

# Port Credit Local Area Plan

# 1 Introduction

Mississauga Official Plan (the Plan) consists of a principal document and a series of local area plans, provided under separate cover. The Port Credit Local Area Plan (this Area Plan) provides policies for lands in south central Mississauga, as shown on Figure 1. It includes lands identified in the City Structure as Neighbourhood as well as general directions for lands part of the Port Credit and the Port Credit West Village Growth Nodes. Specific policies related to the Port Credit and the Port Credit West Village Growth Nodes are found in Chapter 14 of the principal document.

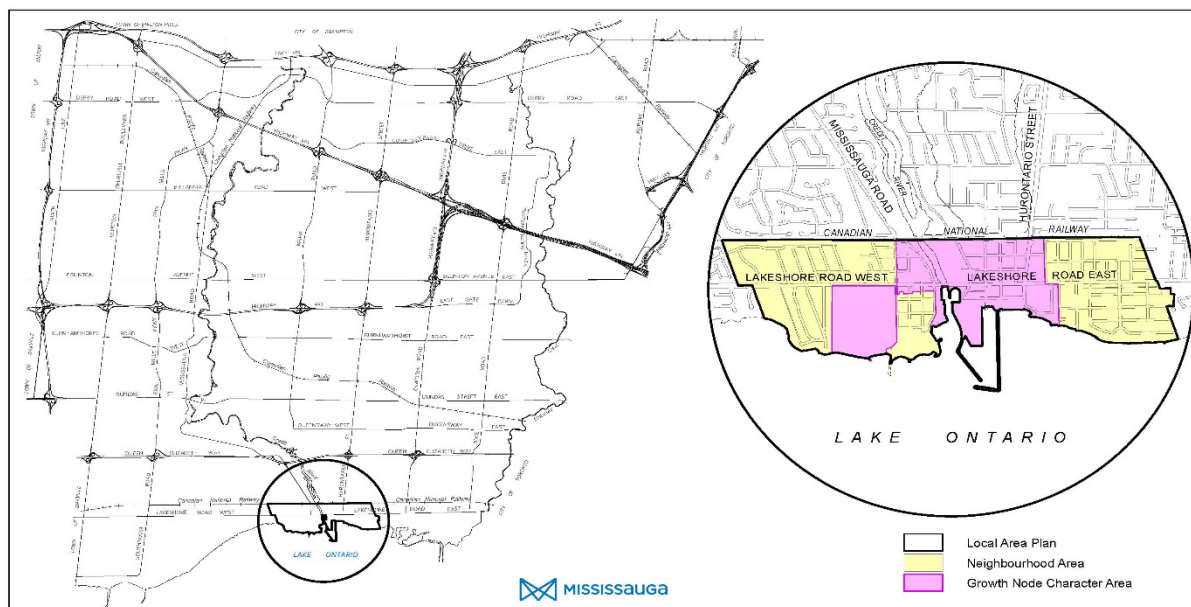


Figure 1. Port Credit is located in south central Mississauga and includes areas identified in the City Structure as Growth Nodes and Neighbourhood. (c. City of Mississauga)

This Area Plan must be read in conjunction with the principal document. Policies, schedules and the appendices of the principal document, are applicable to the Port Credit area, unless modified by this Area Plan. The policies of this Area Plan must be read in conjunction with the **Major Transit Station Areas** policies in Part 2 of the principal document where they apply. In

the event of a conflict, the **Major Transit Station Areas** policies take precedence, where applicable. This Area Plan takes precedence for the remainder of the policies.

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

Found under a separate cover, the Port Credit Built Form Guide is to be used during the review of development applications. This Guide is not part of this Area Plan; however, it demonstrates how the urban form policies can be achieved.

