

## Table of Contents

<b>1.0</b>	<b>How to Read the Port Credit Local Area Plan</b> .....	1
<b>2.0</b>	<b>Urban Design Policies</b> .....	2
<b>2.1</b>	<b>Community Design</b> .....	2
2.1.1	Community Identity and Focus .....	2
2.1.2	Precincts .....	3
2.1.2.1	North Residential .....	3
2.1.2.2	South Residential .....	3
2.1.2.3	Riverside .....	3
2.1.2.4	Central Residential .....	3
2.1.2.5	Historical Village .....	4
2.1.2.6	Mainstreet Commercial .....	4
2.1.2.7	Harbour Mixed Use .....	5
2.1.2.8	Vacant-Former Refinery .....	5
<b>2.2</b>	<b>Streetscape</b> .....	6
<b>2.3</b>	<b>Buildings and Spaces</b> .....	6
<b>3.0</b>	<b>Land Use</b> .....	6
<b>3.1</b>	<b>Residential</b> .....	6
3.1.1	Residential Low Density I .....	6
3.1.2	Residential Low Density II .....	6
3.1.3	Residential Medium Density .....	6
3.1.4	Residential High Density .....	7
3.1.5	Business Employment .....	7
3.1.6	To Be Determined .....	7
<b>4.0</b>	<b>Transportation</b> .....	7
<b>4.1</b>	<b>Road System</b> .....	7
<b>4.2</b>	<b>Parking</b> .....	7
<b>5.0</b>	<b>Special Site Policies</b> .....	8
<b>5.1</b>	<b>Site 1</b> .....	9
<b>5.2</b>	<b>Site 2</b> .....	9
<b>5.3</b>	<b>Site 3</b> .....	10
<b>5.4</b>	<b>Site 4</b> .....	11
<b>5.5</b>	<b>Site 5</b> .....	19
<b>5.6</b>	<b>Site 6</b> .....	19
<b>5.7</b>	<b>Site 7</b> .....	20
<b>5.8</b>	<b>Site 8</b> .....	20
<b>5.9</b>	<b>Site 9</b> .....	21
<b>5.10</b>	<b>Site 10</b> .....	21
<b>5.11</b>	<b>Site 11</b> .....	22
<b>5.12</b>	<b>Site 12</b> .....	22
<b>5.13</b>	<b>Site 13</b> .....	23

5.14 Site 14 ..... 23

5.15 Site 15 ..... 24

5.16 Site 16 ..... 24

5.17 Site 17 ..... 25

5.18 Site 18 ..... 25

5.19 Site 19 ..... 26

5.20 Site 20 ..... 26

5.21 Site 21 ..... 27

5.22 Site 22 ..... 27

5.23 Site 23 ..... 28

5.24 Site 24 ..... 28

5.25 Site 25 ..... 29

5.26 Site 26 ..... 29

5.27 Site 27 ..... 30

5.28 Site 28 ..... 30

5.29 Site 29 ..... 31

5.30 Site 30 ..... 31

5.31 Site 31 ..... 32

5.32 Site 32 ..... 33

5.33 Site 33 ..... 33

5.34 Site 34 ..... 34

5.35 Site 35 ..... 34

5.36 Site 36 ..... 35

5.37 Site 37 ..... 35

5.38 Site 38 ..... 36

**Port Credit Local Area Plan Land Use Map**

# PORT CREDIT

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

Mississauga Official Plan is composed of a principal document and a series of local area plans, provided under separate cover. This is the Port Credit Local Area Plan and provides policies for lands located 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, the Port Credit Local Area Plan elaborates on, or provides exceptions to the policies or schedules of the principal document.

The Port Credit Local Area Plan must be read in conjunction with the Mississauga Official Plan principal document. Parts 1 to 4, the schedules and the appendices of the principal document, are applicable to the Port Credit area, unless modified by this local area plan. Thus, for example, the policies of this local area plan must be read in conjunction with the environmental, multi-modal, urban form and land use policies of Parts 2 and 3 of the principal document. In the event of a conflict, the policies of this local area plan take precedence.

The Port Credit Local Area Plan was originally prepared as Mississauga Plan (2003) district policies and is readopted by Mississauga Official Plan. A planning study is currently being conducted for Port Credit that will result in a new local area plan.

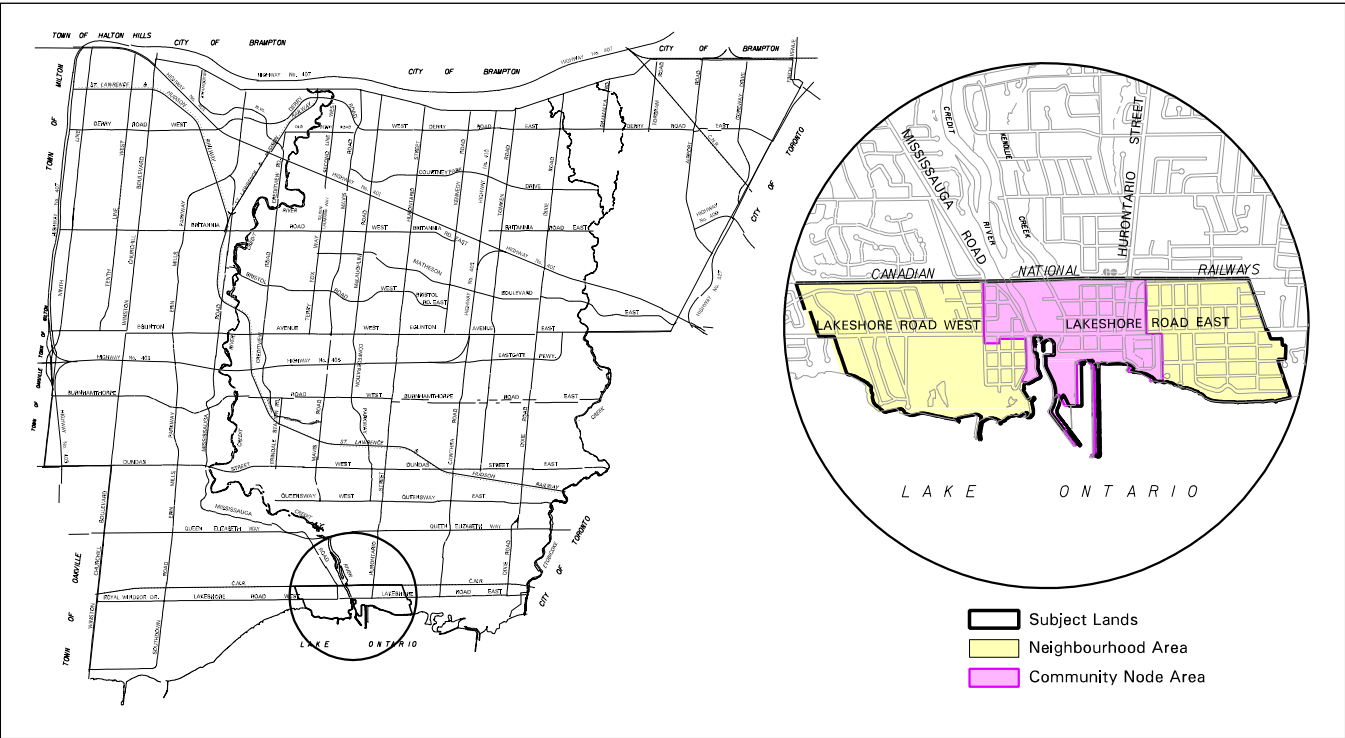


Figure 1: The Port Credit Local Area is located in south central Mississauga and includes areas identified in the City Structure as Community Node and Neighbourhood.

## 2.0 Urban Design Policies

### 2.1 Community Design

For the purpose of this Plan, Port Credit is considered to be composed of:

- four residential Precincts,
- two retail commercial Precincts,
- a Harbour Mixed Use Precinct; and
- a Precinct for the vacant former refinery site.

The locations of these Precincts are identified on Figure 2, Precincts - Port Credit Local Area Plan. Each Precinct includes lands of a variety of land use designations. The Community Design policies must be read in conjunction with the Land Use policies and all other Urban Design policies; together they are intended to encourage a development pattern and character which supports the Development Concept in this Plan.

- a. New developments should maintain and enhance the identity of Port Credit as a diverse established community by integrating with the surrounding area and avoiding the establishment of enclaves.
- b. New developments or redevelopments should be designed to reflect and enhance the Port Credit Business Improvement Area (BIA) **streetscape**.
- c. The Port Credit Community Node, which includes the Central Residential area, Harbour Mixed Use area and the portion of the Mainstreet Commercial area which connects these two Precincts, will be the focus of activity for the area, combining residential uses, cultural activities, shopping, dining, commerce and recreation.
- d. An interconnected open space network including the Credit River and the Lake Ontario shoreline is a key feature in the identity of the Port Credit which should be recognized in any development. This will include enhancing visual and physical public access to and along the Lake Ontario waterfront, and enhancing/restoring terrestrial and aquatic habitat potential.

