



LAKEVIEW VILLAGE

DEVELOPMENT MASTER PLAN URBAN DESIGN STUDY

JUNE 2020

SASAKI





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This Urban Design Study addresses the Terms of Reference issued by the City of Mississauga on August 8, 2018 and on January 15, 2019. The study provides additional information that supplements the draft Lakeview Village Development Master Plan (DMP) submitted by Lakeview Community Partners Limited (LCPL), which was unanimously endorsed by Planning and Development Council in October 2019.



CHAPTER 1

OVERVIEW



- 1.1 Purpose of the Urban Design Study
- 1.2 The Vision for Lakeview Village
- 1.3 Site Context
- 1.4 Master Plan Guiding Principles
- 1.5 Urban Design Framework



1.1 Purpose of the Urban Design Study

The Urban Design Study for Lakeview Village is intended to create a document that represents a more detailed analysis and roadmap for the realization of Lakeview Village than the Development Master Plan (DMP) that preceded it, but that is more high-level than the detailed, block-by-block Design Guidelines that will follow in time. This study is intended to be informational rather than specifically prescriptive (which will be the task of the Design Guidelines). That notwithstanding, this document is intended to convey enough detail to ensure that relevant stakeholders understand the overall intent for implementation of the DMP to a degree that is appropriate at this stage in the project's development.

As a result of the above, numbers relating to desired and anticipated development contained in this document are provided as a means of illustrating the general disposition and intended direction of the master plan, and the physical community that will emerge from it.

The site is large, and the number of buildings, quantity of gross square feet, mix of uses, and factors affecting servicing contributing to the eventual community, by nature require considerable iteration in order to be fully fleshed out. The result is that specifics will by necessity coalesce in more detail as the process unfolds, in response to market realities, external conditions, and as-yet unknown opportunities for enriching the community further.

For all of these reasons, the document should be viewed as a snapshot-in-time, albeit a detailed one, assembled in good faith, of the overall community that is intended for the site. Details should, and will, be worked out at individual site plan level as the process progresses. Constant dialogue between City staff, the development and design team, and other stakeholders are a given. Lakeview Community Partners Limited is committed to the iterative process that was embarked upon several years ago, with Provincial, City, local resident, utility, and numerous other stakeholders. It is through a process of dialogue and iteration that greatness will be achieved for Lakeview Village.

1.2 The Vision for Lakeview Village

WHAT MAKES LAKEVIEW VILLAGE DIFFERENT?

Lakeview Village was conceived at a moment of epochal change in North American cities overall. A strong desire exists across the continent – including in Mississauga and the GTA – to examine and challenge prior modes of development that caused cities to sprawl, pollution to escalate, infrastructure to become distended and costly, and open landscapes to disappear, as a result of that sprawl. On the social front, there is also a strong communal desire to mitigate the impacts to people of long commutes in single-occupant automobiles, and other attendant negative effects of ever-greater sprawl. Encompassing that, there is now simply a desire for more urbanity, and its attendant benefits; more walkability, more sociability, more amenities close by, lower costs per acre for infrastructure, and greater contribution by more people to the tax base, with attendant benefits for the public realm.

Into this context of a generational change in thinking regarding prior modalities, Lakeview Village will be built on a brownfield site that was formerly home to a carbon-emitting coal-fired power station that cordoned off for decades what would otherwise be prime, public Lake Ontario shoreline. Lakeview Village represents the restoration of that lakefront to public use,

including the completion of a long-missing link in the Waterfront Trail, for pedestrians and cyclists. Additionally, Lakeview Village will, as a result of its location, be a large-scale example of the backfilling of density within the urban growth boundary of the GTA. In this way it will create a showcase of current provincial and municipal policies in Ontario for taking steps over the next decades to check sprawl within the GTA. The site's location almost midway between two GO Stations (Port Credit and Long Branch) on the major Lakeshore West line, and the intention to serve these stations and the future Hurontario LRT line, through shuttles, municipal buses, and the Waterfront Trail, will ensure that principles relating to decreased reliance on automobiles will be put into action. This is a profound change within historically suburban Mississauga. It is a change that will show the way forward for future developments in the city, and elsewhere in the GTA, Canada, and North America.

The above considerations of what will make Lakeview Village an immensely positive contributor to its context and beyond coalesce at the local-scale in the urban fabric of Lakeview Village itself. The community's physical design at a localized level also breaks decisively with the majority of suburban development over the past half century. It does this by making an open, gridded framework of denser urban blocks that encourage pedestrian and bicycle

use, by efficiently and elegantly accommodating a relatively high density of uses in a compact manner, and through the interweaving of an activated, connected system of open spaces and pedestrian ways that offer users choices in how they move through the district.

For all of the above reasons, Lakeview Village represents a sea-change in development in the GTA. It embodies principles of re-use (of the land), of creating genuine public access and amenity, of the concentration of density for the common good, of decreased reliance on outdated 20th century technologies, of connectivity to its surroundings and to the larger metropolitan area, and to a forward-looking embrace of new technologies.

WHAT IS NEEDED TO ACHIEVE THE VISION OF LAKEVIEW VILLAGE?

Given the above reasons why Lakeview Village is so different in so many ways from what has preceded it, in Mississauga and beyond, a commensurately different approach by governing authorities and other stakeholders will be essential, in order to assist it in becoming a reality. This has been the case thus far, through another exemplary aspect of the Lakeview Village story to date: the partnering of civic authorities and stakeholder groups with the development

and design team, to enable the vision to arrive at the strong point it is at now. Much more remains to be done, however. The process is at a sensitive stage; one in which it would be easy for the vision to become considerably diluted. It is thus important that the metrics that applied to past modalities, past projects, not be reflexively applied to Lakeview Village in a rigid manner. Many of these existing metrics may not be well-suited to a community of the type that Lakeview Village represents. A design-to-the-numbers approach – when those numbers were derived for a completely different type of suburban development typology – will not enable Lakeview Village to become a reality in a form that resembles the way it was conceived, and the way it has been master planned over the past several years. This is not to say that the development and design teams seek relief from key considerations relating to life-safety, transportation, health and welfare, and other essential considerations. The depth and earnestness of study of these considerations to-date in the process is embedded in the master plan, in evidence that these items are taken extremely seriously. But, what will be needed for the vision for Lakeview Village to be achieved, is an understanding by all that the process of satisfying existing metrics for traffic movement, sun penetration, setbacks, wind analysis, dimensionality, and numerous other requirements, will need to be treated dynamically and with a new way of thinking, so

that myriad other considerations that will make Lakeview Village great, can be given their due as well.

OPEN SPACE NETWORK AND URBAN GRID

A key feature of Lakeview Village is its extensive open space network. The intention of the master plan is to create strong synergies between this network and the generally gridded block structure of the urban street grid of the district. The intersection of these two systems is in many cases where opportunity is created for the siting of important civic elements, retail, and other communal amenities.

The open space network takes its cues in several instances from existing site features. The creation of the Lakefront Park in order to make the Lake Ontario shoreline public, and the structuring of Waterway Common around the the former power plant's outfall channel are the most prominent examples of this. Working in tandem with these features are strategically introduced open spaces that create connectivity and enhance views and amenity. The north-south Ogden Park is the largest gesture in this regard. Lakeview Square is a hardscape element that creates a terminus for the main road into Lakeview Village. Beyond these major elements, there are numerous smaller-scale elements that

enhance connectivity; the east-west Aviator Park and mid-block promenade are two such elements.

The combination of all of these open space elements, as well as their size, creates urban blocks that are of a manageable size, and these two factors obviate the need for extensive mid-block connections. This in turn allows for the development blocks to be more compact, and to generally channel pedestrian flow onto routes where the maximum number of interactions can occur – the mid-block promenade, the streets and sidewalks, and the public open space network. The intention is not to create completely private block interiors, but to rather de-emphasize the importance of utilizing mid-block open spaces as zones of passage (utilizing the block interiors as part of the primary pedestrian circulation network had been an important tenet in prior iterations of the DMP, when the blocks were considerably larger than they are now). The master plan nevertheless still calls for a high-degree of permeability of the blocks themselves, through gaps in the street wall of mid-rise elements, through portals, and through lanes and mid-block promenades; access to these interior spaces is a given. The emphasis now, however, is on treating open spaces in the interior of blocks as semi-public amenity spaces with a different intimacy of scale and use to the externalized open space network described above.





1.3 Site Context

Lakeview Village is located in south-east Mississauga on Lake Ontario, approximately 3.8 kilometres east of Port Credit, near the western limits of the City of Toronto. The site is well-connected to major roads and highways, with Lakeshore Road East forming the north boundary of the site, and convenient access to both the Queen Elizabeth Way (QEW) and Highway 427.

Within the City of Mississauga context, Lakeview Village is located approximately 7 kilometres from the City Centre (Hurontario St. and Burnhamthorpe Rd.). To the west of the site, Hurontario Street provides a direct connection to the City Centre from Lakeshore Road.

Regional transit in the vicinity of Lakeview Village includes Long Branch GO Station and Port Credit GO Station, providing access to Hamilton, Oakville, Burlington, and Toronto via the Lakeshore West GO line. Local transit includes bus services along Lakeshore Road via MiWay (Mississauga Transit) and TTC (Toronto Transit Commission) streetcar and bus service departing from the Long Branch loop. Additionally, Lakeview Village's proximity to Pearson International Airport provides international accessibility to this future waterfront community.

Anchors in the area include retail destinations such as CF Sherway Gardens, Square One, Port Credit, and Long Branch. Institutions that also serve as major anchors include Humber College, Sheridan College, and the University of Toronto Mississauga.



LAKESHORE ROAD EAST

LAKEFRONT PROMENADE

RANGEVIEW RD

OGDEN AVE

HYDRO RD

NEW HAIG BLVD

G.E. Booth
Wastewater
Treatment
Facility

Lakefront
Promenade
Park

Jim Tovey Lakeview
Conservation Area

DEVELOPMENT MASTER PLAN

- ① Lakeshore Gateway
- ② Ogden Park
- ③ Community Centre
- ④ School
- ⑤ Waterway Common
- ⑥ Parks Depot
- ⑦ Lakeview Innovation District
- ⑧ Sustainability Centre
- ⑨ The Marina District
- ⑩ Lakeview Square
- ⑪ Lakefront Park
- ⑫ Cultural Institution
- ⑬ Outdoor Event Space
- ⑭ The Pier



1.4 Master Plan Guiding Principles

The Development Master Plan is rooted in a respect for the core structuring elements established in the Inspiration Lakeview Masterplan. The plan is informed by the input given by the community and city stakeholders in direct response to the Development Master Plan as well as the broader desires for the future of Lakeview Village expressed at community engagement sessions.

CONNECTING ALL COMMUNITIES TO THE WATERFRONT

Lake Ontario is the defining feature that sets Lakeview Village apart. A consistent desire voiced through community engagement feedback is the importance of the waterfront: for recreational activation, for passive enjoyment, for enhancing residential space, and more. The Development Master Plan introduces a central park that strengthens a north-south connection that draws people towards where they want to go: the waterfront. The waterfront open space – Lakefront Park – and the north-south Ogden Park serve as the foundational scaffolding, on which the rest of the plan framework is organized.

CREATING A STRONG HEART FOR THE COMMUNITY

Lakeview Square is the cultural, retail, and recreational hub at the end of Hydro Road and at the head of the piers. Since DMP 1.0,

Lakeview Square has been strengthened changing the orientation and dimensions and inserting freestanding pavillion type elements that would further activate the space. To ensure its vitality, the Square is located adjacent to a variety of synergistic uses: a hotel, residential units, the offices of the Innovation Corridor, and a cultural institution. Lakeview Square, as the heart of the Village, has a prime location that is well connected to the road network and the waterfront trail system to establish the square as a major node and anchor for the greater Mississauga waterfront, region, and Lakeview Village.

CLARIFYING DENSITY TO MAXIMIZE BENEFITS FOR ALL

When based upon a sound open space and block structure, increased density and public access are compatible and supportive. The plan organizes the blocks and open space to create strategic opportunities for providing density that supports the experience of the public realm. Increasing density represents an increase in the number of people who will live, work, and play in the new district, which helps satisfy several goals: 1. Creating a “critical mass” of residents to support local amenities and the viability of businesses, especially on-site retail; 2. Providing the greatest number of Mississauga residents with living opportunities, views, and recreation amenities in close proximity to Lake Ontario; 3. Support the viability of implementing significant

sustainability initiatives, such as district energy, vacuum waste and transit options.



