

# **APPENDIX 1**

## **BUILT FORM GUIDE**



## Appendix 1

# PORT CREDIT

## Built Form Guide

**DRAFT**  
January 2012





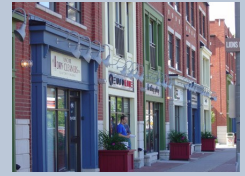
# Table of Contents



<b>1.0 Introduction .....</b>	<b>4</b>
<b>1.1 How to Read the Built Form Guide .....</b>	<b>4</b>
<b>1.2 Purpose.....</b>	<b>4</b>
<b>1.3 Port Credit Local Area Plan.....</b>	<b>5</b>
<b>2.0 Port Credit Community Node.....</b>	<b>6</b>
<b>2.1 Contextual Building Heights.....</b>	<b>8</b>
<b>2.2 Planned Building Heights.....</b>	<b>10</b>
<b>2.3 Community Node Precinct .....</b>	<b>12</b>
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>
<b>2.4 Built form.....</b>	<b>18</b>
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

<b>3.0 Port Credit Neighbourhoods.....</b>	<b>50</b>
<b>3.1 Contextual Building Heights.....</b>	<b>52</b>
<b>3.2 Planned Building Heights.....</b>	<b>53</b>
<b>3.1 Neighbourhood Precinct Areas.....</b>	<b>54</b>
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
<b>3.2 Built Form.....</b>	<b>62</b>
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
<b>4.0 Environmental Sustainability.....</b>	<b>70</b>



# 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:

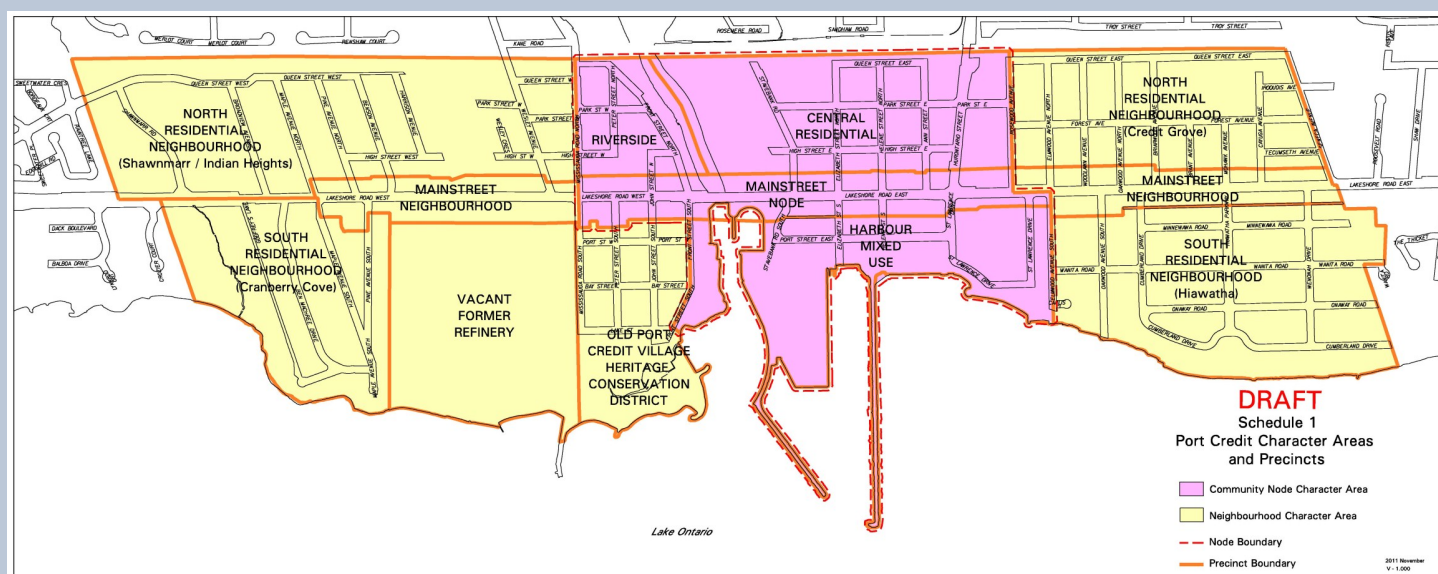
- Central Residential Area;
- Mainstreet Node;
- Harbour Mixed-Use; and
- Riverside.

