

## **NOTE:**

**THE POLICIES IN THIS DOCUMENT ARE SPECIFIC TO THE PORT CREDIT PLANNING DISTRICT OF MISSISSAUGA PLAN, AND MUST BE READ IN CONJUNCTION WITH ALL THE POLICIES OF MISSISSAUGA PLAN**

**PLEASE REFER TO MISSISSAUGA PLAN FOR ADDITIONAL CITY-WIDE POLICIES WHICH APPLY TO THIS DISTRICT.**

**THE PORT CREDIT DISTRICT POLICIES OF MISSISSAUGA PLAN CAME INTO EFFECT 2003 MAY 05, EXCEPT FOR THE AREAS MARKED AND OUTLINED IN THIS PLAN WHERE A DECISION IS BEING WITHHELD AND THE AREAS MARKED AND OUTLINED IN THIS PLAN THAT HAVE BEEN APPEALED TO THE OMB.**

**ALL APPEALS HAVING BEEN SETTLED, THE PORT CREDIT DISTRICT POLICIES OF MISSISSAUGA PLAN ARE IN FULL FORCE AND EFFECT.**

**M I S S I S S A U G A**

**P L A N**



# **SECTION 4.27 PORT CREDIT DISTRICT POLICIES OF MISSISSAUGA PLAN**

**2012 November**



Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

### OFFICE CONSOLIDATION

This is an office consolidation of the Port Credit District Policies of Mississauga Plan (Official Plan), as amended, prepared for the purpose of convenience only. For accurate reference, the "originals" should be consulted.

The number in brackets and italics, eg. (*MPA-123*), at the end of a section, subsection, paragraph, subparagraph, etc., is the number of the Amendment or By-law amending the Port Credit District Policies of Mississauga Plan (Official Plan).

The following text and map, attached hereto, constitute the Port Credit District Policies of Mississauga Plan (Official Plan), being an office consolidation of the Port Credit District Policies of Mississauga Plan (Official Plan), modified and approved by the Region of Peel, 2003 May 05, save and except where a decision is being withheld and certain parts that were appealed to the Ontario Municipal Board.

	SECTION	DATE	STATUS	APPROVED BY
Mississauga Plan	Port Credit District Policies and District Land Use Map	2003 May 05	Partially approved with modifications, withheld decisions and appeals to OMB	Region of Peel
Port Credit District Policies subsequently further amended by:				
AMENDED BY	SECTION	DATE	STATUS	APPROVED BY
Amendment 7	District Policies	2003 Sept. 10	All approved	City of Mississauga
Mississauga Plan	Appeal B4 - District Land Use Map	2004 Mar. 29	Further approval Appeal dismissed	Ontario Municipal Board Order No. 0662
Mississauga Plan	Appeal B5 - District Policies and District Land Use Map	2004 Mar. 29	Further approval with modifications	Ontario Municipal Board Order No. 0662
Mississauga Plan	Appeal B12 - District Policies and District Land Use Map	2004 Mar. 29	Further approval Appeal dismissed	Ontario Municipal Board Order No. 0662
Mississauga Plan	Withheld Decision A1 - District Policies and District Land Use Map	2004 May 21	Further approval	Region of Peel
Mississauga Plan	Withheld Decision A2 - District Policies	2004 May 21	Further approval with modification All approved	Region of Peel
Amendment 18	District Policies and District Land Use Map	2004 June 23	All appealed to OMB	City of Mississauga
Amendment 21	District Land Use Map	2004 Sept. 16	All approved	City of Mississauga
Amendment 18	District Policies and District Land Use Map	2005 July 15	All approved with modifications	Ontario Municipal Board Order No. 1847
Amendment 25	District Policies and District Land Use Map	2007 Sept. 10	<b>All approved Except for Site Specific appeal to OMB</b>	Ontario Municipal Board Order No. 2622 Issued 2007 Oct. 01
Amendment 76	District Policies	2007 Dec. 20	All Approved	Ontario Municipal Board Case No. PL070157 Ontario Municipal Board File No.0070025 Issued 2007 Dec. 20

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

Port Credit District Policies subsequently further amended by:				
AMENDED BY	SECTION	DATE	STATUS	APPROVED BY
Amendment 40	District Policies and District Land Use Map	2008 Mar. 24	<b>All Approved Except for two (2) appeals to the OMB</b>  <b><i>“Retail”</i> of term <i>“retail commercial”</i> - Appealed</b>	City of Mississauga
Amendment 25	District Policies and District Land Use Map	2008 May 08	Further approval  Appeal Withdrawn (Site 10)  All approved	Ontario Municipal Board Case No. PL070625 File No. O070124  Withdrawal Date: 2008 May 08
Amendment 40	District Policies and District Land Use Map	2009 Dec. 01	<b>All Approved Except for two (2) appeals to the OMB</b>  Term <i>“retail commercial”</i> is no longer under appeal	City of Mississauga
Amendment 95	District Policies and District Land Use Map	2010 Jan. 07	<b>Partial Approval All Appealed to the OMB</b>  (Azuria Group, Gemini Urban Design (Cliff) Corp., Orlando Corp., Solmar Dev. Corp. and Berkley Homes [current owners: Hush Homes] – as it relates to lands at 1745, 1765, 1775 Thorny Brae Place)	Region of Peel
Amendment 95	District Policies and District Land Use Map	2011 Feb. 25	<b>Partial Approval All Appealed to the OMB</b>  (Azuria Group, Gemini Urban Design (Cliff) Corp., Orlando Corp., Solmar Dev. Corp. and Berkley Homes – as it relates to lands at 1745, 1765, 1775 Thorny Brae Place)	Region of Peel  Withdrawn: Berkley Homes – as it relates to lands at 1745, 1765, 1775 Thorny Brae Place)  2011 Feb. 25  Case No. PL101408 File No. PL100111
Amendment 95	District Policies and District Land Use Map	2011 May 09	<b>Partial Approval All Appealed to the OMB</b>  (Azuria Group, Gemini Urban Design (Cliff) Corp.-as it relates to the lands located at 2021-2041 Cliff Road, Orlando Corp., Solmar Dev. Corp.)	Region of Peel  Withdrawn: Solmar Dev. Corp., 2011 May 09  Case No. PL101408 File No. PL100111

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### Port Credit District Policies of Mississauga Plan

	SECTION	DATE	STATUS	APPROVED BY
Amendment 113	District Policies and District Land Use Map	2011 May 10	All approved	City of Mississauga
Amendment 95	District Policies and District Land Use Map	2011 Dec. 13	<b>Partial Approval All Appealed to the OMB</b>  (Azuria Group, Gemini Urban Design (Cliff) Corp.-as it relates to the lands located at 2021-2041 Cliff Road, Orlando Corp.	Region of Peel  Withdrawn: Azuria Group Inc., 2011 Dec. 13  Case No. PL101408 File No. PL100111
Amendment 95	District Policies and District Land Use Map	2012 Apr. 25	<b>Partial Approval Site Specific Appeal to the OMB</b>  Gemini Urban Design (Cliff) Corp.-as it relates to the lands located at 2021-2041 Cliff Road Orlando Corp.	Region of Peel  Withdrawn: Orlando Corp., 2012 Apr. 25  Case No. PL101408 File No. PL100111
Amendment 95	District Policies and District Land Use Map	2012 Nov. 20	All Approved	Region of Peel  Withdrawn: Gemini Urban Design (Cliff) Corp.-as it relates to the lands located at 2021-2041 Cliff Road 2012 Nov. 20 Case No. PL101408 File No. PL100111

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## Port Credit District Policies of Mississauga Plan

### PREFACE

The adopting By-laws and Region of Peel approval certificate for Mississauga Plan (Official Plan) is on file in the Planning and Building Department.

### CITY OF MISSISSAUGA APPROVAL

Mississauga Plan (Official Plan) for the City of Mississauga, except for the Commercial Policies and Commercial Land Use Designations, was adopted by By-law Number 0317-2002 by *City* Council on the 10<sup>th</sup> day of July, 2002. The Commercial Policies, Commercial Land Use Designations and modifications for Mississauga Plan (Official Plan) were adopted by By-law Number 0085-2003 by *City* Council on the 26<sup>th</sup> day of February, 2003.

### REGION OF PEEL APPROVAL

Pursuant to sections 17(35) of the *Planning Act*, the Region of Peel made a Decision on 2003 March 31, to modify and approve part of Mississauga Plan (Official Plan) for the City of Mississauga Planning Area as adopted by By-laws 0317-2002 and 0085-2003, save and except for the following as set out in Part A, and indicated in Mississauga Plan (Official Plan) and labelled as A#, for which a decision is being withheld.

**A1. Section 4.27, Port Credit District Policies**, for the lands bounded by Hurontario Street, CNR right-of-way, Rosewood Avenue and Park Street East, pending the issuance of the final order by the Ontario Municipal Board (case file no. PL020496). Pending the issuance of the OMB Order, the policies and Land Use Designations in the Port Credit District Policies of City Plan will continue to apply for these lands.

- Amending Section 4.27.3.1.5.a, Central Residential, Community Design, Urban Design Policies, page 8;
- Amending Section 4.27.6.5, Site 4, Special Site Policies, page 16;
- Amending Section 4.27.6.5.2, first paragraph, Area 4B, Site 4, Special Site Policies, page 22;
- Amending Section 4.27.6.5.2.2.a, Residential, Development Objectives, Area 4B, Site 4, Special

Site Policies, page 22;

- Amending Section 4.27.6.5.2.3.a, second bullet point, Central Residential Character Area, Community Design, Urban Design Policies, Area 4B, Site 4, Special Site Policies, page 22;
- Amending Section 4.27.6.5.2.4.a, Residential, Land Use, Area 4B, Site 4, Special Site Policies, page 23;
- Amending Section 4.27.6.5.2, Concept Plan - Block Layout (North Property), Area 4B, Site 4, Special Site Policies, page 24;
- Amending Section 4.27.6, Special Site Policies, page 29, addition of Section 4.27.6.14, Site 13;
- Amending Port Credit District Land Use Map.

### APPROVED

Region of Peel - 2004 May 21

**A2. Section 4.27, Port Credit District Policies**, for the lands municipally known as 9 Ben Machree Drive, pending the issuance of the final order by the Ontario Municipal Board (case file no. PL000459). Pending the issuance of the OMB Order, the policies in the Port Credit District Policies of City Plan will continue to apply for these lands.

- Amending Section 4.27.6, Special Site Policies, page 29, addition of Section 4.27.6.15, Site 14.

### APPROVED AS MODIFIED

Region of Peel - 2004 May 21

Dated at Brampton this 31<sup>st</sup> day of March, 2003.

"NICK TUNNAcliffe"  
Commissioner of Planning  
Region of Peel

The Notice of Decision was issued 2003 April 14 with the Last Date of Appeal being 2003 May 04.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

### FURTHER APPROVAL

1. Pursuant to sections 17(34) and (35) of the *Planning Act*, a Decision was made on 2004 Mar. 26 to approve part of the Mississauga Plan (Official Plan) for the Corporation of the City of Mississauga. This decision is in regard to policy modifications and land use designation modifications in the Port Credit District Policies of Mississauga Plan, for the lands bounded by Hurontario Street, CNR right-of-way, Rosewood Avenue and Park Street East, pending the issuance of the final order of the Ontario Municipal Board (case file no. PL020496, issued 2004 March 26 - Decision/Order No. 0650).