1.5 Urban Design Framework

ESTABLISHING A STRONG SITE-WIDE FOUNDATION FOR THE MASTER PLAN

The purpose of the DMP is to establish a firm urban design framework that provides a foundation for future evolution of Lakeview Village, as each portion of the community is designed in detail and implemented. The framework establishes the central “gestures” or big ideas that define the character of Lakeview Village, even before specific recognizable buildings or parks are placed on the site.

NORTH-SOUTH CONNECTION

The plan orients the open space framework and the overall energy of the site towards a bold, central Ogden Park that connects from Lakeshore Road to Lake Ontario. Ogden Park is the central spine to the larger public realm network that serves as a foundation to the entire Village. This north-south connection will serve as a gathering place and multi-modal corridor (pedestrians, bicyclists, cross-country skiers, etc.) for those living within Lakeview Village and beyond.

MAXIMIZE VIEWS

One of the central goals of the urban design framework and a test of success for the Lakeview Village master plan is to fully celebrate and capture the beauty of the Village’s location on the waterfront. The urban design framework established for the revised master

plan enables views of the waterfront deep into the site, expanding the presence of Lake Ontario. Surrounded by parks and open space, Lakeview Village’s location and context also creates immense opportunities for residential spaces with views of green spaces and urban activity. The framework also provides numerous opportunities for open views from public open spaces -- from the moment someone turns onto Ogden Park until they reach an event at Lakefront Park, they will be able to easily walk towards the water.

TIGHTLY KNIT ARMATURE OF STREETS AND BLOCKS

The plan creates rationalized parcelisation pattern and more efficient blocks to maximize the remarkable Lake Ontario connection and create a more balanced relationship between apartments and townhouses. Townhouses and mid-rise elements are strategically located in blocks organized by pedestrian mews and appropriate circulation patterns and parking solutions, including the northern blocks and along the narrowed Waterway Common. Since DMP 1.0, the re-distribution of open space and roads throughout the Village, namely the reinforcement of Ogden Park and the narrowing of Waterway Common, have enabled the creation of additional blocks. Together, the modifications result in

a more tightly knit block pattern that creates a sense of intimacy, which is essential to great placemaking.



CHAPTER 2

DISTRICT-WIDE SYSTEMS



- 2.1 Parks and Open Space
- 2.2 Built Form and Uses
- 2.3 Access, Circulation, and Frontage



2.1 Parks and Open Space

PUTTING THE PUBLIC REALM FIRST

The foundational organizing feature of the master plan is the network of open spaces and cultural amenities that define the public realm network. Constantly connecting back to Ogden Park in the centre, the open space network establishes a hierarchy of green spaces that offers a wide variety of active and passive recreational opportunities.

From Lakeshore Park, which is envisioned as an ever-active waterfront destination to the sprinkling of small pocket parks among clusters of townhomes in the northern blocks of the site, Lakeview Village will offer open spaces for use on the everyday and special occasions. The programming of the parks and waterfront will cater to all ages and abilities, providing both active and passive recreation opportunities.

A comprehensive approach to the layering of parks and open space features provides a robust network of green and water related public and private outdoor spaces that result in significant north-south and east-west linkages throughout Lakeview Village. The integration of low-impact development (LID) stormwater management features will form a key part of the blue network.

This approach achieves a core principle of the community which is connectivity, particularly north-south connections, linking the entire

Lakeview community and beyond to the waterfront and other key character districts and neighbourhoods identified within Lakeview Village.

The plan conveys 67 acres of land to the City of Mississauga. Much of this remediated land will be converted into a new waterfront park, with multimodal trails that will form part of the Waterfront Trail, and active waterfront spaces. The plan protects public access along the waterfront throughout the length of the property, and seamlessly connects to Lakefront Promenade Park to the west, and the Jim Tovey Lakeview Conservation Area to the east.







The Jim Tovey Lakeview Conservation Area, a new 64 acre (26 ha.) conservation area south-east of the site, is currently under construction. The new green space will reclaim wildlife and fish habitats, create new coastal meadows, and tiered wetlands, becoming an unprecedented amenity for Lakeview Village and the Mississauga community.

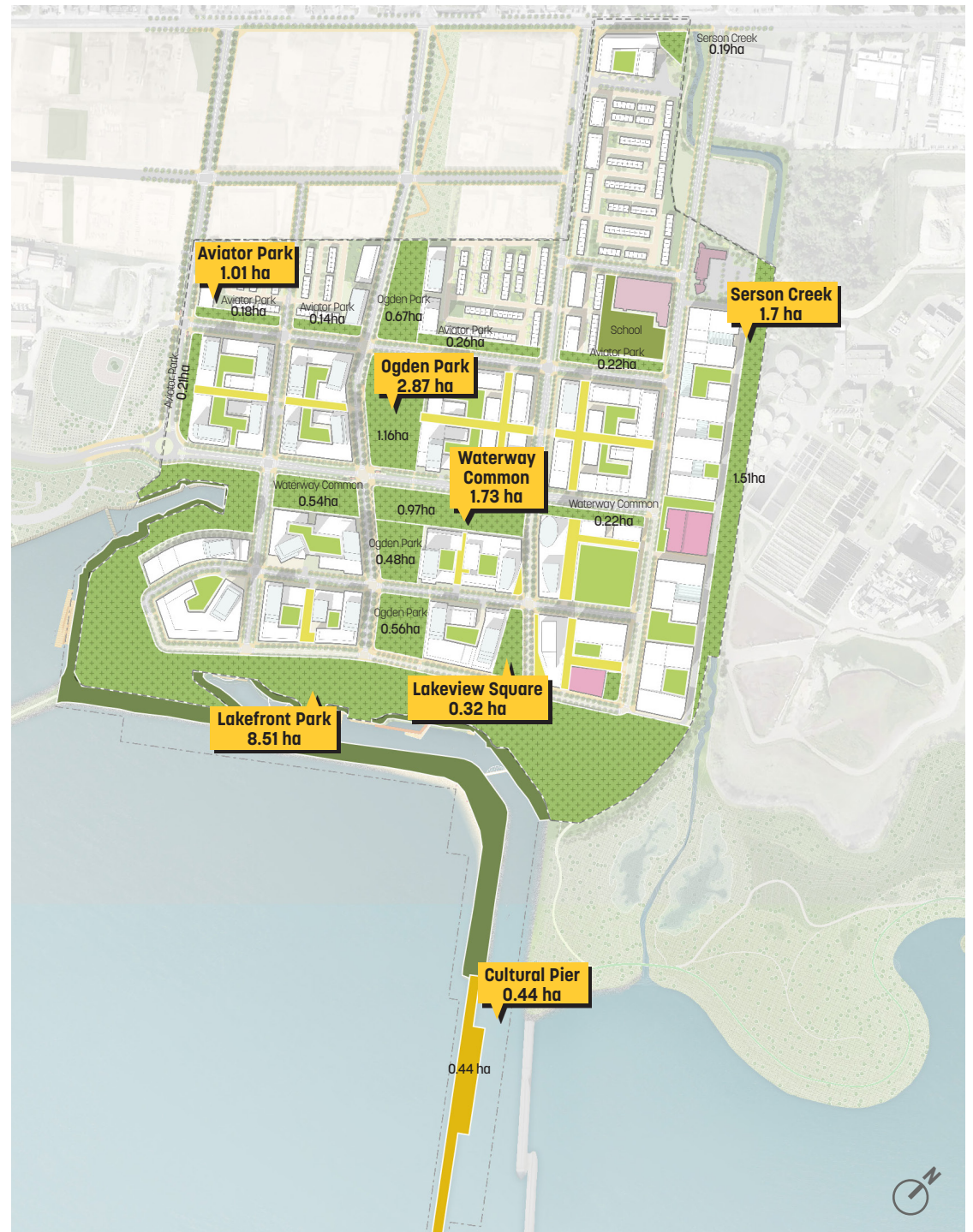
OPEN SPACE NETWORK CONTEXT



OPEN SPACE TYPOLOGY

An extensive open space network defines Lakeview Village, which is anchored by major public parks and plazas within a short walking distance from every block in the district through linear parks and pedestrian connections. The extensive public spaces allow for a compact block structure that de-emphasizes reliance on mid-block private amenity areas, and instead provides everyday access to shared open spaces. Outdoor Amenity Areas within the low-rise blocks will be defined at Site Plan Approval. Outdoor Amenity Areas within the low-rise blocks will be defined at Site Plan Approval.

-  Public Parks/Plazas
-  Potential Outdoor Amenity Space
-  Publically Accessible Private Space
-  Restricted Publically Accessible Private Space (School)
-  Natural Heritage System Lands
-  Cultural Pier



LID/STORMWATER

Low-Impact Design measures are located in the public rights of way, as shown on the accompanying diagram. This is a practical and effective strategy that ensures that such measures can be reliably quantified within the ROWs., rather than relying on individual parcel subdevelopers to implement these measures. Equally, municipal access for upkeep will be easiest in the ROWs.

The LID's used throughout the site will vary throughout the district. Adjacent to plazas and squares, underground retention basins will be used to allow a seamless plaza at the surface. Near greenspace and lower density areas, open air stormwater basins/raingardens will be placed within road bump-outs and between trees.

■ ■ ■ Park Land Use Boundary
(Excludes Natural Heritage System lands)

— LID / Stormwater BMP



TREES

Unregimented tree plantings will be located individually or within clusters within the public realm and within individual parcels in ways that increase amenity, and that channel and facilitate views at ground level to and from the water. They will also be sited for direct shade amenity throughout the district. More regimented trees lining sidewalks on roadways will be selected for their suitability to this purpose overall (ability to thrive in structured conditions, shade, higher canopy for sightlines, carbon sequestration, etc.).

- ■ ■ Park Land Use Boundary
(Excludes Natural Heritage System lands)
- ROW Street Trees
- ● ● Public Park and Open Space Trees



MAJOR PUBLIC OPEN SPACES

Lakefront Park

8.51 ha

Lakefront Park is a destination waterfront open space that provides an active recreational, cultural, and event open space for Mississauga. The park provides connectivity across the Village edge, with pedestrian paths winding throughout, as well as bicycle promenades that follow the urban edge and connect into the regional Waterfront Trail.

The western edge of the park provides a hub for water-based recreation, where kayakers and families can come enjoy the Lake on a sunny weekend. Adjacent to the boat launch are park spaces that extend the energy and recreational uses of the existing Lakefront Promenade Park, with meandering walking paths through meadows and picnic locations, framed by a scattering of large canopy trees.

At the edge of the water inlet is a learning landscape that creates eco-diverse habitats that not only allow native flora and fauna to flourish, but give the community a chance to learn about the habitats being protected within the Jim Tovey Lakeview Conservation Area to the east.

At the end of the Hydro Road corridor is the cultural core of the park: an extension of the directly adjacent Lakeview Square. The center of Lakefront Park is a future home to Mississauga's special occasions.





MAJOR PUBLIC OPEN SPACES

Ogden Park

2.87 ha

Inspired by the iconic ravine corridors in the Greater Toronto Area, Ogden Park is a central “river of green” that runs through the site, pointing everyone to the waterfront. Ogden Park is at once a neighbourhood park for the residents of Lakeview Village and a destination for the city as a whole, providing vistas and active mobility connections that offers both local and city-wide benefits.

Ogden Park gives everyone in Lakeview Village a direct connection to the Lakefront, and is well connected via the open space and road network to all blocks in the Village. Beyond Lakeview Village, Ogden Park is a park for all of Mississauga. Providing an instantly recognizable and impossible-to-miss direct connection between Lakeshore Road and Lake Ontario, Ogden Park provides walking paths and pockets of varied program along its length. Ogden Park will be designed to focus on community, with the park providing a central gathering space.

Ogden Park’s size and dimensions are intentionally designed in the master plan to maximize views of the water, from both within the park, and for the residential spaces in the buildings along the park edges. Near the center of the park, at the park’s widest dimension, is a building that is envisioned for community-oriented programming.





MAJOR PUBLIC OPEN SPACES

Waterway Common

1.73 ha

Waterway Common provides the central gathering space for the community that links the existing park system to the west with the square. Providing spaces for activity as well as quiet reprieve and framed by mid and high-rise development, Waterway Common will be a year-round public gathering place for residents and visitors alike. It will also provide a strong visual connection to Lake Ontario to the west and an important sense of arrival to the development in the early years of the project.

Designed from the ground up as a four-season, outdoor space, connected to residential living on the park and the animated Square to the east, Waterway Common will come alive each season with summer splash pads, spring orchards, winter skating rinks, and seasonal markets for everyone to experience and enjoy. The water element draws a sense of the lake into community.

At its terminus, Waterway Common is intended to terminate at a building of architectural excellence that serves as a visual landmark for the community.