### 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.

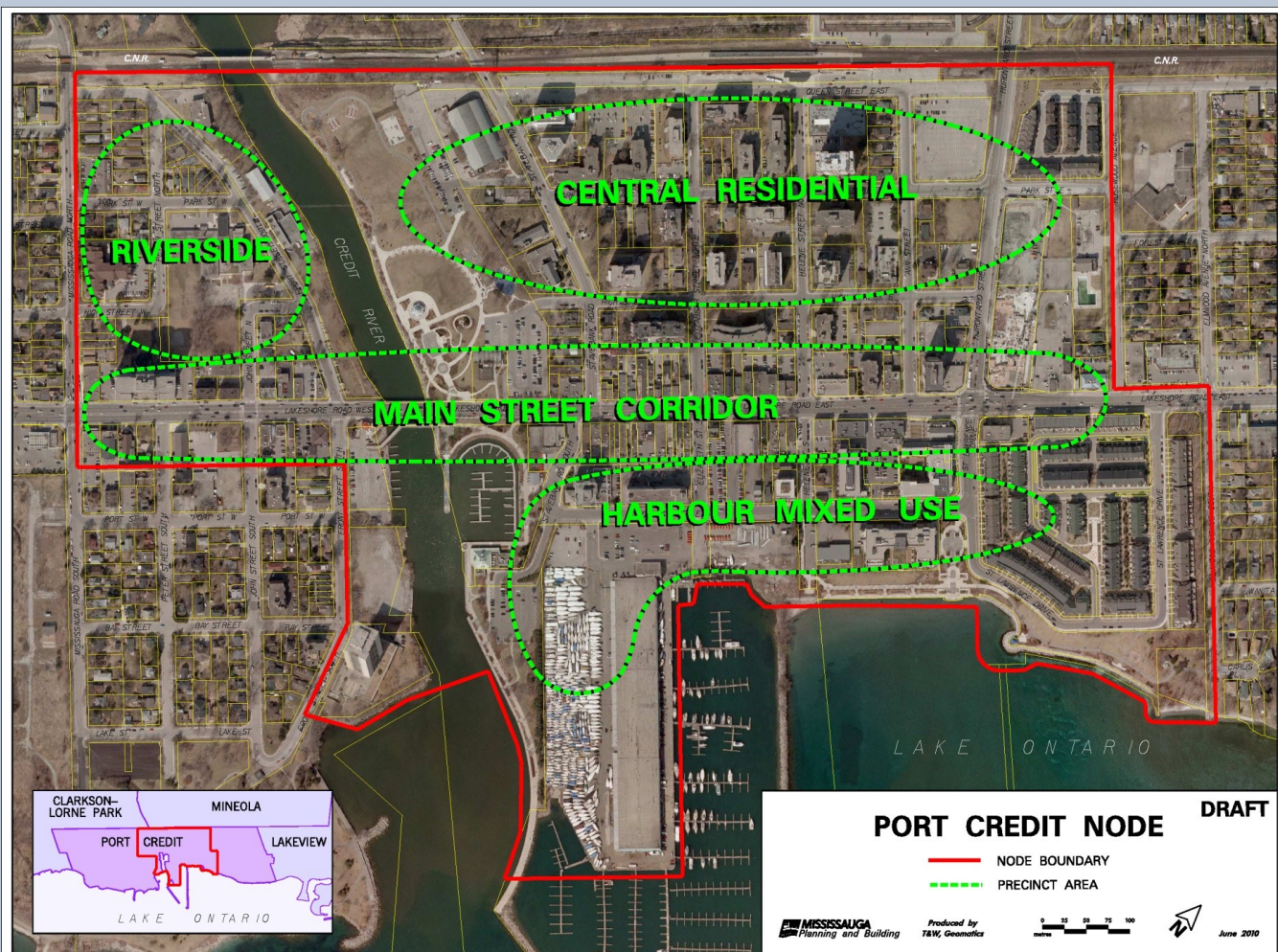


Figure B1—Port Credit Node Precincts



## 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

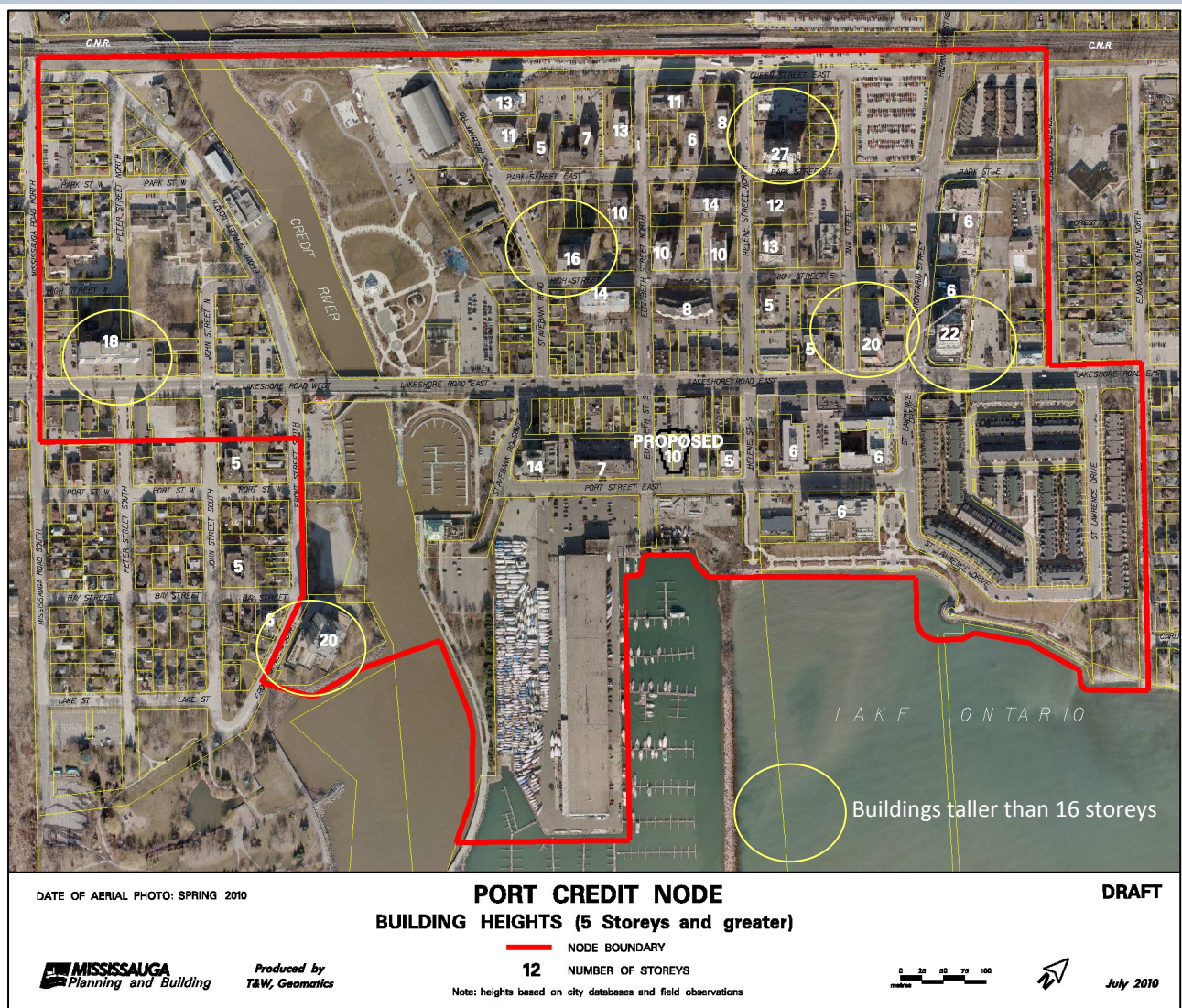


Figure B8 -Existing building heights in Port Credit



## 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

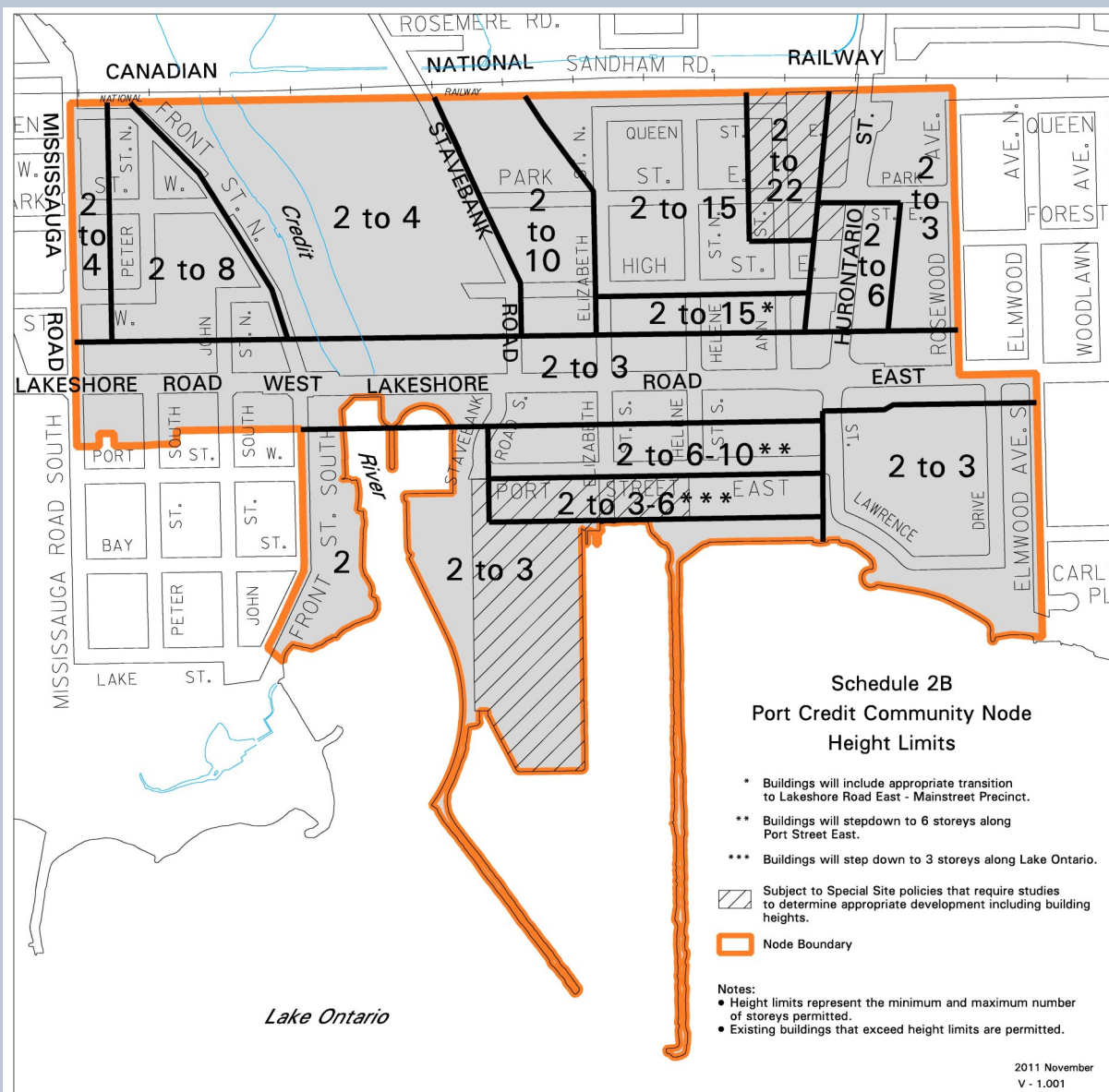
### 2.2 Planned Building Heights

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

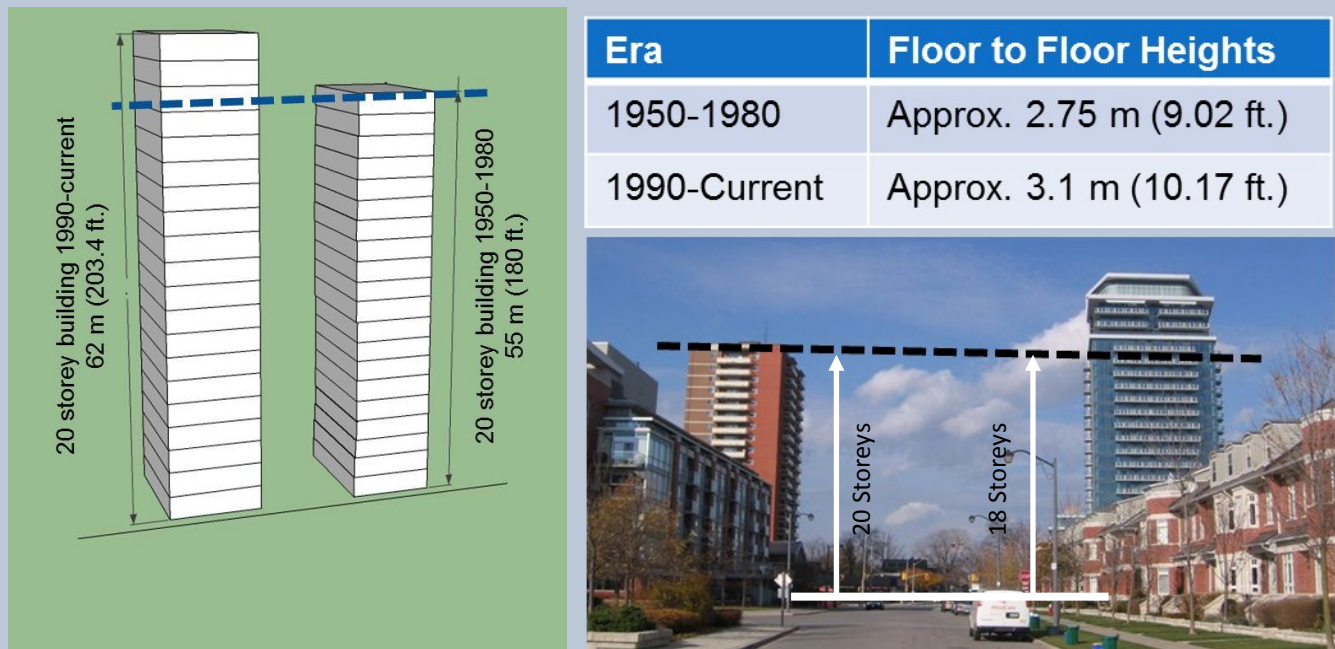


## 2.0 Port Credit Community Node

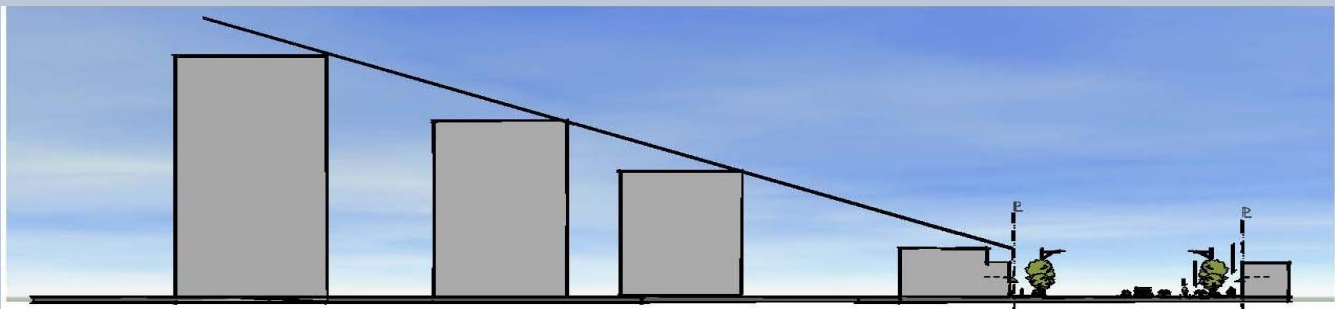
The maximum height in the Port Credit Community Node shall be 22 storeys which reflects existing building heights in the node and recognizes that 'Community Node' development should not be as high as "Major Nodes". As Community Nodes are intensification areas, all new buildings shall have a height of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

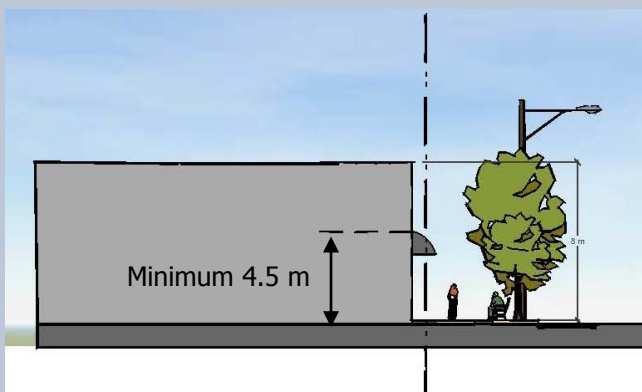
This Precinct includes part of Port Credits traditional mainstreet, which generally extends a half block north and south of Lakeshore Road. New developments along Lakeshore Road East shall be a minimum height of 2 storeys and 7.5 m is required for any new construction along the Mainstreet Corridor Precinct. 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.

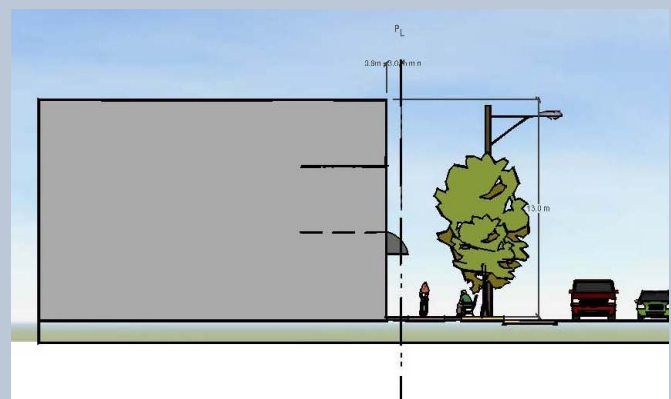
The minimum first floor height of a building along the Lakeshore Road East and West frontage shall be 4.5 m as indicated in Figure B24.

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

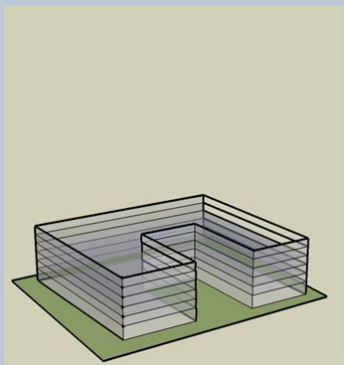
### 2.4 Built Form

#### 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

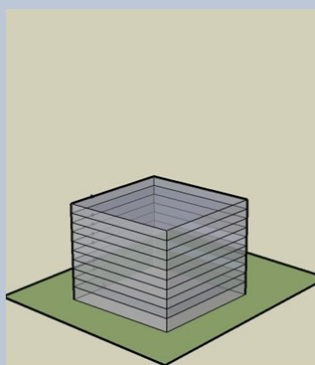
for greater design flexibility and to encourage continuous street wall conditions at the pedestrian level.