Section 4.27, Port Credit District Policies, are modified as follows insofar as it applies to **A1**:

- Amending Section 4.27.3.1.5.a, Central Residential, Community Design, Urban Design Policies, page 8;
- Amending Section 4.27.6.5, Site 4, Special Site Policies, page 16;
- Amending Section 4.27.6.5.2, first paragraph, Area 4B, Site 4, Special Site Policies, page 22;
- Amending Section 4.27.6.5.2.2.a, Residential, Development Objectives, Area 4B, Site 4, Special Site Policies, page 22;
- Amending Section 4.27.6.5.2.3.a, second bullet point, Central Residential Character Area, Community Design, Urban Design Policies, Area 4B, Site 4, Special Site Policies, page 22;
- Amending Section 4.27.6.5.2.4.a, Residential, Land Use, Area 4B, Site 4, Special Site Policies, page 23;
- Amending Section 4.27.6.5.2, Concept Plan - Block Layout (North Property), Area 4B, Site 4, Special Site Policies, page 24;
- Amending Section 4.27.6, Special Site Policies, page 29, addition of Section 4.27.6.14, Site 13;
- Amending Port Credit District Land Use Map.

Dated at Brampton this 30th day of April 2004.

"NICK TUNNACLIFFE"

Commissioner of Planning  
Planning Department  
Regional Municipality of Peel

The Notice of Decision was issued 2004 Apr. 30 with the Last Day of Appeal being 2004 May 20.

2. Pursuant to sections 17(34) and (35) of the *Planning Act*, a Decision was made on 2004 Apr. 23 to approve part of the Mississauga Plan (Official Plan) for the Corporation of the City of Mississauga. This decision is in regard to policy modifications and land use designation modifications in the Port Credit District Policies of Mississauga Plan, for the lands municipally known as 9 Ben Machree Drive, pending the issuance of the final order of the Ontario Municipal Board (case file no. PL000459, issued 2004 April 23 - Decision/Order No. 0806).

Section 4.27, Port Credit District Policies, are modified as follows insofar as it applies to **A2**:

- Amending Section 4.27.6, Special Site Policies, page 29, addition of Section 4.27.6.15, Site 14.

Dated at Brampton this 30th day of April 2004.

"NICK TUNNACLIFFE"

Commissioner of Planning  
Planning Department  
Regional Municipality of Peel

The Notice of Decision was issued 2004 Apr. 30 with the Last Day of Appeal being 2004 May 20

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

### ONTARIO MUNICIPAL BOARD APPEALS

**MISSISSAUGA PLAN (OFFICIAL PLAN) CAME INTO EFFECT 2003 MAY 05, EXCEPT ALSO FOR THE FOLLOWING WHICH HAVE BEEN APPEALED TO THE ONTARIO MUNICIPAL BOARD.**

Pursuant to section 17(42) of the *Planning Act*, the Region of Peel is forwarding to the Ontario Municipal Board the following parts of Mississauga Plan (Official Plan), which have been appealed as set out in Part B, and indicated in Mississauga Plan (Official Plan) text and on the Schedules and Land Use Maps and labelled as **B#**.

**THE FOLLOWING PARTS OF MISSISSAUGA PLAN HAVE BEEN APPEALED:**

- B4.** The following in their entirety (Greater Toronto Airports Authority):
- Section 4.27, Port Credit District Policies:
    - District Land Use Map, the Commercial Land Use Designations.

**APPEAL DISMISSED  
OMB Order No. 0662 - 2004 Mar. 29**

- B5.** The following as it applies to the lands located at 10 Front Street North, west side of Front Street North, north of Lakeshore Road West (487345 Ontario Incorporated):
- Section 4.27, Port Credit District Policies:
    - Section 4.27.6, Special Site Policies, the request for the addition of a new Special Site;

**APPROVED AS MODIFIED  
OMB Order No. 0662 - 2004 Mar. 29**

- Section 4.27, Port Credit District Policies:
  - District Land Use Map, the Residential Medium Density I Land Use Designation.

**APPEAL DISMISSED  
OMB Order No. 0662 - 2004 Mar. 29**

- B12.** The following in their entirety (Canadian Petroleum Products Institute):
- Section 4.27, Port Credit District Policies:
    - Section 4.27.4.2, Business Employment, Land Use;
    - District Land Use Map, the Business Employment Land Use Designations.

**APPEAL DISMISSED  
OMB Order No. 0662 - 2004 Mar. 29**

"MARK H. KLUGE"  
Principal Planner  
Development Planning Services  
Region of Peel

**ALL APPEALS HAVING BEEN SETTLED,  
THE PORT CREDIT DISTRICT POLICIES  
OF MISSISSAUGA PLAN ARE IN FULL  
FORCE AND EFFECT.**



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Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan



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## Port Credit District Policies of Mississauga Plan

### 4.27 PORT CREDIT

#### 4.27.1 Planning Context

Port Credit is generally a stable area with a distinct community identity within the City of Mississauga; its focus is on the Lake Ontario Waterfront, the harbour and its heritage. It is anchored by established residential areas to the east and west which are linked by a street-related commercial corridor. The Port Credit District accommodates a variety of residential and commercial activities in varying built forms resulting in a diverse range of experiences for residents and visitors. Remnants of Port Credit's heritage can be found in the unique buildings in and around the harbour area and the commercial areas along Lakeshore Road. Port Credit's prominent location makes the District a focal point of residential, commercial, open space and tourism and recreation activity on the Mississauga Waterfront.

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, as well as low density areas characterized by tree-lined streets designed in grid patterns.

The District is served primarily by commercial facilities located along Lakeshore Road. As it passes through Port Credit, Lakeshore Road has a mainstreet *character*; it is flanked by on-street parking, spacious sidewalks accommodate active pedestrian use, and the street is framed by one to two (1-2) storey buildings with small storefront shops.

Small-scale industrial and commercial uses exist south of the Canadian National Railway tracks along Queen Street and Queen Street West.

The open space system predominantly consists of City Parks along the Lake Ontario Waterfront in addition to Community Parks. The majority of valleyland/*floodplain* lands are in public ownership and serve as either Greenbelt lands or Community or City Parks. Privately held lands, whether owned or leased, offer additional recreational and leisure opportunities.

Most of the lands are developed with the exception of the vacant Imperial Oil (formerly Texaco) lands west of Mississauga Road.

This reach of the Credit River, including the mouth, is classified as a potential coldwater fishery. In particular, the lower Credit River is a well known fisheries and migration route for

Atlantic and Pacific Salmon, and Rainbow Trout, and has an excellent warmwater fisheries. A growing Smallmouth Bass fishery exists in the lower river from Streetsville to the mouth, and Largemouth Bass and Northern Pike are abundant within the mouth. The Lake Ontario Waterfront's potential for aquatic and terrestrial habitat has been reduced as a result of urban *development* and erosion control measures.

The *watershed* basin divides demonstrate that apart from the western portion of the District which is drained by Tecumseh Creek, the majority of the District drains directly into Lake Ontario.

#### **NOTE:**

All terms listed in Section 7, Glossary, where used, are *bolded and italicised* throughout the text. (MPA-25)

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

### 4.27.2 Development Concept

Port Credit is generally a stable, established area with potential for *redevelopment* in the central harbour area, on the St. Lawrence Starch Limited lands, and on the Imperial Oil lands west of Mississauga Road. The Port Credit Node is an area in transition and has potential for appropriate *infill*, *intensification* and *redevelopment*. This Plan encourages a diversity of uses in the south part of this area to Lake Ontario which will contribute to maximum public use and enjoyment of the Lake Ontario Waterfront.

The creation of a distinctive urban waterfront centre which combines residential uses, cultural activities, shopping, dining, commerce, tourism and recreation while maintaining the established *character* living environment and sense of community in the District is encouraged.

New retail commercial *development* will be *compatible* with existing street-related Mainstreet Retail Commercial uses and should primarily occur along Lakeshore Road, in the vicinity of Port Credit Harbour and around the proposed Public Square. Opportunities for appropriate lake-dependent or waterfront retail commercial activities will be promoted near the central harbour and waterfront. (MPA-40)

This Plan provides for the continued operation and expansion of employment uses and encourages the creation of *compatible* relationships between these employment uses and *adjacent land* uses.

Both the Credit River and Lake Ontario Waterfront are considered valuable in terms of facilitating a greenways system, particularly given the Provincial Government emphasis on waterfront regeneration. Greenways have many environmental benefits including wildlife movement corridors and *wildlife habitat*, flood and erosion management and temperature modulation. Public access may be a component where it does not threaten the viability of the area; however, the visual presence alone of such features is beneficial to urban residents. Also being a District of current and former industrial uses, caution will be exercised by the *City* for applicable *development* approvals in regards to potential site contamination.

The review of applications for *development* along the Lake Ontario Waterfront and the mouth of the Credit River will have regard for the concepts and principles expressed in the *Port Credit Harbour Transition Master Plan* and the *Mississauga Waterfront Plan*.

Mississauga will seek the cooperation and participation of the Federal Government and the private sector in implementing *development* of the Port Credit harbour and waterfront lands consistent with the *Mississauga Waterfront Plan* and *Port Credit Harbour Transition Master Plan*. This includes encouraging support for waterfront *development* of water dependent activities such as marinas and facilities in support of recreational boating and sport fishing, and uses that benefit from being near the *shoreline* such as passive parks, the Waterfront Trail, restaurants, and tourist attractions or generally contribute to public use and enjoyment of the Lake Ontario Waterfront.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

### 4.27.3 Urban Design Policies

#### 4.27.3.1 Community Design

For the purpose of this Plan, Port Credit is considered to be composed of Residential *Character* Areas, Retail Commercial *Character* Areas, a Harbour Mixed-use *Character* Area and a *Character* Area for the vacant former refinery site. The locations of these *Character* Areas and the Port Credit Node are identified on Figure 1, *Character* Areas - Port Credit District. Each *Character* Area 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. (MPA-40)

##### 4.27.3.1.1 Community Identity and Focus

- 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 Node, which includes the Central Residential area, Harbour Mixed Use area and the portion of the Mainstreet Retail Commercial area which connects these two *Character* Areas, will be the focus of activity for the District, combining residential uses, cultural activities, shopping, dining, commerce and recreation. (MPA-40)
- d. An interconnected open space network including the Credit River and the Lake Ontario *shoreline* is a key feature in the identity of the District 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.

##### 4.27.3.1.2 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 (1-2) 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.

##### 4.27.3.1.3 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 (1-2) 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.

##### 4.27.3.1.4 Riverside

This is an evolving area which should create a transition from the fifteen (15) storey building heights of the Central Residential area to the two (2) 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 (8) storeys to integrate with adjacent community, residential and parkland *development*.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

- 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 (4) 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.

### 4.27.3.1.5 Central Residential

This area has potential for *infill* and *redevelopment*, and will have the highest building heights in the District; 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 fifteen (15) storeys and should decrease toward the east, west and north boundaries of this area. Notwithstanding this fifteen (15) storey height limit, building heights should not exceed ten (10) 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 (4) storeys on the west side of Stavebank Road. (*Further Approval A1 - Region of Peel*)
- 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 (2) 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 Retail Commercial *Character* Area should conform to the policies for that *Character* Area. (*MPA-40*)
- d. Buildings should be set back from the street to provide opportunities for landscaping to continue the existing street *character* of the area.

