



February 5, 2020

Planning & Building Department
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

Attention: Yang Huang, Urban Designer

Re: Urban Design Study Addendum Letter
985 Hydro Road, 800 Hydro Road and 1082 Lakeshore Road East
Lakeview Community Partners Limited (LCPL)

The following Letter has been prepared in conjunction with Glen Schnarr & Associates Inc. and Sasaki Associates to provide an overview and update as to how the Urban Design Study Terms of Reference (TOR) has been addressed following the endorsement of the Development Master Plan 4.0 and Height Study, which provide the principle design guidance for the project.

Similar to the initial Urban Design Study prepared by LRK dated February 25, 2019, a considerable number of TOR requirements have been addressed through the Development Master Plan (DMP) process. Following this first submission, a number of supporting studies including an Area-Wide Transportation Consideration Study, Wind Comfort Assessment, Shadow Study, Height Study, Open Space and Parks Plans, and more have been submitted, reviewed and updated as per discussions and commentary from City staff. Other updated supporting materials are enclosed with this submission package including an updated Draft Zoning By-law, Street Hierarchy and ROW Study, Functional Servicing and Stormwater Management Report (FSR), among others. This also includes a Response Table to staff comments on the first set of submission materials provided in February 2019 and includes responses to urban design comments regarding the Urban Design Study.

Remaining details to be confirmed that are identified in the TOR and staff comments are those typically confirmed through later stages of the development process including Draft Approval and Site Plan Approval. As such, it is our opinion that, whereas additional material will be required for block and building details, the requirements of the Urban Design Study have overall been satisfied.

The following table provides an overview of the TOR provided by staff and how each section has been satisfied:



Urban Design Study Terms of Reference

TERMS OF REFERENCE SECTION	LCPL COMMENTARY
Transportation <ul style="list-style-type: none">• Road Network (public and private)• Road cross sections (including streetscape elements, utility locations and LID features)• Bicycle and Pedestrian Network (types of bike lane shall be identified)• Parking (on-street and off-street)• Street Frontage Plan (identify ‘A’ and ‘B’ street frontages, refer to the definitions in the Downtown Core Built Form Standard)• Off-street Parking Access, Garbage Collection, Loading and Servicing Area (waste collection can be on a separate plan if needed)	<p>A considerable number of these items have been addressed over the past year through the DMP process. Through this process an updated Transportation Considerations Report and the endorsed Master Plan (DMP 4.0) and Height Study, in particular, have addressed the road network, cross sections, bicycle and pedestrian networks, and parking strategy. The Urban Design Study dated February 25, 2019 provided an overview of design principles as per the City’s design and functional standards for street frontages. An updated plan has been appended to this letter identifying roads classified as A and B frontages that reflect the updated plan. An additional classification of “street crossing open space”, initially shown in the Urban Design Study, has been used to identify locations along public open spaces where special design treatment may be used.</p> <p>With this second submission, an updated FSR and Road Hierarchy and ROW Study, Draft Zoning By-law Amendment, and other materials have been provided that speak to cross sections, LIDs, servicing, parking, and road hierarchy in more detail.</p> <p>Details such as garbage collection, loading and servicing are subject to a number of unconfirmed matters such as the implementation of District Energy, Vacuum Waste and details block design. The provided materials to date provide a high-level direction. Further details will be provided at a later time following the confirmation of the above noted technologies and refinements to block and building design.</p>
Open Space <ul style="list-style-type: none">• Public Parks (including key dimension and site area)• Public Accessible Private Open Spaces (including potential patio locations)• Communal Outdoor Amenity Areas (residents only)	<p>An Open Space and Parks Dimension Plan has been prepared and submitted with DMP 4.0 and an updated version is enclosed with the submission package (appended to this letter as well). A preliminary Outdoor Amenity Area Concept Plan has been prepared based on the DMP 4.0 concept and is appended to this letter. Opportunities for features such as patios may occur outside potential areas permitted at grate and other forms of POPs may be considered in locations within the Square.</p>



