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## **SCHEDULES**

- Schedule 1 : Port Credit Character Areas and Precincts**
- Schedule 2A: Port Credit Neighbourhood Height Limits**
- Schedule 2B: Port Credit Community Node Height Limits**
- Schedule 3: Port Credit Local Area Plan Land Use Map**

## **APPENDICES**

- A. Built Form Guide**
- B. Lakeshore Road Transportation Review Study – Executive Summary**

# Port Credit

## 1.0 How to Read the Port Credit Local Area Plan

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

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

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

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

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

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

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



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

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

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

## 2.0 Historical Context

Port Credit has a long history of habitation traced back to native peoples and the arrival of the French who established a trading post at the mouth of the Credit River in the 1700s. As a result of allowing the Mississaugas, an Ojibwa group, to trade on credit, the river came to be known as the Credit River. The first organized planning occurred in 1834 when the village of Port Credit was surveyed and a town site laid out west of the Credit River. This area now forms part of the Old Port Credit Village Heritage Conservation District.

Over the ensuing years, Port Credit grew and evolved. Significant historical uses formed the Port Credit Village including a port (now predominately a marina and charter fishing centre), an oil refinery (currently a vacant brownfield site), the St. Lawrence Starch Works (redeveloped into a mixed-use neighbourhood), and a local landfill (which was capped and developed for municipal facilities including a library). Much of the natural environment

has been modified as a result of development, including the addition of fill in Lake Ontario to create both J.C. Saddington Park and the Port Credit Harbour Marina.

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

## 3.0 Current Context

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

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

The area is served by commercial facilities primarily along Lakeshore Road (east and west), and within the Credit Landing Shopping Plaza. Lakeshore Road (east and west) generally has a mainstreet character and is flanked by lay-by parking, sidewalks, and street furniture. The street is framed predominately by one to three storey buildings. Small-scale industrial and commercial uses exist south of the



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

Canadian National Railway tracks along Queen Street East and Queen Street West.

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

The waterfront is one of the unique elements of the community, and is integral to the character of the area. Port Credit is a mixed use community, which is both physically and visually accessible to the waterfront.

Cultural and heritage resources include heritage buildings, the Old Port Credit Village Heritage Conservation District, and cultural landscapes associated with the Credit River, Port Credit Pier Scenic View and Mississauga Road Scenic Route.

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

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

Most of the lands are developed with the exception of the vacant Imperial Oil (formerly Texaco) lands west of Mississauga Road. Given historic and current uses, there is potential for contamination issues on some areas within the site.

Port Credit is served by two arterial roads, Hurontario Street which runs north-south and Lakeshore Road which runs east-west. In addition, Mississauga Road which runs north-south and parallel to the Credit River is designated as a Major Collector (Scenic Route). There is a transit hub located on Queen Street East, west of Hurontario Street adjacent to the rail corridor. The hub is a transfer point for MiWay routes and is also the

location of the Port Credit GO transit station. Population, employment, and land area statistics are summarized in Figure 3.

**Figure 3:**  
**PORT CREDIT AREA STATISTICS**

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

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

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

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

Note: Numbers have been rounded

## 4.0 Collaboration

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

The results of the visioning process are contained in the report "Lakeview and Port Credit District Policies Review and Public Engagement Process Directions Report" (Directions Report), October 28, 2008. The Directions Report includes a range of policy recommendations that have informed the preparation of this Area Plan.

Preparation included the formation of a Local Advisory Panel which provides a forum for the discussion of planning and related issues.



Mississauga will ensure on-going consultation with the public and other stakeholders on further initiatives and implementation pertaining to this Area Plan.

## 5.0 Vision

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

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

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

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

- Move - directing growth to support transit;
- Belong - providing a range of housing options;
- Connect - promoting a village mainstreet;
- Prosper - encourage employment uses; and
- Green - promote conservation, restoration, and enhancement or the natural environment.

## 5.1 Guiding Principles

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

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

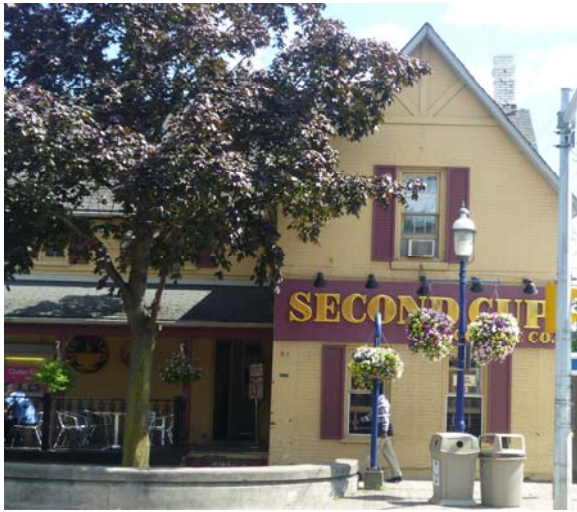
5.1.2 Support Port Credit as a distinct waterfront community with public access to the shoreline, protected views and vistas to Lake Ontario, the Credit River and active waterfront uses.

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

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

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

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



Urban Village



Distinct Waterfront Community



Enhance Public Realm



Preservation, Restoration and Enhancement of Natural Environment



Balance Growth



Healthy and Complete Community

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



## 5.2 Community Concept

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

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

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

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

### 5.2.1 Green System

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

### 5.2.2 Community Node

The Community Node represents the focus for the surrounding neighbourhoods. It exhibits many of the desirable characteristics intended for community nodes, including a mixture of uses, compact urban

form, appropriate density, and in many ways has achieved its planned function. It has been identified primarily in recognition of the role it plays in the community and as a location for intensification.

