.0 Port Credit Community Node

The Port Credit Node has 10 properties that are designated. Designated properties are to be retained.

The retention and enhancement of heritage listed properties is strongly encouraged. Properties listed on the Heritage Register will be preserved in their existing location. Any development will incorporate these structures in the design of the proposal. Any changes to these structures or developments adjacent to these structures will require a Heritage Impact Statement and may have additional requirements. Additional requirements may include, but are not limited to, a review and approval from the Heritage Advisory Committee and Council.

Tall buildings will not visually impede the setting of listed/designated heritage buildings. Where heritage buildings are low-scale, the podium of the tall building will respect and reflect the unique urban character, visual relationships, topography and materials of the surrounding historic building. The tall buildings will preserve and enhance the character and appearance of the setting of the adjacent listed/designated building(s).

Where heritage buildings are low-scale, the podium or ground façade of tall buildings will respect and reflect the unique urban grain and scale, visual relationship, topography and materials of the surrounding historic buildings.

For lands on the south side of Lakeshore Road West, between Mississauga Road and the Credit River, the *Old Port Credit Village Heritage Conservation District Plan* applies.



Figure B134 — 90 High Street East, Designated



Figure B135 — 84 High Street East, CG Hamilton House, Designated



Figure B136 — 12 Peter Street South, Designated



Figure B137 — 141 Lakeshore Road West, Designated

3.0 Port Credit Neighbourhoods

3.0 Port Credit Neighbourhoods

Port Credit neighbourhoods are located on either side of the Port Credit Community Node. Lands identified as Neighbourhood Precincts are considered to be stable areas where the existing character is to be preserved and will not be the focus for intensification.

Although stable, some change is anticipated. New development does not necessarily have to mirror existing development types and densities, however it will respect the character of the area. New development does not necessarily have to mirror existing development types and densities, however, it will respect the character of the area.

The Port Credit Neighbourhood Character Area is comprised of five precincts:

- North Residential (which include the Shawnmarr/Indian Heights and Credit Grove neighbourhoods);
- South Residential (which includes the Cranberry Cove and Hiawatha neighbourhoods);
- Mainstreet Neighbourhood ;
- Historic Village of Port Credit; and
- Vacant Former Refinery.

The following sections provide additional context and information on each of the Neighbourhood Precincts. Subsequent sections provided further direction on specific built form issues.

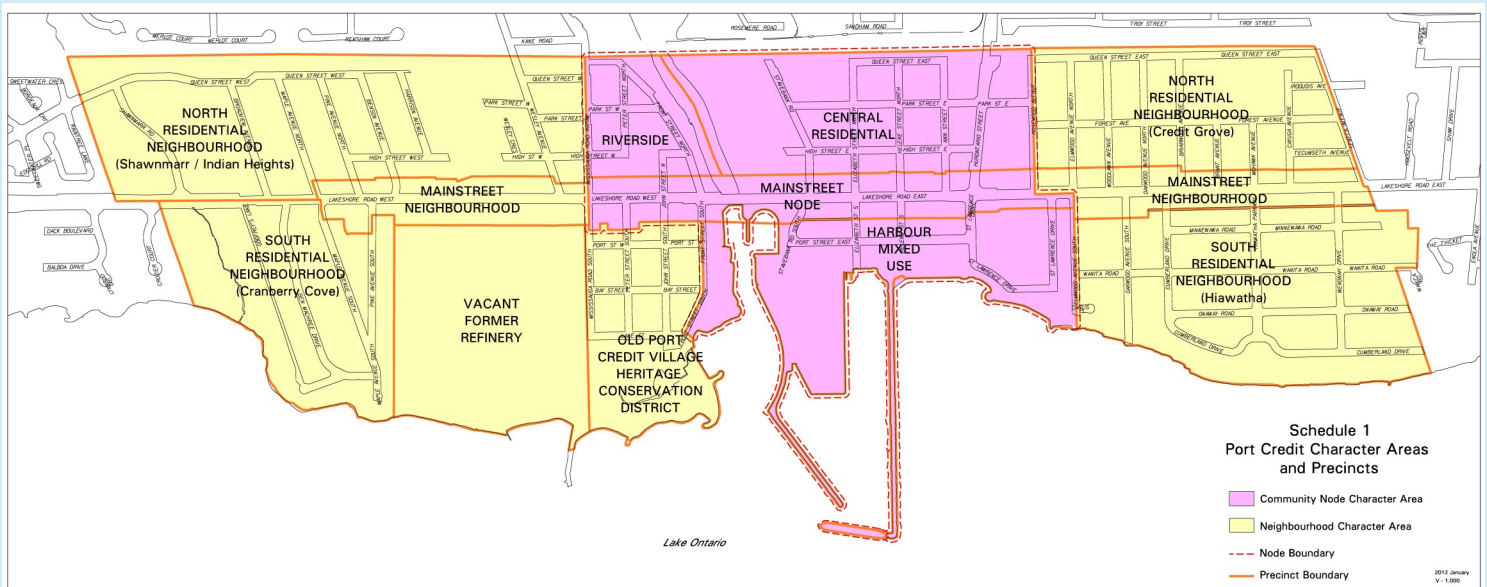


Figure C1 — Port Credit Neighbourhood Precinct Areas

3.0 Port Credit Neighbourhoods



Figure C2 — Port Credit Neighbourhood Areas



Figure C3 — Port Credit Neighbourhood Areas

3.0 Port Credit Neighbourhoods

3.1 Contextual Building Heights

Port Credit neighbourhood areas are characterized by predominately low rise buildings of 3 storeys or less. There are a limited number of older 4 to 6 storey apartment buildings located along Lakeshore Road or in the Heritage Precinct.

There is also an 8 storey apartment building representing the tallest structure in the Neighbourhood Precincts, located at Lakeshore Road West and Maple Avenue South.

While Neighbourhoods are to be stable, some change is anticipated. Where development occurs it will generally be through modest infilling or development within the mainstreet precinct, the existing commercial plaza or vacant former refinery site.



Figure C5 — Port Credit Neighbourhood Precinct Areas

3.0 Port Credit Neighbourhoods

3.2 Planned Building Heights

Building heights reflect the existing context and planned function for the Neighbourhood Character Area and are summarized in Figure C6. In some cases, building heights are reduced in the zoning by-law thereby requiring a proposal to go through a process to achieve the maximum height permitted.

Additional information is provided in the following sections on the individual precincts and subsequent discussions on specific built form issues.

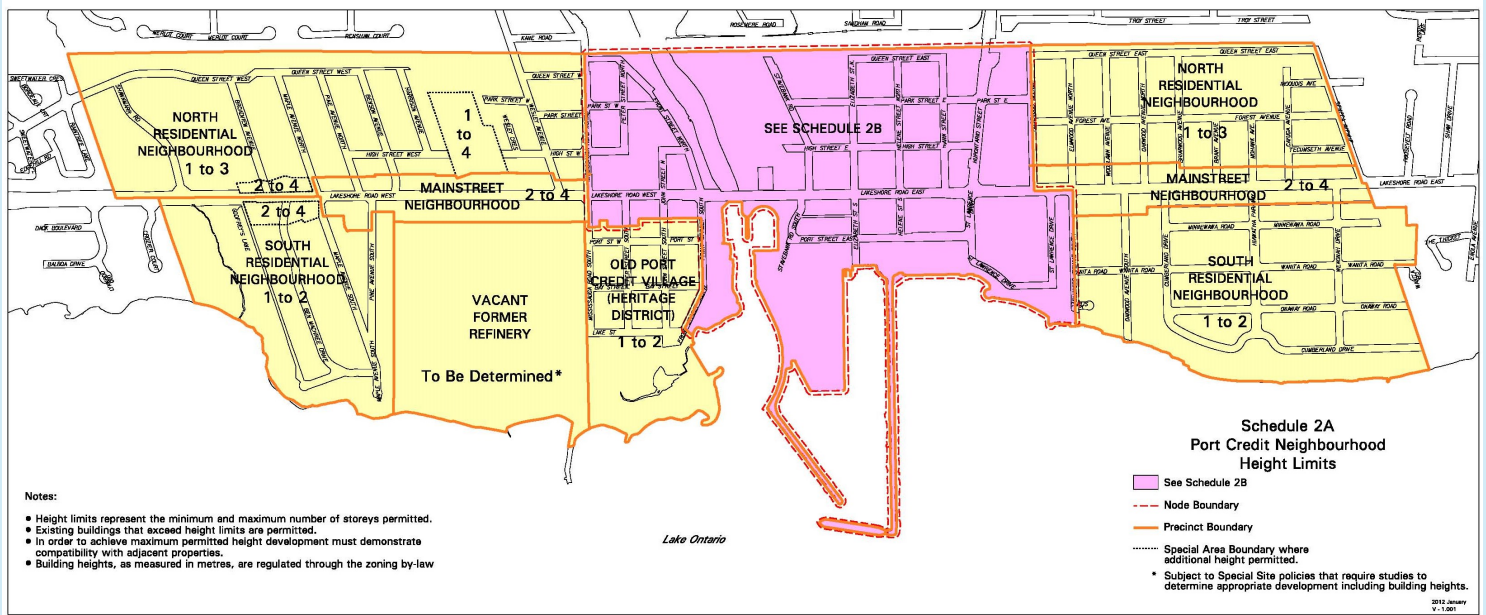


Figure C6 — Port Credit Neighbourhood Precinct Areas and their minimum and maximum height limits

3.0 Port Credit Neighbourhoods

3.3 Neighbourhood Precinct Areas

3.3.1 North Residential Precinct

This area consists of the Shawnmarr/Indian Heights and Credit Grove neighbourhoods. These stable residential areas will be maintained while allowing for infill which is compatible with and enhances the character of the area.

- a. The predominant characteristics of these areas will be preserved including: low rise building heights; the combination of small building masses on small lots; the well-landscaped streetscapes; and the regular street grid;
- b. New development is encouraged to reflect 1 to 2 storey building heights and should not exceed 3 storeys;
- c. Properties fronting onto Lakeshore Road West will complement the adjacent Mainstreet Precinct by continuing the 4 storey height limit; and
- d. Existing industrial uses along the railway tracks are encouraged to improve their transition to the adjacent residential areas. The maximum permitted height for industrial buildings (e.g. warehousing, self storage, etc.) will be the equivalent to a 2 storey residential building. New development will include appropriate buffers which

ensure lighting, noise levels, loading and garbage areas do not negatively impact adjacent residential areas. Development will provide a streetscape that is compatible with adjacent neighbourhood residential uses.

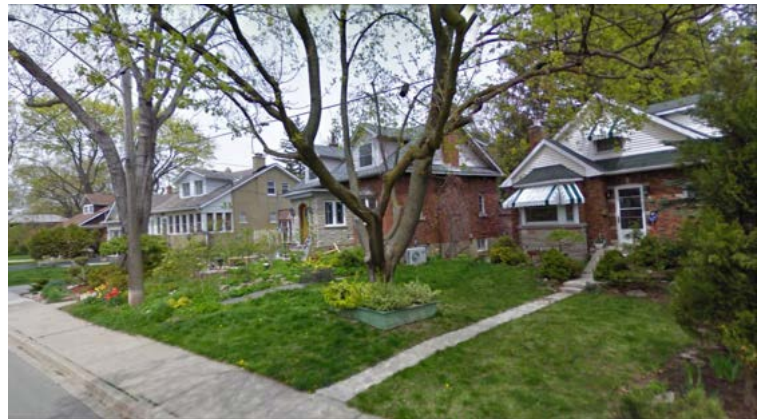


Figure C7 — Examples of dwellings within the Port Credit North Residential Neighbourhoods



Figure C8 — Examples of dwellings within the Port Credit North Neighbourhoods

3.0 Port Credit Neighbourhoods

3.3.2 South Residential Precinct

This area consists of the Cranberry Cove and Hiawatha neighbourhoods. These stable residential areas will be maintained while allowing for infill which is compatible with and enhances the character of the area.

- a. The predominant characteristics of these areas will be preserved including: the low rise building heights; combination of small building masses on small lots; physical and visual access to Lake Ontario from parks and the terminus of streets; the well landscaped streetscape and street grid pattern;
- c. New development will have a maximum height generally equivalent to 2 storeys; and
- d. Properties fronting onto Lakeshore Road West will complement the adjacent mainstreet precinct by continuing the 4 storey height limit.

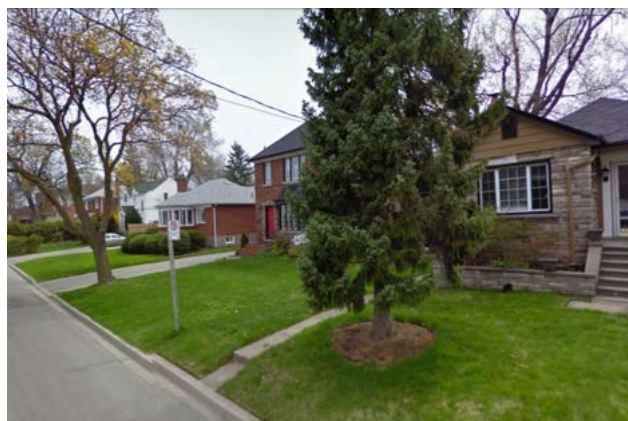


Figure C9 — Examples of dwellings within the Port Credit South Residential Neighbourhoods



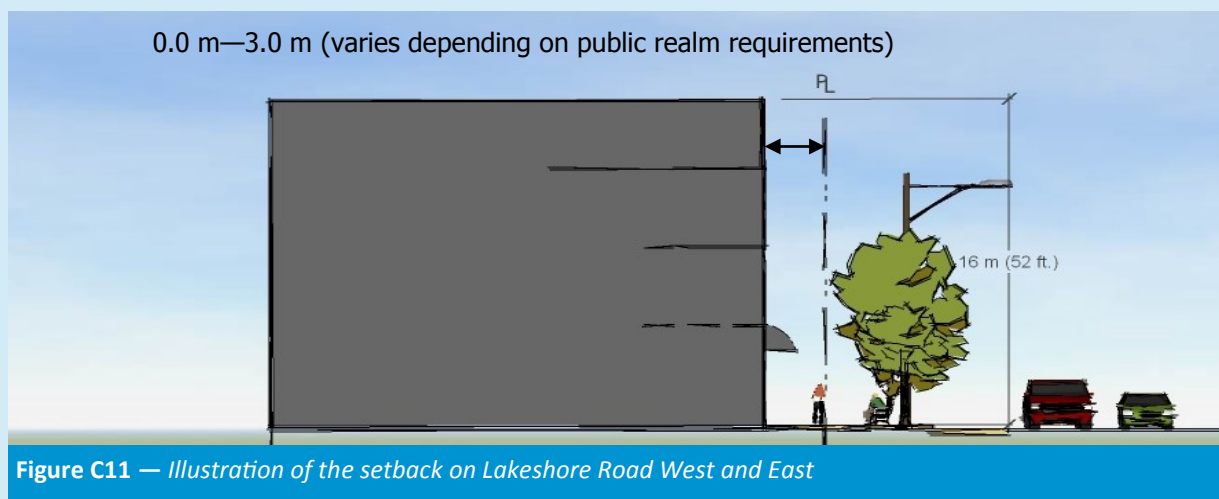
Figure C10 — Examples of dwellings within the Port Credit South Neighbourhoods

3.0 Port Credit Neighbourhoods

3.3.3 Neighbourhood Mainstreet Precinct

The lands fronting onto Lakeshore Road East and West outside of the Port Credit Community Node are known as the Neighbourhood Mainstreet Precincts. These lands will be developed as a mixed use area.

- a. Heights along the Lakeshore Road Corridor will be a minimum of 2 storeys and a maximum of 4 storeys;
- b. Along Lakeshore Road East and West, mixed-use developments with street-related retail commercial uses and a rhythm of closely spaced storefronts lining the street will be required to foster an active pedestrian realm and to minimize the apparent width of Lakeshore Road East and West;
- c. Developments along Lakeshore Road East and West will be close to the street and have a setback of 0.6 m to 3.0 m. The appropriate setback will be determined through a detailed analysis of the public realm and streetscape requirements. Additional setbacks may be required to ensure an appropriate pedestrian realm;
- d. Main entrances of buildings will be located along the Lakeshore Road East and West frontage;
- e. Parking will be provided on street or in small, distributed parking lots or at the rear of the building through laneways. It is critical that parking facilities be located and designed to be compatible with the mainstreet character of the area by including measures such as landscape space, planters or other elements which activate the street wall and enhance public amenity;
- f. Parking, loading and service areas will be located behind the buildings fronting Lakeshore Road East and West and will be screened from view from residential properties to the north and south;
- g. New access points along Lakeshore Road East and West will be strongly discouraged. Where alternatives are not feasible, access will be consolidated between properties and preferably located where a traffic signal opportunity is feasible;
- h. Where development is proposed adjacent to residential neighbourhoods, attention should be given to ensuring appropriate transition;
- i. The assembly of adjacent low density residential land to enlarge properties fronting the Mainstreet Precinct is discouraged. However, should assembly occur, the primary purpose of these lands should be for buffering the adjacent residential uses and for amenity space and/or parking if required through the development;



3.0 Port Credit Neighbourhoods

- j. Developments should maintain existing view corridors to the lake, such as along Oakwood Avenue South, and create new view corridors, such as, along the north/south public roads and
- k. Future development will recognize the character of adjacent land uses.



Figure C12 — Example of potential building heights on Lakeshore Road West and East

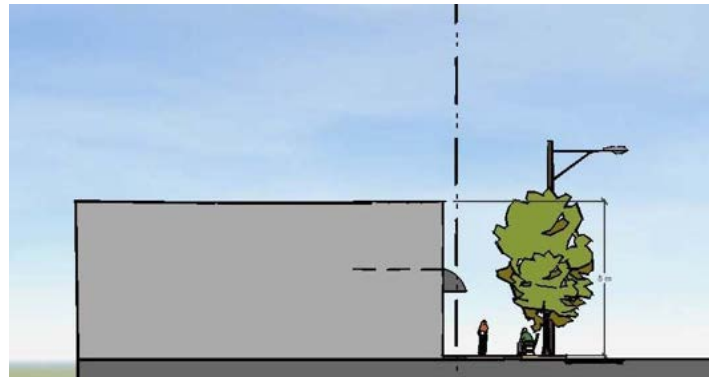


Figure C13 — Minimum building heights on Lakeshore Road West and East



Figure C14 — Maximum building heights on Lakeshore Road West and East

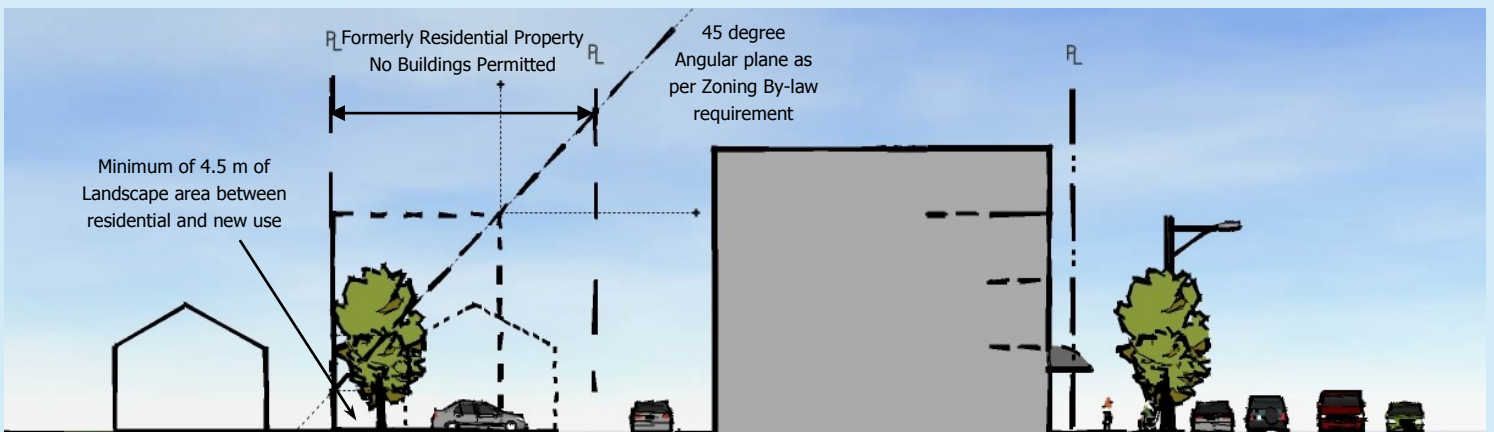


Figure C15 — Illustration of how the assembly of residential lands will be treated

3.0 Port Credit Neighbourhoods

3.3.4 Historic Village of Port Credit Precinct

This Precinct (also called the Historic Village of Port Credit) is a mixture of housing, retail commercial and community buildings of many types, representing different eras. While some of the housing stock is relatively new, the neighbourhood contains pockets of housing that dates back to the nineteenth century, creating a pleasing sense of "time depth". The Old Port Credit Village Heritage Conservation District Plan applies to lands within this precinct.

- a. Any additions, alterations, adaptive re-use or redevelopment will address how the development:
- Displays massing and scale sympathetic to surroundings;
 - Preserves the historic housing stock;
 - Supports the existing historic character;
 - Maintains the existing street grid pattern and building setbacks; and
 - Maintains and enhances significant groupings of trees and mature vegetation.



Figure C17 — Example of structures in the Historic Village of Port Credit



Figure C16 — Example of structures in the Historic Village of Port Credit



Figure C18 — Example of structures in the Historic Village of Port Credit

3.0 Port Credit Neighbourhoods

3.3.5 Vacant Former Refinery Precinct

This precinct has redevelopment potential, however, further study is required to determine the appropriate development. This precinct should ultimately be developed in a manner which is compatible with the surrounding lands and which does not detract from the planned function of the Community Node.

- Building heights will provide appropriate transition to adjacent South Residential and Old Port Credit Heritage Conservation District Precincts;
- Public roads will be provided in any future development that separates any new development from the Lake Ontario Waterfront Open Space and the continuous waterfront trail to maximize public access to and along the Lake Ontario Waterfront; and
- A landscape buffer will be provided between the precinct and the adjacent residential neighbourhood to the west.
- The Vacant Former Refinery, along with associated lands located in the Neighbourhood Mainstreet Precinct are subject to further study to determine appropriate heights, built form and land uses.



Figure C19 —
*Imperial Oil Lands,
waterfront path*



Figure C20 —
*Imperial Oil Lands,
waterfront path, old
pier*



Figure C21 —
*Imperial Oil Lands,
View Looking north
from the public
pathway*

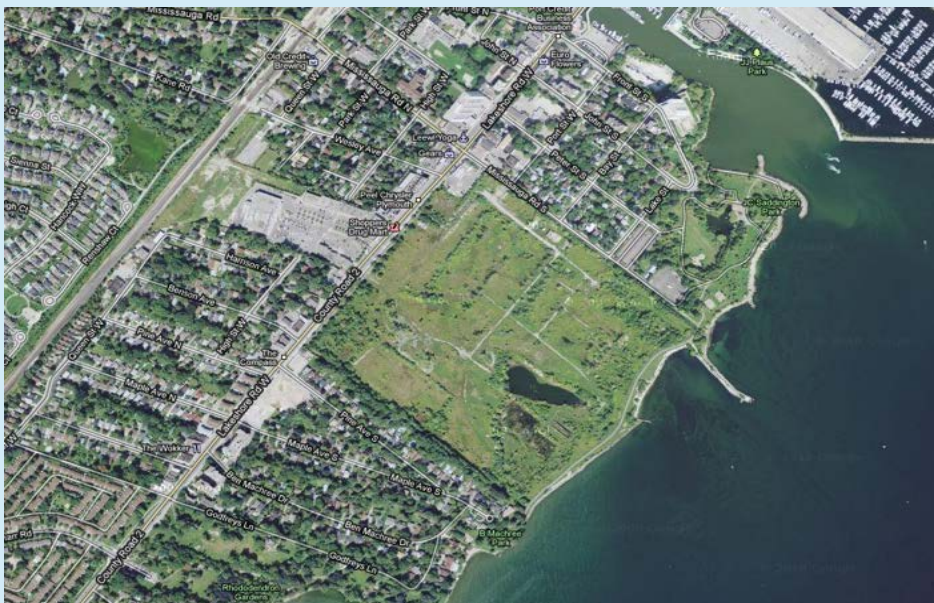


Figure C22 —
*Imperial Oil
Lands*

3.0 Port Credit Neighbourhoods

3.4 Views

Views to Lake Ontario are vital and should be enhanced where possible.

New development should ensure views to Lake Ontario within the Port Credit Neighbourhoods are maintained.



Figure C42 — Hiawatha Parkway and Onaway Road, view to Hiawatha Park

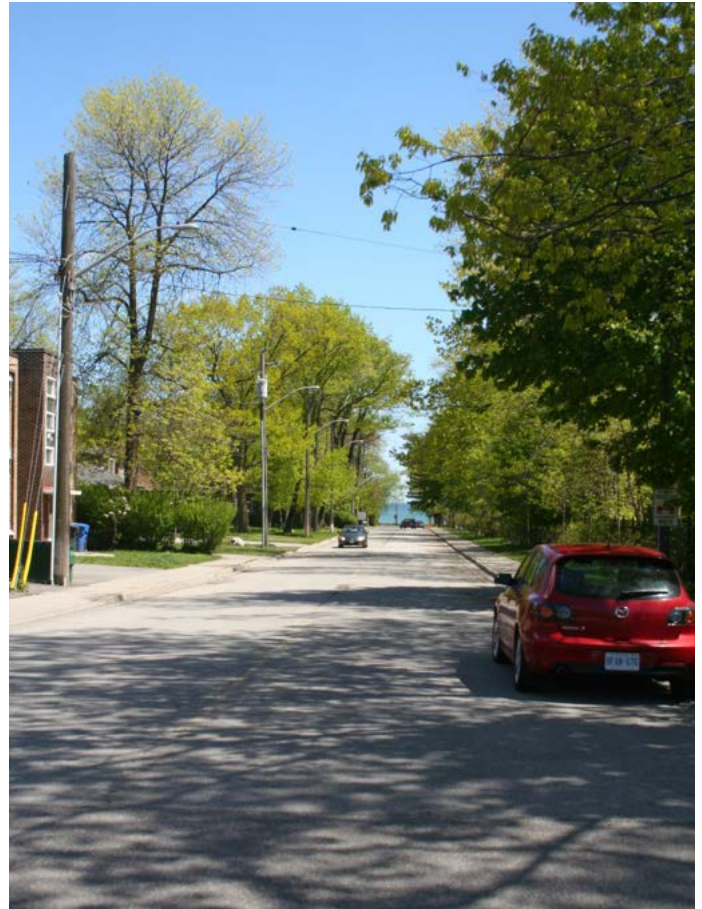


Figure C43 — Elmwood Avenue South

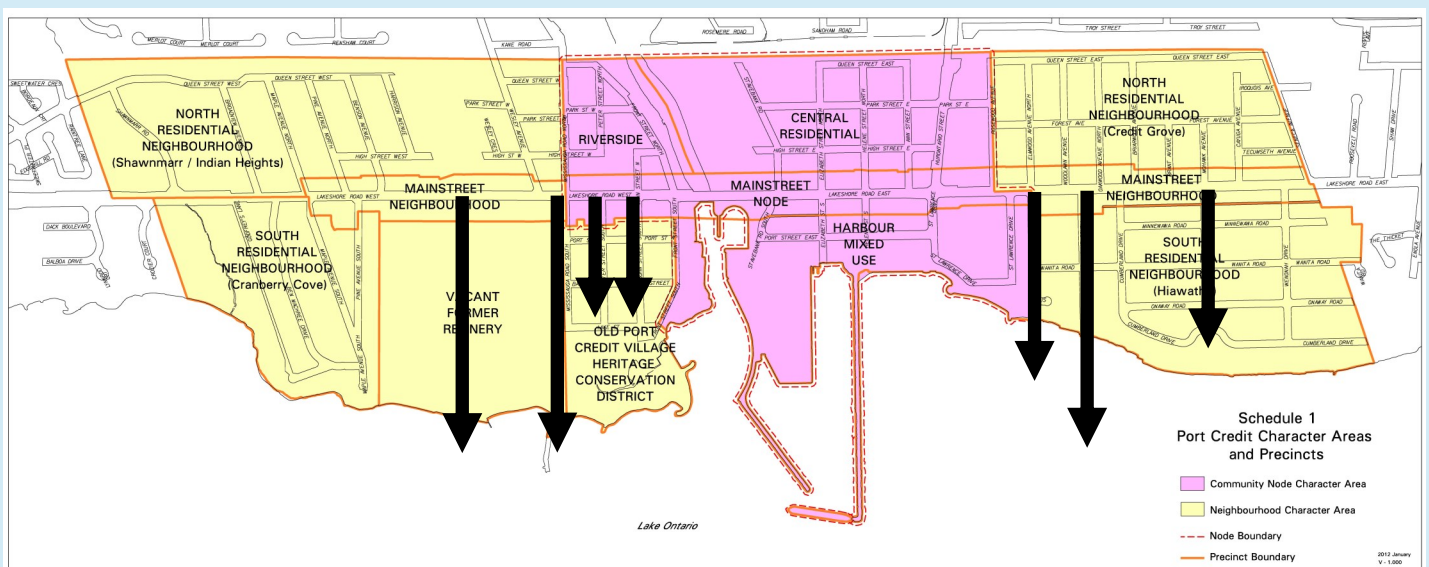


Figure C44 — Views to Lake Ontario

3.0 Port Credit Neighbourhoods

3.5 Cultural Heritage Resources

There are a number of heritage resources in the Port Credit Neighbourhoods. Designated properties are to be retained. The retention and enhancement of heritage listed properties is strongly encouraged.

New development proposed in proximity to these buildings should be developed in a manner that is sensitive and complimentary to the character of the structure.

New developments should provide the appropriate transition to properties listed on the heritage register and in the Historic Village of Port Credit Precinct.



Figure C45 — 44 Wesley Avenue



Figure C46 — 34 Peter Street



Figure C47 — 5 Oakwood Avenue North



Figure C48 — 305 Lakeshore Road West
Designated



Figure C49 — 11 Oakwood
Avenue North

3.0 Port Credit Neighbourhoods

3.6 Parking, Servicing and Loading

The design of parking, servicing and loading areas is a key component in the development of sites. These areas serve a functional need, but should be designed in a manner that screens less desirable aspects and provides high quality treatment of exposed areas while addressing safe and efficient movement of pedestrians, cyclists and vehicles.

Parking should be located underground, internal to the building or to the rear of the buildings.

Above grade parking structures should be designed in such a manner that vehicles are not visible to the public and have appropriate directional signage to the structure.

Service, loading and garbage storage areas should be integrated into the building or located at the rear of the building and screened from the public realm and adjacent residential uses.



Figure C50 — Briarwood Avenue north of Lakeshore Road East

3.0 Port Credit Neighbourhoods

3.7 Access Points

The consolidation and relocation of access points along Lakeshore Road East and West will be encouraged to promote pedestrian safety and a cycle friendly environment to provide the opportunity for a continuous streetscape.

Mutual access between abutting properties will be essential in achieving a pedestrian oriented environment. Existing access will be relocated whenever possible to side streets and the rear of the property. The addition of access points will not be permitted.



Figure C51 — Pedestrian Realm with n access points

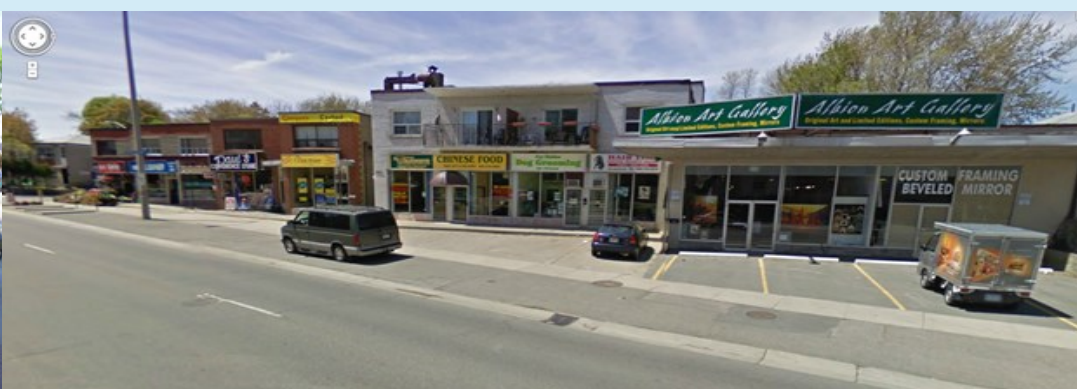


Figure C52 — Existing Access Points

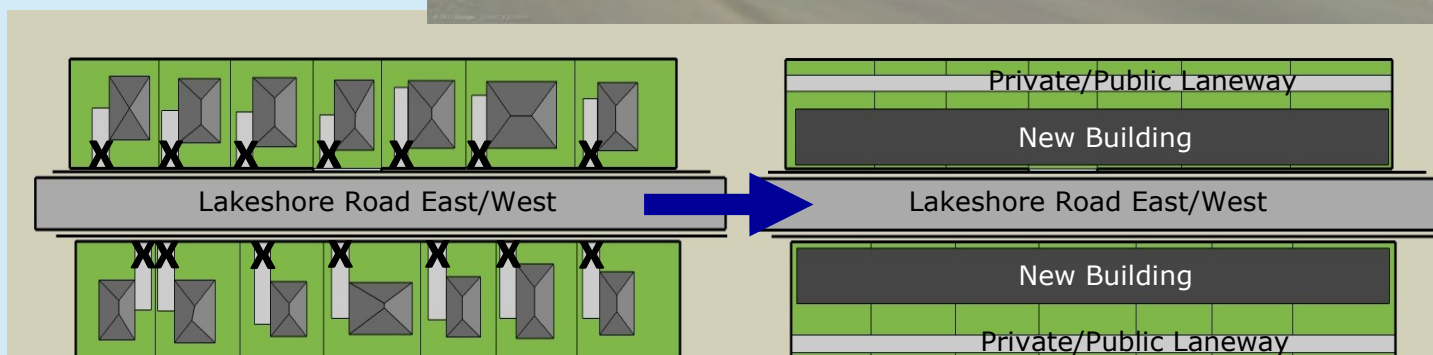


Figure C53 — Conceptual consolidation of access points along Lakeshore Road West and East

3.0 Port Credit Neighbourhoods

3.8 Pedestrian Realm/Streetscape

The Neighbourhood Precincts have an established streetscape particularly in the residential areas. These consist of mature tree lined streets and some sidewalks on the street edge. A significant number of the residential streets, however, do not have sidewalks. This will be maintained.

In the Neighbourhood Mainstreet Precinct, a Master Streetscape Plan will be required to determine the appropriate streetscape and to ensure any planned streetscape work takes into consideration established and planned utilities. Coordinated street furniture, including post and ring bike parking, should be established through this process.

In the interim, applicants for development applications along mainstreets will be required to submit a streetscape plan which clearly demonstrates how they can achieve the optimal boulevard width of 5.6 m and how the proposed development will fit in with the current streetscape pattern.



Figure C54 — Residential street in Port Credit



Figure C55 — Neighbourhood Mainstreet Precinct



Figure C56 — Existing pedestrian realm in the Neighbourhood Mainstreet

3.0 Port Credit Neighbourhoods

3.9 Microclimate

Shadow and wind comfort studies will be required as per the City of Mississauga Design Guidelines and Reference Notes.

3.9.1 Shadow Impact

Shadow studies will be requested in support of development applications to demonstrate that the height and/or location of a proposed building will not generate excessive shadows over adjacent lands.

Shadow studies will be required for buildings greater than 10.7 m in height which may cause new shadow impacts on adjacent residential properties, public parkland, open space and the public realm. Particular attention will be focused on the mainstreet corridors (Lakeshore Road East or West and Hurontario Street) where a pedestrian environment is strongly encouraged and fostered.

3.9.2 Wind Comfort

Wind studies may be requested for developments over 3 stories or 16 m in height to ensure appropriate comfort and safety levels are maintained in the pedestrian realm, streetscapes, public spaces, private public amenity areas and areas immediately adjacent to and surrounding the proposed development. The study may be required on development applications higher than 3 storeys.

Evaluation of the existing wind conditions in the immediate and surrounding area, prior to the proposed development will be required along with a comparison of the wind conditions .

The criteria to be used for the analysis should be signed and sealed by a certified engineer. The *Terms of Reference for Pedestrian Wind Comfort Studies* should be used.



Figure C57 — Shadow impact on the Neighbourhood Mainstreet Precinct



Figure C58 — Wind impact on the pedestrian environment

3.0 Port Credit Neighbourhoods

3.10 Materiality

As in the Community Node, new buildings should reference their surroundings through their architectural language and high quality materials. In addition, there may be other City initiatives and directions (e.g. Relevant Urban Design Guidelines, Port Credit Village Heritage Conservation District Plan, among some) which need to be consulted.

High quality building materials will be required in all new developments in Port Credit. The predominant exterior

building material is a reddish tone brick and stone. New buildings are required to maintain this theme along the neighbourhood mainstreet and in the residential neighbourhoods.

For the mainstreet, vision glass should be used for all store fronts. Spandrel glass will not be permitted along Lakeshore Road East and West.

Concrete block is not permitted to be exposed. Painted concrete block is not permitted.



Figure C60 — Example of brick and stone material



Figure C61 — Example of brick and stone material



3.0 Port Credit Neighbourhoods



Figure C62 — Example of brick and stone material



Figure C63 — Example of brick and stone material / Example of roof feature



Figure C64 — Example of brick and stone material / Example of Canopy

4.0 Port Credit

4.0 Environmental Sustainability

New developments must be sustainable in all aspects, taking into account social and economic impact, based on whole life costs and benefits. Advances in construction technology combined with a growing body of architectural knowledge mean that sustainable practices should be easily achievable.

On July 7, 2010, City Council adopted the Green Development Strategy that focuses on achieving sustainability and environmental responsibility in new development in Mississauga. The City strongly encourages applicants to incorporate green sustainable elements into proposed buildings, site works, construction methods and long-term maintenance programs. Further, the City also encourages that applicants pursue LEED-NC credits required to achieve Silver certification.

For More information, Visit Canada Green Building Council for the LEED – NC program, CVC/TRCA website for the Low Impact Development Stormwater Management Planning



Figure D1 — *Example of vertical parking grate screened by landscape*

and Design Guide, City of Mississauga for the Green Development Strategy and Stage One Development Standards and Mississauga Water Quality Control Strategy.



Figure D2 — *Example of enhanced dry grass swale*



Figure D3 — *Typical rain water barrel*



Figure D4 — *Extensive' Green Roof, Mountain Coop, Toronto*

4.0 Port Credit

5.0 Appendix A

5.1 Photo Credits

Page	Description	Credit
Cover	Small Upper: 10 Restaurant, Port Credit	Mississauga Image Library
	Small Lower: Detached dwellings in Port Credit	Mississauga Image Library
	Snug Harbour	Sharon Mittmann, City of Mississauga
Page 2	In order from top to bottom:	
	Port Credit Lighthouse	John Carvalho
	Ten Restaurant, Port Credit	Mississauga Image Library
	Second Cup, Port Credit	Sharon Mittmann, City of Mississauga
	Lakeshore Road West	Sharon Mittmann, City of Mississauga
	1 Port Street	Sharon Mittmann, City of Mississauga
	Clark Hall, Port Credit	Sharon Mittmann, City of Mississauga
	St. Lawrence Development	Sharon Mittmann, City of Mississauga
	Port Credit local Road	Sharon Mittmann, City of Mississauga
	Port Street East	Sharon Mittmann, City of Mississauga
Page 3	In order from top to bottom	
	Live Work Units on Lakeshore Road West	Mississauga Image Library
	Port Street	Sharon Mittmann, City of Mississauga
	Mainstreet Development on Lakeshore Rd. W.	Sharon Mittmann, City of Mississauga
	Central Residential Area	Sharon Mittmann, City of Mississauga
	High Street East	Sharon Mittmann, City of Mississauga
	Central Residential Area	Sharon Mittmann, City of Mississauga
	St. Lawrence Park	Sharon Mittmann, City of Mississauga
	1 Port Street	Sharon Mittmann, City of Mississauga
	Lakeshore Road East	Sharon Mittmann, City of Mississauga
Page 4	From top left	
	Lakeshore Road W/E bridge over Credit River	Sharon Mittmann, City of Mississauga
	Central Residential Area	Sharon Mittmann, City of Mississauga
	Detached dwelling in Port Credit	Sharon Mittmann, City of Mississauga
	Ten Restaurant Port Credit	Sharon Mittmann, City of Mississauga
	Port Credit Go Sign	Sharon Mittmann, City of Mississauga
	Triplex, Port Credit	Sharon Mittmann, City of Mississauga
Page 5	Port Credit Precinct Map	Geomatics, City of Mississauga
Page 6	Port Credit Precinct Map	Geomatics, City of Mississauga
Page 7	Central Residential Precinct Image off of Port Street	Sharon Mittmann, City of Mississauga
	Central Residential Precinct Image Heritage Building	Sharon Mittmann, City of Mississauga
	Riverside Precinct Image	Sharon Mittmann, City of Mississauga
	Central Residential Precinct Image	Mississauga Image Library
	Main Street Corridor Precinct (Commercial Area) Image	Sharon Mittmann, City of Mississauga
Page 8	Harbour Mixed Use Precinct Image	Sharon Mittmann, City of Mississauga
	Existing building heights in Port Credit	Geomatics, City of Mississauga
Page 9	Riverside Precinct	Sharon Mittmann, City of Mississauga
	Main Street Corridor Precinct (Commercial Area)	Sharon Mittmann, City of Mississauga
	Central Residential Precinct	Sharon Mittmann, City of Mississauga
	Harbour Mixed Use	Sharon Mittmann, City of Mississauga
Page 10	Maximum Building Heights in the Port Credit Node Precinct	Geomatics, City of Mississauga
Page 11	Differences in Building Heights. Buildings with the same number of floors are approximately 13% taller now.	Sharon Mittmann, City of Mississauga

5.0 Appendix A

	Building Transition from the Railway Tracks to Lakeshore Road East and West. Buildings should also transition from Lakeshore Road East and West to Lake Ontario with the exception of key landmark locations (e.g. Intersection of Hurontario Street and Lakeshore Road East)	Sharon Mittmann, City of Mississauga
Page 12	Mainstreet Precinct, Mississauga Road and Lakeshore Road West. New construction.	Sharon Mittmann, City of Mississauga
Page 13	Building heights in the Central Residential Precinct	Sharon Mittmann, City of Mississauga
	Port Credit Marina, Snug Harbour	Mississauga Image Library
	Mainstreet Precinct on Lakeshore Road West	Dan Magee, City of Mississauga
	Market Square Development, Lakeshore Road East	Mississauga Image Library
	Port Credit Node waterfront view	David Broderick, City of Mississauga
	Port Credit Light house	John Carvalho
Page 14	Image of the Riverside Precinct	Sharon Mittmann, City of Mississauga
	Image of the Riverside Precinct	Dan Magee, City of Mississauga
	Image of the Riverside Precinct	Dan Magee, City of Mississauga
	Image of the Riverside Precinct	Sharon Mittmann, City of Mississauga
Page 15	Image of the Central Residential Precinct	Dan Magee, City of Mississauga
	Image of the Central Residential Precinct	Dan Magee, City of Mississauga
	Image of the Central Residential Precinct	Dan Magee, City of Mississauga
	Image of the Central Residential Precinct	Sharon Mittmann, City of Mississauga
Page 16	Minimum building height of 2 storeys or 7.5 m will be permitted	Teresa Mader, City of Mississauga
	Maximum building height of 3 storeys and 12 m.	Teresa Mader, City of Mississauga
	Conceptual 3 storey mainstreet building	Teresa Mader, City of Mississauga
	Image of the existing mainstreet building	Sharon Mittmann, City of Mississauga
Page 17	Existing development south of Port Street East.	Sharon Mittmann, City of Mississauga
	Existing townhouse development south of Lakeshore Road East	Mississauga Image Library
	Existing development south of Port Street East stepping down from 6 to 3 storeys to the Lake.	Mississauga Image Library
	Existing development on Port Street East and Stavebank Road South	Sharon Mittmann, City of Mississauga
Page 18	Floor plate sizes for varying heights	Sharon Mittmann, City of Mississauga
	Go Transit Lands parking lot looking south. Floor plate of the Northshore building is 964 m ² (as defined under GFA)	Sharon Mittmann, City of Mississauga
Page 19	Existing building in the Central Residential Precinct. Floor plate of 683 m ²	Sharon Mittmann, City of Mississauga
	Combination of building floor plates and heights may be permitted subject to other development criteria being met.	Sharon Mittmann, City of Mississauga
Page 20	Existing building separations	Geomatics, City of Mississauga
Page 21	Block to block separation distance	Sharon Mittmann, City of Mississauga
	Within a block separation distance	Sharon Mittmann, City of Mississauga
	Large separation distances	Sharon Mittmann, City of Mississauga
	Building separation distances on High Street East	Sharon Mittmann, City of Mississauga
	Building separation distances on Hurontario Street	Sharon Mittmann, City of Mississauga
	Building separation distances on High Street East	Sharon Mittmann, City of Mississauga

5.0 Appendix A

Page	Description	Credit
Page 22	View from Lakeshore Road West looking east	Sharon Mittmann, City of Mississauga
	View from Lakeshore Road East looking west	Sharon Mittmann, City of Mississauga
	View from Lake Ontario looking north at Port Credit	David Broderick, City of Mississauga
Page 23	Maintaining sky views are essential in Port Credit	Sharon Mittmann, City of Mississauga
	Smaller sites should only construct smaller buildings.	Sharon Mittmann, City of Mississauga
Page 24	Shadow on the public realm	http://farm1.static.flickr.com/154/335646504_6e7adcb0cf_o.jpg
Page 25	Potential wind conditions on a tall building without a podium	Sharon Mittmann, City of Mississauga
	Potential wind conditions on a tall building with a podium	Sharon Mittmann, City of Mississauga
Page 26	At grade uses in the Port Credit Node	Geomatics, City of Mississauga
Page 27	Image examples of Mainstreet conditions	Google Images
	Illustration of Mainstreet retails	Steven Bell, City of Mississauga
Page 28	Building setback Requirements	Sharon Mittmann, City of Mississauga
Page 29	Mainstreet setback of 0.6 m to 3.0 m. Setback varies depending on the size of the public realm	Sharon Mittmann, City of Mississauga
	Residential setbacks should be well landscaped. Setbacks should be a minimum of 7.0 m	Sharon Mittmann, City of Mississauga
	Sidewalk curb to face of the building for new developments will be 5.6 m	Sharon Mittmann, City of Mississauga
	Residential setbacks should be well landscaped. Setbacks should be a minimum of 7.0 m	Sharon Mittmann, City of Mississauga
	Transitional areas such as Helene Street South	Sharon Mittmann, City of Mississauga
Page 30	Mainstreet building frontages	Sharon Mittmann, City of Mississauga
	90% of the building frontage is 0.6 m to 3.0 m	Sharon Mittmann, City of Mississauga
	Illustration of a minimum of 90% of the building shall front onto Lakeshore Road East and West and be within 0.6 m to 3.0 m	Sharon Mittmann, City of Mississauga
Page 31	70% of the frontages along Port Street East shall be 0.6 m to 3.0 m if no residential uses are proposed.	Google Maps
	70% of the building frontage should be 4.5 m to 7.5 m if residential units are proposed.	Google Maps
	Illustration of a minimum of 70% of the building shall front onto Port Street East and be within 0.6 m to 3.0 m	Sharon Mittmann, City of Mississauga
Page 32	30% landscape area for a small lot on a 40 m x 45 m lot size produces the minimum landscape buffer requirement of 4.5 m on the rear and side lot line. It does not maintain the required front and exterior side yard setback from the front property line.	Sharon Mittmann, City of Mississauga
	Image of the Riverside Precinct	Dan Magee, City of Mississauga
	Image of the Central Residential Precinct	Sharon Mittmann, City of Mississauga
Page 33	Image of the Mainstreet Corridor Precinct	Sharon Mittmann, City of Mississauga
	Image of the Harbour Mixed Use Precinct	Sharon Mittmann, City of Mississauga
	Image of the Central Residential Precinct	Sharon Mittmann, City of Mississauga
	Image of the Harbour Mixed Use Precinct	Sharon Mittmann, City of Mississauga
Page 34	Image of the pedestrian realm/streetscape	Sharon Mittmann, City of Mississauga
Page 35	Conceptual mainstreet streetscape	Teresa Mader, City of Mississauga
	Conceptual mainstreet streetscape	Teresa Mader, City of Mississauga

5.0 Appendix A

	Lakeshore Road West older streetscape treatment	Sharon Mittmann, City of Mississauga
	Lakeshore Road East recent development and streetscape treatment	Sharon Mittmann, City of Mississauga
Page 36	Hurontario Street South East side	Sharon Mittmann, City of Mississauga
	Riverside Precinct	Sharon Mittmann, City of Mississauga
	Riverside Precinct	Sharon Mittmann, City of Mississauga
	High Street looking west	Sharon Mittmann, City of Mississauga
Page 37	Port Street East	Sharon Mittmann, City of Mississauga
	Ann Street	Sharon Mittmann, City of Mississauga
	Port Street East	Sharon Mittmann, City of Mississauga
	Hurontario Street	Sharon Mittmann, City of Mississauga
Page 38	Laneway south of Lakeshore Road East	Google Maps
	Laneway south of Lakeshore Road East	Google Maps
	Laneway north of Lakeshore Road East	Google Maps
Page 39	Green Roofs on buildings	Google Images
	Example of roof top mechanical that has been integrated and designed into the building	Google Images
	Green Roof Example	http://www.building.co.uk/Pictures/web/u/r/r/Solaire_roof_top.jpg
Page 40	Brown /red brick material	Google Images
	Vision glass/brick combination	Google Images
Page 41	Balconies should be designed so that they are part of the building rather than added onto the building as an afterthought. Glass balconies should have 50% tinting to ensure items on the balcony are not fully exposed.	http://www.beltcolombia.info/images/Vert_balconies4.jpg http://farm1.static.flickr.com/235/451194631_238d4ae797_o.jpg
	Concrete Block	Google Images
	Painted concrete block	Google Images
	Architectural Concrete Block	Google Images
	Stucco (synthetic or natural)	Google Images
	EIFS Panels should not be used for more than 20% of the building material and should not be placed within the first 4 storey's	Google Images
	Glass balconies should be 50% tinted	Google Images
Page 42	Scenic routes and views	Dan Magee, City of Mississauga
Page 43	Mississauga Road Scenic Route	Geomatics, City of Mississauga
	Hurontario Street looking north, "Marilyn Building" in the background.	Sharon Mittmann, City of Mississauga
	View from Lake Ontario	David Broderick, City of Mississauga
Page 44	Place-making opportunities	Geomatics, City of Mississauga
Page 45	GO Station parking area	Sharon Mittmann, City of Mississauga
	GO Station parking area	Sharon Mittmann, City of Mississauga
	Port Credit Harbour Marina	Sharon Mittmann, City of Mississauga
	St Lawrence Square	Sharon Mittmann, City of Mississauga
	St Lawrence Park lookout	City of Mississauga Image Library
	2-St Lawrence Park	Sharon Mittmann, City of Mississauga
	J.J. Plaus Park	Google Maps
	Port Credit Memorial Park	Sharon Mittmann, City of Mississauga
	Credit River	City of Mississauga Image Library

5.0 Appendix A

Page	Description	Credit
Page 46	Continuous Waterfront Access, Existing and proposed	Sharon Mittmann, City of Mississauga
Page 47	Port Credit Harbour Marina	Sharon Mittmann, City of Mississauga
	St Lawrence Park	City of Mississauga Image Library
	Credit River	Sharon Mittmann, City of Mississauga
	J.J. Plaus Park	Sharon Mittmann, City of Mississauga
	Credit River	Sharon Mittmann, City of Mississauga
	Port Credit Harbour Marina	Sharon Mittmann, City of Mississauga
	Port Credit Harbour Marina	Sharon Mittmann, City of Mississauga
	Boat launch, Marina Park	Sharon Mittmann, City of Mississauga
	St Lawrence Park	Sharon Mittmann, City of Mississauga
	St Lawrence Park	Sharon Mittmann, City of Mississauga
Page 48	Cultural Heritage Resources	Geomatics, City of Mississauga
Page 49	90 High Street East, Designated	City of Mississauga Image Library
	84 High Street East, CG Hamilton House, Designated	City of Mississauga Image Library
	12 Peter Street South, Designated	Dan Magee, City of Mississauga
	141 Lakeshore Road West, Designated	Dan Magee, City of Mississauga
Page 50	Port Credit Neighbourhood Precinct Areas and their minimum and maximum height limits	Geomatics, City of Mississauga
Page 51	Port Credit Neighbourhood Areas	Dan Magee, City of Mississauga
	Port Credit Neighbourhood Areas	Dan Magee, City of Mississauga
Page 52	Port Credit Neighbourhood Precinct Areas and their minimum and maximum height limit	Google Maps, Mississauga Image Library
Page 53	Port Credit Neighbourhood Precinct Areas and their minimum and maximum height limits	Geomatics, City of Mississauga
Page 54	Examples of dwellings within the Port Credit North Residential Neighbourhoods	Google Maps
	Examples of dwellings within the Port Credit North Neighbourhoods	Google Maps
	Examples of dwellings within the Port Credit North Neighbourhoods	Google Maps
Page 55	Examples of dwellings within the Port Credit South Residential Neighbourhoods	Google Maps
	Examples of dwellings within the Port Credit South Neighbourhoods	Google Maps
	Examples of dwellings within the Port Credit South Neighbourhoods	Google Maps
Page 56	Illustration of the setback on Lakeshore Road West and East	Teresa Mader, City of Mississauga
Page 57	Example of potential building heights on Lakeshore Road West and East	Google Maps
	Minimum building heights on Lakeshore Road West and East	Teresa Mader, City of Mississauga
	Maximum building heights on Lakeshore Road West and East	Teresa Mader, City of Mississauga
	Illustration of how the assembly of residential lands will be treated.	Teresa Mader, City of Mississauga
Page 58	Examples of structures in the Historic Village of Port Credit	Google Maps
	Examples of structures in the Historic Village of Port Credit	Google Maps

5.0 Appendix A

	Examples of structures in the Historic Village of Port Credit	Google Maps
Page 59	Imperial Oil Lands, waterfront path	Sharon Mittmann, City of Mississauga
	Imperial Oil Lands, waterfront path, old pier	Sharon Mittmann, City of Mississauga
	Imperial Oil Lands, View looking north from the public pathway	Sharon Mittmann, City of Mississauga
	Imperial Oil Lands	Google Maps
Page 60	Detached dwelling	Google Maps
	Detached dwelling	Google Maps
Page 61	Detached, semi detached, duplexes and triplexes	Google Maps
Page 62	Example of street townhouses in Mississauga	Google Maps
	Example of street townhouses in Mississauga	Google Maps
Page 63	Example of street townhouse developments in Mississauga	Google Maps
	Street townhouse example. Corner lot upgrade to appear as a detached dwelling and fit in with the lotting pattern of the area	Google Maps
	Street townhouses adjacent to detached dwellings	Google Maps
	Side elevation of detached dwelling adjacent to street townhouses.	Google Maps
Page 64	Examples of condominium townhouse developments in Mississauga	Google Maps
	Examples of condominium townhouse developments in Mississauga	Google Maps
Page 65	Single detached units fronting onto a public road to ensure the lotting pattern and form are maintained on the residential street.	Google Maps
Page 66	Examples of Horizontal Multiple Dwelling in Lakeview, from Lakeshore Road East	Dan Magee, City of Mississauga
	Examples of Horizontal Multiple Dwelling in Lakeview. Rear lane condition with private amenity space above.	Dan Magee, City of Mississauga
Page 67	Examples of Horizontal Multiple Dwelling in Lakeview. Four entrances designed to appear as two.	Sally Lepage, City of Mississauga
	Examples of Horizontal Multiple Dwelling in Lakeview from Deta Road. Example of Tree Preservation.	Sally Lepage, City of Mississauga
Page 68	Example of mainstreet storefront, downtown Lousia, Virginia	Google Images
	Example of mainstreet storefront Carolne Street, Atlanta	Google Images
Page 69	Example of an industrial building screened from the residential adjacent use.	
Page 70	Hiawatha Parkway and Onaway Road. View to Hiawatha Park	Google Maps
	Elmwood Avenue South	Google Maps
	Views to Lake Ontario	Views to Lake Ontario
Page 71	44 Wesley Avenue	Google Maps
	34 Peter Street	Google Maps
	5 Oakwood Avenue North	Google Maps
	305 Lakeshore Road West Designated	Google Maps
	11 Oakwood Avenue North	Google Maps
Page 72	Briarwood Avenue north of Lakeshore Road East	Google Maps
Page 73	Pedestrian Realm with no access points	Sharon Mittmann, City of Mississauga
	Existing Access Points	Google Maps
	Conceptual consolidation of access points along Lakeshore Road West and East	Sharon Mittmann, City of Mississauga

5.0 Appendix A

Page	Description	Credit
Page 74	Residential Street in Port Credit	Sharon Mittmann, City of Mississauga
	Neighbourhood Mainstreet Precinct	Sharon Mittmann, City of Mississauga
	Existing pedestrian realm in the Neighbourhood Mainstreet	Sharon Mittmann, City of Mississauga
Page 75	Shadow impact on the Neighbourhood Mainstreet Precinct	Sharon Mittmann, City of Mississauga
	Wind impact on the pedestrian environment	http://msnbcmedia.msn.com/i/MSNBC/Components/Slideshows/_production/ss-090809-typhoon/ss-090810-typhoon-08.jpg
Page 76	Example of brick and stone material	Google Images
	Example of brick and stone material	City of Mississauga Image Library
Page 77	Example of brick and stone material	City of Mississauga Image Library
	Example of brick. Example of roof feature.	City of Mississauga Image Library
	Example of brick and siding material. Canopy Example to the right.	Google Images
Page 78	Example of vertical parking grate screened by landscape	Google maps
	Example of enhanced dry grass swale	Green Development Strategy
	Typical rain water barrel	Green Development Strategy
	Extensive Green Roof Above — Mountain Coop Toronto	Green Development Strategy

Notes

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APPENDIX II

LAKESHORE ROAD TRANSPORTATION REVIEW STUDY –

EXECUTIVE SUMMARY

City of Mississauga

LAKESHORE ROAD



Transportation Review Study

FINAL REPORT

EXECUTIVE SUMMARY

Study Purpose

The overall goal of this study was to provide a comprehensive and technical transportation review to identify how the Lakeshore Road corridor can accommodate alternative modes of transportation and provide input and background into the preparation of Official Plan policies for Lakeview and Port Credit and address stakeholder comments provided in the “*Directions Report*”.

As the City looks to the future, long term plans for corridors such as Lakeshore Road will include providing the necessary facilities for all modes of transportation. As such, pedestrian facilities, cycling facilities and higher order transit facilities all need to be accommodated for a revitalized and more active Lakeshore Road.

The project conceptually reviewed the feasibility of future higher order transit within the existing Lakeshore Road right-of-way from Hurontario Street to the Long Branch TTC / Mississauga Transit terminal (the study area stops at east municipal boundary, just west of the Long Branch terminal at Etobicoke Creek).

History

Lakeshore Road was formally part of the Provincial King’s Highway network as Highway 2 continuous through the GTA. It has also supported the ongoing development of Port Credit, Lakeview and Clarkson urban villages as well as industrial and residential areas along the corridor. Construction of the QEW subsequently relieved most of the through traffic from Lakeshore Road.

Current Role

The roadway has an important role to play in supporting the variety of tourist, commercial, industrial and residential land uses along the corridor. There are no alternative parallel continuous east-west routes except for the access controlled QEW some 2 kms to the north.

Currently Lakeshore Road provides for autos, bus transit and pedestrians, but not explicitly for bicycles. An evaluation of alternative modes and how these modes can be accommodated within the changing Lakeshore Road ROW has been undertaken. The following conclusion and results were developed in the course of this evaluation and functional design exercise.

Currently, around 75% of the traffic crossing the Credit River in the AM peak originates from the southwest part of Mississauga. Approximately 50% of the trips crossing the Credit River on Lakeshore Road are destined to a work / school locations in eastern Mississauga. On occasions when the QEW is blocked, traffic overflows onto Lakeshore Road which exacerbates the already congested traffic entering Port Credit. Traffic flow improves east of Hurontario Street through Port Credit and Lakeview.

Traffic Trends

All day traffic volumes have not risen in the last 10 years. Forecasts show that for the most part, peak direction volumes will not increase in the next 20 years, except for a small increase west of Port Credit as a result of increased GO Train ridership out of the Port Credit GO Station. Traffic volumes in the off-peak direction are forecast to increase resulting in more balanced flows along Lakeshore Road.

Future Transit

On November 28, 2008, Metrolinx released their Draft Regional Transportation Plan entitled *“The Big Move: Transforming Transportation in the Greater Toronto and Hamilton area”*. This document sets out the actions to build new transportation infrastructure and improve transit service in the Greater Toronto and Hamilton area. One such initiative is the Waterfront West Rapid Transit project which will be a new east-west rapid transit connection from Union Station to the Port Credit GO Station. Although not currently financed to be programmed, this initiative is included in their 15-Year Plan. The technology to be utilized and its ultimate alignment were not determined however, it was assumed to be accommodated within the road right-of-way for Lakeshore Road.

LRT

Higher order transit cannot be achieved west of Hurontario Street without compromising other modes and / or streetscaping. The long term plan includes LRT in mixed traffic (similar to Queen / King Streetcar service in Toronto) in the restricted parts of the corridor between Hurontario Street and Greaves Avenue. East of Greaves Avenue, LRT on its own right of way is indicated in the long term functional plans

Right-of-way Challenges

Between Broadview Avenue and Seneca Avenue, a right of way (ROW) width of only 26.2 m is available, with no likelihood of increasing that width. An additional constraint exists between Cawthra Road and Greaves Avenue; however there will be opportunities to achieve the ultimate 30 m ROW in the future. Therefore, in the near term even with a potential narrowing of vehicular lane widths, it is not feasible to implement on-street bicycle lanes in this stretch while maintaining 4 lanes of traffic, on-street parking and the current boulevard / sidewalk widths (which are considered the minimum desirable already). Between Seneca Avenue and Cawthra Road and again between Greaves Avenue and the east municipal boundary, greater ROW widths are available (or could be available) and therefore do not provide the same challenge that the Port Credit and Cawthra Road to Greaves Avenue sections pose.

A series of cross-section alternatives were developed and assessed for use in the short term (based on bus transit in mixed traffic) and long term (with LRT east of Hurontario Street). Many of the more desirable options were not feasible due to inadequate ROW availability. One of the main ROW challenges was to accommodate cyclists more safely than the current situation without adversely impacting space requirements for vehicles, pedestrians and streetscaping.

Lane Widths

In order to better accommodate bicycles and in some scenarios transit, lane widths on Lakeshore Road were reduced in the short and long term functional designs. Typically 3.35 m lanes were used (3.0 m for left turn lanes) except for the locations where sharrows are proposed in wider 4.0 m curb lanes.

Centre Two-Way-Left-Turn-Lane (CTWLTL)

The existing CTWLTL in place between Seneca Avenue and the east municipal boundary provides a measurable and significant safety advantage compared with a scenario of having no left turn storage. In the future, should it be possible to reduce the frequency of access points along this stretch, it may be possible to implement a raised median with channelized left turns at the remaining access points to provide a further safety advantage over the CTWLTL. This would also have the advantage of providing better definition (delineation) for pedestrians.

In the long term plan, the CTWLTL would have to be removed in the section east of Greaves Avenue as it would be replaced by an LRT in an exclusive ROW along the centre of the road. In the long term plan west of Greaves Avenue, left turn pockets could potentially be made between the tracks, or more likely the left turns would take place on the tracks (delaying transit). More analysis would be needed to determine the appropriate solution at specific locations.

Bicycle Plan

The Mississauga Cycling Master Plan was recently completed which has highlighted Lakeshore Road as a future on-street bicycle facility. Input from this study will help determine how cycling will be accommodated.

This study has determined that a wide curb lane with sharrows is the near term preferred application through the areas with a narrow right of way – from Broadview Avenue to Greaves Avenue.

The exception being a small section between Seneca Avenue and Cawthra Road that is able to accommodate on-street bicycle lanes; however, this will require a 2 metre widening of the road pavement which appears to be feasible given the 31 metre ROW available. Again east of Greaves Avenue to the municipal boundary, on-street bicycle lanes are recommended which would require a road widening on both sides.

The long term functional plan shows on-street bicycle lanes throughout the corridor, this is made possible by an assumption that on-street parking (on one side of the road) through Port Credit may ultimately be removed and may be replaced with off-street parking lots / garages.

Although not explicitly assessed in this study, bicycle lanes are also suggested for the section of Lakeshore Road between Clarkson and Port Credit (Johnson's Lane to Shawnmarr Road) as a result of higher vehicular speeds and the availability of a wider ROW.

Credit River Bridge

The Credit River Bridge will need widening to accommodate a relocation of bicycles from the street to the current sidewalks. A number of structural alternatives to achieve this will need to be investigated further in a Class Environmental Assessment (EA) study.

On-Street Parking

Current on-street paid parking in Port Credit provides an important support function to the commercial core and tourist area of Port Credit. Over the longer term, there may come a time when changes in modal usage may reduce the need for on-street parking. There is also a parking management plan underway for the Port Credit area that includes among other things an examination of the feasibility of replacing a portion of the on-street parking supply with off-street / side street parking.