#### 2.1.1 Community Identity and Focus

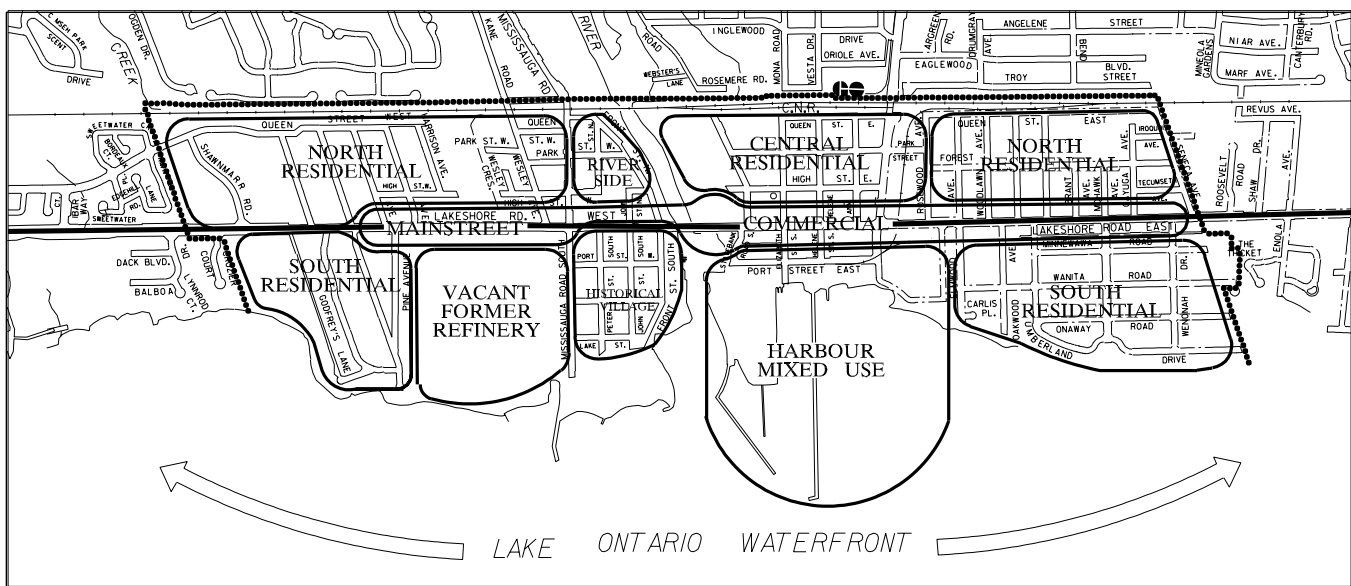


Figure 2: Precincts – Port Credit Local Area Plan

## 2.1.2 Precincts

### 2.1.2.1 North Residential

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 one to two storey building heights; the combination of small building masses on small lots; the juxtaposition of industrial, employment, residential and commercial uses; the well-landscaped **streetscapes**; and the regular street grid.
- b. Existing industrial uses along the railway tracks are encouraged to improve their transition to the adjacent residential areas. Where these properties are redeveloped, the development of an appropriate residential **streetscape** will be a priority.

### 2.1.2.2 South Residential

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 one to two storey building heights; the combination of small building masses on small lots (i.e. the scale of the neighbourhood is of modest detached dwellings); the physical and visual access to Lake Ontario; the well-landscaped **streetscapes**; and the irregular street grid.
- b. Any development between the lake and the continuous lakefront trail should provide ample side yards to ensure visual access to the lake between buildings.

### 2.1.2.3 Riverside

This is an evolving area which should create a transition from the 15 storey building heights of the Central Residential area to the two storey building

heights of the North Residential area while having regard for the Mississauga Road North **streetscape** and the spatial definition of the Credit River valley.

- a. New Residential High Density development should generally not exceed eight storeys to integrate with adjacent community, residential and parkland development.
- b. Any redevelopment along Mississauga Road North should support its character as a **scenic route** by: maintaining and enhancing the existing mature vegetation; maintaining existing building setbacks; continuing the fine-grained building massing; and, notwithstanding the building heights set in the subsection above of this section, building heights should not exceed four storeys for the half block on the east side of Mississauga Road North.
- c. Pedestrian open spaces should be planned to visually and physically extend Memorial Park into this neighbourhood along High Street West through to Front Street West, and along Park Street West.

### 2.1.2.4 Central Residential

This area has potential for infill and redevelopment, and will have the highest building heights in Port Credit; however, development proposals must avoid adverse impacts on the surrounding areas. Further, the existing character of the area should be maintained, particularly the mature trees and the well-landscaped front yards.

- a. Subject to shadowing and overlook concerns, building heights should not exceed 15 storeys and should decrease toward the east, west and north boundaries of this area. Notwithstanding this 15 storey height limit, building heights should not exceed ten storeys along the east side of Stavebank Road North to a depth of half a block (or equivalent distance to the north) between Stavebank Road North and Elizabeth Street, between Anne Street and the west side of Hurontario Street and along the east side of Hurontario Street to a depth of half a block.

Buildings heights should not exceed four storeys on the west side of Stavebank Road.

- b. Development along Hurontario Street should be designed to create an appropriate gateway to Port Credit, maintaining and recreating the generous front yards, the mature vegetation, and the small scale articulation that was typical of the houses along Hurontario Street. Building massing should allow generous setbacks from the street to the main building mass, with smaller two storey elements projecting closer to the street-line. Side yard setbacks should be sufficient to allow generous planting between buildings to avoid the creation of a continuous built wall.
- c. On development sites which extend to Lakeshore Road, buildings or parts of buildings within the Mainstreet Commercial Precinct should conform to the policies for that Precinct.
- d. Buildings should be set back from the street to provide opportunities for landscaping to continue the existing street character of the area.

#### **2.1.2.5 Historical Village**

This Precinct (also called the Historical 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".

- a. The street pattern, its residential character, significant groupings of trees and other natural features, and the historic housing stock should be preserved to maintain the historical associations with the founding of Port Credit.
- b. Mississauga will encourage landscape screening along the west side of Mississauga Road South to buffer the adjacent Imperial Oil site.

- c. Any adaptive re-use should preserve the character of the buildings and properties.
- d. Other areas which are suitable for sensitive infill should display massing and scale sympathetic to the surroundings. Building heights should not exceed two storeys. Any additions, alterations or redevelopment should support the existing historic character, maintain the existing street grid, maintain and enhance the existing mature vegetation and maintain existing building setbacks.

#### **2.1.2.6 Mainstreet Commercial**

The Mainstreet Commercial area includes Port Credit's traditional mainstreet and generally extends a half block north and south of Lakeshore Road, with a slightly greater depth at the Credit River. 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.

- a. Along Lakeshore Road, mixed-use developments with street-related retail commercial uses and a rhythm of closely spaced storefronts lining the street are encouraged to foster an active pedestrian street and to minimize the apparent width of Lakeshore Road.
- b. Development should maintain existing view corridors to the lake such as along the Hurontario Street extension and create new view corridors, such as, along the new north/south public road and mid-block between Hurontario Street and the new north/south public road.
- c. Building heights should be a minimum of two storeys and a maximum of three storeys.
- d. In accordance with the Port Credit Parking Policies, where possible, parking for this area should be provided on-street or in small, distributed parking lots. 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 reinforce the street wall and enhance public amenity.

#### **2.1.2.7 Harbour Mixed Use**

The redevelopment of the St. Lawrence Starch site and the City's initiatives for the Port Credit harbour have the potential to transform this area. Development in this area should be lower scale than the Central Residential area and should step down towards the lake and towards the east edge of the Character Area. Where the market potential permits, retail commercial uses should be extended from the Mainstreet Commercial Precinct towards the lake.

- a. The character of this area should be as an extension of the Mainstreet Commercial Precinct, but with the potential for higher buildings).
- b. Building heights should not exceed three storeys for the entire Harbour Mixed Use area with the exception of buildings fronting onto the north and south sides of Port Street East between the Hurontario Street extension and Helene Street South which may be six storeys high and buildings located on lands municipally known as 48-50 Port Street East which may be five storeys high. Buildings south of Port Street East should step down in tiers from a maximum of six storeys adjacent to Port Street East to a maximum of three storeys along the lands designated as Public Open Space.
- c. On development sites which extend to Lakeshore Road, buildings or parts of buildings within the Mainstreet Commercial Precinct should conform to the policies for that Precinct. Applicants may be required to submit visual analysis and view studies in support of the proposed building heights and massing to demonstrate that the Mainstreet Commercial character will be preserved.

- d. A Public Waterfront Square should be located at the foot of the extension of Hurontario Street. Efforts should be made to maximize public parking opportunities, nearby on-street and on publicly and privately owned lands.
- e. A new public road should connect the Hurontario Street extension to a new public road running north/south between Elmwood Avenue and Hurontario Street. This extension or waterfront road will separate 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.
- f. Along the west side of the Hurontario Street extension and on the development parcel abutting the Public Waterfront Square, mixed use developments with street-related commercial uses and a rhythm of closely spaced storefronts lining the street will be provided to foster an active pedestrian street, and to attract pedestrians to the lake. The parcel abutting the proposed Public Waterfront Square should be developed in a manner which encourages ground floor commercial facing the Public Waterfront Square in a built form offering the potential for weather protection, outdoor display areas and/or restaurants with exterior seating areas.
- g. On-street public parking must be provided to promote street activity and enliven public streets and spaces.
- h. Development should maintain existing view corridors to the lake such as the Hurontario Street extension and create new view corridors, such as, along the new north/south public road and mid-block between Hurontario Street and the new north/south public road.

#### **2.1.2.8 Vacant - Former Refinery**

This Plan does not propose land uses for this area because it is not known to what degree the site can be remediated. However, regardless of potential

future uses, this Precinct should ultimately be developed in a manner which is compatible with the surrounding lands, and which does not compete with the existing focal point at Port Credit harbour.

- a. Building heights should be limited to two to three storeys to be consistent with the adjacent South Residential and Historical Village Precincts.
- b. A public road should be provided in any future development by subdivision separating 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. The balance of the street pattern should be consistent with that of adjacent areas.
- c. If this site is used for outdoor storage (such as for boats) or parking, adequate setbacks will be provided from adjacent residential areas, the Lake Ontario Waterfront Trail and associated public parkland to allow appropriate buffer treatment to screen the uses.

## 2.2 Streetscape

The design of the street right-of-way and the design of the lands along the street affect the *streetscape* and should have regard for the following:

- a. on lands adjacent to Lakeshore Road, and in the area south of Lakeshore Road East between the Credit River and Tall Oaks Park, an urban character is appropriate; buildings should be located close to the street and aligned with it to enclose the street space, and gaps in the street wall should be ordered in a coherent fashion.

## 2.3 Buildings and Spaces

In applying the following policies, the effect of buildings and spaces on the surrounding environment should be considered equally with the functionality and aesthetic appeal of the site itself.

- a. Where developable lands separate Lake Ontario from the continuous Waterfront Trail, lot size and building envelopes will create generous side yards to allow glimpses of the lake from the Waterfront Trail.
- b. Notwithstanding the existing high buildings, the area around the intersection of Hurontario Street and Lakeshore Road East should be developed with low-rise buildings to maintain a comfortable street scale and to create an appropriate and compatible transition to the surrounding low-rise area.