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

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

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

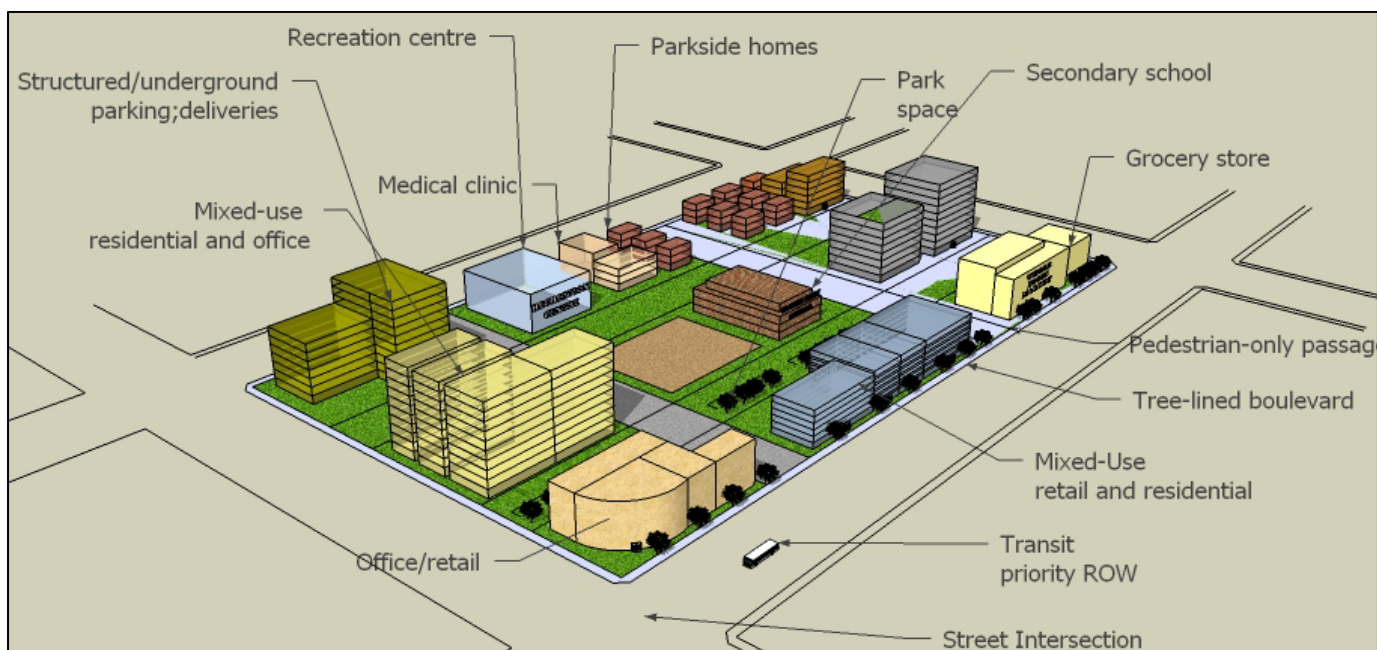


Figure 5 : Community Nodes are intended to provide a focus for a multitude of uses which address the fundamental services and facilities required for daily living - local shops and restaurants, community facilities, cultural activities, entertainment uses, schools, parks, open space as well as a diverse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

### 5.2.3 Neighbourhoods

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

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

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

residential areas, a commercial mainstreet, and employment uses along the railway.

### 5.2.4 Corridors

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

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

Hurontario Street and Lakeshore Road (east and west) also have an important relationship to the waterfront. Port Credit is one of the few areas where people traveling along these roads, can at certain locations, have the opportunity to visually see the waterfront. As such, views along these corridors will be preserved.

## 6.0 Direct Growth

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

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

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

### 6.1 Community Node Character Area

The Community Node is an established focal point for the surrounding neighbourhoods and exhibits the density and many of the characteristics that community nodes should include, such as compact, mixed used development, pleasant walkable and cycle friendly streets and a strong sense of place and community identity. In addition to serving many of the day-to-day needs of the community, this area also benefits from uses (e.g. marina, restaurants) and events which attract people from across the city.

It includes portions of the Hurontario Street Intensification Corridor and the Lakeshore Road Corridor which are defined as lands fronting the street to a depth of half a block. The Community Node incorporates the GO Station which is identified

as a Gateway Mobility Hub / Major Transit Station Area in the principal document. The limits of the Mobility Hub correspond to the Community Node, east of the Credit River. Subsequent sections of this Area Plan detail the manner in which intensification will be accommodated in these areas.

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

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

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

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

The current population to employment ratio of 3.2:1 does not meet the range for Community Nodes of 2:1 to 1:2. The target population to employment ratio for the Port Credit Community Node is 2:1. As

such, additional employment is required to provide more opportunities to live and work in the community. The ratio is measured as an average across the entire node, and includes the former refinery site (located in the neighbourhood to the west).

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

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

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

- a. GO Station Parking Lot and vicinity (land at the four corners of Ann Street and Park Street East);
- b. Port Credit Harbour Marina (1 Port Street East); and,

- c. Former Refinery Site (south side of Lakeshore Road West located between Mississauga Road South and Pine Avenue)

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

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

6.1.6 Intensification will address matters such as:

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



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



## 6.2 Neighbourhood Character Areas (East and West)

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

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

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

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

## 7.0 VALUE THE ENVIRONMENT

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

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

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

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

The Natural Areas System includes a Special Management Area within Rhododendron Gardens and a Natural Area within Port Credit Memorial Park East.