### 4.27.3.1.6 Historical Village

This *Character* Area (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". (*MPA-40*)

- 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 (2) 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.

### 4.27.3.1.7 Mainstreet Retail Commercial (*MPA-40*)

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.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

- 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. (MPA-40)
- 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 (2) storeys and a maximum of three (3) storeys. (MPA-25)
- d. In accordance with the Port Credit District 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.

### 4.27.3.1.8 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 Retail Commercial *Character* Area towards the lake. (MPA-40)

- a. The *character* of this area should be as an extension of the Mainstreet Retail Commercial area, but with the potential for higher buildings. (MPA-40)
- b. Building heights should not exceed three (3) 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 (6) storeys high and buildings located on lands municipally known as 48-50 Port Street East which may be five (5) storeys high. Buildings south of Port Street East should step down in tiers

- from a maximum of six (6) storeys adjacent to Port Street East to a maximum of three (3) storeys along the lands designated as Public Open Space. (MPA-7), (MPA-25)
- c. On *development* sites which extend to Lakeshore Road, buildings or parts of buildings within the Mainstreet Retail Commercial *Character* Area should conform to the policies for that *Character* Area. 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 Retail Commercial *character* will be preserved. (MPA-40)
- 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.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

- 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.

### 4.27.3.1.9 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 **Character** Area 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 (2-3) storeys to be consistent with the adjacent South Residential and Historical Village **Character** Areas.
- 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.

### 4.27.3.2 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.

### 4.27.3.3 Buildings and Spaces

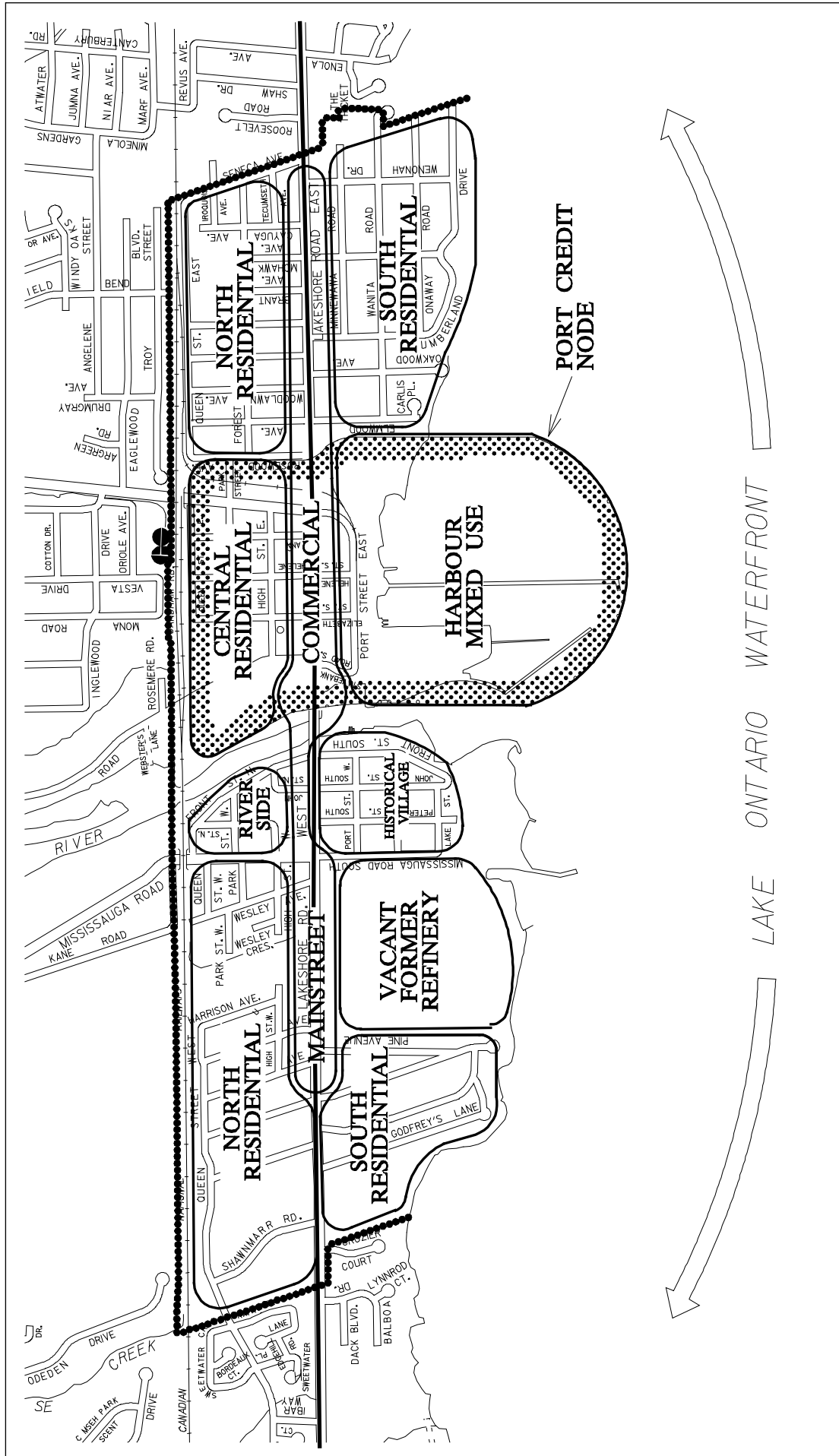
In applying the following policies, the effect of buildings and spaces on the surrounding environment should be considered equally with the functionality and aesthetic appeal of the site itself.

- 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.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

Figure 1: Character Areas - Port Credit District





Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

### 4.27.4 Land Use

#### 4.27.4.1 Residential

##### 4.27.4.1.1 Residential Low Density I

The Residential Low Density I designation permits detached dwellings to a maximum density of 12 units per *net residential hectare*.

Notwithstanding the provisions of the Residential Low Density I designation, a duplex dwelling will be permitted at 23-25 Peter Street South. (MPA-18)

##### 4.27.4.1.2 Residential Low Density II

The Residential Low Density II designation permits detached, semi-detached, duplex, triplex and street townhouse dwellings at a density of 13-30 units per *net residential hectare*. (MPA-25)

##### 4.27.4.1.3 Residential Medium Density I

The Residential Medium Density I designation permits townhouse dwellings at a density of 26-42 units per *net residential hectare*. Building height should not exceed three (3) storeys, unless otherwise specified in the Port Credit Urban Design policies of this Plan. (MPA-25)

##### 4.27.4.1.4 Residential Medium Density II

The Residential Medium Density II designation permits townhouse dwellings and all forms of horizontal multiple dwellings, as well as apartment dwellings at a *Floor Space Index (FSI)* of 0.4-0.9. Building height should not exceed four (4) storeys, unless otherwise specified in the Port Credit Urban Design policies of this Plan. (MPA-25)

##### 4.27.4.1.5 Residential Medium Density III

The Residential Medium Density III designation permits low-rise apartment dwellings at a *Floor Space Index (FSI)* of 0.7-1.0. Building height should not exceed five (5) storeys, unless otherwise specified in the Port Credit Urban Design policies of this Plan.

##### 4.27.4.1.6 Residential High Density I

The Residential High Density I designation permits apartment dwellings at a *Floor Space Index (FSI)* of 1.0-1.8. Building height should not exceed eight (8) storeys, unless otherwise specified in the Port Credit Urban Design policies of this Plan.

#### 4.27.4.2 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, assembling, processing, fabricating, repairing, warehousing, wholesaling and *offices* up to a maximum *Floor Space Index (FSI)* 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 uses*.

#### 4.27.4.3 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.

#### 4.27.4.4 Heritage

*Deleted by Amendment No. 25. (MPA-25)*

#### 4.27.4.5 Public Open Space (MPA-18), (MPA-25)

*Deleted by Amendment No. 25. (MPA-25)*

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

### 4.27.5 Transportation

#### 4.27.5.1 Road Classification

The transportation system for the District is illustrated on the Port Credit District Land Use Map, and described in Table 1, Basic Road Characteristics, Port Credit District.

TABLE 1: BASIC ROAD CHARACTERISTICS, PORT CREDIT DISTRICT				
ROAD TYPE	NAME	SECTION	JURISDICTION	RIGHTS-OF-WAY*
ARTERIAL	Lakeshore Road	Western boundary to Seneca Avenue	City of Mississauga	26 m
	Hurontario Street	Canadian National Railway tracks to Lakeshore Road East	City of Mississauga	30 m
MAJOR COLLECTOR	Mississauga Road North ( <i>Scenic Route</i> )	Canadian National Railway tracks to Lakeshore Road East	City of Mississauga	26 m
MINOR COLLECTOR	As shown on District Land Use Map		City of Mississauga	20-26 m
LOCAL ROAD	As shown on District Land Use Map		City of Mississauga	17-22 m

\*These are considered basic rights-of-way. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate bus bays, transit stations along **Higher Order Transit** Corridors, **Bus Rapid Transit** facility, **Bus Rapid Transit** stations, auxiliary lanes, side slopes, bicycle paths, **streetscape** works, etc. (MPA-25) (MPA-95 assoc. with OMB File No.: PL100111)

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

### 4.27.5.2 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 Mississauga 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. (MPA-40)

Hurontario Street will not be built in excess of 4 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 Mississauga Plan. (MPA-40)

### 4.27.5.3 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.

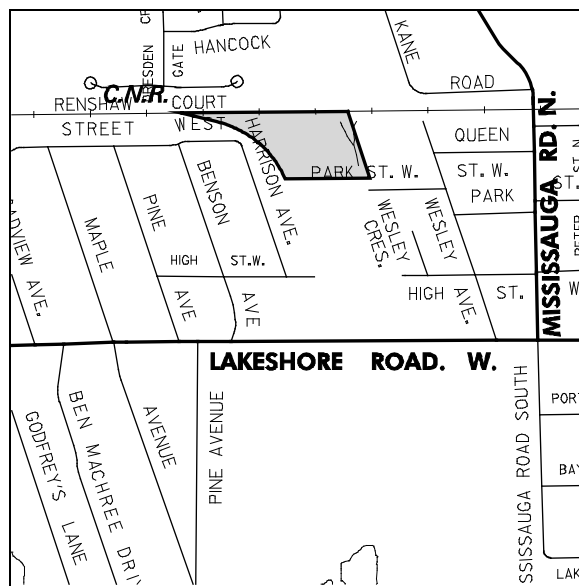
The maintenance of pockets of parking and small lots throughout the area is preferred to the construction of large centrally located parking structures, in addressing the diverse *users* needs and the long linear core area.

### 4.27.6 Special Site Policies

#### 4.27.6.1 Introduction

There are sites within the District which merit special attention and are subject to the following policies.