## 2 Context

Port Credit has a long history of habitation traced back to before the arrival of settlers. Archaeological evidence suggests that **Indigenous Peoples** were attracted to the Credit River Valley over a period of thousands of years, and by the 1700's the Anishnaabe peoples, who came to be known as the Mississaugas of the Credit, were living by the mouth of the Credit River. In the 1720s, French Fur traders exchanged goods with the Anishnaabe peoples, 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 exercise 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. Port Credit was incorporated as a town in 1961 and amalgamated into the City of Mississauga in 1974.

Currently, The Port Credit community is anchored by 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 high-rise buildings centrally located near the GO transit station, mid and high-rise buildings along Lakeshore Road (east and west) and around the harbour area, as well as low-rise areas characterized by tree-lined streets designed in grid patterns.

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**.

The Credit River is considered a warm water *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.

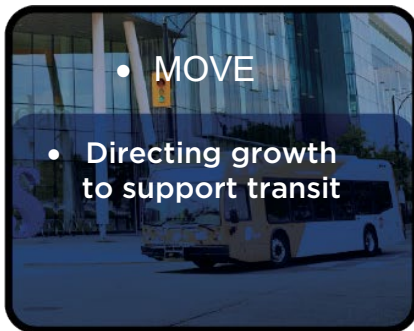
Port Credit is served by two arterial roads, Hurontario Street which runs north-south and Lakeshore Road which runs east-west. In addition, Mississauga Road which runs north-south and parallel to the Credit River is designated as a Major Collector and a **Scenic Route**. There is a GO transit station located on Queen Street East, west of Hurontario Street adjacent to the rail corridor. The terminus station of the Hazel McCallion Light Rapid Transit (LRT), also known as the Hurontario LRT, will be located on Hurontario Street, adjacent to the GO station. The GO and LRT station area is also a transfer point for MiWay routes

### 3 Vision

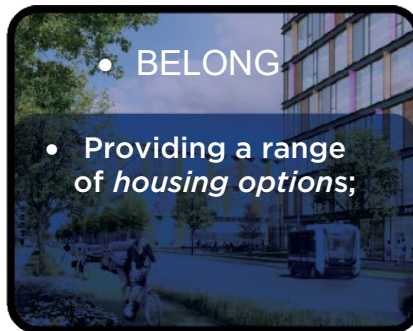
Port Credit is an evolving urban waterfront village with a mixture of land uses, a variety of densities, compact pedestrian and cycling friendly, *transit-supportive* urban forms, a significant public realm, public access to the waterfront and development that incorporates high quality built form.

Significant elements which give Port Credit its sense of place are to be maintained and enhanced, such as the main street village character along portions of Lakeshore Road (east and west), heritage buildings and landscapes, **community facilities**, 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.

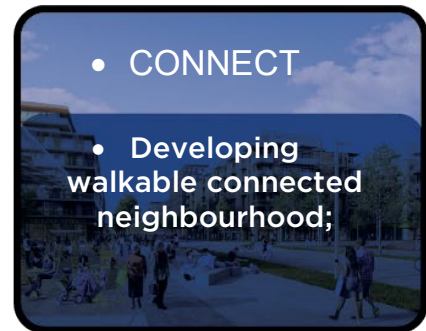
The Vision is intended to manage change to ensure an appropriate balance is maintained between growth and preservation of what makes Port Credit a place where people want to live, learn, work and play.



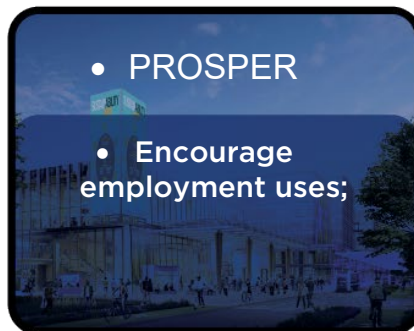
- MOVE
- Directing growth to support transit



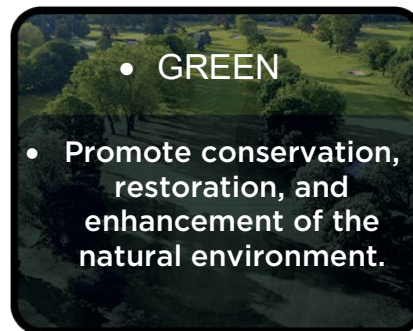
- BELONG
- Providing a range of housing options;



- CONNECT
- Developing walkable connected neighbourhood;



- PROSPER
- Encourage employment uses;



- GREEN
- Promote conservation, restoration, and enhancement of the natural environment.