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



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

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

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

## 7.1 Green System

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

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

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

## 7.2 Urban Forest

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

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

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

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



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

## 7.3 Living Green

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

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

## 8.0 COMPLETE COMMUNITIES

Port Credit, and in particular the Community Node, contains many of the attributes associated with complete communities, including among other things:

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

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

## 8.1 Housing

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

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

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

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

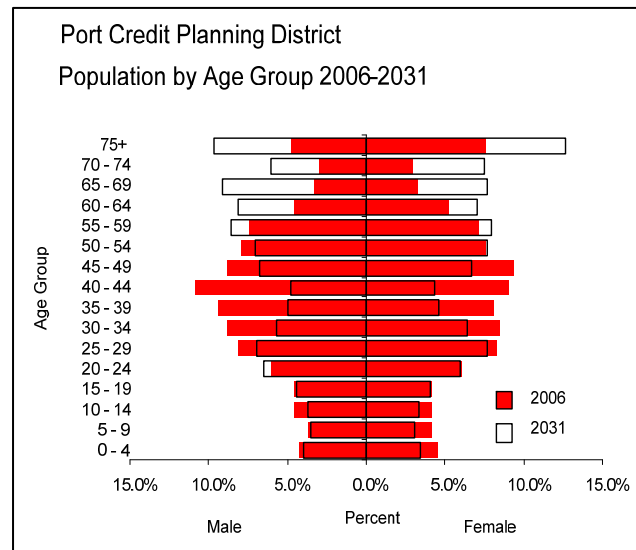


Figure 9: Similar to many established communities, Port Credit's population is forecast to age. In many cases, as people age they consider living in smaller accommodations and often prefer to live within the same general community.

## 8.2 Cultural Heritage

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

- Old Port Credit Village Heritage Conservation District, identified on Schedule 3 Port Credit Local Area Plan Land Use. These lands are subject to a Conservation District Plan, the goal of which is to conserve and enhance the historical character of old Port Credit village;
- Heritage Designations / Heritage Listings on the City's Heritage Register; and
- Cultural Landscapes which include the Credit River Corridor, Port Credit Pier Scenic View, and Mississauga Road Scenic Route.

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



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

## 8.3 Community and Cultural Infrastructure

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

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

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

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

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

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



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

## 8.4 Distinct Identity & Character

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

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

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

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

- Light Rail Transit along Hurontario Street and Port Street;

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

## 8.5 Lake Ontario Waterfront

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

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

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

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

## 9.0 MULTI-MODAL CITY

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

The road network is shown on the Port Credit Land Use map (Schedule 3). Tables 8-1 to 8-4 and Schedule 8 (Designated Right-of-Way Width) of the principal document identify the basic road characteristics. The long-term multi-modal transportation system is shown on Schedule 5 (Long Term Road Network), Schedule 6 (Long Term Transit Network), and Schedule 7 (Long Term Cycling Network) of the principal document.

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



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



## 9.1 Multi-Modal Network

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

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

9.1.3 The proposed LRT terminus on Port Street East and the proposed LRT stop at the Park Street East / GO station parking lot, represent potential placemaking opportunities and locations for public art. Development applications adjacent to LRT transit stops may be required to incorporate placemaking elements into their design.

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

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

9.1.6 Mississauga will work with the Province to develop a multi-modal plan for the Queen Elizabeth

Way / Lakeshore Road Corridor that addresses regional and local transportation needs and property impacts.

9.1.7 During the review of development applications, consideration will be given to the manner in which the development provides additional public roads to continue the existing fine-grained street networks.

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

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

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

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



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



## 9.2 Parking and Transportation Demand Management

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

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

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

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

## 9.3 Mobility Hub

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

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

9.3.1 Investment in infrastructure, building and site design that supports the function of the mobility

hub will be a priority. This includes, among other things:

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

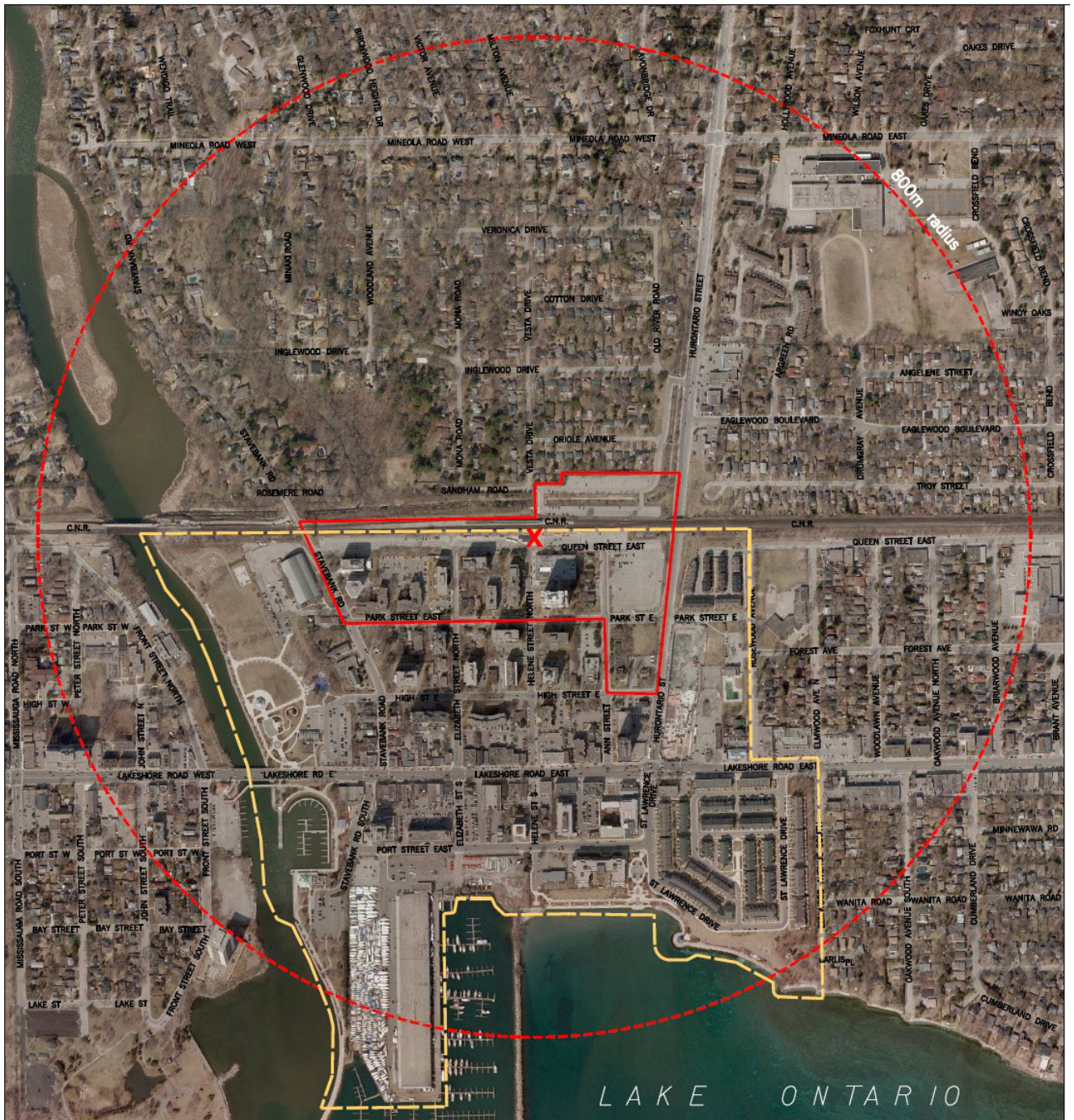


Figure 14: The Region Transportation Plan broadly defines the geographic limits of a mobility hub to be the area within 800 metres of a major transit station. The Port Credit Mobility Hub Study refined the limits by removing stable residential neighbourhoods as well as lands to the west of the Credit River, which is a barrier to travel. The limits of the Mobility Hub with Port Credit correspond to the Secondary Zone. The GO Station parking lot on the north side of the CN Railway is outside of the Port Credit Local Area Plan.



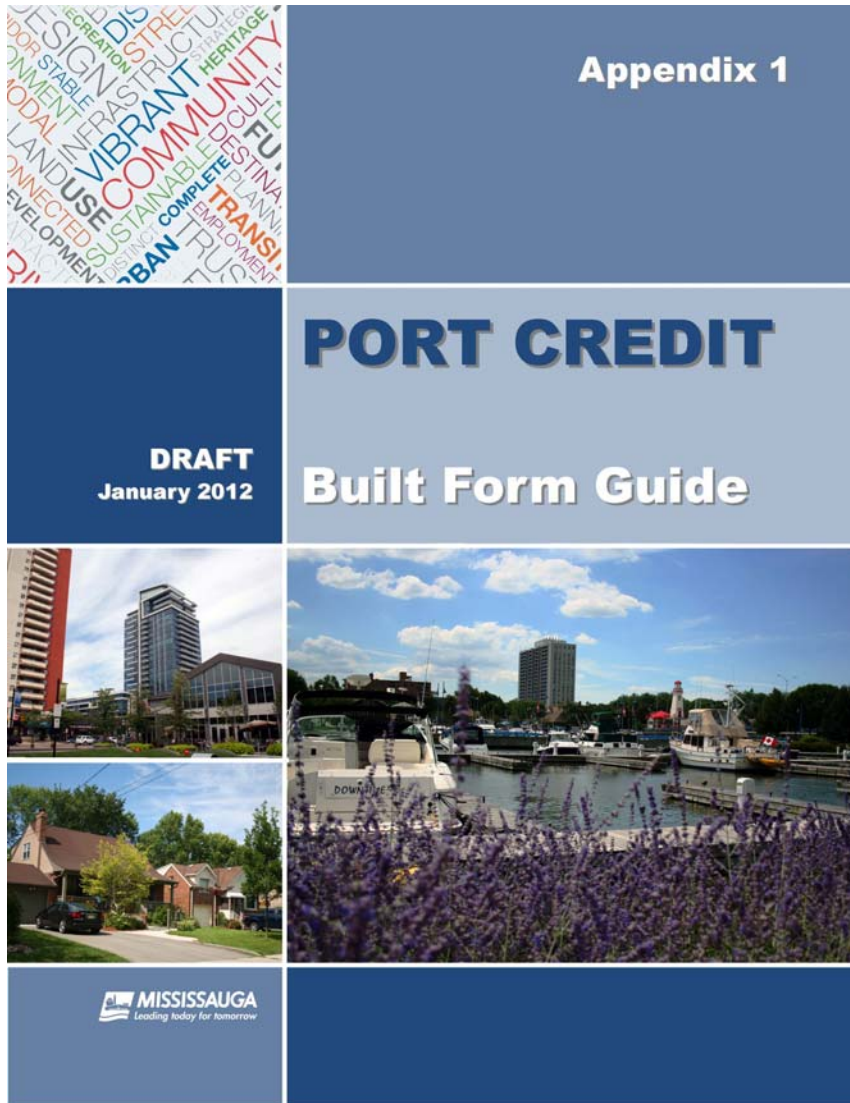


Figure 16: Provision of public access to the waterfront and protection of views to Lake Ontario are important components of Port Credit.

Figure 15: The Port Credit Built Form Guide demonstrates how the Desirable Urban Form Policies can be achieved.



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

## 10.0 DESIRABLE URBAN FORM

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

### a) Community Node Character Area

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

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

### b) Neighbourhood Character Areas

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

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

The locations of these precincts are shown on Schedule 1.

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

## 10.1 General Policies

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

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

10.1.3 Drive-through facilities are not permitted within this Area Plan.

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

## 10.2 Community Node

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

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

- to ensure that the greatest height and density will be in close proximity to the GO transit station and future LRT transit stop at Hurontario Street and Park Street;
- to ensure building heights will reflect an appropriate transition towards the Credit River, Lake Ontario Shoreline, the mainstreet area, and surrounding neighbourhoods;
- to provide for a variety of building heights and massing that are well spaced to provide skyviews and an articulated skyline;

- to recognize the waterfront as an important attribute where public access will be provided and views protected;
- to provide for a village mainstreet environment that is characterized by low rise mixed use development with a high quality public realm along Lakeshore Road (east and west);
- to recognize key locations in the vicinity of the GO transit station and waterfront that require additional study prior to redevelopment; and,
- to ensure development will be sensitive to the existing context and planned character of the area.

### 10.2.1 Community Node General Policies

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

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

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

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

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

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

- a. landscaped character of existing buildings and the planned function of the precinct;

- b. provide buffer between uses;
- c. incorporate stormwater best management practices;
- d. enhance the aesthetic quality of the area; and
- e. provide opportunities to enhance the tree canopy.