MAJOR PUBLIC OPEN SPACES

Lakeview Square

0.32 ha

Lakeview Square is the village heart. Located at the terminus of a major N-S connection from Lakeshore Road, the square opens up to the water and is indeed a focal point of mixed and complementary uses, which include a hotel, residential units, restaurants, and retail.

Lakeview Square is a hub that connects to the recreational and cultural uses within the Lakefront park, and the makerspaces and office/institutional uses within the Lakeview Innovation District.

Lakeview Square will include a curated mix of ground floor specialty retailers; handpicked and each celebrating the unique character and leading design of best-in-class, non-national tenants. Above grade residential and non-residential uses will add additional vibrancy and help to frame the square.

The plaza within Lakeview Square will act as a destination, drawing people of all ages and backgrounds, encouraging them to stop and spend time in Lakeview Village. It will be the home of pop-up events, farmers markets, musical performances, and more.





MAJOR PUBLIC OPEN SPACES

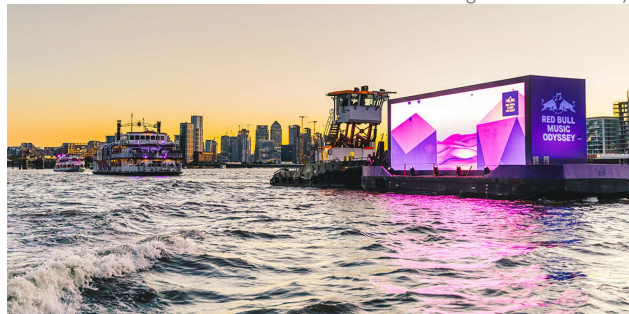
Cultural Pier

0.44 ha

Once a former industrial pier, the pier at Lakeview Village will become one of Lakefront Park's most inviting and celebrated features. Extending more than 600 metres into Lake Ontario, this destination attraction will provide people from across the region an unparalleled vista of the waterfront experience. Programmed with public art, cultural pop-ups, and active public space along both the reclaimed pier and newly created park space, the pier will integrate seamlessly with the rest of Lakefront Park and Lakeview Square. Providing unprecedented views to downtown Toronto, Mississauga, and across Lake Ontario.



Science Barge (New York City)



Red Bull Music Odyssey Barge (Thames River - London)



Converted Barge to Floating Beach and Pool (Budapest)



Pop-up pavillions for cultural and retail activation



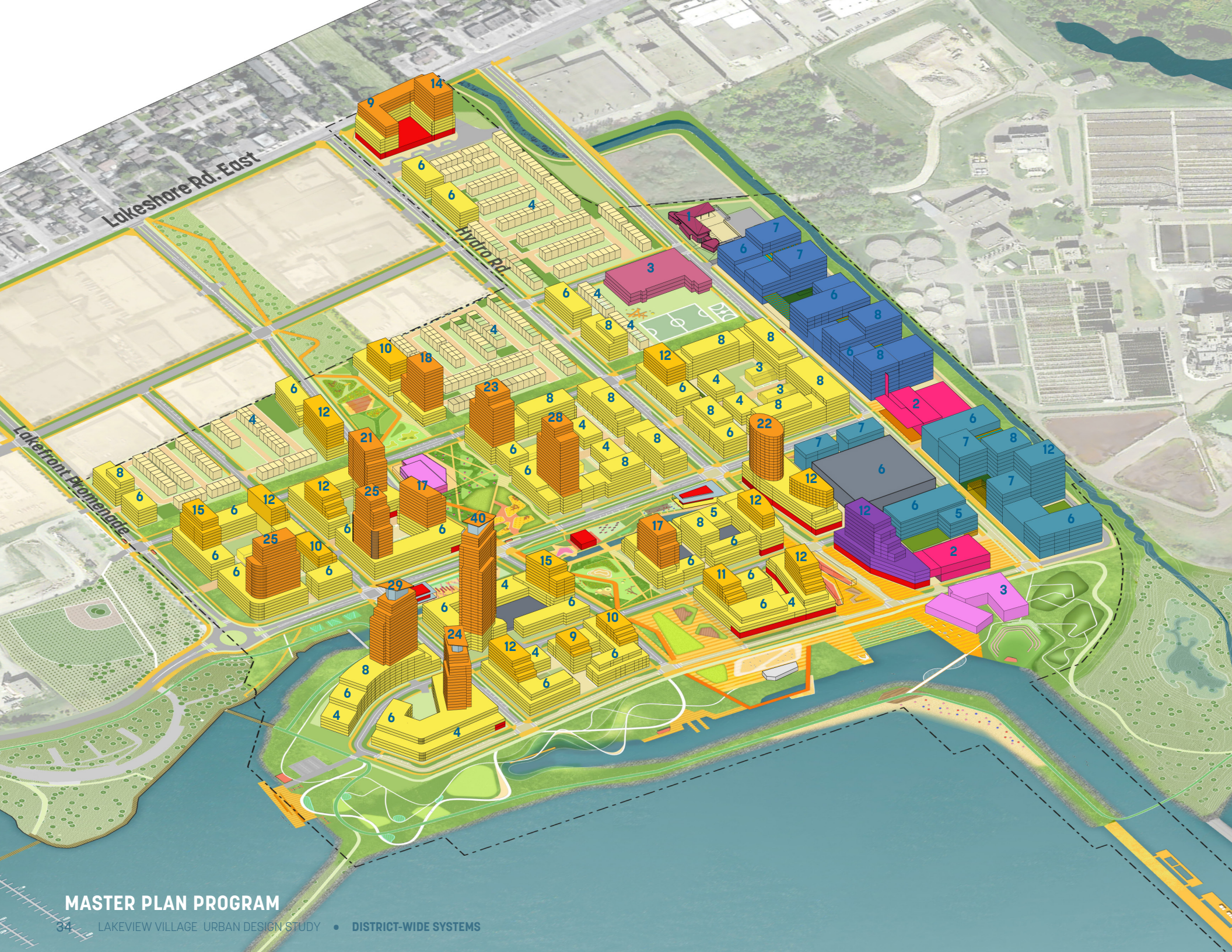
Temporary edge programming and floating program



Pedestrian-only environment with views of the water



The Pier at Lakeview Village Today






MASTER PLAN PROGRAM





2.2 Built Form and Uses

PROGRAM OVERVIEW

NON-RESIDENTIAL

	Office/Institutional	162,917 sm
	Retail/Hotel	26,012 sm
	Civic/School	27,449 sm

RESIDENTIAL

	Townhouses	4%	355
	Mid-Rise (5-8 storeys)	65%	5,199
	Mid/High-Rise (9-15 storeys)	10%	781
	Taller Elements (Above 15)	21%	1,691
TOTAL		8,026 units	

Unit count estimates for apartments assume 82% efficiency and average unit size of 875 sf (81.29 sm). Unit count estimates assume size of 126.75 sqm for back-to-back townhouses and 175 sqm for standard townhouses.

The program overview above reflects the GFA and unit counts of the master plan endorsed in October 2019.

GENERAL BUILT FORM GUIDELINES

The principles relating to built form within Lakeview Village are as follows:

- Maximize views to Lake Ontario; utilize building form to achieve this objective;
- Create a highly legible framework of blocks that activates natural human wayfinding, and that provides users with multiple ways to move through the district to a diverse set of destinations
- Create a sense of vitality in the district through generously-sized fenestration and strategic use of balconies to enhance social connectivity
- Ensure sun penetration to the greatest extent possible (and in conformance with Mississauga's minimum requirements)
- Create a comprehensive open space system with a hierarchy of space types ranging from pedestrian walkways to open parks; create a rich interaction between these open spaces, and between the built elements of Lakeview Village
- Create a district that is "more than the sum of its parts" through the implementation of high-quality architecture (both form and materials)

The below points summarize the key guidance for built form throughout Lakeview Village. Specific parameters for each sub-precinct are included in Chapter 3.

CONFORMITY WITH JURISDICTIONAL REQUIREMENTS

All buildings within Lakeview Village will be required to meet national, provincial and Mississauga requirements and codes for buildings of the type under consideration, as well as any additional requirements of the relevant authorities having jurisdiction. The same shall apply to ground plane design on development parcels and within the public realm.

DESIGN INTEGRITY

LCPL is, through this document and Design Guidelines to follow, as well as review mechanisms, putting in place its own measures to ensure that the development of individual parcels within Lakeview Village conforms with the intent of the master plan and the high standards of design required within the community. LCPL shall have final say on the acceptability of design proposals relating to development of parcels within the community.

All buildings within Lakeview Village shall meet high standards of design, so that the district is elevated by each of the architectural projects contained within it. LCPL shall, as master developer, have final authority over aesthetic considerations (with advisement from the City of Mississauga), to ensure that individual architectural projects meet the high standards of the districts and conform with LCPL's and the City of Mississauga's vision for Lakeview Village.

LCPL has committed to the City to hold an invited, international architectural competition for the Marina District. These buildings will be the signature (from a height point of view), skyline-defining elements of Lakeview Village. As such, an extremely high degree of architectural excellence will be required.

LCPL is also discussing with the City the creation of a Canada-wide architectural competition for the tower anchoring the eastern end of Waterway Common. This building's position at the head of this key open space equally suggests a very high level of architectural design.

DEVIATION FROM REQUIREMENTS

All buildings within Lakeview Village shall meet high standards of design, so that the district is elevated by each of the architectural projects contained within it. Any deviation from this document and the Design Guidelines to follow shall be preceded by written submission to LCPL and its advisory committee, with approval being received in writing from LCPL for any proposed deviations prior to the commencement of works that would be affected.

SHADOW STUDIES

Sun and shadow studies will be required per Mississauga requirements, to ensure sun penetration to interior courtyards framed by perimeter blocks. Placement of mid-high-rise and high-rise massings above the datum line formed by mid-rise perimeter block elements should be derived in part through sun studies (and in part through considerations relating to maximization of views, etc.).

A sun shadow study that meets current Mississauga guidelines was submitted with DMP 4.0. Work on further refinement of sun penetration opportunities within Lakeview Village is ongoing as further refinement occurs.

WIND STUDIES

Management of wind will be essential, with wind study of development blocks being essential. Entryways to buildings shall be protected via vertical and horizontal elements from downdraft forces generated by high-rise elements. Public sidewalks shall be protected by careful arrangement of massing to deflect high-rise downdraft at podium-datum height, well above the public sidewalk.

ACCESS AND SERVICING STRATEGY

Primary entries to buildings shall be carefully considered both in location and design to maximize the positive impact on the public realm of these elements and to support natural human wayfinding (ie. effortless finding of primary entryways). Service elements shall be discreetly and safely located to ensure maximum continuity of the public realm and maximum pedestrian amenity. Sightlines from parking garage ramps shall be studied to ensure pedestrian and cyclist safety.

GENERAL BUILT FORM GUIDELINES

SEPARATION DISTANCES BETWEEN MID- AND HIGH-RISE ELEMENTS

- A minimum separation distance of 30m maintained between building elements at or above 15 storeys, to ensure a sufficient degree of privacy, except where dimensions below this threshold can be demonstrated on a case-by-case basis to be both beneficial (views, overall massing arrangement) and safe (fire separation, wind management).
- Any portion of a building above 8 storeys is at least 30 m apart from the portions of adjacent buildings above 8 storeys, except where dimensions below this threshold can be demonstrated on a case-by-case basis to be both beneficial (views, overall massing arrangement) and safe (fire separation, wind management).

Exceptions will be possible to minimum distance requirements on a case-by-case basis when it can be demonstrated that other considerations (site geometry, benefits of closer clustering, wind effects, etc.) can be demonstrated to LCPL, its advisors, and to the City. The intention behind stated separation distances is not to create a rigid distancing that would make attainment of an intimacy-of-scale within Lakeview Village impossible, but to create a baseline from which to explore solutions.

STEP-BACKS

Mid-rise and taller elements are to incorporate step backs to ensure a pedestrian oriented public realm is established and protected at ground level on all roadways within Lakeview Village.

Elements above the datum lines formed within each sub-precinct and district-wide shall be a minimum of 4m from the top floor of the podium to the first floor of the taller element, except where dimensions below this threshold can be demonstrated on a case-by-case basis to be beneficial.

Step-backs will be more fully elaborated on a case-by-case basis in the Design Guidelines to follow. However, in general, the mid-rise datum of 6 to 8 stories is the level above which step backs should occur, so that the overall feel of the district is mid-rise.

BALCONIES

Balconies are encouraged as a means of creating a mediating layer between building facades and the public realm. Deep inset balconies are to generally be carefully designed, due to challenges associated with light penetration during winter months and shoulder seasons. Balconies may project beyond the setback line above first floor level.

VEHICLE RAMPS AND SERVICING

Basement ramps and service driveways shall be located in ways that will minimize visual impacts but that support full function.