## 4 Guiding Principles

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



4.1

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.



4.2

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.



4.3

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.



4.4

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



4.5

Balance growth with existing character by directing intensification to the Growth Nodes, along Lakeshore Road (east and west) and *brownfield sites*. Intensification and development will have regard for the identity and general building scale and setbacks of the surrounding context and Vision.



4.6

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.

## 5 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:

- a. Green System;
- b. Growth Nodes; and
- c. Neighbourhoods.

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

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

The amount of intensification will vary in accordance with the policies of this Area Plan and, where applicable, the **Major Transit Station Areas** policies in the principal document. The specific manner in which new development will be accommodated in the Growth Nodes (e.g. height and density) is subject to **Major Transit Station Area** policies where applicable, the policies of the principal documents and those of this Area Plan.

### 5.1 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 the Growth Nodes and Neighbourhood elements.

### 5.2 Growth Nodes Character Areas

The Growth Nodes, Port Credit and Port Credit West Village, represent the focus for the surrounding neighbourhoods. They exhibit many of the desirable characteristics intended for Growth Nodes, including 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.

### 5.3 Neighbourhoods Character Area (East and West)

Port Credit Neighbourhoods are areas outside of the Port Credit and the Port Credit West Village Growth Nodes. 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 provide a range of generally low-rise *housing options*, built

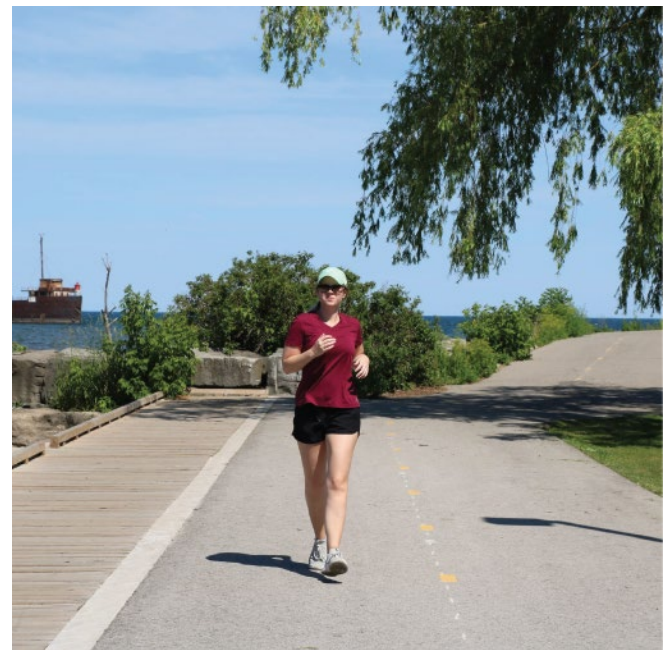


Figure 2. The Great Lakes Waterfront Trail provides a continuous multi-use connection along the waterfront of Lake Ontario, linking Mississauga to the neighbouring cities of Oakville and Toronto. (c. City of Mississauga)

forms and compatible uses such as local services that support *complete communities*. Infill or redevelopment is expected to occur along the Lakeshore Road corridor, commercial plazas and the Port Credit West Village Precinct.

New development in the Neighbourhoods does not necessarily have to mirror existing development types and densities, however, it will respect the planned context 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 Port Credit Growth 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.

5.3.1 Intensification will occur through modest infilling or redevelopment along Lakeshore Road corridor and commercial plazas.