#### 4.27.6.2 Site 1



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

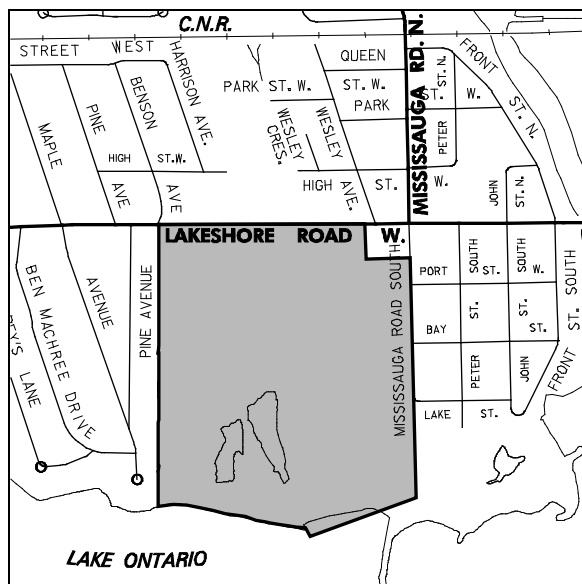
Notwithstanding the provisions of the Business Employment designation, the following additional policy will apply:

- 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.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

### 4.27.6.3 Site 2

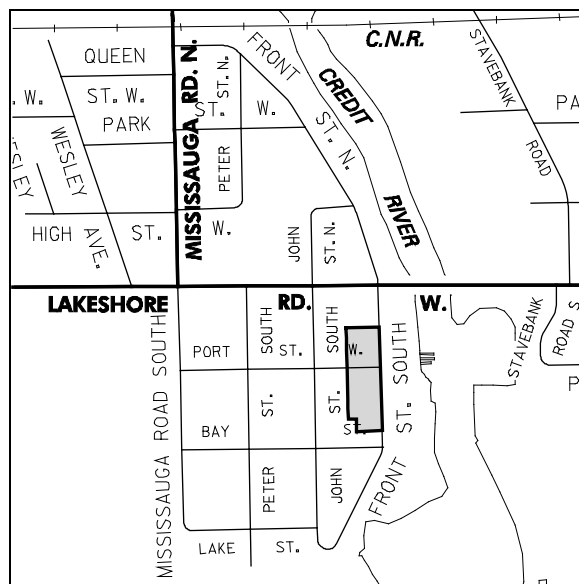


The lands identified as Special Site 2 are located south of Lakeshore Road West, west of Mississauga Road South and east of the existing residences on Pine Avenue South.

Notwithstanding the provisions of the To Be Determined, Public Open Space and Greenbelt designations of this Plan, the uses permitted on this site will be subject to the following additional policies: (MPA-25)

- 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.

### 4.27.6.4 Site 3 (MPA-18)



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 Mainstreet Retail Commercial designation on these lands, the following additional policies will apply: (MPA-40)

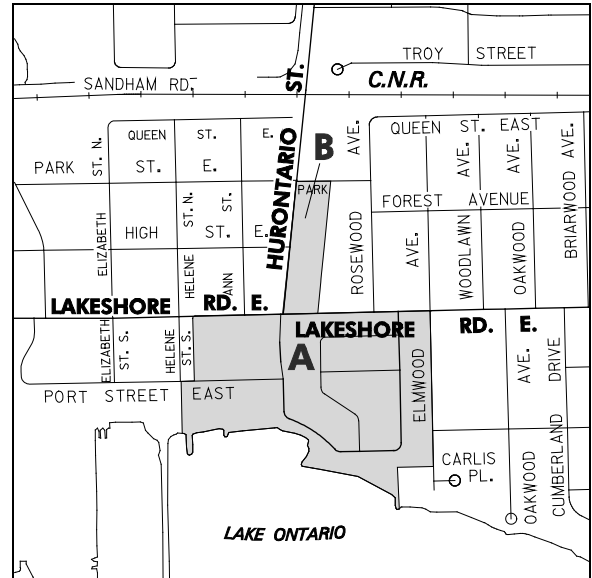
- a. townhouses will be permitted only at 28 Front Street South to a maximum **Floor Space Index (FSI)** of 1.3;
- b. buildings, including amenities and signage, whether new or modified, will have a single detached residential appearance consistent with the form, design and scale of the low density residential 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 (2) 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;

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

- 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*.

### 4.27.6.5 Site 4



#### 4.27.6.5.1 Area 4A

The lands identified as Area 4A are located on the south side of Lakeshore Road East between Helene Street South and Elmwood Avenue. (*Further Approval A1 - Region of Peel*)

Notwithstanding any provisions in this Plan, the following additional policies shall apply to Area 4A.

##### 4.27.6.5.1.1 Development Concept

It is intended that *development* on Area 4A (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. (*MPA-40*)

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

### 4.27.6.5.1.2 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.

### 4.27.6.5.1.3 Urban Design Policies

#### a. Community Design

For the purposes of Area 4A, the St. Lawrence Starch Company lands are composed of two *Character* Areas, as identified on Figure 1, *Character* Areas, Port Credit District. 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 4A.

#### 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 District 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 Retail Commercial *Character* Area (MPA-40)

The Mainstreet Commercial *Character* Area 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 (2) 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 (3) 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 Retail Commercial *Character* Area 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. (MPA-40)
- 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 *Character* Area.
- A new open space is to be created at the north-eastern edge of Area 4A 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 *Character* Area

*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 Retail Commercial *Character* Area towards the lake, along the west side of Hurontario Street. (MPA-40)

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

- The Harbour Mixed Use *Character* Area is an extension of the Mainstreet Commercial *Character* Area.
- Building heights shall not exceed three (3) storeys in height for the entire Harbour Mixed Use *Character* Area with the exception of buildings fronting onto the north and south sides of Port Street East which may be six (6) storeys high. Buildings south of Port Street East should step down gradually from a maximum of six (6) storeys along the Port Street East frontage to a maximum of three (3) storeys along the waterfront park.
- On *development* sites which extend to Lakeshore Road East, buildings or parts of buildings within the Mainstreet Retail Commercial *Character* Area should conform to the policies for that *Character* Area. (MPA-40)
- 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 4A 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, shall be thirty (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.

#### 4.27.6.5.1.4 Land Use

##### a. Residential

Housing will be provided within one of the following residential density categories: Residential Medium Density I, Residential High Density I, and Mainstreet Retail Commercial. The density categories for Residential Medium Density I are expressed in terms of the number of units per *net residential hectare*. The density categories for Residential High Density I and Mainstreet Retail Commercial are expressed in terms of *Floor Space Index*

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

(*FSI*), 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 cluster townhouse and apartment blocks, the net developable area includes the lands for residential units, internal road and parking, open space, and other associated amenities. (*MPA-40*)

### Residential Medium Density I

The Residential Medium Density I designation permits townhouse *development*, either street-related or in clusters, at a density of 26-42 units per *net residential hectare*. Building heights should not exceed three (3) storeys unless otherwise specified in the Urban Design Policies of this Plan.

### Residential High Density I

The Residential High Density I designation permits medium-rise apartment buildings at a *Floor Space Index (FSI)* of 1.9-2.5. Medium-rise buildings will not exceed six (6) storeys in height unless otherwise specified in the Urban Design Policies of this Plan. Ground related retail commercial uses are permitted within the total *Floor Space Index (FSI)* of 2.5 up to a maximum total *Floor Space Index (FSI)* of 0.06. (*MPA-40*)

## b. Commercial

### Mainstreet Retail Commercial

Lands designated Mainstreet Retail Commercial will provide a mix of pedestrian-oriented street-related retail commercial uses, *offices*, overnight accommodation, *community uses* and open space. Residential uses will be permitted in combination with commercial uses. The Mainstreet Retail Commercial 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. (*MPA-40*)

- 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 (FSI)* of 2.0, of which residential uses will be limited to a maximum *Floor Space Index (FSI)* of 1.5. Medium rise mixed use buildings should not exceed six (6) 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 (FSI)* of 1.5 of which commercial uses will be limited to a maximum *Floor Space Index (FSI)* 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 up to a maximum Gross Floor Area (GFA) of one-thousand five-hundred and sixty (1 560) m<sup>2</sup>.

### 4.27.6.5.1.5 Site Decommissioning

The lands in Area 4A 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:

- 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*.

### 4.27.6.5.1.6 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.



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Specific policies in this section must be read in conjunction with all the policies in this Plan.

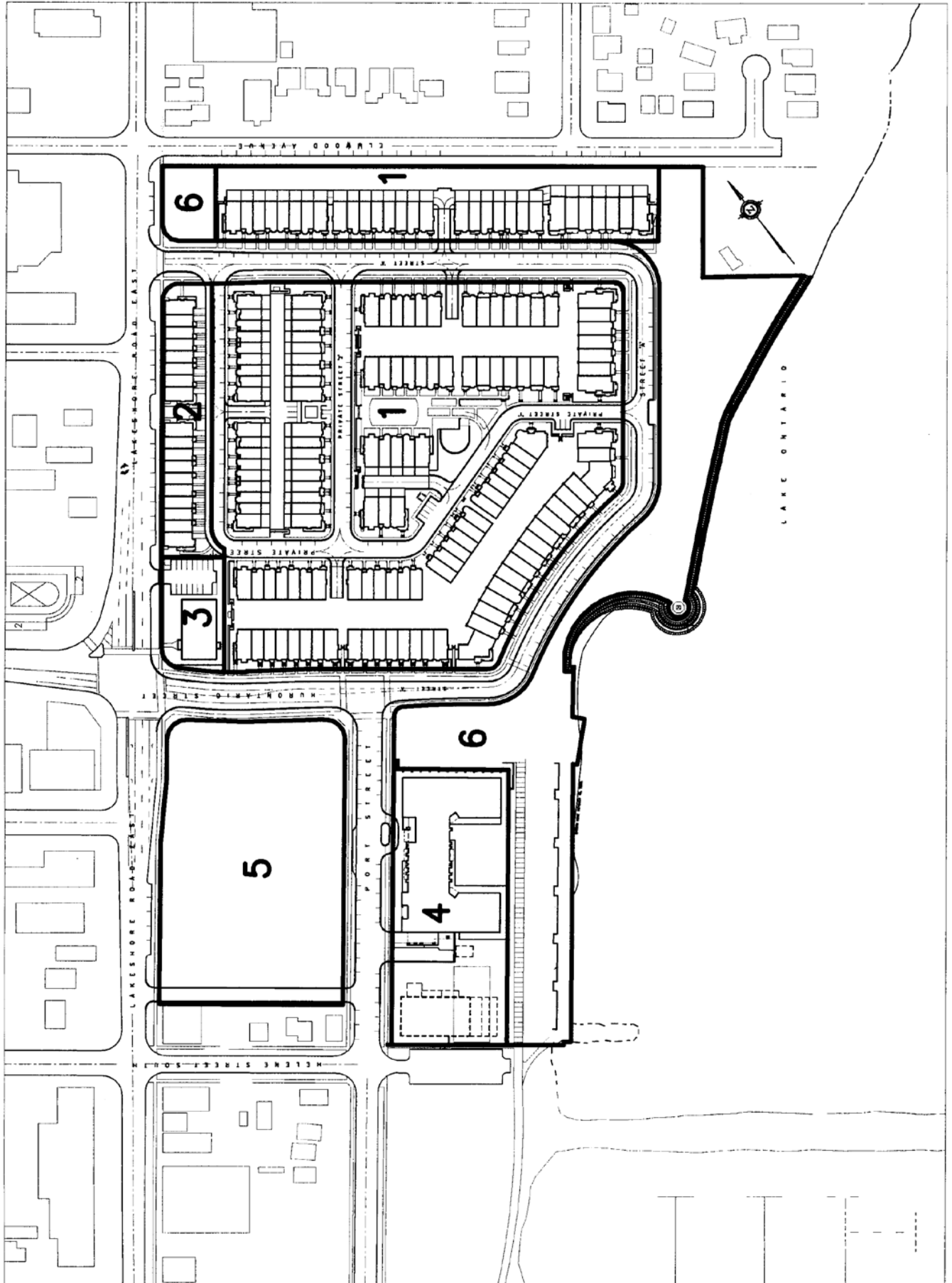
## Port Credit District Policies of Mississauga Plan



Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

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



Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

### 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		
MAINSTREET RETAIL COMMERCIAL (MPA-40)						
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 I						
1	43 950		42 500	167	42 500	38 uph
RESIDENTIAL HIGH DENSITY I						
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.