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

- a. setbacks and side yards to reflect the planned function;
- b. minimize vehicular access points; and
- c. creating an attractive public realm.

### 10.2.2 Central Residential

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

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

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

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



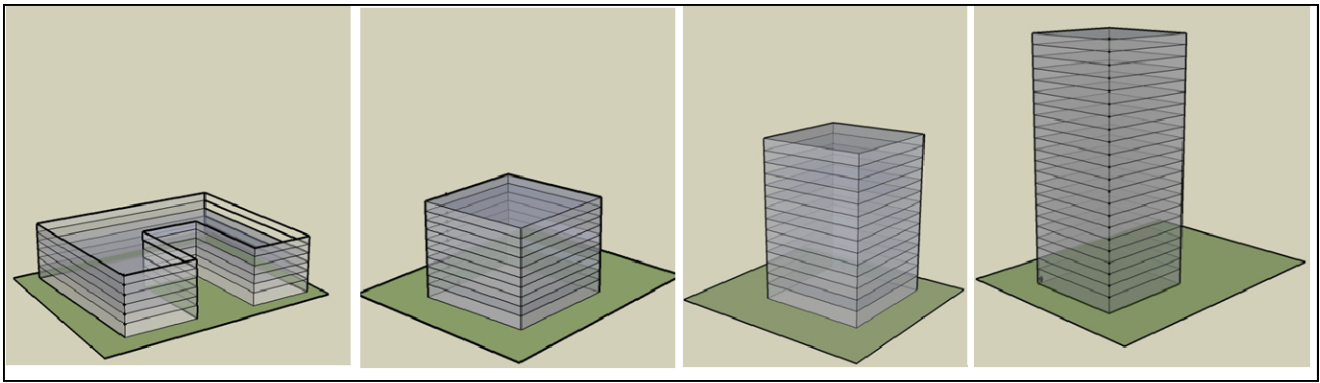


Figure 18: The floor plate of buildings will decrease as the height of the building increases.

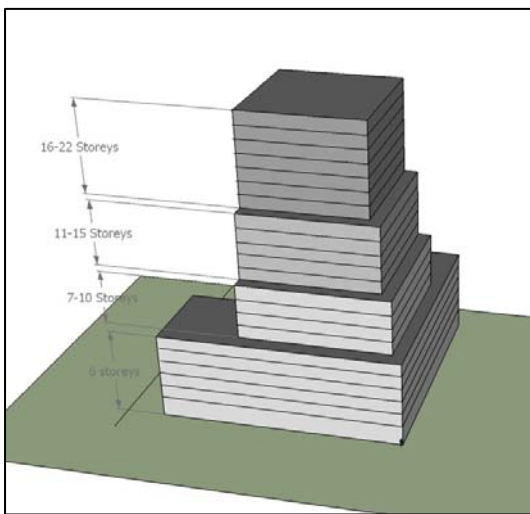


Figure 19: Combination of floor plates and heights may be permitted.

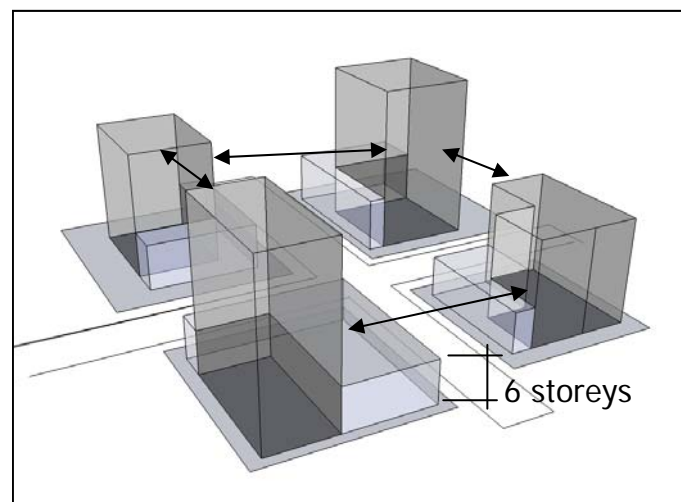


Figure 20: Development will reflect appropriate separation distances between buildings over six storeys.

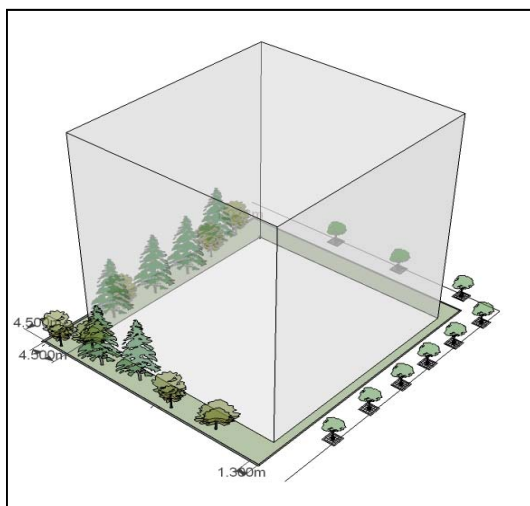


Figure 21: Appropriate landscaping, reflecting the use and context will be provided.



Figure 22: Different streets will have different streetscape requirements, for example, within the mainstreet precinct, development should provide a desirable streetedge condition that is ideal for the use of pedestrians.

### 10.2.3 Mainstreet (Node)

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

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

10.2.3.2 Single use residential buildings are not permitted.

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

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

### 10.2.4 Harbour Mixed Use

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

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

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

10.2.4.1 The scale of development will be supportive of an urban waterfront village theme. Buildings heights will be a maximum of 6 storeys fronting Port Street, stepping down to 3 storeys towards the waterfront and stepping up to 10 storeys towards the Mainstreet Precinct.

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

10.2.4.3 Development will maintain existing view corridors to Lake Ontario.

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

### 10.2.5 Riverside

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

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

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

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

## 10.3 Neighbourhoods

Neighbourhoods are stable residential areas where the existing character is to be preserved and will not be the focus for intensification. Where development occurs, it will be generally be through modest infilling or development within the Lakeshore Road (east and west) Mainstreet Neighbourhood Precinct, the existing commercial plaza or the vacant former refinery site.