5.3.2 Intensification will be sensitive to the existing building scale and context of the residential areas and the planned context of Lakeshore Road corridor.

## 6 Natural Environment

Schedule 2 of the principal document identifies the Natural System including Natural Areas and **Natural Hazards**.

Lands within the Port Credit Natural Heritage System perform an essential *ecological function* as they sustain biodiversity by providing habitat for plants and animals and they clean the air and water. **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, Port Credit West Village 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 Urban River valley.

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

6.2 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.

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

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

6.5 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.

6.6 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 Growth Node and Lakeshore Road corridor.

## 7 Cultural Heritage

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

- a. 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;
- a. Heritage Designations / Heritage Listings on the City's Heritage Register;
- b. Cultural Landscapes which include the Credit River corridor, Port Credit Pier Scenic View, and Mississauga Road **Scenic Route**; and
- c. Registered archaeological sites.

7.1 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.

## 8 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.

8.1 The Port Credit Growth Node and Lakeshore Road corridor are preferred locations for **community infrastructure**.

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

8.3 Creative enterprises that support the economy and create an engaging lively area year-round are encouraged to locate in the Port Credit Growth Node.

8.4 Mississauga will encourage partnerships and collaboration with the local community to further develop the cultural aspects of the Port Credit Growth Node.

8.5 Consideration will be given to include the Port Credit Growth Node and Neighbourhood Mainstreet Precinct in a Community Improvement Plan to guide development of the cultural infrastructure.



Figure 3. Lakeshore Road East, Port Credit Mississauga (c. *Visit Mississauga*).

## 9 Distinct Identity & Character

9.1 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.

9.2 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.

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

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

- a. Light Rail Transit along Hurontario Street;
- b. redevelopment of the GO Station parking lot; and



Figure 4. The Port Credit Harbour represents an important destination within Mississauga’s waterfront. (c. *City of Mississauga*)

- c. redevelopment along the Lake Ontario and Credit River shorelines, including the Port Credit marina.

## 10 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.

10.1 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.

10.2 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.

10.3 The Mississauga waterfront parks are a significant element of the Port Credit Character. Planning for the waterfront parks system will be guided by the City's Waterfront Parks Strategy.

## 11 Transportation and Complete Streets

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.

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 the impacts of significant additional development in Port Credit.

*Transportation system* improvements identified for Lakeshore Road include Priority Bus service, with a two-kilometre portion along Lakeshore Road East being planned for a dedicated Bus Rapid Transit line. A Complete Streets approach to planning will also improve the corridor to support *active transportation*.

Central to Port Credit is Hurontario a *higher order transit* corridor with Light Rail 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.

11.1 The street 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.

11.2 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.

11.3 The proposed LRT stop in Port Credit represents 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.

11.4 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.

11.5 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.

11.6 Mississauga will work with the Province to develop a *multimodal* plan for the Queen Elizabeth Way / Lakeshore Road corridor that addresses regional and local transportation needs and property impacts.

11.7 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).

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

11.9 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.

11.10 Improvements to the road network and *active transportation* routes that provide connectivity and a fine-grained network through Port Credit 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:

- a. High Street West between Harrison Avenue and Wesley Avenue;
- b. High Street West between Peter Street North to John Street North;
- c. Iroquois Avenue, from Cayuga Avenue to Briarwood Avenue;
- d. extension of Minnewawa Road southerly to connect with Wanita Road; and
- e. 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.

11.11 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.

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

## 12 Urban Form

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

- a. Port Credit Growth Node Character Area: This Character Area has been further subdivided into the following precincts:
  - i. Central Residential;
  - ii. Mainstreet Node;
  - iii. Harbour Mixed-Use; and
  - iv. Riverside.
- b. Neighbourhood Character Area: This Character Area has been further subdivided into the following precincts:
  - i. Old Port Credit Village Heritage Conservation District;
  - ii. North Residential Neighbourhood;
  - iii. South Residential Neighbourhood; and
  - iv. Parts of the Mainstreet Neighbourhood.
- c. Port Credit West Village Growth Node Character Area: This Character Area has been further subdivided into the following precincts:
  - i. Parts of the Mainstreet Neighbourhood.
- d. The locations of these precincts are shown on Map 1: Port Credit Character Areas and Precincts; and
- e. Development will be guided by the Port Credit Built Form Guide.