\*\*\* This is a special exception to the Residential High Density I designation which permits a maximum of 1.8 *FSI*. This exception is granted on this property due to consideration of the South property's overall *FSI* of 1.35.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

### 4.27.6.5.2 Area 4B (MPA-76)

The lands identified as Area 4B 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:

#### 4.27.6.5.2.1 Development Concept (MPA-95 assoc. with OMB File No.: PL100111)

**Development** on Area 4B will be of a higher density than the abutting Area 4A 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 **Higher Order 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. (MPA-95 assoc. with OMB File No.: PL100111)

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.

### 4.27.6.5.2.2 Urban Design Policies

#### a. Community Design

For the purposes of Area 4B, the subject lands are composed of two character areas, as identified on Figure 1, Character Areas, Port Credit District. To encourage an urban form and character which supports the Development Concept for Area 4B, the Urban Design and Land Use Policies of this Plan will apply, except as follows:

#### Central Residential Character Area

The Central Residential **Character Area** 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 6 storeys, except for the portion between High Street East and Park Street East, which will not exceed 7 storeys.
- A building podium of between 2 and 6 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.

#### Mainstreet Retail Commercial Character Area (MPA-40)

The Mainstreet Retail Commercial **Character Area** includes Port Credit's traditional mainstreet and generally extends a half a block north and south of Lakeshore Road East. (MPA-40)

- 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 2 storey building podium adjacent to Lakeshore Road East and a 6 storey building podium adjacent to Hurontario Street.
- The 2 storey Lakeshore Road East building podium will be located close to the street edge, achieving similar massing to that found along this traditional mainstreet.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

- The 6 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.

### 4.27.6.5.2.3 Land Use

#### a. Residential High Density I

Buildings shall not exceed 6 storeys, except between High Street East and Park Street East, which shall not exceed 7 storeys.

#### b. Mainstreet Retail Commercial (MPA-40)

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 4B.
- A maximum of 214 apartment dwelling units are permitted within Area 4B.
- A maximum of 150 retirement dwelling units are permitted within Area 4B.

### 4.27.6.5.2.4 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 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.

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**Specific policies in this section must be read in conjunction with all the policies in this Plan.**

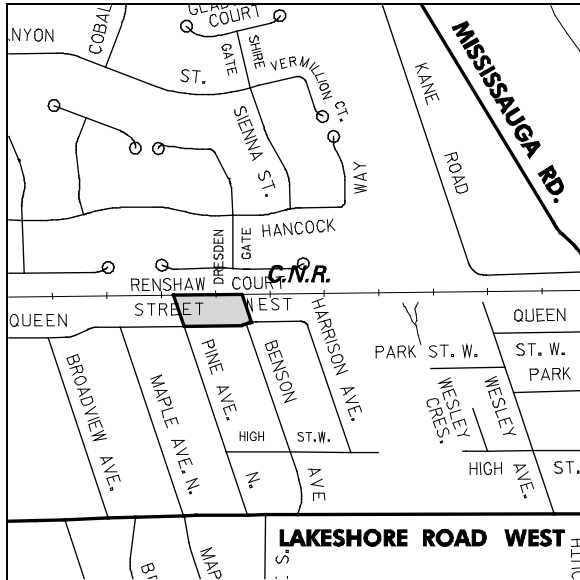
**Port Credit District Policies of Mississauga Plan**

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Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

### 4.27.6.6 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.

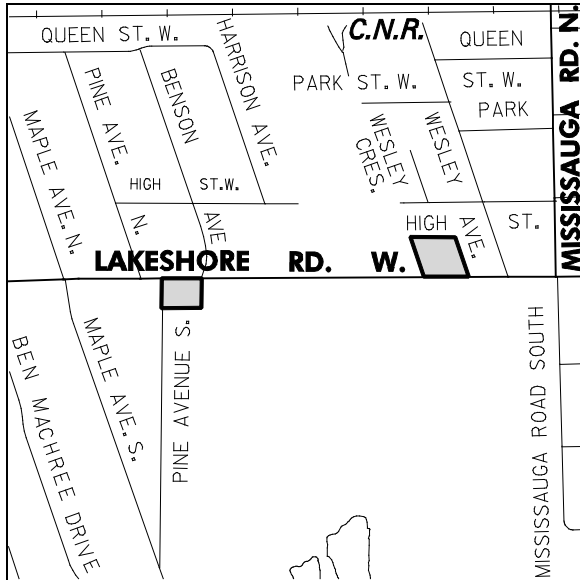
### 4.27.6.7 Site 6

*Deleted by Amendment No. 25. (MPA-25)*

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

### 4.27.6.8 Site 7 (MPA-25) (MPA-113)



The lands identified as Special Site 7 are located on the north side of Lakeshore Road West, west of Wesley Avenue and on the south side of Lakeshore Road West, east of Pine Street South.

Notwithstanding the provisions of the Mainstreet Retail Commercial designation, the existing motor vehicle sales and rental will be permitted. (MPA-40)

### 4.27.6.9 Site 8

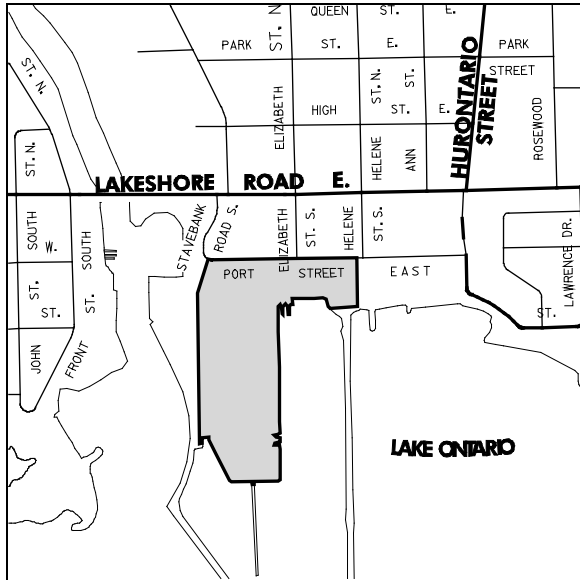
*Deleted by Amendment No. 25. (MPA-25)*



Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

### 4.27.6.10 Site 9



The lands identified as Special Site 9 are located south of Port Street East and east of the Credit River.

Notwithstanding the provisions of the Mainstreet Retail Commercial designation, the following additional policy will apply: (MPA-40)

- a. boat repair, service and storage will be permitted.

### 4.2.7.6.11 Site 10 (MPA-25)



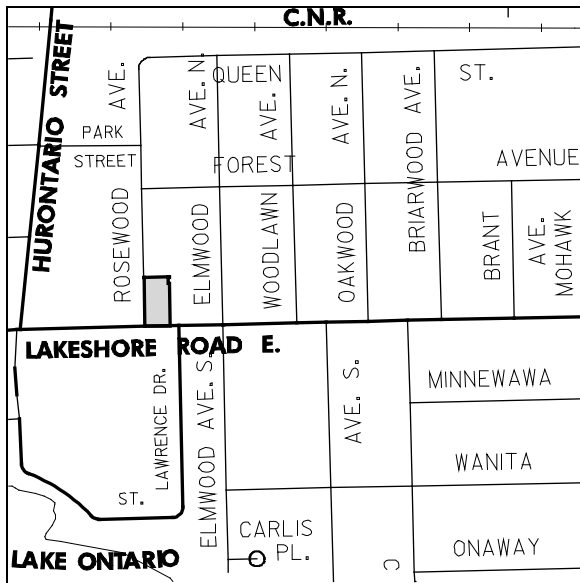
The lands identified as Special Site 10 are located north of Lakeshore Road East and east of Hurontario Street.

Notwithstanding the provisions of the Mainstreet Retail Commercial designation, the existing gas bar and a motor vehicle wash will be permitted. (MPA-40)

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

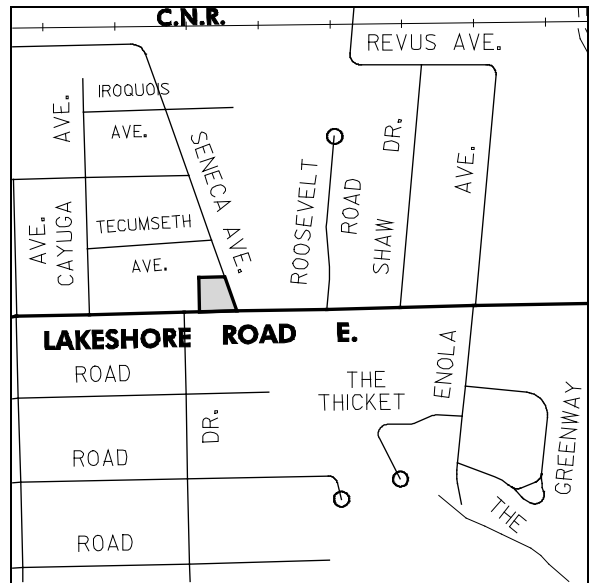
### 4.27.6.12 Site 11



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

Notwithstanding the provisions of the Mainstreet Retail Commercial designation, the existing motor vehicle repair garage will be permitted. (MPA-40)

### 4.27.6.13 Site 12 (MPA-25)



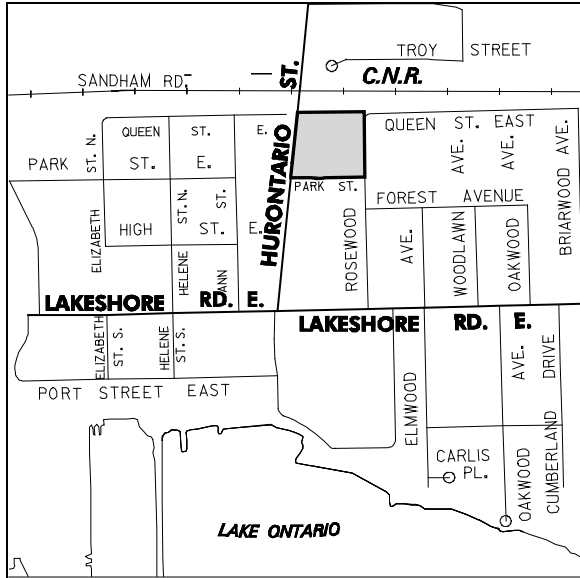
The lands identified as Special Site 12 are located at the northwest corner of Lakeshore Road East and Seneca Avenue.