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



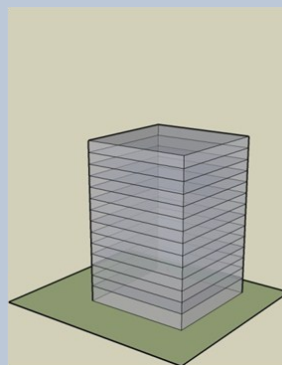
#### 6 Storeys

Floor plate determined by setback, open space and other development standards



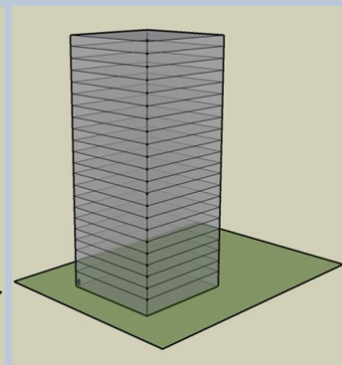
#### 7-10 Storeys

Maximum floor plate of 1200 m<sup>2</sup>



#### 11-15 Storeys

Maximum floor plate of 1000 m<sup>2</sup>



#### 16-22 Storeys

Maximum floor plate of 800 m<sup>2</sup>

**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 m<sup>2</sup>



## 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 m<sup>2</sup> to 1 350 m<sup>2</sup>.

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

### 7-10 Storeys

- Maximum floor plate of 1 200 m<sup>2</sup>

### 11-15 Storeys

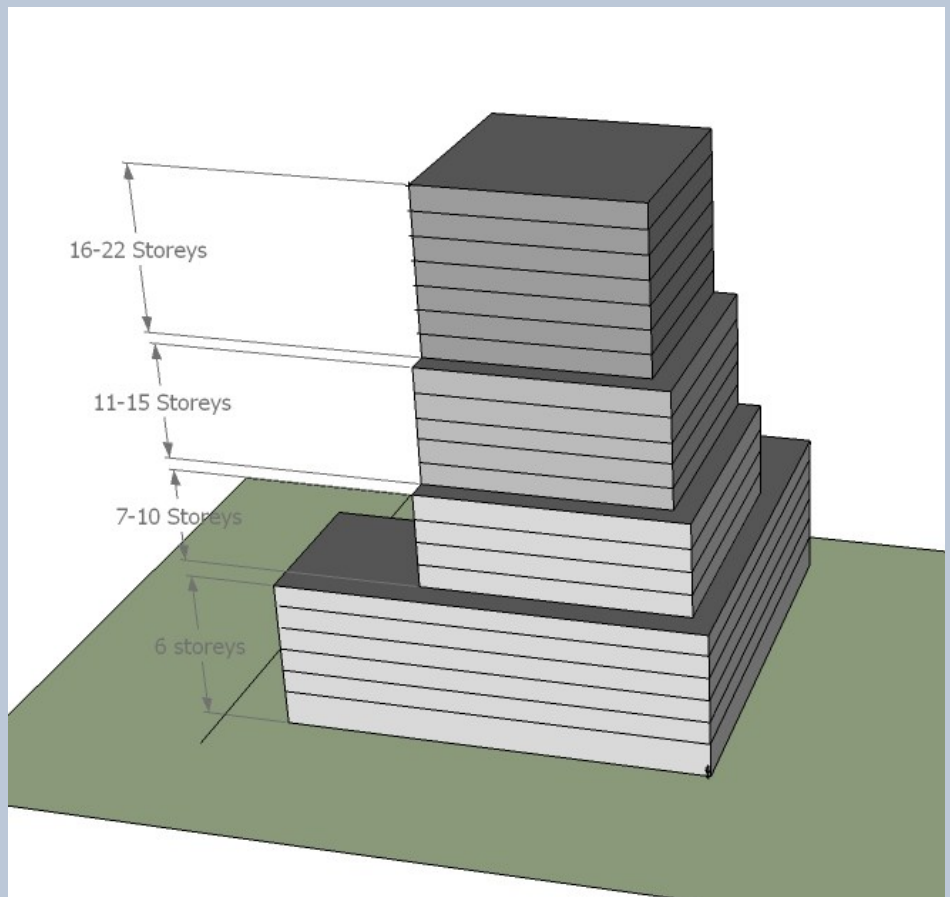
- Maximum floor plate of 1 000 m<sup>2</sup>

### 16-22 Storeys

- Maximum floor plate of 800 m<sup>2</sup>



**Figure B42** - Existing building in the Central Residential Precinct. Floor plate of 683 m<sup>2</sup>



**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.

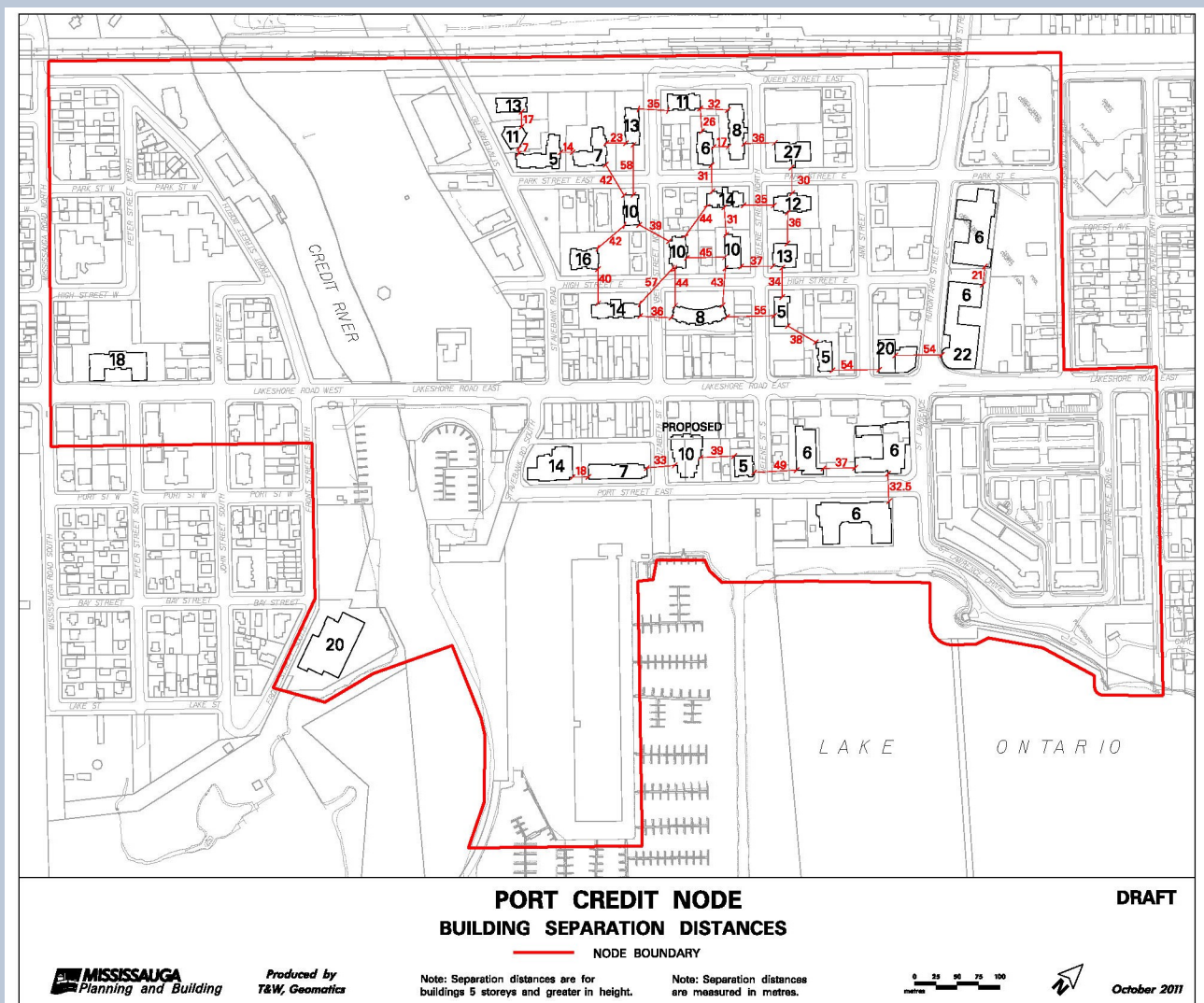
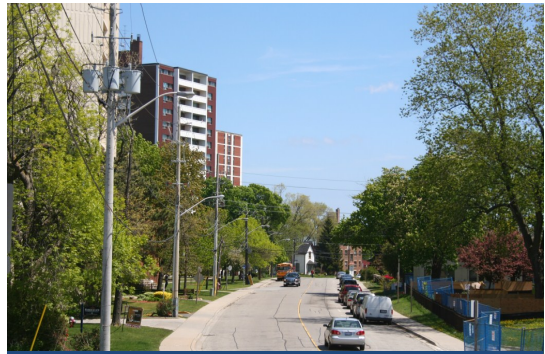


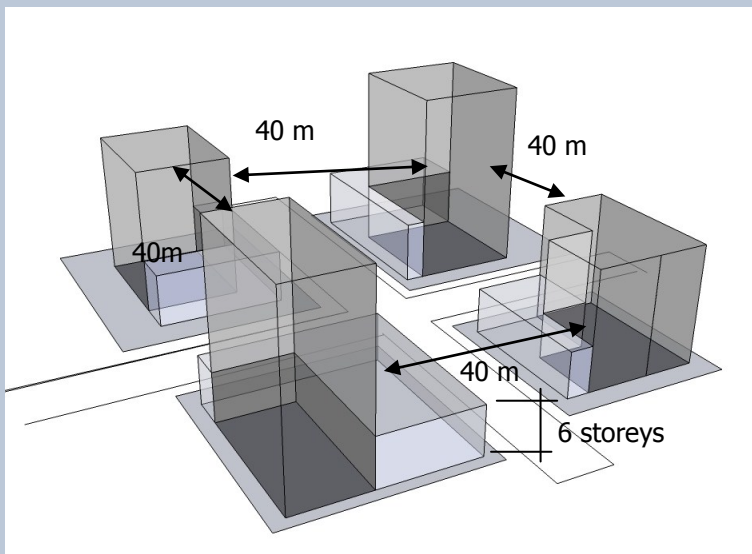
Figure B44 - Existing Building Separations



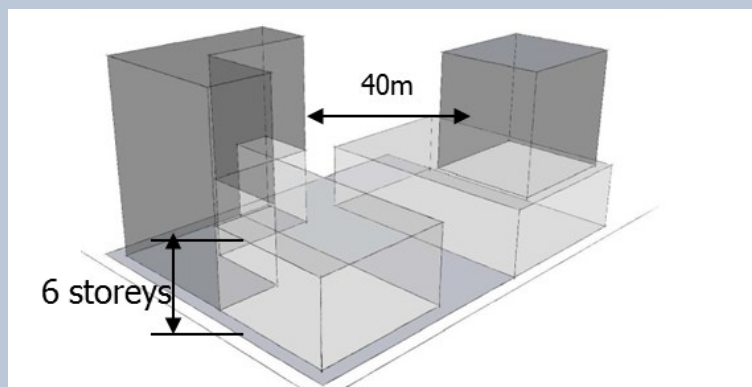
## 2.0 Port Credit Community Node



**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

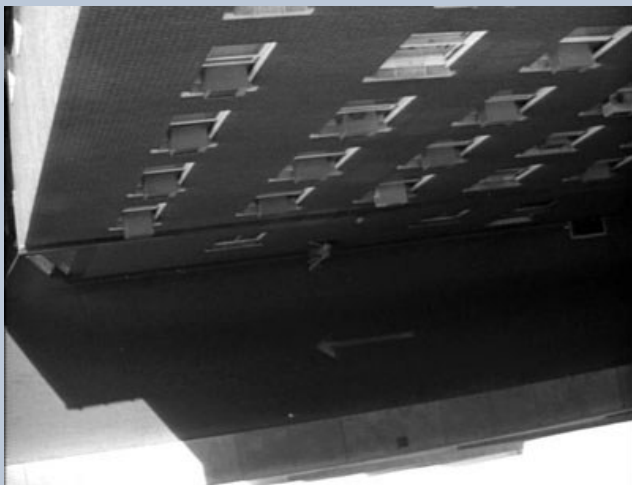
Tall buildings over 12 m can adversely effect the environmental quality of surrounding areas through the diversion of high speed winds and through the overshadowing of the adjacent public realm and residential buildings including public/private amenity spaces. The impact of both of these elements can 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](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.