Neighbourhoods are not uniform and contain unique issues that are addressed through various precincts (e.g. heritage district, proximity to railway and existing employment uses, large vacant brownfield site).

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

- to ensure development is sensitive to the existing low rise context and reinforce the planned character of the area;
- to ensure Lakeshore Road (east and west) will provide appropriate development and public realm that reinforces its planned role as a location that helps connect the community and fosters an active pedestrian and cycling environment;
- to appropriately balance the constraints associated with both the Canadian National Railway line and adjacent residential uses;
- to recognize the former refinery site as an important location along the waterfront that requires special attention and further study; and
- to recognize the Old Port Credit Heritage Conservation District.

### 10.3.1 Neighbourhood General Policies

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

- a. minimize vehicular access points;

- b. orienting entrances and buildings towards the street; and
- c. creating an attractive public realm.

### 10.3.2 Old Port Credit Village Heritage Conservation District

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

The area contains a mixture of housing, retail commercial and community buildings of many types, representing different eras. While some of the housing stock is relatively new, the neighbourhood contains pockets of housing which are truly historic, representing various time frames and a pleasing sense of "time depth".

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

10.3.2.1 Any additions, alterations, adaptive re-use or redevelopment will address how the development:

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

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

### 10.3.3 Vacant Former Refinery

This precinct consists of a property formerly used as a refinery that is predominately vacant. Lands along

Lake Ontario accommodate public open space and the Waterfront Trail.

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

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

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

10.3.3.1 Building heights will provide appropriate transition to the adjacent South Residential and Historical Village Precincts.

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

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

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

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

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

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

10.3.4.2 New development is encouraged to reflect the predominate 1 to 2 storey height limits of the area, however, a third storey may be permitted subject to demonstrating compatibility with adjacent properties, including but not limited to acceptable massing and overlook.

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

10.3.4.4 The existing commercial plaza located generally between Harrison Avenue and Wesley Crescent provides commercial floor space that serves the area but also represents a site for potential intensification with a maximum height limit of 4 storeys. The front portion of the commercial site is considered to be part of the mainstreet precinct and the rear is part of the neighbourhood precinct. Any future redevelopment of the property will address issues, including but not limited to:

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

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

- a. be encouraged to improve the transition to adjacent residential areas;

- b. have a maximum height generally equivalent to a 2 storey residential building;
- c. ensure lighting, noise levels, loading and garbage areas do not negatively impact adjacent residential areas;
- d. provide appropriate landscaped buffers to adjacent residential areas;
- e. provide a **streetscape** that is compatible with adjacent neighbourhoods.

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



Figure 23: Business Employment uses can be an appropriate buffer between residential neighbourhoods and the railway, provided they have an appropriate height, landscaping, and uses are kept predominately within buildings.

### 10.3.5 South Residential Neighbourhoods (Cranberry Cove, Hiawatha-on-the-lake)

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

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

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



Figure 24: The established low density residential characteristics of Port Credit Neighbourhoods are to be preserved.

10.3.5.2 New development is encouraged to reflect the predominate 1 to 2 storey height limits of the area, however, a third storey may be permitted subject to demonstrating compatibility with adjacent properties, including but not limited to, acceptable massing and overlook.

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

10.3.5.4 Development between the lake and the continuous lakefront trail should provide ample side yards to ensure visual access to the lake between buildings.



### 10.3.6 Mainstreet (Neighbourhood)

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



Figure 25: Development along Lakeshore Road will provide for a mainstreet commercial environment and attractive public realm that reinforces its planned role as a location that helps connect the community and foster an attractive and safe public realm.

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

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

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

## 11.0 STRONG ECONOMY

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

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

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

11.1 Opportunities for lake-dependent or waterfront retail commercial activities, including activities such as marinas, and facilities in support of recreational sport fishing, will be promoted along the portion of the waterfront located within the community node.

## 12.0 LAND USE DESIGNATIONS

This section provides additional policy direction on the permitted land uses within this Area Plan. Schedule 3: Port Credit Local Area Plan Land Use Map, identifies the uses of land permitted and will be read in conjunction with the other schedules and policies in the Plan.

### 12.1 General

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

### 12.2 Residential Low Density I

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

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

### 12.3 Residential Low Density II

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

- a. existing office uses;

### 12.4 Residential Medium Density

12.4.1 Notwithstanding the Residential Medium Density policies of the Plan, the following additional uses will be permitted:

- a. low rise apartment dwellings; and
- b. existing office uses;

### 12.5 Residential High Density

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

- a. existing office uses.

### 12.6 Mixed-Use

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

- a. motor vehicle rental.

### 12.7 Public Open Space

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

- a. commercial parking facility.