Notwithstanding the provisions of the Mainstreet Commercial designation, the existing motor vehicle wash will be permitted.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

### 4.27.6.14 Site 13 (Further Approval A1 - Region of Peel)

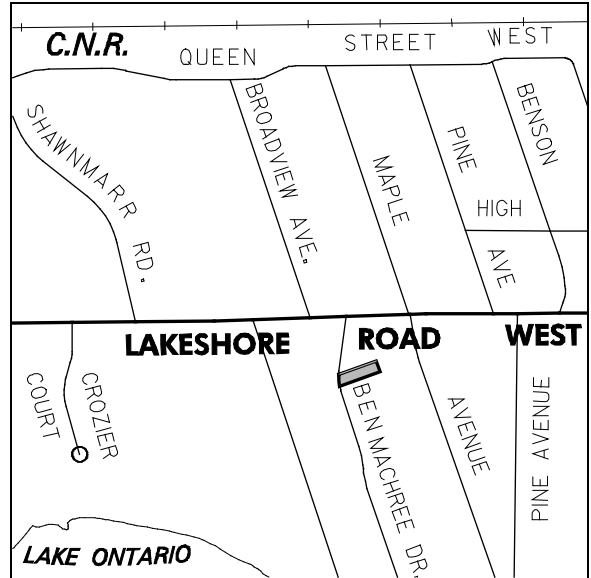


The lands identified as Special Site 13 are located on the north side of Park Street East between Hurontario Street and Rosewood Avenue.

Notwithstanding the Residential Medium Density II designation and the Urban Design Policies, Central Residential provisions, the following additional policies will apply: (MPA-25)

- a. in addition to the uses permitted under the Residential Medium Density II designation, townhouse *development*, either street-related or in clusters will be permitted;
- b. building heights should not exceed three (3) storeys.

### 4.27.6.15 Site 14 (Further Approval A2 - Region of Peel)



The lands identified as Special Site 14 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 (3) apartment dwelling units may also be permitted, provided that no dwelling units are located below grade.

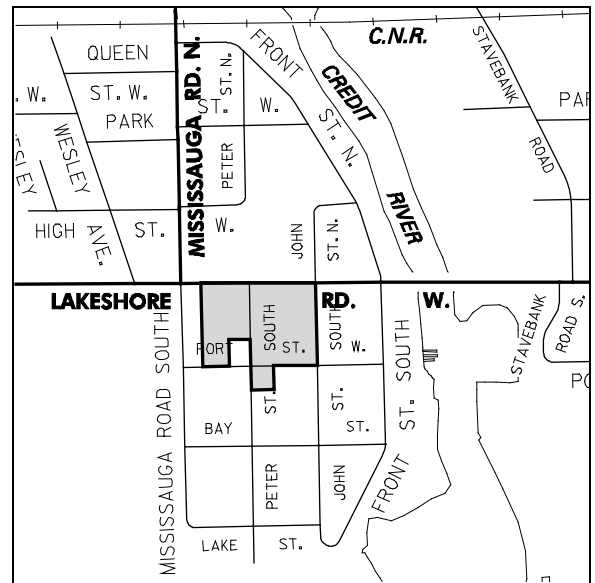
Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

**4.27.6.16 Site 15**  
(Appeal B5 - OMB Order No. 0662)

Deleted by Amendment No. 25. (MPA-25)

**4.27.6.17 Site 16 (MPA-18)**



The lands identified as Special Site 16 are located south of Lakeshore Road West and west of John Street South.

Notwithstanding the provisions of the Mainstreet Retail Commercial and Residential Low Density I designations, the following additional policy will apply: (MPA-40)

- a. special care is required to preserve the **character** of the buildings and properties of the **community uses** along Lakeshore Road West and Port Street West. Particular care should 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.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

### 4.27.6.18 Site 17 (MPA-25)



The lands identified as Special Site 17 are located on the north side of Lakeshore Road East, west of Hurontario Street and east of Ann Street.

Notwithstanding the Urban Design Policies, Mainstreet Retail Commercial provisions, the maximum height of the existing apartment building with street-related commercial uses, will be twenty (20) storeys. (MPA-40)

### 4.27.6.19 Site 18 (MPA-25)



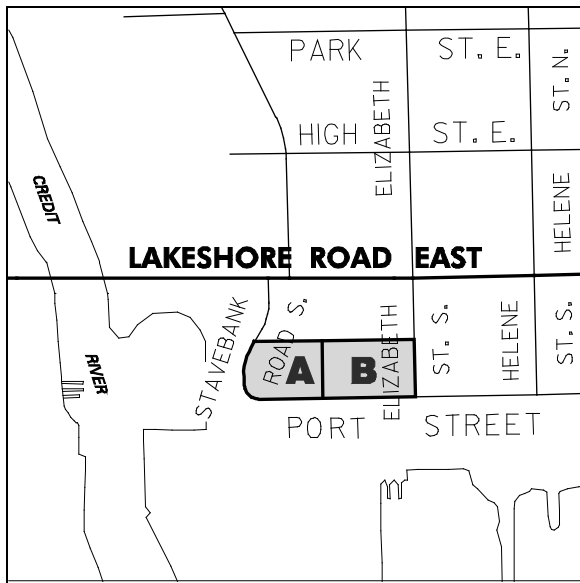
The lands identified as Special Site 18 are located north of Lakeshore Road East, east of Helene Street North and west of Ann Street.

Notwithstanding the Urban Design Policies, Mainstreet Retail Commercial provisions, the maximum height of the existing apartment building will be five (5) storeys. (MPA-40)

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

### 4.27.6.20 Site 19 (MPA-25)



The lands identified as Special Site 19 are located on the north side of Port Street, west of Elizabeth Street South, east of Stavebank Road South.

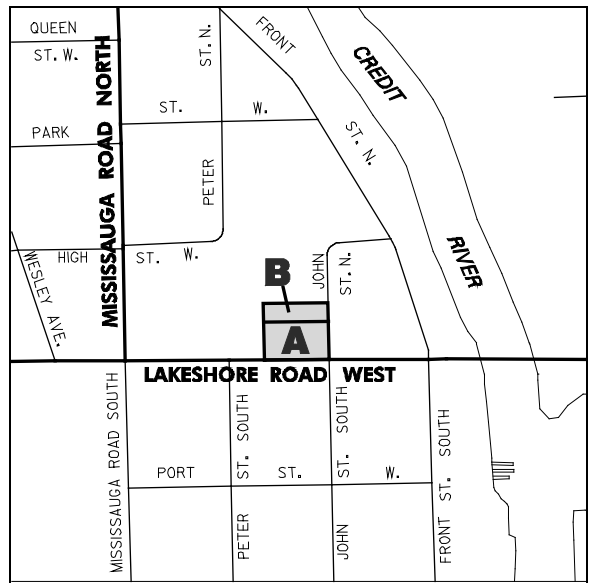
#### 4.27.6.20.1 Area 19A

Notwithstanding the Urban Design Policies, Harbour Mixed Use provisions, for the lands identified as Area 19A, the existing apartment hotel with a maximum building height of fourteen (14) storeys will be permitted.

#### 4.27.6.20.2 Area 19B

Notwithstanding the Urban Design Policies, Harbour Mixed Use provisions, for the lands identified as Area 19B, the existing apartment hotel with a maximum building height of seven (7) storeys will be permitted.

### 4.27.6.21 Site 20 (MPA-25)



The lands identified as Special Site 20 are located on the north side of Lakeshore Road West, west of John Street North.

#### 4.27.6.21.1 Area 20A

Notwithstanding the Urban Design Policies, Mainstreet Retail Commercial provisions, for the lands identified as Area 20A, the existing apartment building with a maximum building height of five (5) storeys will be permitted. (MPA-40)

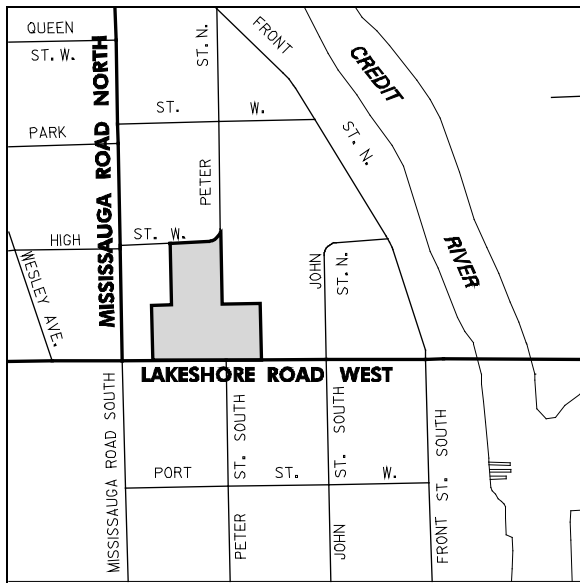
#### 4.27.6.21.2 Area 20B

Notwithstanding the Urban Design Policies, Mainstreet Retail Commercial provisions, for the lands identified as Area 20B, the existing apartment building with a maximum building height of four (4) storeys will be permitted. (MPA-40)

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

### 4.27.6.22 Site 21 (MPA-25)



The lands identified as Special Site 21 are located on the north side of Lakeshore Road West, east of Mississauga Road.

Notwithstanding the Residential High Density I designation and the Urban Design Policies, Mainstreet Retail Commercial provisions, the maximum height of the existing apartment building with street-related commercial uses will be nineteen (19) storeys. (MPA-40)

### 4.27.6.23 Site 22 (MPA-25)



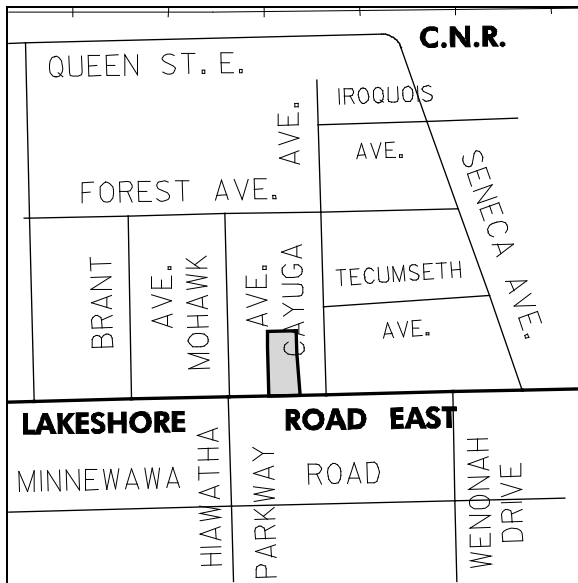
The lands identified as Special Site 22 are located on the north side of Lakeshore Road East, between Woodlawn Avenue and lands west of Briarwood Avenue.

Notwithstanding the Urban Design Policies, Mainstreet Retail Commercial provisions, the maximum height of the existing apartment buildings will be four (4) storeys. (MPA-40)

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

### 4.27.6.24 Site 23 (MPA-25)



The lands identified as Special Site 23 are located on the north side of Lakeshore Road East, west of Cayuga Avenue.

Notwithstanding the Urban Design Policies, Mainstreet Retail Commercial provisions, the maximum height of the existing apartment building will be five (5) storeys. (MPA-40)

### 4.27.6.25 Site 24 (MPA-25)



The lands identified as Special Site 24 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 I designation, existing detached, existing duplex and existing triplex dwellings will be permitted.



Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

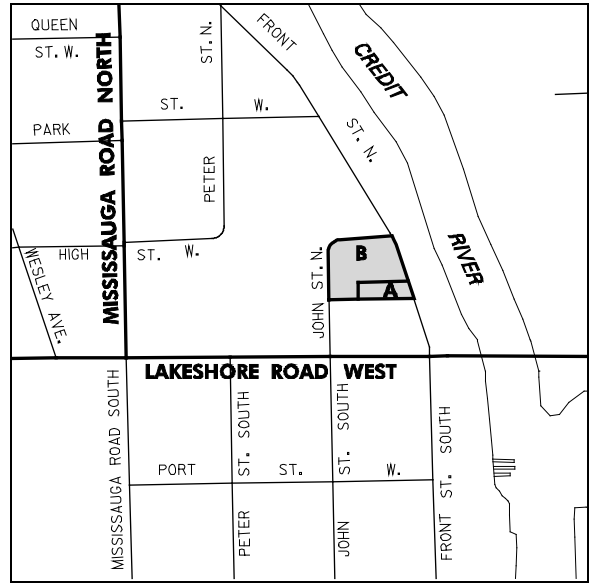
### 4.27.6.26 Site 25 (MPA-25)



The lands identified as Special Site 25 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 I designation, existing detached, existing semi-detached, existing duplex, existing triplex and existing horizontal multiple dwellings will be permitted.