## 3.0 Land Use

### 3.1 Residential

#### 3.1.1 Residential Low Density I

The Residential Low Density I designation permits detached dwellings.

Notwithstanding the provisions of the Residential Low Density I designation, a duplex dwelling will be permitted at 23-25 Peter Street South.

#### 3.1.2 Residential Low Density II

The Residential Low Density II designation permits detached, semi-detached, duplex, triplex and street townhouse dwellings.

#### 3.1.3 Residential Medium Density

The Residential Medium Density designation permits townhouse dwellings and all forms of horizontal multiple dwellings, as well as low-rise apartment dwellings. Heights of proposed buildings should not exceed three storeys, unless otherwise specified in the Port Credit Urban Design policies of this Plan.



### 3.1.4 Residential High Density

The Residential High Density designation permits apartment dwellings. Building height should not exceed eight storeys, unless otherwise specified in the Port Credit Urban Design policies of this Plan.

### 3.1.5 Business Employment

Notwithstanding the Land Use Policies of this Plan, only the following permitted uses will apply:

- a. Industrial uses within enclosed buildings including manufacturing, repairing, warehousing, wholesaling and offices up to a maximum **Floor Space Index** of 0.5;
- b. other accessory uses, either within industrial buildings or in separate buildings within a complex of associated industrial buildings, provided that they are clearly accessory and occupy a small area in terms of floor space or site coverage relative to the size of the industrial plant;
- c. Community Infrastructure.

### 3.1.6 To Be Determined

Studies will be carried out for the area so designated, in consultation with the land owner, neighbouring residents, the Ward Councillor and other interested agencies, and the Plan will be appropriately amended. In determining the ultimate land use for these lands, particular attention will be given to the Natural Areas System, Waterfront Development and Special Site Areas policies of this Plan which apply to these lands.

## 4.0 Transportation

### 4.1 Road System

Lakeshore Road, including the Credit River Bridge, will not be built in excess of four lanes excluding turning lanes and bus bays, unless it can be demonstrated that additional lanes will not result in a major deterioration of the neighbouring residential or retail commercial environment. The implementation of such major roadway modifications will require an amendment to this Plan. The Lakeshore Road crossing of the Credit River is currently over capacity. This situation will be monitored in terms of the impacts of redevelopment, especially west of the Credit River.

Hurontario Street will not be built in excess of four lanes excluding turning lanes and bus bays, unless it can be demonstrated that additional lanes will not result in a major deterioration of the neighbouring residential or retail commercial environment. The implementation of such major roadway modifications will require an amendment to this Plan.

### 4.2 Parking

Larger redevelopment sites will be self-sufficient in the provision of parking, with the parking demands accommodated on-site. Most notably, this assumption would apply to the St. Lawrence Starch and Imperial Oil "South Property" lands, but would also apply to other relatively large sites.

The maintenance of pockets of parking and small lots throughout the area is preferred to the construction of large centrally located parking structures, in addressing the diverse users needs and the long linear core area.

## 5.0 Special Site Policies

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

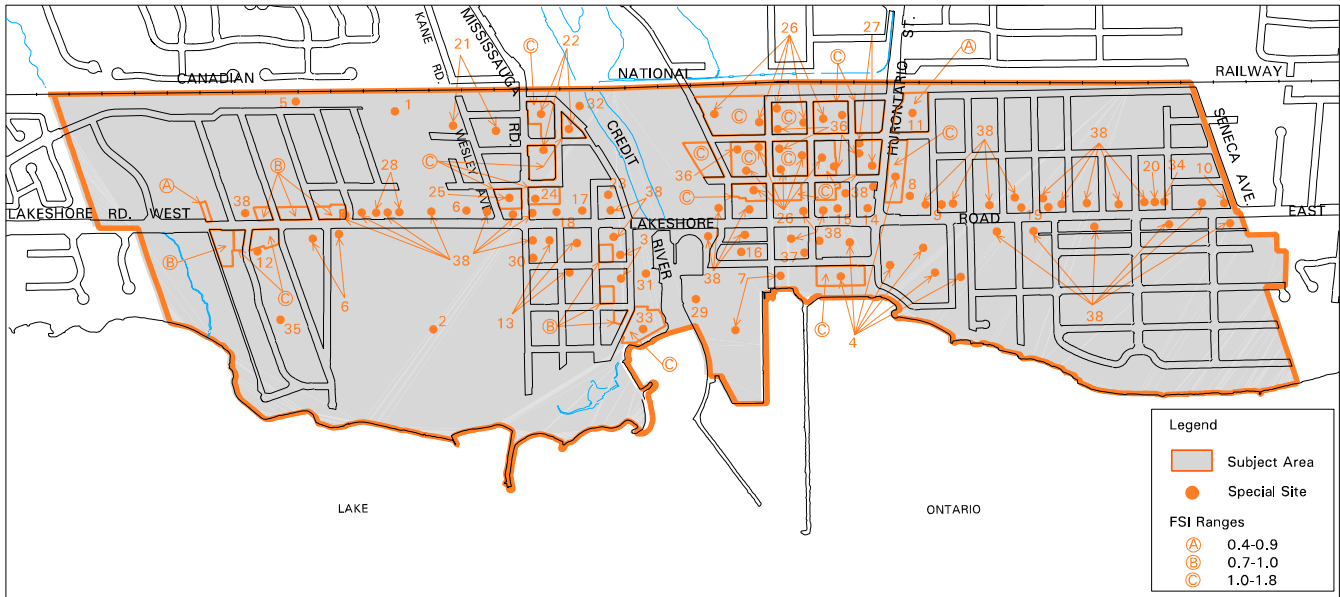
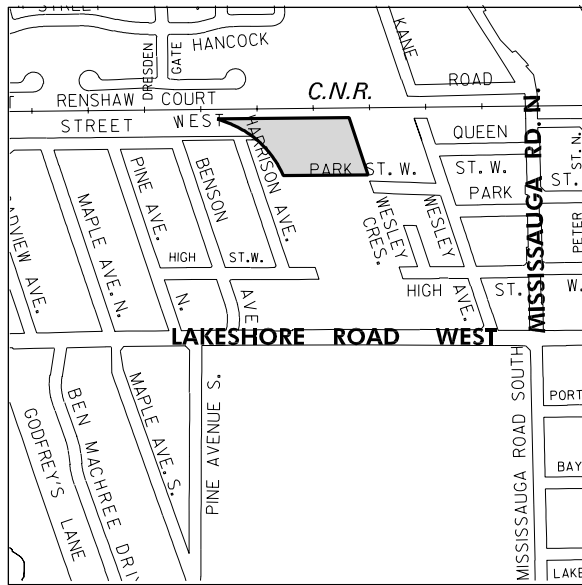


Figure 3: Location of Special Sites within the Port Credit Local Area

## 5.1 Site 1

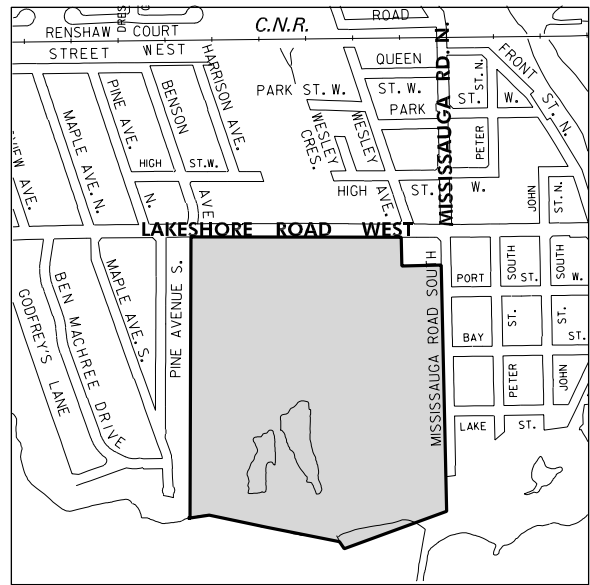


The lands identified as Special Site 1 are located south of the Canadian National Railway and east of Queen Street West.

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

- a. development (including servicing) will be permitted following issuance of the Section 17 Order under the *Environmental Protection Act*, and its registration on title;
- b. permitted industrial uses will be limited to low-profile, light industrial uses within enclosed buildings such as storage warehouses and offices directly accessory to the industry;
- c. vehicular access to the site will be from Lakeshore Road West only, with no access permitted from the surrounding residential streets.

## 5.2 Site 2



The lands identified as Special Site 2 are located south of Lakeshore Road West, west of Mississauga Road South and east of the existing residences on Pine Avenue South.

Notwithstanding the provisions of the To Be Determined, Public Open Space and Greenbelt designations, the uses permitted on this site will be subject to the following additional policies

- a. development will recognize the scale and enhance the character of adjacent land uses, in particular the old townsite area immediately to the east;
- b. in the review of applications for development of these lands, regard will be had to the concepts and principles expressed in the Port Credit Harbour Transition Master Plan and the Mississauga Waterfront Plan;
- c. a landscaped buffer will be maintained between the site and the Pine Avenue South neighbourhood;
- d. any proposal for redevelopment or use of the "Vacant - Former Refinery Property" will make adequate provision for implementation of proposals for the future redevelopment of J.C. Saddington Park.

### 5.3 Site 3



The lands identified as Special Site 3 are located on the west side of Front Street South and the south side of Port Street West, south of Lakeshore Road West.

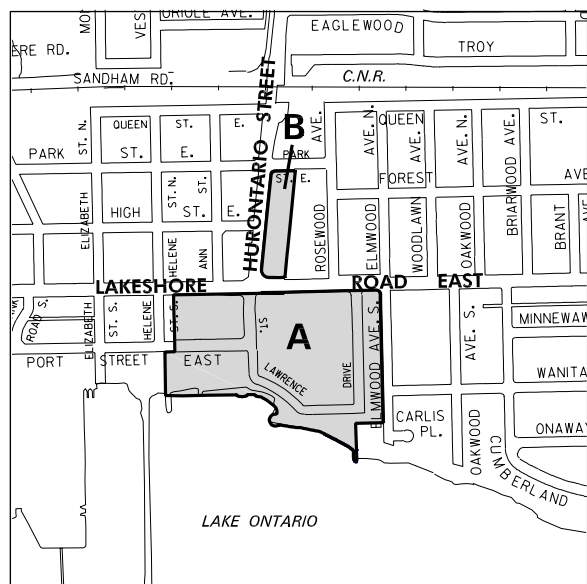
Notwithstanding the Mixed Use designation on these lands, the following additional policies will apply:

- a. townhouses will be permitted only at 28 Front Street South;
- b. 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, and 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;
- c. buildings will not exceed two storeys in height;
- d. 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;

- e. front yards will be mostly landscaped and oriented to Front Street South or Port Street West;
- f. appropriate design treatment should be provided to both facades at street corners;
- g. 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.
- h. drive-through facilities will not be permitted.