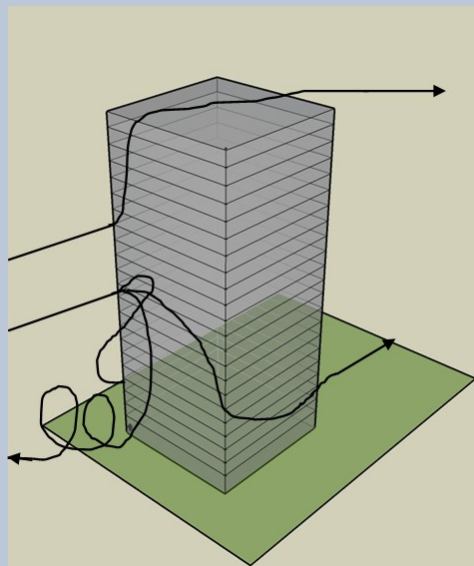
The evaluation will include conditions based on

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.

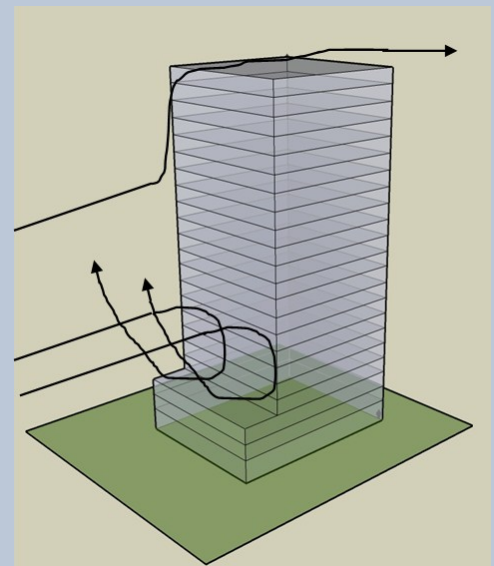
Areas will be considered appropriate for their intended use if microclimate/wind conditions are satisfied 80 % of the time.

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.

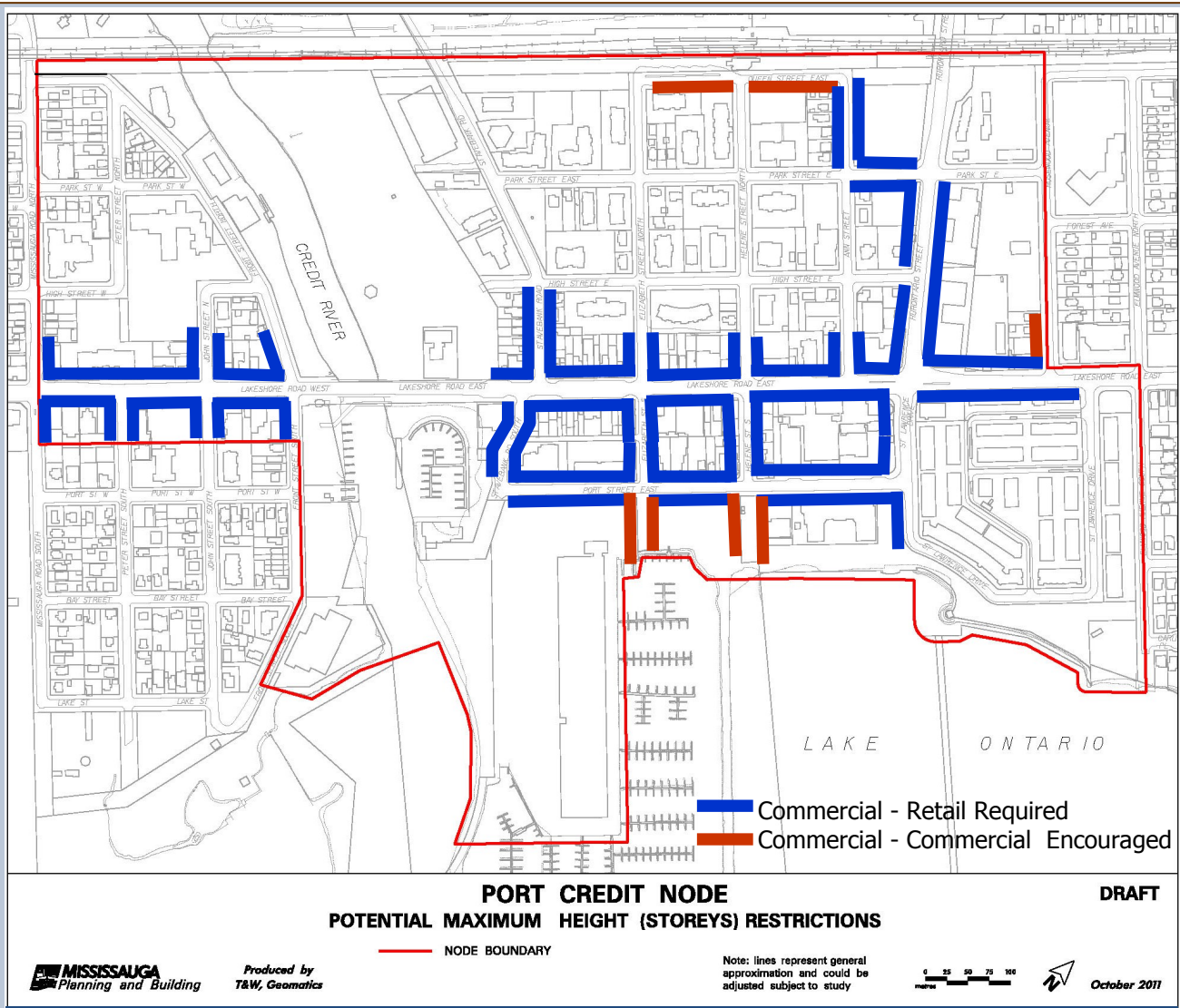


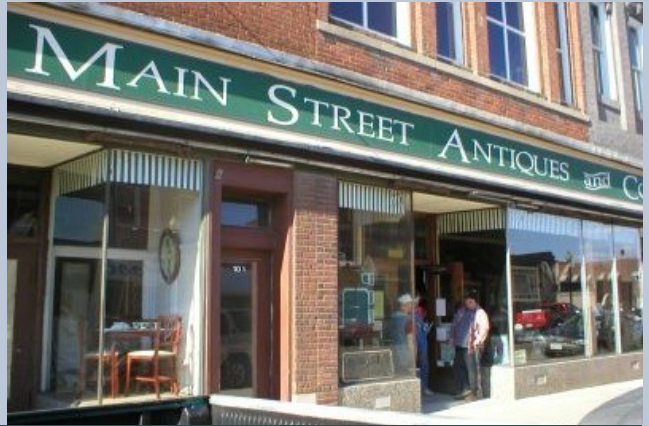
Figure B59 - At Grade uses in the Port Credit Node