In the meantime, as long as 4 traffic lanes are required and on-street parking is present, it is extremely difficult to provide either on-street bicycle lanes or higher order transit through Port Credit.

A strategic parking plan for the Lakeshore Road corridor through Lakeview is currently underway which will set the parking framework for this area.

Although the near term recommended plan for the corridor includes retention of the existing parking spaces, in order to provide more opportunity for other modes, at least one side of the on-street parking may need to be replaced by adequate and convenient off-street parking. This provides a longer term challenge and is reflected in the long term plan which includes bicycle lanes with parking on the south side only. This results in the removal of 88 on-street parking spaces on the north side.

Recommended Plans

Two design plans were developed for the corridor. One is considered to be a long term plan which includes the LRT and also removal of on-street parking from one-side of the road, while a near term option was developed which did not consider LRT but maintained the on-street parking.

Near Term Plan

The basic cross-section alternative selected for the near term option through Port Credit and another narrow ROW section east of Cawthra Road is shown below in **Exhibit E1**.

The cross-section includes the addition of sharrows in a 4 m curb lane and involves a slight modification of the existing cross-section (mainly a reduction in vehicular lane and parking widths) to accommodate a wide curb lane for sharrows to better accommodate cyclists. For areas with a wider ROW, between Greaves Avenue and Cawthra Road and again east of Greaves Avenue to the municipal boundary, on-street bicycle lanes are included instead of sharrows. Minor curb adjustments are required to implement the cycling facilities.

CONCEPT FOR: BUSES IN MIXED TRAFFIC + SHARROW LANE + ON-STREET PARKING

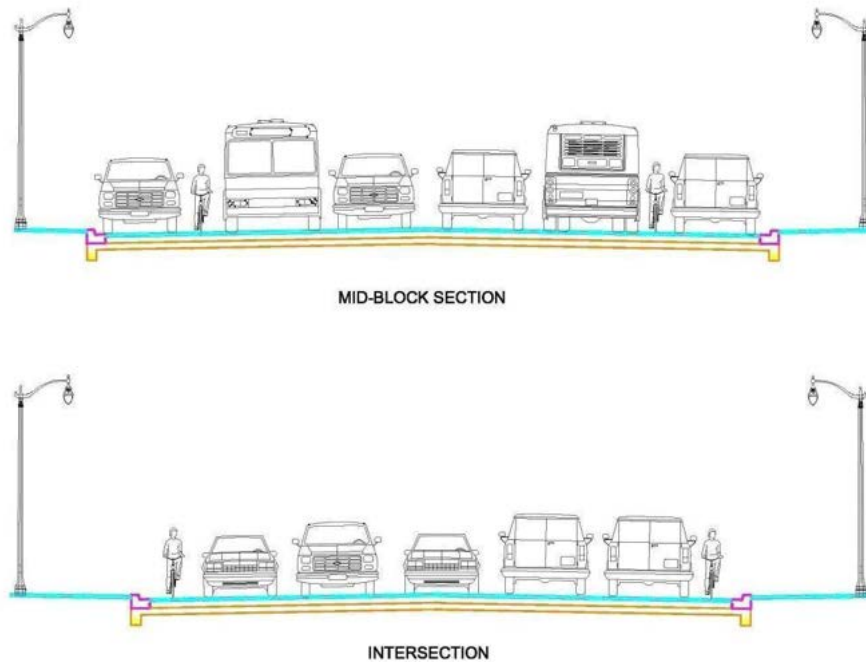


EXHIBIT E1: NEAR TERM CONCEPT THROUGH RESTRICTED ROW

Note: Subject to further review including Community consultation and preliminary design.

The functional design for this near term option is shown in the upper half of Plates 1 through 20 at the back of this report.

Long Term Option

Between Hurontario Street and Greaves Avenue, due to the constricted ROW sections, the basic cross-section alternative selected for the long term option is LRT in mixed traffic (e.g. similar to Queen St / King St. in Toronto). East of Greaves Avenue to the east municipal boundary, LRT on its own ROW is feasible. A short section between Seneca Avenue and Cawthra Road could also have accommodated LRT, but the section is too short to accommodate a transition to and from LRT / mixed traffic. Bicycle lanes are shown throughout the corridor. This is made possible through the 26.2 m ROW sections by removing parking on the north side (choice of the north side was arbitrary). The recommended typical cross-section for the long term between Hurontario Street and Greaves Avenue is shown below in **Exhibit E2**.

CONCEPT FOR: LRT IN MIXED TRAFFIC + ON-STREET BICYCLE LANES + ONE SIDE ON STREET PARKING

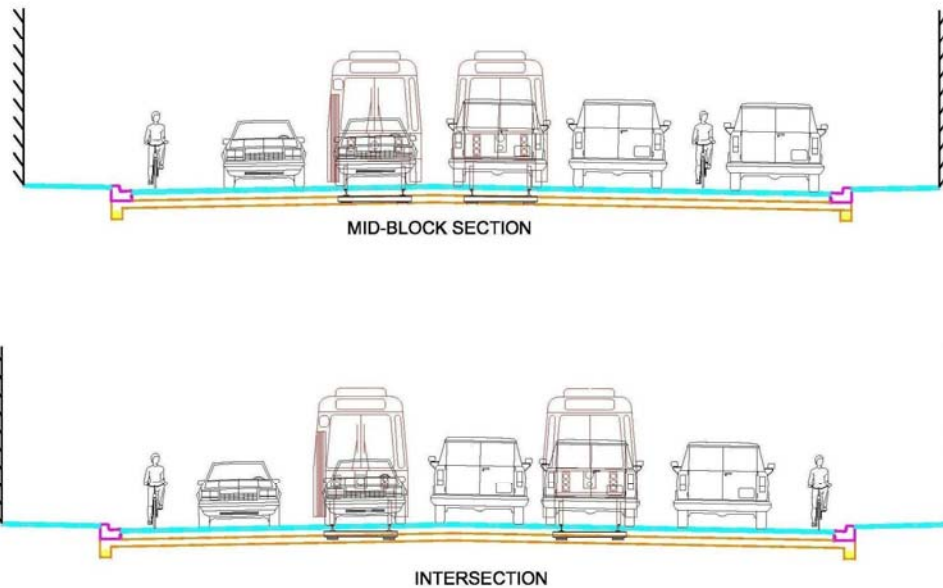


EXHIBIT E2: LONG TERM CONCEPT THROUGH RESTRICTED ROW (EAST OF HURONTARIO STREET)

Note: Subject to further review including Community consultation and preliminary design.

The functional design for the long term option is shown in the lower half of Plates 1 through 20 at the back of this report.

Implementation

Near Term

To implement near term changes, including curb adjustments required for cycling facilities, it is anticipated this would occur in phases as part of the Transportation and Works Department road rehabilitation / reconstruction program. These minor curb adjustments are required to accommodate the on-road bicycle facilities (sharrows / bike lanes) based on the assumption that traffic lanes will be maintained at a minimum width of 3.25 m to 3.35 m in width.

Notwithstanding the above, there may be an opportunity to implement cycling on Lakeshore Road without curb adjustments. This would be accomplished by reducing the inside through lane to a width of 3.05 m to 3.10 m and widening the curb lane to 4.0 m with the addition of bicycle sharrows markings.

This appears to be feasible based on existing road plans but would need to be confirmed in the field. The reduced width would be subject to safety considerations, including but not limited to speed and access / intersection proximity.

On the assumption that sufficient pavement width is available, these changes would be implemented through the road resurfacing program or independently when appropriate through the removal and re-application of the pavement markings.

Long Term

The long term plan proposes an LRT system operating in mixed traffic through Port Credit (west of Greaves Avenue) and in a dedicated ROW east of Greaves Avenue. In this light, an adjustment to the ROW from the existing 35 m to 44.5 m (44.5 m is currently available through this section of Lakeshore Road, with the exception of property fronting the OPG and Metropolitan Toronto and Region Conservation Authority lands) will be required. There is no time frame at this point for the study required for the consideration of an LRT system. This information is important with regard to the implementation of future curb adjustments relative to the ROW needs for on-road bicycle lanes in the absence of an LRT system.

The long term plan also assumes implementation of on-road bicycle lanes throughout the corridor which will impact on-street parking through Port Credit (Broadview Avenue to Seneca Avenue). The study concludes that parking would need to be eliminated from one side of the road and relocated to side streets and / or new surface parking lots. On-street parking will be an issue even if an LRT system is not implemented, since the LRT is proposed to operate in mixed traffic through Port Credit. It is the addition of the on-road bicycle lanes that will precipitate the need for changes. Additional parking information is anticipated in 2011 upon completion of a parking management plan currently underway in Port Credit.

The study speaks to the ultimate removal of the centre turn lane from Seneca Avenue to the east City boundary and its replacement with a dedicated LRT ROW. This will require a detailed review of the feasibility of access consolidation throughout this section of Lakeshore Road.

APPENDIX III

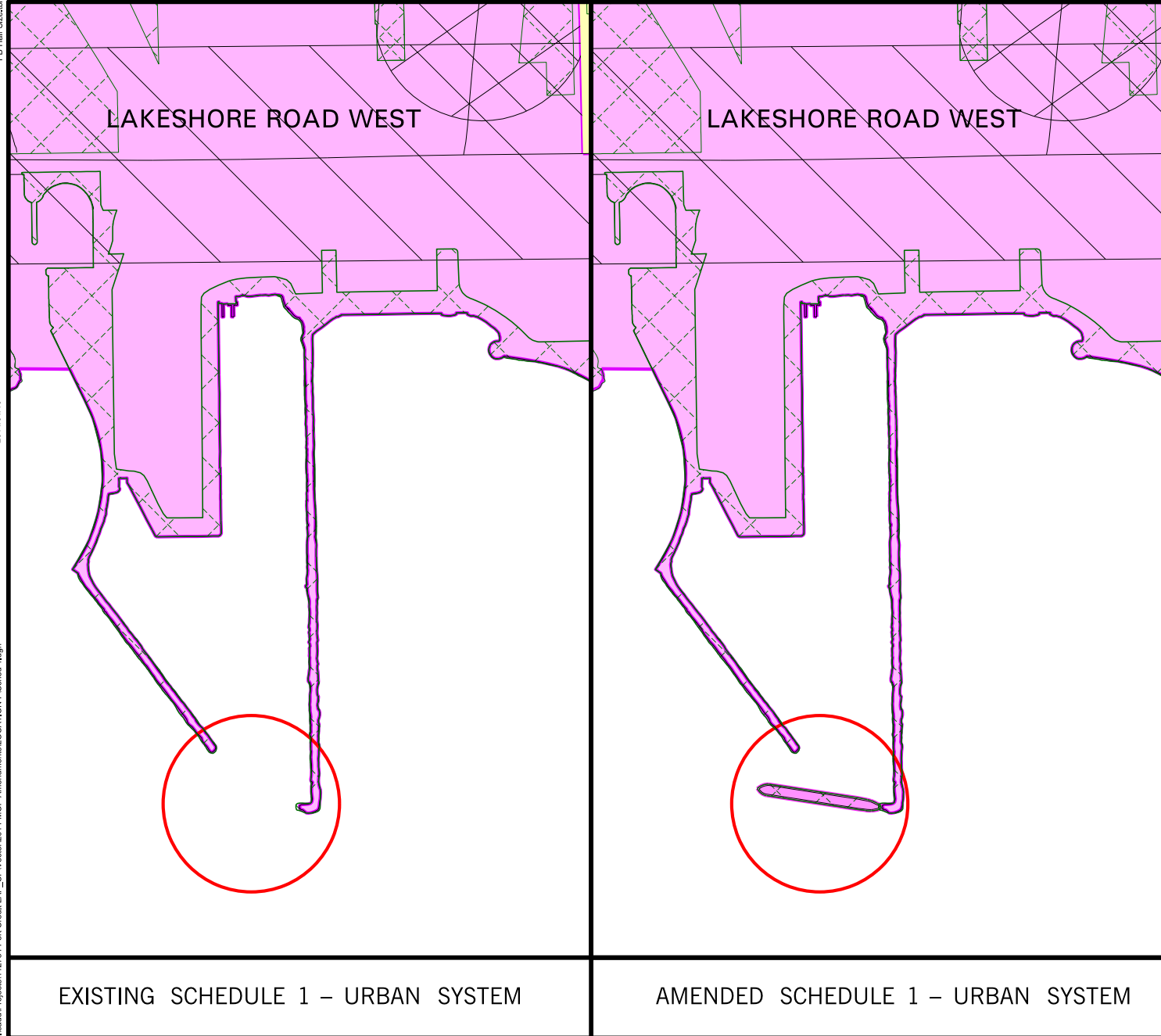
LOCAL AREA PLAN

CREDITS

APPENDIX III: LOCAL AREA PLAN CREDITS

Figure No.	Description	Source
Figure 1	Port Credit locational context map and city structure elements	City of Mississauga Transportation and Works Department, Business Services Division, Geomatics
Figure 2	View from Lake Ontario looking north at Port Credit	David Broderick, City of Mississauga
Figure 3	Port Credit area statistics	City of Mississauga, Planning and Building Department, Policy Planning Division
Figure 4	Images of guiding principals: Urban Village Distinct Waterfront Enhance Public Realm Natural Environment Balance Growth Health and Complete Community	 Paul Stewart, City of Mississauga Mississauga Image Library Paul Stewart, City of Mississauga Paul Stewart, City of Mississauga Sharon Mittmann, City of Mississauga Mississauga Image Library
Figure 5	Conceptual community node	City of Mississauga, Planning and Building Department, Policy Planning Division
Figure 6	View to Lake Ontario through FRAM development	City of Mississauga (Brook McIlroy Inc. / Pace Architects)
Figure 7	Credit River	Adishesan Shankar
Figure 8	Mature tree	Paul Stewart, City of Mississauga
Figure 9	Population pyramid	City of Mississauga, Planning and Building Department, Policy Planning Division
Figure 10	Old Port Credit Heritage Conservation District	Paul Stewart, City of Mississauga
Figure 11	Mississauga Culture Master Plan	City of Mississauga, Community Services Department, Culture Division
Figure 12	Credit Village Marina	Mississauga Image Library
Figure 13	GO station bicycle shelter	Mississauga Image Library

Figure 14	Potential opportunities for road network improvements and higher order transit	City of Mississauga Transportation and Works Department, Business Services Division, Geomatics
Figure 15	Port Credit mobility hub limits	City of Mississauga Transportation and Works Department, Business Services Division, Geomatics
Figure 16	Cover of Built Form Guide	City of Mississauga, Planning and Building Department, Development and Urban Design Division
Figure 17	Range of Port Credit buildings	Sharon Mittmann, City of Mississauga
Figure 18	Waterfront	Mississauga Image Library
Figure 19	Illustration of floor plate sizes	City of Mississauga, Planning and Building Department, Development and Urban Design Division
Figure 20	Illustration of varying building height and floor plate sizes	City of Mississauga, Planning and Building Department, Development and Urban Design Division
Figure 21	Illustration of landscaping	City of Mississauga, Planning and Building Department, Development and Urban Design Division
Figure 22	Illustration of separation distances	City of Mississauga, Planning and Building Department, Development and Urban Design Division
Figure 23	Illustration of streetscape requirements	City of Mississauga, Planning and Building Department, Development and Urban Design Division
Figure 24	Employment Use in Port Credit	Paul Stewart, City of Mississauga
Figure 25	Stable Neighbourhood	Paul Stewart, City of Mississauga
Figure 26	Mainstreet Development	Paul Stewart, City of Mississauga



LEGEND

Green System



City Structure

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

Corridors

- Corridor
- Intensification Corridor



AREA OF AMENDMENT
ADDITION OF RIDGETOWN BREAKWATER:
 Modifications to Green System and the
 Community Node

Note:

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

Schedule B



**Part of
 Schedule 1
 Urban System
 of Mississauga Official Plan**

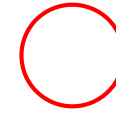
LAKESHORE ROAD WEST

LAKESHORE ROAD WEST

EXISTING SCHEDULE 1a
URBAN SYSTEM – GREEN SYSTEM

AMENDED SCHEDULE 1a
URBAN SYSTEM – GREEN SYSTEM

LEGEND



AREA OF AMENDMENT
Addition of Ridgetown
Breakwater to the Green
System

Note:

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



Schedule C

Part of
Schedule 1a


Urban System – Green System
of Mississauga Official Plan

LAKESHORE ROAD WEST

LAKESHORE ROAD WEST

EXISTING SCHEDULE 1b
URBAN SYSTEM – CITY STRUCTUREAMENDED SCHEDULE 1b
URBAN SYSTEM – CITY STRUCTURE**LEGEND****Elements**

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

-  **AREA OF AMENDMENT**
Addition of Ridgetown
Breakwater to
Community Node

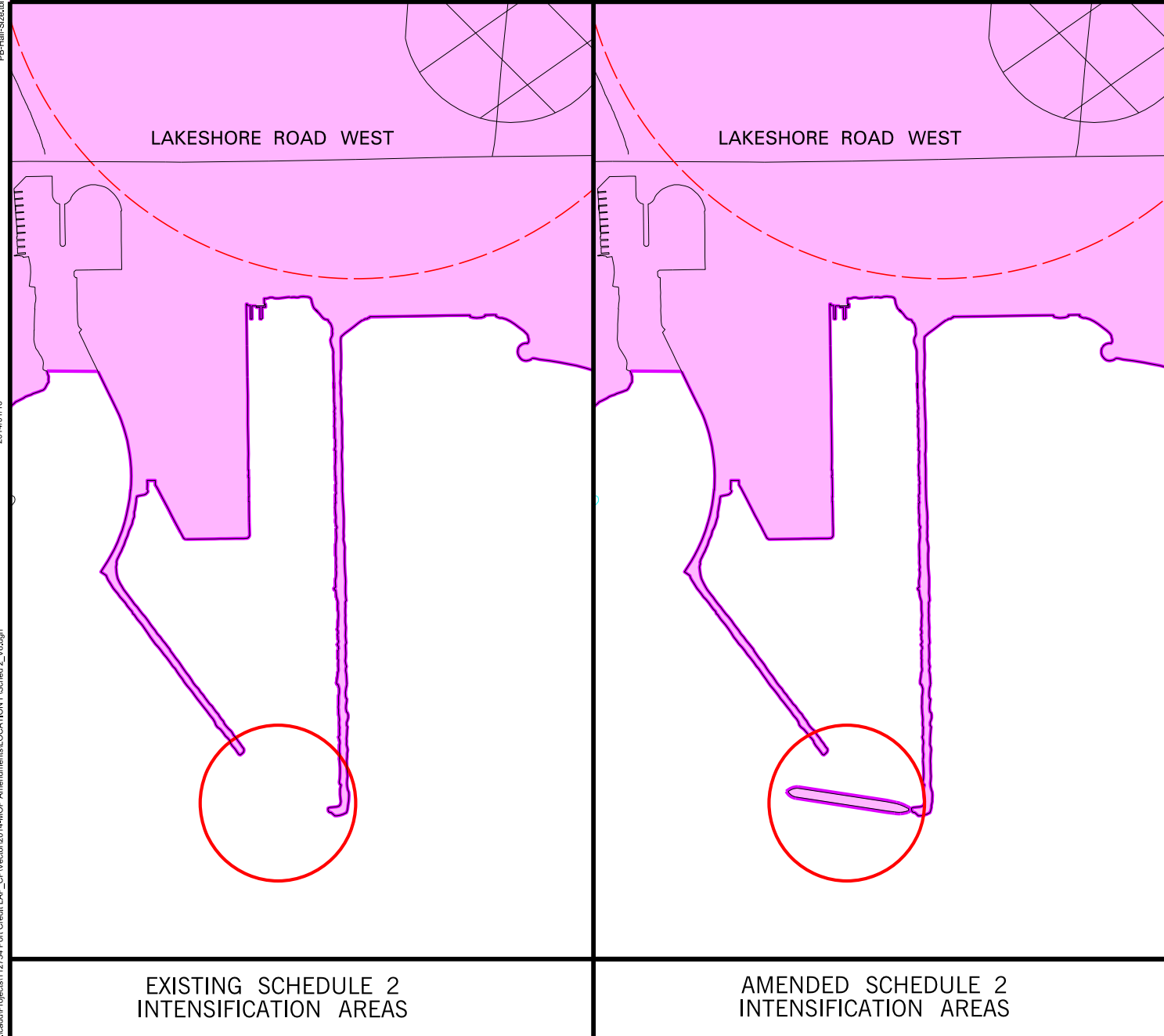
Note:

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

0 50 100 150 200
metres

**Schedule D**

**Part of
Schedule 1b
Urban System – City Structure
of Mississauga Official Plan**



LEGEND

- Downtown
- Major Node
- Community Node
- Corporate Centre
- Intensification Corridor
- Major Transit Station Area with 500m radius circle
- AREA OF AMENDMENT
Addition of Ridgetown Breakwater to the Community Node

Note:

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



Schedule E

Part of
Schedule 2
Intensification Areas
of Mississauga Official Plan

LAKESHORE ROAD WEST

LAKESHORE ROAD WEST

EXISTING SCHEDULE 3 – NATURAL SYSTEM





AMENDED SCHEDULE 3 – NATURAL SYSTEM

LEGEND

Natural Areas System:

-  Natural Areas
-  Special Management Areas
-  Linkages
-  Residential Woodlands
-  Provincially Significant Wetlands
-  Other Wetlands
-  Areas of Natural and Scientific Interest - Provincial Significance
-  Areas of Natural and Scientific Interest - Regional Significance

Natural Hazards:

-  Natural Hazards
-  Two Zone Floodplain Regulations
-  Special Policy Area Floodplain
-  AREA OF AMENDMENT
Addition of Ridgetown Breakwater to Natural Hazards

Notes:

1. The entire Green System is shown on Schedule 1a.
2. Base map information (eg, roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
3. 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.

0 50 100 150 200
metres

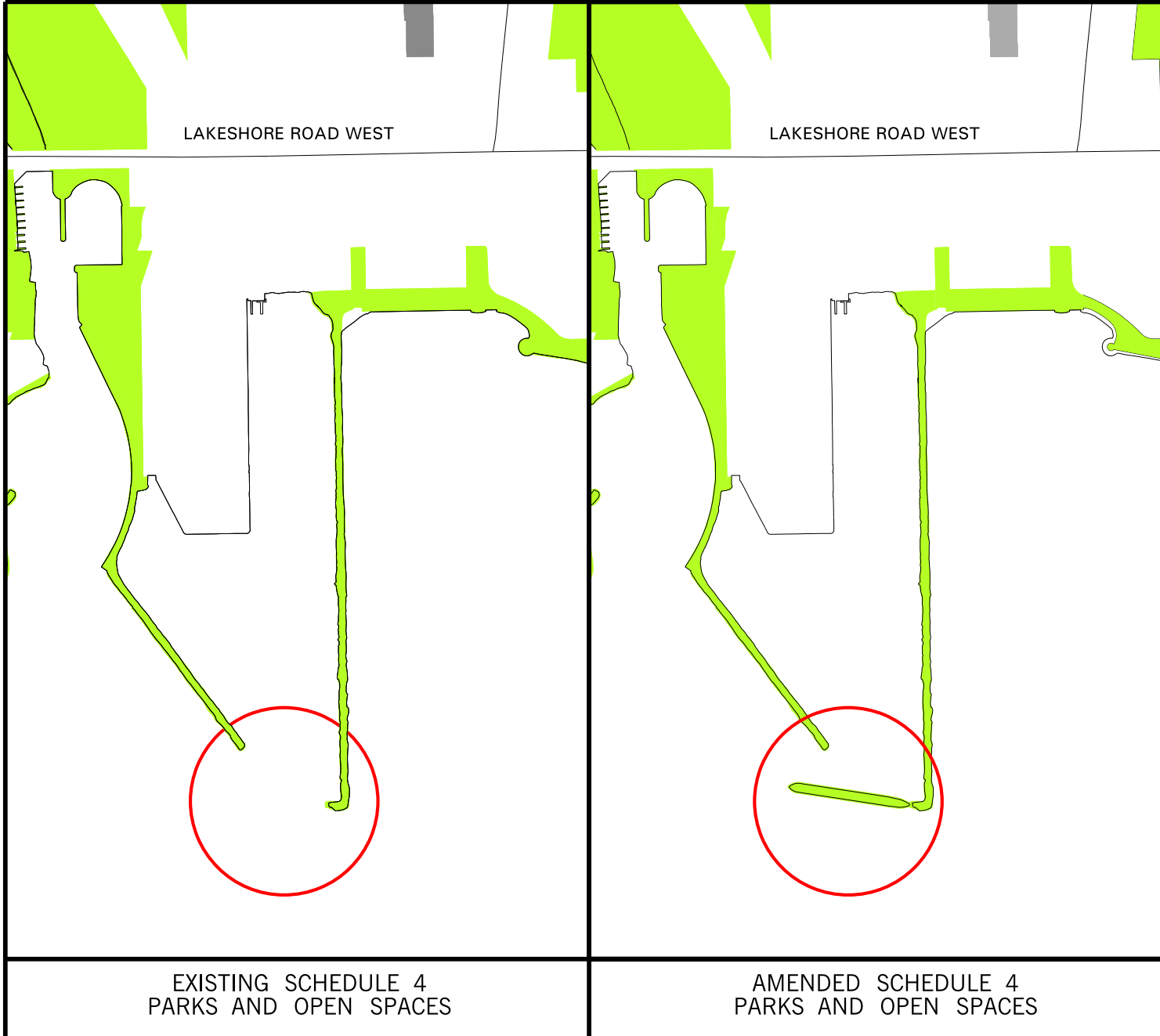


Schedule F

Part of
Schedule 3
Natural System
of Mississauga Official Plan

City of Mississauga

V - 2.001



LEGEND

- Public and Private Open Spaces
- Parkway Belt West
- Educational Facilities
- Utilities
- AREA OF AMENDMENT
Addition of Ridgetown
Breakwater to Public
and Private Open Spaces

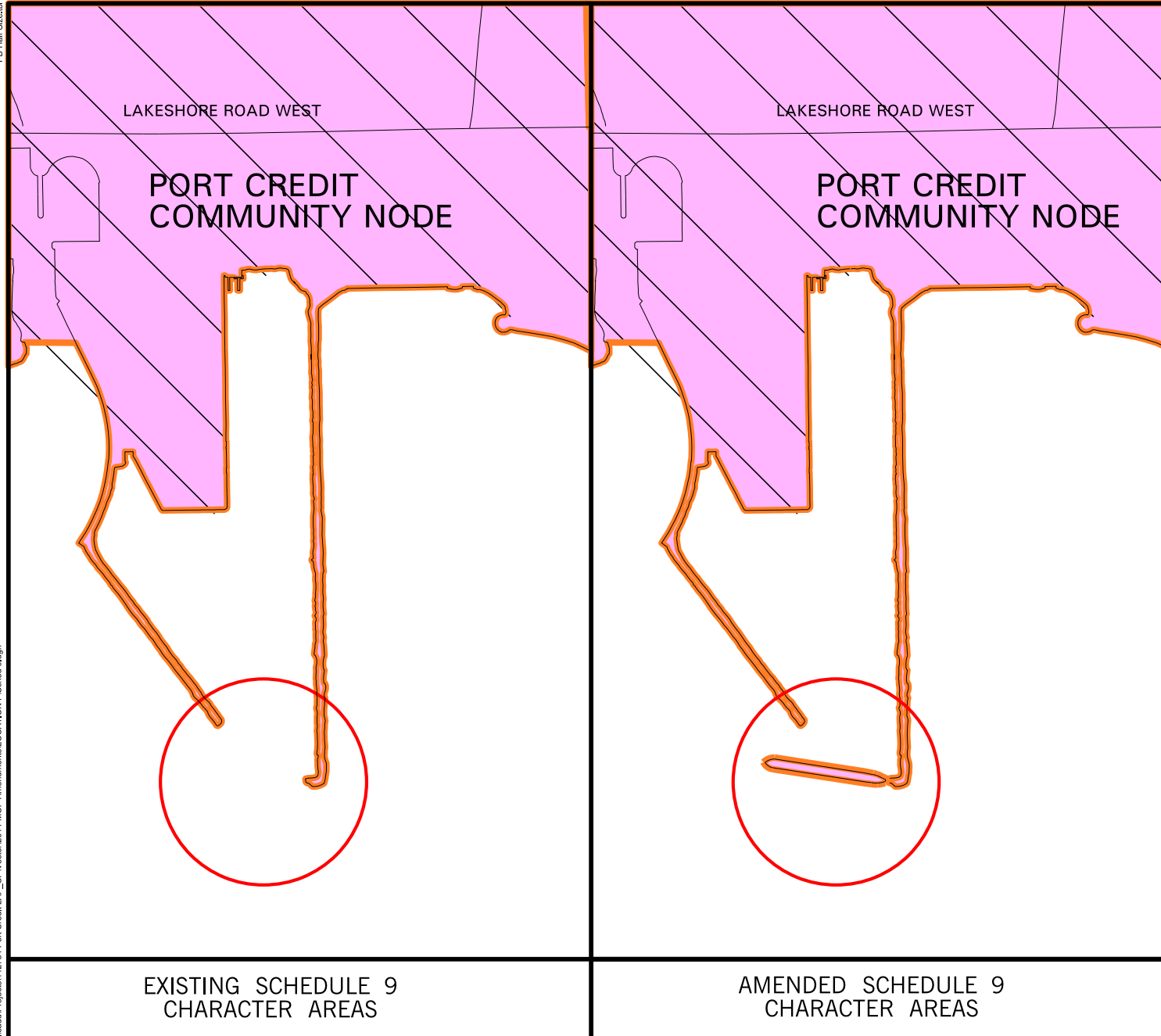
Notes:

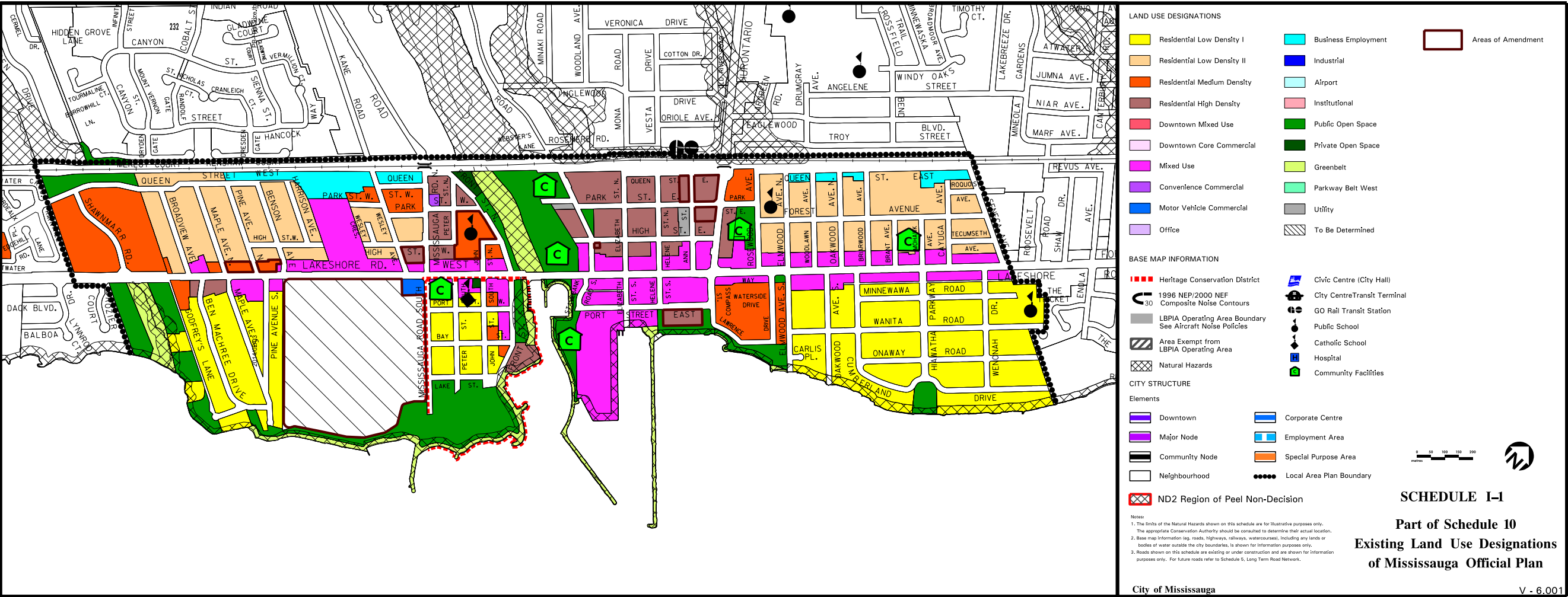
1. The entire Green System is shown on Schedule 1a.
2. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
3. The Public and Private Open Spaces identified on this Schedule include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

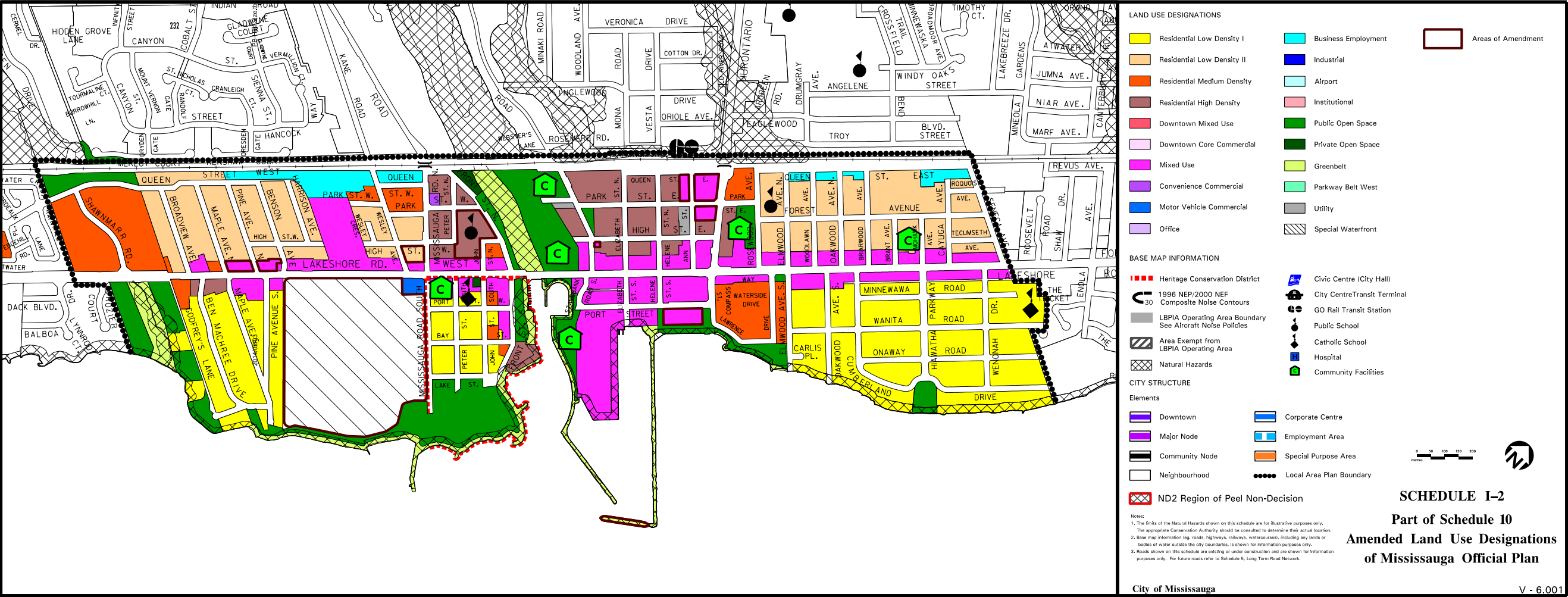


Schedule G

Part of
Schedule 4
Parks and Open Spaces
of Mississauga Official Plan



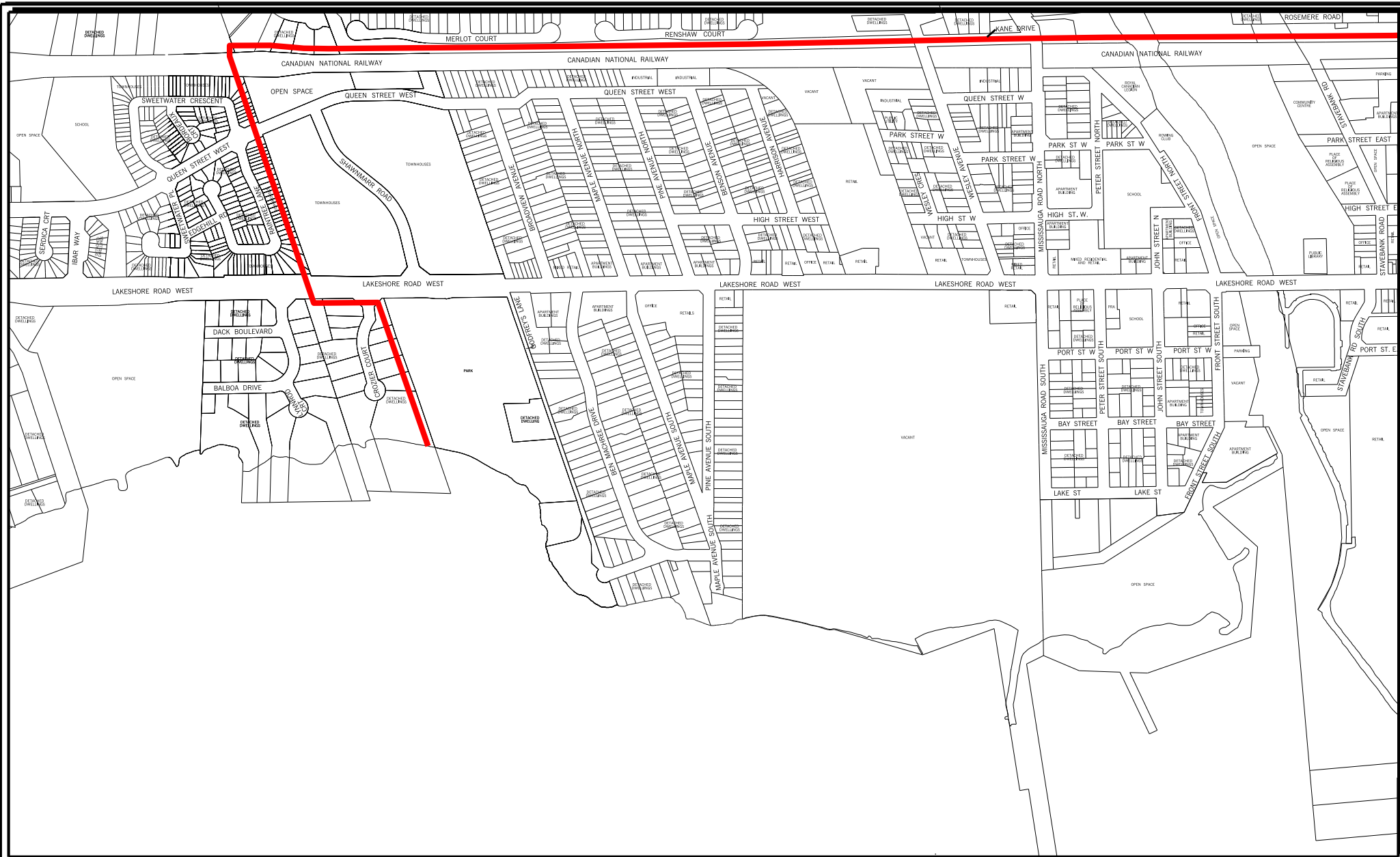




APPENDIX I
PUBLIC MEETING

All property owners within a radius of 120 m of the subject lands were invited to attend a Public Meeting of the Planning and Development Committee held on September 17, 2012 in connection with this proposed Amendment.

Issues discussed at the public meeting included appropriateness of the proposed heights and the type of infill that is appropriate within the Community Node and Neighbourhood Character Areas. Concern was raised regarding the removal of Floor Space Index (FSI) figures from the Local Area Plan and the use of urban form policies and the proposed Port Credit Built Form Guide to review development applications. Transportation issues were also raised including the provision of higher order transit and the role of Lakeshore Road in accommodating vehicular and active forms of transportation.



APPENDIX II – 1 **EXISTING LAND USE MAP**



AMENDMENT NO: 19

SCALE: N.T.S.

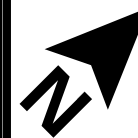
DRAWN BY: J. BERNARD

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics



APPENDIX II – 2 **EXISTING LAND USE MAP**



AMENDMENT NO: 19

SCALE: N.T.S.

DRAWN BY: J. BERNARD

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics



Corporate Report

Clerk's Files

Originator's
Files

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PDC FEB 27 2012

DATE: February 7, 2012

TO: Chair and Members of Planning and Development Committee
Meeting Date: February 27, 2012

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Draft Port Credit Local Area Plan**

RECOMMENDATION: That a public meeting be held by the Planning and Development Committee to consider the Draft Port Credit Local Area Plan attached, under separate cover, to the report titled "*Draft Port Credit Local Area Plan*" dated February 7, 2012 from the Commissioner of Planning and Building and further, that the Draft Port Credit Local Area Plan be placed on public display and circulated to City Departments, agencies and stakeholders for review and comment.

REPORT SUMMARY: The purpose of this report is to submit the Draft Port Credit Local Area Plan (Area Plan), January 2012 and request permission to circulate the Area Plan for comment and to undertake a public consultation program.

BACKGROUND: In November 2007, the City initiated a review of the Lakeview and Port Credit District Policies. This process culminated in the preparation of the "*Lakeview and Port Credit District Policies Review and Public Engagement Process – Directions Report*" (Directions Report), presented to Planning and Development Committee in November, 2008.

One of the recommendations adopted by City Council included the direction that staff prepare revised District Policies (Area Plans) based on policy recommendations outlined in the Directions Report. In addition, staff was directed to set up a Local Advisory Panel to facilitate discussion with stakeholders.

In May, 2009 the first Port Credit Local Advisory Panel meeting was held. A total of 13 Advisory Panel meetings have occurred to-date, covering a range of topics related to development and planning in Port Credit.

In September 2010, City Council adopted the new Mississauga Official Plan (2011). The Plan was subsequently partially approved by the Region in September 2011. The Plan includes the concept of “character areas” and “local area plans” replacing references to “planning districts” and “district policies”. The Area Plan was prepared under the planning framework in the new Mississauga Official Plan (2011). The next stage of the review process is to initiate a public consultation process.

There are a number of appeals to the new Mississauga Official Plan (2011) and staff is in the process of trying to resolve these issues. As the Area Plan goes through the public consultation and approval process, staff will monitor the status of the appeals and assess any relevant implications.

COMMENTS:

1. Purpose and Organization of the Local Area Plan

The new Mississauga Official Plan (2011) is comprised of a principal document and a series of Local Area Plans. Local Area Plans are intended for areas which require a more extensive local planning framework and contain policies to address unique circumstances particular to the area.

The Area Plan must be read in conjunction with the principal document. Parts one to four, the schedules and appendices of the principal document are applicable to the Port Credit area, unless modified by the Area Plan. The Area Plan follows the same general organization as the principal document in order to reinforce the

importance of reading the two documents in conjunction with each other.

Many Port Credit issues are already addressed in the principal document (e.g. Living Green, Brownfield Sites, Rail Noise, Community Infrastructure, Heritage Planning, etc.). These policies are not repeated in the Area Plan, however, additional description may be provided to reflect the Port Credit context and reinforce policy direction. The Area Plan also contains policies specific to Port Credit, and in the event of conflict with the principal document, the policies of the Area Plan take precedence.

Appendices are attached to the Area Plan, including the Port Credit Built Form Guide and the Executive Summary from the Lakeshore Road Transportation Review Study. While these documents are not considered part of the Area Plan, they provide important information in understanding and interpreting the policies.

2. Overview of Policy Directions

The Area Plan incorporates and builds upon the policies in the previous Port Credit District Policies of Mississauga Plan (2003) and subsequently, the existing Port Credit Local Area Plan. Many existing policies and land use designations have been carried forward, however, there are a number of proposed key modifications and additions.

Vision (Section 5.0)

The Vision section provides a description of how Port Credit should develop in the future. The Vision describes Port Credit as an urban waterfront village, based on six key principles: a mixture of land uses; a variety of densities; compact pedestrian and cycling friendly; transit supportive urban forms; a significant public realm; and public access to the waterfront.

To implement the Vision, the Community Concept has four main elements: the Green System, a Community Node, Neighbourhoods and Corridors.

Direct Growth (Section 6.0)

The Area Plan directs growth to the Community Node, and through modest infilling or redevelopment along Lakeshore Road (east and west), commercial plazas and the vacant former Imperial Oil refinery site. Policies recognize that:

- the Community Node has a gross density of 115 residents and jobs per hectare (47 residents and jobs per acre) and has already achieved the targeted range of between 100 and 200. Area Plan designations allow some additional residential development, however, policies clarify that simply increasing the density towards 200 is insufficient justification for an amendment;
- the Community Node's current population to employment ratio of 3.2 to 1 exceeds the maximum target of 2:1. As such, additional employment is required. Certain key sites are identified where there may be opportunity for additional employment and provide a more balanced ratio; and
- residential neighbourhoods are considered as stable areas, where any infill or redevelopment will be sensitive to the existing character.

Value The Environment (Section 7.0)

Area Plan policies identify the components of the Green System and reinforce the importance of protecting, enhancing and improving the natural environment, including:

- natural systems within waterfront parks;
- the ecosystem and fish habitat at the mouth of the Credit River; and
- urban forests.

The Area Plan encourages partnerships to improve the environment and refers to the City's Green Development Strategy as a means to incorporate sustainable development practices.

Complete Communities (Section 8.0)

Port Credit contains many of the attributes associated with complete communities. Policies are intended to recognize, protect and enhance

these attributes to fully realize the complete community aspects, including:

- preserving and encouraging additional affordable housing;
- recognizing cultural heritage and the opportunity to use Community Improvement Plans to enhance these resources;
- recognizing Port Credit as a Cultural Node where creative enterprises are encouraged to locate;
- enhancing the distinct identity and character of the area through improvements to the public realm; and
- providing public access to the waterfront.

Multi-Modal City (Section 9)

Integral to Port Credit is the transportation system which includes a wide range of choices, such as GO Transit, local transit, cars, cycling and walking. Policies include the following:

- balancing, to the extent possible, all modes of transportation, including pedestrian facilities, cycling facilities and higher order transit;
- recognizing that reduced parking requirements and maximum parking standards may be considered in the Community Node and Mainstreet Neighbourhood precinct; and
- recognizing the GO Station and vicinity identified by Metrolinx as a mobility hub, and providing direction on investments in infrastructure, building form and site design to support the function of the mobility hub.

Desirable Urban Form (Section 10.0)

The desirable urban form policies reflect the planned function and local context. The Area Plan continues the approach established in the previous policies by subdividing the Community Node and Neighbourhoods into precincts to recognize unique characteristics. Proposed key changes to the policies include:

- identifying on Schedules 2A and 2B the specific location and range of permitted heights (minimum and maximum);

- replacing the Floor Space Index (FSI) with a combination of policies related to separation distances, size of footprint and landscaped area, in addition to other design policies in the principal document;
- permitting (within the Community Node) additional height along the north side of Port Street (up to 10 storeys if certain conditions are met), and in the vicinity of the GO station (up to 22 storeys if confirmed through a special site study);
- the marina property, owned by Canada Lands Corporation, has been identified as a special site where the built form of any redevelopment would be determined through studies as part of a comprehensive master plan. The special site policy recognizes that a future site specific amendment may be required to vary policies including height. Any redevelopment will have to demonstrate how it implements the Vision and policies of the Area Plan;
- within the Community Node, development of properties in the Central Residential Precinct, south of High Street East between Elizabeth Street and Ann Street, are required to demonstrate an appropriate transition to ensure the character of the mainstreet precinct is preserved; and
- increasing the mainstreet precinct maximum height limit from 3 storeys to 4 storeys within the Neighbourhood Character Area (located on both sides of the node).

Strong Economy (Section 11.0)

Employment opportunities are an important component of Port Credit as it contributes to a healthy mix of uses, is part of a complete community and is supportive of a village atmosphere where people can live, work and play. Policies include the following:

- providing for continued operation and expansion of employment uses;
- indicating appropriate employment uses are in the education, office, culture, retail sectors, and particularly those considered to be creative enterprises; and
- identifying the Community Node as the location where lake-dependent or waterfront retail commercial facilities, including marinas and recreational sport fishing, will be promoted.

Land Use Designations (Section 12.0)

Most of the existing land use designations and permitted uses have been carried over from the Local Area Plan and existing District Policies that form part of the new Mississauga Official Plan. Key proposed changes include:

- recognizing residential buildings legally constructed prior to the approval date of the Area Plan as being permitted. This policy allows the Area Plan to recognize existing residential uses that do not conform, thereby removing a number of current special site policies;
- permitting existing office uses in many of the designations, and thereby, removing a number of current special site policies;
- the “Business Employment” designation has been revised to provide greater clarity as to the specific uses not permitted as well as requiring uses to operate within enclosed buildings;
- the land use designation “To Be Determined” is proposed to be replaced with “Special Waterfront” which indicates a comprehensive master plan is required, with Special Site 3 outlining what the master plan should address;
- a number of parcels have been redesignated in order to reinforce the policies in the Area Plan. In general, redesignations provide additional uses while allowing any existing uses that do not conform to remain. Appendix 1 and 2 provide a summary of these changes.

Special Sites and Exempt Sites (Section 13.0)

There are sites that merit special attention. Key proposed changes include:

- removing a number of sites which are now permitted within the land use designations;
- adding a site in the vicinity of the GO station which requires a special study to confirm appropriate height and uses;
- modifying special site policies for two key waterfront locations (i.e. the marina property owned by Canada Lands Corporation and former Imperial Oil refinery);

- removing the special site permission for outdoor storage for an industrial property located along the railway, as the use no longer exists and this not in keeping with the Vision for the area; and
- identifying a number of sites as exempt sites as their current uses are not consistent with the Vision but are recognized because they contain established land uses.

Appendices

The Area Plan includes the following appendices for information purposes:

- Appendix A: Port Credit Built Form Guide is to be used during the review of development applications. This guide demonstrates how the urban form policies may be achieved, in particular, those related to distance separation, landscaping area and building footprint; and
- Appendix B: The Executive Summary from the Lakeshore Road Transportation Review Study which identifies the findings regarding how Lakeshore Road (east and west) can accommodate alternative modes of transportation.

3. Next Steps: Circulation and Public Consultation

The next step is for the Area Plan to be circulated for formal comment and a public consultation program conducted, which will include:

- statutory public meeting as required by the *Planning Act*;
- public open house(s); and
- meeting(s) with the Local Advisory Panel.

Additional meetings will be held as required, based on requests from stakeholders and for issue resolution.

The objectives of the public consultation program are to inform, consult, involve and collaborate with stakeholders.

4. Coordination With Ongoing Initiatives & Other Matters

Staff will continue to participate in initiatives with other departments. Currently, there are a number of on-going studies and initiatives that will be monitored and incorporated as necessary into the Area Plan as they are finalized, including:

- the Lake Ontario Integrated Shoreline Study and the review of land use designations pertaining to natural hazards and natural features along the Lake Ontario Shoreline;
- a parking strategy is being prepared by BA Consulting which will establish a framework for future initiatives;
- staff are participating with Community Services in the implementation of the Cultural Node project. Should any additional policies be identified, they will be included in the Area Plan;
- Strategic Community Initiatives will be initiating additional studies related to the marina owned by the Canada Lands Corporation and the vacant former refinery site owned by Imperial Oil. It is anticipated that amendments to the Area Plan will be required once special studies for these two key waterfront sites are adopted;
- the City, in conjunction with Metrolinx, reviewed the Port Credit Mobility Hub and identified an opportunity for a parking structure and mixed use development on the GO station's southern parking lot. Further work is required to determine appropriate development and this is reflected in the Area Plan's policies; and
- the City is initiating Phase 2 of the Hurontario – Main Street Light Rail Transit (LRT) Study, which will review and confirm LRT design options, and may result in changes to the alignment and placement of stations in Port Credit.

In addition to the above initiatives, there are a number of development applications, either currently being processed or that are anticipated. It is not the purpose of the Area Plan to approve or deny individual development applications. The merit of specific development applications will be reviewed through the development approvals process.

STRATEGIC PLAN: The Area Plan is an important tool to implement the land use components of the Strategic Plan and to refine the policies in the Official Plan. The policy themes of the Area Plan advance the Strategic Plan's five pillars for change as outlined below.

Move - Developing a Transit-Oriented City:

- directs growth and density to the Community Node and areas within or in close proximity to higher order transit and recognizes pedestrians and cycling as components of the transportation system;

Belong - Ensuring Youth, Older Adults and New Immigrants Thrive:

- provides a range of housing options by protecting lower density stable neighbourhoods and accommodating higher density forms in the Community Node and along corridors;

Connect - Completing Our Neighbourhoods:

- provides for a mixture of uses in the Community Node and identifies Lakeshore Road as a "mainstreet" destination area that serves as a focus for the community and not just a place to pass through;

Prosper - Cultivating Creative and Innovative Businesses:

- requires key locations in Port Credit to address opportunities to provide employment uses and encourages development to capitalize on existing attributes (waterfront, culture) to increase employment; and

Green – Living Green:

- promotes responsible stewardship through conservation, restoration and enhancement of the natural environment.

FINANCIAL IMPACT: N/A

CONCLUSION: The next step in the Area Plan process is to circulate the draft document and undertake a public consultation program, including a statutory public meeting, in accordance with the *Planning Act*.

ATTACHMENTS: UNDER SEPARATE COVER: Draft Port Credit Local Area Plan,
January 2012
APPENDIX 1: Port Credit Local Area Plan - Proposed Land Use
Redesignations
APPENDIX 2: Schedule 3: Proposed Land Use Redesignations –
Draft Port Credit Local Area Plan

Edward R. Sajecki
Commissioner of Planning and Building

*Prepared By: Paul Stewart, Planner and
Susan Tanabe, Manager, Community Planning
Policy Planning Division*

Port Credit Local Area Plan Proposed Land Use Redesignations				
Location Number	Current Designation	Proposed Designation	Explanation	Effect On Property
1	Residential Medium Density	Mixed Use	Properties are located within Mainstreet (Neighbourhood) Precinct. Proposed designation permits both residential and commercial uses which is more in keeping with Vision for this area.	Proposed designation would allow existing low rise apartment buildings to continue, through other policies in the plan. However, in the future, should owners wish to redevelop, a broader range of uses would be required. Site would require rezoning (e.g. C4 with an exception zone permitting existing apartment buildings).
2	Residential High Density	Residential Medium Density	Properties are located within Neighbourhood Precinct. Apartment uses are appropriate, however, if properties are redeveloped or additional development is proposed on these site, range of uses permitted in Medium Density are more appropriate (e.g. townhouses, horizontal multiples, low rise apartments).	Proposed designation would allow existing apartment buildings to continue, through other policies in the Plan. In future, should owners wish to redevelop, a broader range of residential forms are permitted, that are more in keeping with height limits in the Official Plan. Sites would require rezoning (e.g. RA1 with an exception zone to permit existing apartment buildings).

APPENDIX 1

Location Number	Current Designation	Proposed Designation	Explanation	Effect On Property
3	To Be Determined/ Special Site 2	Special Waterfront/ Special Site 3	Designation, in combination with Desirable Urban Form policies and Special Site policies reinforces the unique attribute of the site and the need to undertake a comprehensive study to determine appropriate uses.	<p>Proposed designation continues policy that further study is required to determine land uses.</p> <p>Special site policy provides direction on issues that need to be addressed in preparation of a master plan.</p> <p>Desirable Urban Form policies identified the site as its own precinct and provide direction on future development related to form.</p>
4	High Density	Low Density II	Maximum permitted height in the area is 3 storeys. Low Density II permits range of uses including detached, semi, duplex, triplex and street townhouse.	<p>Proposed designation permits broader range of uses and recognizes existing uses, which are more in keeping with character of area and height limits.</p> <p>Currently zoned RA1-34, which only permits existing detached, semi and triplex.</p> <p>Site would require rezoning (e.g. RM7 which permits similar uses).</p>

Location Number	Current Designation	Proposed Designation	Explanation	Effect On Property
5	Residential Medium	Residential High Density	Property is located within Community Node. The Desirable Urban Form policies indicate site could potentially accommodate up to 8 storeys. Existing school site is a relatively large parcel of land and would be capable of accommodating a range of heights including some that could potentially achieve the maximum 8 storeys.	Existing school continues to be a permitted use. Should this site ever be redeveloped, the land use designation would permit apartment uses. Site would require rezoning (e.g. RA2 with exception zone permission for School).
6	High Density	Mixed Use	Property is located along the waterfront. Should additional development be proposed on this site, then mixed uses would be appropriate.	Proposed designation would allow existing apartment building to continue (which exceed height limits), through other policies in the Plan. The Proposed designation permits additional uses and would require rezoning (e.g. C4 with exception zone to permit existing building).
7	High Density	Mixed Use	Property is located along Port Street East, a higher order Transit corridor, and within the Harbour Mixed Use Precinct.	Proposed designation would require redevelopment to include more than just residential uses and would require modifications to the existing zoning.

APPENDIX 1

Location Number	Current Designation	Proposed Designation	Explanation	Effect On Property
8	High Density	Mixed Use/ Special Site 12	Properties are located in vicinity of GO station and future Light Rapid Transit station, where City wishes to try and attract additional employment uses. These properties also correspond in-part to the area where the Desirable Urban Form policies identify the opportunity to accommodate additional height (up to 22 storeys).	Proposed designation would require redevelopment to include more than just residential uses.

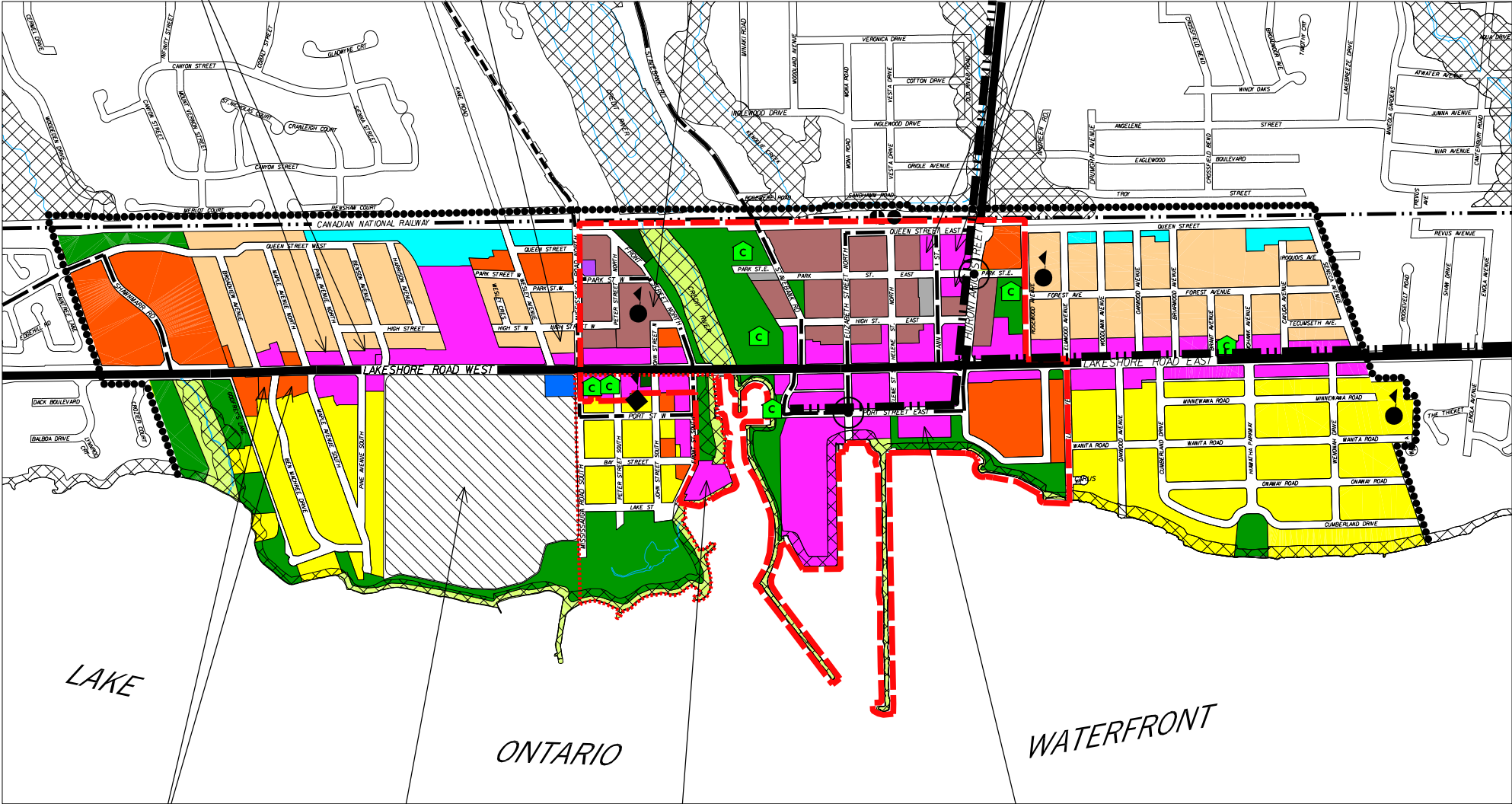
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Location No. 1
From : Residential Medium Density
To : Mixed Use

Location No. 4
From : Residential High Density
To : Residential Low Density II

Location No. 5
From : Residential Medium Density
To : Residential High Density

Location No. 8
From : Residential High Density
To : Mixed Use



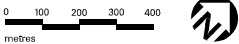
- LAND USE DESIGNATIONS
- Residential Low Density I
 - Residential Low Density II
 - Residential Medium Density
 - Residential High Density
 - Mixed Use
 - Convenience Commercial
 - Motor Vehicle Commercial
 - Business Employment
 - Public Open Space
 - Private Open Space
 - Greenbelt
 - Utility
 - Special Waterfront

- TRANSPORTATION LEGEND
- Arterial
 - Major Collector
 - Major Collector (Scenic Route)
 - Minor Collector
 - Local Road
 - Existing Commuter Rail
 - GO Transit Station
 - Higher Order Transit Corridor

- LAND USE LEGEND
- Community Node Boundary
 - Heritage Conservation District
 - Natural Hazards
 - Public School
 - Catholic School
 - Community Facilities
 - Local Area Plan Boundary
 - Proposed Light Rail Station

- Notes:
- Any part of the road network shown outside the city boundaries is shown for information purposes only.
 - Refer to Schedule 3, Natural System for the location of the Natural Areas System and Natural Hazards.
 - The limits of the Natural Hazards shown on this map are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.

DRAFT
Schedule 3
Proposed Land Use
Redesignations - Draft
Port Credit Local Area Plan



City of Mississauga

2012 January
V - 1,000

Location No. 2
From : Residential High Density
To : Residential Medium Density

Location No. 3
From : To Be Determined
To : Special Waterfront

Location No. 6
From : Residential High Density
To : Mixed Use

Location No. 7
From : Residential High Density
To : Mixed Use



DRAFT

Port Credit

Local Area Plan

January 2012

Table of Contents

	PAGE
1.0 How to Read the Port Credit Local Area Plan	1
2.0 Historical Context	2
3.0 Current Context	2
4.0 Collaboration	3
5.0 Vision	4
5.1 Guiding Principles	4
5.2 Community Concept	6
5.2.1 Green System	6
5.2.2 Community Node	6
5.2.3 Neighbourhoods	7
5.2.4 Corridors	7
6.0 Direct Growth	8
6.1 Community Node Character Area	8
6.2 Neighbourhood Character Areas (East and West)	10
7.0 Value the Environment	10
7.1 Green System	11
7.2 Urban Forest	11
7.3 Living Green	11
8.0 Complete Communities	11
8.1 Housing	12
8.2 Cultural Heritage	12
8.3 Community and Cultural Infrastructure	13
8.4 Distinct Identity & Character	13
8.5 Lake Ontario Waterfront	14
9.0 Multi-Modal City	14
9.1 Multi-Modal Network	15
9.2 Parking and Transportation Demand Management	16
9.3 Mobility Hub	16
10.0 Desirable Urban Form	19
10.1 General Policies	19
10.2 Community Node	19
10.2.1 Community Node General Policies	20
10.2.2 Central Residential	20
10.2.3 Mainstreet (Node)	22
10.2.4 Harbour Mixed Use	22
10.2.5 Riverside	22

10.3	Neighbourhoods	23
10.3.1	Neighbourhood General Policies	23
10.3.2	Old Port Credit Village Heritage Conservation District	23
10.3.3	Vacant Former Refinery	24
10.3.4	North Residential Neighbourhoods (Shawnmarr/Indian Heights & Credit Grove)	24
10.3.5	South Residential Neighbourhoods (Cranberry Cove, Hiawatha-on-the-Lake)	25
10.3.6	Mainstreet (Neighbourhood)	26
11.0	Strong Economy	26
12.0	Land Use Designations	27
12.1	General	27
12.2	Residential Low Density I	27
12.3	Residential Low Density II	27
12.4	Residential Medium Density	27
12.5	Residential High Density	27
12.6	Mixed-Use	27
12.7	Public Open Space	27
12.8	Business Employment	27
12.9	Special Waterfront	27
13.0	Special Sites & Exempt Sites	28
14.0	Implementation	40

SCHEDULES

- Schedule 1 : Port Credit Character Areas and Precincts**
- Schedule 2A: Port Credit Neighbourhood Height Limits**
- Schedule 2B: Port Credit Community Node Height Limits**
- Schedule 3: Port Credit Local Area Plan Land Use Map**

APPENDICES

- A. Built Form Guide**
- B. Lakeshore Road Transportation Review Study – Executive Summary**

Port Credit

1.0 How to Read the Port Credit Local Area Plan

Mississauga Official Plan (the Plan) consists of a principal document and a series of local area plans, provided under separate cover. This is the Port Credit Local Area Plan (this Area Plan) and provides policies for lands in south central Mississauga, as shown on Figure 1. It includes lands identified in the City Structure as Community Node and Neighbourhood.