## 5.4 Site 4



### 5.4.1 Area A

The lands identified as Area A are located on the south side of Lakeshore Road East between Helene Street South and Elmwood Avenue.

Notwithstanding any provisions in this Plan, the following additional policies shall apply to Area A.

#### 5.4.1.1 Development Concept

It is intended that development on Area A (the St. Lawrence Starch Company lands - South Property) will result in a low to mid-rise, urban, pedestrian-oriented mixed-use precinct that will provide an attractive destination for local and City residents, with access to the lake and function as a lively mix of live, work, leisure and recreational activities, which will contribute to maximum public use and enjoyment of the waterfront. Built form will be in keeping with the established context of the old town of Port Credit, consisting of low to mid-rise buildings, mixed use, and a strong pedestrian orientation. New mixed-use commercial/residential development will be compatible with the existing street-related village retail commercial uses and should occur primarily along Lakeshore Road East, the west side of Hurontario Street, west of the

proposed Community Square and on both sides of Port Street East.

#### 5.4.1.2 Development Objectives

##### a. Residential

Provide an opportunity for a development which offers a variety of dwelling types with built forms that are compatible with existing residential areas.

##### b. Design

Guide community design towards the creation of a visual identity for the St. Lawrence Starch Company lands and provide for a building massing and character that will be consistent with the Development Concept Policies of this Plan.

#### 5.4.1.3 Urban Design Policies

##### a. Community Design

For the purposes of Area A, the St. Lawrence Starch Company lands are composed of two Precincts, as identified on Figure 2, Precincts - Port Credit Local Area Plan. The Urban Design Policies of this Plan must be read in conjunction with the Land Use Policies of this Plan. Together, they are intended to encourage an urban form and character which supports the Development Concept in Area A.

##### Community Identity and Focus

An interconnected open space network including the Credit River, the Lake Ontario shoreline and portions of the tableland woodlot is the key feature in the identity of the area which should be recognized in any development. This will include enhancing visual and physical access to and along the waterfront, and enhancing/restoring terrestrial and aquatic habitat potential.

##### Mainstreet Commercial Precinct

The Mainstreet Commercial Precinct includes Port Credit's traditional mainstreet and generally extends

a half a block north and south of Lakeshore Road East.

- Building heights should generally not exceed two storeys. Buildings which front onto the south side of Lakeshore Road East between Hurontario Street and Elmwood Avenue are encouraged to be developed as mixed commercial/residential "live/work" units and shall not exceed a height of three storeys.
- Parking facilities should 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 reinforce the **streetscape** and enhance public amenity.
- One parking lot within the Mainstreet Commercial Precinct is to be located on the site of the former St. Lawrence Starch administration building at the southeast corner of Hurontario Street and Lakeshore Road East. The remaining areas for parking will be provided along Lakeshore Road East and/or on lands on the west side of Hurontario Street. Parking should only be provided on-street, underground or in small parking lots ideally located behind buildings.
- Future development will be compatible in form and scale with the former St. Lawrence Starch administration building which is a historically designated building under the *Ontario Heritage Act*. This building should be considered when designing future development in this Precinct.
- A new open space is to be created at the north-eastern edge of Area A to integrate and preserve a portion of the existing woodlot into the new development.
- A new Community Square will be situated along Lakeshore Road East. Street-related activities such as restaurants and shops are to be encouraged in the grade levels of

buildings on the west side of Hurontario Street, north of Port Street East, addressing the square. Surface parking lots or above grade structured parking are to be minimized adjacent to the Community Square.

#### Harbour Mixed Use Precinct

Development in this area should be low in scale and provide a suitable transition in building mass towards the established low density scale residential neighbourhood to the east and to the higher scale buildings west of the Hurontario Street extension. Commercial uses may be extended south from the Mainstreet Commercial Precinct towards the lake, along the west side of Hurontario Street.

- The Harbour Mixed Use Precinct is an extension of the Mainstreet Commercial Precinct.
- Building heights shall not exceed three storeys in height for the entire Harbour Mixed Use Precinct with the exception of buildings fronting onto the north and south sides of Port Street East which may be six storeys high. Buildings south of Port Street East should step down gradually from a maximum of six storeys along the Port Street East frontage to a maximum of three storeys along the waterfront park.
- On development sites which extend to Lakeshore Road East, buildings or parts of buildings within the Mainstreet Commercial Precinct should conform to the policies for that Precinct.
- A Public Waterfront Square will be located at the foot of the extension of Hurontario Street. Public parking may be provided below the Public Waterfront Square or at other locations on privately or publicly owned lands.
- Along the west side of Hurontario Street and on the development parcel abutting the

Public Waterfront Square, mixed use developments with street-related commercial uses and a rhythm of closely spaced storefronts lining the street will be provided to foster an active pedestrian street, and to attract pedestrians to the lake. The parcel abutting the Public Waterfront Square should be developed in a manner which encourages at grade commercial facing the Public Waterfront Square in a built form offering the potential for weather protection, outdoor display areas and/or restaurants with exterior seating areas.

- Development should maintain existing view corridors to the lake. The creation of new view corridors should be a major consideration when setting out new streets and the development pattern for the area.
- On-street public parking must be provided to promote street activity and enliven public streets and spaces.
- The development pattern should extend the street and block pattern that exists in the surrounding Port Credit neighbourhoods, consisting of an open grid street pattern with blocks generally rectangular in shape.
- To maximize public access to and along the waterfront, a public east-west waterfront road shall separate new development from the waterfront open space and the continuous Waterfront Trail.
- A waterfront open space, which includes the Public Waterfront Square, should extend the full width of Area A along the Lake Ontario shoreline. Development should face the open space. Reverse-back lotting onto the open space is not permitted. The minimum width of the waterfront open space, west of the Public Waterfront Square, south of Port Street East, will be 30 m.
- Development should maintain the portions of the woodlot adjacent to Elmwood

Avenue as a private open space block in conjunction with medium density residential development.

#### b. Buildings and Spaces

In applying the following policies, the effect of buildings and spaces on the surrounding environment should be considered equally with the functionality and aesthetic appeal of the site itself.

- Developable lands should not separate Lake Ontario from the continuous Waterfront Trail.
- Residential areas should manifest a range of building types and forms to offer choices to people wishing to reside in this area.

#### 5.4.1.4 Land Use

##### a. Residential

Housing will be provided within one of the following residential density categories: Residential Medium Density, Residential High Density and Mixed Use.

##### Residential Medium Density

The Residential Medium Density designation permits townhouse development, either street-related or in clusters. Building heights should not exceed three storeys unless otherwise specified in the Urban Design Policies of this Plan.

##### Residential High Density

The Residential High Density designation permits medium-rise apartment buildings. Medium-rise buildings will not exceed six storeys in height unless otherwise specified in the Urban Design Policies of this Plan. Ground related retail commercial uses are permitted.

##### b. Commercial

##### Mixed Use

Lands designated Mixed Use will provide a mix of pedestrian-oriented street-related retail

commercial uses, offices, overnight accommodation, **community facilities** and open space. Residential uses will be permitted in combination with commercial uses. Drive-through facilities will not be permitted. The Mixed Use designation applies to lands between Lakeshore Road East and Port Street East, west of Hurontario Street and on the south side of Lakeshore Road East, between Hurontario Street and the new north/south public road, where the existing scale, form, and pedestrian orientation of development is encouraged to maintain and enhance the character of the former town centre.

- The lands bounded by Lakeshore Road East and Port Street East, west of Hurontario Street will be subject to an overall development total **Floor Space Index** of 2.0, of which residential uses will be limited to a maximum **Floor Space Index** of 1.5. Medium rise mixed use buildings should not exceed six storeys.
- The lands located on the south side of Lakeshore Road East between Hurontario Street and the new north/south public road permit street related commercial uses in conjunction with residential uses, and will be subject to an overall development total **Floor Space Index** of 1.5 of which commercial uses will be limited to a maximum **Floor Space Index** of 0.2.
- The lands located on the southeast corner of Lakeshore Road East and Hurontario Street are occupied by the existing "Administration Building" and intended to be used for commercial uses.

#### 5.4.1.5 Site Decommissioning

The lands in Area A have been identified as a **contaminated site**. Notwithstanding the lands use designations prescribed for the subject lands, the uses permitted on these lands will be subject to the following additional policy:

- a. City approval, for development on, or in proximity to, these lands will be subject to cleanup and verification, in accordance with Provincial Government legislation and guidelines. Studies will be required of the proponent indicating levels of contamination, remediation plans, and clean-up verification prior to development approval. Such studies will be prepared to Provincial Government specifications and address all concerns of the City.

#### 5.4.1.6 Transportation

- a. Parking

Sites will be self-sufficient in the provision of parking, with the parking demands accommodated on-site or on neighbouring sites.

Parking requirements associated with individual developments will be provided at the rear of lots or underground. Parking lots abutting street frontages will not be permitted, except where no other alternative is available. Adequate design treatments must be established for the street frontage to maintain a continuous safe, urban **streetscape**. Opportunities for on-street parking should be maximized.