	<p>Specific private outdoor amenity area size, configuration and design is a product of the Site Plan Approval process for individual blocks. In the meantime, the approach to outdoor amenity areas and how they contribute to the public open space network may be addressed in the more detailed block-by-block urban design guidelines to be prepared by Sasaki and submitted at a later date.</p>
<p>Block Plan:</p> <ul style="list-style-type: none">• Key dimensions and area• Frontages (required/encouraged retail frontages, residential, institutional, and servicing frontages)• Building Setbacks and Landscape Buffers	<p>The DMP 4.0 document identified areas confirmed to include retail frontages, such as the Square and at Lakeshore Road East. This plan also identifies area intended for residential, employment, institutional and other uses. The Draft Zoning By-law contains permissions for a range of ground floor uses throughout the plan, including in areas designated for residential uses. Further detail on the ground floor programming of blocks and buildings will be provided as the design is further refined and market analysis is completed to advise on location and amount of additional retail uses outside of areas already identified in the Master Plan for retail. Similarly, the Draft Zoning Bylaw also identifies building setbacks and buffer provisions.</p>
<p>Built Form</p> <ul style="list-style-type: none">• Height (maximum and minimum height in terms of storeys)• Tower separation distance (portion beyond the 6th floor)• Transition and step back	<p>The DMP 4.0 and Height Study identified height minimums and maximums and addressed built form criteria including but not limited to transition and step backs. Through the development application process including future Site Plan Approval, further detail for blocks and buildings will be confirmed. The provided information to date has been sufficient to satisfy the requirements of the Urban Design Study.</p>
<p>Precinct Plan</p> <ul style="list-style-type: none">• Yields (breakdown of GFA and unit count by use and type)• Key characteristics of the precinct	<p>The DMP 4.0 provided a detailed overview of the key characteristics for each precinct, overall unit counts for townhouses, mid rise apartments and taller building apartments, and estimated GFA for non-residential uses. Unit yields, sizes, location, and GFA for all uses are subject to change as the concept is refined. At this stage, sufficient information has been provided to satisfy the requirements of the Urban Design Study.</p>
<p>Sustainability</p> <ul style="list-style-type: none">• Summary of the findings of shadow study, noise feasibility study and	<p>In a previous staff meeting we had come to an agreement that the “Sustainability” items would not be necessary for the purpose of the Urban Design Study as they are</p>



<p>wind and pedestrian comfort study and proposed key mitigation measures (detailed study and mitigation measurements may be required if conditions are found to be uncomfortable or unsafe in terms of wind condition)</p> <ul style="list-style-type: none">• Green initiatives (including but not limited to LID features, energy conservation and greenhouse gas emission management strategies)	<p>addressed within the Sustainability Strategy in particular as well as various other supporting materials. Since the initial submission of the Rezoning and Draft Plan applications in February 2019, these materials have been reviewed by staff, updated and resubmitted throughout the DMP process.</p>
<p>Phasing</p> <ul style="list-style-type: none">• Sequence of built-out• Timing of road and park land dedications	<p>A Phasing Plan has been provided with each submission for the DMP and is provided again with this resubmission (appended to this letter). Timing of road and park land dedications are important details to confirm but are not necessary for the purpose of this Urban Design Study. Phasing continues to be subject to change.</p>

To assist in the review of this letter, please find the following appended materials to assist in your review:

1. Open Space and Parks Dimension Plan
2. Preliminary Private Amenity Concept Plan
3. Street Frontage Classification Plan
4. Phasing Plan

We trust this overview adequately conveys how the requirements of the Urban Design Study have been addressed to date and assists staff in their review and preparation of subsequent commentary moving forward. It is acknowledged that further detail will be required at a later stage, the format and timing of which in conjunction with Urban Design Review Panel needs to be discussed further with staff.

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.