Any at-grade service yards including trash/recycling areas shall be fully screened with exterior walls/fences that are fully integrated into the architecture and site design of the building overall. Loading docks/areas shall be concealed as well as possible, and shall not occur on primary facades. In no instance shall these elements occur proximate to primary building entries or public areas.

Partially exposed basements (due to topography or other design-related considerations) shall be fully integrated into the architectural language of the building.

ROOFTOPS

Low and mid-rise rooftops may be good candidates for green roof treatment, especially where these form part of a shared amenity and/or are overlooked from taller elements.

High-rise rooftops may be good candidates for solar panels, particularly given the likely availability of these areas for such use should district energy be implemented.

Rooftops are to be used as shared or private amenity wherever possible. Wherever possible, the intent would be to not have mechanical equipment on overlooked rooftops. Equipment on high-rise rooftops shall be fully screened from view.

If district energy is implemented, required mitigation of on-site mechanical equipment will in large part not be necessary, except for localized equipment such as emergency generators. Screening requirements shall remain for these elements.

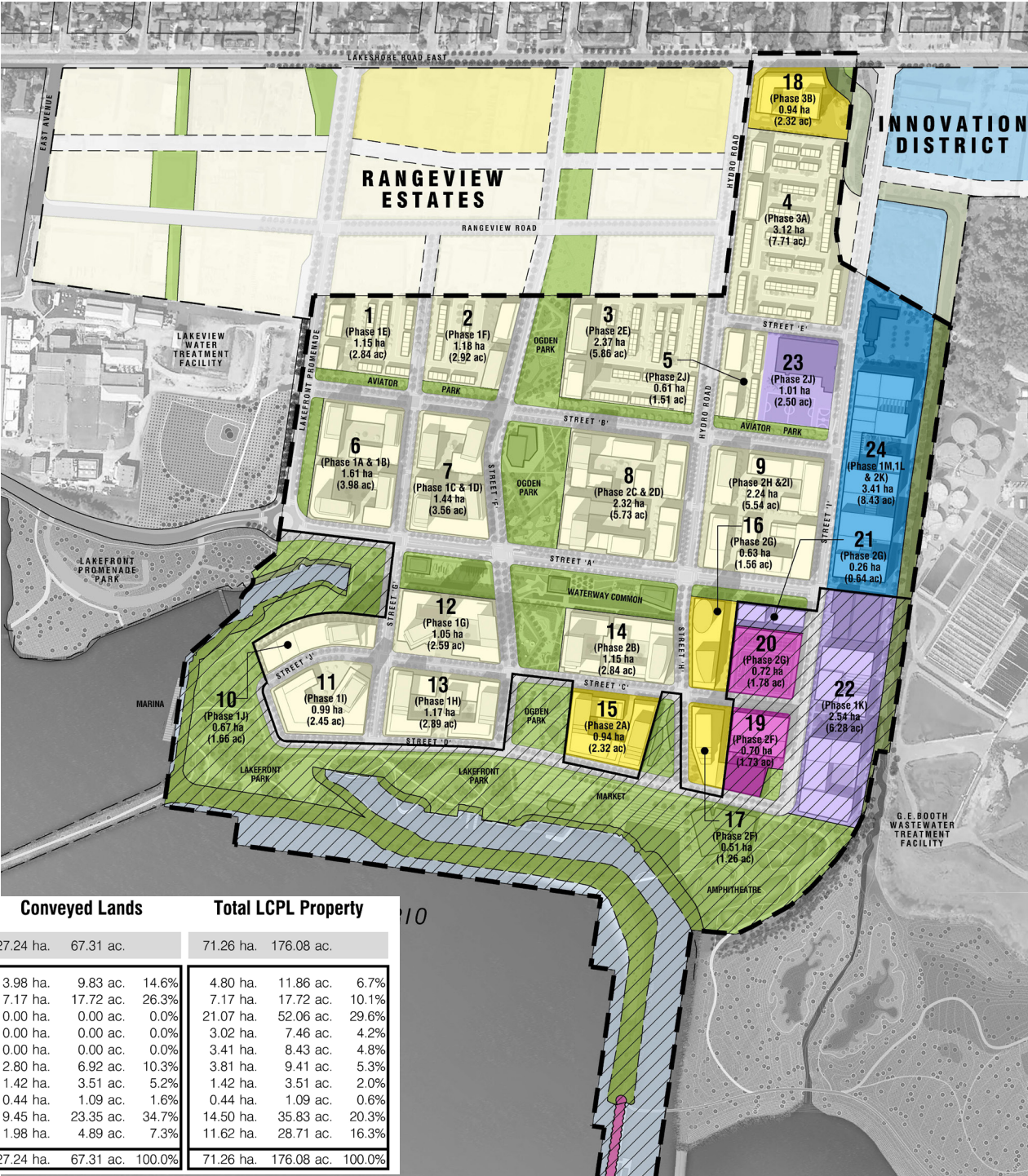
MECHANICAL EQUIPMENT

Mechanical equipment should in all instances be concealed to the greatest extent possible. Rooftop equipment of any description that would be visible from ground-level or that may be obtrusive to abutting or nearby buildings, should be fully screened, or set back sufficiently from parapet edges to remove such items from view. No equipment shall be placed in prominent frontage locations externally at ground level, other than that required by governing codes, or requiring direct-access. Where direct-access may otherwise be required (for servicing or equipment replacement), in-ground covered areaways shall be preferred. Air exhaust at ground level shall not occur along any public way where it would cause sound and/or air movement disturbance, as well as aesthetic challenges to the first floor of buildings. Sound levels at ground level and at openings and balconies of residential and commercial spaces shall conform to all local and provincial sound ordinances.

If district energy is implemented, required mitigation of on-site mechanical equipment will in large part not be necessary, except for localized equipment such as emergency generators. Screening requirements shall remain for these elements.

BLOCK PLAN

The Block Plan provides a standardized referencing system for individual development parcels, conveyed land, and total property. This enables all development and design team members, the City, and stakeholders, to have a unified matrix of information relating to parcel sizes.



















	Development Lands			Conveyed Lands			Total LCPL Property		
Total Site Area	44.02 ha.	108.77 ac.		27.24 ha.	67.31 ac.		71.26 ha.	176.08 ac.	
Natural Heritage System (NHS)	0.82 ha.	2.03 ac.	1.9%	3.98 ha.	9.83 ac.	14.6%	4.80 ha.	11.86 ac.	6.7%
Water (Lake Ontario)	0.00 ha.	0.00 ac.	0.0%	7.17 ha.	17.72 ac.	26.3%	7.17 ha.	17.72 ac.	10.1%
Residential Medium Density	21.07 ha.	52.06 ac.	47.9%	0.00 ha.	0.00 ac.	0.0%	21.07 ha.	52.06 ac.	29.6%
Mixed Use	3.02 ha.	7.46 ac.	6.9%	0.00 ha.	0.00 ac.	0.0%	3.02 ha.	7.46 ac.	4.2%
Employment	3.41 ha.	8.43 ac.	7.7%	0.00 ha.	0.00 ac.	0.0%	3.41 ha.	8.43 ac.	4.8%
Institutional	1.01 ha.	2.50 ac.	2.3%	2.80 ha.	6.92 ac.	10.3%	3.81 ha.	9.41 ac.	5.3%
Mixed Use Cultural Hub	0.00 ha.	0.00 ac.	0.0%	1.42 ha.	3.51 ac.	5.2%	1.42 ha.	3.51 ac.	2.0%
Cultural Pier	0.00 ha.	0.00 ac.	0.0%	0.44 ha.	1.09 ac.	1.6%	0.44 ha.	1.09 ac.	0.6%
Park	5.05 ha.	12.48 ac.	11.5%	9.45 ha.	23.35 ac.	34.7%	14.50 ha.	35.83 ac.	20.3%
Right of Way	9.64 ha.	23.82 ac.	21.9%	1.98 ha.	4.89 ac.	7.3%	11.62 ha.	28.71 ac.	16.3%
TOTAL	44.02 ha.	108.77 ac.	100.0%	27.24 ha.	67.31 ac.	100.0%	71.26 ha.	176.08 ac.	100.0%

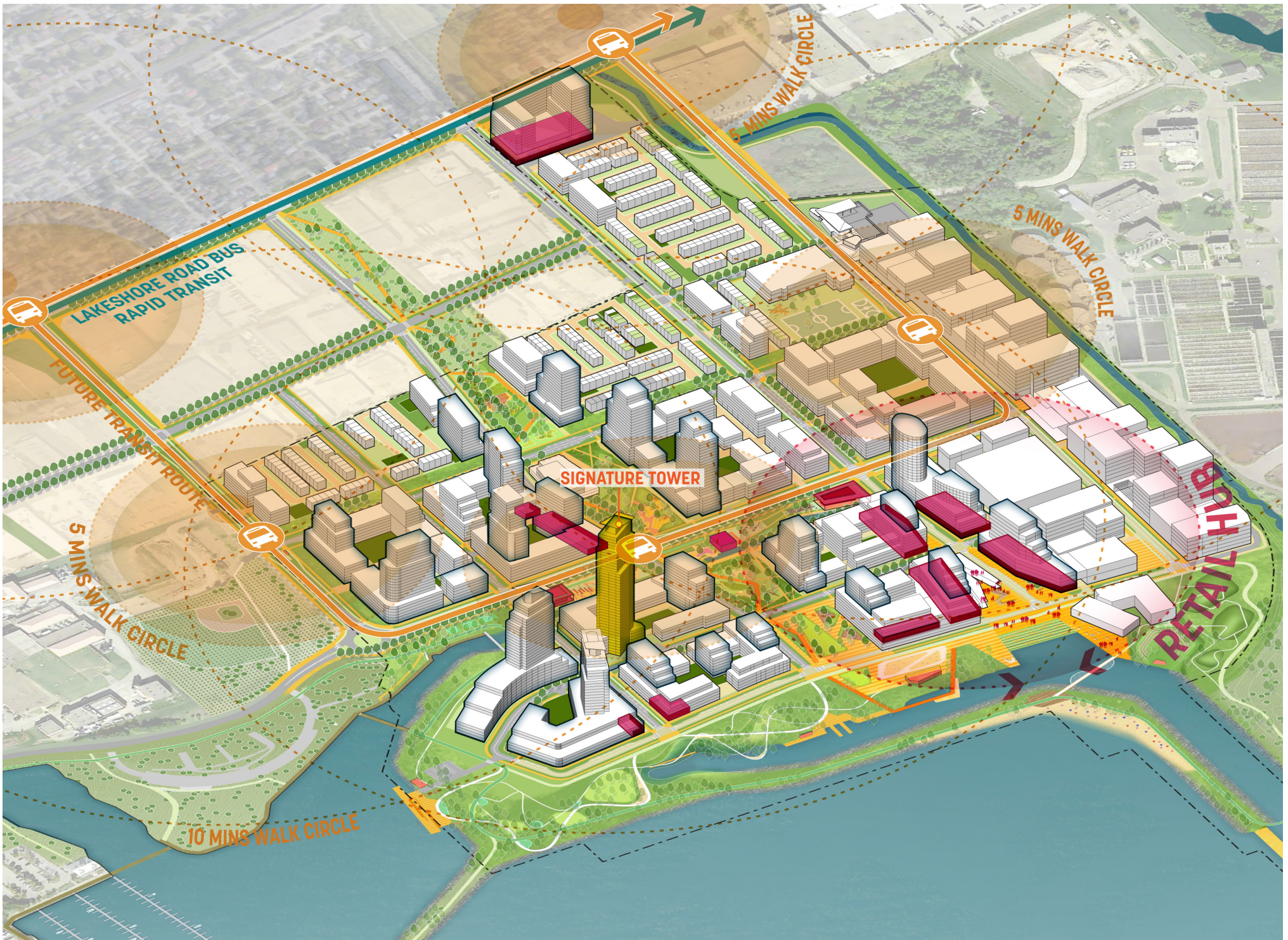
BUILDING USE + ACCESS POINTS

Building entrances and access points are intended to maintain an overall urban character for Lakeview Village. Garages and driveways for townhouses are located away from public streets as an intentional design feature.

The building uses and access points illustrated are subject to further refinement and adjustment through the Site Plan design and approval process.

-  Ramp to Basement Parking
-  Building Primary Entrance
-  Retail Pavillion
-  Residential Podiums
-  Mid/ High Rise Residential
-  Taller Residential (Above 15)
-  Townhouses
-  Retail
-  Civic
-  Hotel
-  School
-  Office
-  Office/Institutional
-  Active Ground Floor Uses
-  Sustainability Centre/
Lakeview Innovation Hub
-  Parks Depot





DENSITY DISTRIBUTION PRINCIPLES

CLARIFYING HEIGHT AND DENSITY

As the diagram at left indicates, height and density within Lakeview Village have been laid out rationally, and in limited locations that enable additional height to serve the Lakeview Village and broader communities. The distribution of height and density in the plan meet the objectives outlined in 13.3.8.1. of the Mississauga Official Plan (shown at right).