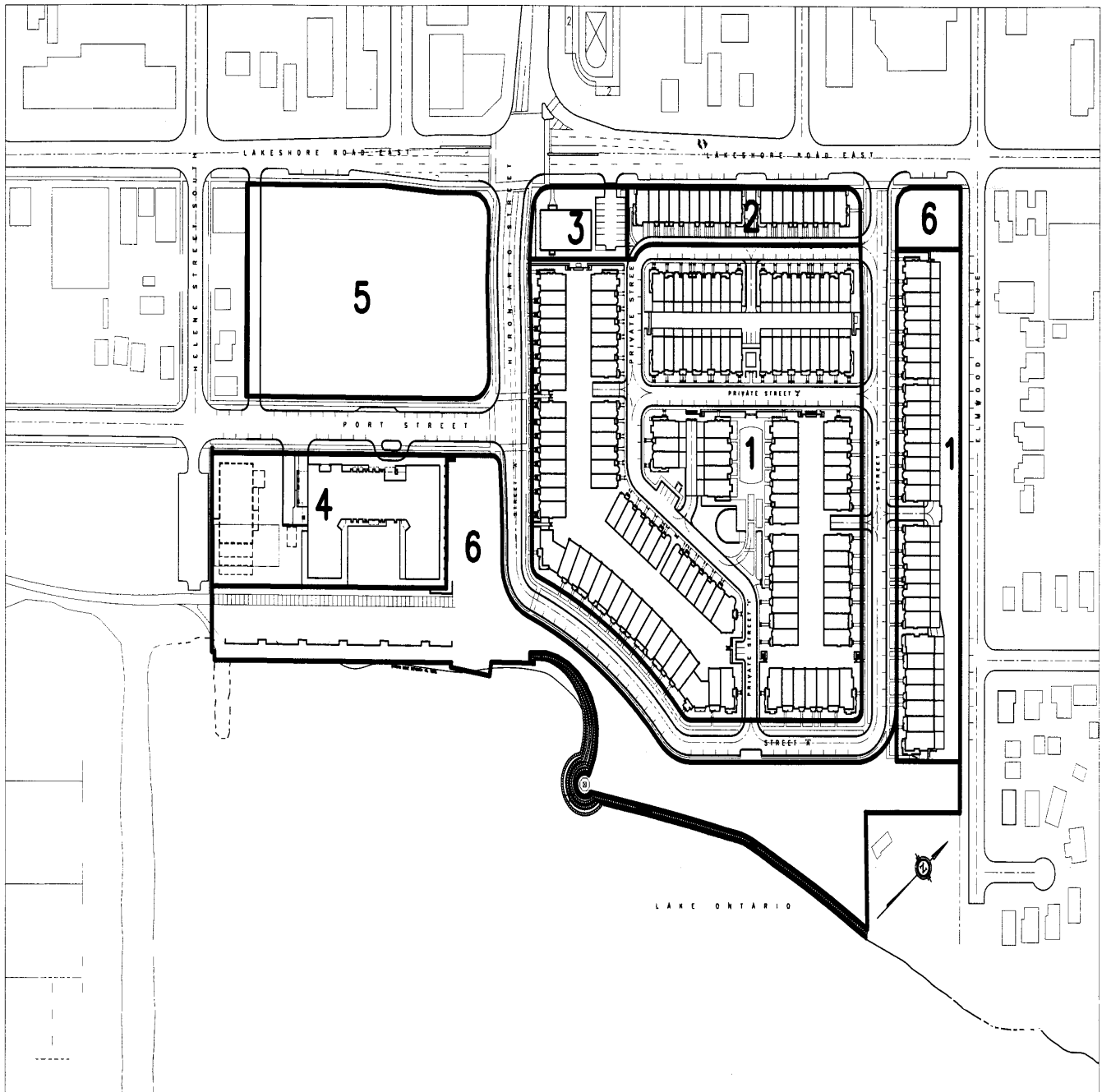


Figure 4: Concept Plan – Block Layout (South Property)

### Concept Plan - Block Layout (South Property)

PARCEL	LOT AREA (m <sup>2</sup> )	COMMERCIAL Maximum Gross Floor Area (m <sup>2</sup> )	RESIDENTIAL Maximum Gross Floor Area		TOTAL Maximum GFA (m <sup>2</sup> )	FLOOR SPACE INDEX (FSI) /DENSITY
			m <sup>2</sup>	Units		
MIXED USE						
2	3 350	720 (0.2 FSI)	4 300 (1.3 FSI)	18	5 020	1.5 FSI
3	1 600	1 560 (1.0 FSI)			1 560	1.0 FSI
5*	12 700	8 600 (0.7 FSI)	19 050 (1.5 FSI)	150	25 400	2.0 FSI
RESIDENTIAL MEDIUM DENSITY						
1	43 950		42 500	167	42 500	38 uph
RESIDENTIAL HIGH DENSITY						
4	8 116	460 (0.06 FSI)	20 090 (2.47 FSI)	95	20 290	2.5 FSI
TOTAL (BLDG. AREAS)	69 716	11 340	85 650	430	94 770	
OPEN SPACE						
6	17 884					
PUBLIC ROADS	13 200					
GREENBELT**	3 900					
TOTAL SITE AREA	104 700					

**FSI: Floor Space Index**

\* Maximum residential **FSI** = 1.5, maximum total **FSI** = 2.0

\*\* Greenbelt includes armourstone seawall, and water lots.

For information purposes only, the overall **Floor Space Index (FSI)** for all parcels (building areas) is 1.35.

## 5.4.2 Area B

The lands identified as Area B are located on the east side of Hurontario Street between Lakeshore Road East and Park Street East.

Notwithstanding any provisions in this Plan, the following additional policies will apply:

### 5.4.2.1 Development Concept

Development on Area B will be of a higher density than the abutting Area A lands, south of Lakeshore Road East. The primarily mid-rise residential built form along Hurontario Street will be pedestrian oriented and will establish a transition between the area of high buildings to the west and the lower rise buildings to the east.

A significant building in both height and architecture will create a visual landmark near the northeast corner of Lakeshore Road East and Hurontario Street. A **tall building** stepped back from the intersection is appropriate due to this location's unique and prominent role as both the gateway into Port Credit from the north and the starting point of the city's most important north-south road, Hurontario Street. Its proximity to the Port Credit GO Transit Station and its location fronting onto a Major Transit Corridor enhances its residential intensification potential. A **tall building** will also balance the massing of the adjacent tall apartment building located west of Hurontario Street.

Street-related commercial uses within a low-rise building podium at the south limit of the site will integrate well with the existing built form, massing and retail commercial uses along Lakeshore Road East. A significant step back of the tower portion from the low-rise Lakeshore Road East building façade is important to maintain the traditional mainstreet pedestrian experience and **streetscape**.

### 5.4.2.2 Urban Design Policies

#### a. Community Design

For the purposes of Area B, the subject lands are composed of two Precincts, as identified on Figure 2: Precincts - Port Credit Local Area Plan.

To encourage an urban form and character which supports the Development Concept for Area B, the Urban Design and Land Use Policies of this Plan will apply, except as follows:

#### Central Residential Precinct

The Central Residential Precinct will have mid-rise building heights and serve as a transition between the high buildings to the west and the lower rise buildings to the east.

- Building heights will not exceed six storeys, except for the portion between High Street East and Park Street East, which will not exceed seven storeys.
- A building podium of between two and six storeys will be developed close to Hurontario Street.
- Side yard setbacks will be sufficient to allow planting between buildings. As well, side yard setbacks should be provided opposite the alignment of High Street East, permitting access to the east.

#### Mixed Use Precinct

The Mixed Use Precinct includes Port Credit's traditional mainstreet and generally extends a half a block north and south of Lakeshore Road East.

- A building not exceeding 22 storeys and setback from the northeast corner of Lakeshore Road East and Hurontario Street is permitted. The tower portion of this building will be stepped back from a two storey building podium adjacent to Lakeshore Road East and a six storey building podium adjacent to Hurontario Street.
- The two storey Lakeshore Road East building podium will be located close to the street edge, achieving similar massing to that found along this traditional mainstreet.

- The six storey Hurontario Street building podium will achieve a well-proportioned sense of street enclosure for pedestrians and others travelling along this street. The building podium will be located close to the street edge.

or underground. Parking lots abutting street frontages will not be permitted. Adequate design treatments must be established for the street frontage to maintain a continuous safe, urban **streetscape**.

### 5.4.2.3 Land Use

#### a. Residential High Density

Buildings will not exceed six storeys, except between High Street East and Park Street East, which will not exceed seven storeys.

#### b. Mixed Use

A maximum of 1 150 m<sup>2</sup> of gross floor area is to be devoted to commercial uses.

#### c. Overall Development Permissions

Density is expressed in terms of **Floor Space Index**, which is defined as the ratio of the gross floor area of all buildings on a site to the net developable area of that site. For apartment blocks, the net developable area includes the lands for residential units, internal road and parking, landscaped areas, private open space and other associated amenities.

- Overall development is permitted up to a maximum **Floor Space Index** of 4.7 for Area B.
- A maximum of 214 apartment dwelling units are permitted within Area B.
- A maximum of 150 retirement dwelling units are permitted within Area B.

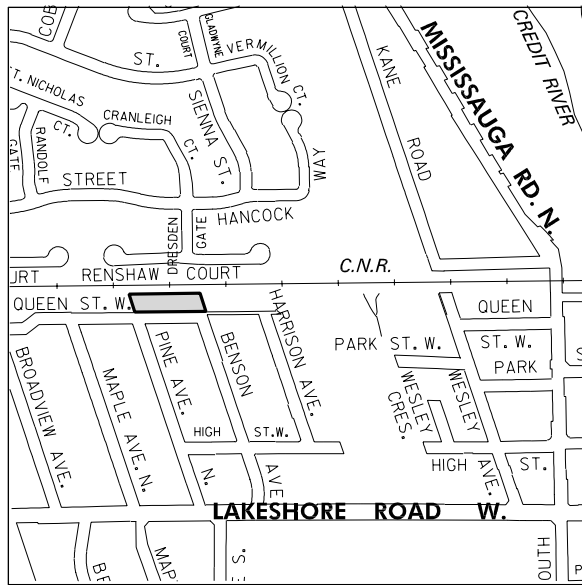
### 5.4.2.4 Transportation

#### a. Parking

Sites will be self-sufficient in the provision of parking, with the parking demands accommodated on-site.