There are some instances where the policies and schedules of the principal document do not address all circumstances particular to Port Credit. In these cases, this Area Plan elaborates on, or provides exceptions to, the policies or schedules of the principal document.

This Area Plan must be read in conjunction with the principal document. Parts one to four, the schedules and the appendices of the principal

document, are applicable to the Port Credit area, unless modified by this Area Plan. For example, the policies of this Area Plan must be read in conjunction with the direct growth, environmental, complete communities, multi-modal, urban form and land use policies of parts two and three of the principal document. In the event of a conflict, the policies of this Area Plan take precedence.

For the purpose of this Area Plan, when Port Credit is referenced it includes lands within both the Port Credit Community Node and the Port Credit Neighbourhoods.

Appendices attached to this Area Plan are provided for information purposes.

Included in the appendices is the Port Credit Built Form Guide to be used during the review of development applications. This Guide demonstrates how the urban form policies can be achieved.



Figure 1: Port Credit is located in south central Mississauga and includes areas identified in the City Structure as Community Node and Neighbourhood.

The Built Form Guide document is not considered part of this Area Plan, however, selected content has been incorporated and represents policy.

The Executive Summary from the Lakeshore Road Transportation Review Study has been included in the Appendix to provide additional information on how the Lakeshore Road Corridor within the Port Credit and Lakeview Character Areas can accommodate alternative modes of transportation.

2.0 Historical Context

Port Credit has a long history of habitation traced back to native peoples and the arrival of the French who established a trading post at the mouth of the Credit River in the 1700s. As a result of allowing the Mississaugas, an Ojibwa group, to trade on credit, the river came to be known as the Credit River. The first organized planning occurred in 1834 when the village of Port Credit was surveyed and a town site laid out west of the Credit River. This area now forms part of the Old Port Credit Village Heritage Conservation District.

Over the ensuing years, Port Credit grew and evolved. 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), the St. Lawrence Starch Works (redeveloped into a mixed-use neighbourhood), and a local landfill (which was capped and developed for municipal facilities including a library). Much of the natural environment

has been modified as a result of development, including the addition of fill in Lake Ontario to create both J.C. Saddington Park and the Port Credit Harbour Marina.

Port Credit was incorporated as a town in 1961 and amalgamated into the City of Mississauga in 1974.

3.0 Current Context

The Port Credit community is anchored by stable residential neighbourhoods linked by a commercial corridor. The area contains a range of residential, commercial, industrial, recreational and community uses within a diversity of built forms.

Residential development consists of a combination of dwelling types and forms comprising a high density area centrally located near the GO transit station, medium and high density development along Lakeshore Road (east and west) and around the harbour area, as well as low density areas characterized by tree-lined streets designed in grid patterns.

The area is served by commercial facilities primarily along Lakeshore Road (east and west), and within the Credit Landing Shopping Plaza. Lakeshore Road (east and west) generally has a mainstreet character and is flanked by lay-by parking, sidewalks, and street furniture. The street is framed predominately by one to three storey buildings. Small-scale industrial and commercial uses exist south of the



Figure 2: The Port Credit Node contains a range of building types, including: townhouses, mid-rise, and high rise buildings. The built form of the node generally transitions downwards towards the waterfront and stable residential neighbourhoods to the east and west. A limited number of high rise towers punctuate the skyline.

Canadian National Railway tracks along Queen Street East and Queen Street West.

The open space system predominately consists of trails and parks along the Lake Ontario Waterfront and Credit River. These lands are culturally and recreationally significant and connect to the Mississauga's waterfront parks system.

The waterfront is one of the unique elements of the community, and is integral to the character of the area. Port Credit is a mixed use community, which is both physically and visually accessible to the waterfront.

Cultural and heritage resources include heritage buildings, the Old Port Credit Village Heritage Conservation District, and cultural landscapes associated with the Credit River, Port Credit Pier Scenic View and Mississauga Road Scenic Route.

Port Credit contains a number of community uses, including: schools, library, arena, swimming pool, and meeting spaces. Most of these uses are concentrated centrally within the area.

The Credit River is considered a warmwater fish habitat but is also a migratory route for coldwater species. The valley lands are a component of an important ecological corridor that extends north through the city. The shoreline provides unique ecological functions and habitat as well as an ecological corridor.

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.

Port Credit is served by two arterial roads, Hurontario Street which runs north-south and Lakeshore Road which runs east-west. In addition, Mississauga Road which runs north-south and parallel to the Credit River is designated as a Major Collector (Scenic Route). There is a transit hub located on Queen Street East, west of Hurontario Street adjacent to the rail corridor. The hub is a transfer point for MiWay routes and is also the

location of the Port Credit GO transit station. Population, employment, and land area statistics are summarized in Figure 3.

Figure 3:
PORT CREDIT AREA STATISTICS

	Node	Neighbourhoods		Total Port Credit
		East	West	
Land Area ¹	78 ha	74 ha	125 ha	277 ha
Population ²	6,860	2,530	3,130	12,520
Employment ³	2,170	680	530	3,380

¹ Land area is a gross figure and includes everything within the defined boundary such as rivers, roads, and all other land uses.

² Population is adapted from Hemson Consultants, Growth Forecast, 2008. Population figures are based on the 2011 mid year forecast and include a 4.2% undercount from Statistics Canada.

³ Employment figures include a work from home assumption of 31 jobs in 1,000 population, adapted from Hemson Consultants, Growth Forecast, 2008. Employment figures also include an adjustment factor for non-reporting businesses adapted from: City of Mississauga, Mississauga Employment Survey, 2010.

Note: Numbers have been rounded

4.0 Collaboration

This Area Plan incorporates public input provided through extensive consultation, including stakeholder interviews, visioning sessions, place making workshops, youth outreach exercises and an open house.

The results of the visioning process are contained in the report "Lakeview and Port Credit District Policies Review and Public Engagement Process Directions Report" (Directions Report), October 28, 2008. The Directions Report includes a range of policy recommendations that have informed the preparation of this Area Plan.

Preparation included the formation of a Local Advisory Panel which provides a forum for the discussion of planning and related issues.

Mississauga will ensure on-going consultation with the public and other stakeholders on further initiatives and implementation pertaining to this Area Plan.

5.0 Vision

The Vision, is for an urban waterfront village with a mixture of land uses, a variety of densities, compact pedestrian and cycling friendly, transit supportive urban forms, a significant public realm, public access to the waterfront and development that incorporates high quality built form.

Significant elements which give Port Credit its sense of place are to be preserved and enhanced, such as the main street village character along portions of Lakeshore Road (east and west), heritage buildings, community facilities, stable residential neighbourhoods, open space, parks and marina functions along the waterfront. The Vision reinforces the importance of retaining and enhancing the built elements that provide residents with a sense of local community and social activity.

The Vision is intended to manage change to ensure an appropriate balance is maintained between growth and preservation of what makes Port Credit a place where people want to live, learn, work and play.

The Vision and policies of this Area Plan advance the goals of the Strategic Plan, including:

- Move - directing growth to support transit;
- Belong - providing a range of housing options;
- Connect - promoting a village mainstreet;
- Prosper - encourage employment uses; and
- Green - promote conservation, restoration, and enhancement or the natural environment.

5.1 Guiding Principles

The Vision is based on six principles that provide local context and supplement the Guiding Principles of the principal document:

5.1.1 Protect and enhance the urban village character recognizing heritage resources, the mainstreet environment, compatibility in scale, design, mixture of uses and creating focal points and landmarks.

5.1.2 Support Port Credit as a distinct waterfront community with public access to the shoreline, protected views and vistas to Lake Ontario, the Credit River and active waterfront uses.

5.1.3 Enhance the public realm by promoting and protecting the pedestrian, cyclist and transit environment, creating well connected and balanced parks and open spaces and reinforcing high quality built form.

5.1.4 Support the preservation, restoration and enhancement of the natural environment.

5.1.5 Balance growth with existing character by directing intensification to the Community Node, along Lakeshore Road (east and west), brownfield sites and away from stable neighbourhoods. Intensification and development will respect the experience, identity and character of the surrounding context and Vision.

5.1.6 Promote a healthy and complete community providing a range of opportunities to access transportation, housing, employment, the environment, recreational, educational, community and cultural infrastructure that can assist in meeting the day-to-day needs of residents.



Urban Village



Distinct Waterfront Community



Enhance Public Realm



Preservation, Restoration and Enhancement of Natural Environment



Balance Growth



Healthy and Complete Community

Figure 4: The Port Credit Vision is based on six principles

5.2 Community Concept

This Area Plan recognizes that various areas of the community perform different functions based on a community concept that incorporates the following elements:

- Green System;
- Community Node;
- Neighbourhoods; and
- Corridors.

These elements are further divided into precincts which recognize different character attributes of these areas and contain different policy directions.

The policies are intended to encourage a development pattern and character responsive to the Current Context, the Planning Vision, Guiding Principles and Community Concept.

5.2.1 Green System

The Green System consists of an interconnected open space network including the Credit River and the Lake Ontario shoreline. These are key features as they contribute to the environmental, social and economic health of the community. In addition, the visual presence of the waterfront and river is beneficial to residents. Implications of new development on the Green System are an important consideration in the review of any development application. The Green System overlaps with both the Community Node and Neighbourhood elements.

5.2.2 Community Node

The Community Node represents the focus for the surrounding neighbourhoods. It exhibits many of the desirable characteristics intended for community nodes, including a mixture of uses, compact urban

form, appropriate density, and in many ways has achieved its planned function. It has been identified primarily in recognition of the role it plays in the community and as a location for intensification.

As outlined in the principal document, a community node is similar to a major node but with lower heights and densities. This Area Plan respects the planned function and position within the hierarchy, while also reflecting the existing and planned character of Port Credit. As such, permitted building heights for new development in the Community Node will support the Vision as an urban waterfront village and respect the existing character. It is recognized that in the vicinity of the GO station and future Light Rail Transit station, additional height and density may be appropriate, however, the extent will be determined through further study.

Development has been primarily residential, however, the community node requires additional employment in order to ensure a balanced land use pattern. Attracting and accommodating employment uses is a priority but also a significant challenge. While Port Credit can benefit from some additional residential intensification, care needs to be taken to ensure that it is not done at the expense of protecting opportunities for employment uses and creating a balanced complete community.

The Community Node includes the GO station identified as a Major Transit Station Area and a Gateway Mobility Hub. In addition, the future Hurontario Light Rail Transit route includes two stations, one located near the GO station and one near the terminus of the route on Port Street East, near Elizabeth Street South. Ensuring safe and efficient movement of people between transit modes will be a key consideration in the review of development applications.

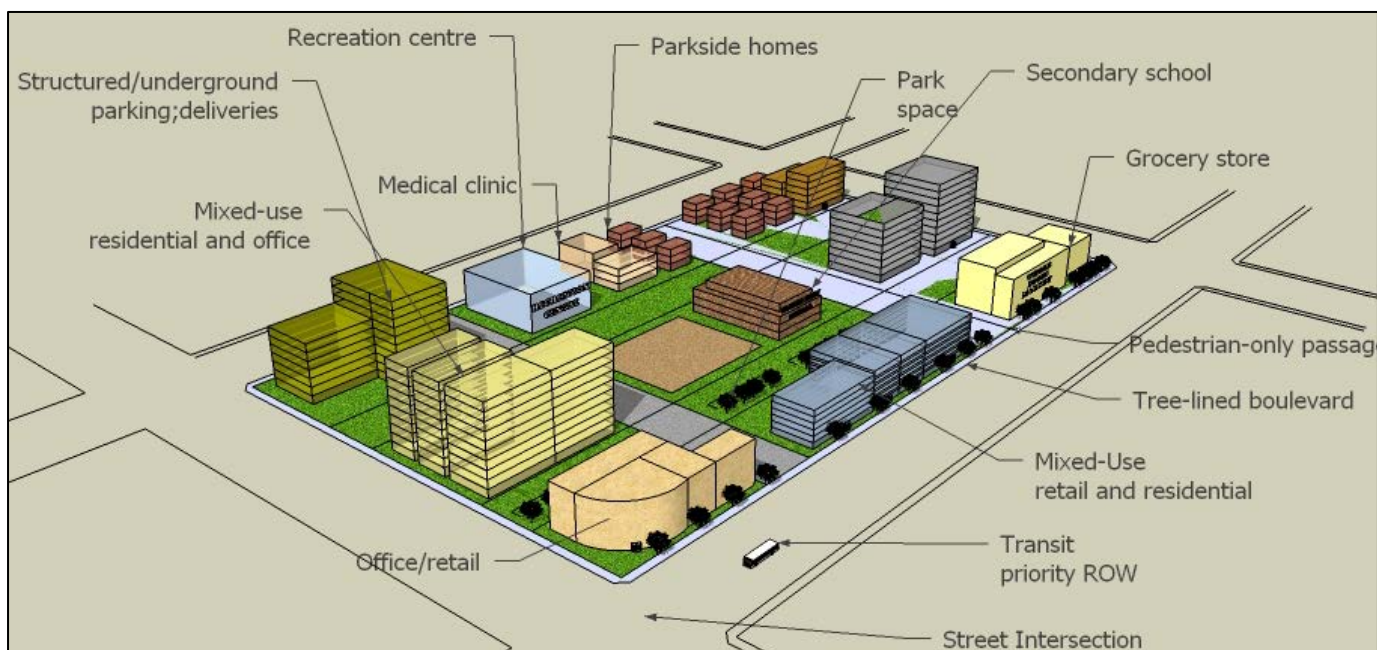


Figure 5 : Community Nodes are intended to provide a focus for a multitude of uses which address the fundamental services and facilities required for daily living - local shops and restaurants, community facilities, cultural activities, entertainment uses, schools, parks, open space as well as a diverse housing stock. Community nodes should be compact, with pleasant walkable streets and a strong sense of place and community identity.

5.2.3 Neighbourhoods

Port Credit Neighbourhoods are on either side of the Community Node. These areas are substantially residential, but also include commercial uses along Lakeshore Road (east and west), and employment uses along the railway. Neighbourhoods are intended to recognize areas that are physically stable with a character to be protected.

Although stable, some change is anticipated. New development does not necessarily have to mirror existing development types and densities, however, it will respect the character of the area. The policies in this Area Plan and Built Form Guide provide direction for appropriate transitions in built form and scale of buildings.

The Neighbourhood to the west of the Community Node includes the Old Port Credit Heritage District where additional attention is required to ensure development appropriately reflects the character of the area. In addition, this Neighbourhood also includes a former refinery site which is vacant and represents a significant brownfield redevelopment opportunity. The Neighbourhood to the east of the Community Node primarily consists of stable

residential areas, a commercial mainstreet, and employment uses along the railway.

5.2.4 Corridors

The principal document identifies Lakeshore Road (east and west) as a Corridor and Hurontario Street as an Intensification Corridor. They play an important role connecting Port Credit to the surrounding communities. Lakeshore Road (east and west) also plays an important local role in connecting Port Credit neighbourhoods together and linking with the Community Node. They may accommodate multi-modal transportation facilities, as the principal document identifies higher order transit along Hurontario Street and portions of Lakeshore Road East.

Within the corridors, the public realm is one of the important aspects where people can experience Port Credit on a day-to-day basis. A large portion of the corridor is planned to accommodate a mainstreet commercial environment which represents an important part of the urban village of Port Credit.

Hurontario Street and Lakeshore Road (east and west) also have an important relationship to the waterfront. Port Credit is one of the few areas where people traveling along these roads, can at certain locations, have the opportunity to visually see the waterfront. As such, views along these corridors will be preserved.

6.0 Direct Growth

Intensification is to be consistent with the planned function as reflected by the city structure and urban hierarchy.

The node and neighbourhoods are divided into precincts as identified on Schedule 1: Port Credit Character Areas and Precincts.

The amount of intensification will vary in accordance with the policies of this Area Plan. The specific manner in which new development will be accommodated (e.g. height and density) is further explained in subsequent sections of this Area Plan.

6.1 Community Node Character Area

The Community Node is an established focal point for the surrounding neighbourhoods and exhibits the density and many of the characteristics that community nodes should include, such as compact, mixed used development, pleasant walkable and cycle friendly streets and a strong sense of place and community identity. In addition to serving many of the day-to-day needs of the community, this area also benefits from uses (e.g. marina, restaurants) and events which attract people from across the city.

It includes portions of the Hurontario Street Intensification Corridor and the Lakeshore Road Corridor which are defined as lands fronting the street to a depth of half a block. The Community Node incorporates the GO Station which is identified

as a Gateway Mobility Hub / Major Transit Station Area in the principal document. The limits of the Mobility Hub correspond to the Community Node, east of the Credit River. Subsequent sections of this Area Plan detail the manner in which intensification will be accommodated in these areas.

Relevant statistics pertaining to existing density in the Community Node are summarized in Table 1.

Table 1: Population and Employment Statistics Port Credit Community Node (October 2011)	
Residents	6,860
Jobs	2,170
Residents and Jobs combined per hectare	9,030
Existing Combined Residents and Jobs Density	115 /ha
Existing Port Credit Population to Employment Ratio	3.2:1
Note: Residents includes developments currently under construction but does not reflect any additional infill development that has not yet been approved. Density based on land area of 78.2 ha.	

With a gross density of 115 residents and jobs combined per hectare, Port Credit is within the targeted range for community nodes of between 100 and 200. As such, additional density is not required to meet the target, however, it is recognized that some infill and redevelopment will occur. This should focus on creating a more complete community and in particular employment opportunities.

Increasing the gross density towards the upper limit of 200 residents and jobs combined per hectare is not sufficient planning justification on its own for approving amendments that permit additional height and density.

The current population to employment ratio of 3.2:1 does not meet the range for Community Nodes of 2:1 to 1:2. The target population to employment ratio for the Port Credit Community Node is 2:1. As

such, additional employment is required to provide more opportunities to live and work in the community. The ratio is measured as an average across the entire node, and includes the former refinery site (located in the neighbourhood to the west).

6.1.1 The City will monitor the gross density and population to employment ratio in the Community Node and will assess its ability to accommodate further growth through the development approval process.

6.1.2 Increases in employment opportunities are to be accommodated on lands designated mixed use, which can accommodate a range of establishments including: retail, restaurants, and offices.

6.1.3 Development applications will be required to address, to the City's satisfaction, the appropriate range and amount of employment uses on the following sites:

- a. GO Station Parking Lot and vicinity (land at the four corners of Ann Street and Park Street East);
- b. Port Credit Harbour Marina (1 Port Street East); and,

- c. Former Refinery Site (south side of Lakeshore Road West located between Mississauga Road South and Pine Avenue)

6.1.4 Mississauga will encourage redevelopment within the Mainstreet Precinct to accommodate employment uses on the second and third floors.

6.1.5 Strategies to encourage and support employment uses may be pursued including consideration of Community Improvement Plans and Bonus Zoning.

6.1.6 Intensification will address matters such as:

- a. contribution to a complete community;
- b. providing employment opportunities;
- c. sensitivity to existing and planned context and contribution to the village mainstreet character;
- d. respecting heritage; and
- e. protecting views and access to the waterfront.



Figure 6: Intensification within the Community Node should respect the experience, identity and character of the surrounding context. Providing views to Lake Ontario respects Port Credit's identity as a waterfront community.

6.2 Neighbourhood Character Areas (East and West)

The Neighbourhood Character Areas are on the east and west sides of the Community Node. These are stable areas, primarily residential in nature, and are not expected to experience significant change.

The Neighbourhood Character Areas include portions of the Lakeshore Road Corridor. The corridor generally represents a distance of half a block north and south of Lakeshore Road and corresponds to the limits of the Mainstreet Precinct.

6.2.1 Intensification will occur through modest infilling or redevelopment along Lakeshore Road Corridor, commercial plazas, or on the vacant former refinery site.

6.2.2 Intensification will be sensitive to the existing character of the residential areas and the planned context of Lakeshore Road Corridor.

7.0 VALUE THE ENVIRONMENT

The preservation, restoration and enhancement of the environment is a guiding principle. The Green System is an important element in the Community Concept. The Green System is located within a variety of land use designations in Port Credit.

Schedule 1A of the principal document identifies the Green System which consists of:

- Natural Areas System;
- Natural Hazard Lands, and
- Parks and Open Space.

Schedule 3 of the principal document identifies the Natural System including Natural Areas and Natural Hazards. Schedule 4 identifies Parks and Open Spaces.

The Natural Areas System includes a Special Management Area within Rhododendron Gardens and a Natural Area within Port Credit Memorial Park East.



Figure 7: The Credit River and its banks are important components of the natural environment and public recreation system. Along with the Lake Ontario waterfront these areas are important local, city, regional and provincial assets. Policies implement a balanced approach that respects the environment and recognizes the role it plays in the community.

Natural Hazard Lands are associated with features such as the Tecumseh Creek, Credit River, Credit Valley and Lake Ontario Shoreline.

Waterfront parks are an important component of the Open Space System, and include Rhododendron Gardens, Ben Machree Park, Imperial Oil waterfront trail extension, J.C. Saddington Park, Marina Park, Memorial Park (East and West), St. Lawrence Park, Tall Oaks Park, and Hiawatha Park.

The mouth of the Credit River is an ecologically significant estuary where the Credit River meets Lake Ontario. In addition, the Credit River is a well known fishery which contains a Provincially significant wetland complex just north of the Area Plan, and is identified in the Provincial Greenbelt Plan as an external connection.

7.1 Green System

7.1.1 The management of Rhododendron Gardens and Port Credit Memorial Park East will consider how the natural area components of these parks can be enhanced.

7.1.2 Within the waterfront parks system, the protection, preservation and restoration of existing natural systems will be prioritized and balanced to direct and guide the planning of existing and future waterfront activities.

7.1.3 Opportunities to enhance and restore the Credit River as a biologically productive and diverse ecosystem are encouraged.

7.2 Urban Forest

7.2.1 Mature trees are recognized as providing important environmental benefits and contributing to the character of Port Credit. Improvements to the urban forest are encouraged.

7.2.2 Opportunities to enhance the tree canopy and health of the urban forest in the public right-of-

ways and adjacent privately owned land will be considered in conjunction with new development.

7.2.3 Opportunities to improve the tree canopy and promote a healthy urban forest will be reviewed when considering improvements to the streetscape along public roads, with particular attention to the Community Node and Lakeshore Road Corridor.



Figure 8: Mature Trees provide environmental benefits as well as contributing to the character of the area. If give sufficient landscaped area, some tree varieties in Port Credit have grown upwards of five storeys in height.

7.3 Living Green

7.3.1 Mississauga will encourage partnerships and stewardships in order to improve the health of the Green System.

7.3.2 Development will strive to minimize the impact on the environment and incorporate sustainable development practices in accordance with the City's Green Development Strategy.

8.0 COMPLETE COMMUNITIES

Port Credit, and in particular the Community Node, contains many of the attributes associated with complete communities, including among other things:

- a compact urban form that is walkable, provides convenient access to a mixture of land uses and an assortment of activities such as: shops, community facilities, parks, and public transit;
- a range of housing options with a mixture of housing forms and densities, along with a significant rental housing stock;
- cultural resources such as heritage buildings and landscapes associated with the Credit River and Lake Ontario, which help retain a connection to the past; and
- opportunities for people to engage in community life through meeting facilities a high quality public realm and vibrant cultural activities.

The policies are intended to protect and enhance the above attributes to fully realize the complete community aspect of Port Credit.

8.1 Housing

8.1.1 The Community Node and Lakeshore Road Corridor are encouraged to develop with a range of housing choices in terms of type, tenure and price.

8.1.2 The provision of additional affordable housing, with a focus on rental housing units, is encouraged in the Community Node and Lakeshore Road Corridor.

8.1.3 Preservation of existing affordable housing will be a priority. Where development applications are proposing the removal of existing affordable housing, the replacement of these units will be encouraged on site or within the community.

8.1.4 Mississauga will encourage investment in new rental housing and, in particular, affordable rental housing that meets the needs of young adults, older adults and families in the Community Node and along the Lakeshore Road Corridor.

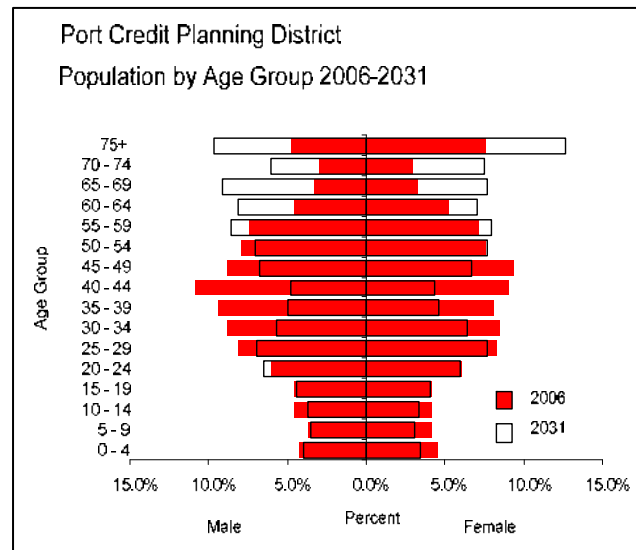


Figure 9: Similar to many established communities, Port Credit's population is forecast to age. In many cases, as people age they consider living in smaller accommodations and often prefer to live within the same general community.

8.2 Cultural Heritage

Port Credit contains a number of important cultural heritage resources and properties, including but not limited to:

- Old Port Credit Village Heritage Conservation District, identified on Schedule 3 Port Credit Local Area Plan Land Use. These lands are subject to a Conservation District Plan, the goal of which is to conserve and enhance the historical character of old Port Credit village;
- Heritage Designations / Heritage Listings on the City's Heritage Register; and
- Cultural Landscapes which include the Credit River Corridor, Port Credit Pier Scenic View, and Mississauga Road Scenic Route.

8.2.1 Consideration will be given to including the Old Port Credit Village Heritage Conservation District into a Community Improvement Plan to promote and enhance the historic character of the area.



Figure 10: Given the long history of settlement in Port Credit it is important to protect, recognize and enhance the areas heritage attributes.

8.3 Community and Cultural Infrastructure

Port Credit contains a concentration of facilities, buildings, properties and events which represent a cultural infrastructure cluster considered to be a cultural node. Continued investment in Port Credit's cultural infrastructure is encouraged.

8.3.1 The Community Node and Lakeshore Road Corridor are preferred locations for community infrastructure.

8.3.2 Cultural infrastructure will reinforce, where possible, the Vision and guiding principles of an urban waterfront village.

8.3.3 Creative enterprises that support the economy and create an engaging lively area year round are encouraged to locate in the Community Node.

8.3.4 Mississauga will encourage partnerships and collaboration with the local community to further develop the cultural aspects of the Community Node.

8.3.5 Consideration will be given to including the Community Node and Neighbourhood Mainstreet Precinct into a Community Improvement Plan to guide development of the cultural infrastructure.



Figure 11: The Mississauga Culture Master Plan notes that cultural facilities and creative enterprises support economic activity and play a key role in creating the engaging, lively and richly textured places where people want to live and visit. Creative enterprises can include a wide range of businesses, such as: artists, galleries, architects, graphic designers, and software developers.

8.4 Distinct Identity & Character

8.4.1 The character will reflect the Vision of an urban waterfront village. City initiatives, including investments in lighting, public art, transportation features, streetscape improvements, parks planning, will contribute to the Vision.

8.4.2 Lakeshore Road (east and west) is a key location for the promotion of Port Credit as a place for vibrant cultural activities and providing a "sense of place". The mainstreet environment, including the built form, public realm, street furniture, lighting, cycling amenities, trees, gathering places are to be protected and, where possible, enhanced.

8.4.3 A master streetscape plan for Lakeshore Road (east and west) may be undertaken that reinforces the Vision and encourages a consistent design theme.

8.4.4 Opportunities to further Port Credit's identity and character through improvements to the public realm will be considered through the planning and design of:

- Light Rail Transit along Hurontario Street and Port Street;

- redevelopment of the GO Station parking lot; and,
- redevelopment along the Lake Ontario and Credit River shorelines, including the Port Credit marina.

8.5 Lake Ontario Waterfront

Port Credit is a waterfront community with a strong identity and orientation to the Lake Ontario and Credit River. Public access to the waterfront is an important part of the Port Credit identity.

8.5.1 Mississauga supports the continuation and improvement of water dependent activities such as marinas, facilities in support of recreational boating and sport fishing and uses that benefit from being near the shoreline, parks and the Waterfront Trail.

8.5.2 Uses in proximity to the waterfront will provide for public access, where appropriate. Through land acquisition, capital works and the review of proposals, Mississauga will endeavor to ensure this Vision is realized.

8.5.3 The Mississauga waterfront parks are a significant element of the Port Credit Character. Planning for the waterfront parks system will be guided by the Waterfront Parks Strategy, 2008.

9.0 MULTI-MODAL CITY

Integral to Port Credit is the transportation system which includes: transit, vehicular, active transportation (e.g. walking and cycling) and rail.

The road network is shown on the Port Credit Land Use map (Schedule 3). Tables 8-1 to 8-4 and Schedule 8 (Designated Right-of-Way Width) of the principal document identify the basic road characteristics. The long-term multi-modal transportation system is shown on Schedule 5 (Long Term Road Network), Schedule 6 (Long Term Transit Network), and Schedule 7 (Long Term Cycling Network) of the principal document.

Future higher order transit corridors are shown on the Port Credit Land Use map. Hurontario Street, and Port Street East are identified as a higher order transit corridor, with Light Rail Transit (LRT) being the recommended transit technology. In addition, a future Higher Order Transit corridor has been identified along Lakeshore Road East, extending from Hurontario Street, to the City of Toronto boundary. A preferred transit solution (e.g. bus or rail), has not yet been identified for this corridor.



Figure 12: Water dependent activities are an important part of what gives Port Credit a distinct identity. Policies are intended to enhance the function and image of the area as a waterfront destination.

9.1 Multi-Modal Network

9.1.1 The road and transportation network will consider the needs of all users, both those residing within the community and those that utilize the network from elsewhere in the city and surrounding areas.

9.1.2 Mississauga will acquire lands for a public transit right-of-way along the Lakeshore and Hurontario Corridors where the creation of a public transit right-of-way, separate from, adjacent to, or in addition to, a road right-of-way is deemed appropriate.

9.1.3 The proposed LRT terminus on Port Street East and the proposed LRT stop at the Park Street East / GO station parking lot, represent potential placemaking opportunities and locations for public art. Development applications adjacent to LRT transit stops may be required to incorporate placemaking elements into their design.

9.1.4 Hurontario Street and Lakeshore Road (east and west), including the Credit River Bridge, will not be built in excess of four lanes, excluding turning lanes, bus bays, space for bicycles, space for higher order transit and parking, unless it can be demonstrated that additional lanes will not result in a major deterioration of the neighbouring residential or retail commercial environment or public realm. The implementation of any major roadway modifications will require an amendment to this Area Plan.

9.1.5 Lakeshore Road (east and west) will be planned to accommodate, to the extent possible, all modes of transportation, including, pedestrian facilities, cycling facilities and higher order transit facilities. Appendix B contains the executive summary from the Lakeshore Road Transportation Review Study, which provides a comprehensive and technical transportation review regarding how the Lakeshore Corridor can accommodate alternative modes of transportation.

9.1.6 Mississauga will work with the Province to develop a multi-modal plan for the Queen Elizabeth

Way / Lakeshore Road Corridor that addresses regional and local transportation needs and property impacts.

9.1.7 During the review of development applications, consideration will be given to the manner in which the development provides additional public roads to continue the existing fine-grained street networks.

9.1.8 During the review of development applications, consideration will be given to the manner in which the development provides additional public access to the shoreline can be provided.

9.1.9 Mississauga will work with the Province to ensure development of higher order transit services and related infrastructure including parking structures are integrated appropriately into Port Credit, having regard for the impact on all modes of transportation.

9.1.10 Cycling and pedestrian infrastructure will be provided in accordance with the Cycling Master Plan and principal document.

9.1.11 Mississauga will identify and pursue infrastructure opportunities that enable additional cycling and pedestrian crossings of the Credit River and CN Railway tracks.



Figure 13: Providing safe, sheltered and convenient access to various modes of transportation can help shift peoples lifestyles towards more sustainable transportation modes such as transit, cycling, and walking.

9.2 Parking and Transportation Demand Management

9.2.1 Reduced parking requirements and maximum parking standards may be considered within:

- a) the Community Node, particularly in proximity to the GO Station and future LRT stops; and
- b) the Mainstreet Neighbourhood Precinct.

9.2.2 Public parking lots in the Community Node and Mainstreet Neighbourhood Precinct will be maintained and supplemented, where appropriate.

9.2.3 The City will encourage Transportation Demand Management measures, where appropriate, within the Community Node and as part of any significant redevelopment projects outside of the node.

9.3 Mobility Hub

The GO Transit station and vicinity is identified as a Gateway Mobility Hub in the Regional Transportation Plan prepared by Metrolinx and as a Major Transit Station in the principal document. The transit station area connects regional rapid transit along the GO line with local bus service. In the future, the area is planned to have connections to higher order transit lines serving Hurontario Street and Lakeshore Road East.

Port Credit exhibits many of the attributes of a successful mobility hub such as having a concentration of housing, shopping and recreational uses in the vicinity of a transit station where Regional and local transit services connect. The focus for future development is to support the planned character of the area, and the functioning of the mobility hub.

9.3.1 Investment in infrastructure, building and site design that supports the function of the mobility

hub will be a priority. This includes, among other things:

- a) a vibrant, mixed use environment, providing additional employment opportunities and a greater range of commercial establishments;
- b) a built form that respects the planned character of the area;
- c) safe and efficient pedestrian and cycling connections to neighbourhoods that surround the mobility hub;
- d) safe and efficient movement of people transferring between transit modes, networks and routes;
- e) safe and efficient movement of people with high levels of pedestrian and cyclist priority;
- f) safe and efficient access for cyclists, and secure storage facilities;
- g) a well-designed transit station for a high quality user experience;
- h) strategic parking management, including minimizing surface parking lots and designing parking structures to a high architectural and landscape standard;
- i) an attractive public realm;
- j) a minimized ecological footprint; and,
- k) effective partnerships and incentives for increased public and private investment.

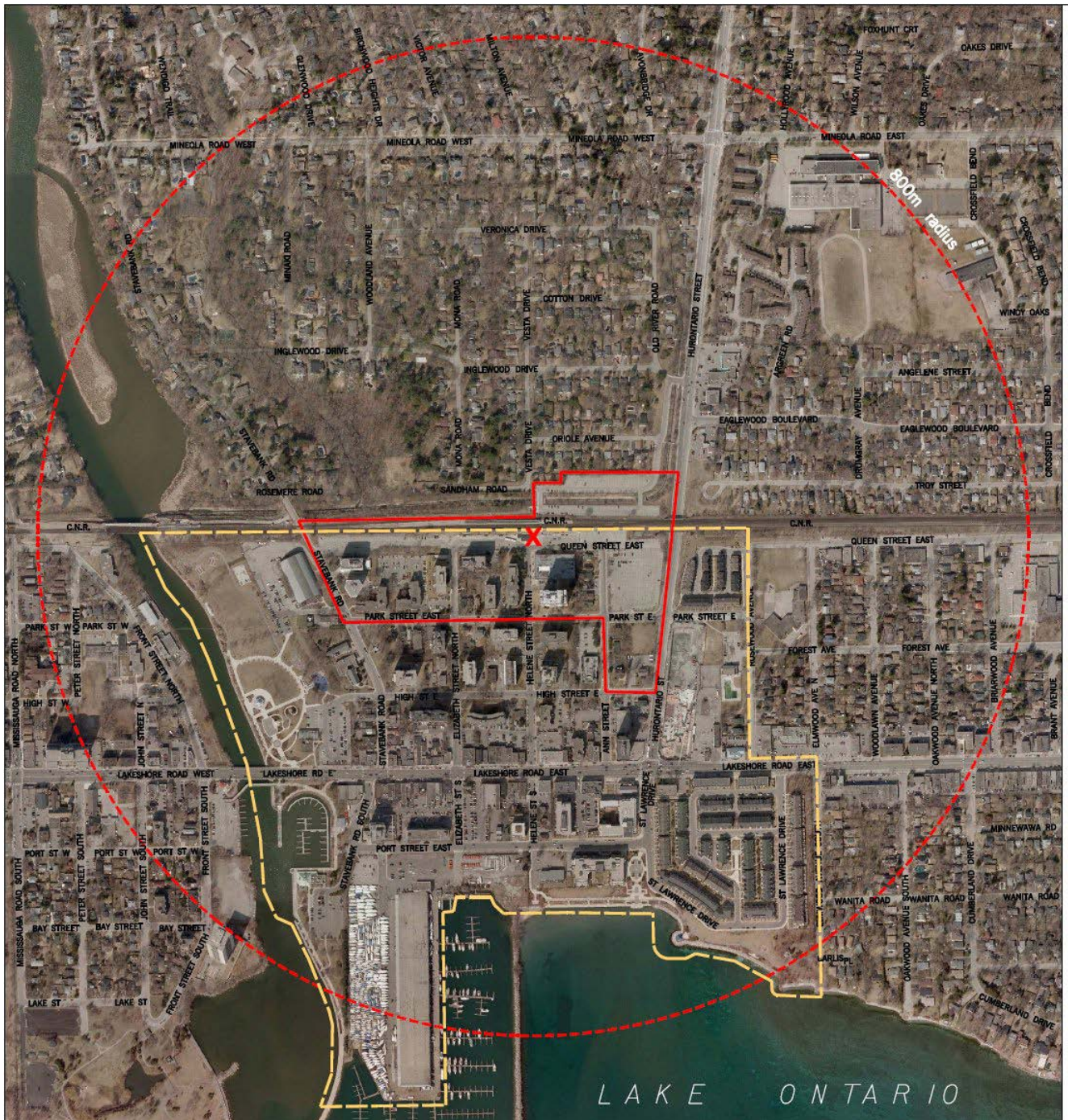


Figure 14: The Region Transportation Plan broadly defines the geographic limits of a mobility hub to be the area within 800 metres of a major transit station. The Port Credit Mobility Hub Study refined the limits by removing stable residential neighbourhoods as well as lands to the west of the Credit River, which is a barrier to travel. The limits of the Mobility Hub with Port Credit correspond to the Secondary Zone. The GO Station parking lot on the north side of the CN Railway is outside of the Port Credit Local Area Plan.

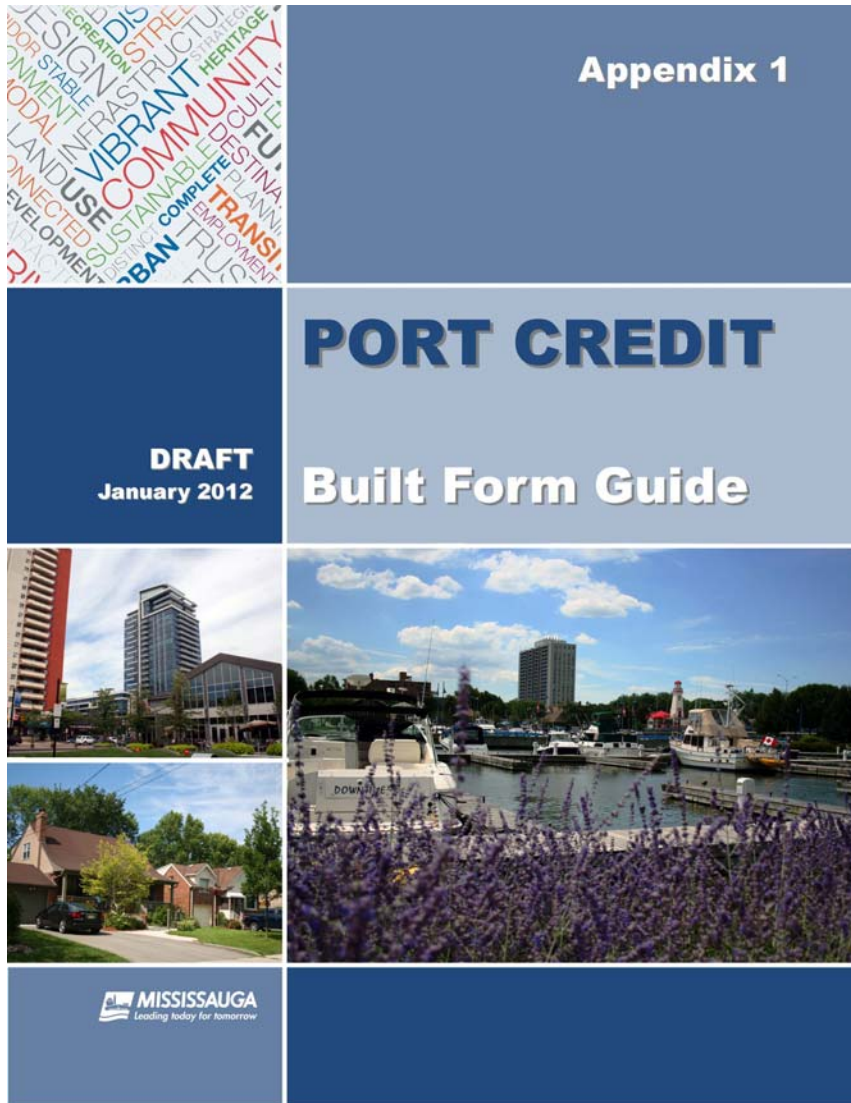


Figure 16: Provision of public access to the waterfront and protection of views to Lake Ontario are important components of Port Credit.

Figure 15: The Port Credit Built Form Guide demonstrates how the Desirable Urban Form Policies can be achieved.



Figure 17: Port Credit contains a diverse range of built environments, which are reflected in the Area Plan policies.

10.0 DESIRABLE URBAN FORM

The desirable urban form policies reflect the planned function and local context and are organized as follows:

a) Community Node Character Area

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

- Central Residential;
- Mainstreet Node;
- Harbour Mixed-Use; and,
- Riverside.

b) Neighbourhood Character Areas

The Character Areas have been further subdivided into the following precincts:

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

The locations of these precincts are shown on Schedule 1.

Development will be guided by the Port Credit Built Form Guide, contained in Appendix A.

10.1 General Policies

10.1.1 Development will be in accordance with the minimum, and maximum height limits as shown on Schedule 2A and 2B. The appropriate height within this range will be determined by the other policies of this Area Plan.

10.1.2 For properties located in more than one precinct, development must conform to the policies appropriate for each portion of the precinct.

10.1.3 Drive-through facilities are not permitted within this Area Plan.

10.1.4 Above grade parking facilities will be designed to be compatible with the surrounding character through the use of architectural elements that fit with the scale and style and streetscape of the community. Secure storage facilities for bicycle parking will be provided on the ground floor of the structure. Consideration will also be given to including active pedestrian related uses on the ground floor of the structure to improve the animation of the street edge condition. Where possible, above grade parking structures will be designed in such a manner that they are integrated into the development.

10.2 Community Node

The Community Node will exhibit high standards of urban design that reinforce and enhance the identity of Port Credit as a vibrant and memorable urban place. Additional development is anticipated, however, the form and scale will vary within the node in accordance with the various precincts.

The policies are intended to reflect a number of objectives, including among other things:

- to ensure that the greatest height and density will be in close proximity to the GO transit station and future LRT transit stop at Hurontario Street and Park Street;
- to ensure building heights will reflect an appropriate transition towards the Credit River, Lake Ontario Shoreline, the mainstreet area, and surrounding neighbourhoods;
- to provide for a variety of building heights and massing that are well spaced to provide skyviews and an articulated skyline;

- to recognize the waterfront as an important attribute where public access will be provided and views protected;
- to provide for a village mainstreet environment that is characterized by low rise mixed use development with a high quality public realm along Lakeshore Road (east and west);
- to recognize key locations in the vicinity of the GO transit station and waterfront that require additional study prior to redevelopment; and,
- to ensure development will be sensitive to the existing context and planned character of the area.

10.2.1 Community Node General Policies

10.2.1.1 The overall development of the node will be at a scale that reflects its role in the urban hierarchy.

10.2.1.2 Floor plate size for buildings over six storeys will decrease as building height increases, to address, among other matters:

- a. overall massing (reduce “wall effect”);
- b. visual impact of buildings;
- c. protect skyviews; and
- d. limit shadow impact.

10.2.1.3 Buildings over six storeys will maintain distance separations that, amongst other matters, address the following:

- a. existing distance separations between buildings;
- b. overcrowding of skyviews and skyline;
- c. protection of view corridors; and
- d. privacy and overlook of occupants.

10.2.1.4 New development will provide for landscape areas that, amongst other matters, address the following:

- a. landscaped character of existing buildings and the planned function of the precinct;

- b. provide buffer between uses;
- c. incorporate stormwater best management practices;
- d. enhance the aesthetic quality of the area; and
- e. provide opportunities to enhance the tree canopy.

10.2.1.5 Streetscape will address, among other matters, the following:

- a. setbacks and side yards to reflect the planned function;
- b. minimize vehicular access points; and
- c. creating an attractive public realm.

10.2.2 Central Residential

This area contains a significant concentration of apartment buildings with potential for intensification, primarily in the immediate vicinity of the GO transit station and will have the highest building heights in Port Credit. The existing character of the area will generally be maintained, particularly the mature trees and the well-landscaped front yards.

10.2.2.1 Building heights will generally decrease towards the east and west of the precinct, reflecting proximity of either the Credit River Valley or established residential neighbourhoods.

10.2.2.2 Building heights on lots adjacent to the Mainstreet Precinct will demonstrate an appropriate transition.

10.2.2.3 To achieve the maximum heights, as outlined on Schedule 2B, on the lands designated Mixed Use or Utility in the vicinity of the GO transit station, a detailed land use and urban design study will be required to verify appropriate heights, design, transition to adjacent lands and mix of uses.

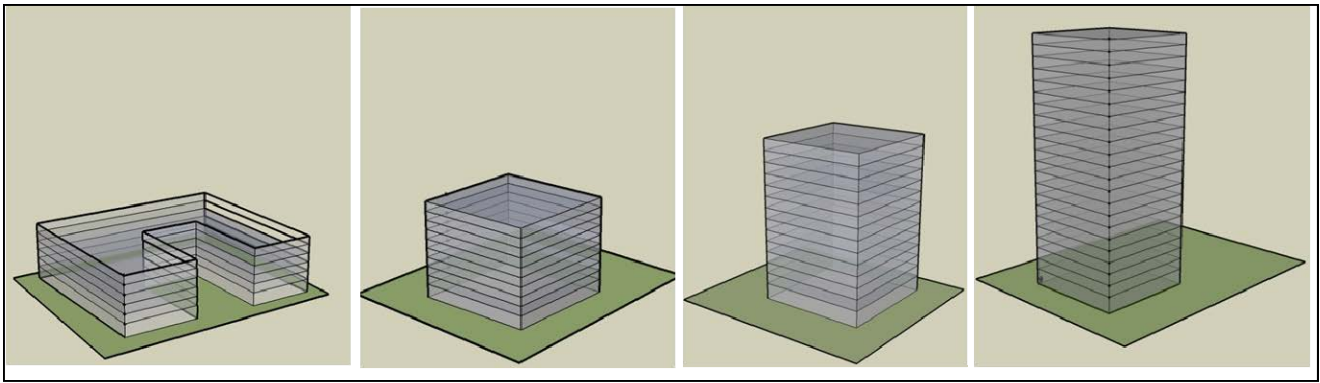


Figure 18: The floor plate of buildings will decrease as the height of the building increases.

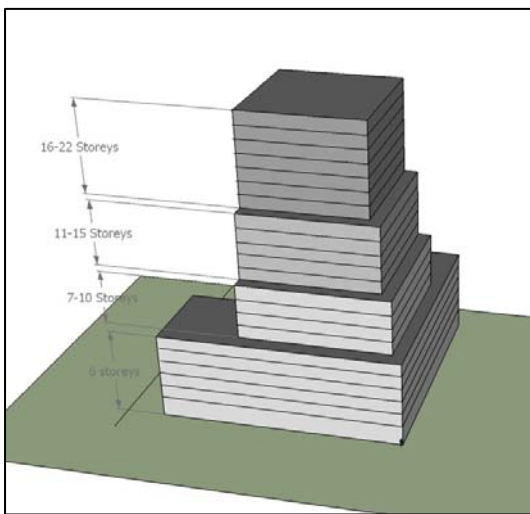


Figure 19: Combination of floor plates and heights may be permitted.

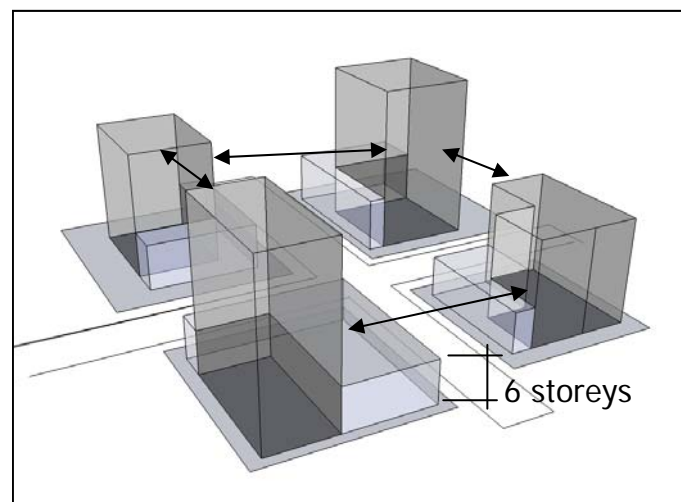


Figure 20: Development will reflect appropriate separation distances between buildings over six storeys.

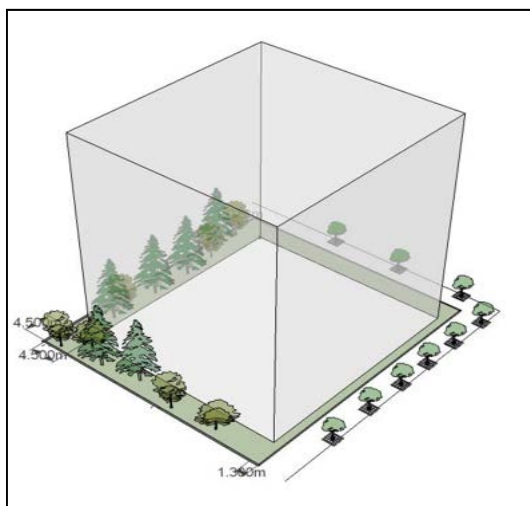


Figure 21: Appropriate landscaping, reflecting the use and context will be provided.



Figure 22: Different streets will have different streetscape requirements, for example, within the mainstreet precinct, development should provide a desirable streetedge condition that is ideal for the use of pedestrians.

10.2.3 Mainstreet (Node)

This area includes part of Port Credit's traditional mainstreet which generally extends a half block north and south of Lakeshore Road (east and west). In many cases this coincides with the alignment of a public lane; where it does not, the limit of the area is defined by an extension of a line from the public lane.

10.2.3.1 This precinct will contain street-related commercial uses with a rhythm of closely spaced storefronts lining the street in order to encourage and foster an active pedestrian street.

10.2.3.2 Single use residential buildings are not permitted.

10.2.3.3 The mainstreet area will meet both the day-to-day needs of local residents as well as those visiting the area.

10.2.3.4 For the portion of the Mainstreet Precinct on the south side of Lakeshore Road West, between Mississauga Road and the Credit River, the Old Port Credit Village Heritage Conservation District Plan also applies.

10.2.4 Harbour Mixed Use

This area has potential for intensification and is intended to contain a mixture of uses and densities. Development will be at a lower overall scale than the Central Residential Precinct and will step down towards Lake Ontario.

Marina uses are recognized as important elements of the Harbour Mixed-Use Precinct and Port Credit. It is recognized that the waterfront will be more urban in nature, with a wider range of uses and activities that help reinforce the elements of a waterfront setting.

The marina lands south of Port Street have redevelopment potential. Further study, however, is required to determine the appropriate built form of any redevelopment. The Special Site Areas policies provide additional direction regarding issues that will be studied.

10.2.4.1 The scale of development will be supportive of an urban waterfront village theme. Buildings heights will be a maximum of 6 storeys fronting Port Street, stepping down to 3 storeys towards the waterfront and stepping up to 10 storeys towards the Mainstreet Precinct.

10.2.4.2 Provision of public access and additional public lands along the waterfront will be a priority consideration in any redevelopment of properties on the waterfront.

10.2.4.3 Development will maintain existing view corridors to Lake Ontario.

10.2.4.4 For the portion of the Harbour Mixed Use Precinct, on the south side of Lakeshore Road West, between Front Street South and the Credit River, the Old Port Credit Village Heritage Conservation District Plan applies.

10.2.5 Riverside

This area is intended to provide a transition between the taller building heights in the Central Residential Precinct and the low rise building heights in the North Residential Neighbourhood.

10.2.5.1 New development will demonstrate an appropriate transition to the Credit River valley, and the Mainstreet Precinct.

10.2.5.2 Any redevelopment along Mississauga Road North will consider its character as a **scenic route**.

10.2.5.3 Pedestrian open spaces will be planned to visually and physically extend Port Credit Memorial Park West into this neighbourhood along High Street West through to Front Street West, and along Park Street West.

10.3 Neighbourhoods

Neighbourhoods are stable residential areas where the existing character is to be preserved and will not be the focus for intensification. Where development occurs, it will be 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.

Neighbourhoods are not uniform and contain unique issues that are addressed through various precincts (e.g. heritage district, proximity to railway and existing employment uses, large vacant brownfield site).

Neighbourhood policies are intended to reflect a number of objectives, including among other things:

- to ensure development is sensitive to the existing low rise context and reinforce the planned character of the area;
- to ensure Lakeshore Road (east and west) will provide appropriate development and public realm that reinforces its planned role as a location that helps connect the community and fosters an active pedestrian and cycling environment;
- to appropriately balance the constraints associated with both the Canadian National Railway line and adjacent residential uses;
- to recognize the former refinery site as an important location along the waterfront that requires special attention and further study; and
- to recognize the Old Port Credit Heritage Conservation District.

10.3.1 Neighbourhood General Policies

10.3.1.1 Streetscape along Lakeshore Road (east and west) will address among other matters the following:

- a. minimize vehicular access points;

- b. orienting entrances and buildings towards the street; and
- c. creating an attractive public realm.

10.3.2 Old Port Credit Village Heritage Conservation District

The Old Port Credit Village Heritage Conservation District Plan applies to the lands within this precinct.

The area contains a mixture of housing, retail commercial and community buildings of many types, representing different eras. While some of the housing stock is relatively new, the neighbourhood contains pockets of housing which are truly historic, representing various time frames and a pleasing sense of "time depth".

The area is predominately low rise in character, however, the existing low rise apartment buildings are recognized as forming part of the precinct.

10.3.2.1 Any additions, alterations, adaptive re-use or redevelopment will address how the development:

- displays massing and scale sympathetic to surroundings;
- preserves the historic housing stock;
- supports the existing historical character;
- maintains the existing street grid pattern and building setbacks; and
- maintains and enhances significant groupings of trees and mature vegetation.

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

10.3.3 Vacant Former Refinery

This precinct consists of a property formerly used as a refinery that is predominately vacant. Lands along

Lake Ontario accommodate public open space and the Waterfront Trail.

The precinct represents a significant property along Lake Ontario that has the opportunity to create vibrant areas of interest that can enhance the existing community and offer increased public access to the waterfront.

This precinct should ultimately be developed in a manner which is compatible with the surrounding lands, and which does not detract from the planned function of the Community Node.

This precinct has redevelopment potential, however, further study is required to determine appropriate development. The precinct policies and Special Site policies provide additional direction regarding issues that need to be addressed.

10.3.3.1 Building heights will provide appropriate transition to the adjacent South Residential and Historical Village Precincts.

10.3.3.2 A public road will be provided in any future development that separates any new development from the Lake Ontario waterfront open space and the continuous Waterfront Trail to maximize public access to and along the Lake Ontario waterfront.

10.3.3.3 A landscaped buffer will be maintained between the Precinct and the adjacent residential neighbourhood to the west.

10.3.4 North Residential Neighbourhoods (Shawnmarr/Indian Heights and Credit Grove)

This precinct includes the areas known as Shawnmarr/Indian Heights and Credit Grove located on the west and east sides of the Community Node, between the railway line and the neighbourhood mainstreet area along Lakeshore Road West and East. These predominately stable residential areas will be maintained while allowing for infill which is compatible with and enhances the character of the area.

10.3.4.1 The predominant characteristics of these areas will be preserved including:

- a. existing low rise building heights;
- b. the combination of small building masses on small lots;
- c. the well-landscaped **streetscapes**; and
- d. the regular street grid.

10.3.4.2 New development is encouraged to reflect the predominate 1 to 2 storey height limits of the area, however, a third storey may be permitted subject to demonstrating compatibility with adjacent properties, including but not limited to acceptable massing and overlook.

10.3.4.3 Properties fronting Lakeshore Road West will complement the adjacent mainstreet precinct by continuing the general 4 storey height limits. Single use residential buildings are permitted along this portion of Lakeshore Road West.

10.3.4.4 The existing commercial plaza located generally between Harrison Avenue and Wesley Crescent provides commercial floor space that serves the area but also represents a site for potential intensification with a maximum height limit of 4 storeys. The front portion of the commercial site is considered to be part of the mainstreet precinct and the rear is part of the neighbourhood precinct. Any future redevelopment of the property will address issues, including but not limited to:

- a. constraints given previous industrial uses on the property;
- b. potential road connections and improvements to the neighbourhood's fine grain road pattern;
- c. retention of commercial space; and
- d. appropriate transitions to adjacent residential uses.

10.3.4.5 The Canadian National Railway line defines the northern boundary of this area and restricts the types of use that can be redeveloped on adjacent properties. Development of these lands will:

- a. be encouraged to improve the transition to adjacent residential areas;

- b. have a maximum height generally equivalent to a 2 storey residential building;
- c. ensure lighting, noise levels, loading and garbage areas do not negatively impact adjacent residential areas;
- d. provide appropriate landscaped buffers to adjacent residential areas;
- e. provide a **streetscape** that is compatible with adjacent neighbourhoods.

10.3.4.6 Any redevelopment along Mississauga Road North will consider its character as a **scenic route**.



Figure 23: Business Employment uses can be an appropriate buffer between residential neighbourhoods and the railway, provided they have an appropriate height, landscaping, and uses are kept predominately within buildings.

10.3.5 South Residential Neighbourhoods (Cranberry Cove, Hiawatha-on-the-lake)

This precinct includes the areas known as Cranberry Cove and Hiawatha-on-the-lake, located on the west and east sides of the Community Node, between Lakeshore Road West and East and the waterfront. These predominately stable residential areas will be maintained while allowing for infill which is compatible with and enhances the character of the area.

10.3.5.1 The predominant characteristics of these areas will be preserved including:

- a. low rise building heights;
- b. the combination of relatively small building masses on small lots;
- c. the physical and visual access to Lake Ontario;
- d. the well-landscaped **streetscapes**; and
- e. street grid pattern.



Figure 24: The established low density residential characteristics of Port Credit Neighbourhoods are to be preserved.

10.3.5.2 New development is encouraged to reflect the predominate 1 to 2 storey height limits of the area, however, a third storey may be permitted subject to demonstrating compatibility with adjacent properties, including but not limited to, acceptable massing and overlook.

10.3.5.3 Properties fronting Lakeshore Road West will complement the adjacent mainstreet precinct by continuing the general 4 storey height limits. Single use residential buildings are permitted along this portion of Lakeshore Road West.

10.3.5.4 Development between the lake and the continuous lakefront trail should provide ample side yards to ensure visual access to the lake between buildings.

10.3.6 Mainstreet (Neighbourhood)

This Precinct is intended to contain a mixture of uses that help meet the day-to-day needs of residents. This precinct represents an extension of the Mainstreet Precinct from the Community Node, and generally extends a half block north and south of Lakeshore Road West and East.



Figure 25: Development along Lakeshore Road will provide for a mainstreet commercial environment and attractive public realm that reinforces its planned role as a location that helps connect the community and foster an attractive and safe public realm.

This precinct will contain street-related commercial uses with closely spaced storefronts lining the street to encourage and foster an active pedestrian street.

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

10.3.6.2 The assembly of adjacent low density residential land to enlarge properties fronting the mainstreet precinct is discouraged. However, should assembly occur the primary purpose of these lands should be for buffering the adjacent residential uses and for amenity space and/or parking if required through the development.

11.0 STRONG ECONOMY

Employment opportunities are an important component of Port Credit as they contribute to a healthy mixture of land uses, help provide a complete community, and is supportive of a village where people have the opportunity to live work and play in the same area.

Port Credit contains a significant number of jobs located outside of the Community Node. Employment is found primarily focused in the businesses along Lakeshore Road, along the railway corridor, and at school sites. In total, approximately one third of the Area Plan's employment is located outside of the node but within Port Credit.

This Area Plan provides for the continued operation and expansion of employment uses. Generally the most appropriate employment uses are in the education, office, culture, and retail sectors. In particular, creative enterprises that are involved in the creation, production and distribution of goods and services that use creativity and intellectual capital as primary inputs are encouraged. These include but are not limited to: artists, galleries, architects, graphic designers, and software developers.

11.1 Opportunities for lake-dependent or waterfront retail commercial activities, including activities such as marinas, and facilities in support of recreational sport fishing, will be promoted along the portion of the waterfront located within the community node.

12.0 LAND USE DESIGNATIONS

This section provides additional policy direction on the permitted land uses within this Area Plan. Schedule 3: Port Credit Local Area Plan Land Use Map, identifies the uses of land permitted and will be read in conjunction with the other schedules and policies in the Plan.

12.1 General

12.1.1 Residential buildings legally constructed prior to the approval date of this Area Plan are permitted.

12.2 Residential Low Density I

12.2.1 Notwithstanding the Residential Low Density I policies of the Plan, the following uses will not be permitted:

- a. semi-detached dwelling; and
- b. duplex dwelling.

12.3 Residential Low Density II

12.3.1 Notwithstanding the Residential Low II Density policies of the Plan, the following additional use will be permitted:

- a. existing office uses;

12.4 Residential Medium Density

12.4.1 Notwithstanding the Residential Medium Density policies of the Plan, the following additional uses will be permitted:

- a. low rise apartment dwellings; and
- b. existing office uses;

12.5 Residential High Density

12.5.1 Notwithstanding the Residential High Density policies of the Plan, the following additional use will be permitted:

- a. existing office uses.

12.6 Mixed-Use

12.6.1 Notwithstanding the Mixed-Use policies of the Plan, the following uses will not be permitted:

- a. motor vehicle rental.

12.7 Public Open Space

12.7.1 Notwithstanding the Public Open Space policies of the Plan, the following additional use will be permitted:

- a. commercial parking facility.

12.8 Business Employment

12.8.1 Notwithstanding the Business Employment policies of the Plan, the following uses will not be permitted:

- a. adult entertainment establishments;
- b. animal boarding establishments which may include outdoor facilities;
- c. body rub establishments;
- d. broadcasting, communication and utility rights-of-way;
- e. cardlock fuel dispensing facility;
- f. commercial parking facility;
- g. funeral establishment;
- h. motor vehicle rental;
- i. overnight accommodation;
- j. restaurant;
- k. transportation facility;
- l. truck terminal; and
- m. waste processing or transfer stations and composting facilities.

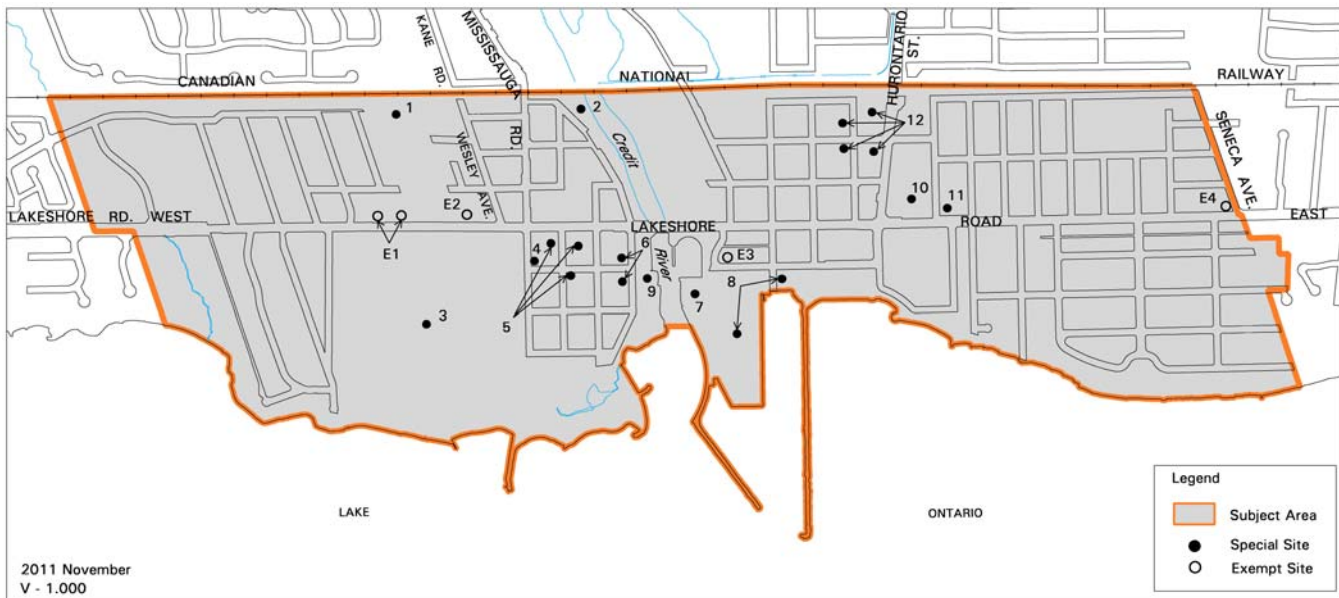
12.8.2 Notwithstanding the Business Employment policies of the Plan, the following policies apply:

- a. permitted uses will operate entirely within enclosed buildings;

12.9 Special Waterfront

A comprehensive master plan will be carried out to determine the use of the lands, and this Area Plan will be appropriately amended.