As the master plan evolves from the DMP and the density and heights that were endorsed in October 2019, the overall density distribution principles explained within the Urban Design Study are intended to be flexible, rather than prescriptive. Through Site Plan design, for example buildings of different heights may be relocated to improve on block plans and/or satisfy technical requirements. Height and density placement should also be responsive to future considerations such as transit corridor improvements on Lakeshore Road or surrounding projects.

Within the master plan, density and height are distributed in the following locations:

Lakeview Square is a natural location for a modest amount of increased height to support a sense of intimacy of public space and to underwrite the success of the retail elements at its base.

The layer just behind the Lakefront Park edge between Lakeview Square and the Marina District

can accommodate a modest increase in height by setting the taller elements back and by terracing these elements. The inclusion of this layer of buildings will create tremendous value for the community as a whole, as well as a layer of visual interest one layer back from the front edge of Lakefront Park buildings.

The Marina District is the community's exclamation mark, proclaiming Lakeview Village to be a worthy waterfront for Mississauga, city of almost one million people.

Similarly, sculpted height on either side of Ogden Park frames and ennobles that major civic element, while acting as a visual signifier from the lakefront and Lakeshore Road of the presence of the park. The greatest height in this area is created at the heart of Lakeview Village, distant from the site's edges, towards which the height around the park tapers down (towards the south and north).

The western gateway buildings provide a sense of arrival at Lakeview Village from the west, and provide safety overviews of the public parks beyond, as well as views of Lake Ontario for a greater number of residents.

Lastly, the singular building at the eastern end of Waterway Common provides a fitting terminus for that public way leading to and from Lakeview Square.

MISSISSAUGA OFFICIAL PLAN

13.3.8.1 General Policies

13.3.8.1.1 The distribution of height and density will achieve the following:

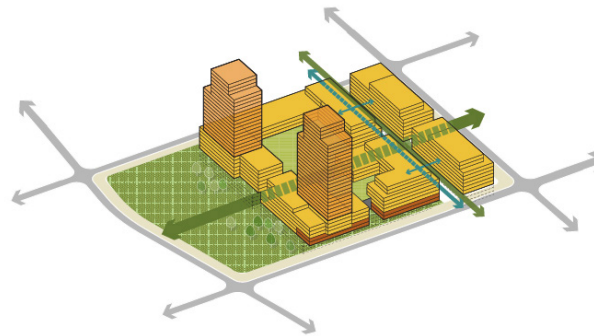
- a. a **gradual transition** to existing adjacent residential neighbourhoods;
- b. **reinforce a pedestrian scale** along Lakeshore Road East;
- c. protect and **enhance view corridors** along Lakefront Promenade/Street 'G', the linear park along Street 'I', Hydro Road/Street 'J', and Street 'K'.
- d. **greatest heights and densities will be located at the southwestern edge** of the community subject to a detailed height study as identified on Map 13-3.3 Waterway District Area, and include select, architecturally significant buildings;
- e. buildings located in the Waterway District Area will provide an **appropriate transition in height** to adjacent development in surrounding areas;
- f. provide a pedestrian scale with **appropriate step backs** that includes a transition towards adjacent parks and the waterfront;
- g. provide **appropriate transition** between private development and public open space;
- h. ensure **permeability and views** towards the waterfront; and
- i. ensure a **variety of built forms** to create a varied skyline that promotes views to Lake Ontario.

BUILDING AND BLOCK TYPOLOGIES

The types of residential blocks within Lakeview Village can be divided into four typologies.

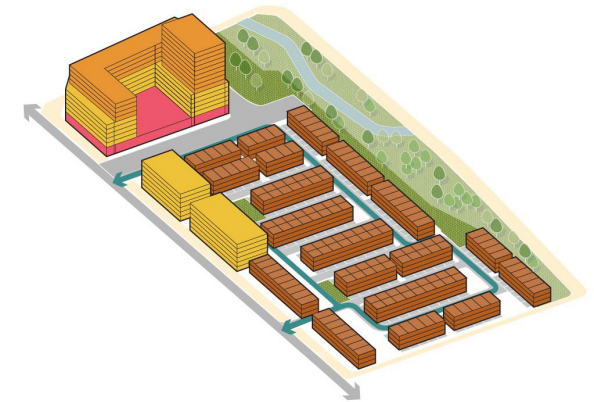
The Innovation District blocks are of a specific type, in order to maximize the utility of that compact corridor while maintaining an elegant street frontage onto New Haig Boulevard.

MID-RISE + TALLER ELEMENTS



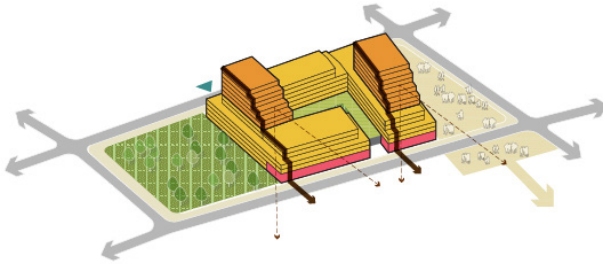
Most of the residential floor area in Lakeview Village is accommodated in podiums (or, “wings”) that define the street-facing edges of blocks, so as to create a strong urban form at ground level and in the low-rise elements of each block. On blocks where there are higher elements, these are strategically situated to support and enhance the overall structure of the block. Several of the urban blocks will have townhouse elements at their bases, providing a maximum number of “front doors to the street”

MID-RISE + TOWNHOUSES



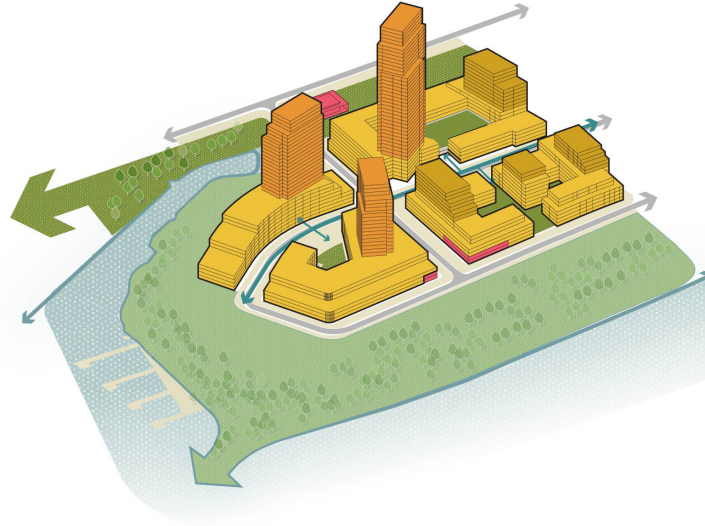
Neighbourhoods of mixed townhomes and 4-6 storey mid-rise buildings will add to the diversity of housing types at Lakeview Village, and will create a lower-in-height zone in the portion of Lakeview Village most closely sited towards Rangeview Estates and Lakeshore Road.

WATERFRONT



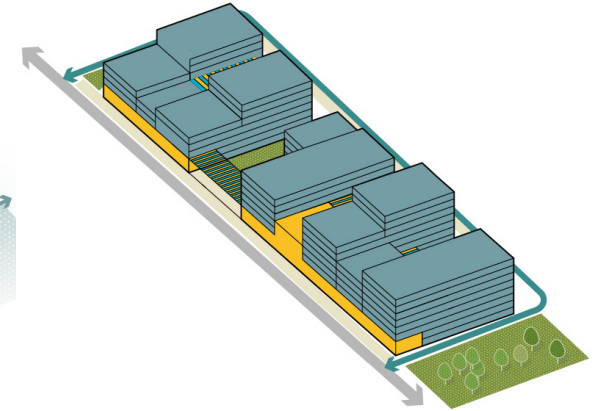
Blocks fronting onto Lakefront Park will predominantly be apartments, and in some cases retail in their lower stories (retail at first level only). Taller elements will be set back from the front, park-facing edge of these blocks, and will be terraced to remove any sense of the Lakefront Park being negatively impacted by modestly higher elements.

MARINA



The Marina blocks are distinct, being a combination of terraced low-rise and higher buildings. The three buildings are also intended to operate in-concert with one another, at the lower and higher levels. Extreme care has been taken to set the higher elements back from the Lakefront Park, and to orient the buildings so that views into Lakeview Village as well as outwards are maximized. The “fan-shaped” orientation of the higher elements supports this outcome.

OFFICE/INSTITUTIONAL



The office/institutional buildings of the Innovation Corridor focus occupied space onto New Haig Boulevard, with parking visually concealed at the center of the blocks. The building configurations create open spaces that open up to the trail and landscape along Serson Creek. Screens and plantings along the trail will provide a green corridor experience for users of Serson Creek.

2.3 Access, Circulation, and Frontage

Lakeview Village is designed to be a multi-modal district that is well-connected to the broader vehicular, pedestrian, transit, and bike network. The MOP emphasizes the importance of creating a multi-modal city: "The Lakeview Waterfront community is designed to encourage multi-modal transportation with emphasis on transit and active transportation, to reduce traffic delays, congestion, energy consumption and pollution.... As a fully realized community, transit and active transportation are intended to be viable alternatives to vehicular use and will help shape and support the future development of the Lakeview Waterfront area."

Drawing inspiration from urban districts around the world that exemplify how cities can reduce vehicle-dependency, Lakeview Village can serve as an ambitious and inspirational example for the rest of Mississauga.



Autonomous shuttle at Lindolmen Science Park, Gothenburg
(Sweden Study Tour, May 2019)



Pedestrian plaza in Copenhagen, Denmark
(Sweden Study Tour, May 2019)



Bike-oriented hotel in Malmo, Sweden
(Sweden Study Tour, May 2019)



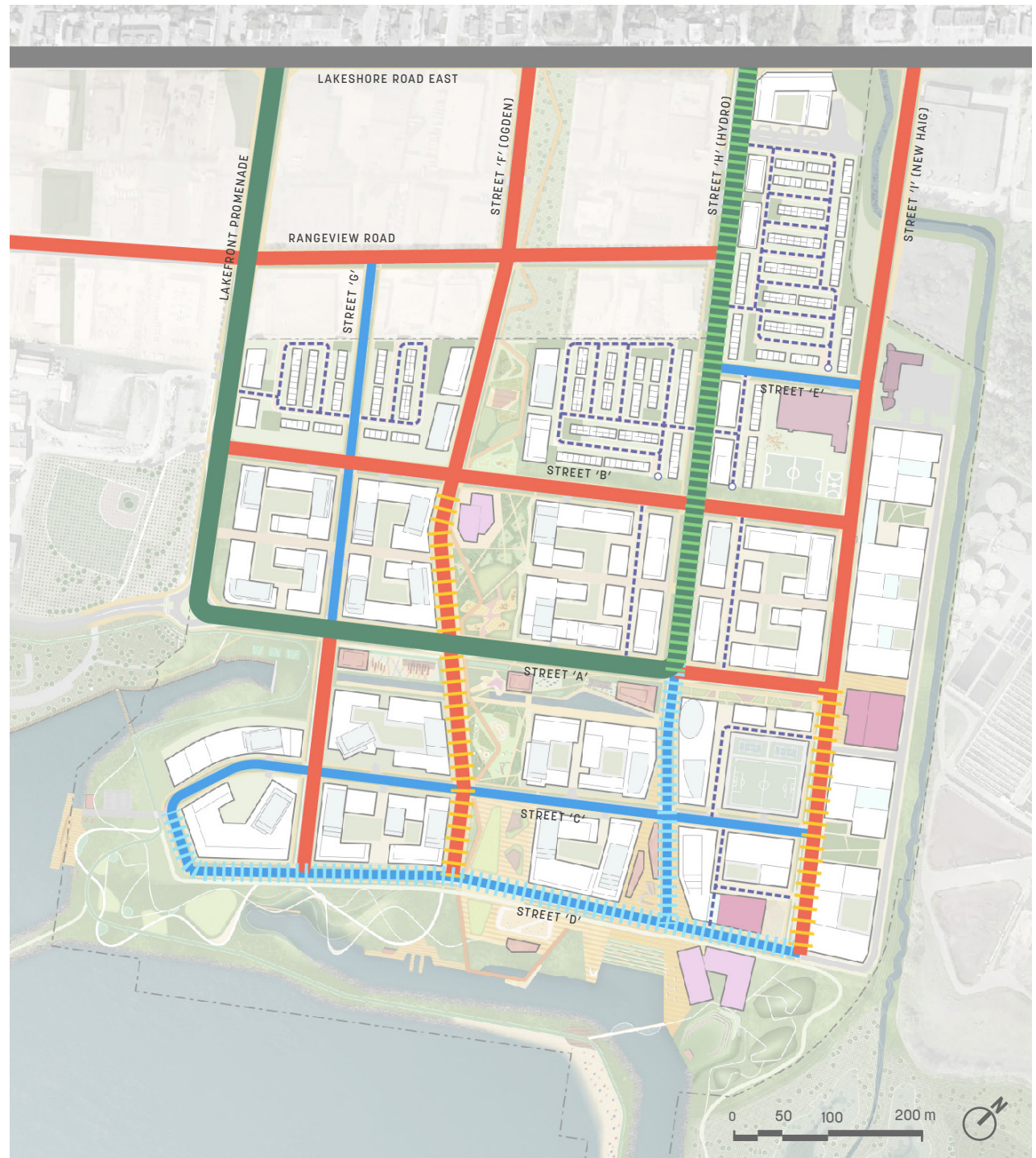
Rentable micro-transit options, Stockholm, Sweden
(Sweden Study Tour, May 2019)

STREET HIERARCHY

The plan creates a fine-grain network of roads and connections with frequent intersections. The widest right-of-way (ROW) is along the transit route (the “Major Collector Road”) which includes Lakefront Promenade, Street ‘A’ north of Waterway Common, and Hydro Road and connects into Lakeshore Road. There are multiple north-south connections from Lakeshore Road all the way to the water: Street ‘G’ following Ogden Park, Hydro Road, and New Haig Boulevard.