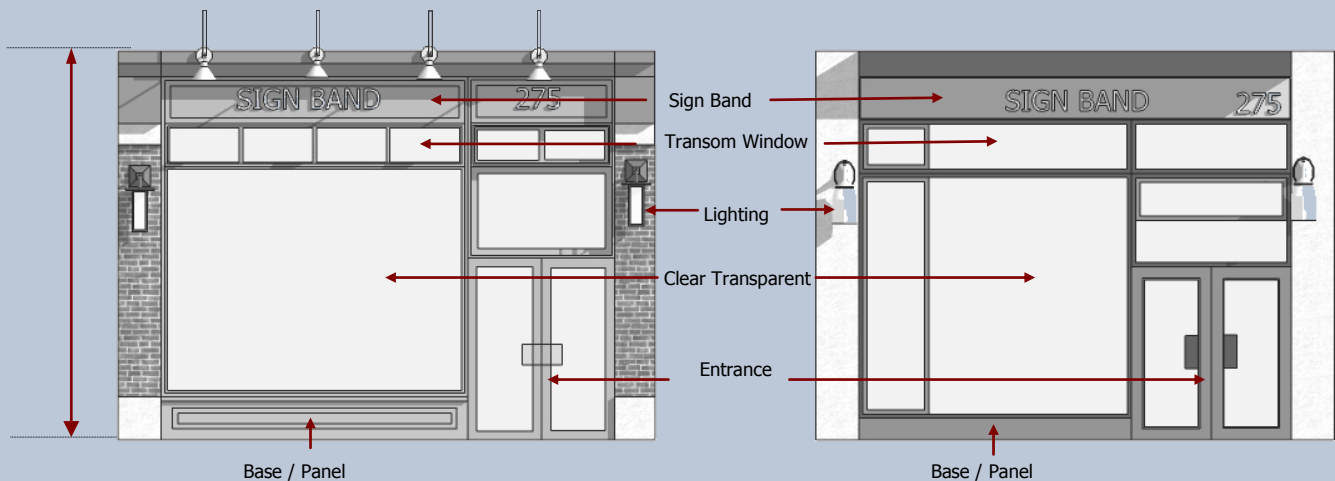
## 2.0 Port Credit Community Node

### 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.

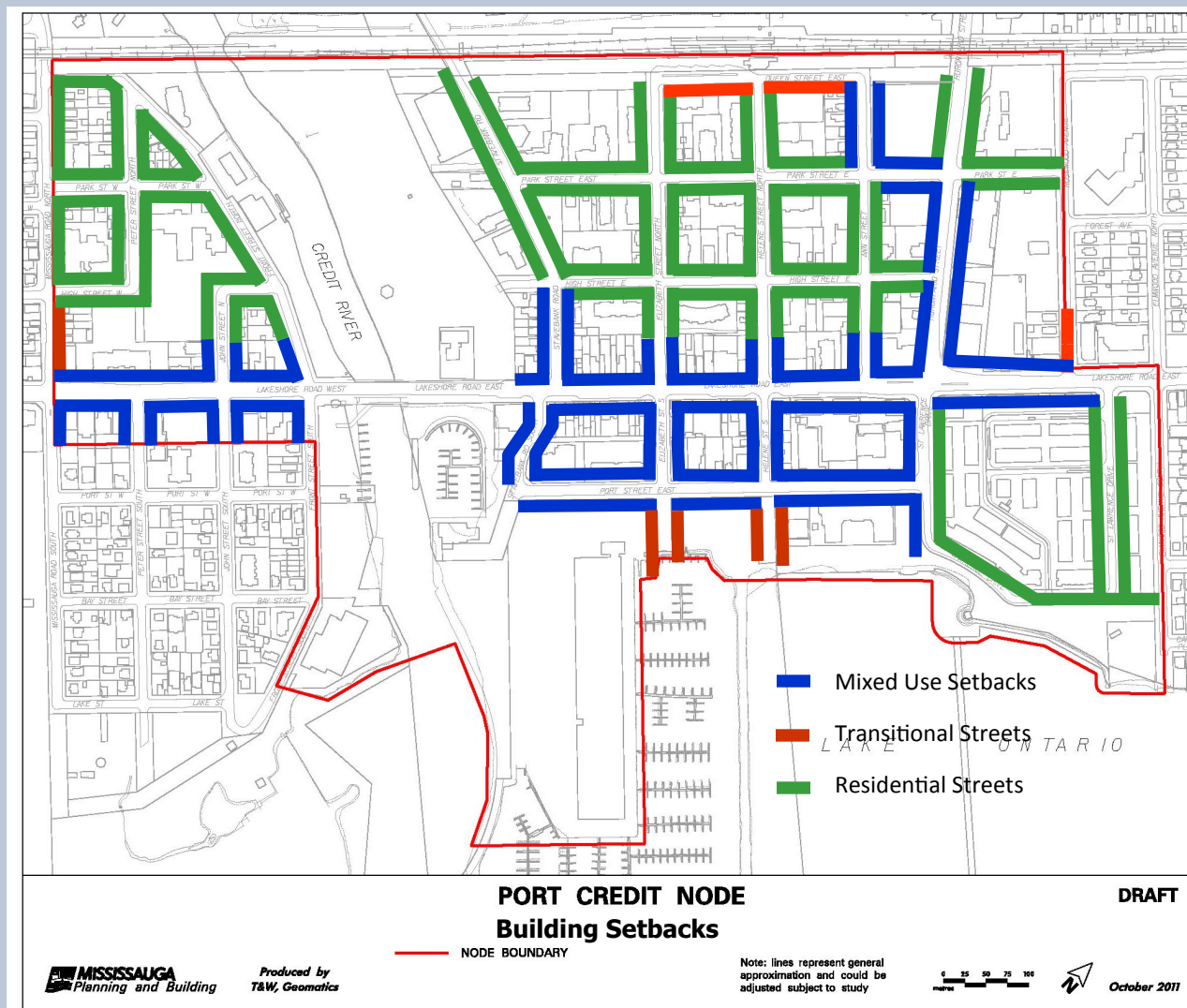


Figure B65 –Building setback Requirements



## 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.

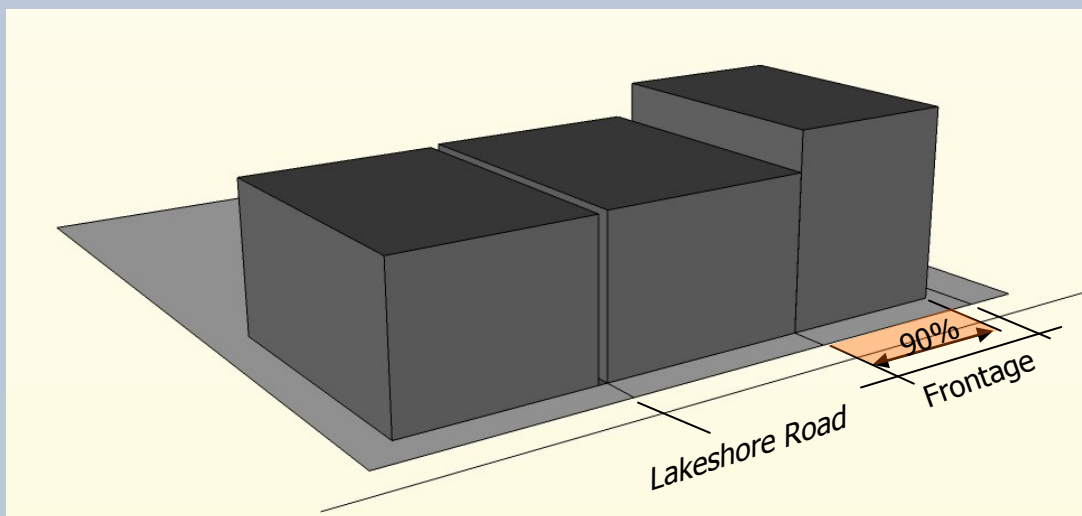
Buildings fronting onto streets that are required to have retail should be closely spaced with no driveway access points. Front doors shall face Lakeshore Road. A minimum of 90% of the building face shall front onto Lakeshore Road and



**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.

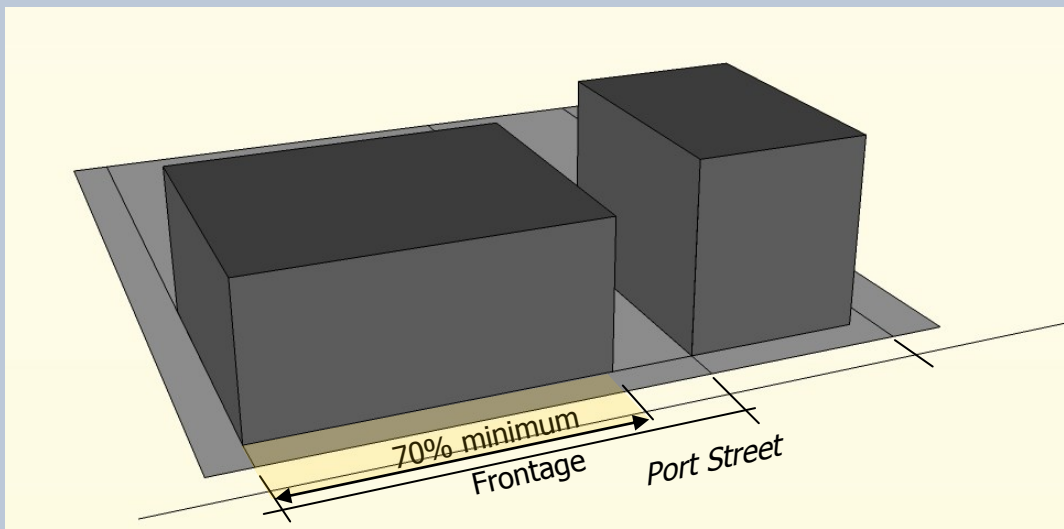
If residential units are proposed at grade, the building should be set back 4.5 m to 7.5 m.



**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

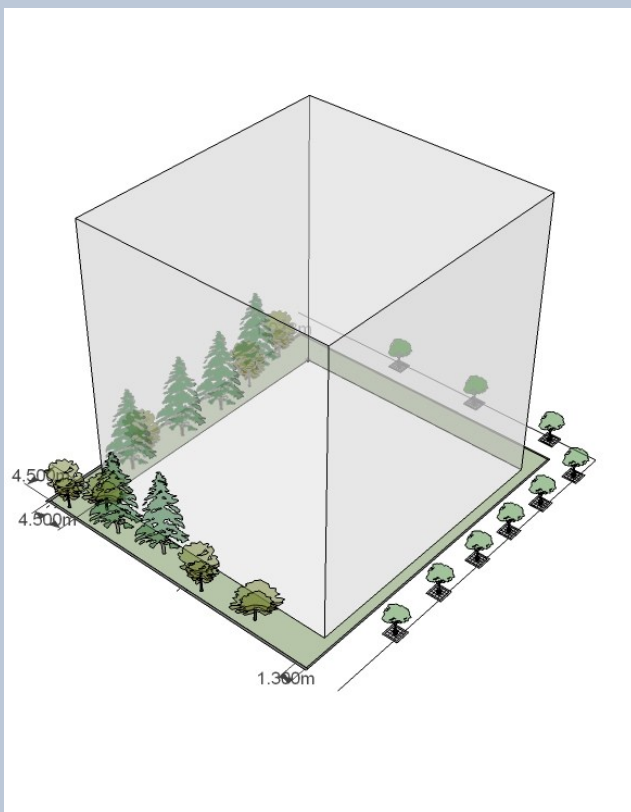
## 2.0 Port Credit Community Node

### 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.

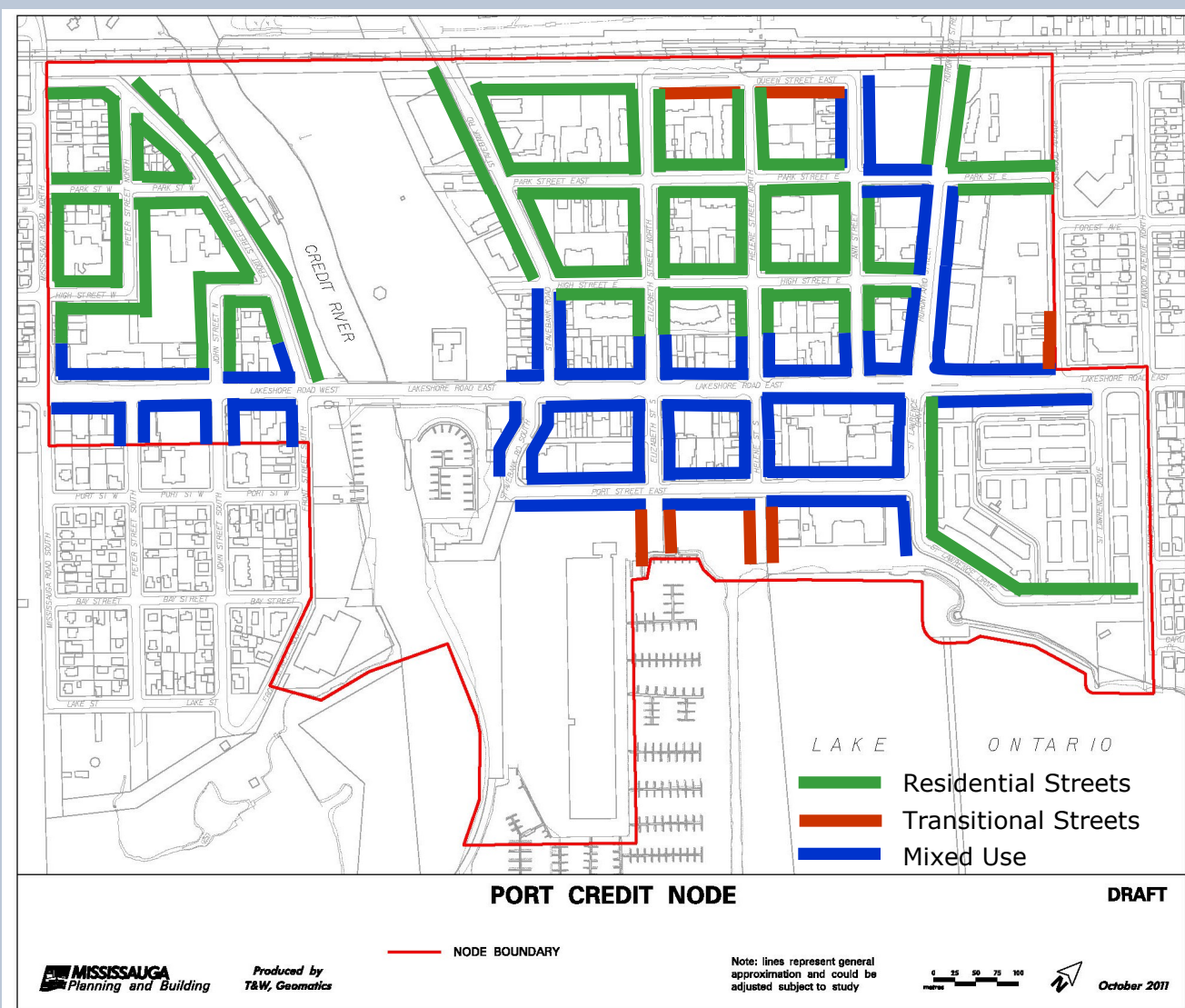


Figure B84 - Image of the Pedestrian Realm/Streetscape



## 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.

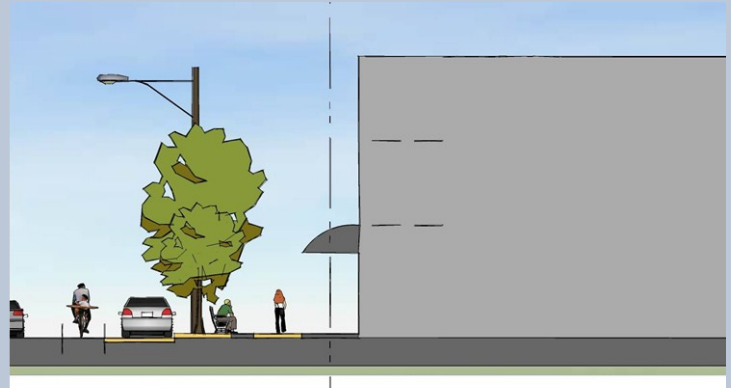
Lakeshore Road East and West require streetscape improvements which will help to revitalize the most important streets in Port Credit. Utilities are a significant hindrance to developing an appropriate streetscape along this corridor (overhead wires and underground utilities).