Parking requirements associated with individual developments will be provided at the rear of lots

## 5.5 Site 5

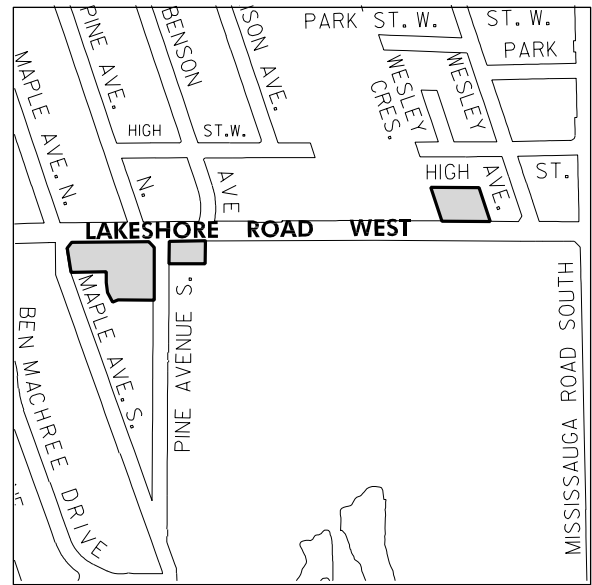


The lands identified as Special Site 5 are located on the north side of Queen Street West between Benson Avenue and Pine Avenue.

Notwithstanding the Business Employment designation on these lands, the following additional policy will apply:

- a. screened outdoor storage will be permitted.

## 5.6 Site 6



The lands identified as Special Site 6 are located on the north side of Lakeshore Road West, west of Wesley Avenue and on the south side of Lakeshore Road West, east and west of Pine Street South.

Notwithstanding the provisions of the Mixed Use designation, the following additional policies will apply:

- a. the existing motor vehicle sales and rental will be permitted;
- b. drive-through facilities will not be permitted.



## 5.9 Site 9

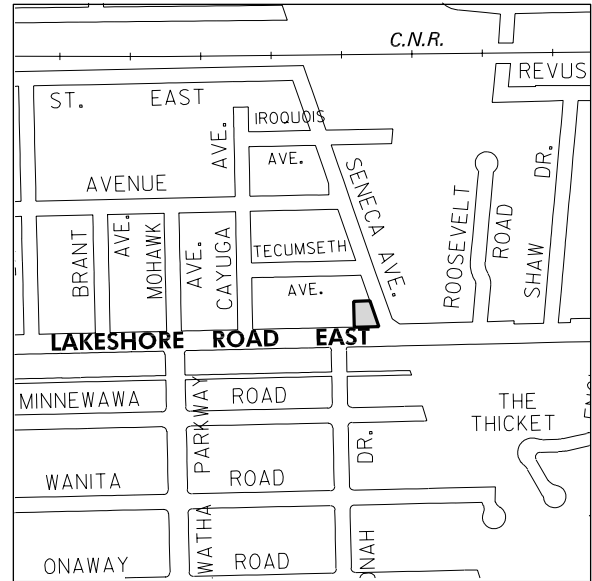


The lands identified as Special Site 9 are located at the northeast corner of Lakeshore Road East and Rosewood Avenue.

Notwithstanding the provisions of the Mixed Use designation, the following additional policies will apply:

- a. the existing motor vehicle repair garage will be permitted;
- b. drive-through facilities will not be permitted.

## 5.10 Site 10



The lands identified as Special Site 10 are located at the northwest corner of Lakeshore Road East and Seneca Avenue.

Notwithstanding the provisions of the Mixed Use designation, the following additional policies will apply:

- a. the existing motor vehicle wash will be permitted;
- b. drive-through facilities will not be permitted.

### 5.11 Site 11

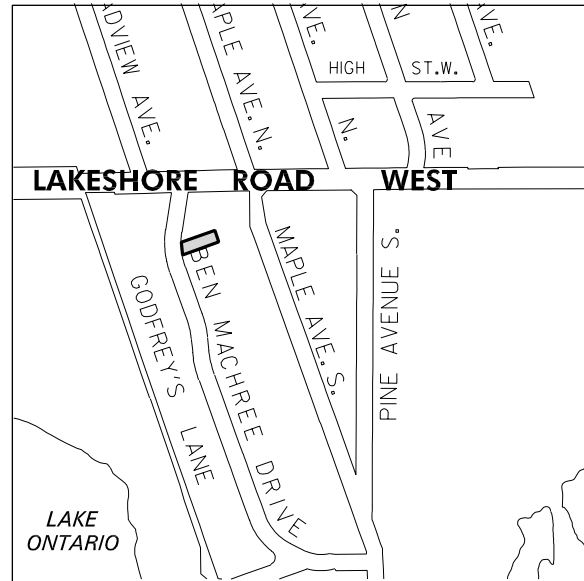


The lands identified as Special Site 11 are located on the north side of Park Street East between Hurontario Street and Rosewood Avenue.

Notwithstanding the Residential Medium Density designation and the Urban Design Policies, Central Residential provisions, the following additional policies will apply:

- a. in addition to the uses permitted under the Residential Medium Density designation, townhouse development, either street-related or in clusters will be permitted;
- b. building heights should not exceed three storeys.

### 5.12 Site 12



The lands identified as Special Site 12 are located on the east side of Ben Machree Drive, south of Lakeshore Road West.

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

- a. a residential building containing three apartment dwelling units may also be permitted, provided that no dwelling units are located below grade.









### 5.19 Site 19

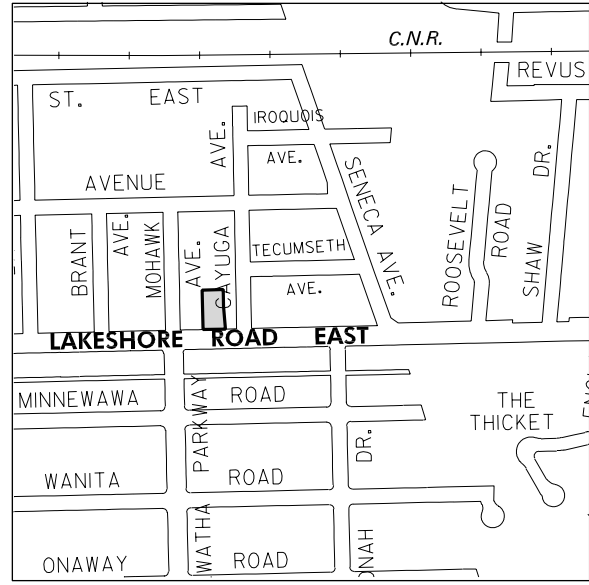


The lands identified as Special Site 19 are located on the north side of Lakeshore Road East, between Woodlawn Avenue and lands west of Briarwood Avenue.

Notwithstanding the Urban Design Policies and the provisions of the Mixed Use designation, the following additional policies will apply:

- a. the maximum height of the existing apartment buildings will be four storeys;
- b. drive-through facilities will not be permitted.

### 5.20 Site 20

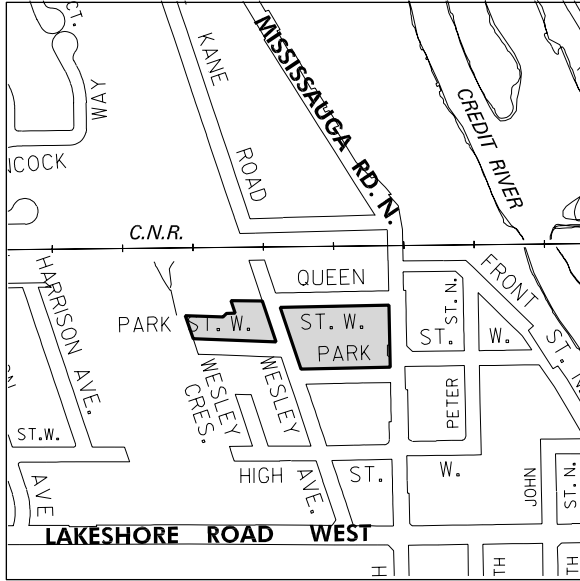


The lands identified as Special Site 20 are located on the north side of Lakeshore Road East, west of Cayuga Avenue.

Notwithstanding the Urban Design Policies and the provisions of the Mixed Use designation, the following additional policies will apply:

- a. the maximum height of the existing apartment building will be five storeys;
- b. drive-through facilities will not be permitted.

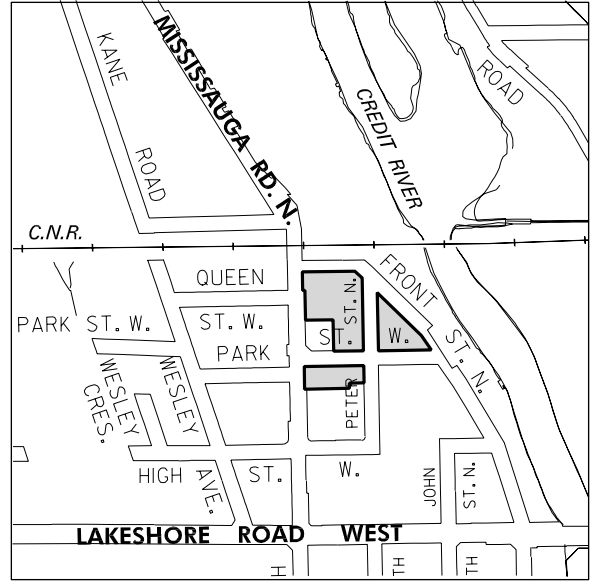
## 5.21 Site 21



The lands identified as Special Site 21 are located on the north side of Park Street West, south of Queen Street West and west of Mississauga Road North.

Notwithstanding the provisions of the Residential Medium Density designation, existing detached, existing duplex and existing triplex dwellings will be permitted.

## 5.22 Site 22



The lands identified as Special Site 22 are located north of Park Street West, east and west of Peter Street North and the lands south of Park Street West, between Mississauga Road North and Peter Street North.

Notwithstanding the provisions of the Residential High Density designation, existing detached, existing semi-detached, existing duplex, existing triplex and existing horizontal multiple dwellings will be permitted.

### 5.23 Site 23



The lands identified as Special Site 23 are located on the west side of Front Street North, north of Lakeshore Road West.

#### 5.23.1 Area A

Notwithstanding the provisions of the Residential Medium Density designation, for the lands identified as Area A, an existing detached dwelling and offices will be permitted.