### 12.8 Business Employment

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

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

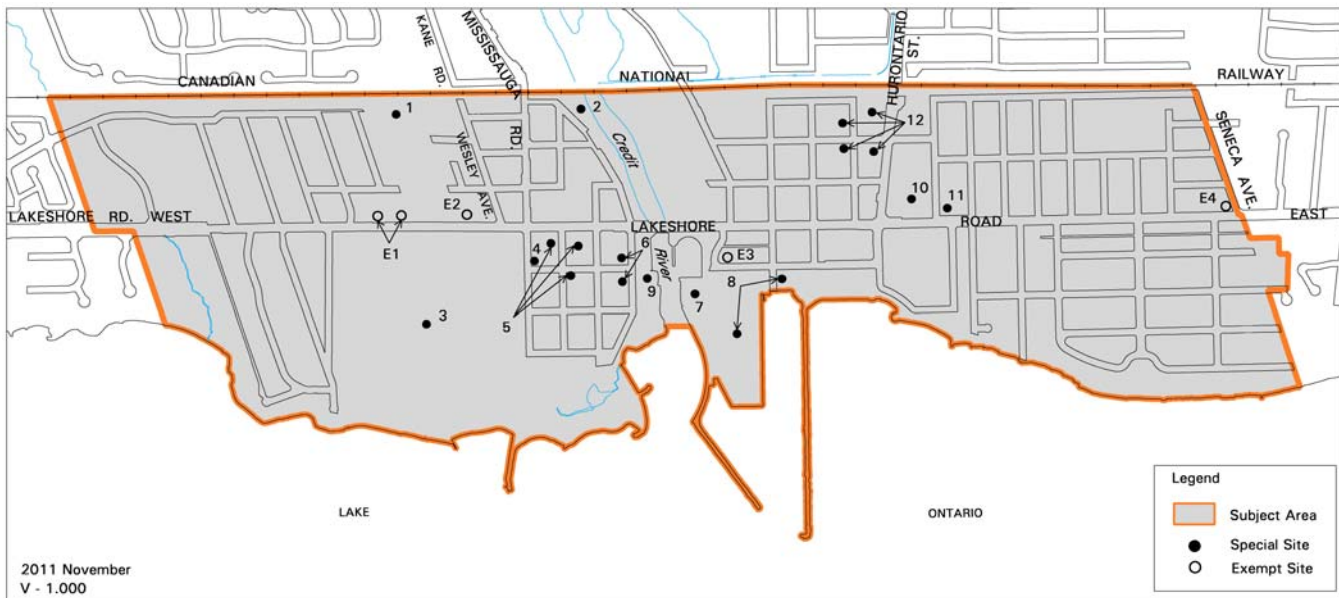
12.8.2 Notwithstanding the Business Employment policies of the Plan, the following policies apply:

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

### 12.9 Special Waterfront

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

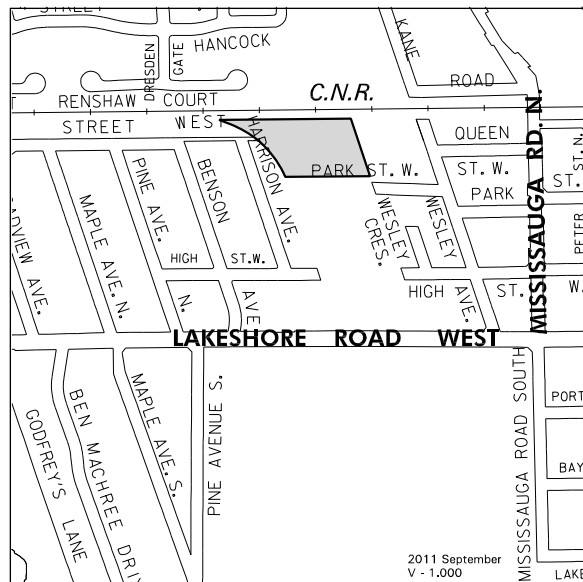
## 13.0 SPECIAL SITES & EXEMPT SITES



### 13.1 Special Sites

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

### 13.1.1 Site 1



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

13.1.1.2 Notwithstanding the provisions of the Business Employment designation, the following additional policies will apply:

- a. development (including servicing) will be permitted following the filing of a Record of Site Condition (RSC) on the Ministry of Environment's Registry in accordance with Ont. Regulation 153/04 as amended; and
- b. vehicular access to the site will be from Lakeshore Road West only, with no access permitted from the surrounding residential streets.

### 13.1.2 Site 2

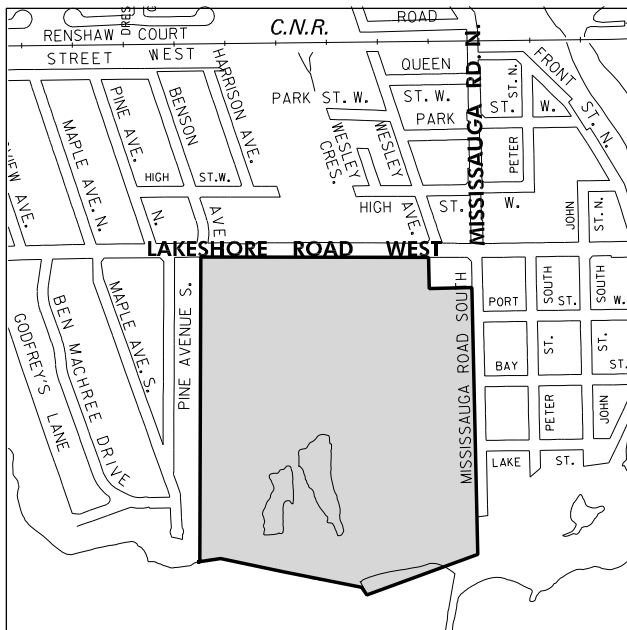


13.1.2.1 The lands identified as Special Site 2 are located south of the Canadian National Railway tracks, east of Front Street North.

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



### 13.1.3 Site 3



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

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

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

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

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

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

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

### 13.1.4 Site 4



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

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

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

### 13.1.5 Site 5



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

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

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

### 3.1.6 Site 6



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

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

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

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

### 13.1.7 Site 7

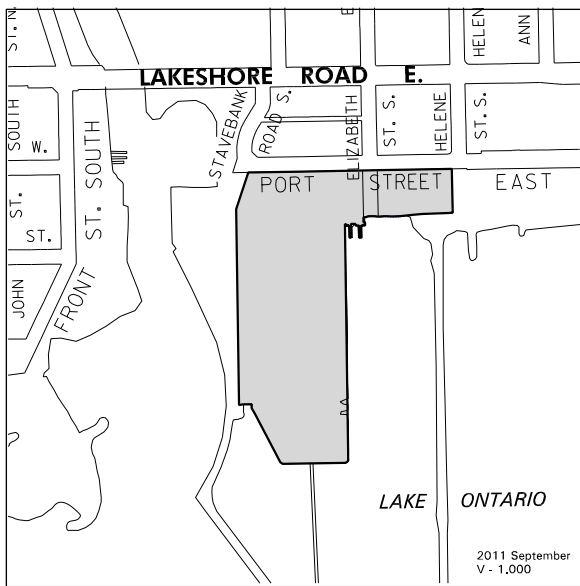


13.1.7.1 The lands identified as Special Site 7 are located west of Stavebank Road South, south of Lakeshore Road East.

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



### 13.1.8 Site 8



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

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

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

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

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

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

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

### 3.1.9 Site 9



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

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

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

a. in addition to the uses permitted by the Public Open Space designation, the following uses will be permitted subject to, among other matters, the approval of Credit Valley Conservation:

- **Secondary offices;**
- retail commercial uses, except for commercial uses with a drive-through facility;
- conference centre;
- marina;

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

### 13.1.10

### Site 10



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

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

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

### 13.1.11

### Site 11

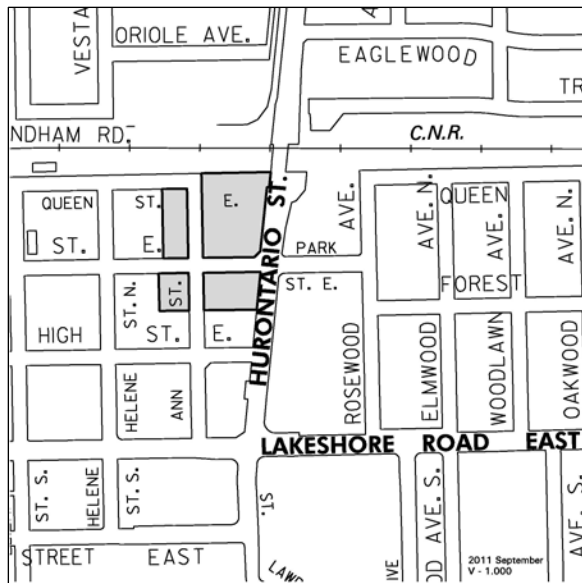


13.1.11.1 The lands identified as Special Site 11 are located at the northeast corner of Lakeshore Road East and Rosewood Avenue.

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

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

### 13.1.12 Site 12



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

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

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

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

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

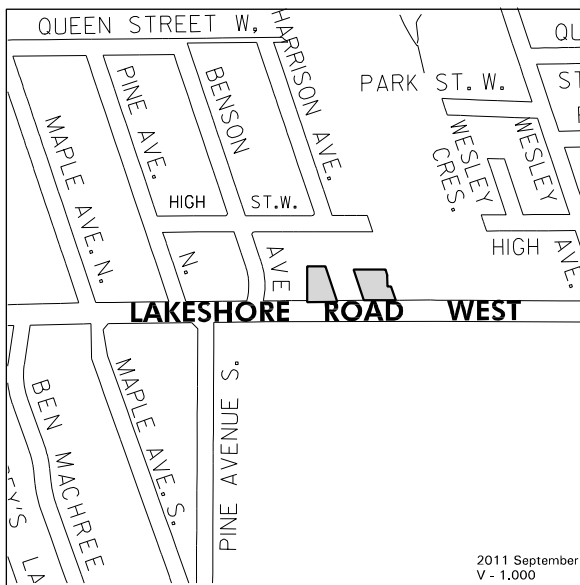
13.1.12.4 Consultation on the comprehensive master plan will occur with the landowners, local community and other stakeholders.



## 13.2 Exempt Sites

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

### 13.2.1 Exempt Site 1

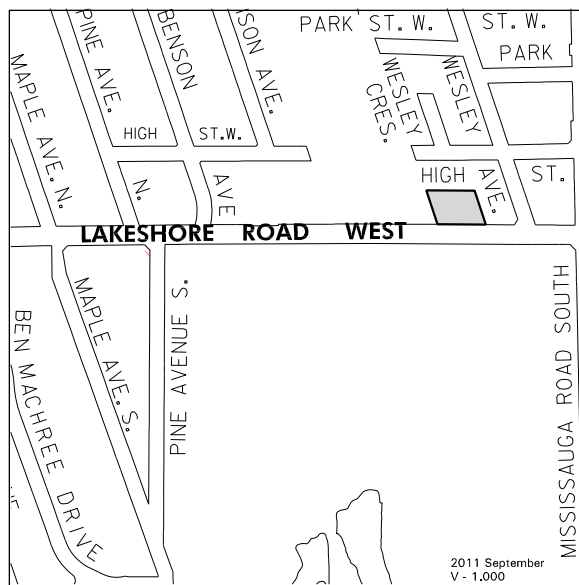


13.2.1.1 The lands identified as Exempt Site 1 are located on the north side of Lakeshore Road West, east of Benson Avenue.

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

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

### 13.2.2 Exempt Site 2



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

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

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

### 13.2.3 Exempt Site 3

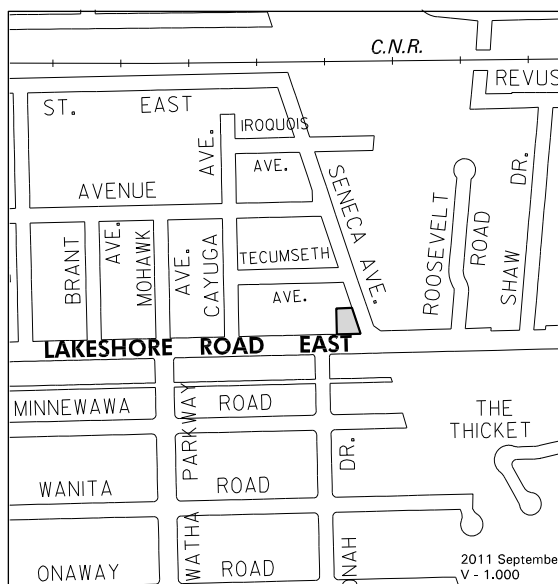


13.2.3.1 The lands identified as Exempt Special 3 are located on the north side of Port Street, east of Stavebank Road South.

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

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

### 13.2.4 Exempt Site 4



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

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

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

## 14.0 IMPLEMENTATION

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

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

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

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