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](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://www.beltcolombia.info/images/Vert_balconies4.jpg)

[http://farm1.static.flickr.com/235/451194631\\_238d4ae797\\_o.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**



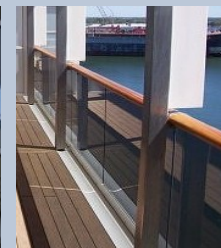
**Figure B108 -Stucco (synthetic or natural)**



**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.

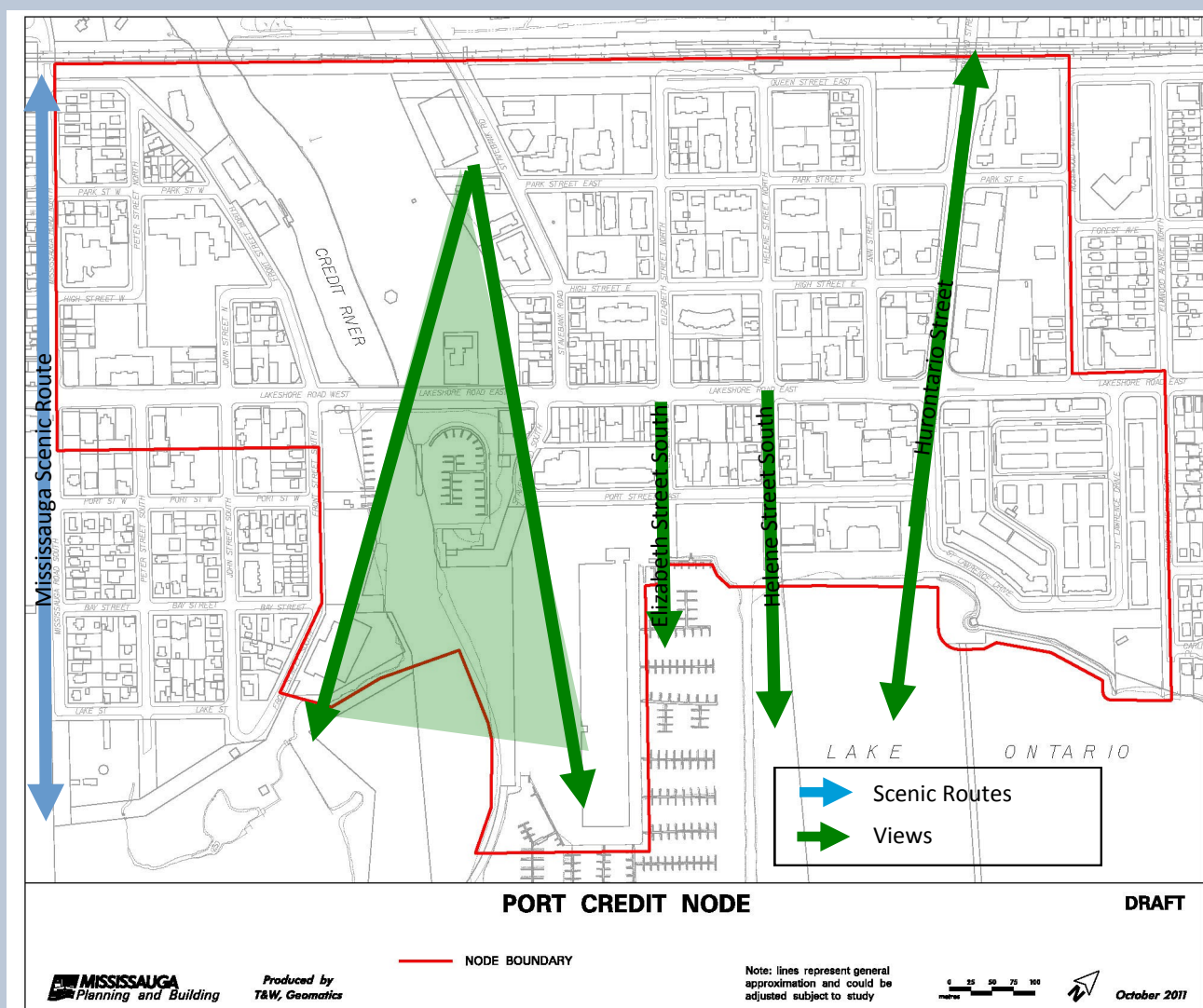


Figure B115 –Scenic Routes and Views



## 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 heightened 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