### 12.1 General Policies

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

12.1.2 Heights in excess of the limits identified on Map 2A within Neighbourhood Character Areas 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.

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

12.1.4 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.

## 12.2 Neighbourhood Character Area

The Neighbourhood Character Area represents predominantly residential areas where development will continue to have regard for the existing planned context. Future development will generally be through moderate infilling within the Lakeshore Road (east and west) Mainstreet Neighbourhood Precinct and, the existing commercial plaza.

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, redevelopment of the large *brownfield site*).

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

- a. to ensure development is sensitive to the existing low-rise context;
- b. 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;
- c. to appropriately balance the constraints associated with both the Canadian National Railway line and adjacent residential uses;
- d. to recognize the former refinery site as an important location along the waterfront that requires special attention; and
- e. to recognize the Old Port Credit Heritage Conservation District.

### 12.2.1 General Policies

12.2.1.1 **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.

### 12.2.2 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.

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

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

### 12.2.3 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 Port Credit Growth Node, between the railway line and the neighbourhood mainstreet area along Lakeshore Road West and East. These predominately residential areas will be maintained while allowing for infill which is compatible with and enhances the built form of the area.

12.2.3.1 The predominant characteristics of these areas will be maintained 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.

12.2.3.2 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.

12.2.3.3 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.

12.2.3.4 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; and
- e. provide a **streetscape** that is compatible with adjacent neighbourhoods.

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

#### 12.2.4 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 Growth Nodes, between Lakeshore Road West and East and the waterfront. These predominately residential areas will be maintained while allowing for infill which is compatible with and enhances the built form of the area.

12.2.4.1 The predominant characteristics of these areas will be maintained 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.

12.2.4.2 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.

### 12.2.5 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.

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

12.2.5.2 The assembly of adjacent low-rise residential land, within the Neighbourhood Character Area, 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.

## 13 Land Use Designations

This section provides additional policy direction on the permitted land uses within this Area Plan. Schedule 7: 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.

13.1 Notwithstanding the Residential Low-Rise 1, Low-Rise 2 and High-Rise policies of the Plan, the following additional use will be permitted:

- a. existing office uses.

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

- a. motor vehicle rental.

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

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

- a. commercial parking facility.

13.5 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. truck 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.