### 4.27.6.27 Site 26 (MPA-25)



The lands identified as Special Site 26 are located on the west side of Front Street North, north of Lakeshore Road West.

#### 4.27.6.27.1 Area 26A

Notwithstanding the provisions of the Residential Medium Density I designation, for the lands identified as Area 26A, an existing detached dwelling and *offices* will be permitted.

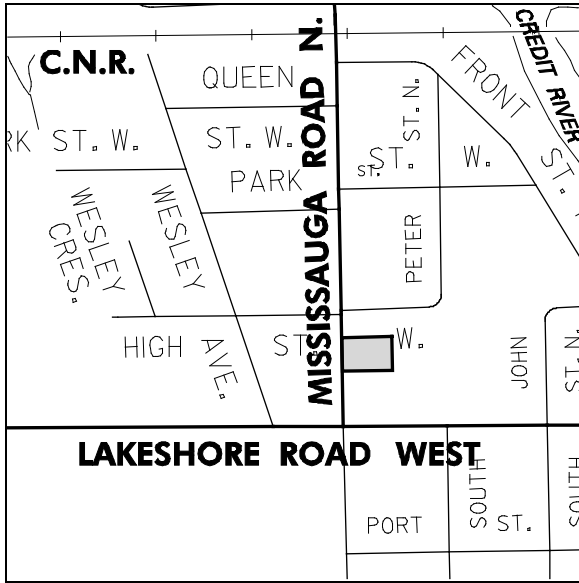
#### 4.27.6.27.2 Area 26B

Notwithstanding the provisions of the Residential Medium Density I designation, for the lands identified as Area 26B, the existing detached dwellings, existing duplex and existing apartment dwelling will be permitted.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

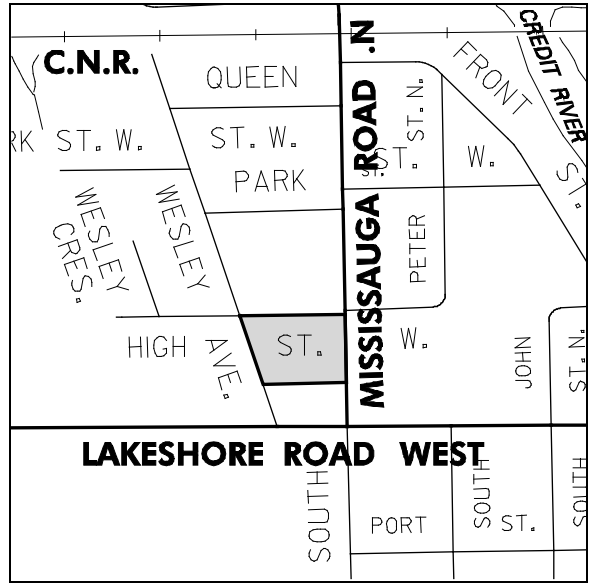
### 4.27.6.28 Site 27 (MPA-25)



The lands identified as Special Site 27 are located on the east side of Mississauga Road North, south of High Street West.

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

### 4.27.6.29 Site 28 (MPA-25)



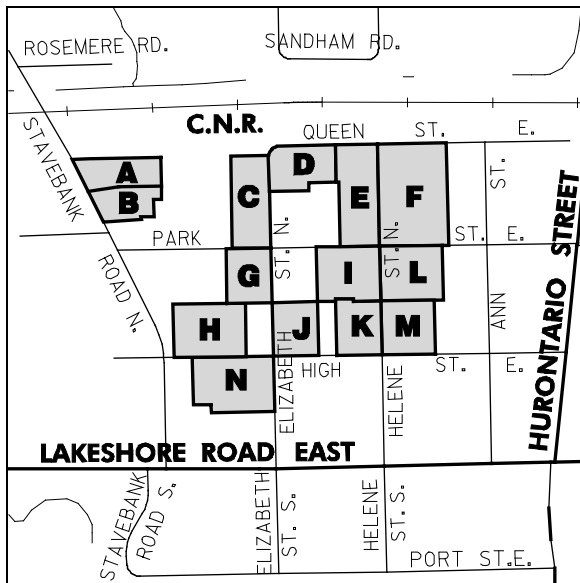
The lands identified as Special Site 28 are located on the south side of High Street West between Mississauga Road North and Wesley Avenue.

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

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

### 4.27.6.30 Site 29 (MPA-25)

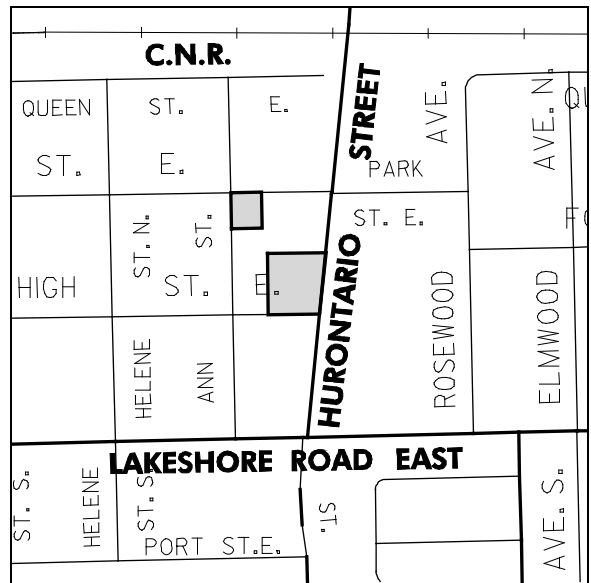


The lands identified as Special Site 29 are located north of Lakeshore Road East, south of the Canadian National Railway, east of Stavebank Road and west Hurontario Street.

Notwithstanding the Residential High Density I 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

### 4.27.6.31 Site 30 (MPA-25)



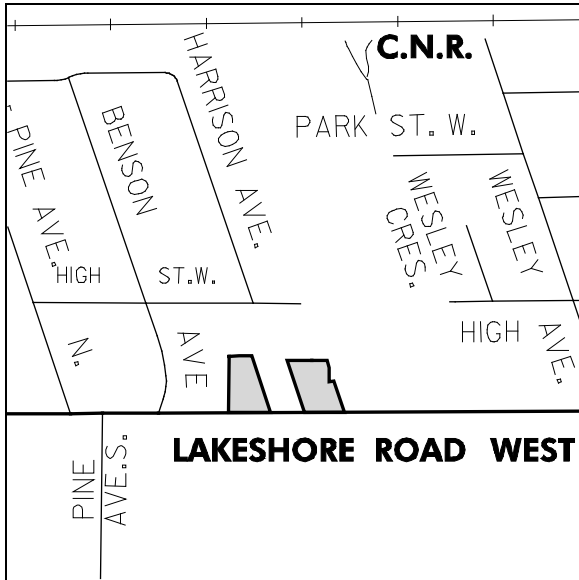
The lands identified as Special Site 30 are located west of Hurontario Street, north of High Street East.

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

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

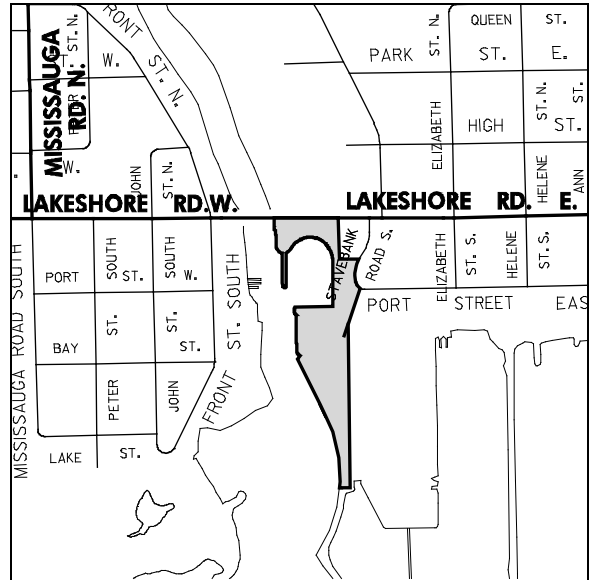
### 4.27.6.32 Site 31 (MPA-25)



The lands identified as Special Site 31 are located on the north side of Lakeshore Road West, east of Benson Avenue.

Notwithstanding the provisions of the Mainstreet Retail Commercial designation, the existing motor vehicle repair uses will be permitted. (MPA-40)

### 4.27.6.33 Site 32 (MPA-25)



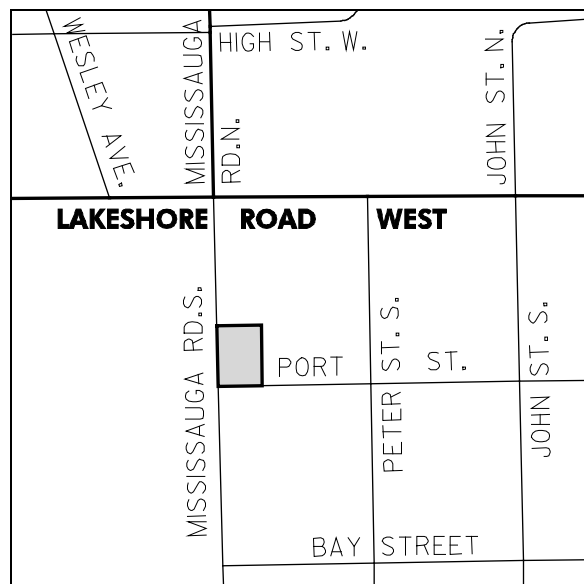
The lands identified as Special Site 32 are located west of Stavebank Road South, south of Lakeshore Road East.

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

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

### 4.27.6.34 Site 33 (MPA-25)

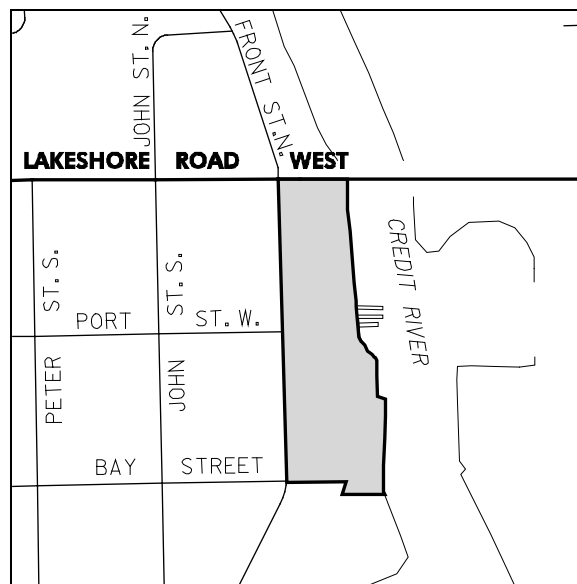


The lands identified as Special Site 33 are located east of Mississauga Road South, north of Port Street West.