#### 5.23.2 Area B

Notwithstanding the provisions of the Residential Medium Density designation, for the lands identified as Area B, the existing detached dwellings, existing duplex and existing apartment dwelling will be permitted.

### 5.24 Site 24



The lands identified as Special Site 24 are located on the east side of Mississauga Road North, south of High Street West.

Notwithstanding the provisions of the Residential High Density designation, existing horizontal multiple dwellings will be permitted.

## 5.25 Site 25



The lands identified as Special Site 25 are located on the south side of High Street West between Mississauga Road North and Wesley Avenue.

Notwithstanding the provisions of the Residential High Density designation, existing detached, existing duplex and existing triplex dwellings will be permitted.

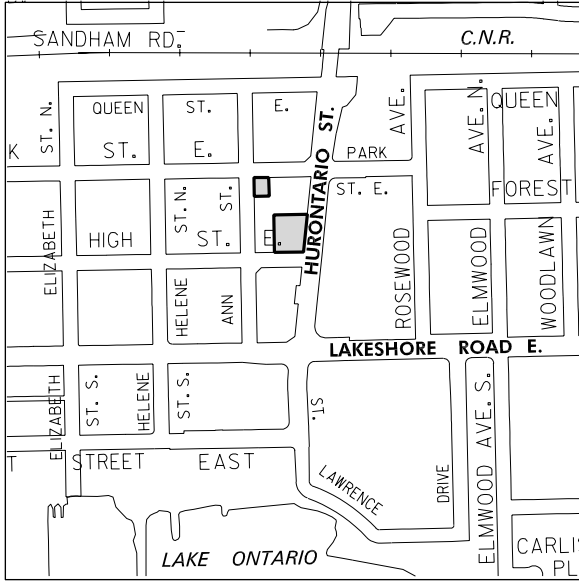
## 5.26 Site 26



The lands identified as Special Site 26 are located north of Lakeshore Road East, south of the Canadian National Railway, east of Stavebank Road and west Hurontario Street. Notwithstanding the Residential High Density designation and the Urban Design Policies, Central Residential provisions, the existing apartment buildings with the following **Floor Space Indices** and maximum building heights will be permitted:

Area	Floor Space Index (FSI) Range	Maximum Building Height
A	1.0-2.5 FSI	13 storeys
B	1.0-2.5 FSI	12 storeys
C	1.0-2.5 FSI	13 storeys
D	1.0-2.5 FSI	11 storeys
E	1.0-2.5 FSI	8 storeys
F	1.0-4.0 FSI	28 storeys
G	1.0-2.5 FSI	10 storeys
H	1.0-2.4 FSI	16 storeys
I	1.0-2.8 FSI	14 storeys
J	1.0-2.5 FSI	10 storeys
K	1.0-2.5 FSI	10 storeys
L	1.0-2.5 FSI	12 storeys
M	1.0-2.5 FSI	13 storeys
N	1.0-2.8 FSI	14 storeys

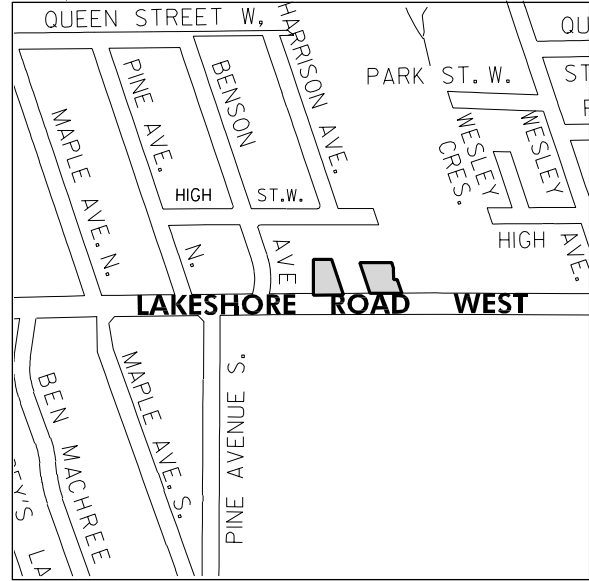
### 5.27 Site 27



The lands identified as Special Site 27 are located west of Hurontario Street, north of High Street East.

Notwithstanding the provisions of the Residential High Density designation, offices will be permitted in existing detached dwellings.

### 5.28 Site 28



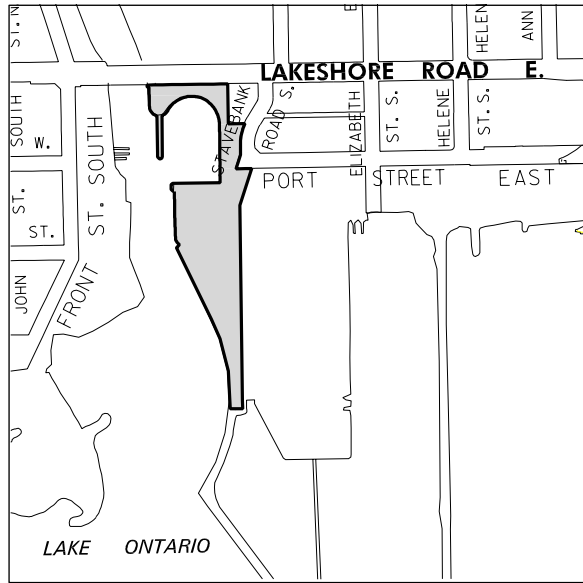
The lands identified as Special Site 28 are located on the north side of Lakeshore Road West, east of Benson Avenue.

Notwithstanding the provisions of the Mixed Use designation the following additional policies will apply:

- a. the existing motor vehicle repair uses will be permitted;
- b. drive-through facilities will not be permitted.



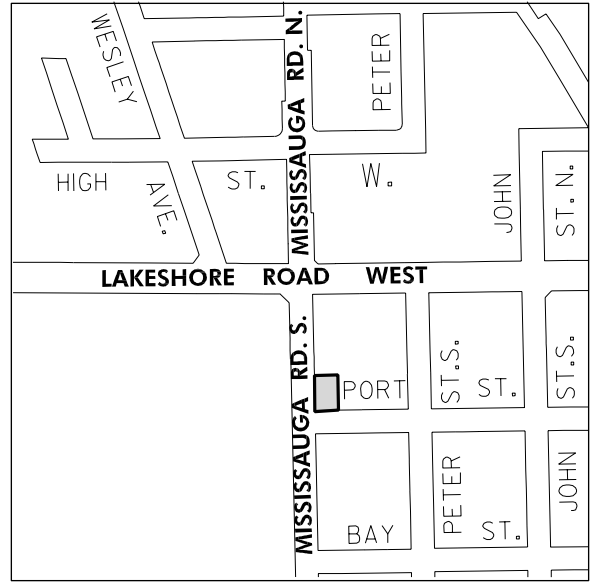
### 5.29 Site 29



The lands identified as Special Site 29 are located west of Stavebank Road South, south of Lakeshore Road East.

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

### 5.30 Site 30



The lands identified as Special Site 30 are located east of Mississauga Road South, north of Port Street West.

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.

### 5.31 Site 31



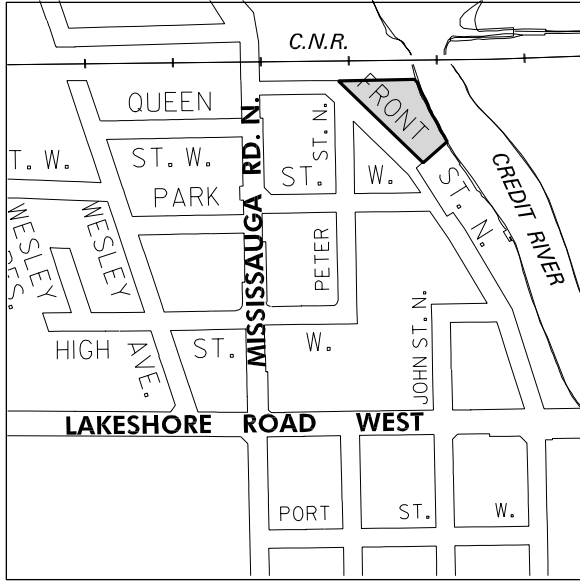
The lands identified as Special Site 31, Marina Park, are located at the southeast corner of Lakeshore Road West and Front Street South. Marina Park is to be developed as an integral component of the Port Credit Harbour and Historical Village in terms of complementary uses and design while recognizing its potential to establish a vibrant river and village edge.

Notwithstanding the provisions of the Public Open Space and Greenbelt designations on these lands, 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:
  - Community Infrastructure;
  - **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 two 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 should be prepared in consultation with the public, and should address, among other matters, the future layout of the site, archaeological assessment, historical interpretation opportunities, and the feasibility of a river trail;
- e. when the Master Plan has been prepared and approved by City Council, the "holding" designation in the Zoning By-law may be removed.

### 5.32 Site 32



The lands identified as Special Site 32 are located south of the Canadian National Railway tracks, east of Front Street North.

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

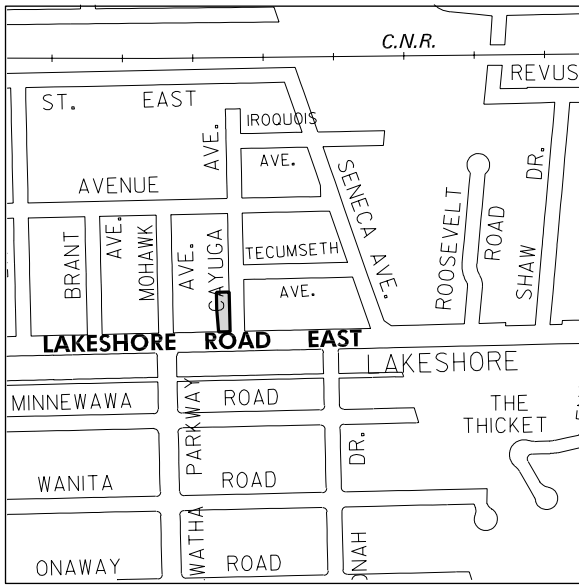
### 5.33 Site 33



The lands identified as Special Site 33 are located east of Front Street South north of Lake Street.