Arleigh Hack, M.Pl.
Planner




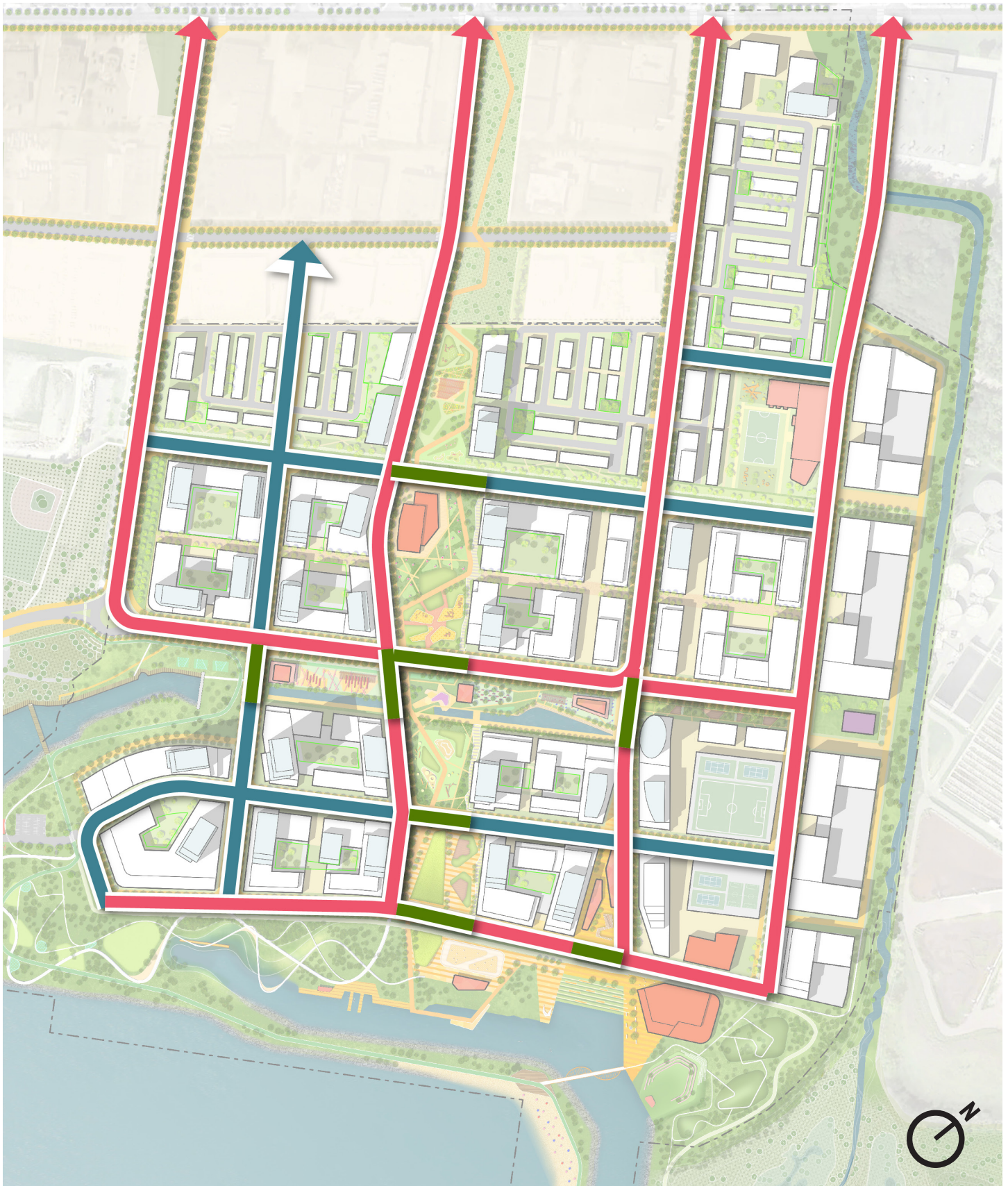


Lakeview Village Master Plan

Preliminary Outdoor Amenity Area Concept Plan

DECEMBER 9, 2019

 Outdoor Amenity Area
(23,500 sm total)



Lakeview Village Master Plan

Street Frontage Classification Plan

DECEMBER 9, 2019

- 'A' Street Frontage
- 'B' Street Frontage
- Street Crossing Open Space