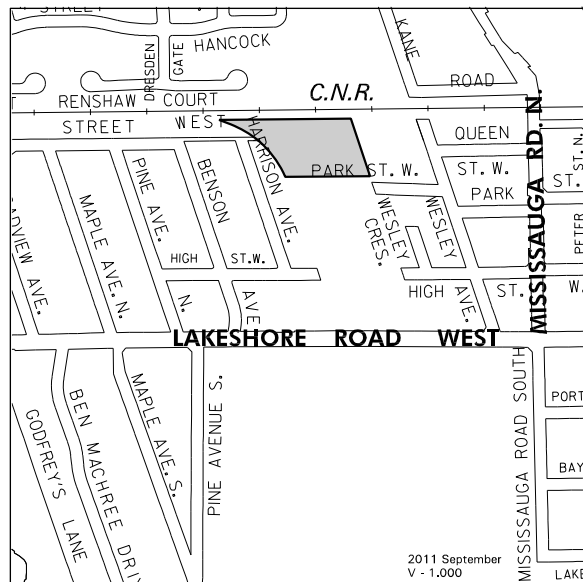
13.0 SPECIAL SITES & EXEMPT SITES



13.1 Special Sites

There are sites that merit special attention and are subject to the following policies.

13.1.1 Site 1

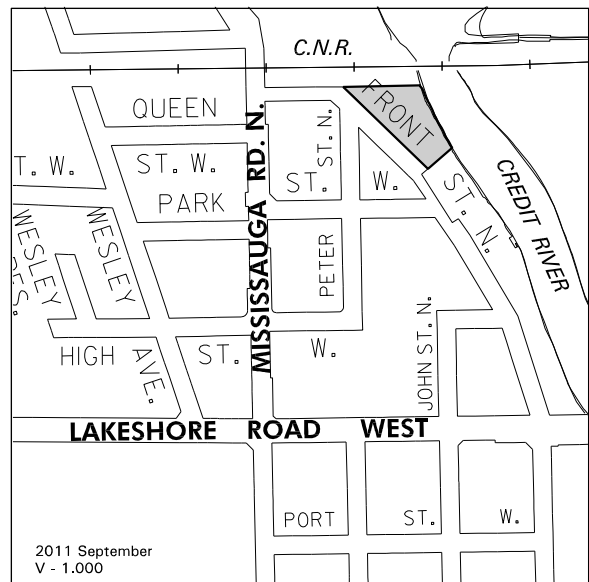


13.1.1.1 The lands identified as Special Site 1 are located south of the Canadian National Railway and east of Queen Street West.

13.1.1.2 Notwithstanding the provisions of the Business Employment designation, the following additional policies will apply:

- a. development (including servicing) will be permitted following the filing of a Record of Site Condition (RSC) on the Ministry of Environment's Registry in accordance with Ont. Regulation 153/04 as amended; and
- b. vehicular access to the site will be from Lakeshore Road West only, with no access permitted from the surrounding residential streets.

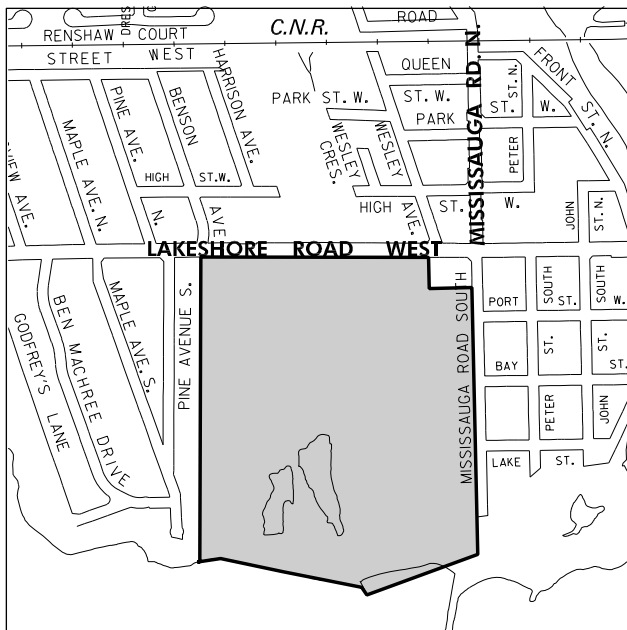
13.1.2 Site 2



13.1.2.1 The lands identified as Special Site 2 are located south of the Canadian National Railway tracks, east of Front Street North.

13.1.2.2 Notwithstanding the provisions of the Private Open Space and Greenbelt designations, the existing private club will be permitted.

13.1.3 Site 3



13.1.3.1 The lands identified as Special Site 3 are located on the south side of Lakeshore Road West, between Mississauga Road South and the rear yards of residential homes fronting onto Pine Avenue South.

13.1.3.2 Notwithstanding the provisions of the Special Waterfront, Public Open Space, Greenbelt designations, and the Desirable Urban Form policies, further study is required to determine the feasibility and appropriate type of redevelopment of these lands.

13.1.3.3 A comprehensive master plan will be prepared to the City's satisfaction that will address, among other matters, land use, built form and transportation. In addition, the master plan will:

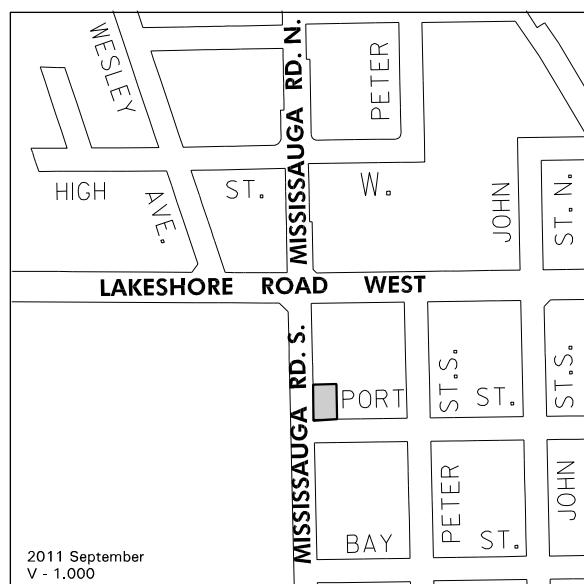
- a. determine contamination on the site;
- b. have regard for other City plans, policies and reports, such as the Lakeview and Port Credit District Policies Review and Public Engagement Process – Directions Report and the Waterfront Parks Strategy 2008;

- c. include provision of significant public parklands along and access to the waterfront including the Waterfront Trail;
- d. provide views to Lake Ontario;
- e. continue the mainstreet mixed use function along Lakeshore Road West;
- f. examine unique opportunities to take advantage of the site's size and location on the waterfront; and,
- g. provide opportunities to accommodate employment uses.

13.1.3.4 Consultation on the comprehensive master plan will occur with the landowners, the local community, and other stakeholders.

13.1.3.5 Approval of an Official Plan Amendment implementing the master plan is required prior to development.

13.1.4 Site 4

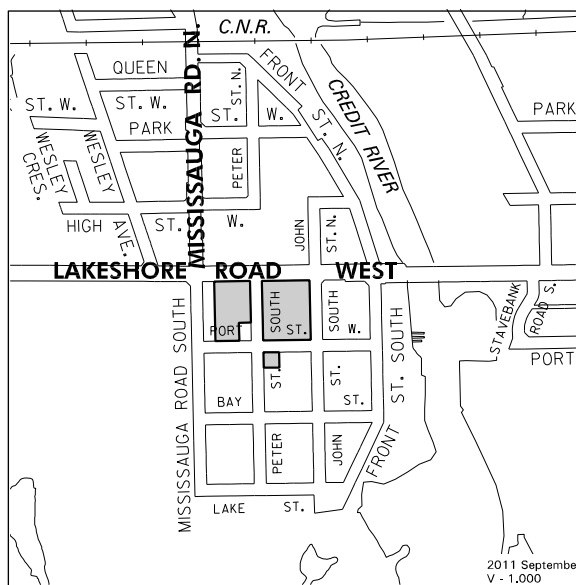


13.1.4.1 The lands identified as Special Site 4 are located east of Mississauga Road South, north of Port Street West.

13.1.4.2 Notwithstanding the provisions of the Residential Low Density I designation, the following additional policy will apply:

- a. offices, restaurants and personal service uses will be permitted.

13.1.5 Site 5



13.1.5.1 The lands identified as Special Site 5 are located south of Lakeshore Road West and west of John Street South.

13.1.5.2 Notwithstanding the provisions of the Mixed Use and Residential Low Density I designations, the following additional policy will apply:

- a. special care is required to preserve the character of the buildings and properties of the community infrastructure along Lakeshore Road West and Port Street West. Particular care will be taken in the preservation of the exterior character of the structures, and related exterior open space areas. The existing cemetery at the corner of Lakeshore Road West and John Street South will be preserved.

3.1.6 Site 6



- c. front yards will be mostly landscaped and oriented to Front Street South or Port Street West;
- d. appropriate design treatment will be provided to both facades at street corners;
- e. every effort will be made to have buildings of historic interest, as defined in the Old Port Credit Village Heritage Conservation District Plan, retained within any future redevelopment.

13.1.6.1 The lands identified as Special Site 6 are located on the west side of Front Street South and the south side of Port Street West, south of Lakeshore Road West.

13.1.6.2 Notwithstanding the provisions of the Mixed Use designation on these lands, the following additional policies will apply:

- a. buildings, including amenities and signage, whether new or modified, will have a single detached residential appearance consistent with the form, design and scale of the low density residential land use in the Old Port Credit Village Heritage Conservation District. In addition, the use will have a limited impact on the low density residential character of the area. New buildings or modified buildings will comply with the development standards of the adjacent low density residential area;
- b. any garage, detached or attached, will be located in the side or rear yard behind the front wall of the building. Any additional parking required will be accommodated to the rear of the lot;

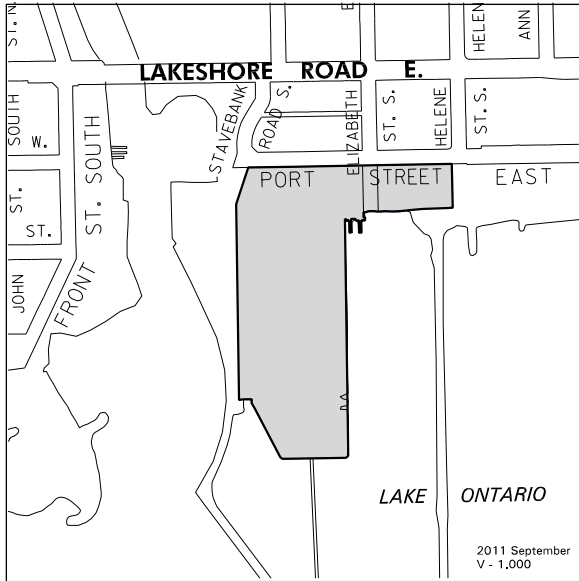
13.1.7 Site 7



13.1.7.1 The lands identified as Special Site 7 are located west of Stavebank Road South, south of Lakeshore Road East.

13.1.7.2 Notwithstanding the provisions of the Public Open Space and Greenbelt designations, the existing restaurant and marina will be permitted.

13.1.8 Site 8



13.1.8.1 The lands identified as Special Site 8 are located south of Port Street East and east of the Credit River.

13.1.8.2 Notwithstanding the provisions of the Mixed Use designation and the Desirable Urban Form policies, the following additional policies will apply:

- a. marina, boat repair, service and storage will be permitted; and
- b. further study is required to determine the appropriate type of redevelopment on these lands.

13.1.8.3 A comprehensive master plan will be prepared to the City's satisfaction that will address, among other matters, land use, built form and transportation. In addition, the master plan will:

- a. determine contamination on the site;
- b. have regard for other City plans, policies and reports, such as the Lakeview and Port Credit District Policies Review and Public Engagement Process – Direction Report and the Waterfront Parks Strategy 2008;

- c. include provision of significant public parklands along and access to the waterfront including the extension of the Waterfront Trail;
- d. preserve and enhance views to Lake Ontario;
- e. examine unique opportunities to take advantage of the site's location and reflect the historic marine heritage of the area including preserving the marina function and the Ridgetown breakwater;
- f. consider the appropriate built form around the future terminus of the Light Rail Transit planned along Port Street East;
- g. provide opportunities to accommodate employment uses.

13.1.8.4 Consultation on the comprehensive master plan will occur with the landowners, local community, and other stakeholders.

3.1.9 Site 9



13.1.9.1 The lands identified as Special Site 9, Marina Park, are located at the southeast corner of Lakeshore Road West and Front Street South.

13.1.9.2 Marina Park is to be developed as an integral component of the Port Credit Harbour and Historical Village in terms of complementary uses and design while recognizing its potential to establish a vibrant river and village edge.

13.1.9.3 Notwithstanding the provisions of the Public Open Space and Greenbelt designations, the following additional policies will apply:

a. in addition to the uses permitted by the Public Open Space designation, the following uses will be permitted subject to, among other matters, the approval of Credit Valley Conservation:

- **Secondary offices;**
- retail commercial uses, except for commercial uses with a drive-through facility;
- conference centre;
- marina;

- b. in addition to the uses permitted by the Greenbelt designation, a marina will be permitted;
- c. Marina Park will be developed as an integral part of both Port Credit Harbour and the Old Port Credit Village Heritage Conservation District, having regard for the following principles:
 - public access to the Credit River will be enhanced;
 - views of the Credit River from both the Port Street West and the Bay Street road allowances will be extended through the site;
 - building height will not exceed 2 storeys;
 - buildings will be articulated to reduce the perception of bulk;
 - buildings will be oriented to the Credit River, Front Street South and the street grid;
 - pedestrian links along the Credit River through the site and both north and south of it will be pursued, where feasible;
 - historical interpretation of the site will be integrated into any future development;
- d. prior to any development, the City will prepare a master plan to address the future use and layout of Marina Park. The master plan will be prepared in consultation with the public, and address, among other matters, the future layout of the site, archaeological assessment, historical interpretation opportunities, and the feasibility of a river trail; and
- e. when the master plan has been prepared and approved by City Council, the "holding" designation in the Zoning By-law may be removed.

13.1.10

Site 10



13.1.10.1 The lands identified as Special Site 10 are located on the north side of Lakeshore Road East, east of Hurontario Street.

13.1.10.2 Notwithstanding the provisions of the Mixed Use designation and Desirable Urban Form policies, the following additional policy will apply:

- a. the existing gas bar and a motor vehicle wash will be permitted.

13.1.11

Site 11

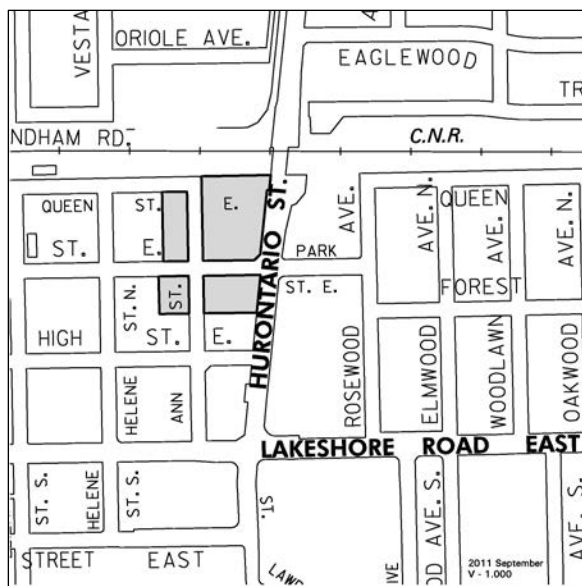


13.1.11.1 The lands identified as Special Site 11 are located at the northeast corner of Lakeshore Road East and Rosewood Avenue.

13.1.11.2 Notwithstanding the provisions of the Mixed Use designation and Desirable Urban Form policies, the following additional policy will apply:

- a. the existing motor vehicle repair garage will be permitted.

13.1.12 Site 12



13.1.12.1 The lands identified as Special Site 12 are located west of Hurontario Street, south of the C.N. Railway, east of Helene Street, and north of High Street.

13.1.12.2 Notwithstanding the provisions of the Mixed Use and Utility designations and the Desirable Urban Form policies, further study is required to determine the appropriate type of redevelopment on these lands.

13.1.12.3 These lands are in an important location that can further the development of the Port Credit Mobility Hub. A comprehensive master plan will be prepared to the City's satisfaction that will address, among other matters, land use, built form and transportation. In addition, the master plan will:

- a) have regard for other City and Provincial plans, policies and reports such as those related to the future Light Rapid Transit on Hurontario and Mobility Hubs;
- b) determine appropriate access improvements and linkages for pedestrians, cyclists, and commuters traveling between the GO station and future LRT stop;

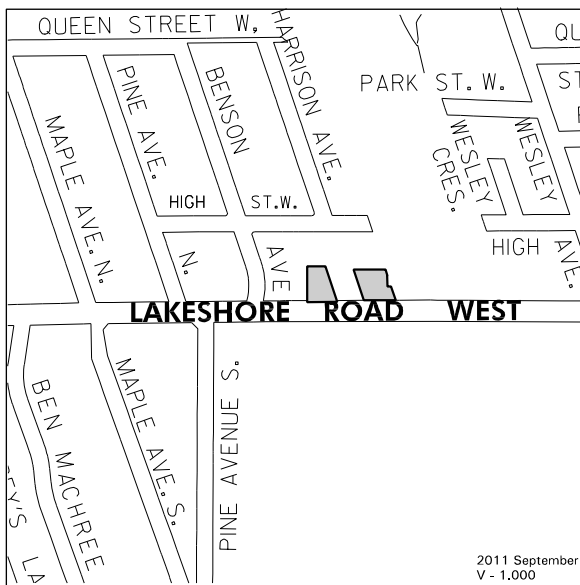
- c) provision of amenities such as secure storage facilities for bicycles, car share drop-off areas, heated waiting areas, traveler information centres, cafes and restaurants, as well as services such as daycares, or grocery stores;
- d) appropriate design of any parking structures; and
- e) provision of opportunities to accommodate employment uses.

13.1.12.4 Consultation on the comprehensive master plan will occur with the landowners, local community and other stakeholders.

13.2 Exempt Sites

Exempt sites reflect unique circumstances that are not representative of the Vision, direction and planning policies of this Area Plan, but nonetheless, are recognized because they contain established land uses.

13.2.1 Exempt Site 1

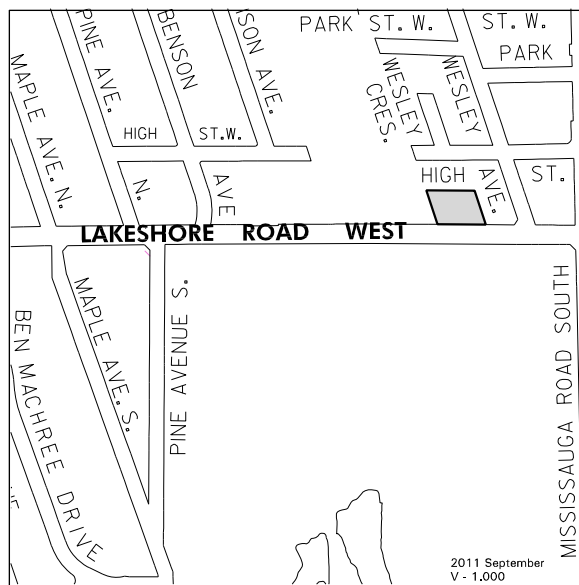


13.2.1.1 The lands identified as Exempt Site 1 are located on the north side of Lakeshore Road West, east of Benson Avenue.

13.2.1.2 Notwithstanding the provisions of the Mixed Use designation and Desirable Urban Form policies, the following additional policy will apply:

- a. the existing motor vehicle repair uses will be permitted.

13.2.2 Exempt Site 2



13.2.2.1 The lands identified as Exempt Site 2 are located on the north side of Lakeshore Road West, west of Wesley Avenue.

13.2.2.2 Notwithstanding the provisions of the Mixed Use designation and Desirable Urban Form policies, the following additional policy will apply:

- a. the existing motor vehicle sales and rental will be permitted;

13.2.3 Exempt Site 3

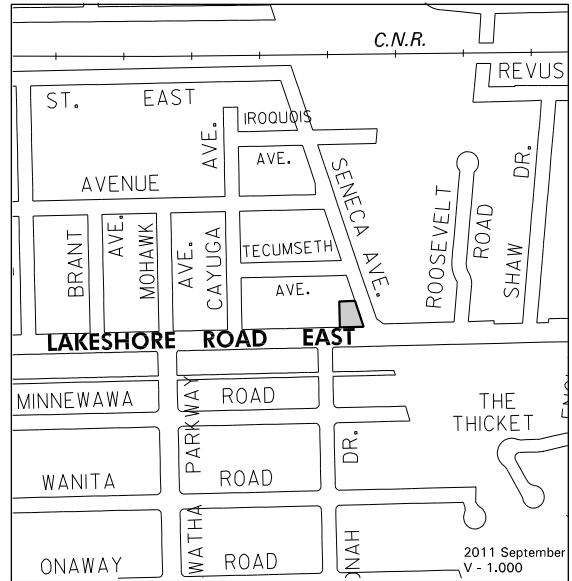


13.2.3.1 The lands identified as Exempt Special 3 are located on the north side of Port Street, east of Stavebank Road South.

13.2.3.2 Notwithstanding the Desirable Urban Form policies, the following additional policy will apply:

- a. the existing apartment hotel with a maximum building height of 14 storeys will be permitted.

13.2.4 Exempt Site 4



13.2.4.1 The lands identified as Exempt Site 4 are located at the northwest corner of Lakeshore Road East and Seneca Avenue.

13.2.4.2 Notwithstanding the provisions of the Mixed Use designation and Desirable Urban Form policies, the following additional policy will apply:

- a. the existing motor vehicle wash will be permitted.

14.0 IMPLEMENTATION

14.1 Mississauga will monitor development in Port Credit, including population density, and the population to employment ratio.

14.2 Mississauga, in conjunction with public consultation, may develop a list of facilities/matters that could be exchanged for granting bonuses in height and/or density.

14.3 Mississauga, in conjunction with public consultation, may prepare a Community Improvement Plan.

14.4 Prior to development, master plans for the Port Credit Marina property and the former refinery will be prepared to the City's satisfaction.

APPENDIX 1

BUILT FORM GUIDE



Appendix 1

PORT CREDIT

Built Form Guide

DRAFT
January 2012



Table of Contents



1.0 Introduction	4
1.1 How to Read the Built Form Guide	4
1.2 Purpose.....	4
1.3 Port Credit Local Area Plan.....	5
2.0 Port Credit Community Node.....	6
2.1 Contextual Building Heights.....	8
2.2 Planned Building Heights.....	10
2.3 Community Node Precinct	12
2.3.1 <i>Riverside Precinct.....</i>	<i>12</i>
2.3.2 <i>Central Residential Precinct.....</i>	<i>13</i>
2.3.3 <i>Mainstreet Precinct.....</i>	<i>14</i>
2.3.4 <i>Harbour Mixed Use Precinct.....</i>	<i>15</i>
2.4 Built form.....	18
2.2.3 <i>Building Floor Plates and orientation.....</i>	<i>18</i>
2.2.4 <i>Building Separation Distances.....</i>	<i>20</i>
2.2.5 <i>Skyline.....</i>	<i>22</i>
2.2.6 <i>Site Size</i>	<i>23</i>
2.2.7 <i>Microclimate.....</i>	<i>24</i>
2.2.8 <i>At Grade Commercial Requirements.....</i>	<i>26</i>
2.2.9 <i>Building Setbacks.....</i>	<i>28</i>
2.2.10 <i>Building Frontages</i>	<i>30</i>
2.2.11 <i>Landscape Area.....</i>	<i>32</i>
2.2.12 <i>Pedestrian Realm/ Streetscape.....</i>	<i>34</i>
2.2.13 <i>Parking, Loading and Service Areas.....</i>	<i>38</i>
2.2.14 <i>Roof Top Mechanical Penthouses/Units.....</i>	<i>39</i>
2.2.15 <i>Architectural Expression and Materiality.....</i>	<i>40</i>
2.2.16 <i>Scenic Routes, Key Sites and Views.....</i>	<i>42</i>
2.2.17 <i>Place Making Opportunities.....</i>	<i>44</i>
2.2.18 <i>Continuous Waterfront Access.....</i>	<i>46</i>
2.2.19 <i>Cultural Heritage Recourses.....</i>	<i>48</i>

Table of Contents

3.0 Port Credit Neighbourhoods.....	50
3.1 Contextual Building Heights.....	52
3.2 Planned Building Heights.....	53
3.1 Neighbourhood Precinct Areas.....	54
3.1.1 North Residential Precinct.....	54
3.1.2 South Residential Precinct.....	55
3.1.2 Neighbourhood Mainstreet Precinct.....	56
3.1.3 Historic Village of Port Credit Precinct.....	60
3.1.4 Vacant-Former Refinery Precinct.....	61
3.2 Built Form.....	62
3.2.1 Views.....	62
3.2.2 Cultural Heritage Recourses.....	63
3.2.3 Parking, Servicing and Loading.....	64
3.2.4 Access points.....	65
3.2.5 Pedestrian Realm/Streetscape.....	66
3.2.6 Microclimate.....	67
3.2.7 Materiality.....	68
4.0 Environmental Sustainability.....	70



1.0 Introduction

1.0 Introduction

1.1 How to Read the Built Form Guide

The Built Form Guide (this Guide) is to be read in conjunction with the policies in Mississauga Official Plan (the Plan) and the Port Credit Local Area Plan (Area Plan). The Guide is to be used during the review of development applications.

This Guide demonstrates how the urban form policies in the Plan can be achieved. The Guide is not considered a part of the Area Plan; however, selected content from the Guide has been incorporated into the Area Plan and represents policy. Applicants must also refer to the principal document, Port Credit Local Area Plan, Zoning By-law, and Building Code to ensure that the applicable policies and requirements in these documents have been met. In addition, there may be other City initiatives and directions (e.g. Green Development Strategy) which need to be consulted.

1.2 Purpose

Building a desirable urban form is a key principle of the Mississauga Official Plan. The “Guide” is intended to provide further guidance of the policies in the Mississauga Official Plan and the Port Credit Local Area Plan. The Guide establishes and illustrates general requirements to achieve a high quality urban form, site development and public realm.

The Guide is intended to ensure development is appropriate for Port Credit and reflects the unique characteristics of the area.

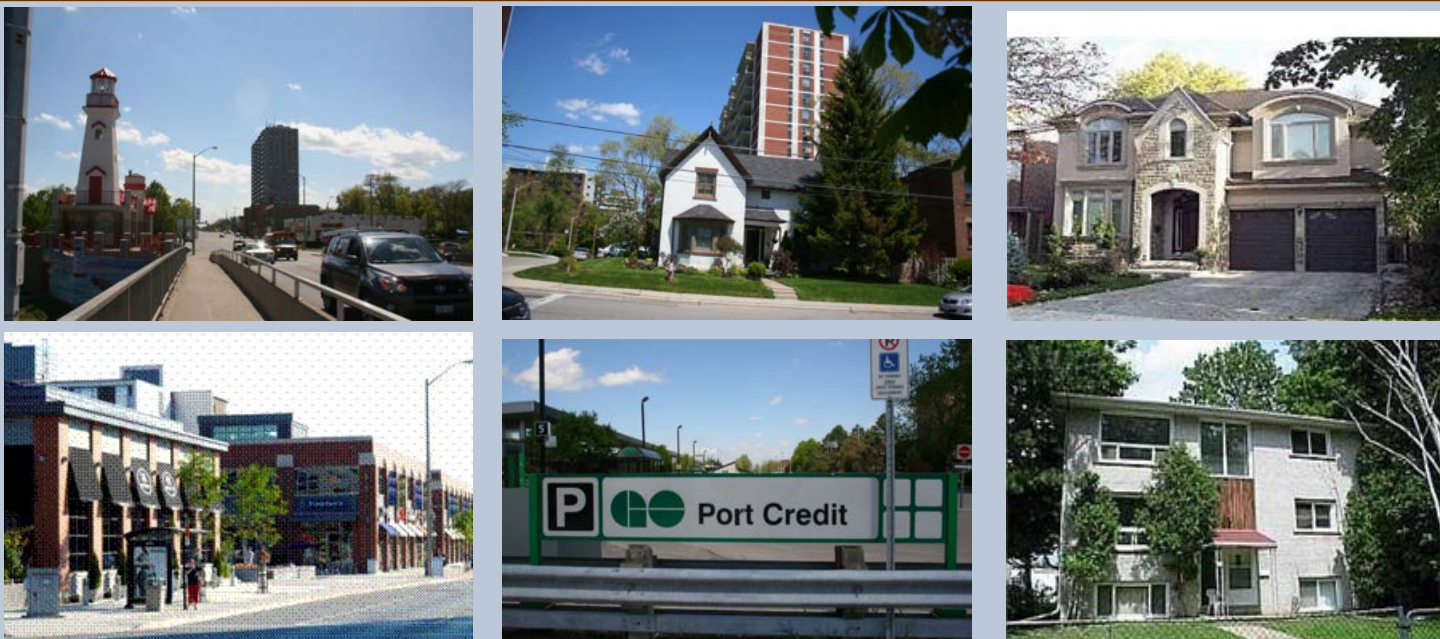


Figure A1 - Port Credit Node and Neighbourhood Images

1.3 Port Credit Local Area Plan

The Area Plan includes lands identified in the City structure as Community Node and Neighbourhood.

Both the Community Node and Neighbourhood Character Areas are divided into precincts which recognize different character attributes of these areas and contain different policy directions and are organised as follows:

Community Node Character Area

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

- Central Residential Area:
- Mainstreet Node:
- Harbour Mixed-Use; and
- Riverside.

Neighbourhood Character Area

The Character Area have been further subdivided into the following precincts:

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

This Guide follows a similar organization, with different sections for the Community Node Character Area and Neighbourhood Character Area. Where appropriate specific direction is given for individual precincts.

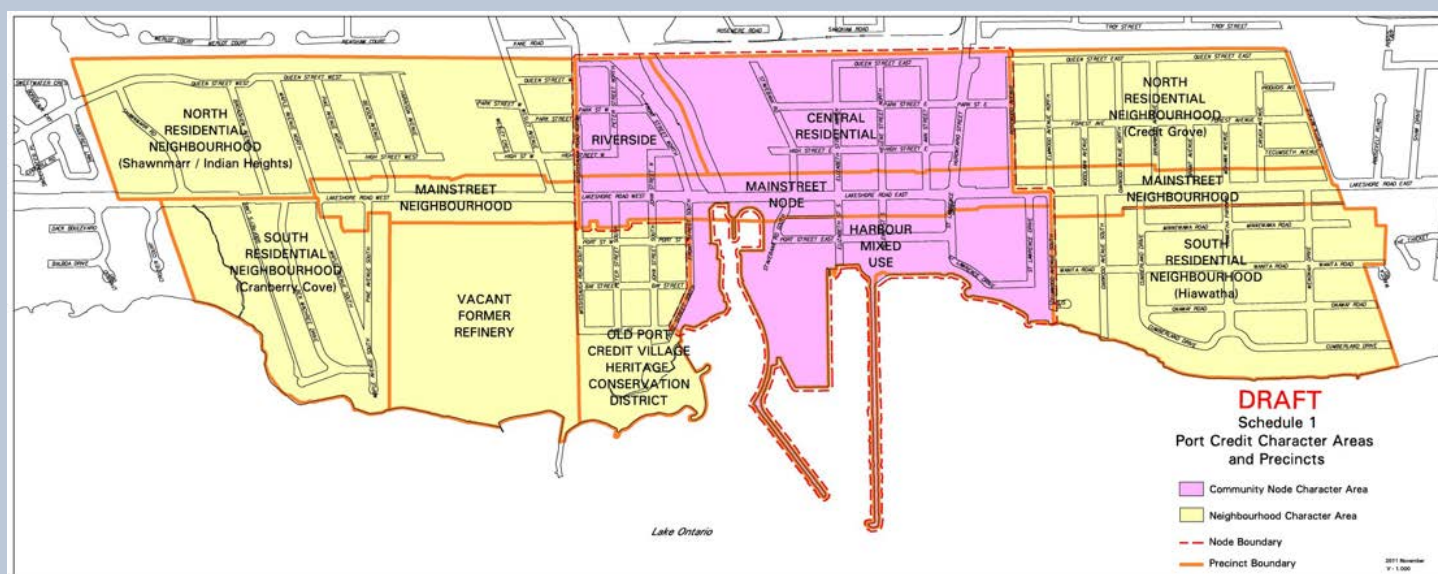


Figure A2– Port Credit Precinct Map

2.0 Port Credit Community Node

2.0 Port Credit Community Node

The Community Node is expected to exhibit high standards of urban design that should reinforce and enhance the identity of Port Credit as a vibrant and memorable urban place. Additional development is anticipated, however, the form and scale of the development will vary within the Node in accordance with the various precincts. The overall development of the Node shall be at a scale that reflects its role in the urban hierarchy.

The community Node is comprised of the following precincts:

- Riverside Precinct;
- Central Residential Precincts;
- Mainstreet Precinct; and,
- Harbour Mixed Use Precinct

The following provides additional context and information on each of the Community Node Precincts. Subsequent sections provided further direction on specific built form issues.

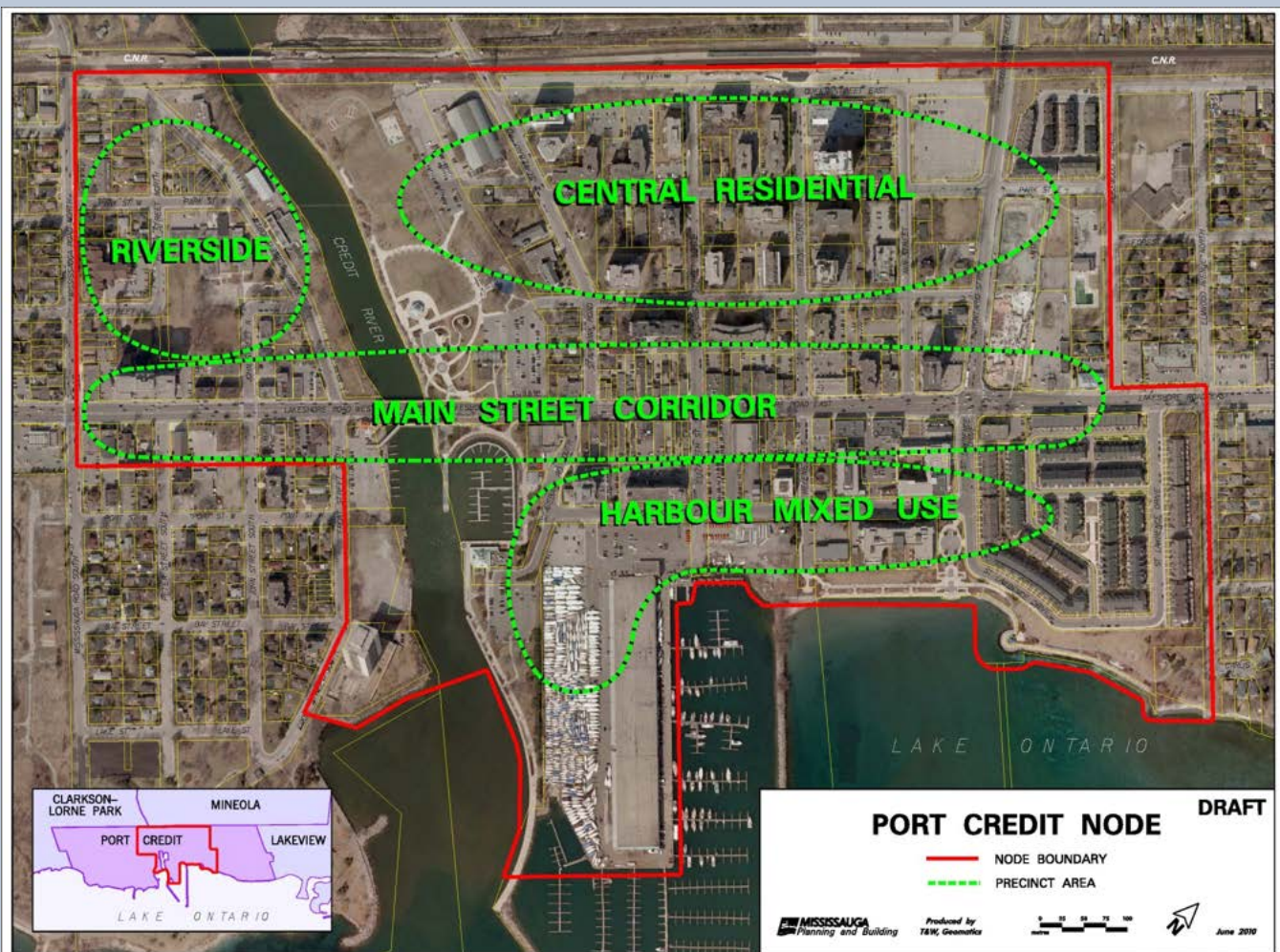


Figure B1—Port Credit Node Precincts

2.0 Port Credit Community Node



Figure B2 -Central Residential Precinct Image



Figure B3 -Central Residential Precinct Image



Figure B4—Riverside Precinct Image



Figure B5 -Central Residential Precinct Image



Figure B6 -Main Street Corridor Precinct (Commercial Area) Image



Figure B7 -Harbour Mixed Use Precinct Image

2.0 Port Credit Community Node

2.1 Contextual Building Heights

The Port Credit Community Node consists of a mixture of older high rise developments, newer mid rise developments and older multi-unit walk-ups as well as detached dwellings.

The majority of the tall buildings are concentrated within the Central Residential Precinct.

There are 33 buildings in the Node between 5

storeys and 27 storeys. The predominant character is buildings ranging from 5 to 16 storeys with taller buildings in key locations. There are 5 buildings in the Port Credit Node which are taller than 16 storeys:

- 18 storeys—West Gateway into the Port Credit Node;
 - 20 storeys—West mouth of the Credit River;
 - 27 storeys—at the GO Station entrance; and,
 - 20 storeys and 22 storeys—located at the foot of Hurontario Street and Lakeshore Road East;
- It should be noted that of these buildings only the 22 storey structure located at the northeast

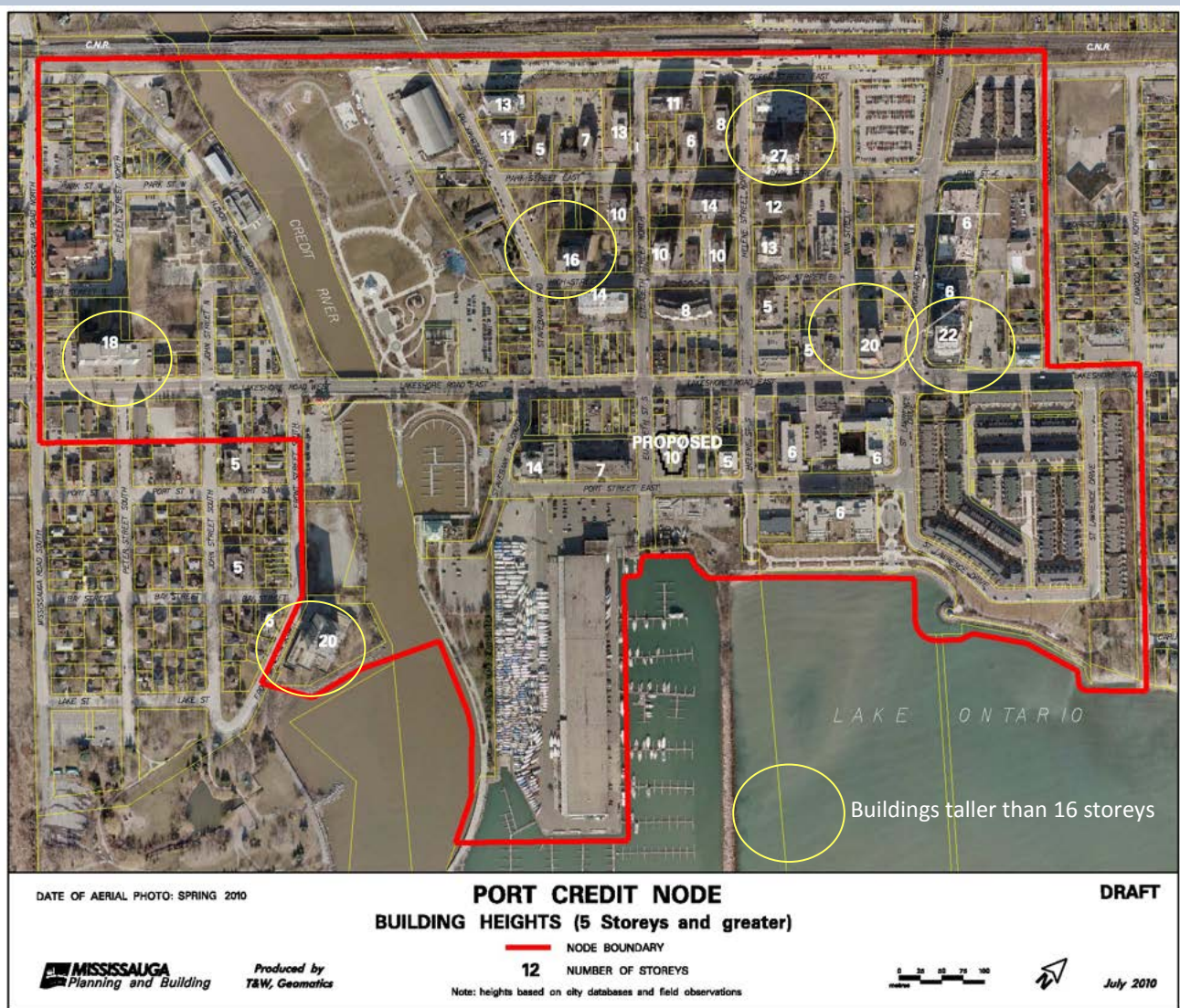


Figure B8 -Existing building heights in Port Credit

2.0 Port Credit Community Node

corner of Hurontario Street and Lakeshore Road East was recently constructed whereas the remaining are more than 30 years old

Approximately 30% of the properties between Hurontario Street and Stavebank Road are less than 5 storeys.

The existing setback from the street for developments within the Central Residential area are characterized by ample landscaped area and mature trees, which helps mitigate the perception of height.



Figure B9 -Riverside Precinct

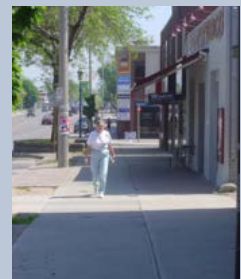


Figure B10 -Main Street Corridor Precinct (Commercial Area)



Figure B11 -Central Residential Precinct

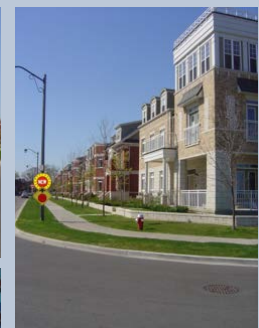


Figure B12 -Harbour Mixed Use

2.0 Port Credit Community Node

2.2 Planned Building Heights

Proposals for new buildings must take into account the complexities of the broader context within which they are planned, including the existing urban rhythms, local architectural language, the fine grain urban detail and the historic setting.

New buildings should make reference to their surroundings through footprint, setback, street and building alignment. Aligning tall buildings in key locations can create a strong reference point,

which enriches urban legibility and aids in navigation.

The greatest heights in the Node are generally located in the Central Residential Precinct closest to the GO Transit Station. Building heights should generally slope down from the railway tracks to Lakeshore Road East. The highest buildings should be in the vicinity of the GO station and future LRT Station at Park Street and Hurontario Street and then transition downward to Lakeshore Road East and to Lake Ontario and the Credit River.

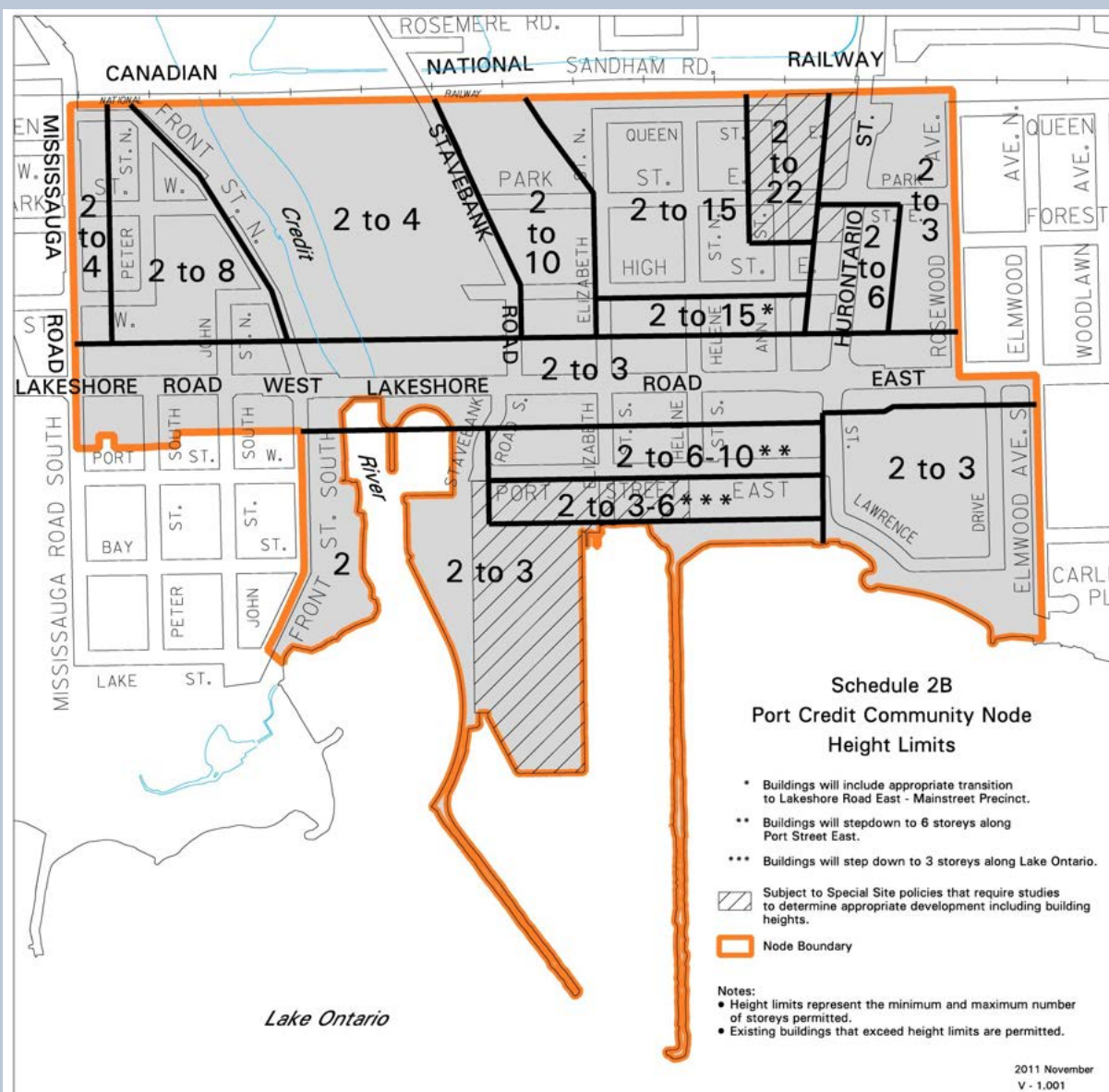


Figure B13
Maximum Building Heights in the Port Credit Node Precinct

2.0 Port Credit Community Node

The maximum height in the Port Credit Community Node shall be 22 storeys which reflects existing building heights in the node and recognizes that 'Community Node' development should not be as high as "Major Nodes". As Community Nodes are intensification areas, all new buildings shall have a height of 2 stories.

The majority of the towers in the Port Credit Node were constructed between the post war era and 1980. The dimension of the floor to ceiling heights during this era are significantly lower than

those of today. (see Figure B14). Consequently, a 20 storey building today is significantly taller than a 20 storey building constructed between the 1950's and 1980's. More recently a 22 storey building was approved in 2007 for the northeast corner of Lakeshore Road and Hurontario Street. This building height was determined to be appropriate given its location at a key intersection and gateway into Port Credit which will create a new visual landmark that balances the massing of the 20 storey building just west of Hurontario Street.

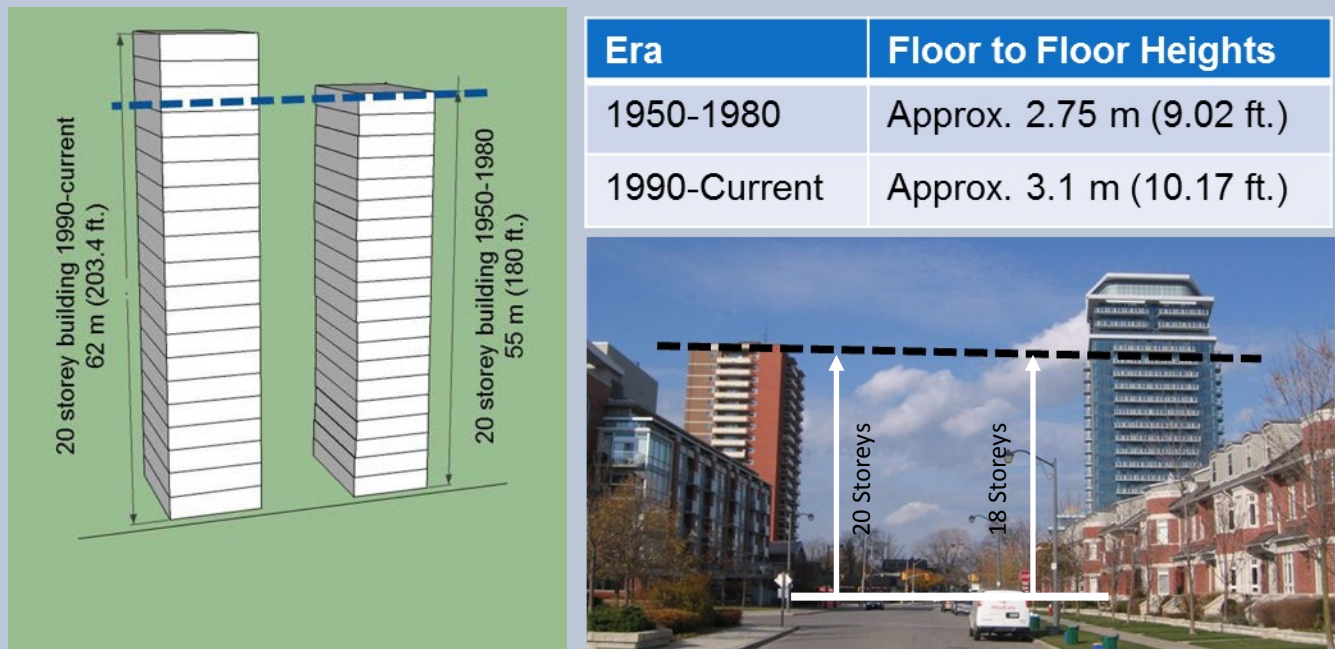


Figure B14—Differences in Building Heights. Buildings with the same number of floors are approximately 13% taller now.

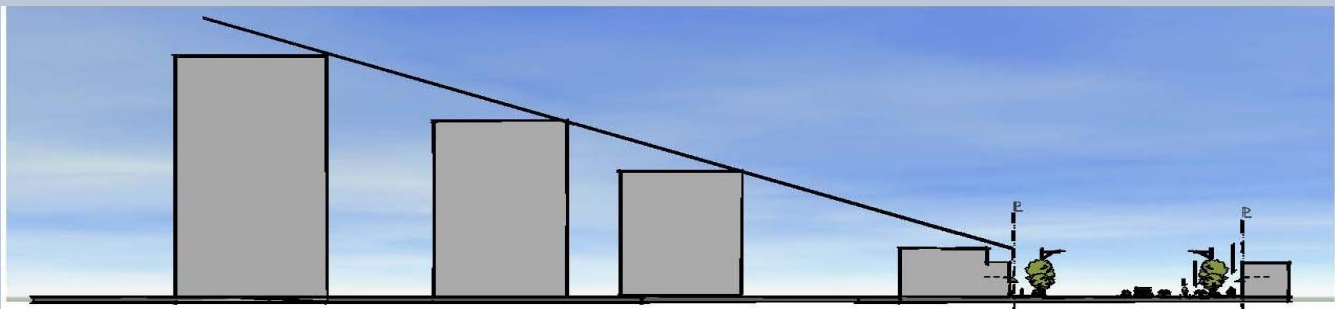


Figure B15 - Building Transition from the Railway Tracks to Lakeshore Road East and West. Buildings should also transition from Lakeshore Road East and West to Lake Ontario with the exception of key landmark locations (e.g. Intersection of Hurontario Street and Lakeshore Road East)

2.0 Port Credit Community Node

2.3 Node Precincts

2.3.1 *Riverside Precinct*

This Precinct consists primarily of a residential neighbourhood. The area consists of one 18 storey apartment building, a mix of 4 storey walk up apartments, detached and semi detached dwellings, a retirement home, a school and some low rise office and commercial uses. This precinct should create a transition from the building heights of the Central Residential precincts to the low rise building heights in the residential neighbourhoods to the west. The heights in this area should also transition down to

the Credit River, the mainstreet precinct and to the stable neighbourhoods to the west of Mississauga Road, where a maximum height of 4 storeys will be permitted as outlined in Figure B13.



Figure B16 –Image of the Riverside Precinct



Figure B17 -Image of the Riverside Precinct



Figure B18 - Image of the Riverside Precinct



Figure B19 -Image of the Riverside Precinct

2.0 Port Credit Community Node

2.3.2 Central Residential Precinct

The Central Residential Precinct consist of the greatest number of high density buildings ranging from 5 to 27 storeys. Three buildings are higher than 16 storeys (20, 22 and 27) and are located at the food of Lakeshore Road East and Hurontario Street East or across from the Go Station.

This area will have the greatest building heights in Port Credit with heights transitioning downward towards the Credit River Valley, the mainstreet precinct and stable neighbourhoods to the east as illustrated in figure B13.

The existing character of the area will generally be maintained including the mature trees and well landscaped front yards.

Buildings adjacent to the mainstreet precinct will be required to demonstrate appropriate transition with respect to issues such as sky views, visual impact, shadow impact.



Figure B20 -Image of the Central Residential Precinct



Figure B21 -Image of the Central Residential Precinct



Figure B22 -Image of the Central Residential Precinct



Figure B23 -Image of the Central Residential Precinct

2.0 Port Credit Community Node

2.3.3 Mainstreet Precinct

This Precinct includes part of Port Credits traditional mainstreet, which generally extends a half block north and south of Lakeshore Road. New developments along Lakeshore Road East shall be a minimum height of 2 storeys and 7.5 m is required for any new construction along the Mainstreet Corridor Precinct. A maximum height of 3 storeys and 12 m is permitted as outlined in Figure B23. The second and third storey must be usable space.

The mixed use component of new development should be continuous for the first half block of Lakeshore Road East and West.

The minimum first floor height of a building along the Lakeshore Road East and West frontage shall be 4.5 m as indicated in Figure B24.

To ensure buildings and structures relate to human scale and reinforce the scale of the community:

- Built form should be closely related to, and integrated with, the street line, with minimal building setbacks, to provide spatial enclosure and street-related activity;
- New buildings should be compatible in bulk, massing and scale of the built form to provide an integrated streetscape.
- Retail uses will be required along Lakeshore Road with direct access to the public sidewalk.

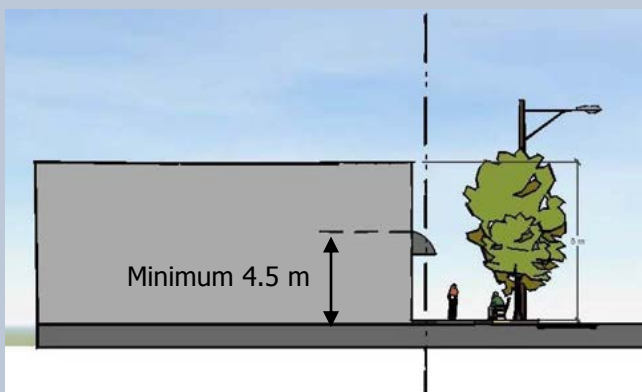


Figure B24 -Minimum building height of 2 storeys will be permitted

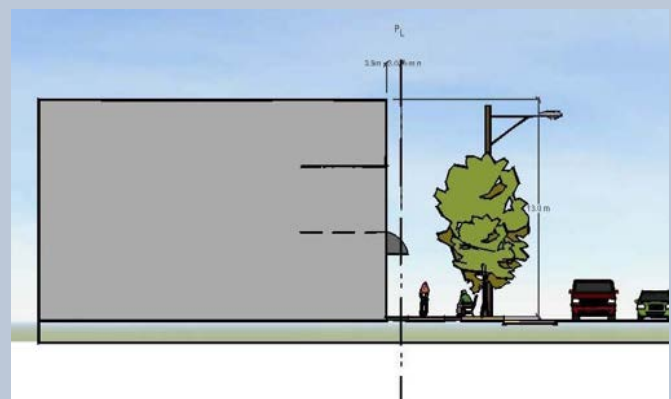


Figure B25 -Maximum building height of 3 storeys



Figure B26 - Conceptual 3 storey mainstreet building



Figure B27 -Image of the existing mainstreet building

2.0 Port Credit Community Node

- No parking lots or areas should be provided between the building and the street line on principal street frontages, with the exception of on-street parking;
- Blank walls must be avoided facing principal frontages and intersections,
- Service loading and garbage storage should be accessed from the rear or side lanes;
- Front building facades should be parallel with the street and provide with periodic indentations for visual relief and features such as urban squares;
- Signage should be integrated with the scale and character of built form
- Continuity of built form from one property to the next with minimal gaps between buildings.

2.3.4 Harbour Mixed Use Precinct

This area will contain a mixture of uses and densities. Development should be lower scale than the Central Residential Precinct and step down towards the lake. A minimum height of 2 storeys is required and a maximum height of 10 storeys stepping down to 6 on Port Street and from 6 to 3 storeys towards Lake Ontario will be permitted as outlined in Figure B13.

Mixed uses along Port Street East, Elizabeth Street South and Helene Street South are required. The main floor of all new development should be a minimum of 4.5 m in height to ensure commercial uses can be accommodated on the ground floor.



(top left) **Figure B28** -Existing development south of Port Street East.



(top right) **Figure B29** -Existing townhouse development south of Lakeshore Road East



Figure B30 -Existing development south of Port Street East stepping down from 6 to 3 storeys to the Lake.



Figure B31 -Existing Development on Port Street East and Stavebank Road South

2.0 Port Credit Community Node

The building heights shown on Figure B13 illustrate the minimum and maximum building heights that will be considered for properties if a series of design, land use and technical objectives can be demonstrated by the applicant. Lower heights may be appropriate for specific properties. Maximum height ranges have been applied to areas that particularly require sensitive building step-backs to achieve appropriate height transitions. Proposed buildings at the higher end of the ranges shall step down towards the low end of the ranges.

The relationship of a building size to the site area and configuration should be considered in order to avoid a building overwhelming its

site. In such cases lower densities should be used. New towers should be compatible and characteristic with the existing and proposed neighbouring structures and in terms of their contribution to the skyline.



Figure B32—Mainstreet Precinct, Mississauga Road and Lakeshore Road West. New construction.

2.0 Port Credit Community Node



Figure B33—Building heights in the Central Residential Precinct



Figure B34—Port Credit Marina, Snug Harbour



Figure B35—Mainstreet Precinct on Lakeshore Road West



Figure B36— Market Square Development, Lakeshore Road East



Figure B37—Port Credit Node waterfront view



Figure B38— Port Credit Light house

2.0 Port Credit Community Node

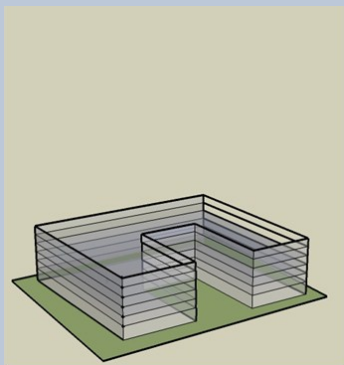
2.4 Built Form

2.4.1 Building Floor Plates and Building Orientation

As infill occurs it is important to ensure that separation distance, orientation of the building and the shape are considered. The Visual impact of increased building heights and scale can be offset by limitations on floor plate sizes for taller buildings. Constraints on floor plate size for the upper levels of buildings help to avoid bulky taller buildings and contribute to a more graceful skyline. Floor plate size limits are not applied to the lower level of tall buildings in order to allow

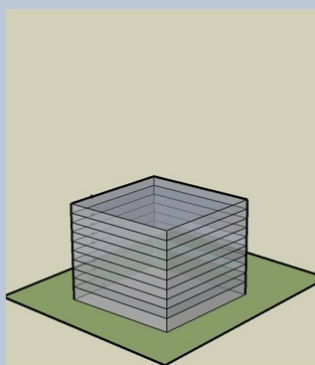
for greater design flexibility and to encourage continuous street wall conditions at the pedestrian level.

The size, articulation and orientation of a floor plate in a tall building is instrumental in the perception of the overall massing and visual impact of a building. The size and articulation of the floor plate of buildings over 6 storeys is key to maintaining shadow impact, loss of sky views and a potential of a wall effect from certain angles. The use of smaller floor plates is required as they result in smaller shadows that tend to move quickly, improve sky view and permit better views between buildings. In addition, smaller floor plates promote



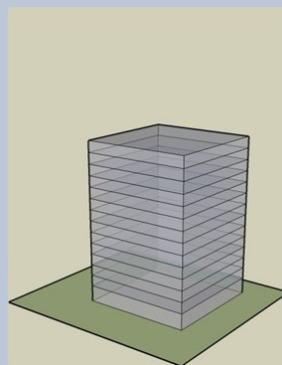
6 Storeys

Floor plate determined by setback, open space and other development standards



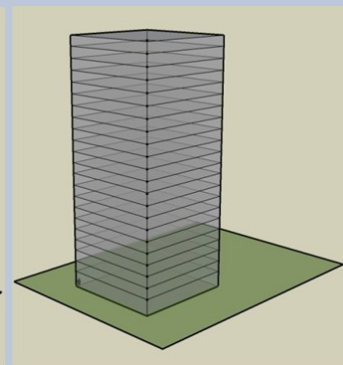
7-10 Storeys

Maximum floor plate of 1200 m²



11-15 Storeys

Maximum floor plate of 1000 m²



16-22 Storeys

Maximum floor plate of 800 m²

Figure B40 -Floor Plate Sizes for varying heights



Figure B41-Go Transit Lands parking lot looking south. Floor plate of the North shore building is 964 m²

2.0 Port Credit Community Node

sustainability by providing opportunity for increased daylight catchments and more efficient climate control within the building.

Buildings over 6 storeys should be designed so they are as square as possible to ensure minimal shadow impact and to ensure they do not create the visual impact of a larger bulky floor plates. The maximum length of any building over 6 storeys should be 35 m including balconies for buildings under 15 storeys and 30m for buildings over 16 stories.

Currently the Residential Floor plates in the area range from approximately 550 m² to 1 350 m².