Notwithstanding the Residential High Density and Greenbelt designations and the Urban Design Policies, Historical Village provisions, the maximum height of the existing apartment building will be 20 storeys.

### 5.34 Site 34

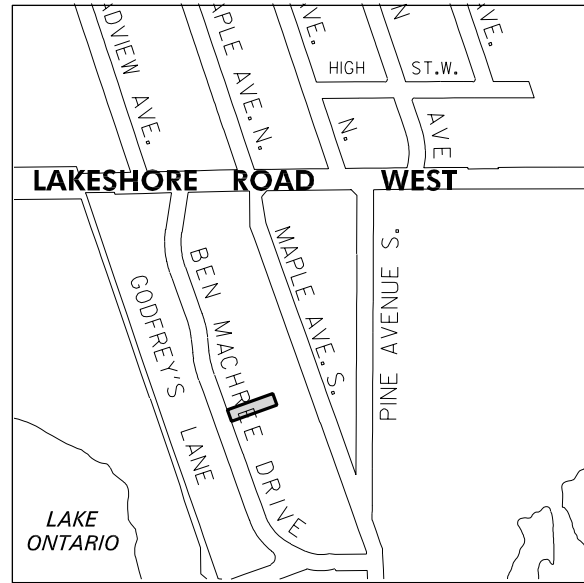


The lands identified as Special Site 34 are located at the northwest corner of Lakeshore Road East and Cayuga Avenue.

Notwithstanding the provisions of the Mixed Use designation, the following additional policies will apply:

- a. apartment dwellings with street-related commercial uses with a maximum **Floor Space Index (FSI)** of 1.5 and a maximum building height of six storeys will be permitted;
- b. drive-through facilities will not be permitted.

### 5.35 Site 35



The lands identified as Special Site 35 are located on the east side of Ben Machree Drive, south of Lakeshore Road West.

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

- a. the existing triplex will also be permitted.

### 5.36 Site 36



The lands identified as Special Site 36 are located north of Lakeshore Road East, south of the Canadian National Railway, east of Stavebank Road and west Hurontario Street.

Notwithstanding the provisions of the Residential High Density designation, existing detached, existing duplex and existing triplex dwellings will also be permitted.

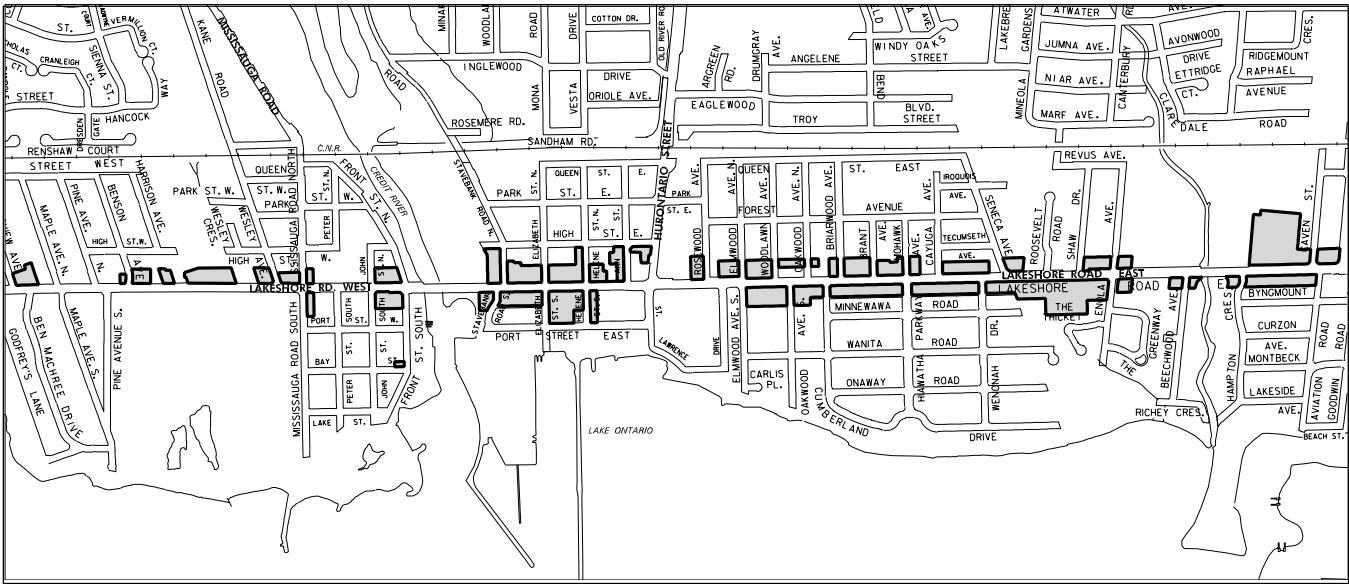
### 5.37 Site 37



The lands identified as Special Site 37 are located at the northwest corner of Port Street East and Helene Street South.

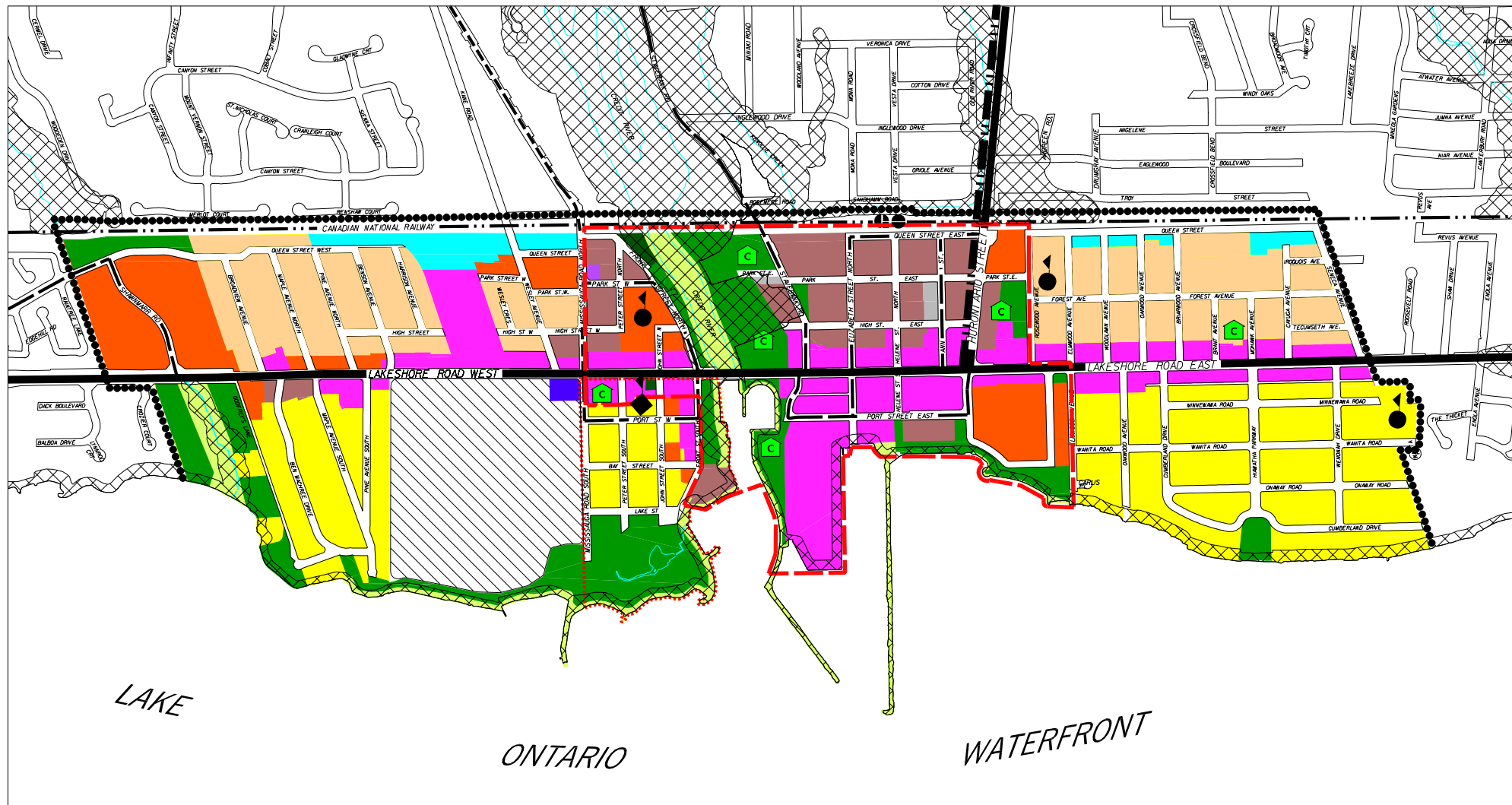
Notwithstanding the Urban Design Policies, Harbour Mixed Use provisions, the maximum height of the existing apartment building will be five storeys.

### 5.38 Site 38



The lands identified as Special Site 38 are located on the north and south sides of Lakeshore Road West and East between Mississauga Road and Hurontario Street and on the south side of High Street, west of Hurontario Street.

Notwithstanding the provisions of the Mixed Use designations, drive-through facilities will not be permitted.



**LAND USE DESIGNATIONS**

- Residential Low Density I
- Residential Low Density II
- Residential Medium Density
- Residential High Density
- Mixed Use
- Convenience Commercial
- Motor Vehicle Commercial
- Business Employment
- Public Open Space
- Private Open Space
- Greenbelt
- Utility
- To Be Determined

**TRANSPORTATION LEGEND**

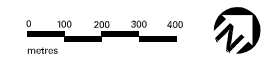
- Arterial
- Major Collector
- Major Collector (Scenic Route)
- Minor Collector
- Local Road
- Existing Commuter Rail
- GO Transit Station
- Higher Order Transit Corridor

**LAND USE LEGEND**

- Community Node Boundary
- Heritage Conservation District
- Natural Hazards
- Public School
- Catholic School
- Community Facilities
- Local Area Plan Boundary

- Notes:
1. Any part of the road network shown outside the city boundaries is shown for information purposes only.
  2. Refer to Schedule 3, Natural System for the location of the Natural Areas System and Natural Hazards.
  3. The limits of the Natural Hazards shown on this map are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.

## Port Credit Local Area Plan Land Use Map



City of Mississauga 2010 September