In order to prioritize the public realm experience on the waterfront, the road closest to Lakefront Park has the narrowest ROW, and is intended to be a “pedestrian first” street, with special paving and other landscape features to slow traffic. The network allows the option for this road to be closed (e.g., for an event or festival) without impeding vehicular circulation.

-  Major Collector Road (26.0m)
-  Major Collector Road - Character
-  Minor Collector Road (22.0m)
-  Minor Collector Road- Character
-  Local Road
-  Local Road (18.0m) - Special Paving
-  Condo Road (Private)



PEDESTRIAN

Achieving street patterns that limit block lengths, reduce vehicular speeds, and adds to the character of Lakeview Village will promote walkability and is an important means of achieving a significant active transportation network that reduces reliance on vehicular travel within the community.

In order to support this goal, the plan provides a multitude of pedestrian paths throughout the district beyond sidewalks on every street, from trails within the open spaces, pedestrian mews cutting through development blocks, and pathways along the boundaries of park spaces that share an edge with development.

- Multi-use Trail
- Waterfront Trail
- Sidewalk
- Park Trail / Paths
- - - - - Public Promenade
- - - - - Public Connections Through Private Space
- Boardwalk
- ||||| Bridge



CYCLING

The MOP emphasizes the importance of contributing to “the creation of a permeable and connected community for active transportation (for pedestrians and cyclists) in order to promote healthy communities.”

By providing cycle tracks along all north-south connector roads and park space, the district easily connects cyclists from Lakeshore Road to the Lakefront Park. The majority of primary streets within Lakeview Village will integrate a cycle track, and those that do not, will typically enable bike connections through adjacent park space.

The proposed cycling network for Lakeview Village connects into the broader region through the Waterfront Trail. The Waterfront Trail follows along the pier and crosses a bridge to connect to the Waterfront Trail along JTLCA and beyond.







- Single-sided Cycle Track
- Double Cycle Track
- Waterfront Trail
- Multi-use Trail
- Sharrow

TRANSIT

Establishing efficient and convenient transit options to and from Lakeview Village is a fundamental component of the transportation and sustainability strategy. Lakeview Village is ideally situated in proximity to the Long Branch and Port Credit GO stations, future Hurontario Street LRT, and TTC transit hub, bringing residents, employees, and visitors within easy reach of local and regional destinations.

Bringing transit to the site will be important for ensuring the long term sustainability of the project. Within the district, the transit connection is designed to utilize Lakefront Promenade, Street 'A' north of Waterway Common, and Hydro Road. The dotted line indicates the potential long-term route location for transit or autonomous shuttle.







The plan is designed to be flexible, so that transit can be incorporated as the project is phased and as regional transit plans are implemented.

-  Transit route (Interim)
-  Transit Route (Short-term)
-  Transit Route (Long-term)
-  Transit Stop



PARKING

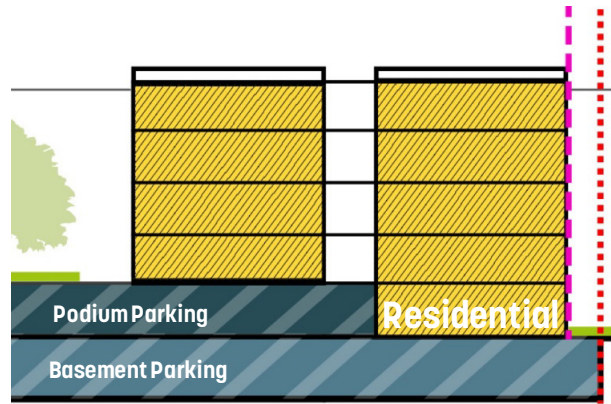
While the district overall is designed to maximize active transportation, the plan does provide parking throughout the district for residents and visitors. For visitors, the main concentration of parking is within the two parking garages in the southeast corner, located adjacent to Lakeview Square and the highest concentration of cultural/retail space. There are also lay-by spaces along roads to accommodate additional visitors in the residential blocks. The parking for the residential blocks and Innovation Corridor are accommodated in garages with levels underground and above ground. Any levels above ground are hidden from the experience of the public streets and parks by other uses. Within the courtyards of residential blocks, the top of the parking podiums will not have car spaces, but rather serve as an open space amenity area.

-  Two-sided Street Parking
-  One-side Street Parking
-  No Parking
-  Parking Garage- Above Ground
-  Parking Garage- Underground
-  Podium above Ground
- (#)** No. of Stories of Above Ground Parking
- #** No. of Stories of Underground Parking



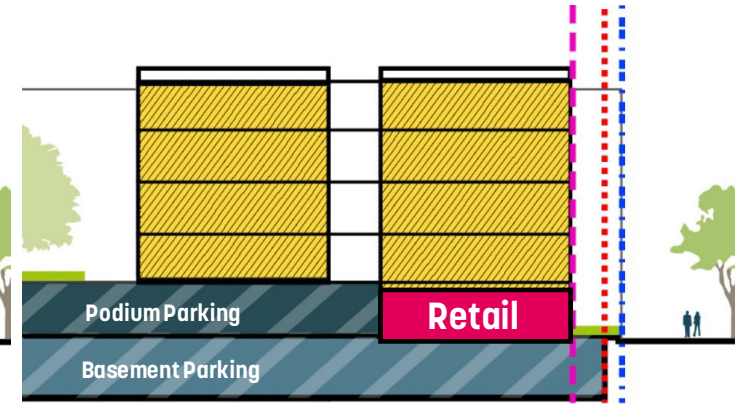
PARKING

RESIDENTIAL BLOCKS WITH ABOVE GRADE PARKING



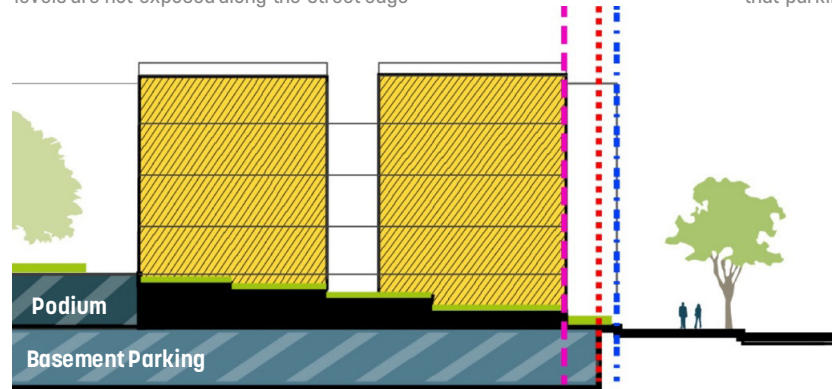
SECTION A: RESIDENTIAL STREET FRONTAGE

Podiums are lined with residential units, so that parking levels are not exposed along the street edge



SECTION B: RETAIL STREET FRONTAGE

In Lakeview Square, the podium is lined with retail, so that parking levels are not exposed to the plaza



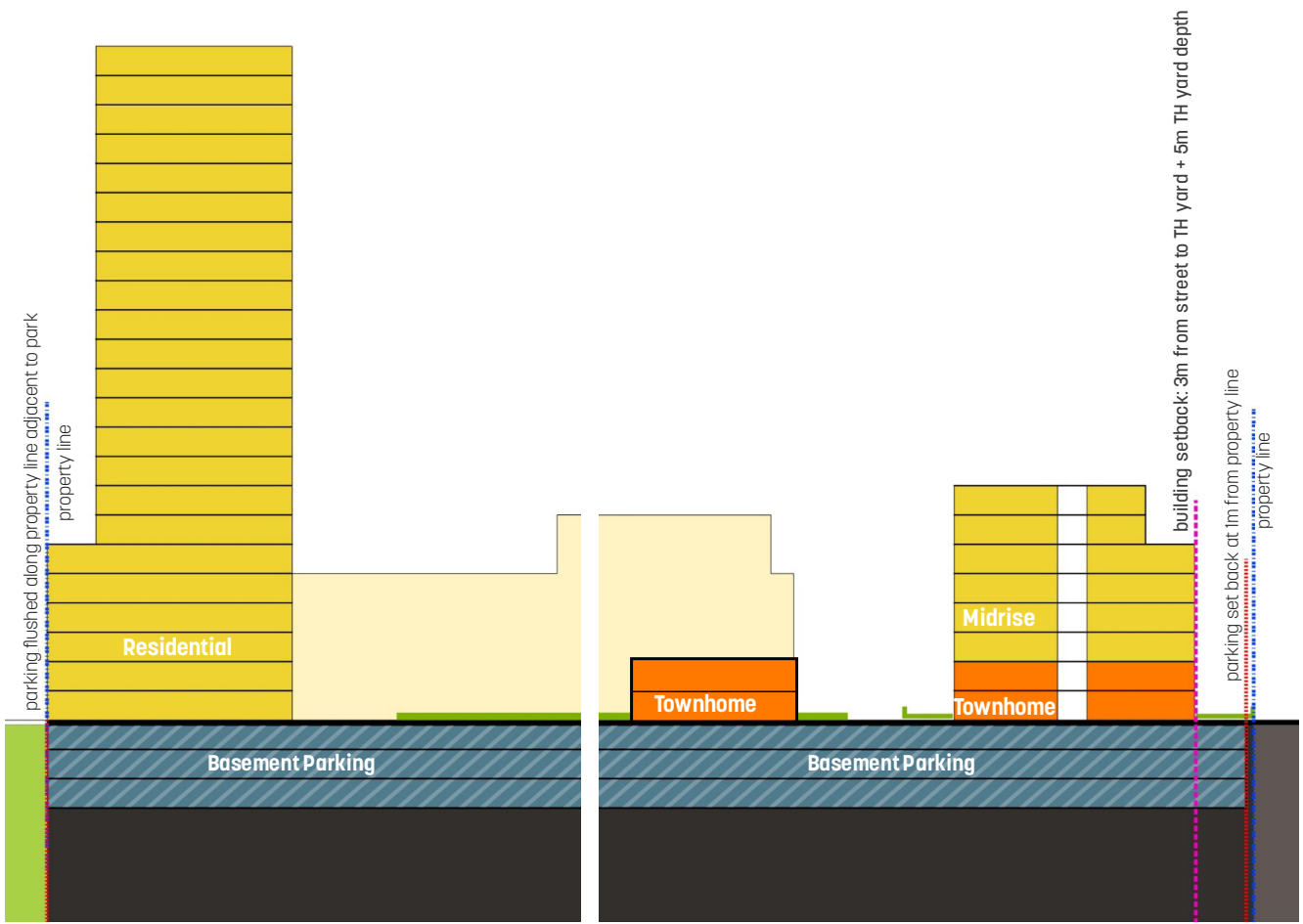
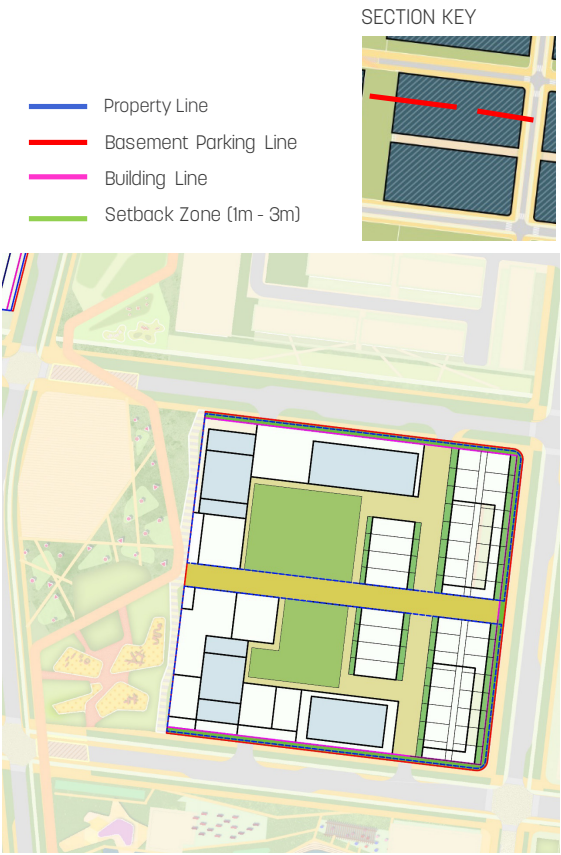
SECTION C: MID BLOCK OPENINGS