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.

### 4.27.6.35 Site 34 (MPA-25)



The lands identified as Special Site 34, 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 uses*;
  - *offices*;
  - retail commercial uses, except for commercial uses with a drive-through facility; (MPA-40)
  - conference centre;
  - community centre;
  - marina;
- b. in addition to the uses permitted by the Greenbelt designation, a marina will be permitted;

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

- 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 (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 district 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.

### 4.27.6.36 Site 35 (MPA-25)



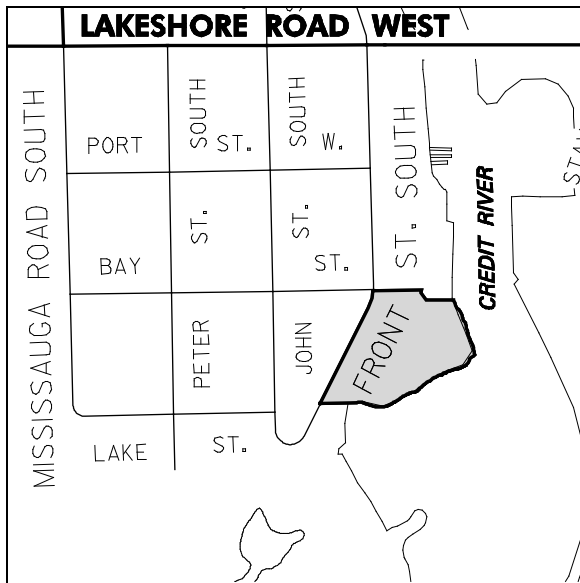
The lands identified as Special Site 35 are located south of the Canadian National Railway tracks, east of Front Street North.

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

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

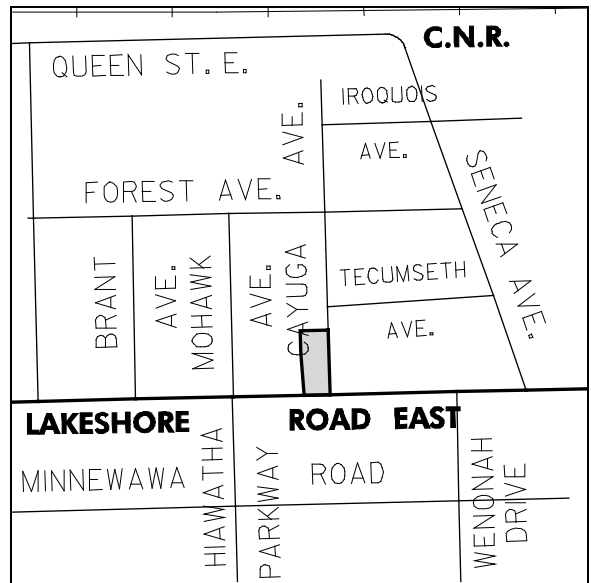
### 4.27.6.37 Site 36 (MPA-25)



The lands identified as Special Site 36 are located east of Front Street South north of Lake Street.

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

### 4.27.6.38 Site 37 (MPA-25)



The lands identified as Special Site 37 are located at the northwest corner of Lakeshore Road East and Cayuga Avenue.

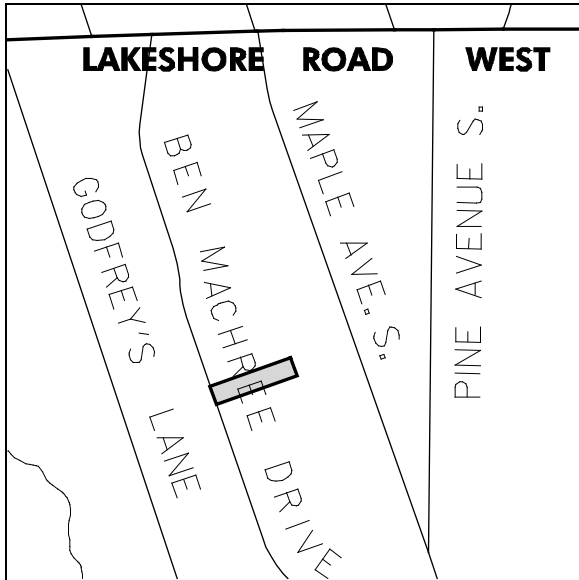
Notwithstanding the provisions of the Mainstreet Retail Commercial designation, the following additional policy will apply: (MPA-40)

- 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 (6) storeys will be permitted.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

### 4.27.6.39 Site 38 (MPA-25)

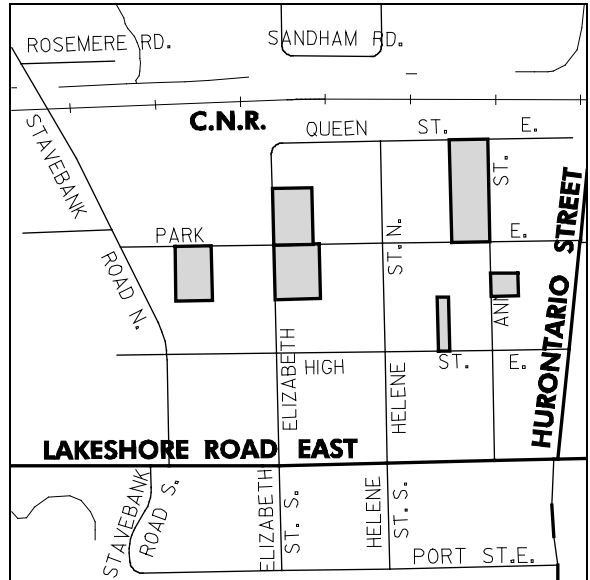


The lands identified as Special Site 38 are located on the east side of Ben Machree Drive, south of Lakeshore Road West.

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

- a. the existing triplex will also be permitted.

### 4.27.6.40 Site 39 (MPA-25)



The lands identified as Special Site 39 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 I designation, existing detached, existing duplex and existing triplex dwellings will also be permitted.



Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

### 4.27.6.41 Site 40 (MPA-25)



The lands identified as Special Site 40 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 (5) storeys.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

### Port Credit District Land Use Map

Amended by:

#### *Appeal B4 (OMB Order No. 0662)*

- The OMB has dismissed the appeal of the "Commercial Land Use Designations" (Greater Toronto Airports Authority).

#### *Appeal B5 (OMB Order No. 0662)*

- The OMB has dismissed the appeal of the "Residential Medium Density I" designation as it applies to the lands located at 10 Front Street North, west side of Front Street North, north of Lakeshore Road West (487345 Ontario Incorporated).

#### *Appeal B12 (OMB Order No. 0662)*

- The OMB has dismissed the appeal of the "Business Employment Land Use Designations" (Canadian Petroleum Products Institute).

#### *Further Approval A1 (Region of Peel)*

- Amend – Land Use Designation of the lands bounded by Hurontario Street, CNR right-of-way, Rosewood Avenue and Park Street East from "Residential High Density I" and "Residential Medium Density II" to "Residential Medium Density II".

#### *Amendment No. 21*

- Amend – Land Use Designation of the lands located on the east side of Oakwood Avenue North south of Queen Street East from "Business Employment" to "Residential Low Density II".

#### *Amendment No. 18*

- Amend – Land Use Designation of the lands located as follows:
  - at the northeast corner of John Street South and Port Street West;
  - at the northeast corner of John Street South and Bay Street;
  - at the southwest corner of Front Street South and Bay Street;
 from "Residential Low Density I" to "Residential Medium Density III";
- Amend – Land Use Designation of the lands located north of Bay Street, west of Front Street South, 26 Bay Street, from "Mainstreet Commercial" to "Residential Low Density I";
- Amend Land Use Map – shifting the location of the "Node Boundary" south of Lakeshore Road West easterly, to coincide with Front Street South;
- Amend Land Use Map – delineating the Heritage Conservation District boundary, south of Lakeshore Road West, west of the Credit River, north of Lake Ontario, east of Mississauga Road South.

#### *Amendment No. 25*

- Amend – Land Use Designation of the lands located at the northwest corner of Broadview Avenue and Lakeshore Road West from "Residential Medium Density II" to "Residential Low Density II";
- Amend – Land Use Designation of the lands located west of Broadview Avenue, north of Lakeshore Road West from "Residential Low Density II" to "Residential Medium Density II";
- Amend – Land Use Designation of the lands located north of High Street East, west of Ann Street from "Residential High Density I" to "Utility";
- Amend Land Use Designations – add "Utility";
- Amend – Land Use Designation of the lands located east of Godfrey's Lane, south of Lakeshore Road West from "Residential Medium Density II" to "Residential Medium Density III";
- Amend – Land Use Designation of the lands located as follows:
  - at the northeast corner of Broadview Avenue and Lakeshore Road West;
  - on the south side of Lakeshore Road West, west of Pine Avenue South;
  - at the southeast corner of Lakeshore Road West and Pine Avenue South;
 from "General Commercial" to "Mainstreet Commercial";
- Amend – Land Use Designation of the lands located as follows:
  - on the north side of Lakeshore Road West, east of Benson Avenue;
  - on the north side of Lakeshore Road West, west of Wesley Avenue;
 from "Motor Vehicle Commercial" to "Mainstreet Commercial";
- Amend – Land Use Designation of the lands located at the southwest corner of Lakeshore Road East and Stavebank Road South from "Open Space" to "Mainstreet Commercial";
- Amend – Land Use Designation of the lands located as follows:
  - on the north side of Lakeshore Road East, east and west of Oakwood Avenue;
  - on the north side of Lakeshore Road East, east of Cayuga Avenue;
  - on the south side of Lakeshore Road East, east of Wenonah Drive;
 from "Residential Medium Density III" to "Mainstreet Commercial";
- Amend – Land Use Designation of the lands located at the southwest corner of Lakeshore Road West and John Street South from "Mainstreet Commercial" to "Private Open Space – Cemetery";
- Amend Land Use Designations – add "Private Open Space";

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Port Credit District Policies of Mississauga Plan

- Amend Land Use Legend – add "Cemetery";
- Amend Land Use Designations – from "Open Space" to "Public Open Space";
- Amend – Land Use Designation of the lands located at the northwest corner of Lakeshore Road West and Benson Avenue, from "Residential Medium Density III" to "Mainstreet Commercial";
- Amend – Land Use Designation of the lands located at the southwest corner of Park Street East and Stavebank Road, from "Residential High Density I" to "Utility";
- Amend – Land Use Designation of the lands located as follows:
  - on the east side of Stavebank Road, south of High Street East;
  - at the southwest corner of High Street East and Helene Street North;
  - on the south side of High Street East, east and west of Ann Street;from "Residential High Density I" to "Mainstreet Commercial";
- Amend – Land Use Designation of the lands located south of the CNR tracks, east of Front Street North from "Open Space" to "Private Open Space";

### *Amendment No. 95*

- Amend – Land Use Map by removing Eglinton Avenue as a Major Transit Corridor.  
(MPA-95 assoc. with OMB File No.: PL100111)

### *Amendment 113*

- Amend – Land Use Designation of the lands located on the south side of Lakeshore Road West, on the west side of Pine Avenue South, from "Residential Low Density I" and "Mainstreet Retail Commercial – Special Site 7" to "Mainstreet Retail Commercial".

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Specific policies in this section must be read in conjunction with all the policies in this Plan.

**Port Credit District Policies of Mississauga Plan**