The maximum floor plates of buildings over 6 storeys, inclusive of balconies, shall be:

7-10 Storeys

- Maximum floor plate of 1 200 m²

11-15 Storeys

- Maximum floor plate of 1 000 m²

16-22 Storeys

- Maximum floor plate of 800 m²



Figure B42 - Existing building in the Central Residential Precinct. Floor plate of 683 m²

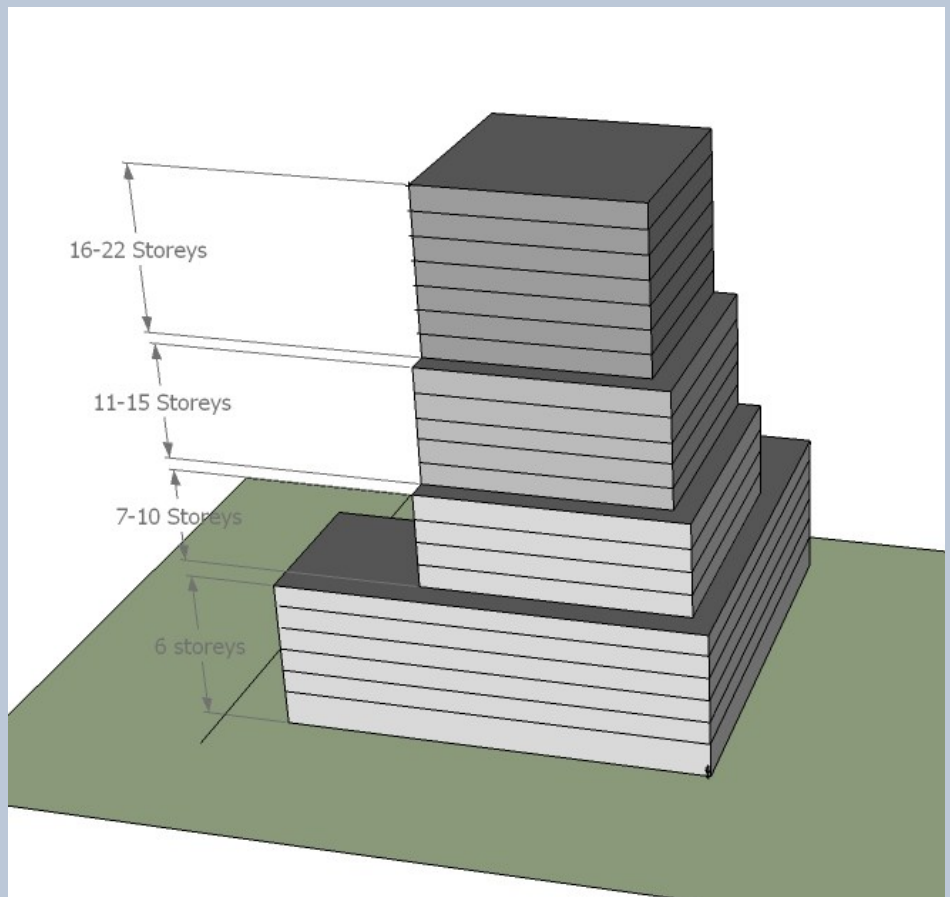


Figure B43 -Combination of building Floor Plates and Heights may be permitted subject to other development criteria being met.

2.0 Port Credit Community Node

2.4.2 Building Separation Distances

The spacing between the faces of tall buildings enhances privacy, open up views between buildings and permits access to sunlight and views of the sky.

The building separations in the Node is approximately 38 m for any building over 5 storeys, however many of the taller buildings are over 40 m apart.

A minimum of 40 m from any portion of a building that is over 6 storeys to another building that is over 6 storeys is required. These separation distances will ensure that new tall buildings maintain sky views, and develop as a elegant skyline. The current eclectic mix of low and high rise buildings, a diverse housing stock and mature landscaping should be maintained.

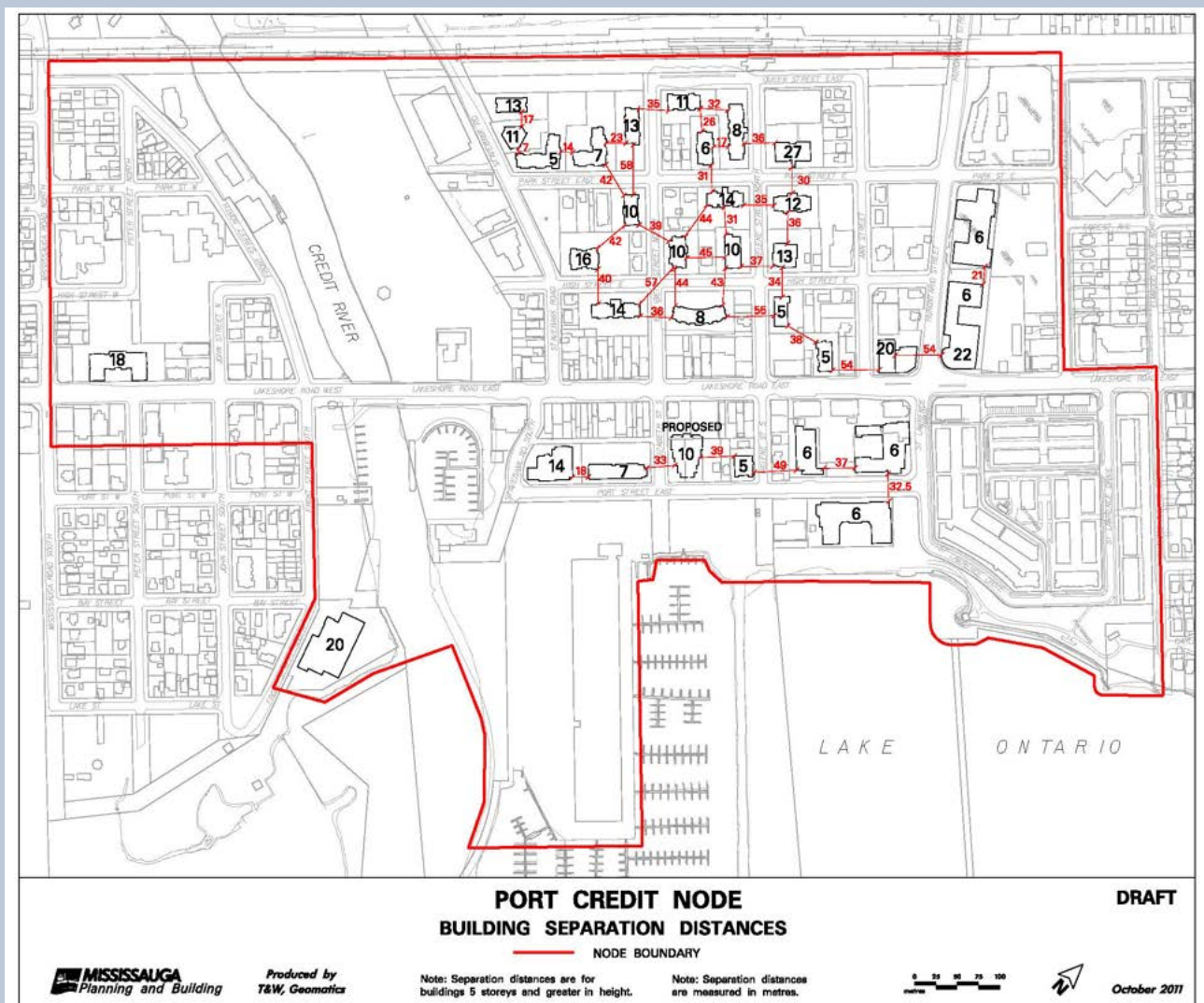


Figure B44 - Existing Building Separations

2.0 Port Credit Community Node

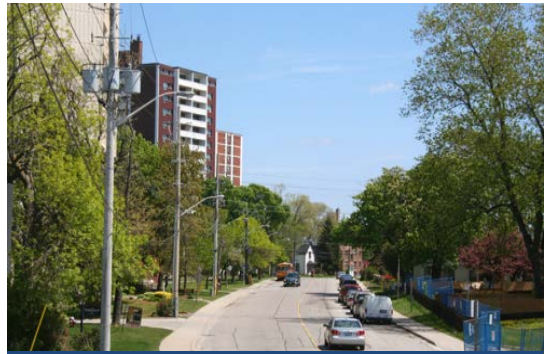


Figure B47 -Large existing separation distances

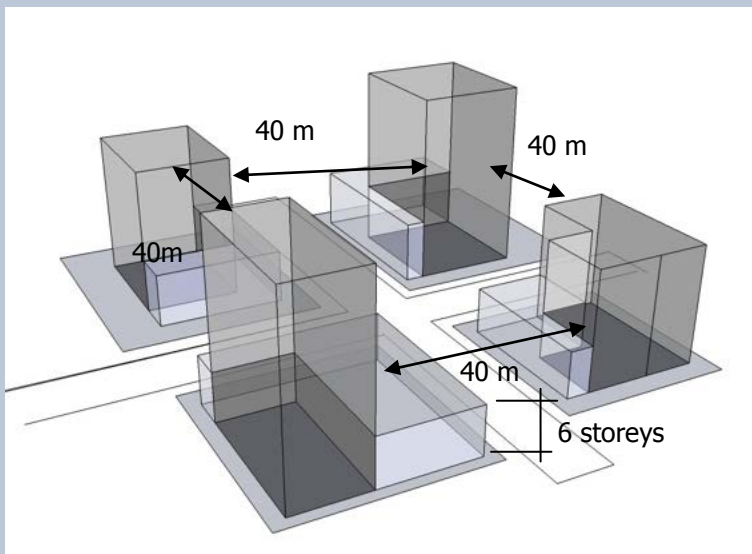


Figure B45 -Block to Block Separation Distance

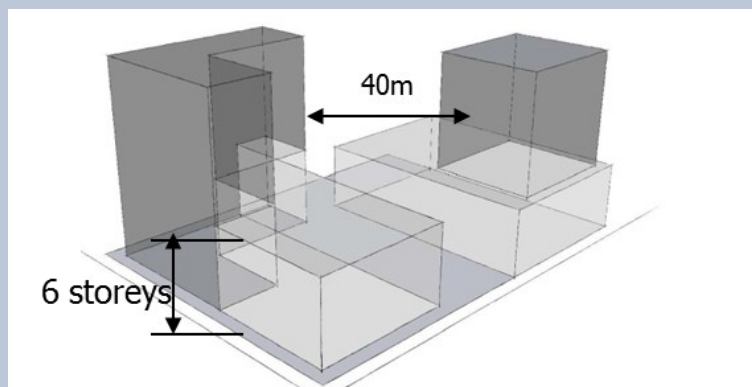


Figure B46 -Within a Block Separation Distance



Figure B48 -Building separation distances on High Street



Figure B49 -Building separation distances on Hurontario Street



Figure B50 -Building separation distances on High Street

2.0 Port Credit Community Node

2.4.3 Skyline

A skyline is the overall or partial view of a city's tall buildings and structures consisting of skyscrapers in front of the sky in the background. It can also be described as the artificial horizon that a city's overall structure creates. Skylines identify the city or place from a distance. Taller buildings are typically located where there is a desire for visibility and way finding.

The skyline is the finger print of Port Credit. Key sites should be highlighted in the skyline to ensure way finding.

The architecture of the top of buildings should be unique and should highlight the skyline and the location of the building.

It is important to maintain the existing views to Lake Ontario and within Port Credit and ensure that future buildings maintain sky views.

The placement and orientation of new buildings should also be oriented to maximize sky views along the length of Lakeshore Road Corridor so as not to create a wall effect.

New developments will be required to demonstrate how their building fit into the context through photographic imagery.



Figure B51 -View from Lakeshore Road West looking East



Figure B52-View from Lakeshore Road East looking West



Figure B53 -View from Lake Ontario looking North at Port Credit

2.0 Port Credit Community Node

2.4.4 Site Size

The relationship of a site size to the size of the building and configuration should be considered in order to avoid a building overwhelming its site. In such cases, lower densities should be used. The form of buildings as a group should take precedence over the form of single buildings by virtue of considering the overall composition of the group.

Tall buildings must be set back a minimum of 10m from side and rear property lines or the centre line of an abutting lane, measured from an external wall or exterior face of balconies to ensure maximum opportunity for fenestration and to ensure appropriate separation distances

can be accomplished.

Sites that are too small to permit a tower with the required setbacks on all sides are not appropriate for tall buildings. Small sites are generally considered to be 45 m by 45 m for mid block and 40 m by 45 m for corner lots. A building on a small site may only be constructed to 6 storeys above which a 45 degree angular plane may be used for additional levels set back from the street and the side and rear property lines.



Figure B54 -Maintaining sky views are essential in Port Credit



Figure B55 -Smaller sites should only construct smaller buildings.

2.0 Port Credit Community Node

2.4.6 Microclimatic

Tall buildings over 12 m can adversely effect the environmental quality of surrounding areas through the diversion of high speed winds and through the overshadowing of the adjacent public realm and residential buildings including public/private amenity spaces. The impact of both of these elements can be mitigated through good design and sensitive siting. The impact of shadows at different times of the day and through out the year will need to be assessed. The use of architectural devices such as screens, terraces and awnings and also façade setbacks can be adopted to minimize the effects of high speed wind at the bases of buildings and shadow effects. Individual proposals should seek to create well oriented and lively spaces that contribute positively to the wider public realm.

Shadow Impacts

Shadow studies will be requested in support of development applications to demonstrate that the height and/or location of a proposed building will not generate excessive shadows over adjacent lands or the public realm.

Shadow studies will be required for buildings greater than 12.0 m in height which may cause new shadow impact on adjacent residential properties, public parkland, open space and the public realm. Particular attention will be focused on Lakeshore Road and Hurontario Street where a comfortable pedestrian environment is strongly encouraged.

Development applications are to adhere to the City's Standards for Shadow Studies.

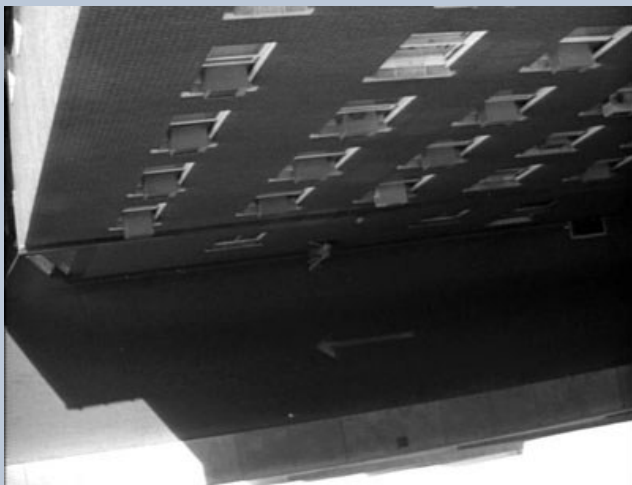


Figure B56 - Shadow on the public realm http://farm1.static.flickr.com/154/335646504_6e7adcb0cf_o.jpg

The following dates and times will be required for shadow studies:

- March /September 21st from 9:12 a.m. to 6:12 p.m. on an hourly basis.
- June 21st—8:12 a.m. to 8:12 p.m. on an hourly basis
- December 21st 9:12 a.m. to 4:12 p.m. on an hourly basis

2.0 Port Credit Community Node

Wind Comfort

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/or surrounding the proposed development. The study may be required on development applications higher than 3 storeys or 16 m. The criteria to be used for the analysis should be signed and sealed by a certified engineer. The *Terms of Reference for Pedestrian Wind Comfort Studies* should be used.

The evaluation of the existing wind conditions in the immediate and surrounding area, prior to the proposed development will be required along with a comparison of the wind conditions based on the proposed development.

The evaluation will include conditions based on

seasonal variations, i.e. summer, spring/fall and winter. The intended use of the area will be considered to determine the appropriate wind conditions that will be permitted.

Areas will be considered appropriate for their intended use if microclimate/wind conditions are satisfied 80 % of the time.

Categories will be classified by their intended use and appropriate impact.

- i) **Sitting - 0 to 10 km/h:** reading and seating areas, outdoor cafés.
- ii) **Standing - 0 to 14 km/h:** passive areas, building entrances, short term seating.
- iii) **Walking - 0 to 19 km/h:** areas with pedestrian movement, sidewalks, street frontages.
- iv) **Uncomfortable - greater than 19 km/h:** areas with little pedestrian activity.

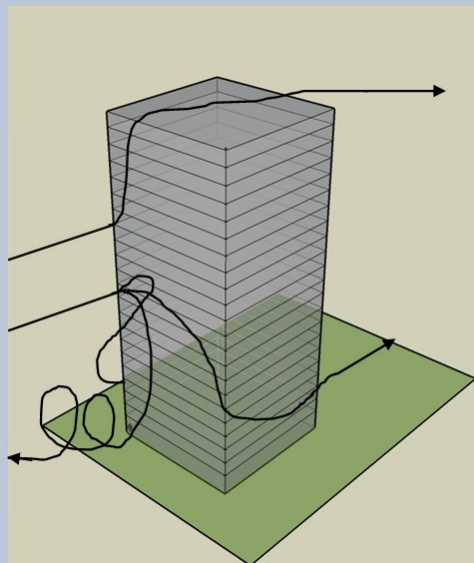


Figure B57 -Potential wind conditions on a tall building without a podium

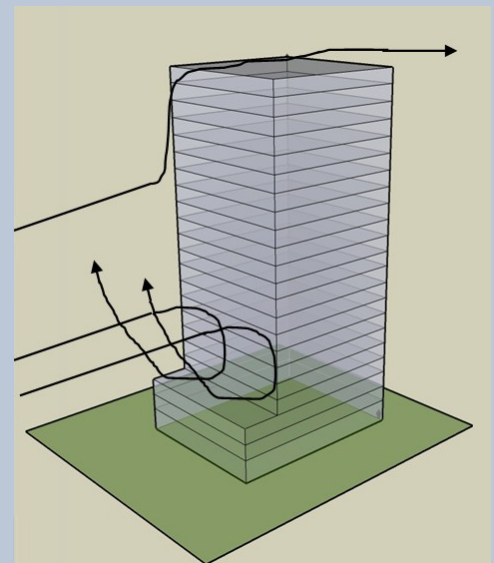


Figure B58 -Potential Wind conditions on a tall building with a podium

2.0 Port Credit Community Node

2.4.7 At Grade Commercial Requirements

Ground floor retail uses concentrated at important areas within the Node are vital to the function of Port Credit. Retail primarily exists along Lakeshore Road with some smaller scale retail extending on side streets off of Lakeshore Road East and West. Retail along Hurontario Street is also an important continuation of the mixed use area.

Commercial uses will be required along Lakeshore

Road East/West; along Hurontario Street; in proximity to the GO Transit Station where it is an essential component of transit oriented development; along Port Street; and along the routes that connect them as indicated in Figure B47 as areas outlined in blue.

Areas outlined in red are streets where retail is encouraged but not required and are considered transitional streets.

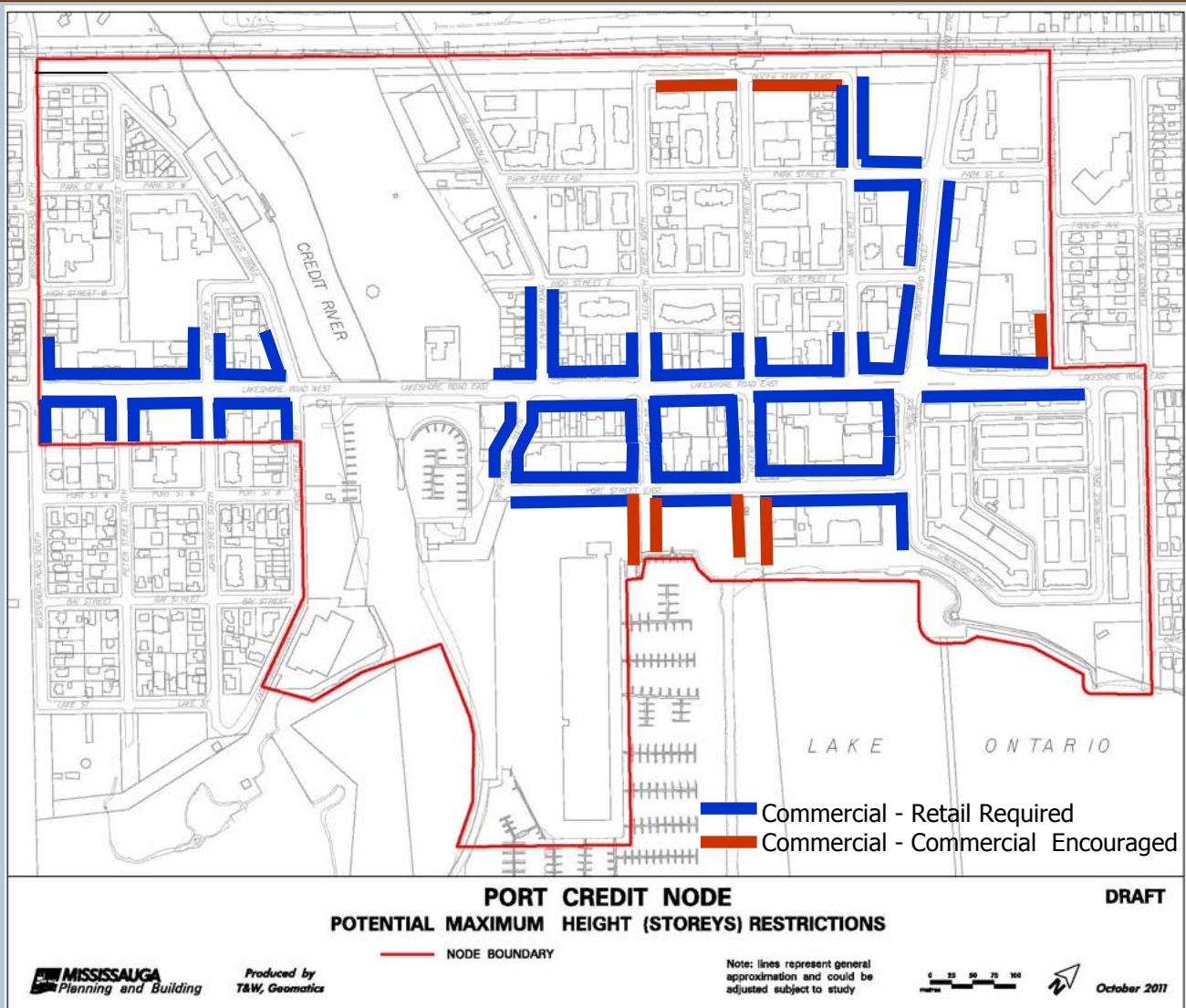


Figure B59 - At Grade uses in the Port Credit Node

2.0 Port Credit Community Node

Retail Guidelines:

- A front usable door shall face the street.
- 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.) of 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 tenant signs shall be designed of high quality material, colour and scale in keeping with the design of the building.
- Fascia signs shall be limited to the first floor level.
- Ground signs are prohibited.
- Store front window signage is permitted up to 25% of the glass surface area and shall not block clear view of exits or entrances and shall maintain visibility into the interior of the premises at all times.
- Tables and other active uses adjacent to storefront windows are encouraged where permitted.
- Tenant signage shall be of a consistent design if there is more than one tenant.



Figure B60 –Image examples of Mainstreet conditions

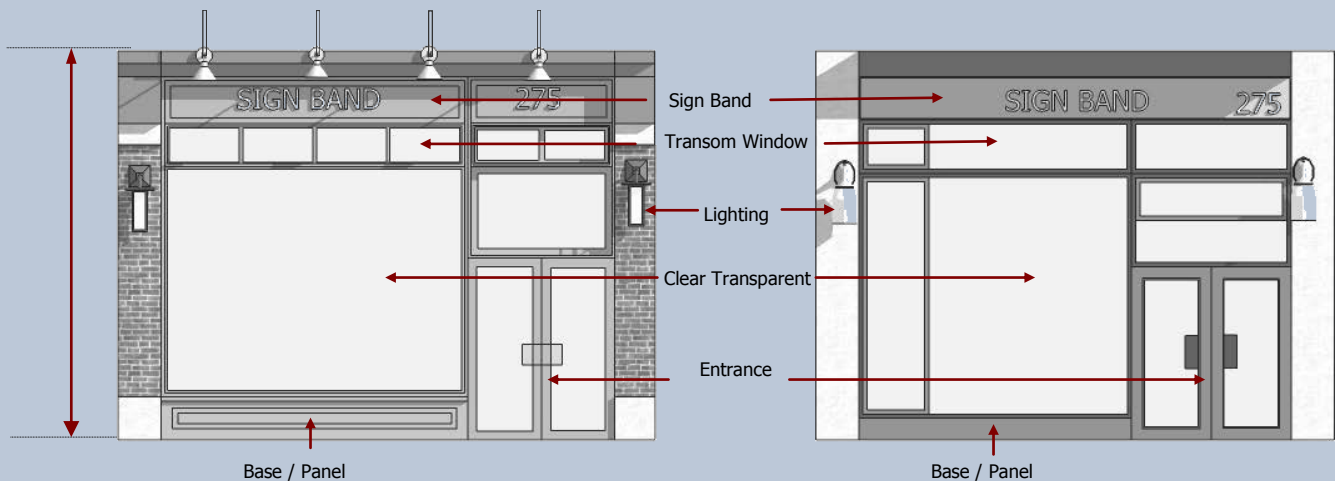


Figure B61 –Illustration of Mainstreet retails

2.0 Port Credit Community Node

2.4.8 Building Setback

Mixed Use Setbacks

Setbacks on streets where retail is required should generally be 0.0 m — 3.0 m from the property line. The exact location of new buildings will be determined on the achievement of the distance of the public realm. New development must ensure that a minimum 5.6 m public realm from the sidewalk curb to the face of the building can be accommodated to ensure appropriate streetscape treatment.

Transitional Streets

On transitional streets that are shown as red on Figure B56 commercial uses will be encouraged however not required. Buildings should be designed so that they may be converted to commercial uses when market conditions allow.

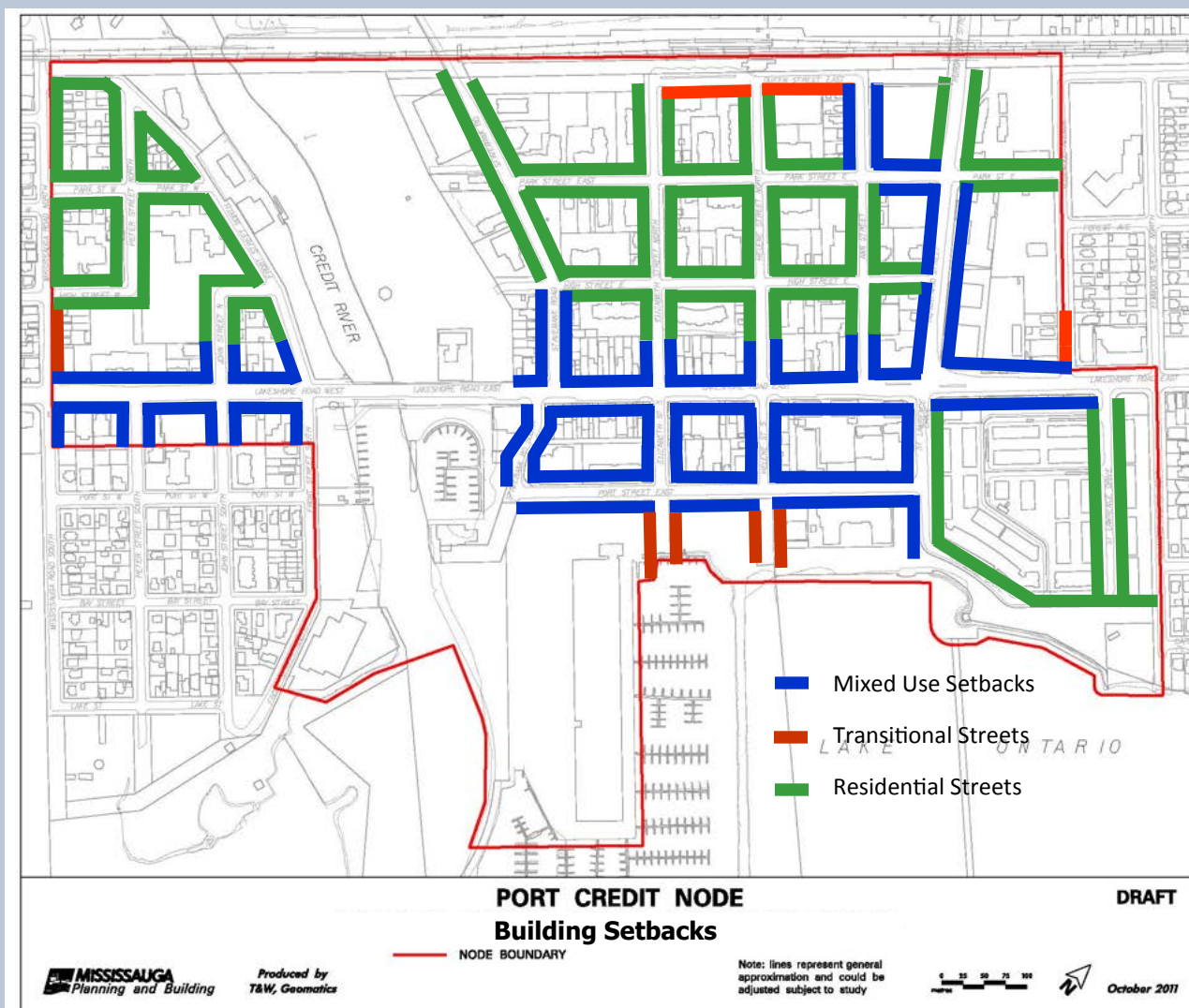


Figure B65 –Building setback Requirements

2.0 Port Credit Community Node

Residential Street Setbacks

On residential streets (shown on figure B56 as green) the setback to a building shall be a minimum of 4.5 m and a maximum of 7.0 m depending on the character of the adjacent developments and the configuration of the proposed building. The setback should ensure that there is ample appropriate landscape treatment to fit in with the existing character of the community.

Sidewalk curb to the face of the building



Figure B68 -Sidewalk Curb to face of the building for new Developments will be 5.6 m



Figure B66 -Mainstreet Setback of 0.0 m to 3.0 m. Setback varies depending on the size of the public realm



Figure B69 -Residential setbacks should be well landscaped. Setbacks should be a minimum of 7.5 m



Figure B67 -Residential setbacks should be well landscaped. Setbacks should be a minimum of 7.5 m

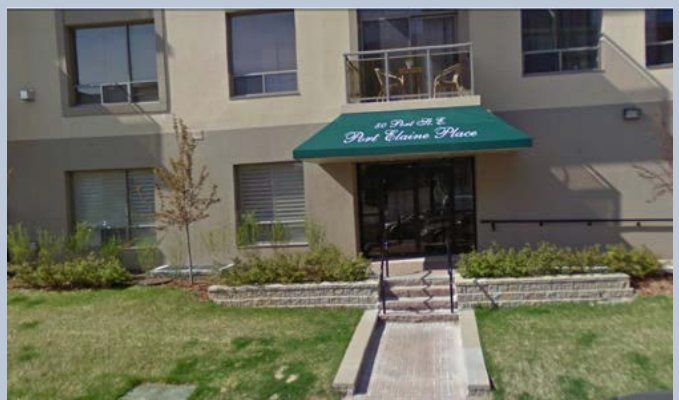


Figure B70 -Transitional areas such as Helene Street

2.0 Port Credit Community Node

2.4.9 Building Frontages

be within 0.0 m — 3.0 m of the front property line.

Mixed Use Streets

Port Credit consists of closely spaced mainstreet buildings with no interruptions in the sidewalk. This ensures a safe pedestrian environment.

Buildings fronting onto streets that are required to have retail should be closely spaced with no driveway access points. Front doors shall face Lakeshore Road. A minimum of 90% of the building face shall front onto Lakeshore Road and



Figure B71 -Mainstreet building frontages



Figure B72 -90% of the building frontage is 0.0 m – 3.0 m

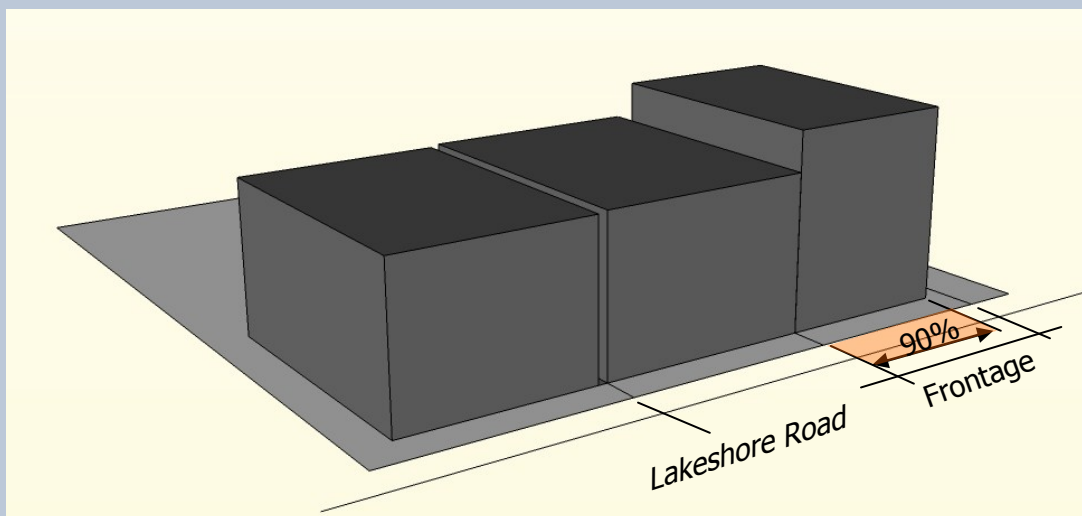


Figure B73 -A minimum of 90% of the building shall front onto Lakeshore Road East and West and be within 0.0 m to 3.0 m

2.0 Port Credit Community Node

Transitional Streets

Buildings fronting onto transitional streets should be closely spaced with minimal driveway access points. Front doors shall face the street. A minimum of 70% of the building face shall front onto the street and be within 0.0 m — 3.0 m of the front property line.

If residential units are proposed at grade, the building should be set back 4.5 m to 7.5 m.



Figure B74 -70% of the frontages along Port Street East shall be 0.0 m– 3.0 m if not



Figure B75 -70% of the building frontage should be 4.5 m-7.5 m if residential units are proposed.

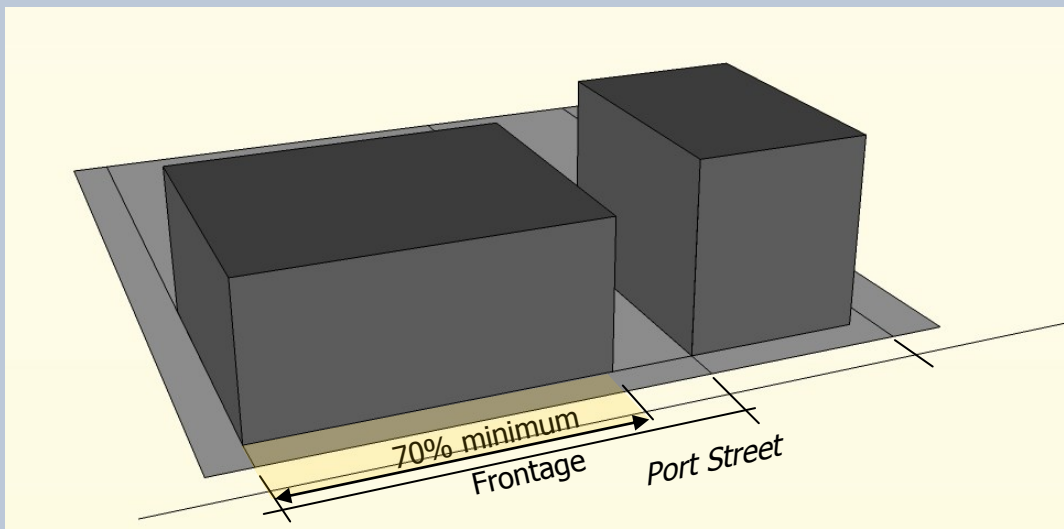


Figure B76 -A minimum of 70% of the building shall front onto Port Street East and be within 0.0 m to 3.0 m

2.0 Port Credit Community Node

2.4.10 Landscape Area

The Port Credit Node precincts, particularly the Central Residential Precinct and the Riverside Precinct are characterized by well landscaped front yards and mature trees. The landscape area is defined as any outdoor area on a lot, located at grade, including the landscaped buffer area, that is suitable for the growth and maintenance of grass, flowers, shrubs, trees and other landscape features, and may include walkways, berms, retaining walls and outdoor amenity areas, but shall not include, driveways, aisles, ramps or internal roads, parking areas whether surfaced or not, curbs, any open space beneath or within any building, structure or

part thereof, or any exterior garbage storage or handling area.

A minimum of 30 % landscape area is required for all sites within the Central Residential Precinct, the Riverside Precinct and the Harbour Mixed Use Precinct. This is to ensure that all lots can achieve a minimum buffer to adjacent uses; ensure that the existing context which contains well landscaped front yards, particularly on high density sites, can be achieved; to ensure sustainable measures can be attained; and to ensure overdevelopment of sites does not occur. It will also help protect views to Lake Ontario through future development of sites along the

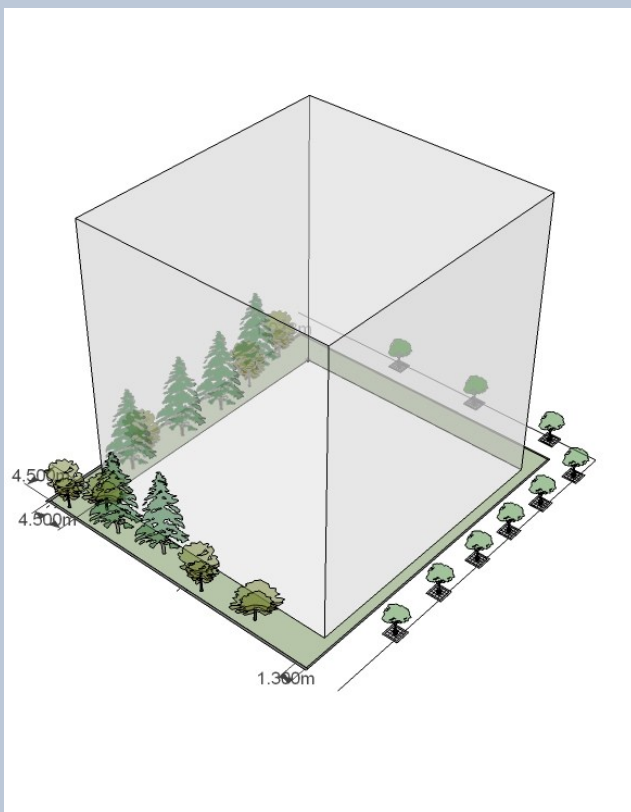


Figure B77 -30% landscape area for a small lot on a 40 m x 45 m lot size produces the minimum landscape buffer requirement of 4.5 m on the rear and side lot line. It does not maintain the required front and exterior side yard setback from the front property line.



Figure B78 -Image of the Riverside Precinct



Figure B79 -Image of the Central Residential Precinct

2.0 Port Credit Community Node

waterfront.

The landscape area should achieve a row of coniferous trees with shrubs and/or perennial plantings to provide a natural visual buffer between the two uses.

In the Mainstreet Precinct, where development is intended to create a compact commercial mainstreet, no minimum landscape area will be required, however, a minimum 4.5 m landscape buffer is required when a mixed use zone abuts a residential zone. A landscape buffer is defined as a continuous, open, unobstructed width of land substantially parallel to and adjoining a lot line that is intended for the growth and maintenance

of plant material including trees, shrubs and other landscape features such as retaining walls.



Figure B80 -Image of the Mainstreet Corridor Precinct



Figure B81 -Image of the Harbour Mixed Use Precinct



FigureB82 -Image of the Central Residential Precinct



Figure B83 -Image of the Harbour Mixed Use Precinct

2.0 Port Credit Community Node

2.4.11 Pedestrian Realm/Streetscape

The public realm is an integral part of any site development. The relationship between the buildings, site layout and elements within the public realm has a great impact on the urban form and the experience of those who live, work and play in Port Credit.

New developments should enhance public streets and the open space system by creating a desirable street edge condition that is ideal for the use of the pedestrian.

Different streets will have different streetscape requirements depending on their uses. Sidewalk width and content should relate to its function. For example, streets that include public transit should have wider sidewalks and room for street furniture related to the bus stops.

Parking garage ventilation should be integrated into the façade of the building. Parking garage ventilation should not be located at grade along any street frontages.

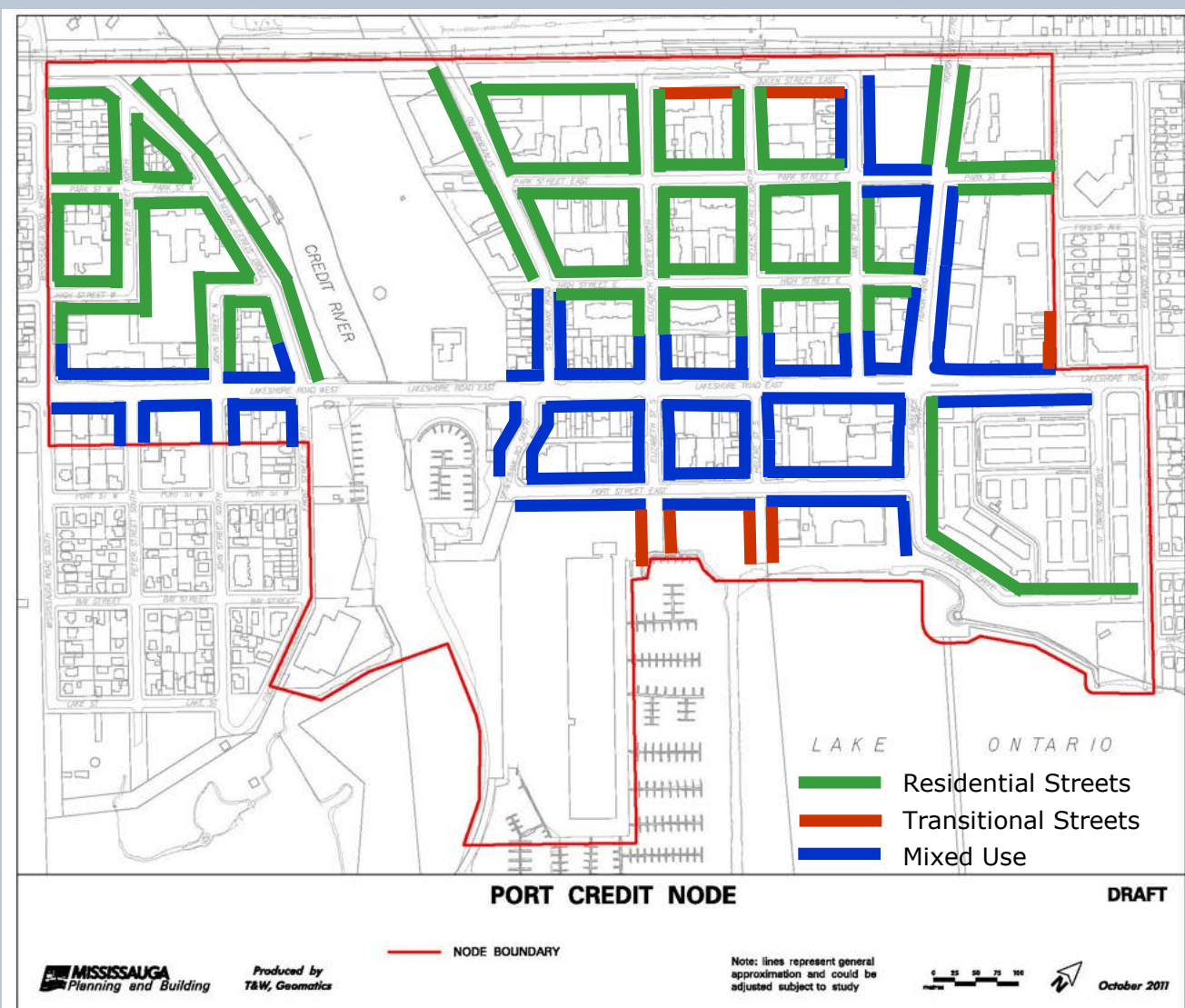


Figure B84 - Image of the Pedestrian Realm/Streetscape

2.0 Port Credit Community Node

Mixed Use

The vitality of the Node depends on the health of the mixed use and its local business.

Lakeshore Road East and West require streetscape improvements which will help to revitalize the most important streets in Port Credit. Utilities are a significant hindrance to developing an appropriate streetscape along this corridor (overhead wires and underground utilities).

Additional requirements for building setbacks may be required to achieved the ideal pedestrian experience within the streetscape corridor.

A Master Streetscape Study is needed for Lakeshore Road East and West, Hurontario Street, Port Street and the streets connecting these locations.



Figure B85 -Conceptual Mainstreet Streetscape



Figure B86 -Conceptual Mainstreet Streetscape



Figure B87
Lakeshore Road West
Older Streetscape
Treatment



Figure B88 -Lakeshore Road East recent development and Streetscape treatment

2.0 Port Credit Community Node

Residential Streets

Residential streets are characterized by generous set backs and upgraded tree planting and landscape treatment.

Residential streets should continue to maintain these characteristics. The pedestrian realm will include a sidewalk on the street edge where appropriate with tree planting and grassed areas on the interior of the sidewalk.

Existing trees should be maintained and enhanced. New development will ensure that existing trees are preserved.

Buildings will generally be set back 4.5 to 7.0 m to ensure an adequate landscape treatment can be accommodated.



Figure B89 -Hurontario Street South East side



Figure B90 -Riverside Precinct



Figure B91 -Riverside Precinct



Figure B92 -High Street looking west

2.0 Port Credit Community Node

Transitional Streets

Transitional streets are those that may one day be used as commercial, retail or employment streets as Port Credit evolves into a more compact village.

These areas should be developed with flexibility. Buildings should be located within the setback of 0.0 m to 3.0 m for commercial retail and 4.5 m to 7.0 m for at grade residential uses. The pedestrian realm and streetscape should be continuous and provide a wider pedestrian realm to ensure flexibility. Street trees and coordinated furniture including post and ring bike parking are a requirement.



Figure B93 -Port Street East



Figure B94 -Ann Street



Figure B95 -Port Street East



Figure B96 -Hurontario Street

2.0 Port Credit Community Node

2.4.12 Parking, Servicing and Loading

The design of parking, servicing and loading areas is a key component in the development of sites. These areas serve a functional need, but should be designed in a manner that screens less desirable aspects and provides high quality treatment of exposed areas while addressing safe and efficient movement of pedestrians, cyclists and vehicles.

Service, loading and garbage storage areas should be integrated into the building or located interior to the building or alternatively at the rear of the building and screened from the public realm and adjacent residential uses.

Parking should be located underground, internal to the building or to the rear of the buildings.

Above grade parking facilities will be designed to be compatible with the surrounding character through the use of architectural elements that fit with the scale and style and streetscape of the community. Consideration should be given to active pedestrian related uses on the ground floor of the structure in order to improve the animation of street edge conditions. Above grade parking structures should be designed in such a manner that they are integrated into the development. Vehicles should not be visible to the public realm.



Figure B97 -Laneway south of Lakeshore Road East



Figure B98 -Laneway south of Lakeshore Road East



Figure B99 -Laneway north of Lakeshore Road East

2.0 Port Credit Community Node

2.5.13 Roof Top Mechanical Penthouses

All rooftop units should be internal to the buildings and hidden from public view.

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.



Figure B94 - Green Roofs on buildings



Figure B100 -Example of roof top mechanical that has been integrated and designed into the building



Figure B101 -
Green Roof Example

http://www.building.co.uk/Pictures/web/u/r/r/Solaire_roof_top.jpg

2.0 Port Credit Community Node

2.4.14 Architectural Expression and Materiality

New buildings should reference their physical, cultural and historic surroundings through their architectural language and high quality materials. Materials should show sensitivity to their surroundings and should aim to be of the highest quality, responding directly to the existing urban fabric, whether by utilizing similar or sympathetic materials or by positive contrast.

Materials should be chosen with regard to their performance in sustainable terms. The use of local or recycled materials, and /or materials from renewable resources is encouraged.

High quality materials will be required in all new developments. The material most widely found in Port Credit is red tone brick. New developments are encouraged to incorporate this material into their development. For the mainstreet, vision glass should be used for all store fronts.

Concrete block is not permitted to be exposed.

Materials that are not dominant in Port Credit are discouraged as the dominant feature of any new development. These materials include architectural concrete block, stucco, spandrel glass and EIFS panels.

Building scale should be broken down through the use of stepping, projections, canopies, trellises, changes in scale, fenestration patterns, materials and finished.

The private space that extends from the building face to the public right of way must be designed in a such a way that it seamlessly blends with the design of the public realm

Future sidewalk/boulevard treatment including site elements such as seating and lighting, should match that of the public right-of-way in order to blur the line between public and private realm.

Preferred materials to be exposed



Figure B102 - Brown /red Brick material



Figure B103 - Vision Glass/Brick Combination

2.0 Port Credit Community Node



Figure B104 - Balconies should be designed so that they are part of the building rather than added onto the building as an afterthought. Glass balconies should have 50% tinting to ensure items on the balcony are not fully exposed.

http://www.beltcolombia.info/images/Vert_balconies4.jpg

http://farm1.static.flickr.com/235/451194631_238d4ae797_o.jpg



Prohibited to be exposed



Figure B105 - Concrete Block

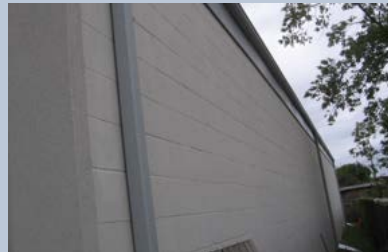


Figure B106 -Painted Concrete Block



Discouraged materials



Figure B107 -Architectural Concrete Block



Figure B108 -Stucco (synthetic or natural)

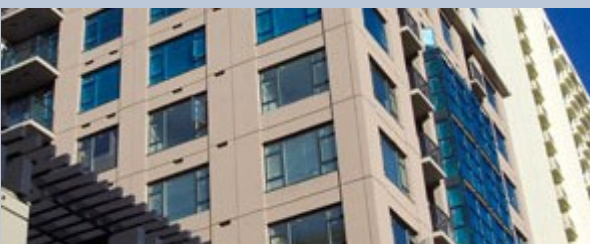
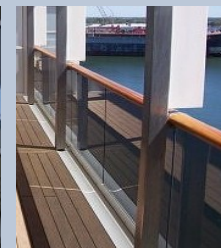


Figure B109 -EIFS Panels for more than 20% of the building material and should not be placed within the first 2 storey's



Figure B110 - Glass balconies should be 50% tinted



2.0 Port Credit Community Node

2.4.15 Scenic Routes and Views

Currently, the Port Credit community has physical and visual access to the lake and the Credit River. As development occurs, views to the water should be preserved and enhanced as they are major contributors to the community's character and pride.

Public views of important natural or man-made features along streets and scenic routes need to be protected as they add value to the built form and contribute to neighbourhood identity. When new development occurs, it must

maintain, and in some cases, enhance these views and vistas to prominent features.

Sites with prominence, high visibility and access should be considered as a priority for civic buildings and community infrastructure.

Special care will be taken with development along Scenic Routes to preserve and complement the scenic historic character of the street.

Scenic Routes and views identified in Figure B115 should be preserved and enhanced.

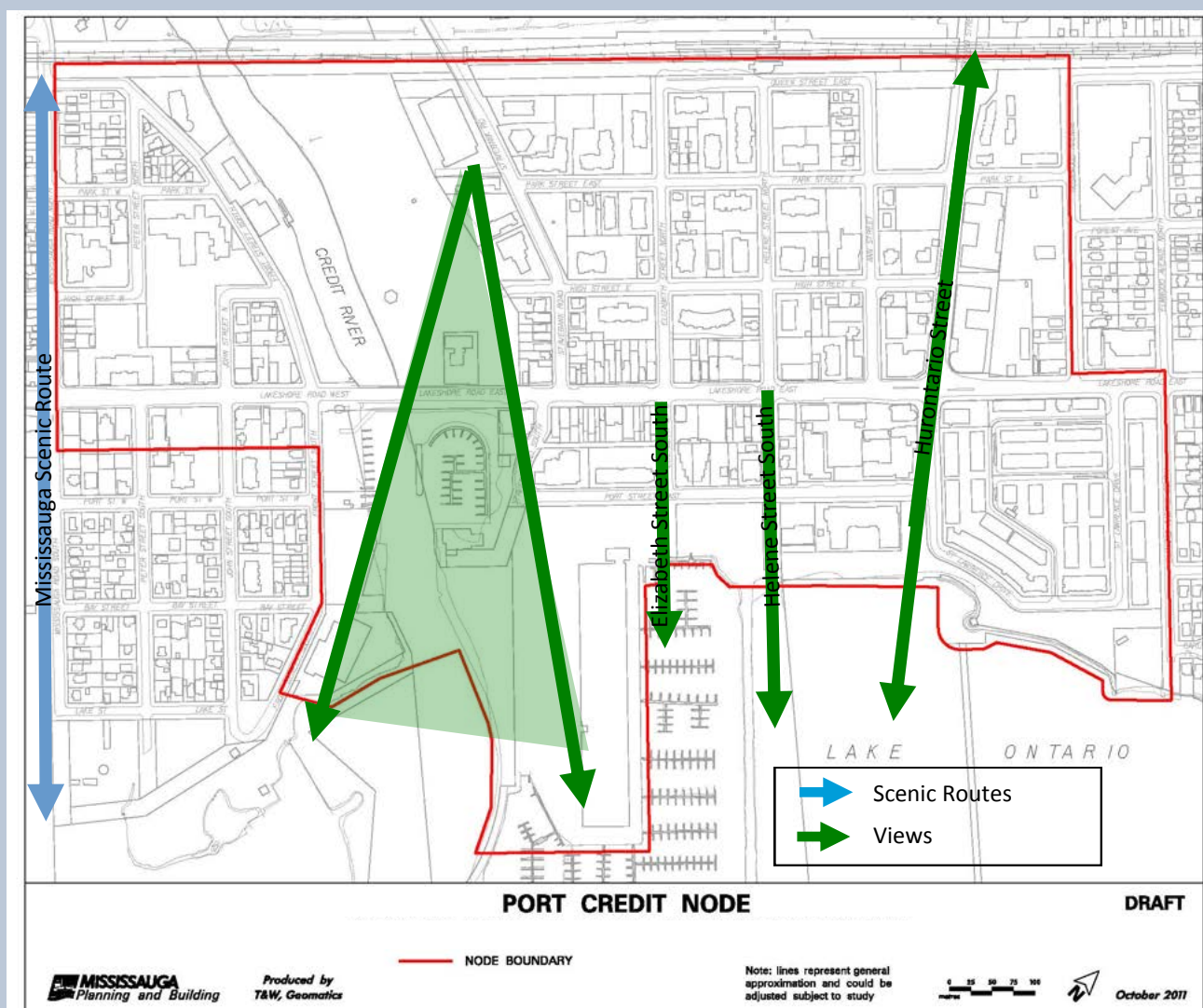


Figure B115 –Scenic Routes and Views

2.0 Port Credit Community Node

Mississauga Road Scenic Route



Lands abutting the Mississauga Road Right-of-way between the St. Lawrence and Hudson Railway and Lakeshore Road West (frontage, flanked and rear yards) are designated scenic route and will be subject to special policies as outlined in section 9.3.3.11 of the Mississauga Official Plan.

Views



Port Credit has many natural views to Lake Ontario. These views shall be enhanced and maintained. There are a number of views that still need to be developed. These include the extension of Elizabeth Street South and Helene Street South. Streetscapes along these streets should enhance the views to Lake Ontario. Architectural interest on should be heighten on these corridors.

In addition to the views to Lake Ontario Port Credit is visually connected to the Downtown Mississauga. Views to prominent Architecture "The Marilyn" in the Absolute projected should be maintained and enhanced along Hurontario Street.



Figure B116 -Mississauga Road Scenic Route



Figure B117 -Hurontario Street looking North, Marilyn Building in the background.



Figure B118 -View from Lake Ontario

2.0 Port Credit Community Node

2.4.16 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 community's 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 social interaction, health, happiness, and well being.

Although the entire Node, as a centre for surrounding neighbourhoods, should be recognized as offering place-making opportunities, the following represent areas which have the opportunity to make a substantial contribution to Port Credit:

1. Transportation hub: vicinity around the GO station, parking lot, and future LRT
2. Waterfront marina: vicinity around the Port Credit Marina, future LRT stop on Port

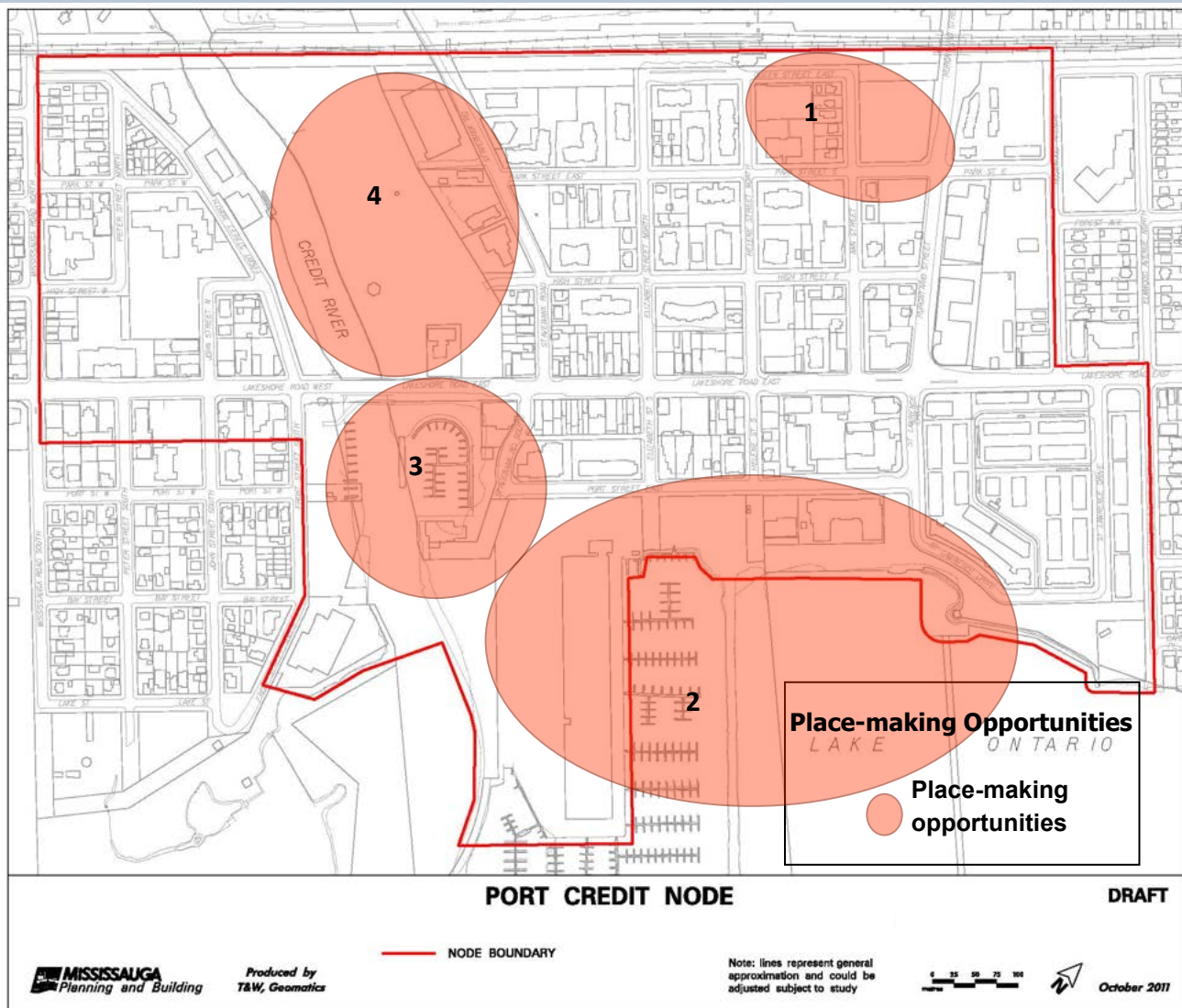


Figure B119 -Place-making Opportunities

2.0 Port Credit Community Node

Street East, and terminuses of Stavebank Road South, Elizabeth Street South, and Helene Street South

3. Mouth of the Credit River: vicinity around Snug Harbour, J.J. Plaus Park, Marina Park, Heritage Building (former Canada Post Office), Region of Peel Lighthouse
4. Credit River Valley: vicinity including Port Credit library, Port Credit Arena, Memorial Park, Canoe and Rowing Clubs, Legion Hall, Stavebank Road properties which back onto the valley.

When reviewing development applications consideration should be given to capitalizing on any opportunities that may foster place-making and would contribute to the urban form of Port Credit.

The inclusion of Public Art should be considered in these locations.



Figure B120 - 1 Go Station Parking Area



Figure B121 -1 Go Station Parking Area



Figure B122 -2 Port Credit Harbour Marina



Figure B123 -2 -St Lawrence Square



Figure B124 -2 -St Lawrence Park Lookout



Figure B125 -2-St Lawrence Park



Figure B126 -3 -J.J. Plaus Park



Figure B127 -4-Port Credit Memorial Park



Figure B128 4- Credit River

2.0 Port Credit Community Node

2.4.17 Continuous Waterfront Access

The Lake Ontario shoreline is an integral component of the green system and is a key Provincial linkage due to the unique ecological functions and habitats it provides. In addition, it has an important role in leisure activity and tourism.

As a condition of development approval, provisions of significant public parklands and access to the waterfront including the extension of the Waterfront Trail, will be provided.

Continuous waterfront access along the shoreline is a priority for the residents of Port Credit and the City as a whole. In these situations an appropriate balance between use and public access must be found.

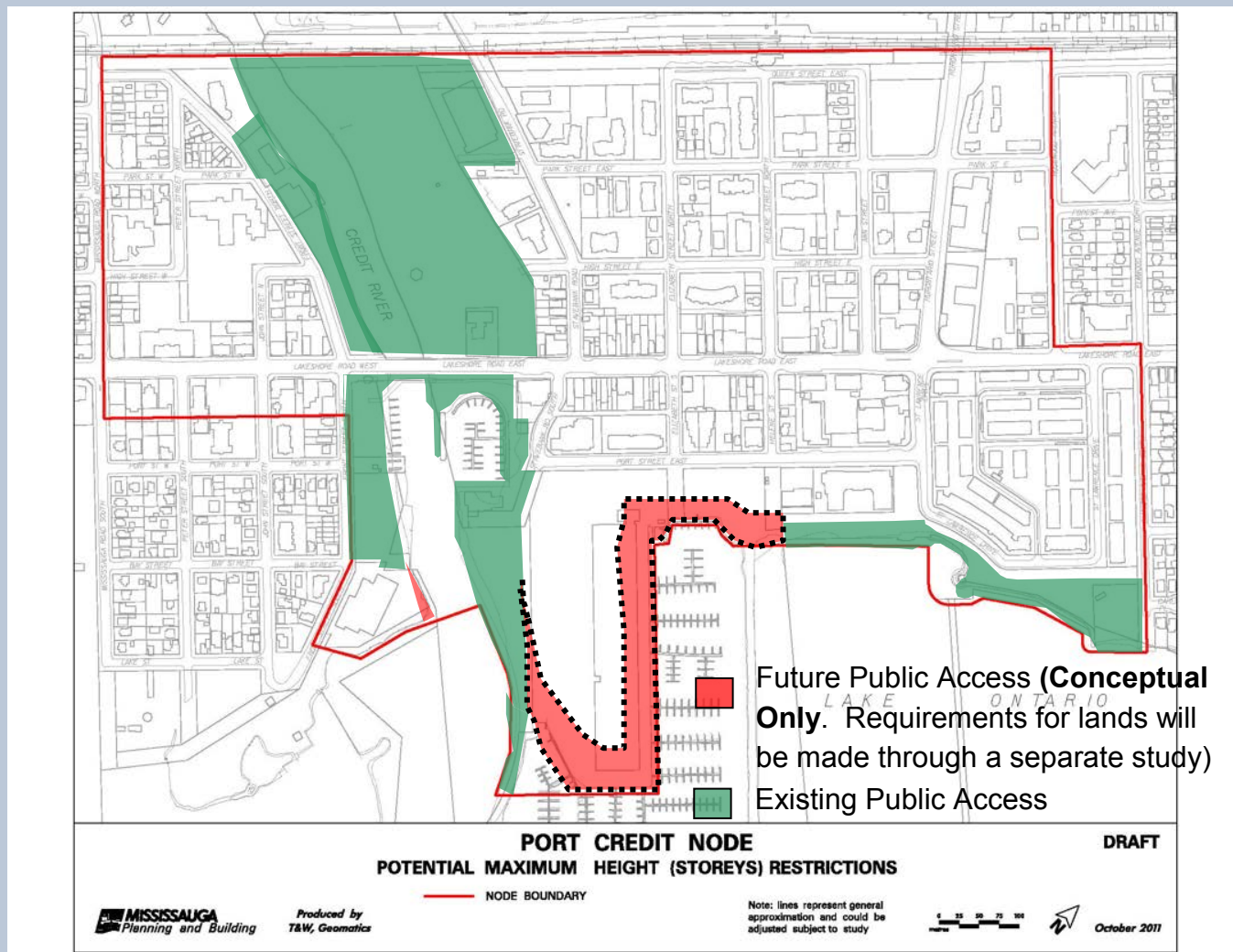


Figure B129- Continuous Waterfront Access, Existing and proposed

2.0 Port Credit Community Node



Figure B131– Port Credit Harbour Marina



Figure B132– St Lawrence Park



Figure B133– Credit River



Figure B134– JJ Plaus Park



Figure B135– Credit River



Figure B136– Port Credit Harbour Marina



Figure B137– Port Credit Harbour Marina



Figure B138– Boat launch, Marina Park



Figure B139– St Lawrence Park



Figure B140– St Lawrence Park

2.0 Port Credit Community Node

2.4.18 Cultural Heritage Resources

Heritage is an important characteristic of the Port Credit Node. Within the Port Credit Node there are over 45 properties that are on the City's Heritage Registry. The Registry contains two types of properties:

- Designated (recognized by the City through by-law as being of Heritage significance)
- Listed (identified but not fully researched as to heritage significance)

In addition the Port Credit Node also contains Cultural Landscapes which can be defined as a setting which has enhanced a community's vibrancy, aesthetic quality, distinctiveness, sense of history or sense of place. Cultural landscapes within the Port Credit Node include:

- Credit River Corridor,
- Port Credit Pier Scenic View, and
- Mississauga Road Scenic Route.