A tiered landscape negotiates the grade change from the street to the interior courtyard on top of the parking podium

- Property Line
- Underground Parking Setback (1m from property line)
- Building Setback (1m - 3m)

PARKING

TYPICAL RESIDENTIAL BLOCK











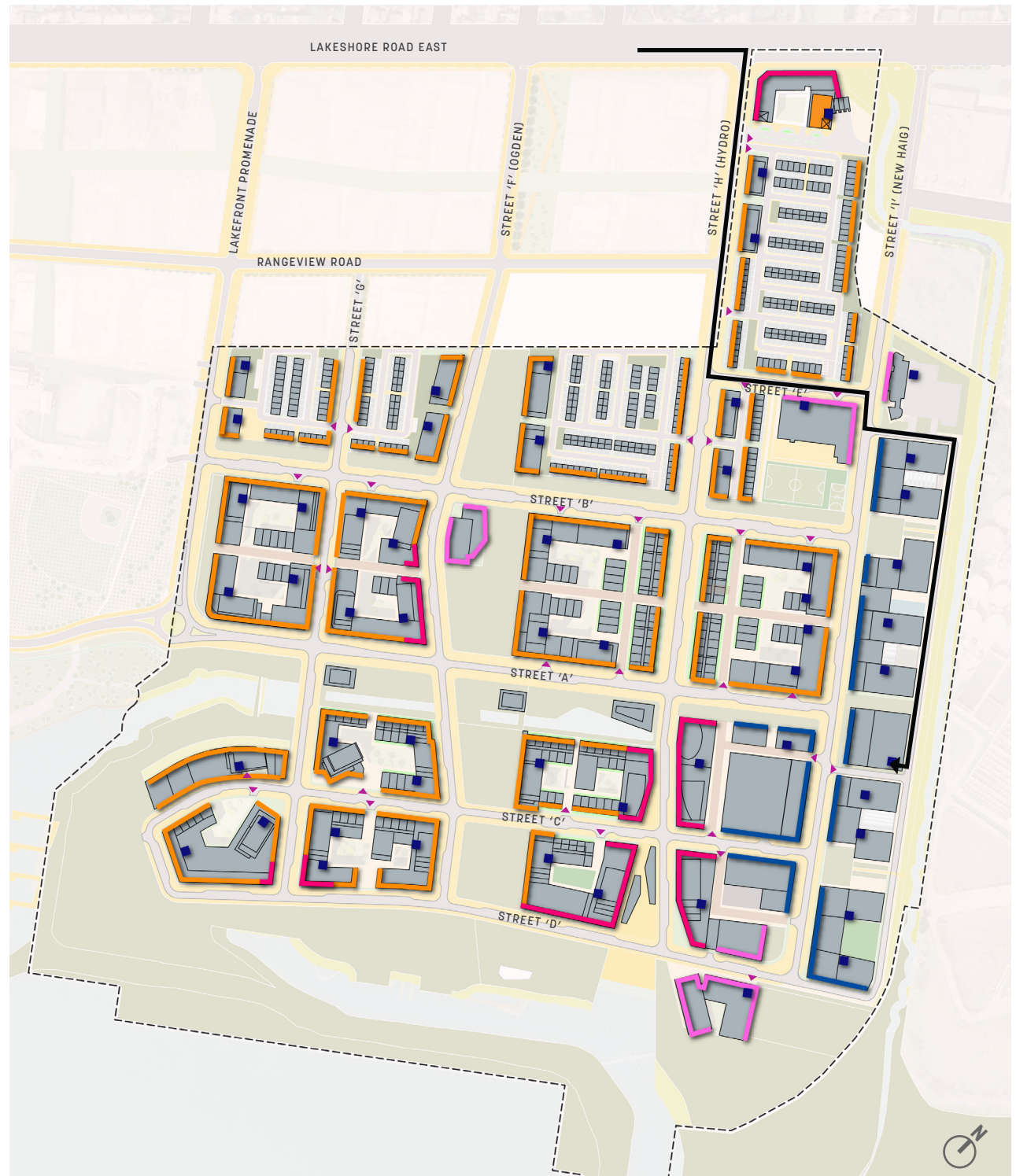
LOADING AND SERVICING

Significant attention has been paid to the location of supporting elements within Lakeview Village, so that these elements will interact discreetly - if at all - with the primary public open spaces and other public realms.

The district is planned for a vacuum waste system -- the plan at right shows both the vacuum waste servicing route as well as the loading and collection areas for centralised garbage collection for each block as a fallback plan scenario. In general, wherever possible, garage access points have been kept off main roads and roads that abut major open spaces such as Ogden Park and Lakefront Park (as shown in the diagram at right).

For retail uses in the RA5 zoned lands, loading and deliveries can be done on street.

-  Service Truck Route for Vacuum Waste
-  Garbage Truck Entry/Exit
-  Loading / Centralised Garbage Collection
-  Public Access to Underground Parking
-  Residential Frontage
-  Retail Frontage
-  Access to Loading
-  Civic Frontage





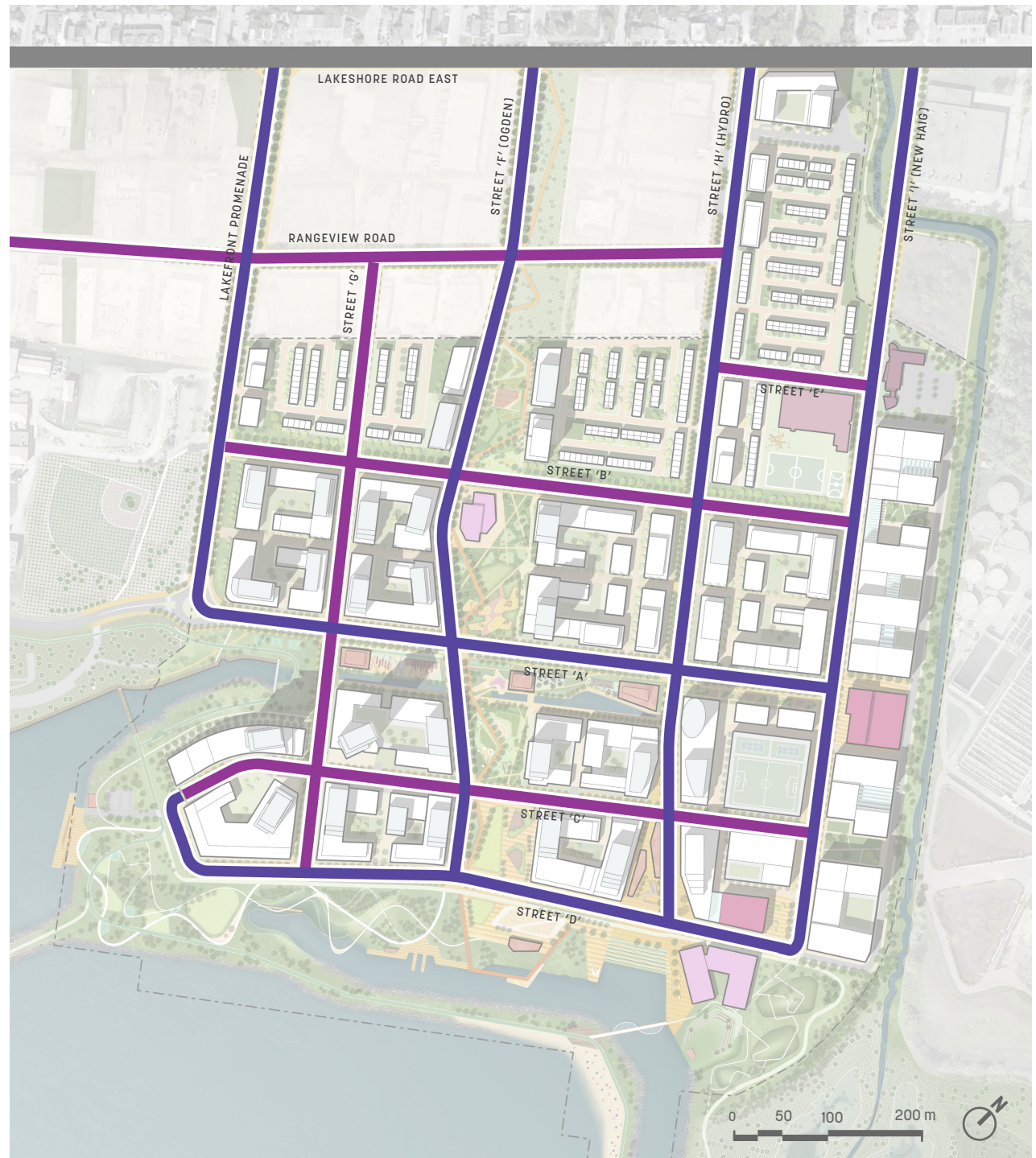
STREET FRONTAGE

The City of Mississauga's Downtown Core Built Form Standards identify two types of streets: those with 'A' and 'B' frontages:

'A' street frontages "require the highest attention to urban design, having a cohesive built form to achieve character and a vibrant pedestrian environment." They are the most important for securing animation and character, a comfortable pedestrian environment with access to sunlight and sky views, street activity and vibrancy.

'B' street frontages are "designed to ensure a quality pedestrian environment and high standard of built form, but provide defined locations for necessary access, delivery, service, loading and parking facilities serving development blocks." In contrast to 'A' Streets, they provide development blocks with access for deliveries, garbage pick-up, service and loading, including vehicular access to structured and off-street parking within development sites.

-  'A' Street Frontages
-  'B' Street Frontages



CHAPTER 3

SUB-PRECINCTS AND BLOCK PLANS



- 3.1 Lakeshore Gateway
- 3.2 Ogden North
- 3.3 Waterway Commons East
- 3.4 Waterway Commons West
- 3.5 Marina District
- 3.6 Lakeview Square
- 3.7 Lakeview Innovation District

Note:

Standards identified in this section provide guidance for the Site Plan Approval Process. Any amendments through a Site Plan Approval, or Minor Variance Application would supersede any numbers contained in this document. The UD Study will inform the Zoning By-Law, which is concurrently under review.

Quantitative standards outlined in this section may vary and serve as a general guide for the development of Lakeview Village.