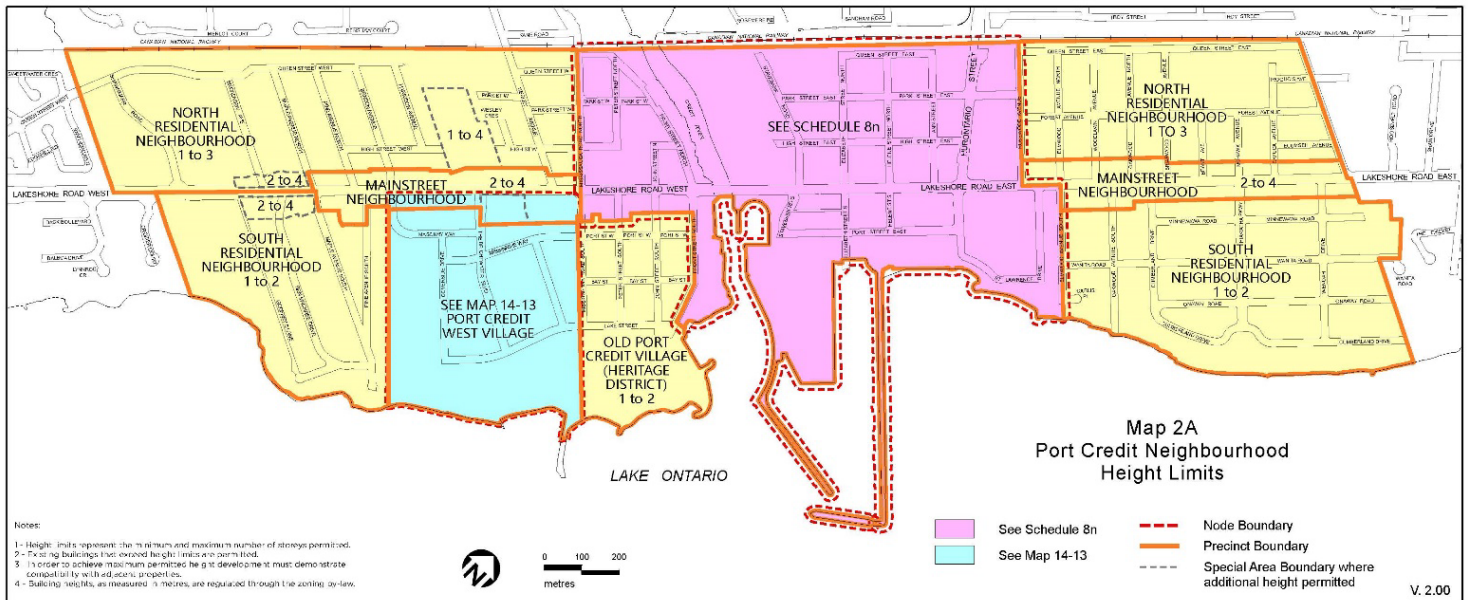
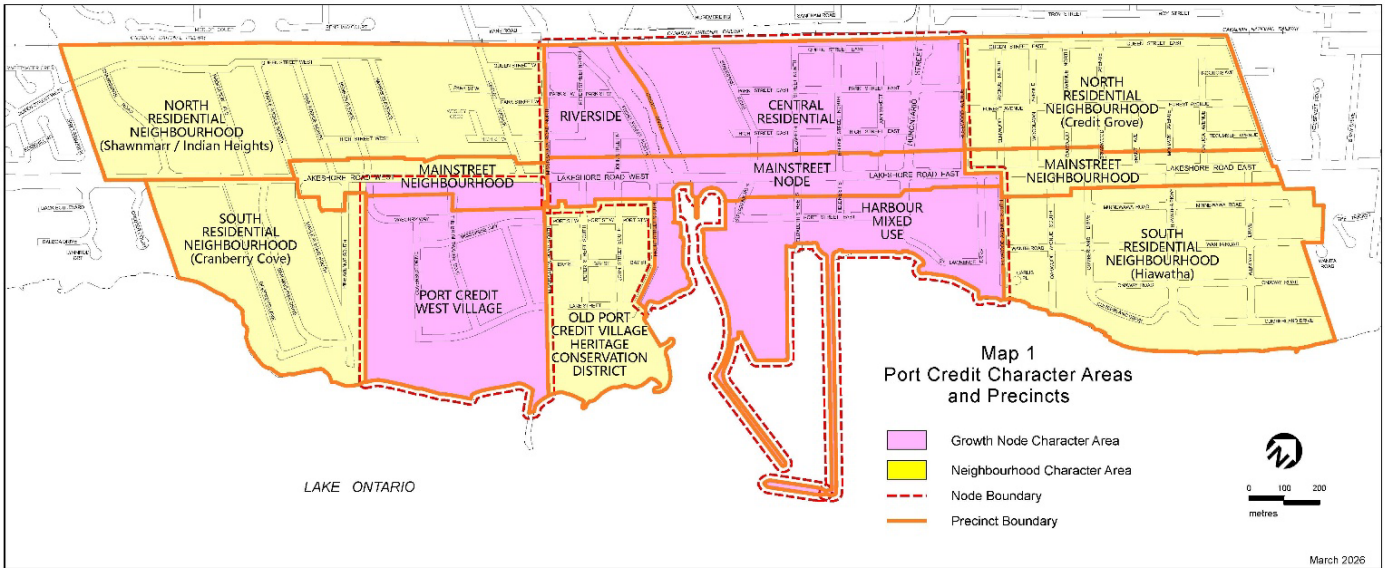
13.6 Notwithstanding the Business Employment policies of the Plan, the following policies apply:

- a. permitted uses will operate entirely within enclosed buildings.

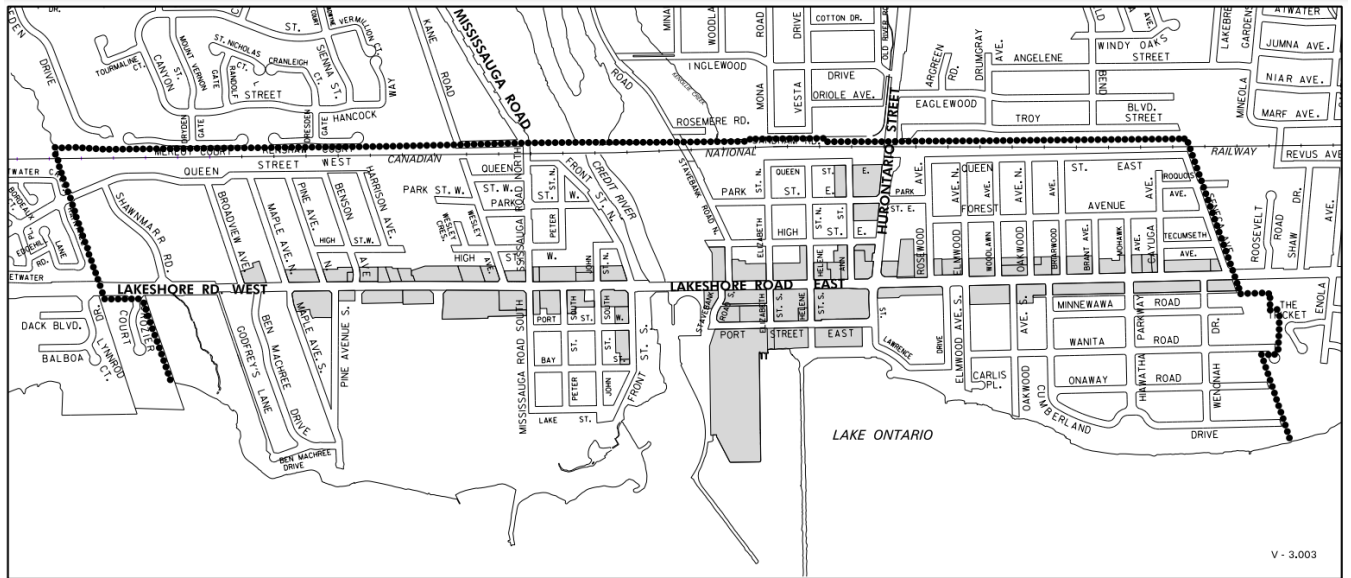
## 14 Implementation

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 prepare a Community Improvement Plan.



Notes:  
 1 - Height limits represent the minimum and maximum number of storeys permitted.  
 2 - Existing buildings that exceed height limits are permitted.  
 3 - In order to achieve maximum permitted height development must demonstrate compliance with additional requirements.  
 4 - Building heights, as measured in metres, are regulated through the zoning by-law.



V - 3.003

### MAP 3 – PORT CREDIT DRIVE-THROUGH PROHIBITIONS

LANDS DESIGNATED MIXED USE WHERE DRIVE-THROUGH FACILITIES ARE NOT PERMITTED

**MISSISSAUGA** Produced by  
 T&W, Geomatics