The Port Credit Node has 10 properties that are designated under the provisions of the *Ontario Heritage Act*.

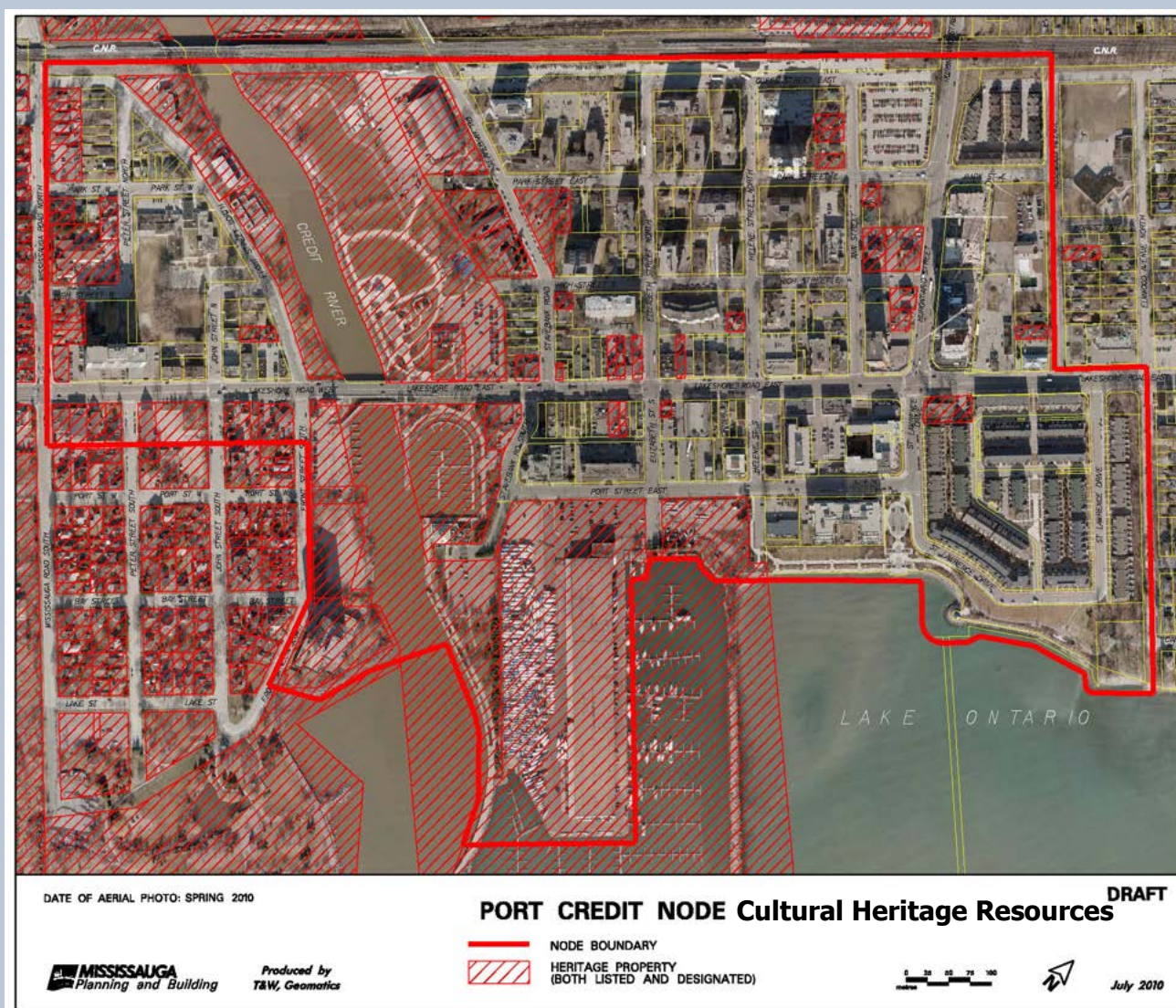


Figure B141- Cultural Heritage Resources

2.0 Port Credit Community Node

Properties listed on the Heritage Registry will be preserved in their existing location. Any development will incorporate these structures in the design of the proposal. Any changes to these structures or developments adjacent to these structures will require a Heritage Impact Statement and may have additional requirements. Additional requirements may include, but is not limited to, a review and approval from the Heritage Advisory Committee and Council may be required.

Tall buildings will not visually impede the setting of listed/designated heritage buildings. Where heritage buildings are low-scaled, the podium of the tall building will respect and reflect the unique urban character visual relationships, topography and materials of the surrounding historic building's). The tall buildings will preserve and enhance the character and appearance of the setting of the adjacent listed/designated building(s).

Where heritage buildings are low-scale, the podium or ground façade of the building will respect and reflect the unique urban grain and scale, visual relationship, topography and materials of the surrounding historic buildings.



Figure B142- 90 High Street East, Designated



Figure B143- 84 High Street East, CG Hamilton House, Designated



Figure B144- 12 Peter Street West, Designated



Figure B145- 141 Lakeshore Road West, Designated

3.0 Port Credit Neighbourhoods

3.0 Port Credit Neighbourhoods

Lands identified as Neighbourhood Precincts are considered to be stable areas where the existing character is to be preserved and enhanced.

These stable residential areas should be maintained while allowing for infill which is compatible with and enhances the character of the area.

The Port Credit Neighbourhood Character Area is comprised of five precincts:

- North Residential (which include the Shawmar/Indian Heights and Credit Grove neighbourhoods)
- South Residential (which include the Cranberry Cove and Hiawatha neighbourhoods)
- Neighbourhood Mainstreet
- Historic Village of Port Credit
- Vacant Former Refinery

The following sections provide additional context and information on each of the Neighbourhood Precincts. Subsequent sections provided further direction on specific built form issues.

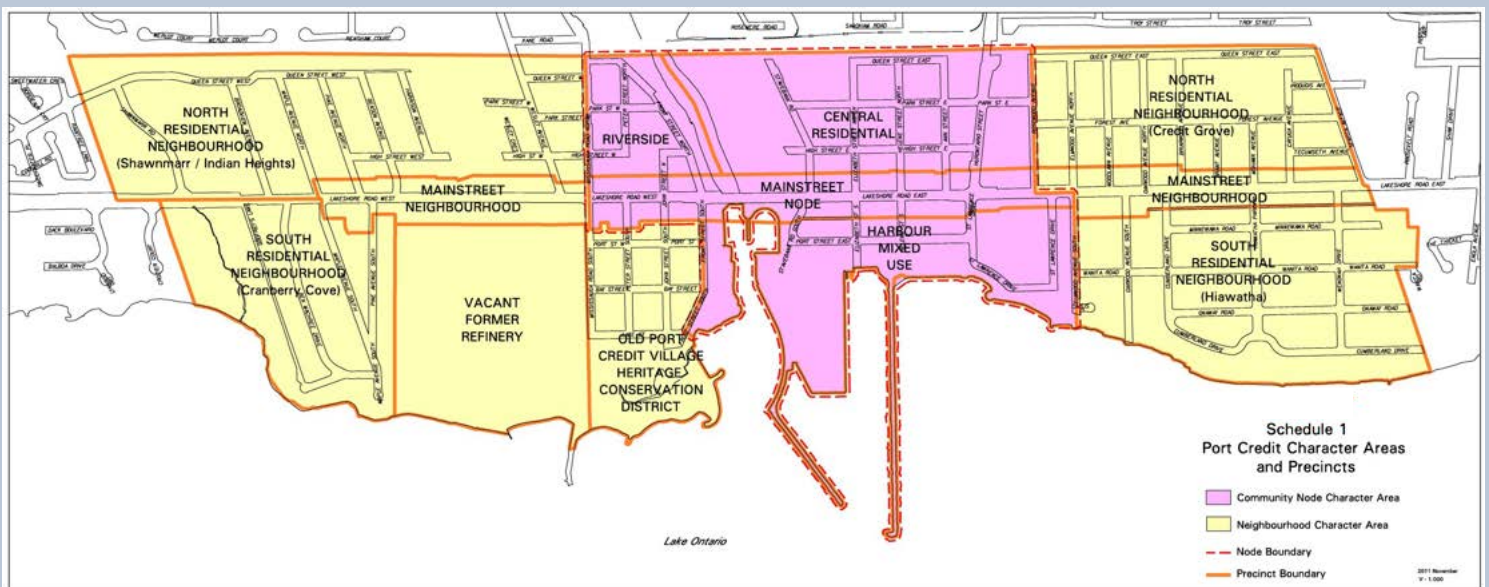


Figure C1- Port Credit Neighbourhood Precinct Areas and their minimum and maximum height limits

3.0 Port Credit Neighbourhoods



Figure C2- Port Credit Neighbourhood Precincts



Figure C3- Port Credit Neighbourhood Areas

3.0 Port Credit Neighbourhoods

3.1 Context

Port Credit neighbourhoods are located on either side of the Port Credit Community Node. These areas are characterized by predominantly low rise buildings of 3 storeys or less. There are limited number of older 4 to 6 storey apartment buildings located along Lakeshore Road or in the Heritage Precinct. There is also an 8 storey apartment building representing the tallest structure in the Neighbourhood Precincts, located at Lakeshore Road West and Maple Avenue South. While Neighbourhoods are to be stable, some change is anticipated. Where development occurs it will generally be through modest infilling or development within the mainstreet precinct, the existing commercial plaza or vacant former refinery site.

New development does not have to mirror existing buildings however it will respect the character of the area.

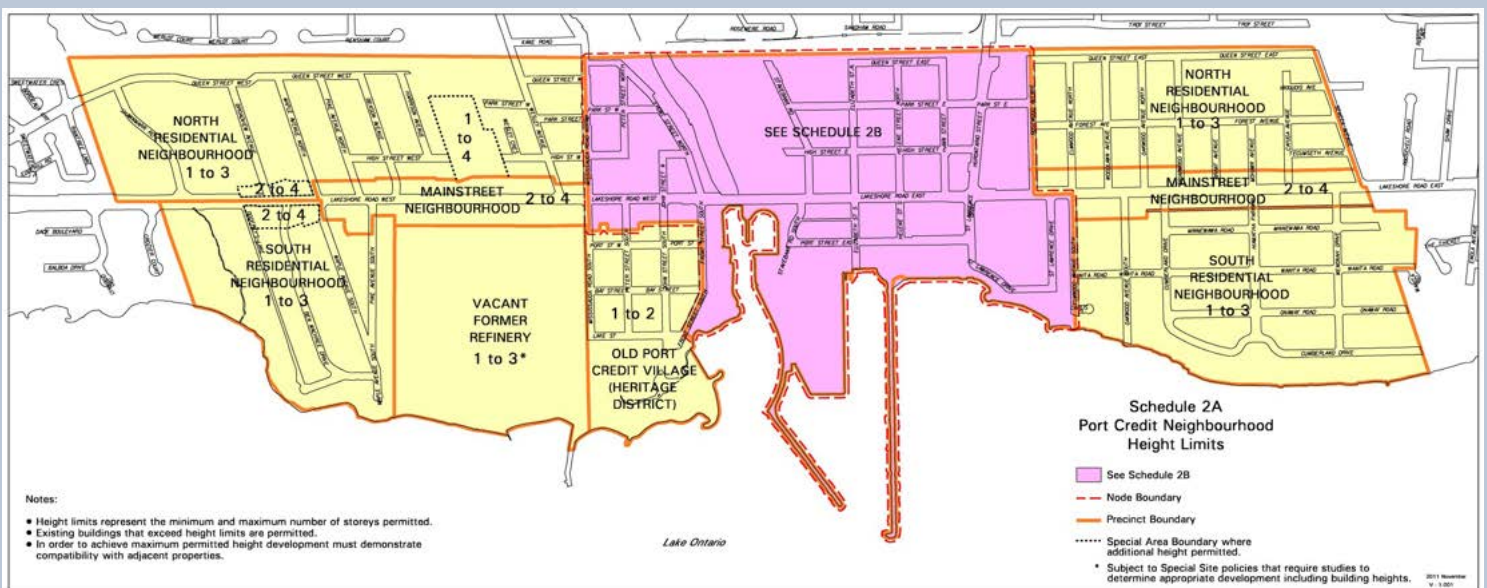


Figure C5 - Port Credit Neighbourhood Precinct Areas and their minimum and maximum height limits

3.0 Port Credit Neighbourhoods

3.2 Planned Building Heights

Building heights reflect the existing context and planned function for the Neighbourhood Character Area and are summarized in Figure C1. In some cases building heights are reduced in the zoning by-law thereby requiring a proposal to go through a process to achieve the maximum height permitted in The Guide. Additional information is provided in the following sections on the individual precincts and subsequent discussions on specific built form issues.



3.0 Port Credit Neighbourhoods

3.3 Neighbourhood Precincts

3.3.1 North Residential Precinct

This area consists of the Shawmar/Indian Heights and Credit Grove neighbourhoods. These stable residential areas should be maintained while allowing for infill which is compatible with and enhances the character of the area.

- a. The predominant characteristics of these areas should be preserved including: the existing low rise building heights; the combination of small building masses on small lots; the well-landscaped streetscapes; and the regular street grid.
- b. New development is encouraged to reflect the predominant 1 to 2 storey heights; however, a third storey may be permitted subject to demonstrating compatibility.
- c. Properties fronting onto Lakeshore Road West will complement the adjacent mainstreet precinct by continuing the 4 storey height limit.
- d. Existing industrial uses along the railway tracks are encouraged to improve their transition to the

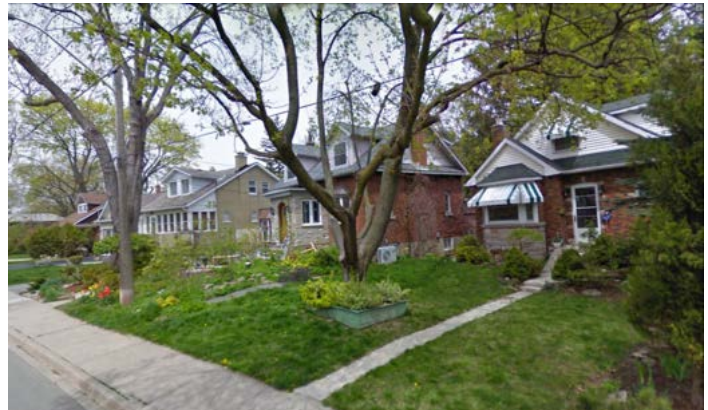


Figure C7 -Examples of dwellings within the Port Credit North Residential Neighbourhoods

adjacent residential areas. The maximum permitted height will be the equivalent to a 2 storey residential building. New development will include appropriate buffers, ensure lighting, noise levels, loading and garbage areas do not negatively impact adjacent residential areas.



Figure C8 -Examples of dwellings within the Port Credit North Neighbourhoods

3.0 Port Credit Neighbourhoods

3.3.2 South Residential Precinct

This area consists of the Cranberry Cove and Hiawatha neighbourhoods. These stable residential areas should be maintained while allowing for infill which is compatible with and enhances the character of the area.

- a. The predominant characteristics of these areas should be preserved including: the low rise building heights; combination of small building masses on small lots; physical and visual access to Lake Ontario; and a well landscaped streetscape.
- b. New development is encouraged to reflect the predominant 1 to 2 storey heights; however, a third storey may be permitted subject to demonstrating compatibility.
- c. Properties fronting onto Lakeshore Road West will complement the adjacent mainstreet precinct by continuing the 4 storey height limit.
- d. Any development between the lake and the continuous lakefront trail should provide ample side yards to ensure visual access to the lake between buildings.



Figure C9 -Examples of dwellings within the Port Credit South Residential Neighbourhoods



Figure C10 -Examples of dwellings within the Port Credit South Neighbourhoods

3.0 Port Credit Neighbourhoods

3.3.2 Neighbourhood Mainstreet Precinct

The lands fronting onto Lakeshore Road East and West outside to the Port Credit Community Node are known as the Neighbourhood Mainstreet Precincts. These lands will be developed as a mixed use area.

- a. Heights along the Lakeshore Road Corridor will be a minimum of 2 storeys and a maximum of 4 storeys.
- b. Along Lakeshore Road East and West, mixed-use developments with street-related retail commercial uses and a rhythm of closely spaced storefronts lining the street will be required to foster an active pedestrian realm and to minimize the apparent width of Lakeshore Road East and West.
- c. Developments along Lakeshore Road will be close to the street and have a setback of 0.0 m to 3.0 m. The appropriate setback will be determined through a detailed analysis of the public realm and streetscape requirements. Additional setbacks may be required to ensure an appropriate pedestrian realm.
- d. Main entrances of buildings will be located along the Lakeshore Road East and West frontage.
- e. Parking will be provided on street or in small, distributed parking lots or at the rear of the building through laneways. It is critical that parking facilities be located and designed to be compatible with the mainstreet character of the area by including measures such as landscape space, planters or other elements which activated the street wall and enhance public amenity.
- f. Parking, loading and service areas will be located behind the buildings fronting Lakeshore Road East and West and will be screened from view from residential properties to the north and south.
- g. New access points along Lakeshore Road East and West will be strongly discouraged. Where alternatives are not feasible, access will be consolidated between properties and preferably located where a traffic signal opportunity is feasible.
- h. Where development is proposed adjacent to residential neighbourhoods, attention should be given to ensuring appropriate transition.
- i. The assembling of stable residential properties to add to the mixed use properties along Lakeshore Road East and West is discouraged. However when this does occur, these additional lands should not be used to increase the building envelope. Generally, the primary

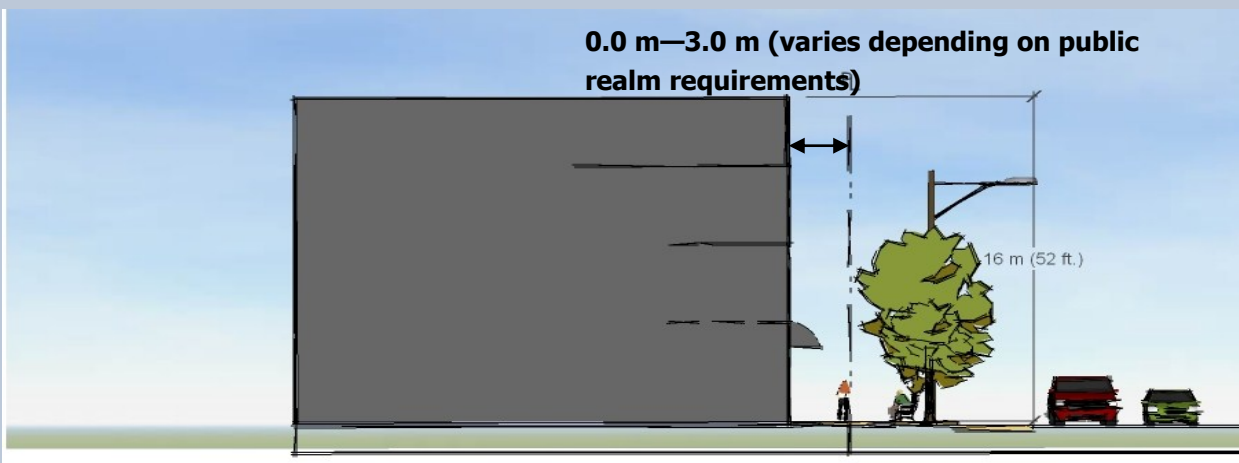


Figure C11 -Illustration of the setback on Lakeshore Road West and East

3.0 Port Credit Neighbourhoods

purposes of combining these lands shall be for buffering to the adjacent residential uses and for amenity space if required through the development.

- j. Developments should maintain existing view corridors to the lake, such as along Oakwood Avenue South, and create new view corridors, such as, along the north/south public Road.
- k. Future development will recognize the character of adjacent land uses.



Figure C12 -Example of potential building heights on Lakeshore Road West and East

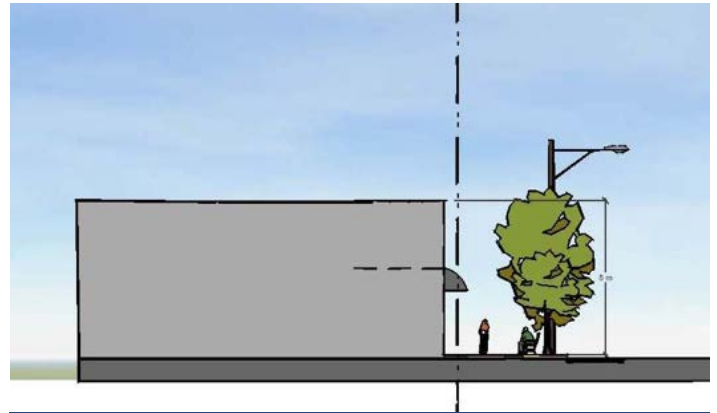


Figure C13 -Minimum building heights on Lakeshore Road West and East



Figure C14 -Maximum building heights on Lakeshore Road West and East

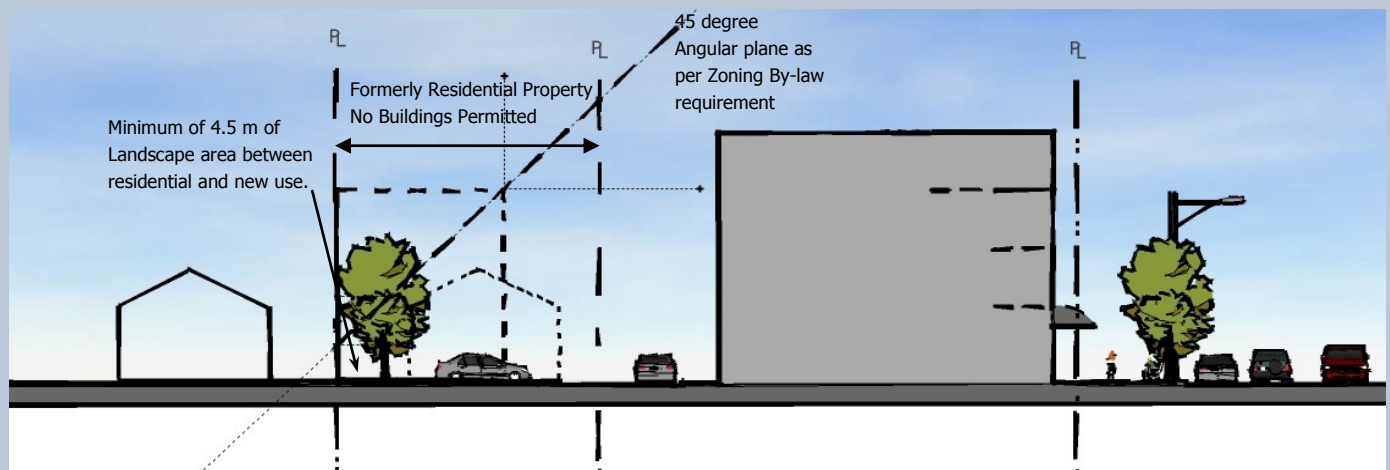


Figure C15 - Illustration of how the assembly of residential lands will be treated.

3.0 Port Credit Neighbourhoods

Retail Guidelines:

- A front usable door shall face the street.
- 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.) of frontage.
- Minimum of 60% 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 tenant signs shall be designed of high quality material, colour and scale in keeping with the design of the building.
- Fascia signs shall be limited to the first floor level
- Ground signs are prohibited.
- Store front window signage is permitted up to 25% of the glass surface area and shall not block clear view of exists or entrances and shall maintain visibility into the interior of the premises at all times.
- Tables and other active uses adjacent to storefront windows are encouraged were permitted.
- Tenant signage shall be of a consistent design if located on the same building.



Figure C16 -New Town of Kentlands, Indiana
Photo by Sandy Sorlien



Figure C17 -Downtown Lousia, Virginia



Figure C18 -Carolne Street, Atlanta

3.0 Port Credit Neighbourhoods

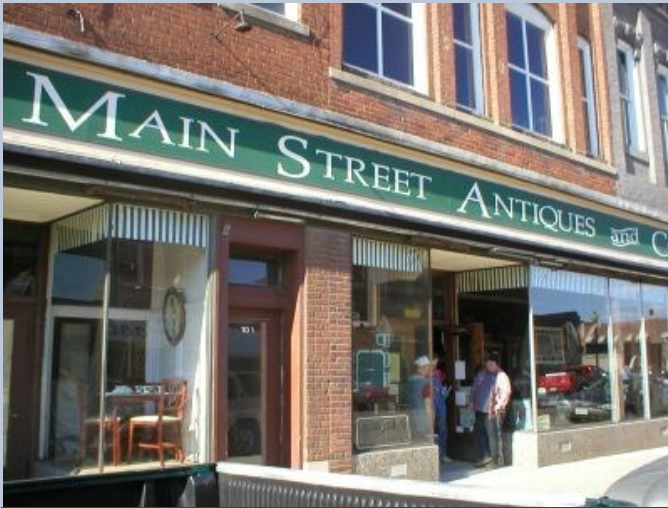


Figure C19 -Example of Mainstreet Storefront, Virginia (by gougo)



Figure C20 -Example of Mainstreet Storefront, New Harmony Indiana



Figure C21 -Example of Mainstreet Storefront



Figure C22 -Example of Mainstreet Storefront, Lake Jackson, Texas

3.0 Port Credit Neighbourhoods

3.3.3 Old Port Credit Village Heritage Conservation Precinct

This Precinct (also called the Historic Village of Port Credit) is a mixture of housing, retail commercial and community buildings of many types, representing different eras. While some of the housing stock is relatively new, the neighbourhood contains pockets of housing which are truly historic, representing various time frames and a pleasing sense of "time depth". The Old Port Credit Village Heritage Conservation District Plan applies to lands within this precinct.

- a. Any additions, alterations, adaptive re-use or redevelopment will address how the development:
- Displays massing and scale sympathetic to surroundings
 - Preserve the historic housing stock
 - Supports the existing historic character
 - Maintains the existing street grid pattern and building setbacks
 - Maintains and enhances significant groupings of trees and mature vegetation.

- b. Mississauga will encourage landscape screening along the west side of Mississauga Road South to buffer the adjacent Vacant former refinery site.



Figure C23 - Examples of structures in the Historic Village of Port Credit



Figure C24 Examples of structures in the Historic Village of Port Credit



Figure C25 -Examples of structures in the Historic Village of Port Credit

3.0 Port Credit Neighbourhoods

3.3.4 Vacant Former Refinery Precinct

This precinct has redevelopment potential, however, further study is required to determine appropriate development. This precinct should ultimately be developed in a manner which is compatible with the surrounding lands and which does not detract from the planned function of the Community Node.

- Building heights will provide appropriate transition to adjacent South Residential and Historical Village Precincts.
- A public road will be provided in any future development that separates any new development from the Lake Ontario waterfront Open Space and the continuous waterfront trail to maximize public access to and along the lake Ontario Waterfront.
- A landscape buffer will be provided between the precinct and the adjacent residential neighbourhood to the west.



Figure C26
*Imperial Oil
Lands, waterfront
Path*



Figure C27
*Imperial Oil
Lands, waterfront
Path, old pier*



Figure C28
*Imperial Oil
Lands, View
Looking north
from the public
pathway*

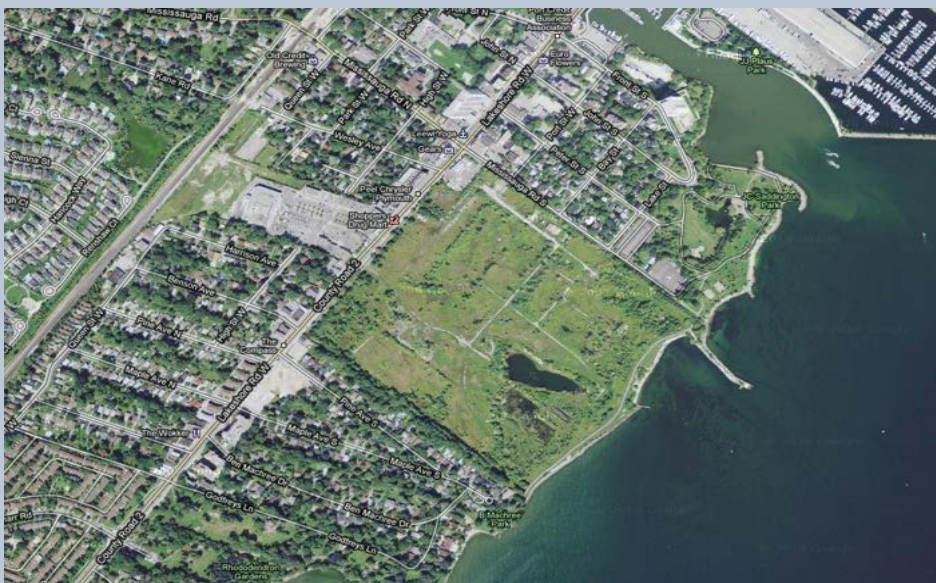


Figure C29 *Imperial Oil Lands*

3.0 Port Credit Neighbourhoods

3.4 Built Form

3.4.1 Views

Views to Lake Ontario are vital and should be enhanced where possible.

New development should ensure views to Lake Ontario within the Port Credit Neighbourhoods are maintained.



Figure C30 - Hiawatha Parkway and Onaway Road, View to Hiawatha Park

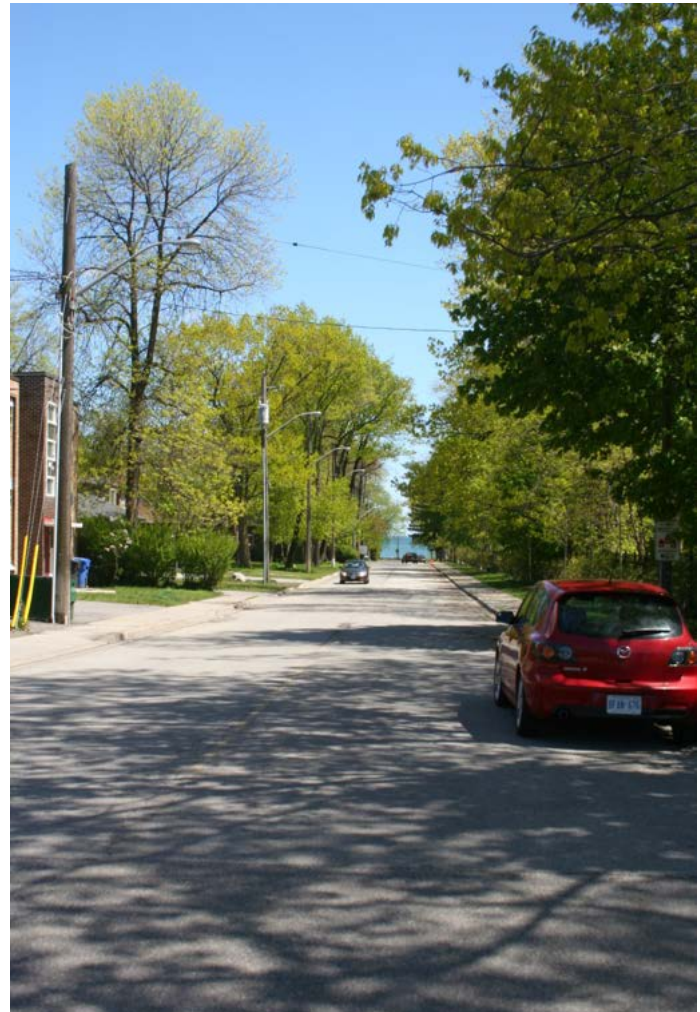


Figure C31 - Elmwood Avenue South

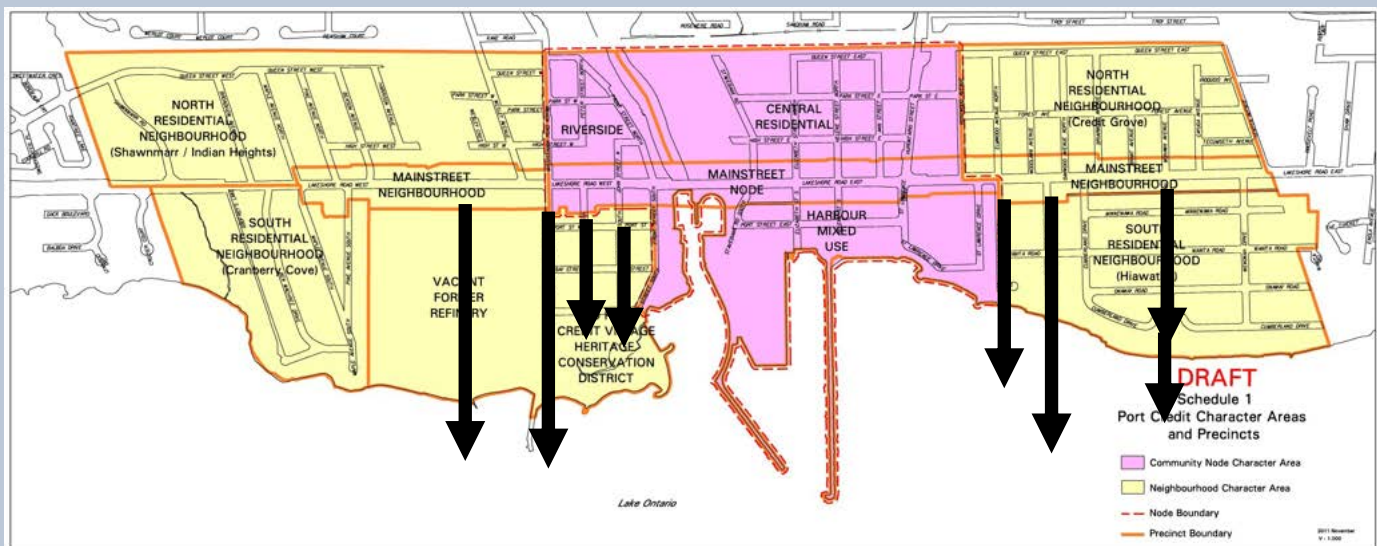


Figure C32 - Views to Lake Ontario

3.0 Port Credit Neighbourhoods

3.4.2 Cultural Heritage Resources

There are a number of heritage resources in the Port Credit Neighbourhoods. These structures will be retained and enhanced where appropriate. New development proposed in proximity to these buildings should be developed in a manner that is sensitive and complimentary to the character of the structure. New developments should provide the appropriate transition to properties listed on the heritage registry and in the Historic Village of Port Credit Precinct.



Figure C33 -44 Wesley Avenue



Figure C34 -34 Peter Street



Figure C35 -5 Oakwood Avenue North



Figure C36 -305 Lakeshore Road West Designated

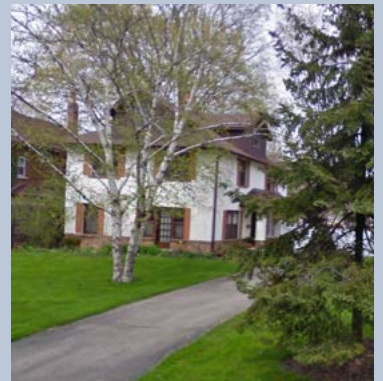


Figure C37 -11 Oakwood Avenue North

3.0 Port Credit Neighbourhoods

3.4.3 Parking, Servicing and Loading

The design of parking, servicing and loading areas is a key component in the development of sites. These areas serve a functional need, but should be designed in a manner that screens less desirable aspects and provides high quality treatment of exposed areas while addressing safe and efficient movement of pedestrians, cyclists and vehicles.

Parking should be located underground, internal to the building or to the rear of the buildings.

Above grade parking structures should be designed in such a manner that vehicles are not visible to the public and have appropriate directional signage to the structure .

Service, loading and garbage storage areas should be integrated into the building or located at the rear of the building and screened from the public realm and adjacent residential uses.



Figure C38 -Briarwood Avenue north of Lakeshore Road East

3.0 Port Credit Neighbourhoods

3.4.4 Access Points

The consolidation and relocation of access points along Lakeshore Road East and West will be encouraged to promote pedestrian safety and a cycle friendly environment to provide the opportunity for a continuous streetscape.

Mutual access between abutting properties will be essential in achieving a pedestrian oriented environment. Existing access will be relocated whenever possible to side streets and the rear of

the property. The addition of access points will not be permitted.



Figure C39 -Pedestrian Realm with no access points



Figure C40 -Existing Access Points

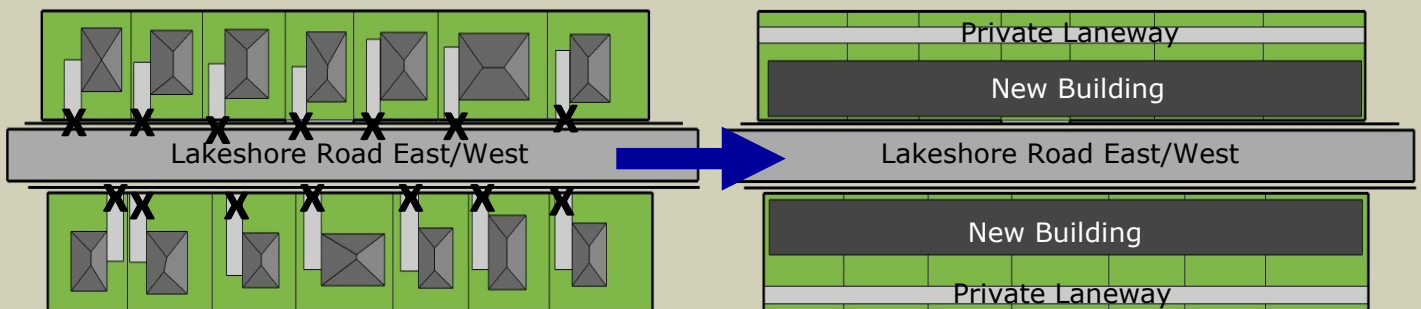


Figure C41 - Conceptual consolidation of access points along Lakeshore Road West and East

3.0 Port Credit Neighbourhoods

3.4.5 Pedestrian Realm/Streetscape

The Neighbourhood Precincts have an established streetscape particularly in the residential areas. These consist of mature tree lined streets and some sidewalks on the street edge. A significant number of the residential streets, however, do not have sidewalks. This will be maintained.

In the Neighbourhood Mainstreet Precinct, a Master Streetscape Plan will be required to determine the appropriate streetscape and to ensure any planned streetscape works takes into consideration established and planned utilities. Coordinated street furniture, including post and ring bike parking, should be established through this process. However, in the interim, applicants for development applications along mainstreets will be required to submit a streetscape plan which clearly demonstrates how they can achieve the optimal boulevard width of 5.6 m and how the proposed development will fit in with the current streetscape pattern.

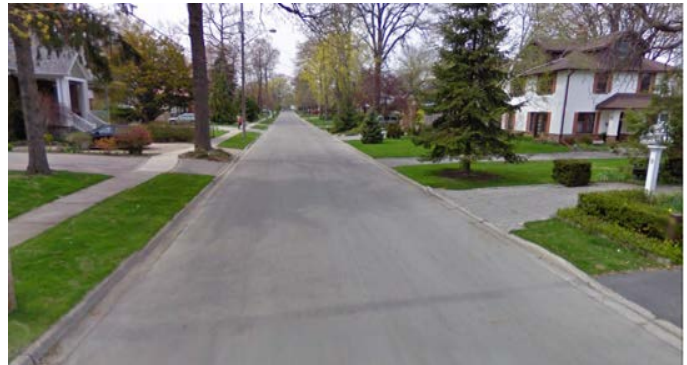


Figure C42 - Residential Street in Port Credit



Figure C43 - Neighbourhood Mainstreet Precinct



Figure C44 - Existing pedestrian realm in the Neighbourhood Mainstreet

3.0 Port Credit Neighbourhoods

3.4.6 Microclimate

Shadow Impact

Shadow studies will be requested in support development applications to demonstrate that the height and/or location of a proposed building will not generate excessive shadows over adjacent lands.

Shadow studies will be required for buildings greater than 12.0 m in height which may cause new shadow impact on adjacent residential properties, public parkland, open space and the public realm. Particular attention will be focused on the mainstreet corridors (Lakeshore Road East or West and Hurontario Street) where a pedestrian environment is strongly encouraged and fostered.

Wind Comfort

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

Evaluation of the existing wind conditions in the immediate and surrounding area, prior to the proposed development will be required along with a comparison of the wind conditions based on the proposed development for any building over 3 storeys or 16 m. The criteria to be used for the analysis should be signed and sealed by a certified engineer. The *Terms of Reference for Pedestrian Wind Comfort Studies* should be used.



Figure C45 -Shadow impact on the Neighbourhood Mainstreet Precinct



Figure C46 -Wind impact on the pedestrian environment

http://msnbcmedia.msn.com/i/MSNBC/Components/Slideshows/_production/ss-090809-typhoon/ss-090810-typhoon-08.jpg

3.0 Port Credit Neighbourhoods

3.4.7 Materiality

As in the Community Node, new buildings should reference their surroundings through their architectural language and high quality materials.

High quality building materials will be required in all new developments in Port Credit. The predominant exterior building material is a reddish tone brick and stone. New buildings are required to maintain this theme along the neighbourhood mainstreet and in the residential

neighbourhoods.

High quality materials will be required in all new developments. The material most widely found in Port Credit is red tone brick. New developments are encouraged to incorporate this material into their development. For the mainstreet, vision glass should be used for all store fronts.

Concrete block is not permitted to be exposed. Painted concrete block is not permitted.



Figure C47 -Example of brick and stone material



Figure C48 -Example of brick and stone material

3.0 Port Credit Neighbourhoods



Figure C49 -Example of brick and stone material



Figure C50 -Example of brick and stone material



Figure C51 -Example of brick and stone material

4.0 Port Credit

4.0 Environmental Sustainability

New developments must be sustainable in all aspects, taking into account social and economic impact, based on whole life costs and benefits. Advances in construction technology combined with a growing body of architectural knowledge mean that sustainable practices should be easily achievable.

On July 7, 2010, City Council adopted the Green Development Strategy that focuses on achieving sustainability and environmental responsibility in new development in Mississauga. The City strongly encourages applicants to incorporate green sustainable elements into proposed buildings, site works, construction methods and long-term maintenance programs. Further, the City also encourages that applicants pursue LEED-NC credits required to achieve Silver certification.

For more information, visit the Canada Green Building Council for the LEED-NC program, Sustainable Technologies for the Low Impact Development Stormwater Management Planning and Design Guide, and the City of Mississauga for the Green Development Strategy.



Figure D1 -Example of vertical parking grate screened by landscape



Figure D2 -Example of enhanced dry grass swale



Figure D3 -Typical rain water barrel



Figure D4 -Extensive' Green Roof Above — Mountain Coop Toronto



APPENDIX 2

LAKESHORE ROAD TRANSPORTATION REVIEW STUDY –

EXECUTIVE SUMMARY

City of Mississauga

LAKESHORE ROAD



Transportation Review Study

FINAL REPORT

EXECUTIVE SUMMARY

Study Purpose

The overall goal of this study was to provide a comprehensive and technical transportation review to identify how the Lakeshore Road corridor can accommodate alternative modes of transportation and provide input and background into the preparation of Official Plan policies for Lakeview and Port Credit and address stakeholder comments provided in the “*Directions Report*”.

As the City looks to the future, long term plans for corridors such as Lakeshore Road will include providing the necessary facilities for all modes of transportation. As such, pedestrian facilities, cycling facilities and higher order transit facilities all need to be accommodated for a revitalized and more active Lakeshore Road.

The project conceptually reviewed the feasibility of future higher order transit within the existing Lakeshore Road right-of-way from Hurontario Street to the Long Branch TTC / Mississauga Transit terminal (the study area stops at east municipal boundary, just west of the Long Branch terminal at Etobicoke Creek).

History

Lakeshore Road was formally part of the Provincial King’s Highway network as Highway 2 continuous through the GTA. It has also supported the ongoing development of Port Credit, Lakeview and Clarkson urban villages as well as industrial and residential areas along the corridor. Construction of the QEW subsequently relieved most of the through traffic from Lakeshore Road.

Current Role

The roadway has an important role to play in supporting the variety of tourist, commercial, industrial and residential land uses along the corridor. There are no alternative parallel continuous east-west routes except for the access controlled QEW some 2 kms to the north.

Currently Lakeshore Road provides for autos, bus transit and pedestrians, but not explicitly for bicycles. An evaluation of alternative modes and how these modes can be accommodated within the changing Lakeshore Road ROW has been undertaken. The following conclusion and results were developed in the course of this evaluation and functional design exercise.

Currently, around 75% of the traffic crossing the Credit River in the AM peak originates from the southwest part of Mississauga. Approximately 50% of the trips crossing the Credit River on Lakeshore Road are destined to a work / school locations in eastern Mississauga. On occasions when the QEW is blocked, traffic overflows onto Lakeshore Road which exacerbates the already congested traffic entering Port Credit. Traffic flow improves east of Hurontario Street through Port Credit and Lakeview.

Traffic Trends

All day traffic volumes have not risen in the last 10 years. Forecasts show that for the most part, peak direction volumes will not increase in the next 20 years, except for a small increase west of Port Credit as a result of increased GO Train ridership out of the Port Credit GO Station. Traffic volumes in the off-peak direction are forecast to increase resulting in more balanced flows along Lakeshore Road.

Future Transit

On November 28, 2008, Metrolinx released their Draft Regional Transportation Plan entitled *“The Big Move: Transforming Transportation in the Greater Toronto and Hamilton area”*. This document sets out the actions to build new transportation infrastructure and improve transit service in the Greater Toronto and Hamilton area. One such initiative is the Waterfront West Rapid Transit project which will be a new east-west rapid transit connection from Union Station to the Port Credit GO Station. Although not currently financed to be programmed, this initiative is included in their 15-Year Plan. The technology to be utilized and its ultimate alignment were not determined however, it was assumed to be accommodated within the road right-of-way for Lakeshore Road.

LRT

Higher order transit cannot be achieved west of Hurontario Street without compromising other modes and / or streetscaping. The long term plan includes LRT in mixed traffic (similar to Queen / King Streetcar service in Toronto) in the restricted parts of the corridor between Hurontario Street and Greaves Avenue. East of Greaves Avenue, LRT on its own right of way is indicated in the long term functional plans

Right-of-way Challenges

Between Broadview Avenue and Seneca Avenue, a right of way (ROW) width of only 26.2 m is available, with no likelihood of increasing that width. An additional constraint exists between Cawthra Road and Greaves Avenue; however there will be opportunities to achieve the ultimate 30 m ROW in the future. Therefore, in the near term even with a potential narrowing of vehicular lane widths, it is not feasible to implement on-street bicycle lanes in this stretch while maintaining 4 lanes of traffic, on-street parking and the current boulevard / sidewalk widths (which are considered the minimum desirable already). Between Seneca Avenue and Cawthra Road and again between Greaves Avenue and the east municipal boundary, greater ROW widths are available (or could be available) and therefore do not provide the same challenge that the Port Credit and Cawthra Road to Greaves Avenue sections pose.

A series of cross-section alternatives were developed and assessed for use in the short term (based on bus transit in mixed traffic) and long term (with LRT east of Hurontario Street). Many of the more desirable options were not feasible due to inadequate ROW availability. One of the main ROW challenges was to accommodate cyclists more safely than the current situation without adversely impacting space requirements for vehicles, pedestrians and streetscaping.

Lane Widths

In order to better accommodate bicycles and in some scenarios transit, lane widths on Lakeshore Road were reduced in the short and long term functional designs. Typically 3.35 m lanes were used (3.0 m for left turn lanes) except for the locations where sharrows are proposed in wider 4.0 m curb lanes.

Centre Two-Way-Left-Turn-Lane (CTWLTL)

The existing CTWLTL in place between Seneca Avenue and the east municipal boundary provides a measurable and significant safety advantage compared with a scenario of having no left turn storage. In the future, should it be possible to reduce the frequency of access points along this stretch, it may be possible to implement a raised median with channelized left turns at the remaining access points to provide a further safety advantage over the CTWLTL. This would also have the advantage of providing better definition (delineation) for pedestrians.

In the long term plan, the CTWLTL would have to be removed in the section east of Greaves Avenue as it would be replaced by an LRT in an exclusive ROW along the centre of the road. In the long term plan west of Greaves Avenue, left turn pockets could potentially be made between the tracks, or more likely the left turns would take place on the tracks (delaying transit). More analysis would be needed to determine the appropriate solution at specific locations.

Bicycle Plan

The Mississauga Cycling Master Plan was recently completed which has highlighted Lakeshore Road as a future on-street bicycle facility. Input from this study will help determine how cycling will be accommodated.

This study has determined that a wide curb lane with sharrows is the near term preferred application through the areas with a narrow right of way – from Broadview Avenue to Greaves Avenue.

The exception being a small section between Seneca Avenue and Cawthra Road that is able to accommodate on-street bicycle lanes; however, this will require a 2 metre widening of the road pavement which appears to be feasible given the 31 metre ROW available. Again east of Greaves Avenue to the municipal boundary, on-street bicycle lanes are recommended which would require a road widening on both sides.

The long term functional plan shows on-street bicycle lanes throughout the corridor, this is made possible by an assumption that on-street parking (on one side of the road) through Port Credit may ultimately be removed and may be replaced with off-street parking lots / garages.

Although not explicitly assessed in this study, bicycle lanes are also suggested for the section of Lakeshore Road between Clarkson and Port Credit (Johnson's Lane to Shawnmarr Road) as a result of higher vehicular speeds and the availability of a wider ROW.

Credit River Bridge

The Credit River Bridge will need widening to accommodate a relocation of bicycles from the street to the current sidewalks. A number of structural alternatives to achieve this will need to be investigated further in a Class Environmental Assessment (EA) study.

On-Street Parking

Current on-street paid parking in Port Credit provides an important support function to the commercial core and tourist area of Port Credit. Over the longer term, there may come a time when changes in modal usage may reduce the need for on-street parking. There is also a parking management plan underway for the Port Credit area that includes among other things an examination of the feasibility of replacing a portion of the on-street parking supply with off-street / side street parking.

In the meantime, as long as 4 traffic lanes are required and on-street parking is present, it is extremely difficult to provide either on-street bicycle lanes or higher order transit through Port Credit.

A strategic parking plan for the Lakeshore Road corridor through Lakeview is currently underway which will set the parking framework for this area.

Although the near term recommended plan for the corridor includes retention of the existing parking spaces, in order to provide more opportunity for other modes, at least one side of the on-street parking may need to be replaced by adequate and convenient off-street parking. This provides a longer term challenge and is reflected in the long term plan which includes bicycle lanes with parking on the south side only. This results in the removal of 88 on-street parking spaces on the north side.

Recommended Plans

Two design plans were developed for the corridor. One is considered to be a long term plan which includes the LRT and also removal of on-street parking from one-side of the road, while a near term option was developed which did not consider LRT but maintained the on-street parking.

Near Term Plan

The basic cross-section alternative selected for the near term option through Port Credit and another narrow ROW section east of Cawthra Road is shown below in **Exhibit E1**.

The cross-section includes the addition of sharrows in a 4 m curb lane and involves a slight modification of the existing cross-section (mainly a reduction in vehicular lane and parking widths) to accommodate a wide curb lane for sharrows to better accommodate cyclists. For areas with a wider ROW, between Greaves Avenue and Cawthra Road and again east of Greaves Avenue to the municipal boundary, on-street bicycle lanes are included instead of sharrows. Minor curb adjustments are required to implement the cycling facilities.

CONCEPT FOR: BUSES IN MIXED TRAFFIC + SHARROW LANE + ON-STREET PARKING

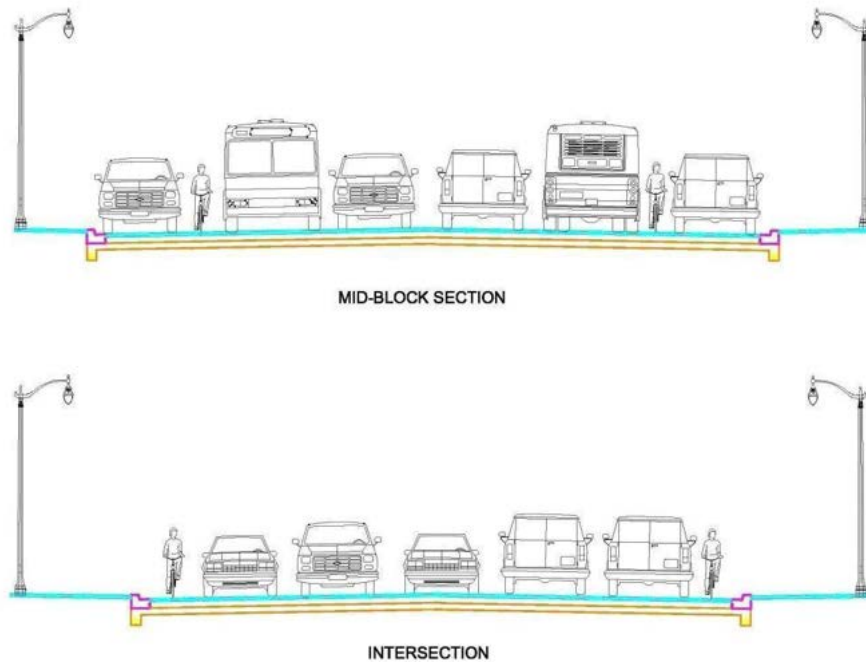


EXHIBIT E1: NEAR TERM CONCEPT THROUGH RESTRICTED ROW

Note: Subject to further review including Community consultation and preliminary design.

The functional design for this near term option is shown in the upper half of Plates 1 through 20 at the back of this report.

Long Term Option

Between Hurontario Street and Greaves Avenue, due to the constricted ROW sections, the basic cross-section alternative selected for the long term option is LRT in mixed traffic (e.g. similar to Queen St / King St. in Toronto). East of Greaves Avenue to the east municipal boundary, LRT on its own ROW is feasible. A short section between Seneca Avenue and Cawthra Road could also have accommodated LRT, but the section is too short to accommodate a transition to and from LRT / mixed traffic. Bicycle lanes are shown throughout the corridor. This is made possible through the 26.2 m ROW sections by removing parking on the north side (choice of the north side was arbitrary). The recommended typical cross-section for the long term between Hurontario Street and Greaves Avenue is shown below in **Exhibit E2**.

CONCEPT FOR: LRT IN MIXED TRAFFIC + ON-STREET BICYCLE LANES + ONE SIDE ON STREET PARKING

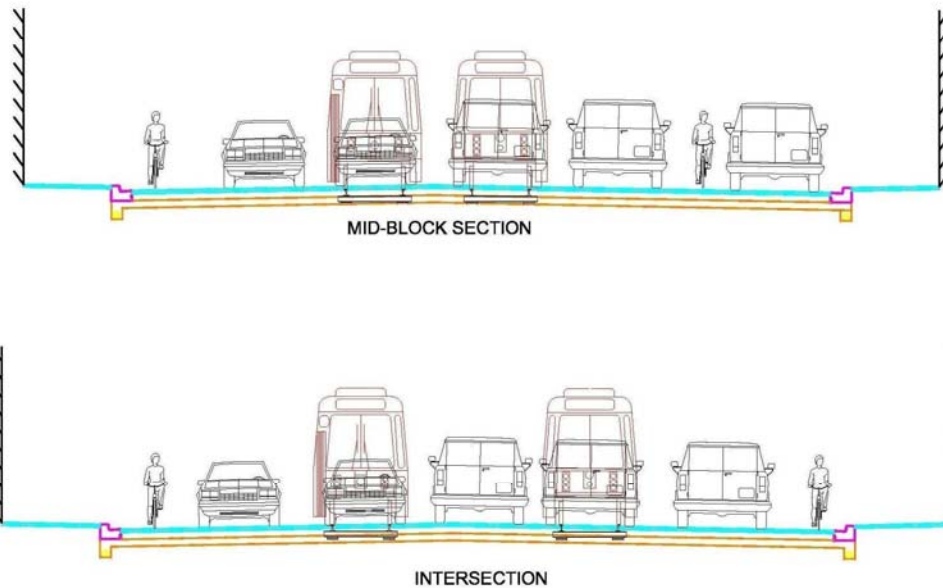


EXHIBIT E2: LONG TERM CONCEPT THROUGH RESTRICTED ROW (EAST OF HURONTARIO STREET)

Note: Subject to further review including Community consultation and preliminary design.

The functional design for the long term option is shown in the lower half of Plates 1 through 20 at the back of this report.

Implementation

Near Term

To implement near term changes, including curb adjustments required for cycling facilities, it is anticipated this would occur in phases as part of the Transportation and Works Department road rehabilitation / reconstruction program. These minor curb adjustments are required to accommodate the on-road bicycle facilities (sharrows / bike lanes) based on the assumption that traffic lanes will be maintained at a minimum width of 3.25 m to 3.35 m in width.

Notwithstanding the above, there may be an opportunity to implement cycling on Lakeshore Road without curb adjustments. This would be accomplished by reducing the inside through lane to a width of 3.05 m to 3.10 m and widening the curb lane to 4.0 m with the addition of bicycle sharrows markings.

This appears to be feasible based on existing road plans but would need to be confirmed in the field. The reduced width would be subject to safety considerations, including but not limited to speed and access / intersection proximity.

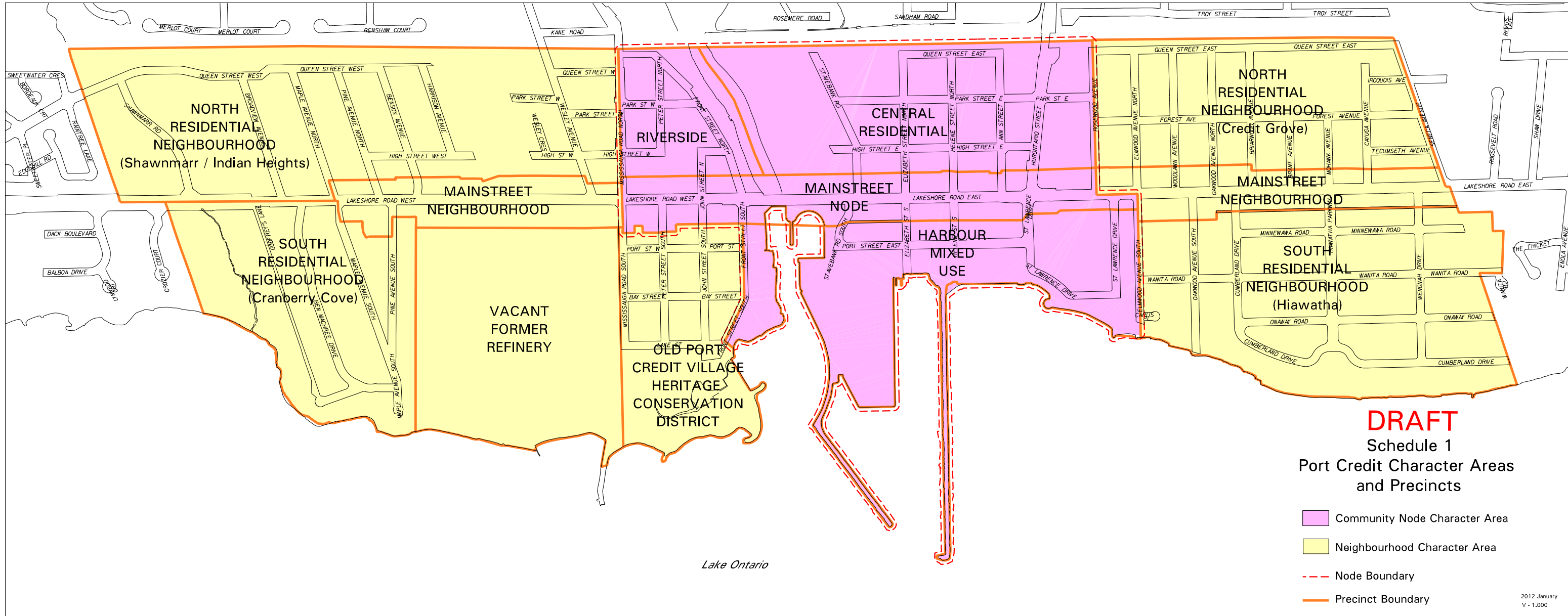
On the assumption that sufficient pavement width is available, these changes would be implemented through the road resurfacing program or independently when appropriate through the removal and re-application of the pavement markings.

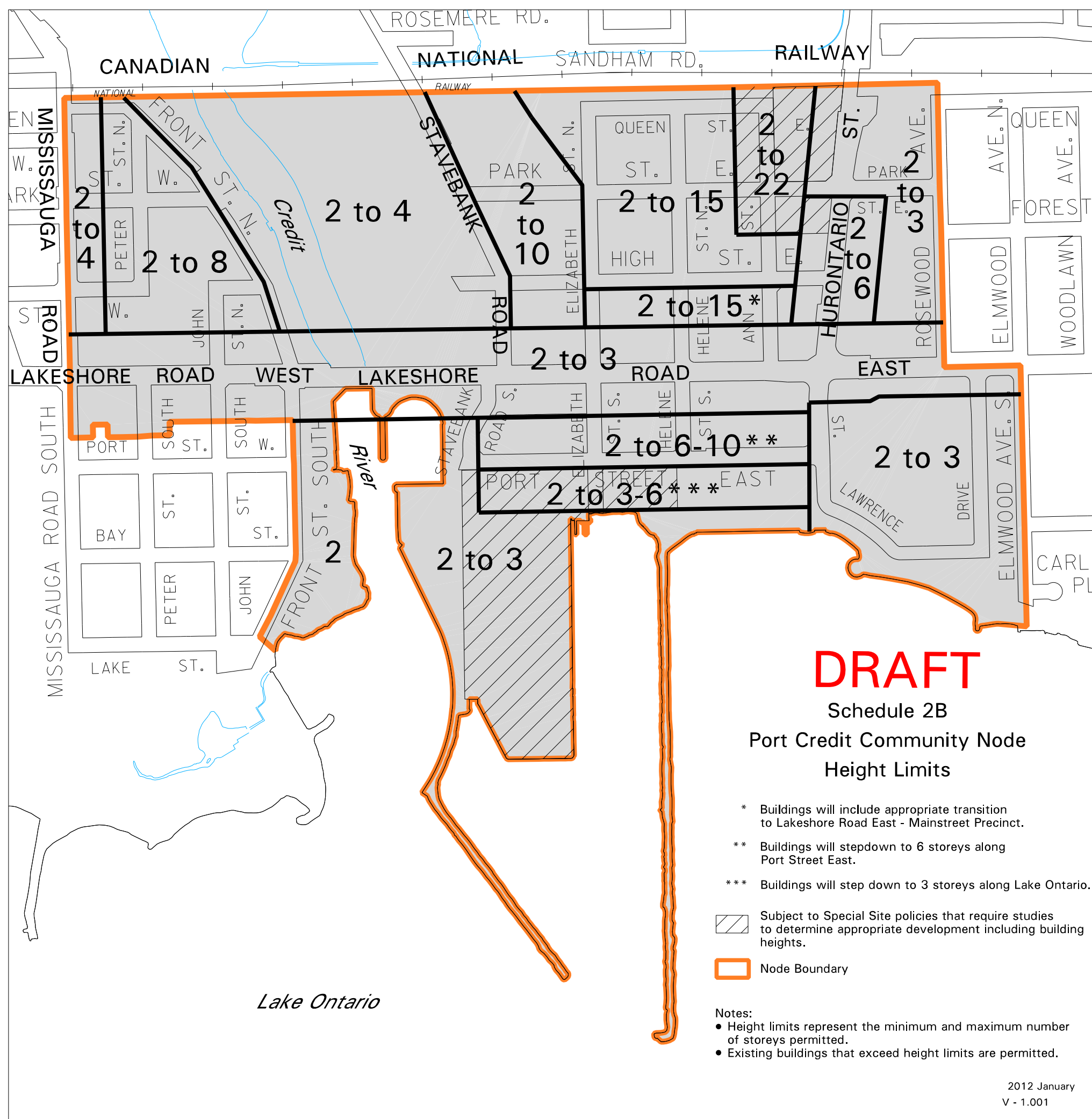
Long Term

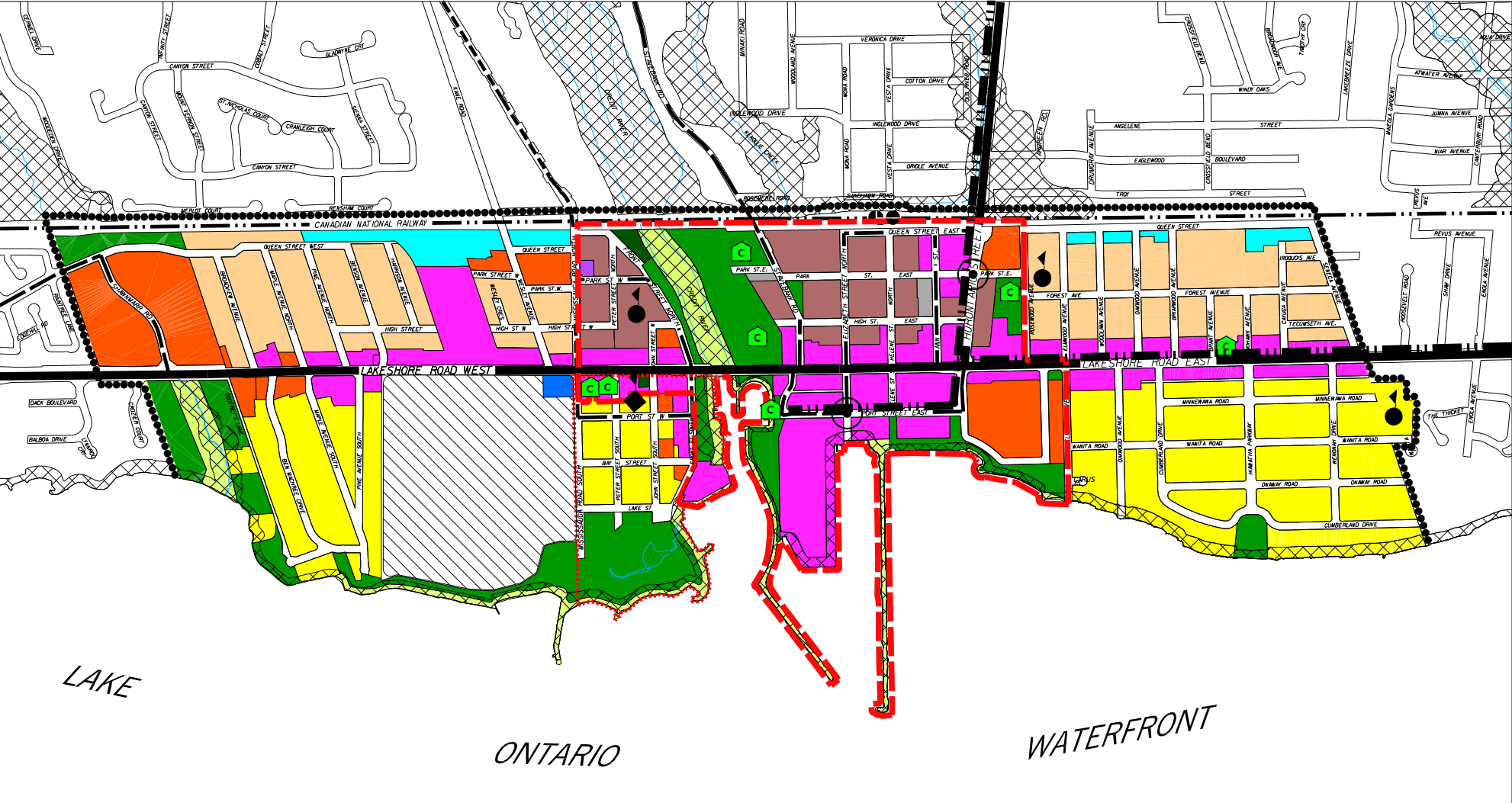
The long term plan proposes an LRT system operating in mixed traffic through Port Credit (west of Greaves Avenue) and in a dedicated ROW east of Greaves Avenue. In this light, an adjustment to the ROW from the existing 35 m to 44.5 m (44.5 m is currently available through this section of Lakeshore Road, with the exception of property fronting the OPG and Metropolitan Toronto and Region Conservation Authority lands) will be required. There is no time frame at this point for the study required for the consideration of an LRT system. This information is important with regard to the implementation of future curb adjustments relative to the ROW needs for on-road bicycle lanes in the absence of an LRT system.