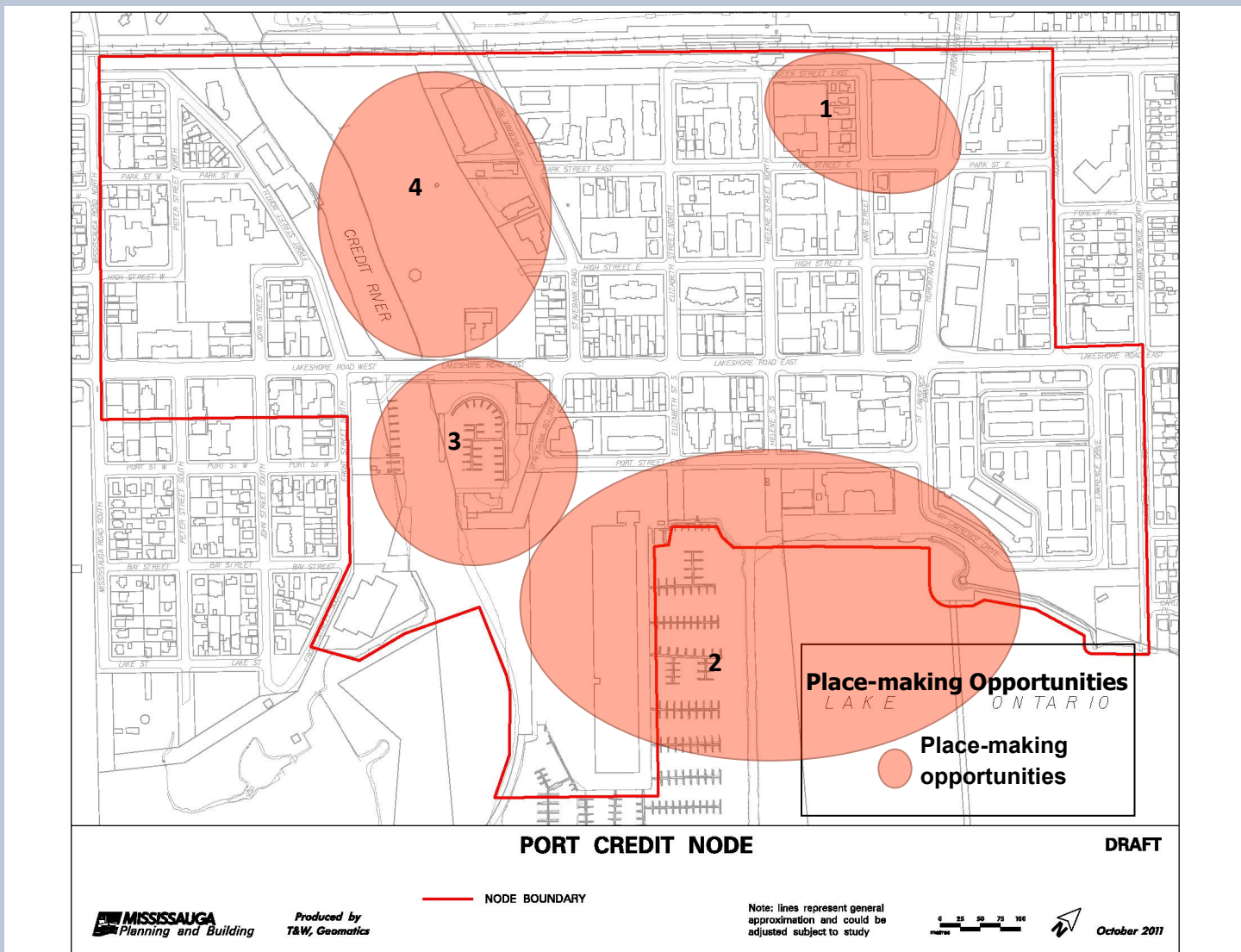


Figure B119 -Place-making Opportunities



## 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

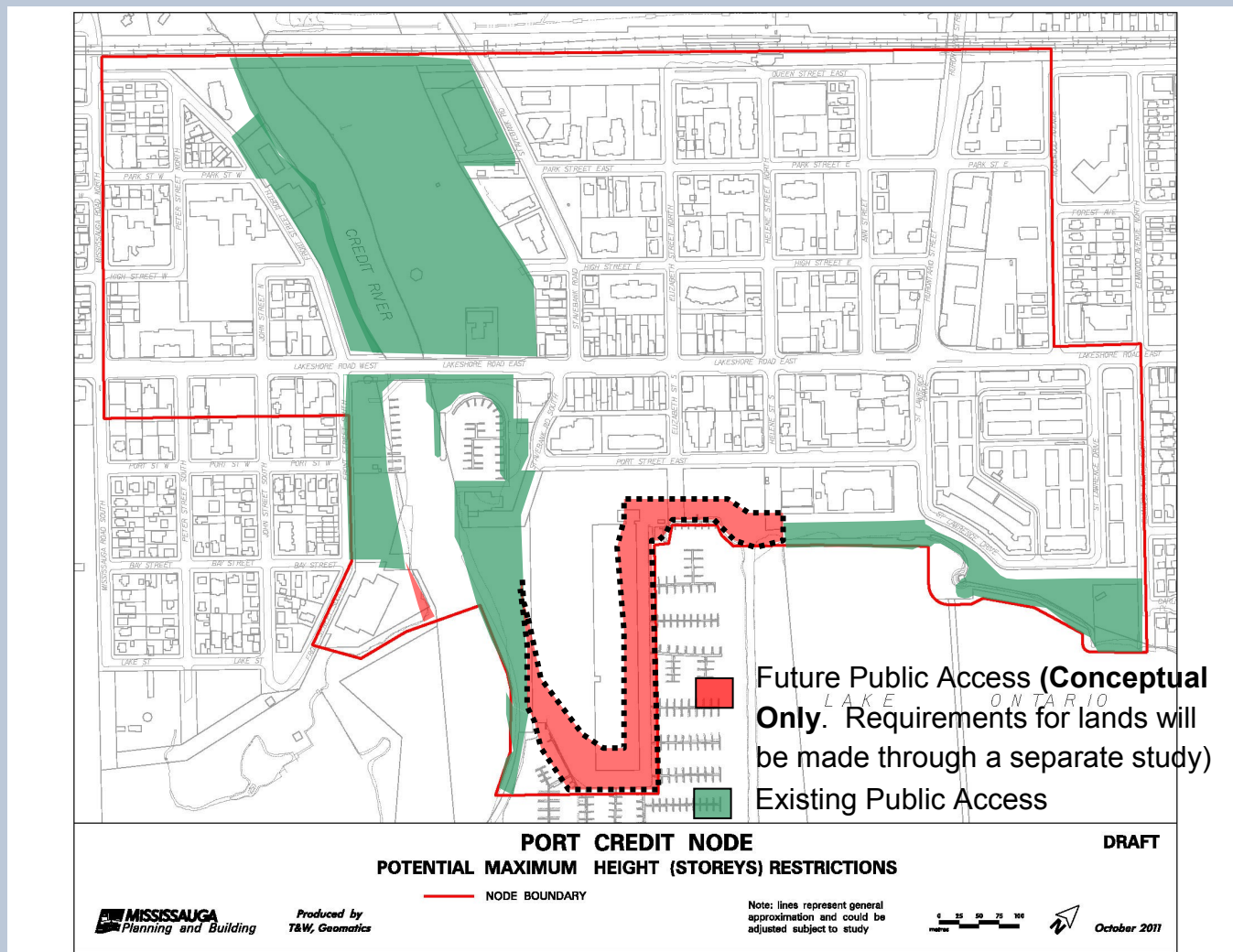
## 2.0 Port Credit Community Node

### 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*.

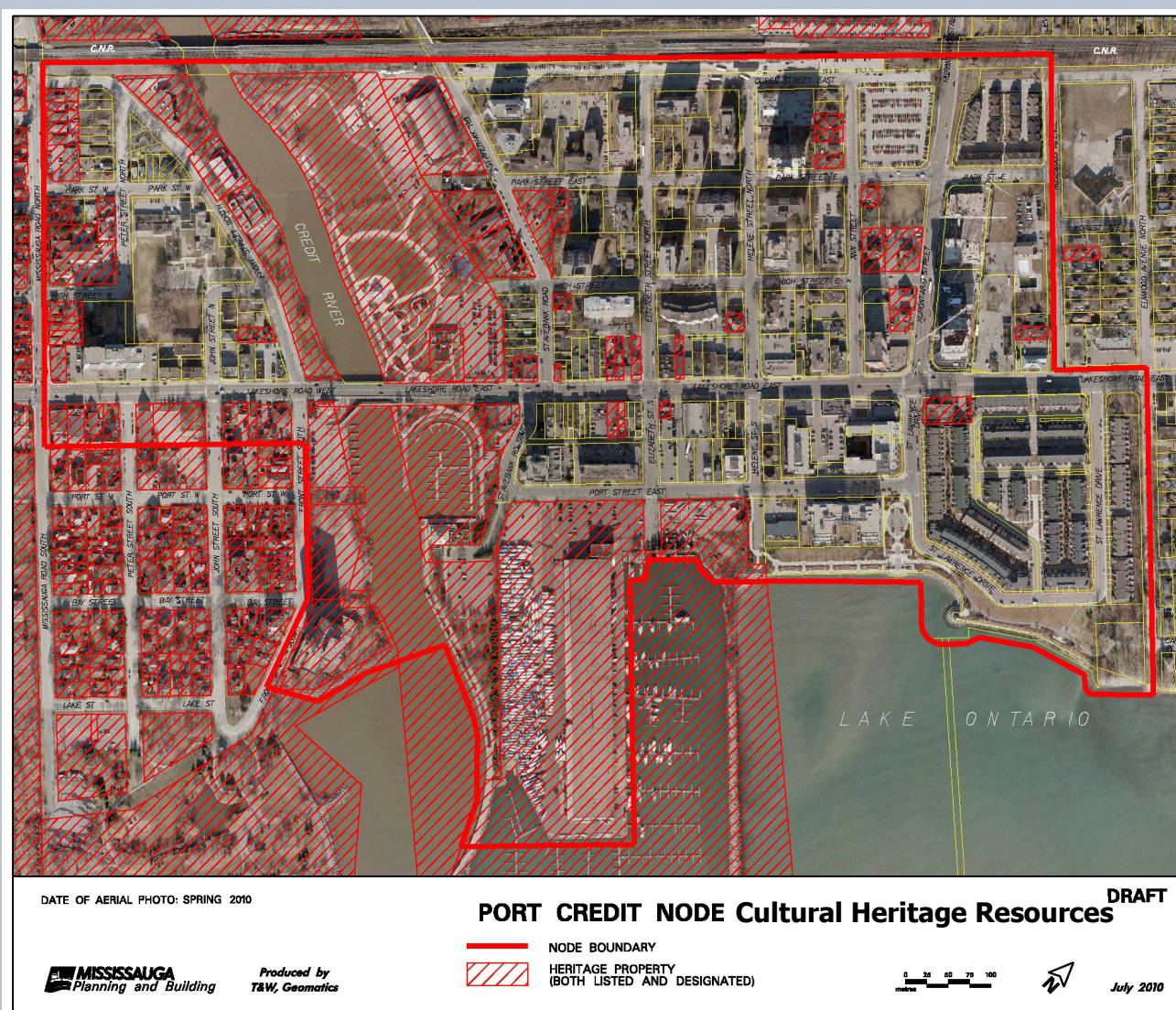


Figure B141- Cultural Heritage Resources



## 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

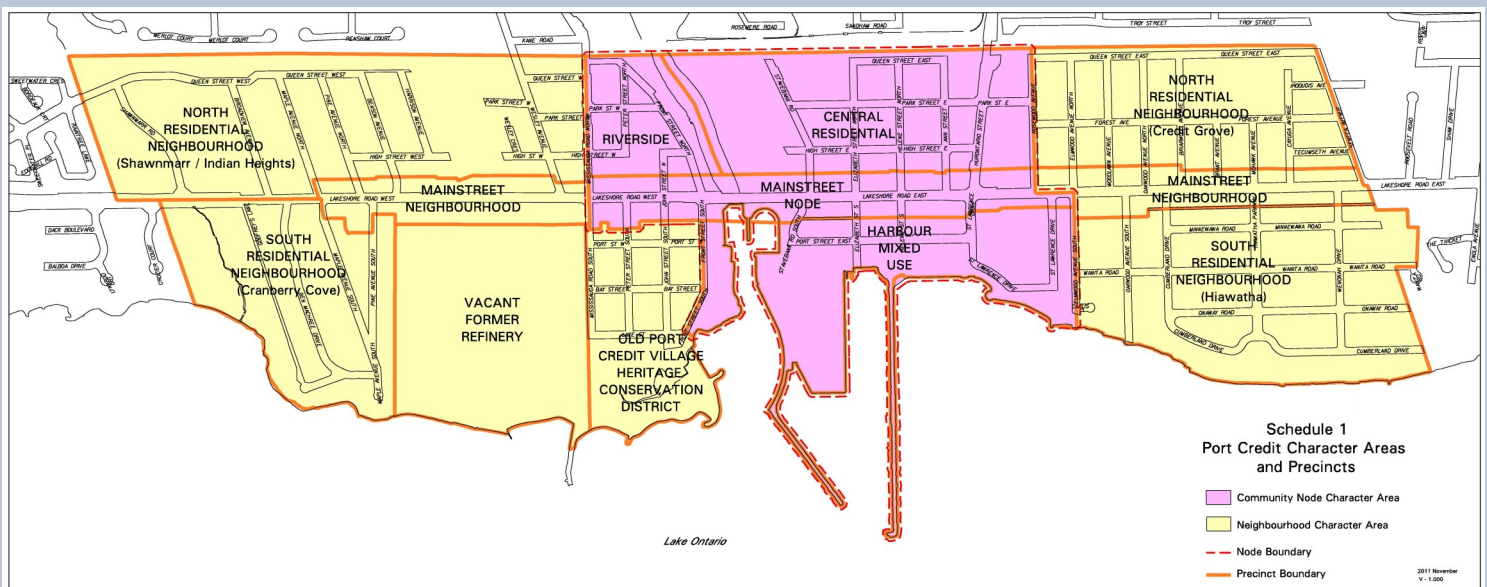
Lands identified as Neighbourhood Precincts are considered to be stable areas where the existing character is to be preserved and enhanced.

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.



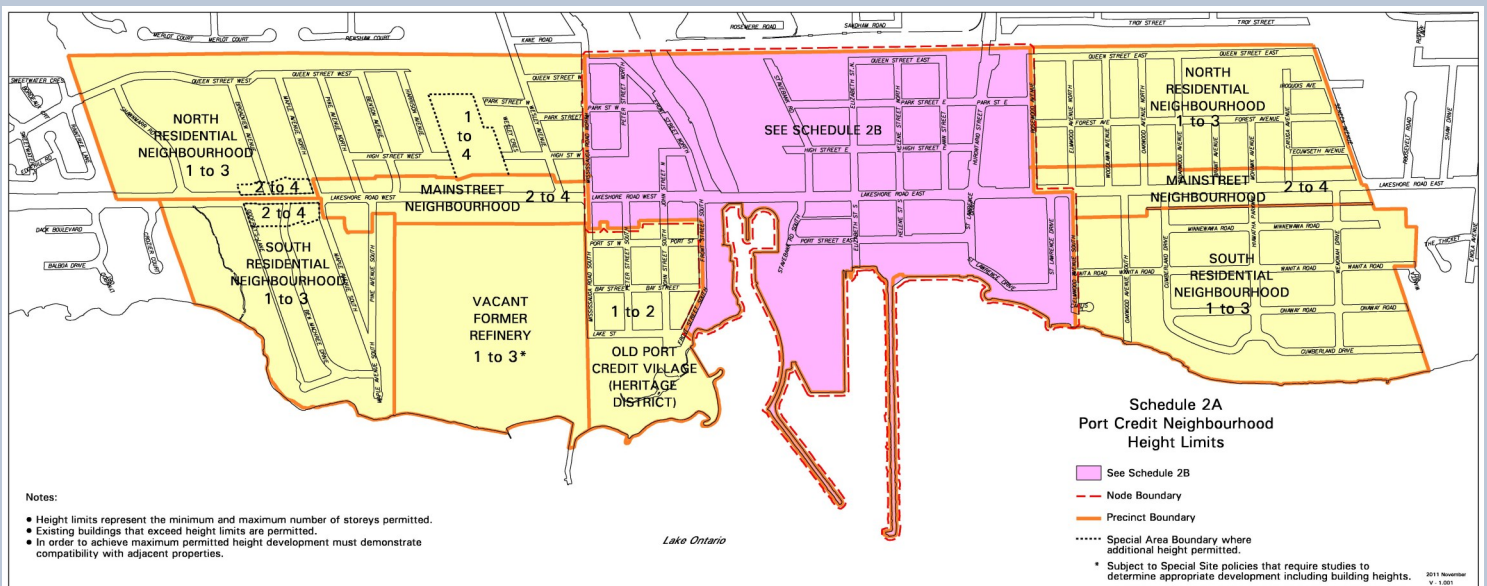
**Figure C5 - Port Credit Neighbourhood Precinct Areas and their minimum and maximum height limits**



## 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.



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

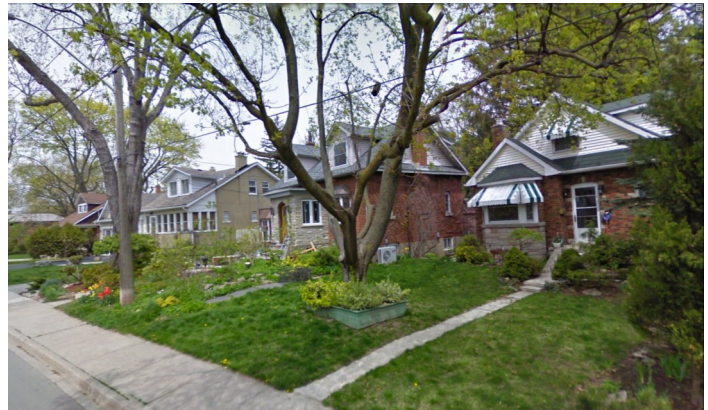
## 3.0 Port Credit Neighbourhoods

### 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



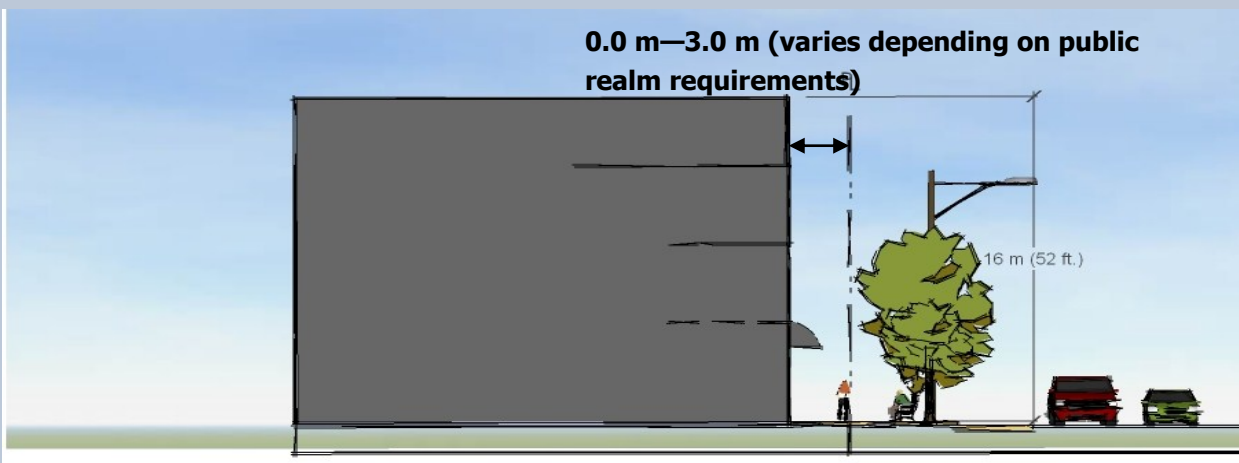
**Figure C10** -Examples of dwellings within the Port Credit South Neighbourhoods