The long term plan also assumes implementation of on-road bicycle lanes throughout the corridor which will impact on-street parking through Port Credit (Broadview Avenue to Seneca Avenue). The study concludes that parking would need to be eliminated from one side of the road and relocated to side streets and / or new surface parking lots. On-street parking will be an issue even if an LRT system is not implemented, since the LRT is proposed to operate in mixed traffic through Port Credit. It is the addition of the on-road bicycle lanes that will precipitate the need for changes. Additional parking information is anticipated in 2011 upon completion of a parking management plan currently underway in Port Credit.

The study speaks to the ultimate removal of the centre turn lane from Seneca Avenue to the east City boundary and its replacement with a dedicated LRT ROW. This will require a detailed review of the feasibility of access consolidation throughout this section of Lakeshore Road.







LAND USE DESIGNATIONS

- Residential Low Density I
- Residential Low Density II
- Residential Medium Density
- Residential High Density
- Mixed Use
- Convenience Commercial
- Motor Vehicle Commercial
- Business Employment
- Public Open Space
- Private Open Space
- Greenbelt
- Utility
- Special Waterfront

TRANSPORTATION LEGEND

- Arterial
- Major Collector
- Major Collector (Scenic Route)
- Minor Collector
- Local Road
- Existing Commuter Rail
- GO Transit Station
- Higher Order Transit Corridor

LAND USE LEGEND

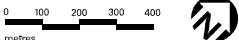
- Community Node Boundary
- Heritage Conservation District
- Natural Hazards
- Public School
- Catholic School
- Community Facilities
- Local Area Plan Boundary
- Proposed Light Rail Station

- Notes:
- Any part of the road network shown outside the city boundaries is shown for information purposes only.
 - Refer to Schedule 3, Natural System for the location of the Natural Areas System and Natural Hazards.
 - The limits of the Natural Hazards shown on this map are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.

DRAFT

Schedule 3
Port Credit Local Area Plan
Land Use Map

City of Mississauga



2012 January
V - 1.000



Corporate Report

Clerk's Files

Originator's
Files

CD.03.POR

DATE: August 28, 2012

TO: Chair and Members of Planning and Development Committee
Meeting Date: September 17, 2012

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Draft Port Credit Local Area Plan
PUBLIC MEETING
WARD 1**

RECOMMENDATION:

1. That the report titled "*Draft Port Credit Local Area Plan*", dated August 28, 2012 from the Commissioner of Planning and Building, be received for information.
2. That the submissions made at the public meeting held at the Planning and Development Committee meeting on September 17, 2012, be received.
3. That staff report back to Planning and Development Committee on the submissions made.

**REPORT
HIGHLIGHTS:**

- The Port Credit Local Area Plan is based upon a Vision of an urban waterfront village with a mixture of land uses; a variety of densities; pedestrian and cycling friendly design, transit supportive urban forms; public access to the waterfront; and development that incorporates high quality built form.

- A statutory public meeting is a requirement under the *Planning Act* and represents the next step in the process of amending the Official Plan to incorporate the Port Credit Local Area Plan.

BACKGROUND:

On March 7, 2012, City Council adopted Resolution 0042-2012 as follows:

“That a public meeting be held by the Planning and Development Committee to consider the Draft Port Credit Local Area Plan attached under separate cover, to the report titled “*Draft Port Credit Local Area Plan*” dated February 7, 2012 from the Commissioner of Planning and Building and further, that the Draft Port Credit Local Area Plan be placed on public display and circulated to City Departments, agencies and stakeholders for review and comment.”

COMMENTS:**1. Purpose and Description Of Local Area Plan**

The new Mississauga Official Plan (2011) is comprised of a principal document and a series of Local Area Plans. Local Area Plans are intended for areas which require a more extensive local planning framework and contain policies to address unique circumstances particular to the area. The Area Plan must be read in conjunction with the principal document and follows the same general organization in order to reinforce the importance of reading the two documents in conjunction with each other.

The Port Credit Local Area Plan (boundary of subject lands in Appendix 1) incorporates and builds upon the policies in the previous Port Credit District Policies of Mississauga Plan (2003) and subsequently, the existing Local Area Plan included as part of Mississauga Official Plan (2011). Many existing policies and land use designations have been carried forward, however, a number of modifications have been made including the introduction of a Vision Section. In general, the proposed policies of the Draft Port Credit Local Area Plan are intended to encourage a development pattern and character that is responsive to the Vision.

The Vision for Port Credit is for an urban waterfront village with a mixture of land uses; a variety of densities; pedestrian and cycling friendly design; transit supportive urban forms; public access to the waterfront; and development that incorporates high quality built form.

The staff report entitled “*Draft Port Credit Local Area Plan*” dated February 7, 2012, provides an overview of modifications and includes a copy of the Draft Local Area Plan. Given the size of the document and colour graphics, the Draft Local Area Plan has not been attached to this report. The Draft Local Area Plan is available for viewing at:

- The Port Credit Library;
- The Planning and Building Services Centre at City Hall, 3rd floor;
- The Policy Planning Division, Planning and Building Department (upon request); and
- The City of Mississauga website has an electronic copy which can be viewed and printed at:
www.mississauga.ca/portcreditreview.

2. Circulation and Public Consultation

The Draft Port Credit Local Area Plan was circulated to departments and agencies for comment. The public consultation program included:

- A presentation to the Port Credit Local Advisory Panel on March 28, 2012;
- A public open house on April 25, 2012; and
- Staff attendance at the Port Credit community information fair held on May 30, 2012.

In addition, staff has held discussions with stakeholders and continue to be available for meetings on an individual basis.

The public meeting of the Planning and Development Committee on September 17, 2012 is the statutory public meeting to fulfill the requirements of the *Planning Act*. The purpose is to provide an opportunity for the public to make submissions on the Draft Plan.

STRATEGIC PLAN: The Draft Local Area Plan is an important tool to implement the land use components of the Strategic Plan and to refine the policies in the Official Plan.

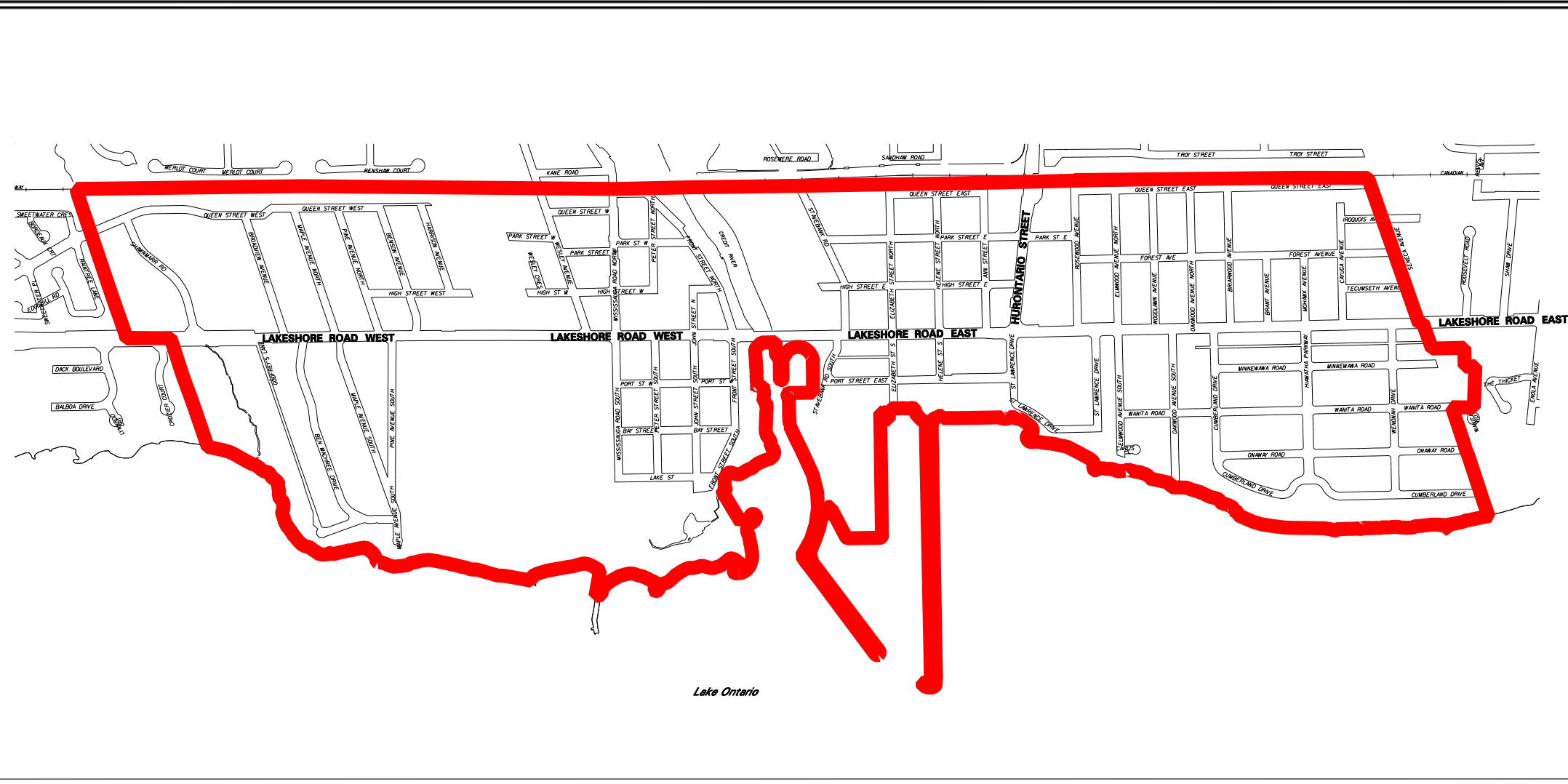
FINANCIAL IMPACT: Not Applicable

CONCLUSION: Following the statutory public meeting, a report on comments will be prepared for consideration by Planning and Development Committee, which will address comments received from the public and from the circulation of the Draft Plan.

ATTACHMENTS: APPENDIX 1: Port Credit Local Area Plan Boundary

Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Paul Stewart, Policy Planner

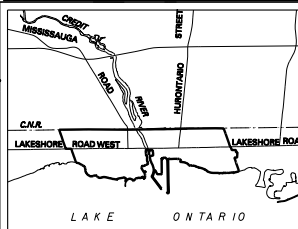


LEGEND:

 PORT CREDIT LOCAL AREA PLAN BOUNDARY



SUBJECT: **PORT CREDIT
PUBLIC MEETING NOTICE**



FILE NO:
CD.03.POR
DWG. NO:

SCALE:
NTS
DATE:
2012/06/25
DRAWN BY:
S. ANDERSON

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics

K:\mde\proj\p03\03274 Port Credit LAF_CP1.mxd, public meeting.dwg



Corporate Report

Clerk's Files

Originator's
Files

CD.03.POR

DATE: November 12, 2013

TO: Chair and Members of Planning and Development Committee
Meeting Date: December 2, 2013

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Report on Comments – Draft Port Credit Local Area Plan And
Built Form Guide - Ward 1**

- RECOMMENDATION:**
1. That the Draft Port Credit Local Area Plan and Port Credit Built Form Guide, dated January 2012, be revised in accordance with the report titled “Report on Comments – Draft Port Credit Local Area Plan and Built Form Guide – Ward 1” dated November 12, 2013 from the Commissioner of Planning and Building;
 2. That an Official Plan Amendment to Mississauga Official Plan (2011) be prepared to amend the existing Port Credit Local Area Plan in accordance with the revisions proposed in the November 12, 2013 report;
 3. That the Port Credit Built Form Guide, as revised by the November 12, 2013 report, be endorsed; and
 4. That the Draft Port Credit Local Area Plan, as revised by the report dated November 12, 2013, be updated, as appropriate, to incorporate Official Plan Amendments currently adopted by City Council, but not yet in force and effect, if no appeals to the site specific Official Plan Amendments are received.

**REPORT
HIGHLIGHTS:**

- The Draft Port Credit Local Area Plan (Area Plan) is based upon a Vision of an evolving urban waterfront village with a mixture of land uses, a variety of densities, pedestrian and cycling friendly transit supportive urban forms, a significant public realm, public access to the waterfront and development that incorporates high quality built form; and
- Through the circulation of the Area Plan to agencies and departments, along with the public consultation process, a number of issues were identified, reviewed and proposed modifications recommended, where appropriate.

BACKGROUND:

City Council, on September 26, 2012, considered the report titled “Draft Port Credit Local Area Plan”, dated August 28, 2012 from the Commissioner of Planning and Building and received the report for information. Further, submissions and correspondence were received and staff were directed to report back to the Planning and Development Committee.

COMMENTS:**Circulation and Public Consultation**

The Draft Port Credit Local Area Plan, January 2012 was circulated to departments and agencies for comment. The public consultation program included:

- a presentation to the Port Credit Local Advisory Panel on March 28, 2012;
- a public open house on April 25, 2012;
- staff attendance at the Port Credit community information fair held on May 30, 2012; and
- the statutory public meeting was held on September 17, 2012.

Proposed Changes to the Draft Port Credit Local Area Plan

Attached as Appendix 1 is a summary of the key issues and comments raised through the circulation and public consultation process and proposed changes, where appropriate. Appendix 2 identifies proposed changes to land use designations in Port Credit¹.

The comments are in order in which the policies appear in the Area Plan, and, unless otherwise noted, the number of sections refers to the January 2012 Area Plan. Where modifications to the Area Plan are recommended, deletions are shown as “~~strikeouts~~” and additions are “*in italics and underlined*”.

Key issues raised during the consultation process are discussed below, however, Appendix 1 should be referred to for a more complete summary of changes.

1. Directing Growth & Managing Change

The extent to which Port Credit should accommodate growth and manage change has been raised by various stakeholders, some suggesting the Area Plan is too restrictive and others suggesting it is not restrictive enough. The Area Plan policies address this issue as follows:

- in preparation of the Mississauga Official Plan (MOP), a Growth Management Strategy (GMS) was prepared which was shaped by the Provincial Policy Statement (PPS) and the Growth Plan. The GMS proposed an urban structure which builds on the existing urban form of the City, and includes a hierarchy of areas to accommodate growth including: the Urban Growth Centre; Major Nodes; Community Nodes; and Neighbourhoods. The GMS concluded that the revised urban structure will be able to absorb planned population and employment and allow for additional growth beyond 2031.

¹ Local Area Plans do not have a separate land use schedule identifying designations. Proposed modifications will be made to Schedule 10 Land Use designations of the principal Official Plan.

Within the city structure hierarchy, Port Credit includes a Community Node and Neighbourhoods. The GMS concluded with respect to the Port Credit Node that “*care needs to be taken to not overdevelop this node and detract from the existing character and community identity which make it such an attractive location*”;

- the MOP and Area Plan direct growth to appropriate locations in the City and Port Credit. Development is anticipated in Port Credit, however, the form and scale of new development will vary. New development should support the Vision, objectives and policies of the Area Plan, as well as reflect the element of the City’s urban structure, identified in the MOP. Community Nodes are intended to have a mix of uses similar to a Major Node but with lower densities and heights. Port Credit includes an intensification area, however, it is to be planned to reflect its role in the City Structure hierarchy; namely, a Community Node and Neighbourhoods;
- the MOP differentiates between two types of nodes: Major Nodes and Community Nodes. As such, there is now greater recognition and policy emphasis that various nodes will play different roles in accommodating growth. Identifying Port Credit as a Community Node reinforces that the form and density of new development should complement the existing character and complete the Vision for the area;
- as noted in Section 5.3.3 of the MOP, Port Credit already exhibits many of the desirable characteristics of an established Community Node; and
- Community Nodes are intended to achieve a density of between 100 and 200 residents and jobs combined per hectare. The existing density in the Community Node at 115 residents and jobs per hectare, is within the targeted range. Future development in the Community Node will further increase the density, however, intensification on its own is not sufficient planning justification for an increase in height and density.

2. Community Node – Appropriate Boundary

The extent of the Community Node boundary was raised as an issue, with some suggesting a more limited area (stopping at the Credit River) and others suggesting an expanded boundary to include more of the Lakeshore Road East and West Mainstreet commercial area.

The Community Node boundary reflects its purpose as both a focus for the community and as an intensification area. The boundary remains the same as the previous District Policies in Mississauga Plan and the City's GMS confirmed that this was already the densest community node in the City. The limits of the node reflect a combination of factors, including:

- facilities and services that attract people and make it a focus for surrounding neighbourhoods (e.g. swimming pool, library);
- local landmarks and gathering places that create a community identity (e.g. lighthouse, Clarke Hall);
- urban waterfront parks that contribute to the waterfront character of the area (e.g. Charter boats at Marina Park) and also provide access through the area (e.g. waterfront trail);
- concentration of High and Medium Density residential uses that provide for a diversity of housing, reinforcing the urban nature of the area differentiating the Community Node from surrounding low density residential neighbourhoods;
- concentration of existing and planned mixed-use developments that can provide commercial services to residents and contribute to the character of the area (e.g. main street environment);
- proximity to an existing GO station and proposed transit facilities in order to plan for a transit supportive environment;
- the general characteristics of the area reflect a more urban condition (e.g. variety of densities and built form, mixed of uses, paid parking). Stable low density residential areas have been excluded;
- physical barriers (e.g. railway), and transitional features (e.g. parks, the right-of-way and lay-by parking associated with Mississauga Road) can increase the separation distance

- between low density residential Neighbourhoods and the higher density Community Node; and
- the geographical area should be a discrete area, large enough to contain a critical mass of uses and density necessary to act as the focus for the community, with a boundary that is definitive enough to reduce pressures for development to “creep” into adjacent areas.

It should be noted that the Community Node boundary is intended to reflect more than an area where intensification is to be directed. A community node is intended, amongst other things, to provide a central gather place, strong sense of place, in a compact form with higher densities, and location for community infrastructure. As such, it is appropriate to include lands within the Community Node where limited intensification is anticipated.

3. Community Node - Appropriate Heights

Concern has been raised as to the appropriateness of the heights in the Area Plan and how they were derived. In general, the previous policies pertaining to height in the Port Credit District Policies were reaffirmed as appropriate, subject to some modifications. Attached as Appendix 3, is the proposed height schedule for the Community Node.

The heights in the Community Node were reviewed based on:

- Growth Management Strategy findings;
- Mississauga Official Plan policies;
- Vision and Planned Function For Precincts; and
- Existing Context and Character of the area.

Growth Management Study: The GMS suggested that the form and scale of Community Nodes should have a minimum height of 2 storeys and a maximum height of 6 storeys for village nodes and a maximum of 12 storeys in other community nodes;

Official Plan policies: MOP has an urban hierarchy intended to accommodate future growth and addresses appropriate height and

density throughout the City. Major Nodes have a maximum height limit of 25 storeys and Neighbourhoods and Community Nodes have a maximum height limit of 4 storeys. MOP does allow for alternative height limits.

In considering the appropriate height for the Community Node, it is important to reflect the urban hierarchy. As such, there should be a material difference between the maximum permitted building heights in the Community Node and the maximum 25 storeys permitted for Major Nodes. Although Port Credit is identified as a village node, given the Community Node includes a Mobility Hub, heights greater than 4 storeys are appropriate. The Area Plan identifies specific heights within the Community Node in accordance with the planned function and character of individual precincts.

Vision and Planned Function: Heights within the Community Node reflect the Vision and planned function for the various precincts. Appendix 3 contains a schedule identifying the location of each precinct.

Similar to the approach taken by the previous Port Credit District Policies, heights generally transition downwards towards Lake Ontario, the Credit River and stable residential neighbourhoods. Further, the Area Plan speaks to providing an appropriate transition to the Lakeshore Road Mainstreet precinct, which represents an important aspect of the area's character.

The Central Residential Precinct is to have the greatest heights within the Community Node, reflecting in-part the Mobility Hub aspects of the area. Although 15 storeys is generally the maximum height permitted for new development, the Area Plan identifies the lands in the immediate vicinity of the GO station parking lot and potential Light Rail Transit station, as having opportunity for additional height, potentially up to 22 storeys, as well as employment uses, subject to further study.

The Mainstreet Precinct is intended to preserve and promote a low rise village feel with permitted heights of 2 to 3 storeys. As height

can create or reinforce the quality of place, a 3 storey height limit will reinforce the uniqueness of the area and help offset the greater height and density located to the north and south of the precinct. In addition, a 3 storey height limit is more sympathetic to the heights of buildings that are listed on the heritage registry.

The Harbour Mixed-Use Precinct is intended to generally contain mid-rise buildings in the range of 6 to 10 storeys with step-backs in order to provide a sense of openness along the waterfront with water and skyviews. Much of the precinct has either recently been developed or approved within this range.

The Riverside Precinct building heights are intended to represent a transition between heights in the Central Residential Precinct to the east and stable residential neighbourhoods to the west. Building heights ranging from 2 to 8 storeys will reinforce the principle of having a transition of heights.

Existing Character and Context: In determining appropriate heights, it is important to consider, among other matters, the experience, identity and character of the surrounding existing urban context.

There are a limited number of existing buildings which exceed the Area Plan height limits. Although these buildings are part of the urban fabric, caution is required when they are used as justification for additional height throughout the Community Node.

The situational specific issues that support their heights are not necessarily appropriate elsewhere in the Community Node. For example, the 22 storey building recently developed at the corner of Hurontario Street and Lakeshore Road was approved in-part to create a new visual landmark. In addition, it was determined that the 22 storey building in conjunction with the additional 6 and 7 storey buildings on the property achieved a better built form than previously permitted.

4. Use of Floor Space Index

Concern has been raised with the proposed removal of Floor Space Index (FSI) for high density residential development. In this regard, staff note the following:

- infill and redevelopment should focus on achieving a built form that complements the character of the area and not on the overall amount of floor area that can be built on a site. The use of FSI can detract from the importance of design policies by establishing what is often argued as “as-of-right” density;
- there are numerous factors that influence the appropriate FSI for a development and make it difficult to use a generic FSI figure in an infill situation, including:
 - character of area;
 - gradation of height and transition;
 - size of the site;
 - design of building; and
 - above ground parking is not included in the FSI calculation and the actual building mass on the ground is not necessarily reflected by the figure;
- a number of potential infill sites were tested in the Community Node, using the same assumptions regarding FSI and building floorplate, and it was found that there was no relationship between what the FSI permitted and what the Area Plan policies and Built Form Guide intended; and,
- the recommended approach is to remove FSI from the Area Plan but retain it in the Zoning By-law. When reviewing infill development proposals, the appropriate FSI will be determined on a site-by-site basis, with proper review of the policies in the MOP and Area Plan.

5. Residential Neighbourhood Precincts Height and Character

Concern was raised that a maximum building height limit of 3 storeys is too high in the Neighbourhoods, and the manner in which building height is measured is inappropriate. Attached as Appendix 5, is the proposed height schedule for the Neighbourhoods. Residential neighbourhoods are divided into South and North Neighbourhoods.

South Residential Neighbourhoods: Upon further review, the maximum height permitted in the South Residential Neighbourhoods, known as Cranberry Cove and Hiawatha, have been reduced from 3 storeys to 2 storeys in order to reflect the character and land use designations in the area. Policy 10.3.5 has been revised to state that “New development will have a maximum height generally equivalent to 2 storeys”. Use of the phrase “generally equivalent” is necessary as it provides a measure of flexibility, while reinforcing that built form should “fit” into a context of 1 to 2 storey buildings. Use of the term “generally equivalent” may allow a property owner to make modest changes to a roof line and convert attic space above a second storey into habitable area, subject to a rezoning or variance process.

North Residential Neighbourhoods: The maximum height permitted in the North Residential Neighbourhoods, known as Shawnmarr/Indian Heights and Credit Grove, remains 3 storeys. The North Residential Neighbourhood is predominantly designated “Residential Low Density II” which permits a range of residential uses, including: detached; semi-detached; duplex; triplexes; street townhouses and other forms of low-rise dwellings with individual frontages. A triplex is an example of a permitted use that could exceed 2 storeys. Although single-storey bungalows are common on a number of streets, that should not preclude modestly taller buildings that are still considered low rise in nature.

The recommended approach to addressing issues of building height and built form are the following:

- the Area Plan should provide some flexibility and have a maximum height limit of 2 storeys for the south residential neighbourhoods and 3 storeys for the north residential neighbourhoods; and
- the Zoning By-law for neighbourhoods should be reviewed with regulations potentially revised to better reflect the character of the area. The Hiawatha neighbourhood has recently gone through a review of zoning and could form the basis for other neighbourhoods.

6. Residential Neighbourhood – Access Over Private Land to the Waterfront

Concern was raised that policies pertaining to preserving physical and visual access to Lake Ontario and ample side yards, may be interpreted as providing inappropriate access across private property (policy 10.2.5.1 c and 10.3.5.4).

The intent of the policies was not to provide public access across private property. For clarification, policy 10.3.5.1 c has been revised to clarify that the physical and visual access to Lake Ontario is from parks and the terminus of streets. Upon further review, policy 10.3.5.4 has been removed as the City's ability to regulate views between houses can be affected by numerous issues including landscaping, fencing, gates, and depth of property.

7. Mainstreet Neighbourhood Precinct Heights & Character

Concern was raised that the maximum 4 storey height limit along Lakeshore Road, outside of the Community Node, should either be reduced to 3 storeys or increased to 6-8 storeys. The proposed height of 4 storeys is supported by the following:

- recognizing that the MOP permits a maximum height of 4 storeys in neighbourhoods, the Lakeshore Road corridor is an appropriate location within the Neighbourhood Character Area for buildings with a height of 4 storeys;

- there are existing examples of 4 storey buildings along Lakeshore Road (primarily on the east side of the Community Node) that are considered compatible with adjacent low density residential neighbourhoods; and
- Lakeshore Road is not identified as an Intensification Corridor. Therefore, the Area Plan directs modest infill to the Lakeshore Corridor, supporting the height of 4 storeys.

8. Multi-Modal Network

Upon further review, the Transportation and Works Department has determined that it is important to provide additional policies and direction related to transportation issues. The additional policies respond to, among other things, the department's involvement in recent City initiatives (e.g. Inspiration Port Credit and planning for light rail transit on Hurontario Street).

The transportation system plays an important role in the overall livability and development of the area and how Port Credit evolves as an urban waterfront village. Planned higher order transit will improve the area's transportation infrastructure, however, constraints such as the Credit River, the CN railway, and the existing road network, represent challenges to the overall functioning and capacity of the system. Lakeshore Road is the only east-west road that crosses the Credit River south of the QEW, serving both the local community and regional travel. The City is concerned with exacerbating the problem with significant additional development, in the absence of transportation infrastructure improvements.

In order to address these challenges, the Area Plan includes a number of new policies, including:

- undertaking a Lakeshore Road Transportation Master Plan for the Lakeshore Corridor. This includes Lakeshore Road

(between the east and west City limit) and an examination of transportation issues specific to Port Credit. The study will address improving current mobility for all modes of transportation, the implication of future growth on the network, placemaking initiatives that promote the animation of the corridor, improvements to the road network including additional pedestrian, cyclist and vehicular crossings of the Credit River, and a review of higher order transit needs;

- identifying opportunities for road connections that promote a fine grain road network. Potential road connections would be evaluated should an application to redevelop a property be submitted or through a Transportation Master Plan. A figure will be added to the Area Plan to illustrate these opportunities (see Appendix 6);
- identifying issues to be considered through the development application process, including consolidating access along Lakeshore Road, considering vehicular access from existing or proposed north-south streets, providing transportation studies that discuss measures such as pedestrian/cycling connections; and
- indicating that the transportation network is approaching its motor vehicle capacity and that development applications for additional height and density will be discouraged, unless to the City's satisfaction, it is determined that the proposed development includes measures to limit the amount of additional vehicular demand.

9. Proposed Height Along The West Side Of Stavebank Road

It has been suggested that a height limit of 8 storeys at High Street, stepping down to 2 storeys on Lakeshore Road would be more appropriate. It is proposed that a special site policy permitting a maximum of 6 storeys be included in the Area Plan, based on the following:

- redevelopment of this block can contribute positively to the area;
- the situational specific characteristics of this block of land suggest that 6 storeys could be accommodated on this site while respecting vision of the area, subject to confirmation of appropriate transitions and setbacks; and
- additional information regarding built form and massing and a detailed design review is required in order to approve additional height above 6 storeys.

10. Inspiration Port Credit - Key Waterfront Sites & Heights

Inspiration Port Credit is preparing master plans for the key waterfront sites located at the marina property owned by Canada Lands Corporation and the former refinery property owned by Imperial Oil. As these studies are underway and will address heights, the Area Plan has removed the specific height limits on these properties and indicated the height is “To Be Determined”.

In addition, based on findings from Inspiration Port Credit, the Area Plan policies will have to be reviewed to identify whether further amendments are required.

11. Potential For Additional Height

There may be sites, other than the key waterfront sites, that could accommodate buildings taller than what is permitted in the Area Plan without adverse impacts on the overall Vision.

The proposed height limits are considered appropriate, however, site specific circumstances may provide opportunities to accommodate some additional height.

As the Community Node, and the Neighbourhood Mainstreet Precinct are intended to accommodate intensification, it may be appropriate to consider additional height on some properties in these areas. The Area Plan provides direction for evaluating

Official Plan Amendment applications for additional height, including demonstrating:

- the achievement of the overall intent, goals, objectives, and policies;
- appropriate site size and configuration;
- appropriate built form compatible with the immediate context and planned character of the area;
- appropriate transition to adjacent land uses and buildings, including built form design that maximize sky views and minimize visual impact, overall massing, shadow and overlook;
- particular design sensitivity in relation to adjacent heritage buildings; and,
- measures to limit the amount of additional vehicular and traffic impacts on the transportation network.

The Official Plan Amendment process allows for a detailed review of proposed built form, among other matters, and how additional height would not adversely impact the overall Vision. Official Plan Amendments require supporting studies and rationale to justify the proposed amendment, as outlined in Section 19 Implementation of the MOP.

12. Drive-Through Policies

Concern has been raised by the Ontario Restaurant Hotel and Motel Association (ORHMA) regarding the proposed prohibition on drive-throughs in Port Credit. The association appealed the drive-through policies in MOP. The Area Plan policies have been revised to incorporate the settlement agreement between the City and ORHMA. A new schedule has been added to the Area Plan to identify areas where drive-throughs are prohibited (see Appendix 7). The policies in MOP are appropriate to regulate drive-through development in the remainder of the area.

STRATEGIC PLAN: The Area Plan reflects the Strategic Plan directions for Port Credit. In many aspects, Port Credit has already developed into a “place where people choose to be”. The challenge that the Area Plan addresses, is how Port Credit can continue to change while respecting what is important in the area, including “celebrating our historic villages, Lake Ontario and the Credit River valley”.

FINANCIAL IMPACT: Not Applicable

CONCLUSION: This report recommends the Area Plan and Built Form Guide be revised, where appropriate, based on input and comments made by the public, agencies and departments. Following City Council’s decision on the Area Plan, staff will undertake a zoning conformity review to ensure the policies are implemented in the Zoning By-law.

ATTACHMENTS:

- Appendix 1: Response To Comments Table - Draft Port Credit Local Area Plan
- Appendix 2: Summary of Proposed Redesignations and Modifications to Schedule 10 Land Use Designations (Mississauga Official Plan)
- Appendix 3: Schedule 1 Port Credit Character Areas and Precincts
- Appendix 4: Schedule 2B Port Credit Community Node Height Limits
- Appendix 5: Schedule 2A Port Credit Neighbourhood Height Limits
- Appendix 6: Potential Opportunities for Road Network Improvements and Higher Order Transit
- Appendix 7: Schedule 3 Port Credit Drive-Through Prohibitions

Edward R. Sajecki

Commissioner of Planning and Building

Prepared By: Paul Stewart, Policy Planner

Response To Comments Table – Draft Port Credit Local Area Plan					
Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
Entire Plan					
Region of Peel	Draft Local Area Plan	An amendment to the principal Official Plan would be exempt from approval under the <i>Planning Act</i> by Peel Region.	A Regional Official Plan amendment is not required to approve the Local Area Plan.	1	No action required
Section 2 (Historical Context) and Section 3 (Current Context)					
Ministry of Culture and Tourism	2. Historical Context, first paragraph	The precontact archaeological evidence indicates the presence of other groups beyond the Mississaugas.	Agreed. Wording should be revised to incorporate information from the Heritage Mississauga Website.	2	That the two sentences of the first paragraph in Section 2.0 be deleted and replaced with: <i><u>Port Credit has a long history of habitation traced back to before the arrival of non-native settlers. Archaeological evidence suggests that native people were attracted to the Credit River Valley over a period of thousands of years, and by the 1700’s the mouth of the Credit River had been settled by an Ojibwa group known as the Mississaugas. In the 1720s, French Fur traders are known to have exchanged goods with the</u></i>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
					<u>Mississaugas, and as a result of allowing them to trade on credit, the river came to be known as the Credit River.</u>
Strategic Community Initiatives	3. Current Context, fifth paragraph	Current context should make reference to employment uses on the waterfront.	Agreed.	3	That a new sentence be added to the end of the fifth paragraph of Section 3.0 to read: <u>The community's location on the waterfront helps support local businesses and provides employment opportunities in the area.</u>
Community Services Department	3. Current Context, sixth paragraph	Reference to cultural landscapes is incomplete.	Agreed.	4	That the sixth paragraph of Section 3.0 be deleted and replaced with: <u>Cultural and heritage resources include heritage buildings, the Old Port Credit Village Heritage Conservation District, and cultural landscapes that include: Port Credit Harbour, Port Credit Pier, the CN Bridge over the Credit River, Credit River Corridor and Mississauga Road Scenic Route.</u>
Section 5: Vision					
Town of Port Credit Association (TOPCA presentation Public Meeting Sept.	5.0 Vision, first paragraph	The vision for Port Credit should include the word "evolving" in front of the term urban waterfront village	Agreed.	5	The first sentence in Section 5.0 be revised to read: The Vision, is for an <u>evolving</u> urban waterfront village with a mixture of land uses, ...

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
17, 2012)					
Community Services Department	5.0 Vision	The term “landscapes” should be added to “heritage buildings” to capture the notion that the properties are of heritage value not just the buildings.	Agreed	6	<p>The first sentence in the second paragraph of Section 5.0 be revised to read:</p> <p>Significant elements which give Port Credit its sense of place are to be preserved and enhanced, such as the main street village character along portions of Lakeshore Road (east and west), heritage buildings <i>and landscapes</i>, community facilities....</p>
Transportation and Works Department	5.2.4 Corridors	Additional description required regarding Lakeshore Road and its role in the community.	Agreed	7	<p>That Section 5.2.4 be revised to include a new paragraph at the end of the section to read:</p> <p><i><u>Lakeshore Road is the only east-west road that crosses the Credit River south of the QEW, serving both the local Port Credit community and regional travel. As such, movement within and through the Port Credit area is restricted by the limited road network, which is at or near capacity at peak travel times. Maintaining Lakeshore Road as a four-lane roadway during peak travel times is, therefore, a transportation priority to meet current demand. Lakeshore Road is a constrained corridor that requires a context sensitive design approach. Trade-offs will be required to accommodate the envisioned multi-modal function of the corridor.</u></i></p>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
Section 6: Direct Growth					
Davies Howe Partners, on behalf of F.S.6810 Limited Partnership	6.0 Direct Growth	Redevelopment is intended to concentrate around the GO Station, marina, and refinery lands. Policies allow for only modest infilling elsewhere.	<p>One of the purposes of the principal Official Plan and Local Area Plan is to direct growth to appropriate locations in the City and in Port Credit. The form and scale of future development will vary; however, this development should support the Vision, objectives and policies of the plan.</p> <p>As noted in Section 5.3.3 of the principal Official Plan, Community Nodes such as Port Credit already exhibit many of the desirable characteristics of an established Community Node.</p> <p>Future redevelopment in Port Credit should support the character and planned function of the Community Node. It is not intended for this area to become a Major Node or Urban Growth Centre.</p>	8	No action required.
Davies Howe Partners, on behalf of F.S.6810	6.0 Direct Growth, population to employment ratios	While there is a demonstrable need for employment this should not	Care needs to be taken to ensure that residential development is not done at the expense of protecting	9	No action required.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
Limited Partnership		preclude residential development.	opportunities for employment uses and creating a balanced complete community.		
Public	6.0 Direct Growth, Density	The Local Area Plan should include a specific cap on the ultimate population plus employment ratio for Port Credit.	The planned density for Community Nodes of 100 to 200 people plus employment is an important policy consideration as it gives direction on the extent to which growth should be accommodated in an area. However, determining the specific density within this range should be based on an evaluation of individual development applications.	10	No action required.
Town of Port Credit Association (TOPCA presentation Public Meeting September 17, 2012)	6.0 Direct Growth, Community Node Boundary	There is confusion regarding the boundary of the Community Node as it relates to the Heritage Conservation District.	The Community Node Boundary as it is located within the Heritage Conservation District has not been changed and it continues to be located in the centre of Front St. S.	11	No action required.
Town of Port Credit Association (TOPCA presentation	6.0 Direct Growth, Limits of the Community Node	Concern with the limits of the Community Node	The Community Node boundary is intended to reflect its planned function (e.g. focus for surrounding neighbourhoods, compact mixed use, strong sense of place and as an	12	No action required.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
Public Meeting September 17, 2012)			intensification area). The Community Node boundary remains the same as the previous District Policies and is generally the same as those used in the City's Growth Management Strategy.		
Section 7: Value the Environment					
Planning and Building	7.0 Value The Environment	Description of the Port Credit Natural Areas System should be general to avoid amendments to the Plan every time there is a change in classification.	Agreed.	13	That the fourth paragraph in Section 7.0 be deleted and replaced with: <u><i>Lands within the Port Credit Natural Area System perform an essential ecological function as they sustain biodiversity by providing habitat for plants and animals and they clean the air and water.</i></u>
Transportation and Works	7.3.2 Living Green	Should include reference to the City's Water Quality Control Strategy.	Agreed.	14	That 7.3.2 be revised to read: Development will strive to minimize the impact on the environment and incorporate sustainable development practices in accordance with the City's Green Development strategy <u><i>and the Water Quality Control Strategy.</i></u>
Section 8 Complete Communities					
Ministry of Culture and	8.2 Cultural Heritage	Description of Port Credit cultural	Agreed.	15	That Section 8.2 be amended to include a fourth bullet to read:

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
Tourism		heritage resources should include a reference to registered archaeological sites within the area.			- <u>Registered archaeological sites.</u>
Ministry of Culture and Tourism	8.2 Cultural Heritage	Should consider including a policy encouraging adaptive re-use of heritage properties / buildings.	The recommended policy is more appropriate in the principal Official Plan and should be reviewed as part of the next update or housekeeping amendment.	16	No action required.
Ministry of Culture and Tourism	8.2.1 Cultural Heritage	Should update Heritage Conservation District Plan (HCD) before undertaking a Community Improvement Plan (CIP). Need to ensure any financial incentives, associated with a future CIP support and do not conflict with the HCD.	Agreed, however, these suggestions are not appropriate for the Official Plan and should be included in Terms of Reference or workplan for a Community Improvement Plan.	17	No action required.
Strategic Initiatives	8.5.1 Lake Ontario Waterfront	Should make reference to Mississauga supporting marine	Agreed.	18	That 8.5.1 be revised to read: Mississauga supports the continuation and improvement of water dependent activities <u>and related employment uses</u> ,

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
		related employment.			such as
Ministry of Culture and Tourism	8.5 Lake Ontario Waterfront	Sensitive marine heritage resources may be located in or directly adjacent to the shoreline, and, therefore, it is encouraged to incorporate marine archaeological policies in the document.	Agreed, however, the recommended policy is more appropriate in the principal Official Plan as it would then be applicable to the entire shoreline. Policy should be considered as part of the next update or housekeeping amendment.	19	No action required.
Section 9: Multi-Modal City					
Transportation and Works	9.0 Multi-Modal City	Greater description is required in the preamble related to role transportation system plays in the community, capacity constraints and future higher order transit.	Agreed.	20	<p>That the three paragraphs which constitute the preamble in Section 9.0 be deleted and replaced with:</p> <p><u>Integral to Port Credit is the transportation system which includes: transit, vehicular, active transportation (e.g. walking and cycling) and rail.</u></p> <p><u>Tables 8-1 to 8-4 and Schedule 8 (Designated Right-of-Way Width) of the principal document identify the basic road characteristics. The long-term multi-modal transportation system is shown on Schedule 5 (Long Term Road</u></p>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan
				<p><u>Network), Schedule 6 (Long Term Transit Network), and Schedule 7 (Long Term Cycling Network) of the principal document.</u></p> <p><u>The Port Credit transportation system plays an important role in the overall livability and development of the area and in how Port Credit evolves as an urban waterfront village. Planned higher order transit will improve the area's transportation infrastructure; however, constraints such as the Credit River, the CN railway, and the existing road network, represent challenges to the overall functioning and capacity of the system.</u></p> <p><u>On Lakeshore Road, during the weekday morning and evening peak travel times, there are travel-time delays and long queues experienced from approximately west of Mississauga Road to Hurontario Street. Vehicles travelling through this stretch experience "saturated flow", meaning that this stretch of roadway is approaching its motor-vehicle capacity, with vehicle travel speeds being very low.</u></p> <p><u>As Lakeshore Road is the only east-west road that crosses the Credit River south of the QEW serving both the local Port</u></p>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan
				<p><u>Credit community and regional travel, the City is concerned with exacerbating the problem with significant additional development in Port Credit.</u></p> <p><u>The City is proposing to undertake a Lakeshore Road Transportation Master Plan, which will include Lakeshore Road (between the east and west City limit) and an examination of the transportation issues specific to the Port Credit area. As part of the future study, the City will review the higher order transit needs in the Port Credit area and opportunities to improve the transportation system for all modes.</u></p> <p><u>Hurontario Street is identified as a higher order transit corridor, with Light Rail Transit (LRT) being the recommended transit technology. In addition, a future Higher Order Transit corridor has been identified along Lakeshore Road East, extending from Hurontario Street, to the City of Toronto boundary. A preferred transit solution (e.g. bus or rail) has not yet been identified for this corridor.</u></p> <p><u>Depending on the density and transportation requirements of future development on significant land parcels or through land assembly, the extension</u></p>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
					<u>of rapid transit to the west of Hurontario Street may be required.</u>
Transportation and Works	9.1.2 Multi-Modal Network	Important to include, for clarity, reference to the limits of the Hurontario Higher Order Transit Corridor	Agreed.	21	That policy 9.1.2 be revised to read: Mississauga will <u>may</u> acquire lands for a public transit right-of-way along the Lakeshore <u>Road East</u> and Hurontario <u>Street Corridors</u> where the creation of a public transit right-of-way, separate from, adjacent to, or in addition to, a road right-of-way is deemed appropriate.
Transportation and Works	9.1.3 Multi-Modal Network	Not necessary at this time to identify Port Street as a specific location of an LRT stop or the terminus of the LRT.	Agreed.	22	That policy 9.1.3 be deleted and replaced with: <u>The proposed LRT stop in Port Credit represent potential place making opportunities and locations for public art. Development applications adjacent to LRT transit stops may be required to incorporate placemaking elements into their design.</u>
Transportation and Works	9.1.7 Multi-Modal Network	Important to elaborate on access issues that will be reviewed as part of redevelopment applications.	Agreed.	23	That policy 9.1.7 be deleted and replaced with: <u>During the review of development applications, consideration will be given to eliminating and/or consolidating vehicular turning movements to and from Lakeshore Road (east and west)</u>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
					<u>and direct traffic towards signalized intersections, where appropriate. Vehicular access to redevelopment opportunities should be considered from existing north-south side streets or existing or proposed laneways parallel to Lakeshore Road (east and west).</u>
Transportation and Works	9.1.12 Multi-Modal Network	Upon further review, a policy is required to identify a future Transportation Master Plan for Port Credit and Lakeshore Road	Agreed	24	That a new policy 9.1.12 be added to read: <u>A Transportation Master Plan for Lakeshore Road (between the east and west City limit) and Port Credit may be undertaken that addresses improving current mobility for all modes of transportation, the implications of future growth on the network and consider placemaking initiatives that would promote the animation of the corridor. The Plan may assess improvements to the Port Credit road network, including additional pedestrian, cyclists and vehicle crossings of the Credit River as well as review the higher order transit needs in the Port Credit area.</u>
Transportation and Works	9.1.13 Multi-Modal Network	Important to elaborate on improvements to the fine grain road network.	Agreed.	25	That a new policy 9.1.13 be added to read: <u>Improvements to the road network and active transportation routes that provide connectivity and a fine grain network</u>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
					<p><u>through Port Credit may be identified through a future Transportation Master Plan for the Lakeshore Road Corridor or through the development applications process. Improved connections will provide pedestrian, cyclists and vehicles a greater variety of routes and accessibility within the area. Potential opportunities for network improvements include but are not limited to the following:</u></p> <ul style="list-style-type: none"> - <u>Queen Street West between Harrison Avenue and Wesley Avenue;</u> - <u>High Street West between Harrison Avenue and Wesley Avenue;</u> - <u>High Street West between Peter Street North to John Street North;</u> - <u>Iroquois Avenue, from Cayuga Avenue to Briarwood Avenue;</u> - <u>Extension of Minnewawa Road southerly to connect with Wanita Road; and</u> - <u>Additional crossing(s) of the Credit River.</u> <p><u>When reviewing the appropriateness of potential road connections, the City will consider the volume and type of traffic that would be accommodated on the road.</u></p>
Transportation	9.1.13 Multi-Modal	Local Area Plan	Agreed.	26	That a new figure be added that

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
and Works	Network	should conceptually illustrate potential road and transit network improvements.			illustrates potential opportunities for road network improvements and higher order transit.
Transportation and Works	9.1.14 Multi-Modal Network	Local Area Plan should clarify that transportation and traffic studies are required for new development in Port Credit and that these studies have to identify strategies for limiting impacts.	Agreed.	27	<p>That a new policy 9.1.14 be added to read:</p> <p><u>Development applications will be accompanied by transportation and traffic studies. Studies will address, amongst other matters, strategies for limiting impacts on the transportation network, where appropriate, including measures such as:</u></p> <ul style="list-style-type: none"> - <u>reduced parking standards;</u> - <u>transportation demand management;</u> - <u>transit-oriented design of the development;</u> - <u>pedestrian/cycling connections; and</u> - <u>access management plan.</u>
Transportation and Works	9.1.15 Multi-Modal Network	Local Area Plan should clarify expectations regarding minimizing vehicular traffic impacts on the transportation network.	Agreed.	28	<p>That a new policy 9.1.15 be added to read:</p> <p><u>Due to capacity constraints on the Port Credit transportation network, development applications requesting increases in density and height, over and above what is currently permitted in the Port Credit Local Area Plan will be discouraged unless it can be</u></p>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
					<u>demonstrated, to the City's satisfaction, that the proposed development has included measures to limit the amount of additional vehicular demand.</u>
Cranberry Cove Ratepayers Association Comments at the Public Meeting September 17, 2012	9.1 Multi-Modal Network	There is no reference to enhancing pedestrian safety along Lakeshore Road and traffic signals.	<p>Pedestrian safety is a priority. The principal Official Plan includes policy 8.3.1.2 which states that within Intensification Areas and Neighbourhoods, the design of roads and streetscapes will create a safe, comfortable and attractive environment for pedestrians, cyclists and motorists by ... creating safe road crossings for pedestrians and cyclists.</p> <p>In addition, one of the objectives identified for the Neighbourhood Character Area in Section 10.3 is to ensure Lakeshore Road (east and west) will undergo appropriate development and provide for a public realm that reinforces its planned role as a location that helps connect the community and fosters an active pedestrian and cycling environment.</p>	29	No action required.
Town of Port Credit	9.1.4 Multi-Modal Network	Policy could still be interpreted as permitting	Policy 9.1.4 states that Lakeshore Road will not be expanded beyond four lanes	30	No action required.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
Association (TOPCA presentation Public Meeting September 17, 2012)		expansion of Lakeshore Road beyond four lanes.	unless it can be demonstrated that additional lanes will not result in a major deterioration of the residential and commercial environments. This policy requires an Official Plan Amendment and public process for any major roadway modifications.		
Town of Port Credit Association (TOPCA presentation Public Meeting September 17, 2012)	9.1.5 Multi-Modal Network	The Transportation Review Study of Lakeshore Road was not comprehensive enough and should have considered options of Lakeshore Road consisting of 2 lanes of vehicular traffic, a centre turning lane, and bicycle lanes.	Traffic operations for the year 2031 were assessed with one through-traffic lane removed in each direction. The analysis indicated minimal diversion of traffic to transit or alternate corridors would occur as a result of a lane closure. As a result, maintaining Lakeshore Road as a four lane roadway during peak travel times is a transportation priority.	31	No action required.
Town of Port Credit Association (TOPCA presentation Public Meeting September 17,	9.1 Multi-Modal Network	Concern that the Local Area Plan identified Higher Order Transit corridor extending to the waterfront.	The appropriateness of extending Higher Order Transit to key waterfront sites will be addressed through Inspiration Port Credit.	32	No action required.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
2012)					
Public	9.1 Multi-Modal Network	Lakeshore Road should be made into 5 slightly narrower lanes.	<p>Policy 9.1.4 states that Lakeshore Road will not be built in excess of four lanes, excluding turning lanes, bus bays, space for bicycles, higher order transit and parking.</p> <p>Lakeshore Road is a constrained corridor that requires a context sensitive design to accommodate the envisioned multi-modal corridor.</p>	33	No action required.
Public	9.1 Multi-Modal Network	A surcharge should be considered on new development to pay for roads.	As part of the development approval process, the City collects development charges to be used for growth related improvements including transportation infrastructure	34	No action required.
Public	9.1 Multi-Modal Network	Traffic congestion has become more intense in the last 10 years and is bumper to bumper during rush hour.	The Lakeshore Road Transportation Review was based on traffic data collected by the City and Region, over a 10-year period. As Port Credit is a mature area, the analysis revealed that little change in volume has taken place over the last decade. Forecasts showed that for the most part, peak direction volumes will not increase in the next 20 years.	35	No action required.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
			Traffic volumes in the off-peak direction are forecast to increase resulting in more balanced flows.		
Section 10: Desirable Urban Form					
Weston Consulting, on behalf of Fabio Capobianco & 175266 Ontario Inc.	10.1.1 Development will be in accordance with height limits shown on Schedule 2B	Properties 41 and 45 Park St. E. should have their heights increased from 15 storeys to 22 storeys to be consistent with the existing Northshore tower and proposed development at Ann St. and High St.	<p>The Northshore development, at the northeast corner of Hurontario Street and Lakeshore Road, was approved at 22 storeys for a number of reasons (e.g. create a new visual landmark, the 22 storey building in conjunction with the additional 6 and 7 storey achieves a better built form than permitted in previous OMB decision for the site).</p> <p>The justification for additional height at the Northshore development is not necessarily applicable to all sites.</p>	36	No action required.
Davies Howe, on behalf of F.S.6810 Limited Partnership	10.1.1 Development will be in accordance with height limits shown on Schedule 2B	Redevelopment is concentrated around the GO Transit Station and the marina and refinery and allow only modest infilling elsewhere in the	The Local Area Plan implements policies in the Official Plan related to city structure and the role in accommodating development. The Official Plan states that Port Credit already exhibits many of the desirable characteristics of an established	37	No action required.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
		<p>Community Node.</p> <p>Policies of the Local Area Plan may inappropriately limit growth on individual sites without consideration for site specific circumstances and good planning.</p>	<p>Community Node.</p> <p>As noted in the Port Credit Mobility Hub Master Plan, “Port Credit already has many of the elements of a successful mobility hub including compact built form with a mix of uses, a well-connected and walkable street network, and access to rapid transit service. Therefore, the study is not recommending any major changes to the land uses or the community structure. Where opportunities for infill development exist, the new structures should continue to be in harmony with the existing framework and character of the community. However, there are two areas where opportunities for coordinated new development exist – around the GO Station and along the waterfront”.</p> <p>The long term City structure and urban hierarchy can absorb and allow for additional growth beyond 2031. As such, development within Port Credit should reflect the planned role of the area as a Community Node. Some intensification may</p>		

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
			<p>occur, however, significant increases, particularly if they jeopardize the existing character of the node are not required nor encouraged.</p> <p>If there are situational circumstances related to a specific property where additional growth can be justified as good planning, an Official Plan amendment is the appropriate approach.</p>		
Planning and Building	10.1.1 Development will be in accordance with height limits shown on Schedule 2B	Central Residential Precinct transition of heights towards Stavebank Road.	<p>Staff have revisited the heights and note that the use of a 10-storey height limit generally between Stavebank Road and Elizabeth Street, should be revised.</p> <p>There are a number of buildings that exceed the 10-storey height limit immediately adjacent to Stavebank Road. As such, should any properties behind those fronting Stavebank Road be redeveloped at 10 storeys, the intent of providing a transition towards the Credit River will not be achieved. As such, continuation of the 15-storey height limit is appropriate in this area.</p>	38	That Schedule 2B to be revised by: <u>increasing height limit from 10 storeys to 15 storeys for lands generally between Stavebank Road and Elizabeth Street.</u>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
Davies Howe, on behalf of F.S.6810 Limited Partnership	10.1.1 Development will be in accordance with height limits shown on Schedule 2B	<p>The tallest buildings in the Community Node are permitted around the GO station at 22 storeys and 15 storeys on the subject property.</p> <p>No rationale provided for heights and the tallest building at 27 storeys exceeds the height limits.</p> <p>Disagrees with the measures prescribed by the Plan related to transition of heights.</p>	<p>The range of permitted heights reflect a number of issues including:</p> <p>Growth Management Study:</p> <p>Building heights in Community Nodes should have a minimum height of 2 storeys and maximum height of 6 storeys in village nodes and up to 12 storeys in other nodes. Heights in Port Credit are generally within this range and vary according to the planned function of individual precincts in the node (e.g. less along mainstreet and higher in closer proximity to GO Station).</p> <p>Principal Official Plan policies:</p> <p>Within the City's urban hierarchy, Port Credit is a Community Node intended to provide for a similar mix of uses as in Major Nodes, but with lower densities and heights.</p> <p>Previous Port Credit policies had a maximum height limit of 15 storeys (limited to the Central Residential precinct). The Local Area Plan generally continues this height limit as it represents</p>	39	No action required.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
			<p>a material difference between the building heights in the Community Node and the maximum 25 storeys permitted for Major Nodes.</p> <p>Additional height, up to 22 storeys, has been permitted in the Local Area Plan for the immediate vicinity between the GO station and future LRT stop; however, this maximum height still respects height direction in the principal Official Plan as it is lower than the maximum height permitted in a Major Node.</p> <p>Vision and Planned function of Central Residential:</p> <p>Central Residential Precinct should accommodate a variety of building heights and massing. Buildings with the greatest heights should be used to reinforce landmark locations, way finding, and avoid an overly uniform built environment. Building heights should incorporate an appropriate transition to adjacent precincts.</p> <p>Land within closest proximity to GO Station and future LRT stop represent location for greater</p>		

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
			<p>height associated with signature building(s) in a more dense and urban environment as opposed to remainder of the precinct where established residential environment is to be promoted.</p> <p>Provision for additional height in vicinity of the GO station also supports the proposed redesignation of these lands from “Residential High Density” to “Mixed Use” as the opportunity for additional height may also provide an incentive for the development of additional employment uses.</p> <p>Existing Character Central Residential Precinct:</p> <p>The predominate character consists of buildings ranging from 2 to 16 storeys which reinforce community node height limits.</p> <p>A notable exception to the general height limits is an existing 27 storey building located on a site across from the GO station. This development is not indicative of the broader area. This building which predates the City of</p>		

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
			<p>Mississauga was built at a time when floor to ceiling heights were lower. As such the 27 storey building is only slightly higher than the recently constructed 22 storey building located at the corner of Hurontario Street and Lakeshore Road.</p> <p>Within other Port Credit precincts there are existing buildings that exceed height limits. These buildings either represent land mark locations and/or predate the current Official Plan.</p> <p>Building heights are intended to reflect an appropriate transition towards the Credit River, Lake Ontario Shoreline, the mainstreet area and surrounding neighbourhoods.</p>		
Planning and Building	10.1.1 Development will be in accordance with height limits shown on Schedule 2A and Schedule 2B	There may be sites that can accommodate additional height without adverse impacts on the overall Vision for Port Credit.	<p>The proposed height limits are considered appropriate; however, site specific circumstances may provide opportunities for some additional height.</p> <p>It is appropriate to include a policy that provides direction for evaluating applications for</p>	40	<p>That a new policy 10.1.2, and subsequent policies be renumbered, to read:</p> <p><u>Heights in excess of the limits identified on Schedules 2A and 2B within the Community Node precincts and Mainstreet Neighbourhood precinct may be considered through a site-specific Official Plan Amendment application.</u></p>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
			<p>additional height.</p> <p>An Official Plan Amendment process allows for detailed review of proposed built form and how additional height would not adversely impact overall Vision for Port Credit.</p>		<p><u>subject to demonstrating, among other matters, the following:</u></p> <ul style="list-style-type: none"> a. <u>The achievement of the overall intent, goals, objectives of this Plan;</u> b. <u>Appropriate site size and configuration;</u> c. <u>Appropriate built form that is compatible with the immediate context and planned character of the area;</u> d. <u>Appropriate transition to adjacent land uses and buildings, including built form design that will maximize sky views and minimize visual impact, overall massing, shadow and overlook;</u> e. <u>Particular design sensitivity in relation to adjacent heritage buildings; and</u> f. <u>Measures to limit the amount of additional vehicular and traffic impacts on the Port Credit transportation network.</u>
Victor Labreche, Labreche Patterson & Associates, on behalf of	10.1.3 Desirable Urban Form	Object to the proposed prohibition of drive-through facilities in the entire Local Area Plan.	On July 8, 2013 the Ontario Municipal Board issued a decision regarding the appeals to Mississauga Official Plan regarding drive-through facilities. The decision reflects a settlement agreement between	41	<p>That policy 10.1.3 be deleted and replaced with a new policy in Section 12 as follows:</p> <p><u>12.6.2 Notwithstanding the Mixed Use policies of the Plan, drive-through facilities are not permitted on sites</u></p>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
members of the Ontario Restaurant Hotel and Motel Association		It is not appropriate to proceed with amending the Local Area Plan as many policies contained within the principal Official Plan, have been appealed by client and others.	<p>the City and the appellants which addresses a number of issues including:</p> <ul style="list-style-type: none"> - Existing Port Credit drive-through facility prohibitions will remain in place. - Drive-through facilities may be permitted where it can be demonstrated that it will not interfere with the intended function and form of the Character Area. <p>The Local Area Plan now includes a schedule that identifies sites where drive-through facilities are prohibited, based on previous Local Area Plan policies.</p>		<u>identified on Schedule 3.</u>
Community Services, Heritage Planning	10.2 Community Node	For additional clarity, when discussing the objectives for the Community Node, the last bullet point should make reference to heritage resources.	Agreed.	42	<p>That the last bullet point in Section 10.2 be revised to read:</p> <ul style="list-style-type: none"> • To ensure development will be sensitive to the existing context, <u>heritage resources</u> and planned character of the area.
John Cassin, representing	10.2.3 Mainstreet	Should permit a 3 rd and 4 th floor	The Mainstreet within the Community Node permits 3	43	No action required.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
owner of three properties on the west side of Stavebank Road	(Node)	(including stepbacks) for buildings on Lakeshore Road.	storeys on Lakeshore Road. Height creates a quality of place. A three storey height limit will help reinforce the uniqueness of the area and offset the greater height and density located to the north and south of the mainstreet precinct.		
Canada Lands Corporation, 1 Port Street East	10.2.4.1 Harbour Mixed Use	The marina property is currently undergoing a detailed review and it would be appropriate to defer policies on the height limits.	Canada Lands Corporation has prepared a master plan for the site which recommends additional height. The City initiated Inspiration Port Credit project will review and confirm height limits for the site. It is appropriate to remove reference to height limits so as to avoid confusion as to a City position at this time.	44	That 10.2.4.1 be revised to read: The scale of development will be supportive of an urban waterfront village theme. Building heights will be a maximum of 6 storeys fronting Port Street, stepping down to 3 storeys towards the waterfront and stepping up to 10 storeys towards the Mainstreet Precinct.
Community Services, Heritage Planning	10.3.2 Old Port Credit Village Heritage Conservation District	Use of the term “truly historic” when describing pockets of housing in the heritage district is counter to the spirit of the plan. Should be replaced with “contains pockets	Agreed.	45	That the second paragraph in Section 10.3.2 be revised to read: While some of the housing stock is relatively new, the neighbourhood contains pockets of housing which are truly historic <u>that date back to the nineteenth century</u> , representing various time frames and a pleasing sense of “time depth”.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
		of housing that date back to the nineteenth century”.			
Local Residents	10.3.4 North Residential Neighbourhoods (Shawnmarr/Indian Heights and Credit Grove)	Object to Shawnmarr and Indian Heights being combined.	Within the city structure of the Official Plan, both Shawnmarr, and Indian Heights are located within the same “Neighbourhood” element. The different characteristics of each area are recognized in-part by their different land use designations. Shawnmarr is designated Medium Density and Indian Heights is designated Residential Low Density II.	46	No action required.
Planning and Building	10.3.4.1 a. North Residential Neighbourhoods	Policy states that the predominant characteristics of these areas will be preserved including existing low rise building heights.	Single storey bungalows are common on a number of streets; however, that should not preclude modestly taller buildings that are still considered low rise in nature. Use of the word “existing” could lead to confusion as the Official Plan indicates neighbourhoods are intended to be stable but not static. Policy should remain; however, the word “existing” should be removed.	47	That 10.3.4.1 a. be revised to read as follows: a. existing low rise building heights;

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
Planning and Building	10.3.4.2 North Residential Neighbourhoods	Policy states that a third storey may be permitted, subject to compatibility with adjacent properties.	<p>A large portion of the North Residential Neighbourhood is designated “Residential Low Density II” II which permits a range of residential uses, including: detached, semi-detached, duplex, triplexes, street townhouses and other forms of low-rise dwellings with individual frontages. Although single storey bungalows are common on a number of streets; that should not preclude modestly taller buildings that are still considered low rise in nature.</p> <p>A triplex is an example of a permitted use that could exceed two storeys, therefore, the policy needs to be revised.</p>	48	<p>That 10.3.4.2 be deleted and replaced with:</p> <p><u><i>New development is encouraged to reflect 1 to 2 storey residential building heights and should not exceed 3 storeys.</i></u></p>
Planning and Building	10.3.4.5 b.North Residential Neighbourhoods	Policy states that development of lands adjacent to the railway should have a maximum height generally equivalent to a 2 storey residential building.	It is important to qualify that concern for height relates to larger land intensive uses such as warehousing, self- storage, and manufacturing, where floor to ceiling heights can be taller than typical residential buildings in the area. In addition, the size of the building floorplate, combined with the height of the building, could result in massing	49	<p>That 10.3.4.5 b. be revised to read as follows:</p> <p>have a maximum height generally equivalent to a 2 storey residential building <u><i>for warehousing, self-storage, wholesaling and manufacturing.</i></u></p>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
			on site that is not compatible with the character of the area.		
Public	10.3.5.1 c South Residential Neighbourhoods	Policy states the predominant characteristics of the area will be preserved including the physical and visual access to Lake Ontario. Concern has been raised that it will be interpreted as permitting access across private properties.	This policy was not intended to permit access over private land, but to describe access and views to the lake from parks and the terminus of streets. For clarity policy should be revised.	50	That 10.3.5.1 c. be revised to read: The physical and visual access to Lake Ontario <u>from parks and the terminus of streets;</u>
Public	10.3.5.4 South Residential Neighbourhoods	Policy states that development between the lake and the continuous lakefront trail should provide ample side yards to ensure visual access to the lake between buildings.	Upon further review, it is noted that visual access to the lake between residential houses can be affected by numerous issues other than width of side yards, such as landscaping, fencing, gates, depth of property. Further, the built form guide only identifies view corridors at the terminus of streets and through parks. There are no identified view corridors across side yards of residential lots.	51	That 10.3.5.4 be deleted.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
Public, Cranberry Cove Ratepayers	10.3.5 South Residential Neighbourhoods	This precinct includes Hiawatha and Cranberry Cove which are separated from each other and should be identified separately.	While these neighbourhoods are geographically separated, the planning policies are equally applicable as both are largely planned as Residential Low Density 1 areas, that are located between the Lake Ontario Shoreline and Lakeshore Road.	52	No action required.
Cranberry Cove Ratepayers	10.3.5 South Residential Neighbourhoods	A description reflecting the history of Cranberry Cove should be included.	The Local Area Plan in Section 2.0 Historical Context includes a general description of the history of the area. Including additional history just related to Cranberry Cove, could be confusing as it is not part of the Heritage Conservation District.	53	No action required.
Cranberry Cove Ratepayers	10.3.5, South Residential Neighbourhoods	Second sentence states “these predominately stable residential areas will be maintained” lacks teeth and should require the measurement of roof heights to the highest point on the ridgeline of the roof	The method of measuring the height of a building is more appropriately addressed through the Zoning By-law.	54	No action required.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
		and not to the mid-point of the roof apex.			
Cranberry Cove	10.3.5 South Residential Neighbourhood	Cranberry Cove enjoys a healthy tree canopy which is slowly being reduced year by year.	Section 7.2 Urban Forest in the Local Area Plan speaks to encouraging improvements to the urban forest. In addition, the City has a Private Tree Protection By-law that protects and enhances Mississauga's tree cover while respecting a landowner's rights to make changes to the landscape of their property in an environmentally responsible manner.	55	No action required.
Public	10.3.5 South Residential Neighbourhood	The Hiawatha Neighbourhood requires changes to control overbuilding, including replacing FSI with building footprint. It is essential that regulations are in place (height, mass, footprint) to preserve the areas character and prevent monster	<p>The Local Area Plan is intended to provide broad general policies related to neighbourhoods (e.g. an area should be low density residential). Specific regulations about the residential buildings within the neighbourhood are best addressed through the Zoning By-law.</p> <p>A number of the issues raised were reviewed in the study of zoning for the Hiawatha Neighbourhood, which resulted in City Council adopting a</p>	56	No action required.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
		homes.	number of recommendations to change the Zoning By-law for the area.		
Public	10.3.5 South Residential Neighbourhood	Prefer that a third storey not be permitted in Neighbourhoods.	<p>Upon further review, the maximum height permitted in the South Residential Neighbourhoods has been reduced from 3 storeys to 2 storeys to reflect the character and land use designation of the area.</p> <p>Policy 10.3.5 has been revised to state that “New development will have a maximum height generally equivalent to 2 storeys”. Use of the phrase “generally equivalent” is necessary as it provides a small measure of flexibility, while reinforcing that built form should “fit” into a context of 1 to 2 storey buildings.</p> <p>Use of the term “generally equivalent” allows a property owner to make modest changes to a roof line and convert attic space above a second storey into habitable area, subject to a rezoning or variance process.</p>	57	<p>That policy 10.3.5.2 be revised to read as follows:</p> <p><u><i>New development will have a maximum height generally equivalent to 2 storeys.</i></u></p>


Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
Public	10.3.6 Mainstreet (Neighbourhood)	Height limit should be changed from a maximum of 4 storeys to a maximum of 3 storeys along Lakeshore Road.	Recognizing that the principal Official Plan permits a maximum of 4 storeys in Neighbourhoods, it is appropriate in Port Credit to permit the 4 storey height limit along the Lakeshore Road corridor. There are existing examples of 4 storey buildings along Lakeshore Road that are compatible with adjacent low density residential neighbourhoods. Unlike the Community Node Mainstreet Precinct there is not the same existing context, including heritage buildings, to require a 3 storey height limit.	58	No action required.
Section 12: Land Use Designations (Permitted Uses & Density) and Section 13: Special & Exempt Sites					
Planning and Building	12.0 Land Use Designations, first paragraph	Introductory paragraph references Schedule 3: Port Credit Local Area Plan Land Use Map.	For consistency, Schedule 10 Land Use Designation in the principal Official Plan document will be the only schedule identifying land use designations in the City. Schedule 3 is to be removed.	59	That the second sentence in the first paragraph of Section 12.0 be revised to read: Schedule 3: Port Credit Local Area Plan Land Use Map, Schedule 10 (Land Use Designations) of the principal document, identifies the use of land permitted and will be read in conjunction with the other schedules and policies in the Plan.

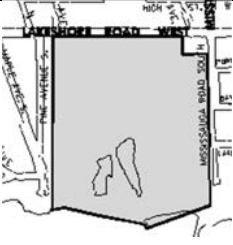
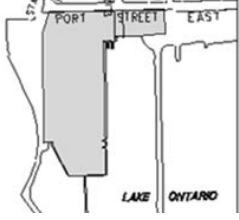

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
Planning and Building	12.4 Residential Land Use Designation – Medium Density	Concern that when the phrase “will be permitted” is used to list uses under a land use designation it may be interpreted to mean uses will be permitted regardless of circumstances. The use of the phrase “may be permitted” better reflects intent of the plan.	<p>Change is required in order to be consistent with proposed modifications to the principal Official Plan where the phrase “will be permitted” has been replaced with “may be permitted”.</p> <p>Where policy is recognizing an existing use it is appropriate to continue to use the phrase “will be permitted”.</p> <p>Where a policy is restricting uses it is appropriate to use the phrase “will be restricted”.</p>	60	<p>That policy 12.4.1 be deleted and replaced with:</p> <p><u>Notwithstanding the Residential Medium Density policies of the Plan, the following additional use may be permitted:</u></p> <p>a. <u>low rise apartment dwellings</u></p> <p><u>Notwithstanding the Residential Medium Density policies of the Plan, the following additional use will be permitted:</u></p> <p>a. <u>existing office uses</u></p> <p>That policy 12.7.1 be amended to replace “use will be permitted” to <u>“use may be permitted”</u></p>
Local Residents and property owners interested in redeveloping properties	Floor Space Index (FSI)	The Port Credit Local Area Plan proposes to remove the use of FSI. Whereas, the Mississauga Official Plan (2011) identifies permitted FSI ranges for lands that are designated Medium Density	<p>Infill and redevelopment within Port Credit should focus on achieving a built form that complements the character of the area and not on the overall amount of floor area that can be built on a site.</p> <p>The use of FSI can detract from the importance of design policies in the Official Plan by establishing what is often</p>	61	No action required.


Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
		<p>and High Density.</p> <p>It has been requested by some local residents and ratepayer groups that the existing FSI figures be reintroduced so as to provide additional control for new high density residential development.</p> <p>Weston Consulting, representing a property owner interested in redeveloping two residential lots in the Central Residential Precinct has also questioned the lack of permitted density ranges and believes there should be some general maximum density requirements, rather than simply relying upon</p>	<p>argued as “as-of-right” density.</p> <p>There are numerous factors that influence the appropriate FSI for a development and make it difficult to use a generic FSI figure in an infill situation in Port Credit, including:</p> <ul style="list-style-type: none"> • use of stepbacks (e.g. FSI will decrease with extent to which stepbacks are used on the upper floors of a building); • character of area (e.g. development in a residential neighbourhood requires more landscaping than a more urban mixed use area which affects the appropriate FSI figure); • height gradation and transition in the area (e.g. decreasing building height for purposes of transition will be reflected in the FSI figure); • size of site (the amount of permissible floor area can vary dramatically based on site of site, and does not necessarily reflect built form for the area); and, • above ground parking is not 		


Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
		<p>maximum height limitations and massing models based on Built Form Guidelines.</p>	<p>included in FSI calculation but can affect the built form.</p> <p>The current FSI limits on high density residential sites (1.0 - 1.8) does not necessarily reflect infill development envisioned for various areas in Port Credit. For example, the Regatta building, which is often used as a good example of waterfront development, is a 6 storey building transitioning to 3 storeys with an FSI of 2.5, which is almost 40 percent higher than the permitted maximum FSI limit of 1.8.</p> <p>It has been suggested that the Northshore development, constructed at the northeast corner of Hurontario Street and Lakeshore Road could be used as an example of an appropriate FSI figure for development in Port Credit. The FSI for this site is 4.7, however, it is not necessarily an appropriate comparable for other infill sites given its large size (i.e. 1.04 ha) and its approval included a combination of buildings (i.e. a 22 storey building and two 7</p>		

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
			<p>storey buildings), as well as a commercial podium.</p> <p>As noted above, providing an alternative FSI that can be used for all development in Port Credit is difficult.</p> <p>Maximum FSI requirements still remain in the zoning by-law.</p>		
Planning and Building	13.0 Special Sites	Concern that when the phrase “will be permitted” is used to list uses under Special Site it may be interpreted to mean uses will be permitted regardless of circumstances. The use of the phrase “may be permitted” better reflects intent of the plan.	<p>Change is required in order to be consistent with proposed modifications to the principal Official Plan where the phrase “will be permitted” has been replaced with “may be permitted”.</p> <p>Where policy is recognizing an existing use it is appropriate to continue to use the phrase “will be permitted”.</p> <p>Where a policy is restricting uses it is appropriate to use the phrase “will be restricted”.</p>	62	<p>That special site policies 13.1.4.2 a., and 13.1.9.3 a.</p> <p>be amended to replace “use will be permitted” to <u>“use may be permitted”</u></p>
Planning and Building	13.1.1 Special Site 1	Policy requiring access from Lakeshore Road only, is overly restrictive regarding future road network.	<p>There may be opportunity, subject to type and volume of traffic, to extend Queen Street West and further the fine grain road pattern in the area, as part of a development application.</p> <p>Additionally, it may be</p>	63	<p>That 13.1.1.2 be revised to read:</p> <p>Notwithstanding the provisions of the Business Employment designation, <u>and the Desirable Urban Form policies</u>, the following additional policies will apply:</p> <p>a. development (including</p>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
		Neighbourhood Height limit of 3 storeys for office uses may be overly restrictive.	<p>appropriate to allow access to Wesley Street for emergency vehicles.</p> <p>Upon further review, given the size of the parcel of land, and adjacency to Credit Landing Plaza, which has a height limit of 4 storeys, it would be appropriate to permit maximum building height of 4 storeys for secondary office uses, whereas policies permit a maximum height of 3 storeys.</p>		<p>serving) will be permitted following the filing of a Record of Site Condition (RSC) on the Ministry of Environment's Registry in accordance with Ont. Regulation 153/04 as amended; and</p> <p>vehicular access to the site will be from Lakeshore Road West only, with no access permitted from the surrounding residential streets</p> <p>b. <u>vehicular access to the site will be provided from Lakeshore Road West through an existing easement. Access from surrounding residential streets will only be permitted subject to addressing the potential extension of Queen Street West, and the appropriateness of the volume and type of traffic that would be accommodated on residential streets; and</u></p> <p>c. <u>building heights for secondary offices uses will be a maximum of 4 storeys.</u></p>
Transportation and Works	13.1.3 Special Site 3	Addition policies required to address	Agreed.	64	That 13.1.3.3 a. be revised to read: a. determine contamination on

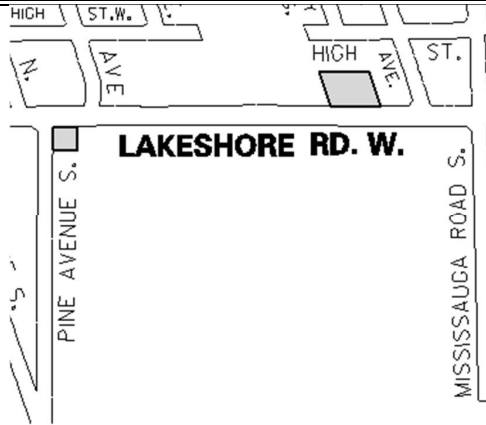
Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
		potential contamination.			the site determine the type(s) and extent of contamination on the site, investigate remedial strategies and identify any constraints with respect to land uses proposed for the site;
Strategic Community Initiatives	13.1.8 Special Site 8 	Limits of the Special Site should be expanded to include breakwaters (including Ridgetown).	Agreed.	65	That 13.1.8 site map be replaced with the following:  That 13.1.8.2 be revised to read: Notwithstanding the provisions of the Mixed Use <i>and Greenbelt</i> designations and the Desirable Urban Form policies, the following additional policies will

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
		storeys in height.			
John Cassan And Beacon Planning Services representing owners of properties on the west side of Stavebank Road	13.1.13 Special Site Policies Six properties fronting Stavebank Road, South of High Street	The differential between the permitted heights on the east side of Stavebank (10 storeys) and the west side of Stavebank (4 storeys) is not so much a transition as an abrupt stop. Height limit of 8 storeys at High Street, stepping down to 2 storeys on Lakeshore Road would be more appropriate.	Upon further review, staff note that redevelopment of this block can contribute positively to area as existing streetscape lacks a cohesive presence as setbacks and built form provide little sense of predictability and legibility of the streetscape. Most southerly properties are within the Mainstreet Precinct which has a 3 storey maximum height limit; however, depth of this precinct does vary. A six storey building can be accommodate on the site and is generally consistent with the direction in the Local Area Plan and Built Form Guide. There are, however, aspects that need further review, including confirming any necessary transition or stepback in building height from the Lakeshore Road commercial area, St. Andrews Church, and along Stavebank Road. The City is concerned that a taller building of 8 storeys will have, amongst other matters,	68	That 13.1 of the plan be amended by adding the following:  13.1.13 Site 13 13.1.13.1 The lands identified as Special Site 13 are located west of Stavebank Road, south of High Street and north of Lakeshore Road East. 13.1.13.2 Notwithstanding the provisions of the Desirable Urban Form policies, building heights will be a maximum of 6 storeys and a minimum of 2 storeys, subject to: <ul style="list-style-type: none"> a. <u>Appropriate transition to buildings fronting Lakeshore Road East;</u> b. <u>Appropriate transition to St. Andrews Church; and</u> c. <u>Appropriate stepbacks from</u>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
			adverse impacts (e.g. shadows) on land to the north (St.Andrews church) and the pedestrian realm along Stavebank Road. Therefore, the appropriateness of additional height should be reviewed through a development application where detail information on massing and built form can be assessed.		<u>Stavebank Road, above the third storey.</u>
Planning and Building	13.1 Special Site Policies Ports Hotel 30 Port Street East	The Ports Hotel has a 7 th floor that is not stepped back from the 6 th floor as indicated in the Draft Local Area Plan.	The 7 th floor is modest in size (represents approximately 15 percent of an average floor plate for the building) and as such it is appropriate to include as a special site.	69	<p>That 13.1 of the plan be amended by adding the following:</p>  <p><u>13.1.14 Site 14</u></p> <p><u>13.1.14.1 The lands identified as Special Site 14 are located on the north side of Port Street East and the west side of Elizabeth Street South.</u></p>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
					<u>13.1.14.2 Notwithstanding the provisions of the Desirable Urban Form policies, building heights will be a maximum of 7 storeys.</u>
Planning and Building	<p>13.1. Special Site Policies</p> <p>91-93 & 99 Lakeshore Road East and 42 Port Street East, South side of Lakeshore Road East, east of Stavebank Road</p>	Recognition of City Council approval in principle of the proposed No Frills Property redevelopment.	<p>The Planning and Development Committee on June 11, 2012 approved in principle an application to redevelop the No Frills supermarket site.</p> <p>At the time of the preparation of this report, the implementing Official Plan Amendments have not yet been brought forward for adoption by City Council and gone through the statutory appeal period.</p> <p>Once the appeal period has been completed, it would be appropriate to include a special site policy into the Local Area Plan permitting the proposed development.</p>	70	<p>No action required at this time.</p> <p>A recommendation has been added to the Corporate Report associated with this table that directs staff to update the Port Credit Local Area Plan, as appropriate, to incorporate Official Plan Amendments currently approved by City Council, but not yet in force and effect, if no appeals to the site specific Official Plan Amendments are received.</p>
Dr. Edwards, 46 Port Street East	13.1 Special Site	Recommend new Special Site Policy for block bound by Elizabeth St., Helene St., Port St., and Lakeshore Rd. to require a comprehensive	A comprehensive master plan is not required for any specific block or the entire precinct as majority of the land has been considered through review of previous development applications or will be considered through "Inspiration	71	No action required.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
		<p>master plan for the area.</p> <p>Recommend making entire Harbour Mixed Use District subject to a comprehensive plan.</p> <p>Recommend policy to recognize opportunities to share parking and consolidate driveways in the Node and Harbour Areas</p>	<p>Port Credit". Review of development applications also provides opportunity to consider implications on adjacent properties.</p> <p>The Local Area Plan includes policies 9.2.1 and 10.2.1.5 which address reduced parking and minimizing vehicular access points.</p> <p>City has the ability to address issues such as compatibility and shared parking through development review process. For example, staff recommended the proposed No Frills redevelopment include a "knock-out" panel to provide for the possibility of future shared underground parking.</p>		
Townsend and Associates	<p>13.2.2 Exempt Site 2</p> <p>305-315 Lakeshore Road West</p> <p>Southside of Lakeshore Road West, east of Pine Street South</p>	<p>Draft Local Area Plan does not recognize the existing motor vehicle sales establishment.</p>	<p>Site was previously occupied by Briarwood Chev-Olds car dealership which was partially redeveloped with a Shoppers Drug Mart and medical office building. Last remnant parcel is occupied by Peel Chrysler Fiat.</p> <p>A car dealership does not reflect the long term vision for this portion of Lakeshore Road as a commercial main street.</p>	72	That 13.2.2 site map be replaced with the following:

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
			However, it is appropriate to recognize this legally existing use and should be included as an Exempt Site.		 <p>That 13.2.2.1 be revised to read as follows:</p> <p>The land identified as Exempt Site 2 are located on the north side of Lakeshore Road Wet, west of Wesley Avenue, <u>and on the south side of Lakeshore Road West, east of Pine Avenue South.</u></p>
Frank Giannone	Ports Hotel	Policies do not encourage the Ports Hotel redevelopment as the heights are restrictive.	<p>The Ports Hotel is 6 to 7 storeys in height. Although the area may benefit from redevelopment, the implications on planning for the area have to be considered (e.g. if good planning to permit greater height on this site, then should other sites in the area also permit greater heights).</p> <p>Encouraging renovation to the existing building through a</p>	73	No action required.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
			<p>community improvement plan may be an acceptable alternative to redevelopment.</p> <p>Additional planning review can be done without a special site designation. Inspiration Port Credit should help to understand future development in the area and associated implications of additional height. Upon completion of Master Plan for marina property it may be necessary to review heights in the area.</p>		
Frank Giannone	Elmwood Plaza, north east corner of Elmwood Road and Lakeshore Road East	Policies pertaining to height do not encourage redevelopment of Elmwood Plaza to support main street environment.	<p>The Local Area Plan policies for the site permit a 4 storey mixed use development that is supportive of a main street environment, while limiting the impact on adjacent residential properties.</p> <p>Requests for additional height can be reviewed in detail through an Official Plan Amendment.</p>	74	No action required.
Frank Giannone	City/LCBO parking lot	Policies do not encourage redevelopment conducive to main street	The City owned parking lot plays an important role in the parking supply for Port Credit.	75	No action required.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
Planning and Building	Special Site & Exempt Site Map	Summary map should be revised to include additional special sites.	Agreed.	76	That the map in Section 13 identifying the locations of all Special & Exempt Sites be revised to reflect changes and additions associated with: Special Site 13, Special Site 14, Special Site 8, and Exempt Site 2.
Section 14 Implementation					
Port Credit Village Project	Granting bonuses for height and/or density	<p>Support the use of Section 37. More clarification to the process is required and it should be transparent.</p> <p>Priority are public spaces as focal points in the urban landscape. Public art is a final layer for creating quality spaces.</p>	<p>The policies in the principal Official Plan document permit the use of Section 37. As well, Corporate Policies and Procedures are in place for the use of Section 37. It is noted in the Corporate Policies that staff prepare a Section 37 report for City Council to consider prior to enactment of the amending Zoning By-law.</p> <p>In addition to suggestions made by PCVP, potential benefits could include parks, community and recreation spaces, streetscape improvements, affordable housing, heritage and additional employment uses. However, additional community consultation is required in order to prepare a more specific list as per policy 14.2 in the Local Area Plan.</p>	77	No action required.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan
Schedule 2A Port Credit Neighbourhood Height Limits (Please refer to Section 10.0 Desirable Urban Form for additional discussion on height limits)				
Planning and Building	Schedule 2A, Notes Section	Clarify that the Zoning By-law determines the appropriate height as measured in metres.	<p>The Mississauga Official Plan addresses building heights in terms of the number of storeys. To be consistent, the Local Area Plan uses the same approach.</p> <p>The Zoning By-law provides information pertaining to height and its measurement in metres, including issues such as where to start measuring the height of a building.</p> <p>A note should be included to emphasize to the reader that building height is both a function of storeys (as identified in the Official Plan) and of metres (as measured in the Zoning by-law).</p>	<p>78</p> <p>That Schedule 2A be revised by adding an additional bullet under the heading Notes that reads:</p> <p><u>Building heights, as measured in metres, are regulated through the zoning by-law.</u></p>
Planning and Building	Schedule 2A, Permitted height on Vacant Former Refinery	Schedule 2A should show heights for the Vacant Former Refinery.	To be consistent with treatment of the two key waterfront sites (i.e. former refinery and marina) that are being reviewed by "Inspiration Port Credit", it is appropriate to remove height limits on the Imperial Oil property (excluding the portion fronting Lakeshore Road which is part of the Mainstreet	<p>79</p> <p>That Schedule 2A Port Credit Neighbourhood Height Limits be revised on the Vacant Former Refinery so that the height limits (in storeys) be deleted:</p> <p>1 to 3</p> <p>and replaced with:</p> <p><u>To Be Determined</u></p>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
			<p>Precinct).</p> <p>As the City initiated Inspiration Port Credit project will review and confirm the height limits for the site, it is appropriate to remove reference to height limits so as to avoid confusion as to a City position.</p>		
Schedule 2B Port Credit Community Node Height Limits (Please refer to Section 10.0 Desirable Urban Form for additional discussion on height limits)					
Planning and Building	Schedule 2B, Notes Section	Clarify that the Zoning By-law determines the appropriate height as measured in metres.	<p>The Mississauga Official Plan addresses building heights in terms of the number of storeys. To be consistent the Local Area Plan uses the same approach.</p> <p>Given number of high rise apartment buildings in the node, it is appropriate to include additional explanation pertaining to floor to ceiling heights.</p>	80	<p>That Schedule 2B Port Credit Community Node Height Limits be revised by adding an addition bullet point that reads as:</p> <p><u><i>Building heights, as measured in metres, are regulated through the zoning by-law. As a general guide to converting storeys to metres for new development, a height of 3.1 metres may be used. Typically there may be modest increases in height for lobby areas and/or commercial space.</i></u></p>
Planning and Building	Schedule 2B, Height Limits on lands south of Lakeshore Road mainstreet between Front Street South and the Credit River.	Schedule indicates height limit is 2 storeys, however all other areas provide both a minimum and maximum limit for building heights.	For consistency, the height limit should be revised to reflect a minimum building height limit of 1 storey and a maximum height limit of 2 storeys, given lands are located adjacent to the Credit River.	81	That Schedule 2B Port Credit Community Node Height Limits be revised for lands south of Lakeshore Road mainstreet precinct that are between Front Street South and the Credit River, so that that height limits (in storeys) be revised as follows: <u>1 to 2</u>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
Canada Lands Corporation	Schedule 2B, Permitted Height On Marina	The marina property is currently undergoing a detailed review and it would be appropriate to defer policies on the height limits	Canada Lands Corporation has prepared a master plan for the site which recommends some additional height. As the City initiated "Inspiration Port Credit" is preparing a Master Plan that should be completed in the near future and will review and confirm the height limits for the site, it is appropriate to remove reference to height limits so as to avoid confusion as to a City position on heights.	82	That Schedule 2B Port Credit Community Node Height Limits be revised on the Canada Lands Corporation marina site so that the height limits (in storeys) be deleted: 2 to 3-6 and 2-3 and replaced with: <u>To Be Determined</u>
Planning and Building	Schedule 2B, Height Limits on lands south of the Lakeshore Road Mainstreet Precinct between the Credit River and Canada Lands Corporation Marina property	Schedule is not clear as to the height limits if marina property is identified as To Be Determined.	Upon further review, these lands should have a minimum building height of 1 storey and a maximum building height of 2 storeys given lands are adjacent to the Credit River and are primarily used for recreational purposes.	83	That Schedule 2B, Port Credit Community Node Height Limits, be revised for the lands south of the Lakeshore Road Mainstreet Precinct between the Credit River and Canada Lands Corporation Marina property to read: <u>1 to 2</u>
Planning and Building	Schedule 2B, Height Limits on lands north of the Lakeshore Road Mainstreet Precinct that are between	Requirement for a minimum 2 storey height limit is not necessary given recreational uses that are included in	Upon further review these lands should have a minimum building height requirement of 1 storey. It is not appropriate to require expansion to any recreational building to be two	84	That Schedule 2B Port Credit Community Node Height Limits be revised on the lands north of the Lakeshore Road Mainstreet Precinct that are between Front Street North and Stavebank Road North so that the

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
	Front Street North and Stavebank Road North	this area.	storeys given location in or adjacent to the Credit Valley. Height requirement for mixed-use buildings fronting Stavebank road are addressed through a special site policy.		height limits be deleted: 2 to 4 And replaced with: <u>1 to 4</u>
Land Use Designations					
Planning and Building	Schedule 3, Draft Port Credit Local Area Plan Land Use Map	Official Plan should not have multiple Land Use Schedules	For consistency, Schedule 10 Land Use Designation in the principal Official Plan document is to be the only schedule identifying land use designations in the City. Although appropriate to include land use designation schedule when circulating a draft Local Area Plan for comment, it should be removed in the final document. Readers will have to refer to the principal document Schedule 10 Land Use Designations. As an appendix to this report, a summary of the changes to be made to the Land Use Designation Schedule is provided. Proposed changes to land use designations will be made to Schedule 10 Land Use Designations of the principal	85	Schedule 3, Port Credit Local Area Plan Land Use Map to be deleted.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
			document.		
Zelinka Priamo 375 Lakeshore Road West & 14 Ben Machree Drive	Land Use Designation – Schedule 10 From “Residential Medium Density” and “Residential Low Density I” to “Residential Medium Density – Special Site”	An application has been submitted to redesignate the two properties to Residential Medium Density Special Site to permit 19 townhouse dwellings with a height of 4 storeys. It is requested that the Land Use designation map be modified to reflect the requested redesignation.	The Planning and Development Committee on June 4, 2013, approved in principal an application to permit eighteen townhouses that are four storeys in height. At the time of the preparation of this report the implementing Official Plan Amendments have not yet been brought forward for adoption by Council and gone through the statutory appeal period. Once the appeal period has been completed it would be appropriate to include the special site policy, and redesignated rear lands of 14 Ben Machree Drive as “Medium Density – Special Site”.	86	No action required. A recommendation has been added to the Corporate Report associated with this table that directs staff to update the Port Credit Local Area Plan, as appropriate, to incorporate Official Plan Amendments currently approved by City Council, but not yet in force and effect, if no appeals to the site specific Official Plan Amendments are received.
Zelinka Priamo 345, 361, 371 Lakeshore Road West	Land Use Designation – Schedule 10	The proposed redesignation from “Residential High Density” to “Residential Medium Density” residential will significantly alter the value of	Upon further review it is noted that: Mississauga Official Plan permits in policy 16.1.2.5 medium density uses as infill on High Density Residential sites. In addition, there are other Neighbourhoods in the city	87	The High Density Residential designation should remain.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
		property	which contain High Density residential designations, and as such the continuation of a High Density residential designation on this property is appropriate.		
Credit Valley Conservation 35 Front St	Land Use Designation – Schedule 10	Natural Hazards Overlay should apply to site.	Agreed	88	That Schedule 10 be revised to include the Natural Hazards overlay for 35 Front Street
Planning and Building 35 Front St	Land Use Designation – Schedule 10	Proposed redesignation from Residential High Density to Mixed Use is not supportive of the Heritage Conservation District	<p>Upon further review it is noted that the Heritage Conservation District Plan's first objective is to maintain the districts predominately low-density residential character and it limits the properties where mixed-uses are permitted to those directly opposite Marina Park.</p> <p>Although 35 Front Street is within the Community Node, the Heritage Conservation District policies need to be respected.</p>	89	Residential High Density designation should remain.
Peter Nolet	42 Front Street South and 45 John Street South	Request redesignation from Residential Low Density I to Mixed Use	Upon further review it is noted that the Heritage Conservation District Plan's first objective is to maintain the districts predominately low-density residential character and it	90	No action required.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
			limits the properties where mixed-uses are permitted to those directly opposite Marina Park. The Heritage Conservation District policies need to be respected.		
Port Credit Built Form Guide					
Davies Howe, on behalf of F.S.6810 Limited Partnership,	Application Of entire Built Form Guide When Reviewing Development Applications	Built form guide if interpreted by staff as illustrating planning requirements, will result in unduly restrictive interpretation of the policies of the plan which does not recognize the uniqueness of development on individual sites.	Through the development review process, staff have the opportunity to review and address any relevant unique issues associated with individual sites. The Local Area Plan states that the Guide demonstrates how the urban form policies <u>can be</u> achieved which allows for flexibility in reviewing applications. In order to effectively illustrate how developments can reflect the unique characteristics of the area and the City's vision, it is important that the guide provide information that can then be used as a benchmark for development applications.	91	No action required.
Planning and Building	1.2 Purpose	Guide should be clear that there should be some	When reviewing development applications, there can be circumstances which may result	92	That Section 1.2 Purpose be revised to include the following sentence at the

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
		flexibility when reviewing developments.	in deviation from direction in the Guide. It is appropriate to include statement in the Guide that acknowledges flexibility should be provided.		end of the section: <u>Depending on the context or site, exceptions and variation from the Built Form Guide may be considered at the discretion of the City, in order to provide some flexibility.</u>
Planning and Building	2.2 Planned Building Heights	Guide should elaborate on location of buildings with the greatest heights	Explanation should be provided regarding location of buildings with the greatest heights and how a few existing buildings exceed planned height limits	93	That Section 2.2 Planned Building Heights be revised to include the following: <u>In general, buildings with the greatest heights should be limited to sites that can be used for way-finding and/or landmark locations.</u> <u>In a limited number of situations, existing building heights exceed the maximum limits. However, the intent of the Guide and related Area Plan policies is to generally reinforce the prevailing character, as opposed to increasing the overall height of buildings in the area.</u>
Planning and Building	2.3.2 Central Residential Precinct	Guide should discuss vicinity of the GO Station	The Guide should recognize that the immediate vicinity around the GO station is intended to be more urban than the remaining central residential precinct and is subject to additional study.	94	That Section 2.3.2 Central Residential Precinct be revised to include the following: <u>The vicinity between the GO station and future LRT stop on Hurontario Street has the potential to accommodate the greatest heights in the area and may have a more urban built form in order to provide a more conducive environment</u>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
					<u>for pedestrians walking between the LRT stop and GO station. The specific heights, built form and land uses are subject to further study.</u>
Ministry of Culture and Tourism	2.3.3 Mainstreet Precinct	<p>The Riverside Precinct and Mainstreet Precinct appear to be directly adjacent to the Old Port Credit Heritage District.</p> <p>The Guide should make reference in development in these precincts being compatible / sympathetic to the Heritage District</p>	<p>The Mainstreet Precinct is located immediately adjacent to the Heritage District, and separates the Riverside Precinct from the Heritage District. In some locations, a small portion of the Heritage District is within the Mainstreet Precinct (south side of Lakeshore Road).</p> <p>Agree that Guide should include reference to new development in the Mainstreet Precinct should being compatible with the Heritage District. However, additional language is not needed for the Riverside Precinct.</p>	95	<p>That Section 2.3.3 Mainstreet Precinct be revised to include the following:</p> <p><u>Buildings adjacent to the Old Port Credit Village Heritage Conservation District should be designed so that they are sensitive to and compatible with the adjacent built form.</u></p> <p><u>For lands on the south side of Lakeshore Road, between Mississauga Road and the Credit River , the Old Port Credit Village Heritage Conservation District applies.</u></p>
Michael Spaziani, speaking as an interested citizen	<p>2.3.3 Community Node Mainstreet Precinct and</p> <p>3.3.2 Neighbourhood Mainstreet Precinct</p>	The Port Credit Directions Report called for a 45 degree setback from the centre of the street which in many cases would allow heights greater than 2 to 4	<p>The Direction Report and angular planes are an input when deciding how to accommodate future growth, however, it is not the definitive factor.</p> <p>When reviewing development applications a 45 degree angular plane is a starting point, which</p>	96	No action required.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
		storeys	<p>may be subsequently refined based on the character of the area.</p> <p>Strict adherence to angular planes could promote precinct creep where lands are assembled that encroach and destabilize residential neighbourhoods.</p>		
Planning and Building	2.3.4 Harbour Mixed Use Precinct	Redevelopment of the marina property is subject to preparation of a master plan.	Guide should include reference that permitted built form on the marina lands will be determined through further study.	97	<p>That Section 2.3.4 Harbor Mixed Use Precinct be revised to include the following:</p> <p><u><i>The Port Credit Harbour Marina Lands are subject to further study through Inspiration Port Credit to determine appropriate heights, built form, and land uses.</i></u></p>
Bell	2.4.11 Pedestrian Realm / Streetscape	Concern with the description that “utilities are a significant hindrance to developing an appropriate streetscape” as it is negatively written and doesn’t recognize that utilities are part of a complete	Guide should revise wording so as to more appropriately reflect importance of utilities.	98	<p>That Section 2.4.11 Pedestrian Realm / Streetscape be revised to remove the sentence referencing utilities are significant hindrances and include the following:</p> <p><u><i>Utilities such as overhead wires and underground cables are important uses that occur within the road right of way. Careful consideration will be given when planning streetscape improvements such as tree planting, to ensure compatibility with utilities.</i></u></p>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
		community.			
Strategic Initiatives	2.4.15 Scenic Routes and Views	A mid-block view to the lake, between Stavebank Road and Elisabeth Street would be appropriate	Master Plan for the marina will address this issue in greater detail. The guide has been amended to illustrate potential view.	99	That the figure illustrating scenic views be revised to include a view corridor between Stavebank Road and Elisabeth Street.
Ministry of Culture and Tourism	2.4.18 Cultural Heritage Resources	Cultural Heritage policies in the Official Plan principal document and Old Port Credit Village Heritage District Conservation Plan should be repeated.	The Local Area Plan and Built Form Guide, to the extent possible do not duplicate existing policies found in the principal official plan document. Section 1.1 of the Guide directs the reader to review other documents including Official Plan and Old Port Credit Village Heritage Conservation Plan.	100	No action required.
Community Services	2.4.18 Community Node Cultural Heritage Resources and 3.4.2 Neighbourhood Cultural Heritage Resources	Direction in the Guide to retain and enhance heritage resources should differentiate between heritage designated and heritage listed properties.	Guide should differentiate between designated and listed heritage properties	101	That section 2.4.18 Community Node Cultural Heritage Resources and section 3.4.2 Neighbourhood Cultural Heritage Resources be revised by deleting general comment that these structures will be retained and enhanced and replaced with the following: <i><u>Designated properties are to be retained. The retention and enhancement of heritage listed properties is strongly encouraged.</u></i>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
Weston Consulting, on behalf of Fabio Capobianco & 175266 Ontario Inc. 41&45 Park Street East	Section 2: Community Node Policies	Intersection Of Park Street and Elizabeth Street is a prominent intersection and a tall building will enrich the urban legibility. Built Form Guide conflicts with development of a 15 storey building at 41&45 Park St. E,	Vision for Port Credit and any precinct is more that achieving the maximum height. The Local Area Plan and Built Form Guide identify a range of building heights that are considered appropriate. Building height is only one element of the Port Credit built form, and development of a site must consider a variety of issues (e.g. landscaping, streetscape, surrounding uses and character, etc.). The existing character of the area includes a variety of building heights. Not every site within the Central Residential Precinct should be expected to accommodate the maximum building height.	102	No action required.
Weston Consulting, on behalf of Fabio Capobianco & 175266 Ontario Inc. 41&45 Park	Section 2: Community Node Setbacks	The recommended setback on “Residential Streets” is 4.5 m to 7.0 m. limits development and impedes the creation of a	As a characteristic of the neighbourhood residential developments consistently have greater setbacks and larger landscaped areas to buffer uses from the street. Buildings closer to the street are encouraged along the	103	No action required.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
Street East		positive street-building relationship.	<p>mainstreet but not necessarily along residential streets.</p> <p>Mature trees and landscaping is an important attribute of the area, and setbacks reinforce this character.</p> <p>Opportunity exists through application to demonstrate why alternative is appropriate.</p>		
Weston Consulting, on behalf of Fabio Capobianco & 175266 Ontario Inc. 41&45 Park Street East	Section 2: Community Node Tower Separation	Minimum tower separation of 40 m should be reconsidered to allow for reasonable development assumptions	<p>A 40 m separation distance is based upon the existing character of the area and is appropriate. This is one of the factors that are to be used when evaluating a proposal.</p> <p>Individual site and proposed building circumstances may warrant deviation from 40 m; however, should be addressed through an application.</p>	104	No action required.
Weston Consulting, on behalf of Fabio Capobianco & 175266 Ontario Inc. 41&45 Park Street East	Section 2: Port Credit Community Node Site Size	Whether a small site is suitable for a tall building should not be solely evaluated by site dimensions.	<p>The relationship between the size of the site and size of a building is an important consideration so as to avoid a building overwhelming its site.</p> <p>The size of a site is one of the factors that are to be used when evaluating a proposal.</p> <p>Individual site and proposed</p>	105	No action required.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
			building circumstances may warrant deviation, which should be addressed through an application.		
Gavin Clark	Section 3 Neighbourhood Precincts – South Residential Precinct	Guide should address compatibility of new dwellings, replacement housing and additions.	Issue has been addressed through the Port Credit Infill Housing Study – Hiawatha Neighbourhood	106	No action required.
Planning and Building	Section 3.3.4 Vacant Former Refinery Precinct	Redevelopment of vacant former refinery is subject to preparation of a Master Plan	Guide should include reference that permitted built form on the marina lands will be determined through further study.	107	That Section 3.3.4 Vacant Former Refinery Precinct be revised to include the following: <i><u>The Vacant Former Refinery Precinct, along with associated lands located in the Neighbourhood Mainstreet Precinct are subject to further study to determine appropriate heights, built form, and land uses.</u></i>
Transportation and Works	4.0 Environmental Sustainability	Include reference to additional documents related to environmental sustainability	Last paragraph should be revised to refer to stormwater management design information and guidelines	108	That the last paragraph in section 4.0 Environmental Sustainability be deleted and replace with: <i><u>For more information, visit Canada Green Building Council for LEED-NC program, CVC/TRCA website for Low Impact Development Stormwater Management Planning and Design</u></i>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
					<u>Guide, City of Mississauga Green Development Strategy and Stage One Development Standards and Mississauga Water Quality Control Strategy.</u>
Ministry of Culture and Tourism	Appendix: Should include appendix with reference to the Old Port Credit Heritage Conservation Plan	Including reference to the Heritage Conservation Plan would provide direction regarding preferred building construction / alteration	Reference to Port Credit Heritage Conservation Plan should be included; however, appropriate location is at beginning of the Guide which outlines other documents that have to be reviewed.	109	That the last sentence in Section 1.1 How to Read the Built Form Guide, be revised to read: In addition, there may be other City initiatives and directions such as <u>Urban Design Guidelines, Old Port Credit Heritage Conservation Plan, Green Development Strategy</u> , which need to be consulted.
Other Comments					
Public	Entire Plan	Need to preserve unique characteristics and prevent Port Credit from becoming just another condo / high rise conglomeration. Intensification should not be rationale for destroying neighbourhood.	Local Area Plan directs growth to the Community Node and Neighbourhoods are intended to be stable. New development does not have to mirror existing development, but needs to consider the character of the area.	110	No action required.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
Michael Spaziani, speaking as an interested citizen	Schedule 2A and 2B Community Node and Neighbourhood Heights Section 10: Desirable Urban Form	On corridors that contain commercial uses the cost of land acquisition distorts development viability if heights are limited to 2-4 storeys. The plan should establish height whereby underground parking may be considered which is 6-8 storeys.	<p>The cost to acquire a property should not be the determining factor in establishing appropriate development for a site.</p> <p>Heights should reflect vision for the precinct, role it plays in the urban structure of the City's Official Plan, and surrounding context.</p> <p>Commercial, mixed-use, and live-work units that are between 2 and 4 storeys are possible development options for Lakeshore Road. Adding a floor to existing single or two storey buildings also represent potential development opportunity that can be accommodated within the Local Area Plan.</p> <p>Requests for additional height can be reviewed in detail through an Official Plan Amendment.</p>	111	No action required.
Michael Spaziani, speaking as an interested citizen	Entire Local Area Plan	Do not want a Local Area Plan where every application heads to the Ontario Municipal	The intent of the Local Area Plan is to achieve a built form that best reflects the policies of the Official Plan and the Vision for Port Credit. The extent to	112	No action required.

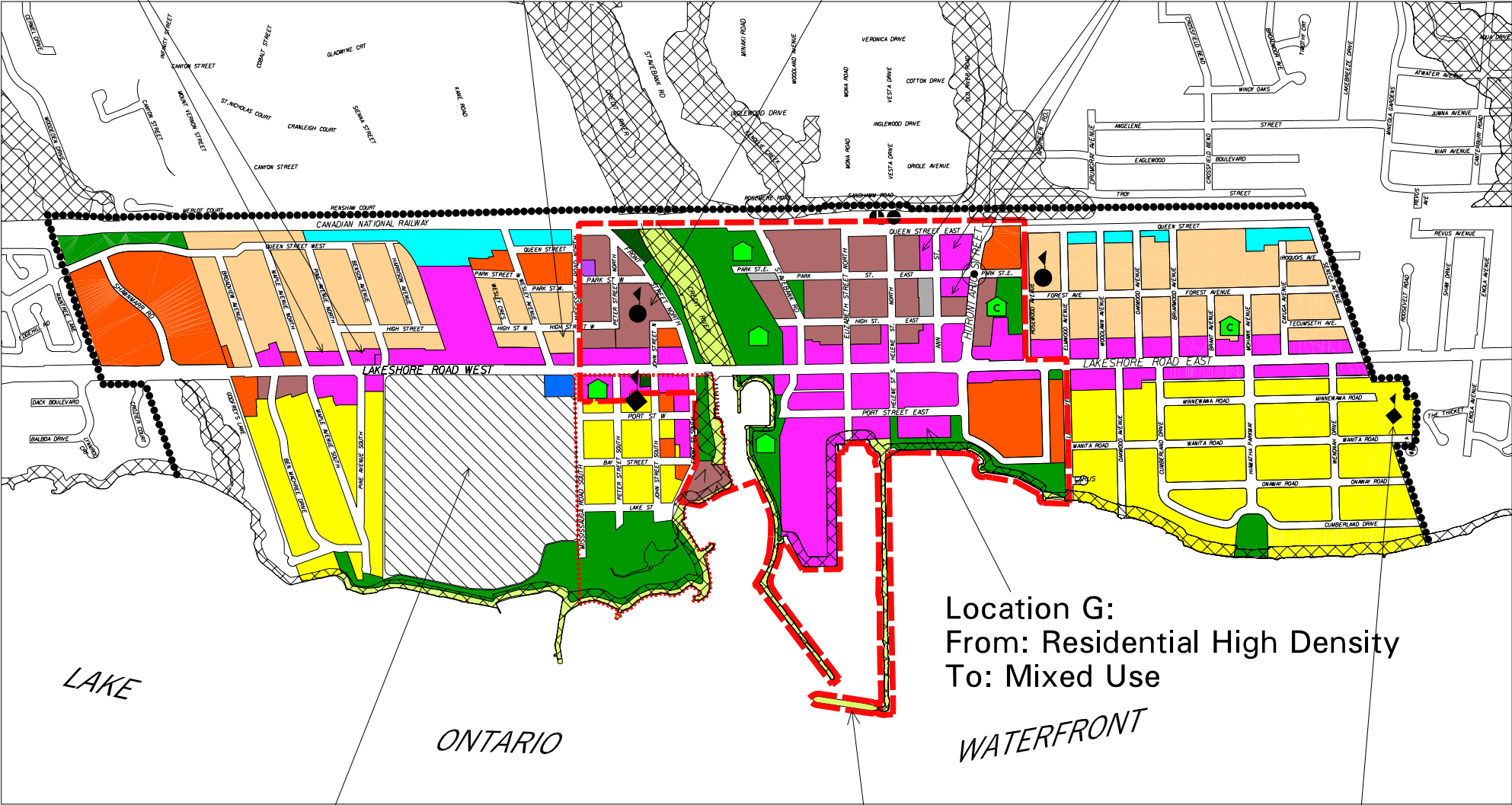
Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
		Board because it does not strictly comply with this Plan.	<p>which developers propose aggressive heights and the potential for appeal to the Ontario Municipal Board can still occur even if heights were raised.</p> <p>An Official Plan Amendment process allows for detailed review and discussion about how a proposal would not adversely impact the overall intent, goals, objectives and policies of the plan. Requiring and Official Plan Amendment does not necessitate an appeal to the Ontario Municipal Board.</p>		
<p>Note:</p> <ul style="list-style-type: none"> (1) Table excludes edits related to the renumbering of policies, grammar, spelling, titles, symbols, photo changes, and minor changes that provide clarity and do not affect the intent of the policy. (2) Words underlined represent additions to the policies and words crossed out represent deletions. (3) Reference to “Public” under the table heading Respondent, represents comments provided at the public open house, or submitted to the City. (4) The Built Form Guide includes excerpts from the Local Area Plan policies. Where those policies have been modified as a result of comments summarized in this table, the excerpts in the Built Form Guide have also been changed. In order to reduce repetition, this table has not repeated the changes when discussing changes to the Built Form Guide. 					

Location A:
From: Residential Medium Density
To: Mixed Use

Location C:
From: Residential High Density
To: Residential Low Density II

Location D:
From: Residential Medium Density
To: Residential High Density

Location E:
From: Residential High Density
To: Mixed Use



- LAND USE DESIGNATIONS
- Residential Low Density I
 - Residential Low Density II
 - Residential Medium Density
 - Residential High Density
 - Mixed Use
 - Convenience Commercial
 - Motor Vehicle Commercial
 - Business Employment
 - Public Open Space
 - Private Open Space
 - Greenbelt
 - Utility
 - Special Waterfront

- LAND USE LEGEND
- Community Node Boundary
 - Heritage Conservation District
 - Natural Hazards
 - Public School
 - Catholic School
 - Community Facilities
 - Local Area Plan Boundary

Notes:

Excludes any redesignations originally proposed in the January 2012 draft that have not been carried forward based on further review.

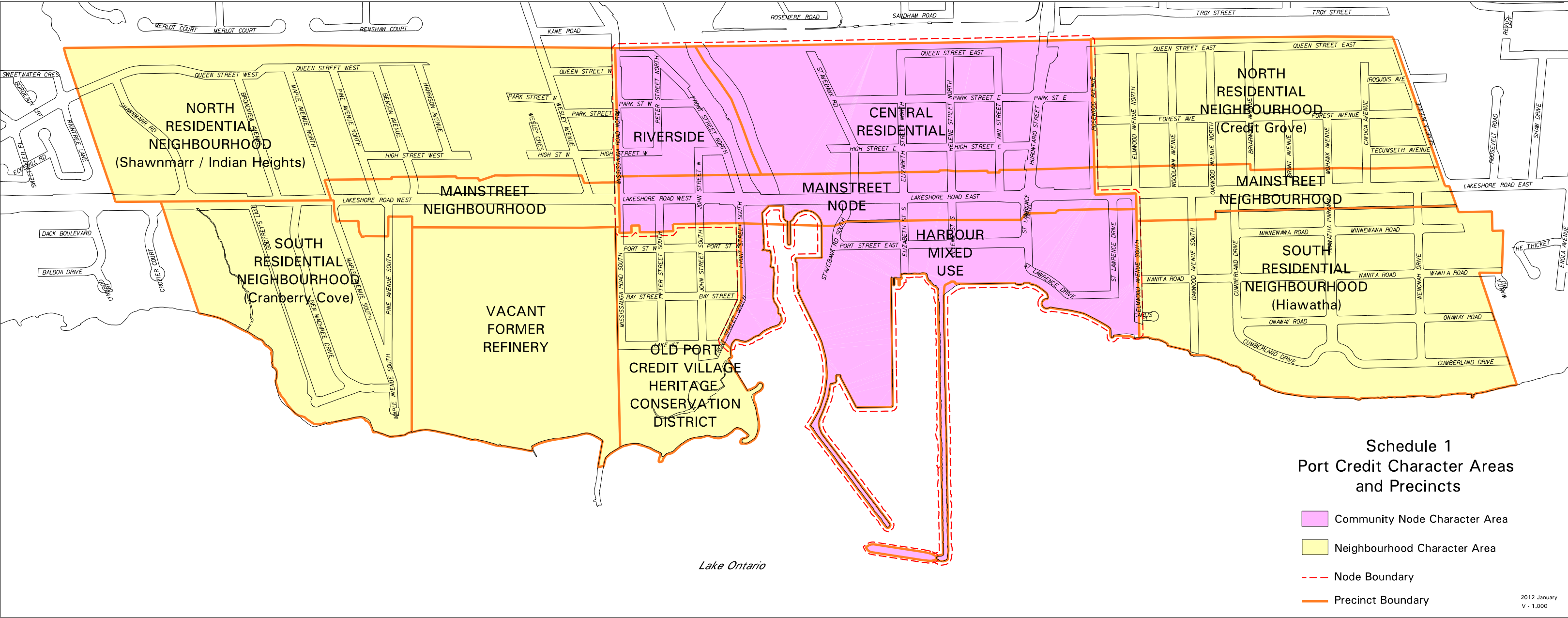
Excludes any redesignations associated with development applications that have not completed the statutory appeal period.

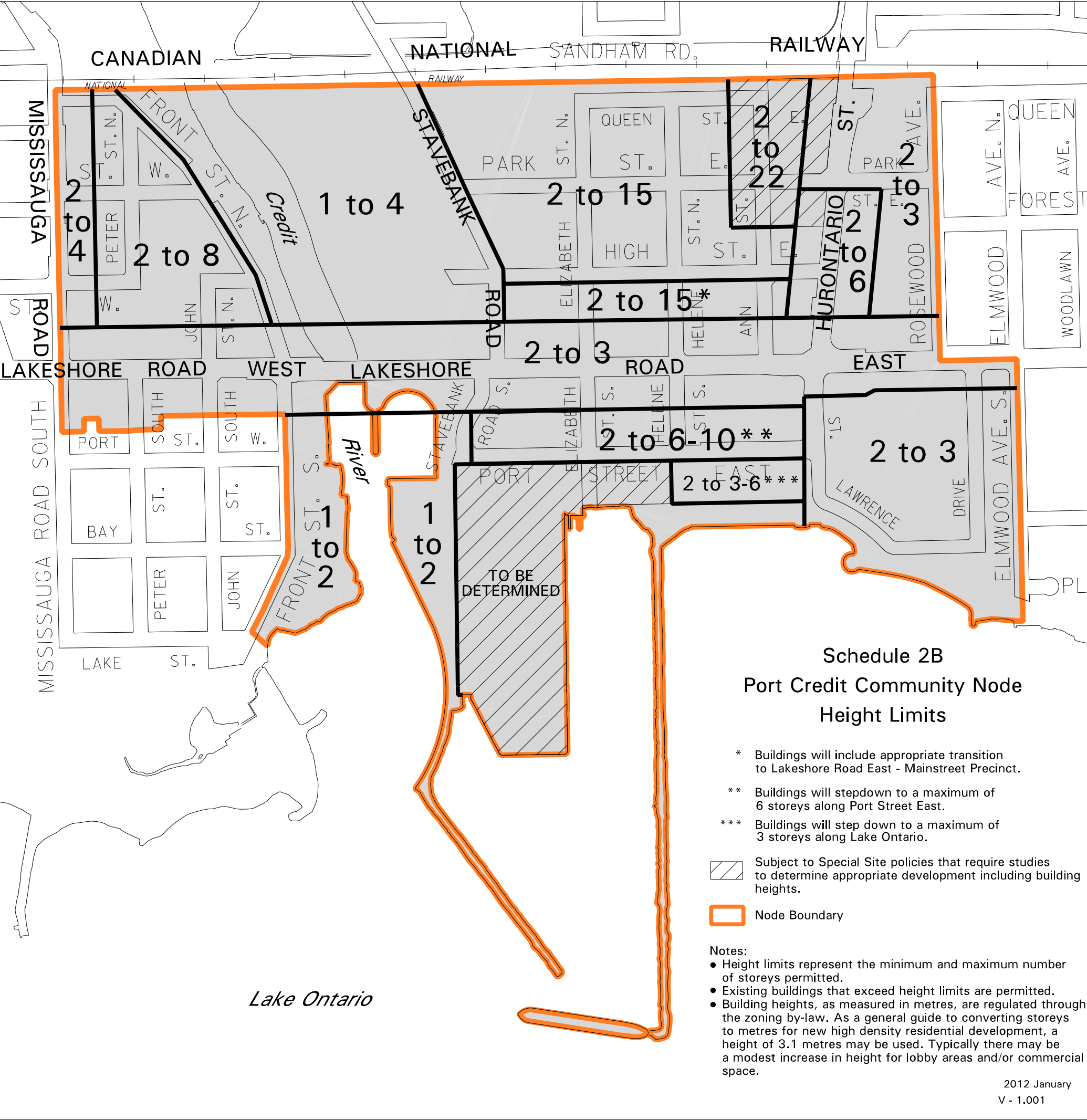
Summary of Proposed Redesignations and Modifications to Schedule 10 Land Use Designations (Mississauga Official Plan)

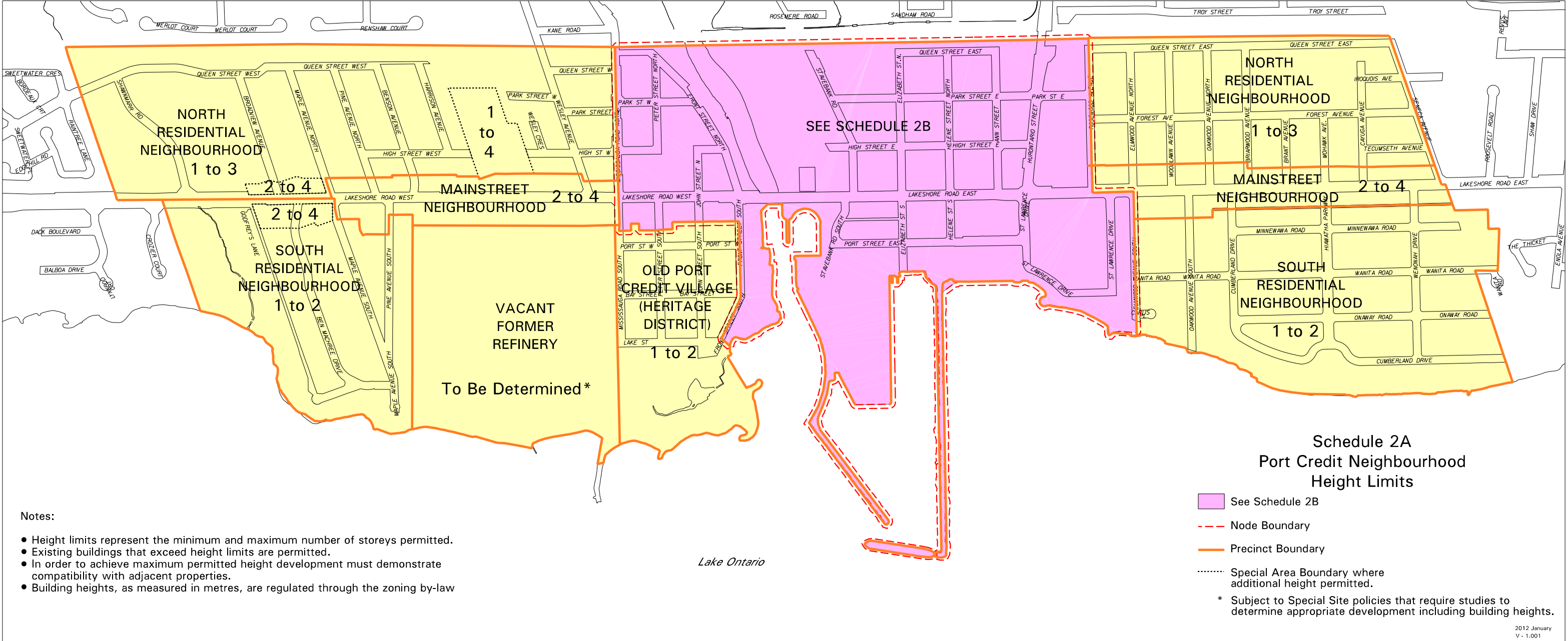
Location B:
From: To Be Determined
To: Special Waterfront

Location F:
From: Lake Ontario
To: Greenbelt (with Ridgetown breakwater being added)

Location H:
From: Public School Ownership
To: Catholic School Ownership

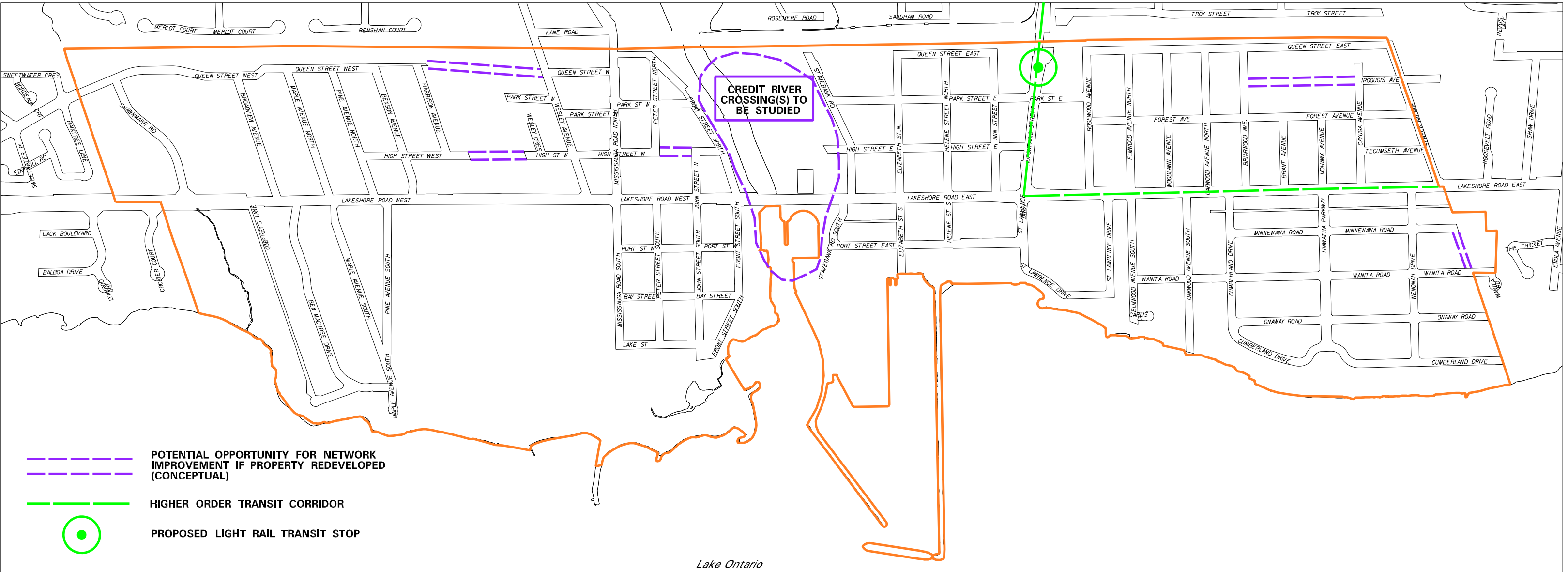






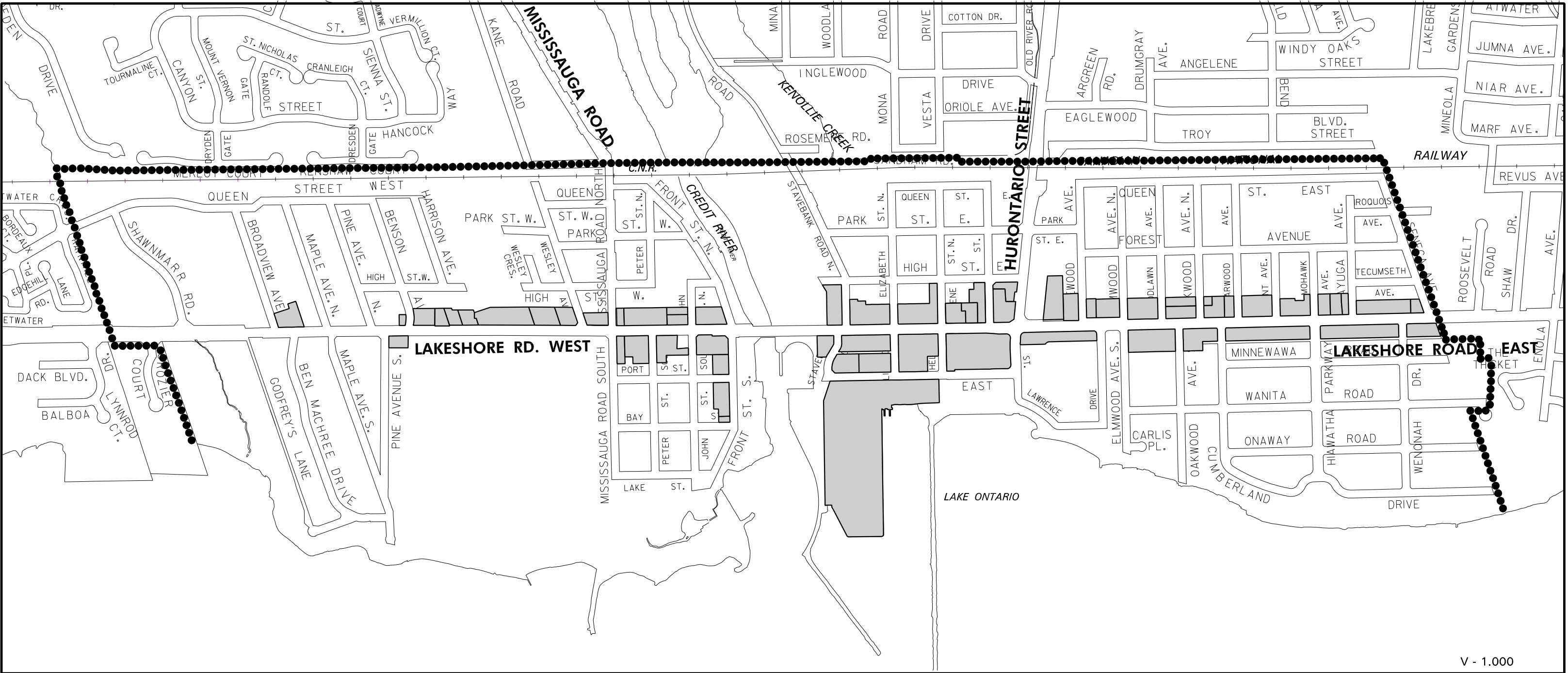
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Potential Opportunities for Road Network Improvements and Higher Order Transit



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