## 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



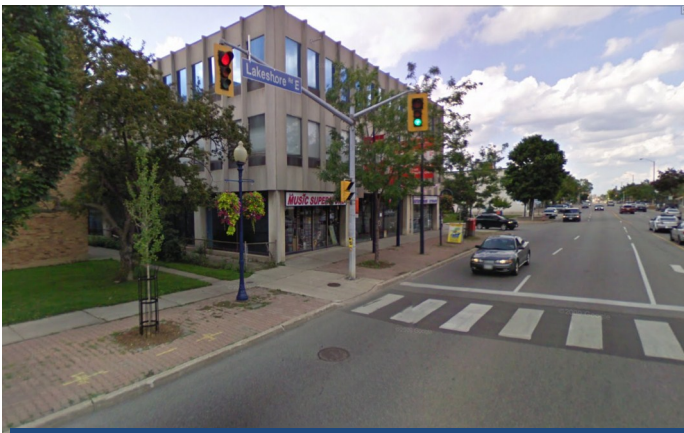
**Figure C11** -Illustration of the setback on Lakeshore Road West and East



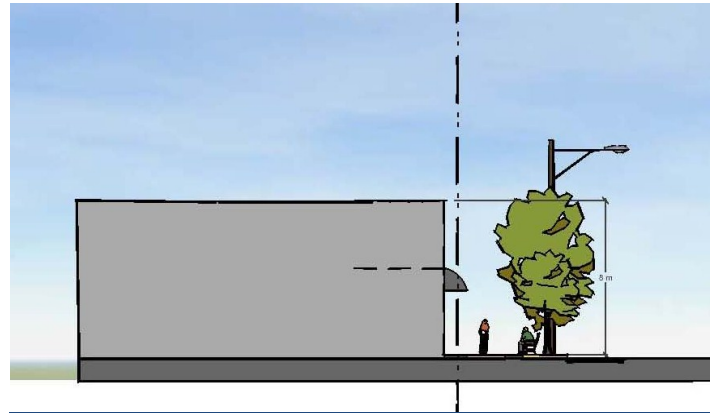
### 3.0 Port Credit Neighbourhoods

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.



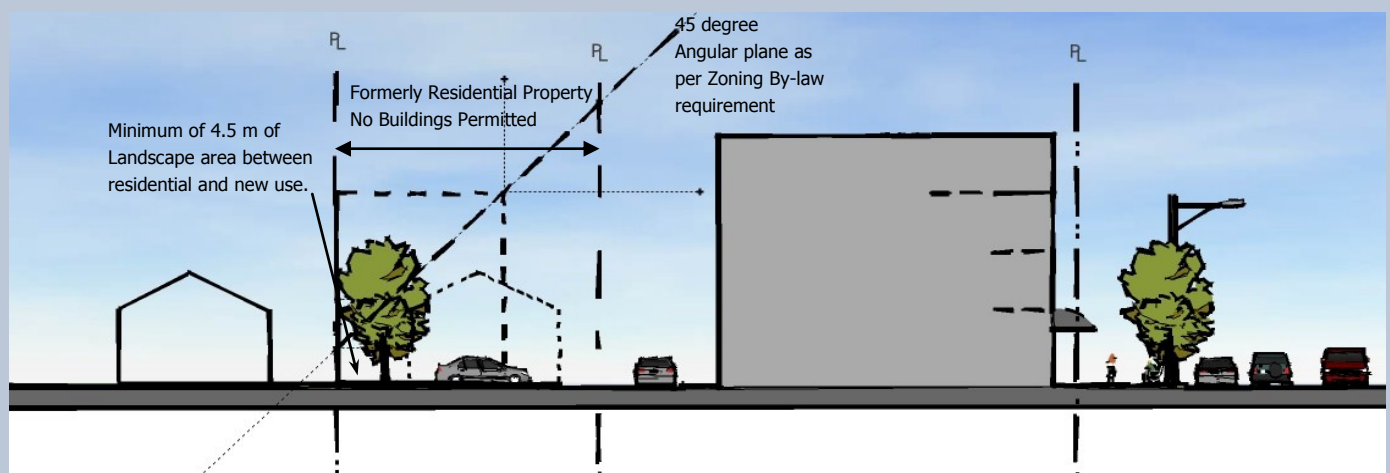
**Figure C12** -Example of potential building heights on Lakeshore Road West and East



**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.



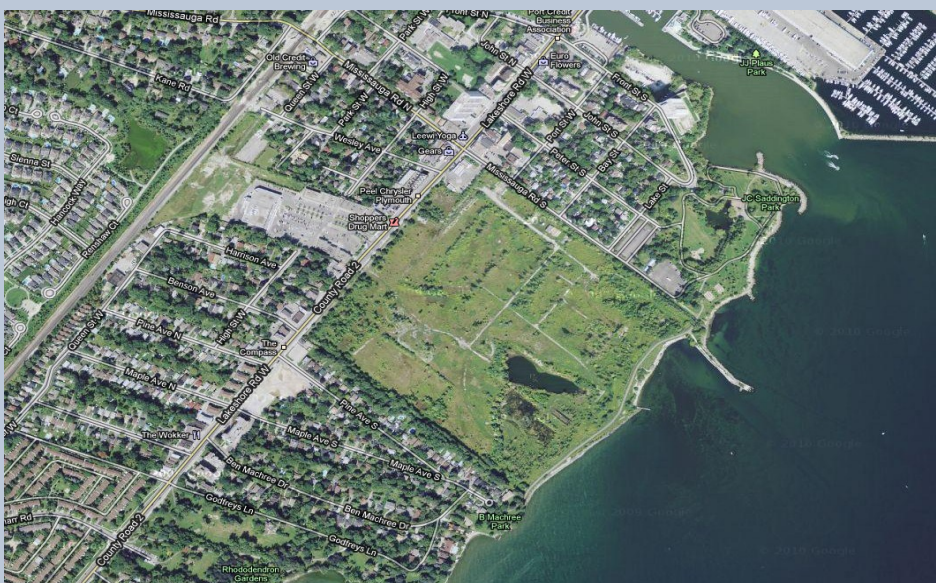
**Figure C26**  
*Imperial Oil  
Lands, waterfront  
Path*



**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.

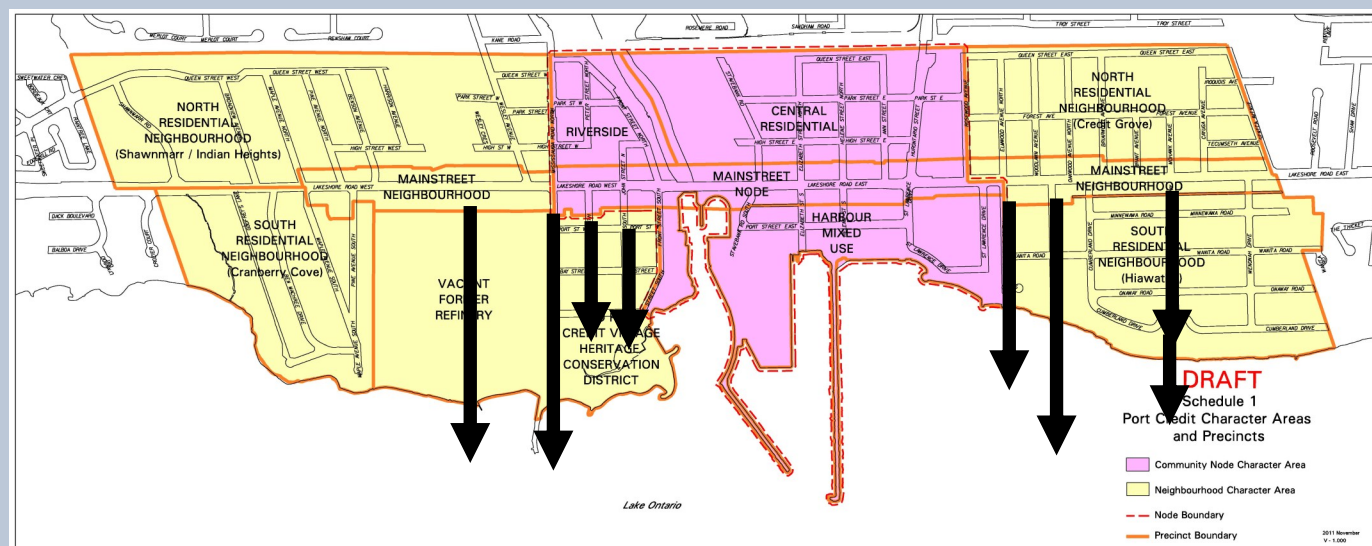
New development should ensure views to Lake Ontario within the Port Credit Neighbourhoods are maintained.



**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



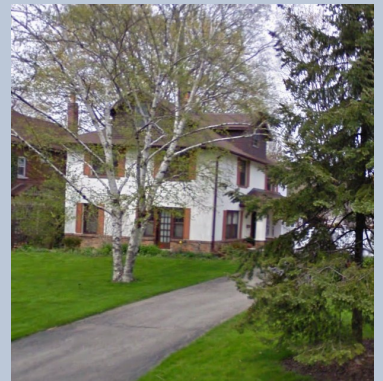
**Figure C34** -34 Peter Street



**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

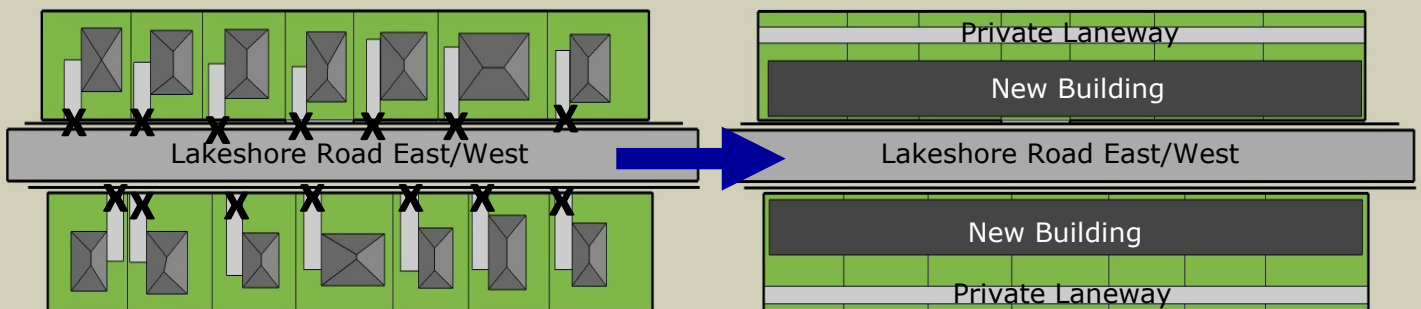
the property. The addition of access points will not be permitted.



**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](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