SUB-PRECINCTS

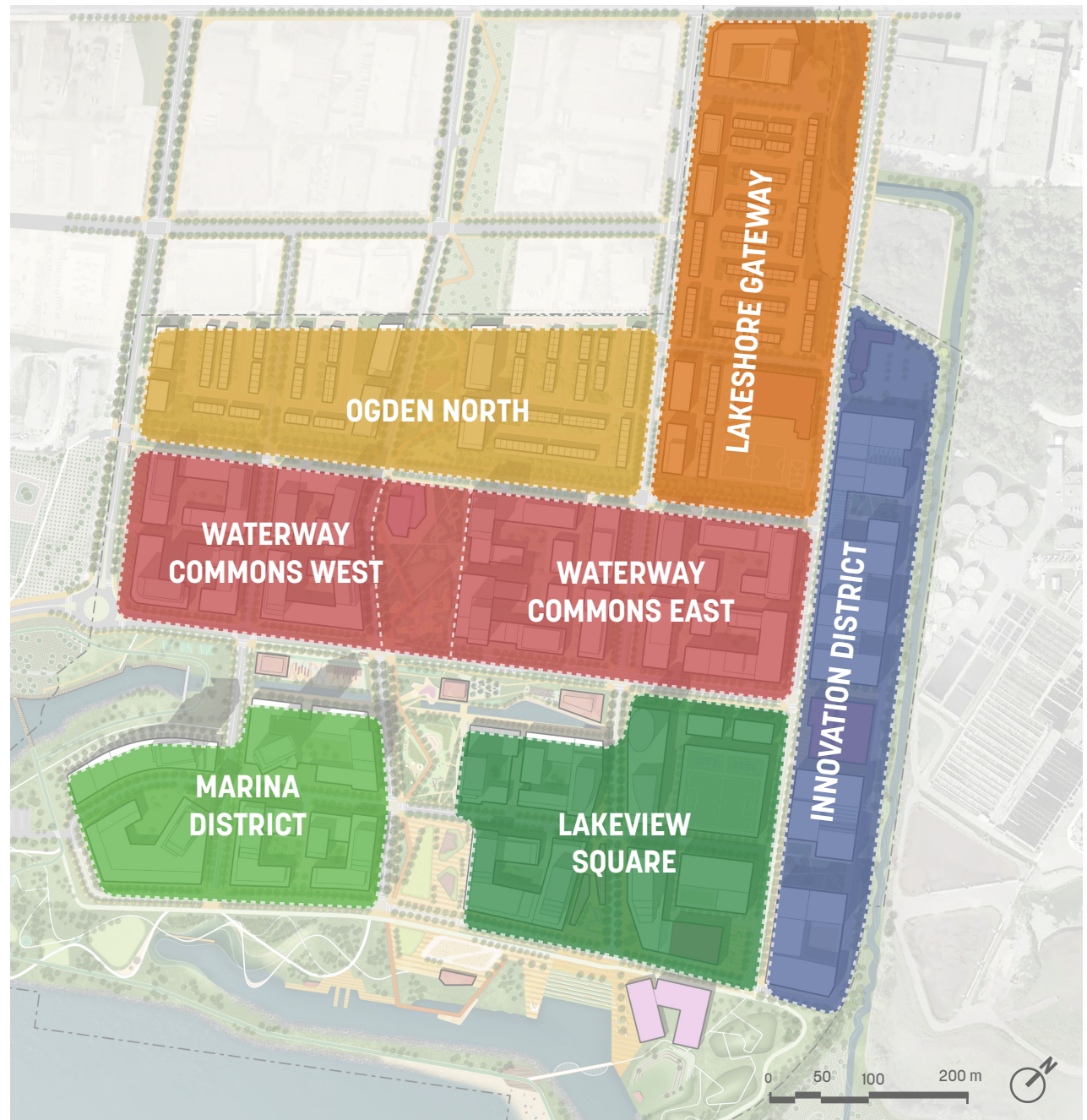
The remainder of the Urban Design Study document is organized into six sub-precincts as indicated on the plan at right.

The boundaries between sub-precincts have been determined through a blend of different criteria, ranging from predominant use, to geographical location within Lakeview Village, to built typologies that will comprise the majority of building types within the sub-precinct.

Each of the sub-precincts is intended to achieve the following primary goals, through its distinctiveness from other sub-districts:

1. Establish a legible, cohesive localized identity for the sub-precinct within the larger identity of Lakeview Village;
2. Respond sensitively and creatively to adjacent conditions, both within, and external to, Lakeview Village;
3. Provide a rational ordering system for the explanation of attributes for each sub-precinct, so that sub-developers within Lakeview Village are able to attain desired outcomes for localized portions of the larger district.

The sub-precincts are used as a way to organize the study and different characters within the plan, and are not intended to be a revision to the districts identified in OPA.



3.1 Lakeshore Gateway

BLOCKS 4, 5, 18, AND 23

GENERAL DESCRIPTION

Hydro Road, running north-south into Lakeview Village from a signalized intersection at Lakeshore Road, is one of the primary “avenues” leading into Lakeview Village. For this reason, Lakeshore Gateway is the main front door to Lakeview Village (notwithstanding the existence of several other road and trail access points to the site). The linear shape of the sub-precinct enables it to establish the experience of the user for the northern portion of the Lakeview site, and to establish a strong presence for the district at Lakeshore Road. The right-of-way section through Hydro Road through this sub-precinct is therefore of great significance, providing a tree-lined avenue with strong pedestrian and bicycle amenities, framed by buildings that are ordered to provide European-style structure to the urban experience as one progresses into Lakeview Village from the north.

USES

The majority of the Lakeshore Gateway sub-precinct consists of residential uses, with the notable exception of the signature building element at the intersection of Lakeshore and Hydro Roads, and a public school site.

The gateway building at Lakeshore and Hydro Roads will be a mixed-use building of stature







commensurate with its gateway function. It will include retail uses at first floor, with residential above.

The school site will be a relatively compact “urban school” typology, with the school building contributing to the forming of a strong street-wall of built form.

The remainder of uses are residential, in the form of multi-family mid-rise, and townhouses. The general disposition of development blocks is to have mid-rise residential fronting onto Hydro Road (with some townhouses also fronting onto Hydro Road in select locations).

MASSING AND HEIGHT

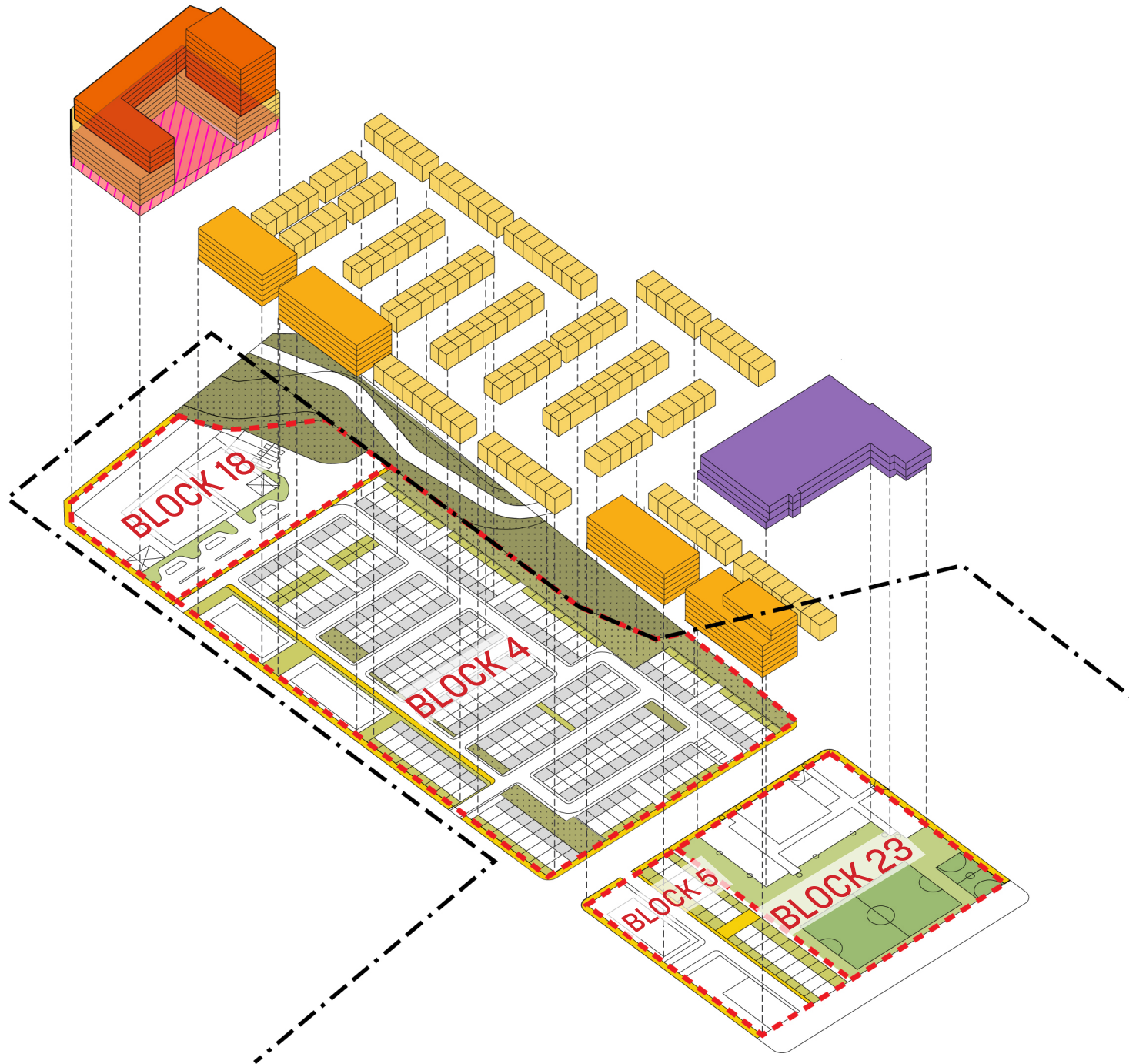
Located along the Lakeshore BRT line, the signature anchor building at the Lakeshore Road gateway will be from 9 to 15 stories in height and be part of the transit-supportive development in along the higher-order transit corridor. The building will have massing directed towards Lakeshore and Hydro Roads in order to form a strong urban frontage to both of these roadways. Massing along the Lakeshore Gateway portion of Hydro Road will range in height from 6-8 stories for mid-rise multi-family residential, and 3 to 4 stories for townhouses. Townhouses will generally be traditional singles or back-to-back units.














	Residential: Townhouses
	Residential: Mid-Rise (Up to 8 storeys)
	Residential: Mid/High-Rise (9 - 15 storeys)
	Residential: Taller Elements (Above 15)
	Retail
	Civic/Cultural

Note: Visual representations, areas, dimensions and other key information and data reflected here are indicative of information utilized for the creation of the Development Master Plan and this Urban Design Study Document. This information is a snapshot of intended direction at the current moment, rather than being indicative of finalized information, which will be derived on a parcel-by-parcel basis during implementation phases.

PROGRAM + MASSING

Note: diagrams illustrate intent only;
detailed massing and materiality to be
detailed at site plan stage



-  Residential Townhouses
-  Residential Mid-Rise (Up to 8 storeys)
-  Residential Mid/High-Rise (9 - 15 storeys)
-  Residential: Taller Elements (Above 15)
-  School
-  Retail
-  Entrance to Private Road
-  Primary Entrance to Building
-  Secondary Entrance to Building
-  Entrance to Basement Parking
-  Potential Open Space/Courtyard
-  3m Setback
-  Townhome Frontyard/Backyard



BLOCKS 4, 5, 18, AND 23

Most frontages in the Lakeshore Gateway sub-precinct are residential (see diagram at left). Exceptions are the school at the southeast of the sub-precinct, and the gateway building at the northwest. The gateway building is intended to have anchor retail (eg. supermarket) at first floor level, with vehicular access (private vehicles and loading) off an on-site roadway extending eastwards from Hydro Road.

Note:

Standards identified on the accompanying plan provide guidance for the Site Plan Approval Process. Any amendments through a Site Plan Approval, or Minor Variance Application would supersede any numbers contained in this document. The UD Study will inform the Zoning By-Law, which is concurrently under review.

Quantitative standards outlined in this section may vary and serve as a general guide for the development of Lakeview Village.

3.2 Ogden North

BLOCKS 1, 2, AND 3

GENERAL DESCRIPTION

The Ogden North sub-precinct defines the northern edge of Lakeview Village (with the exception of the small portion fronting onto Lakeshore Road within the Lakeshore Gateway sub-precinct. This northern edge faces towards “Rangeview Estates”, the future character of which is defined by the MOP, but to-date does not have a master plan. For this reason, all major elements within Ogden North are self-contained and self-sufficient for the short- and medium-terms, but are capable of interacting dynamically with future planning elements of Rangeview, when those are actualized. Ogden North is the edge to future uses north of Lakeshore Village, and is thus an important transition zone in terms of massing.

USES

Uses within Ogden North are residential in nature, in the form of mid-rise multi-family buildings and traditional and stacked townhouses.





MASSING AND HEIGHT

In a north-south direction, the urban form is of mid-rise multi-family buildings framing road and open space edges, and in an east-west direction the edge is fronted by townhouses. Mid-rise buildings fronting onto Ogden Park are

from 6 to 18 stories in height, as part of an overall strategy of framing the north-south Ogden Park with height and a consistent urban park-edge of built form. The Hydro Road edge of Ogden North is traditional townhouses of 3 or 4 stories in height. Taller mid-rise multi-family building massings along the eastern and western edges of Ogden Park are tapered down to the northern edge, so as to create a decrease in scale - back to neighbourhood scale - from the height further south framing Ogden Park.

PUBLIC REALM

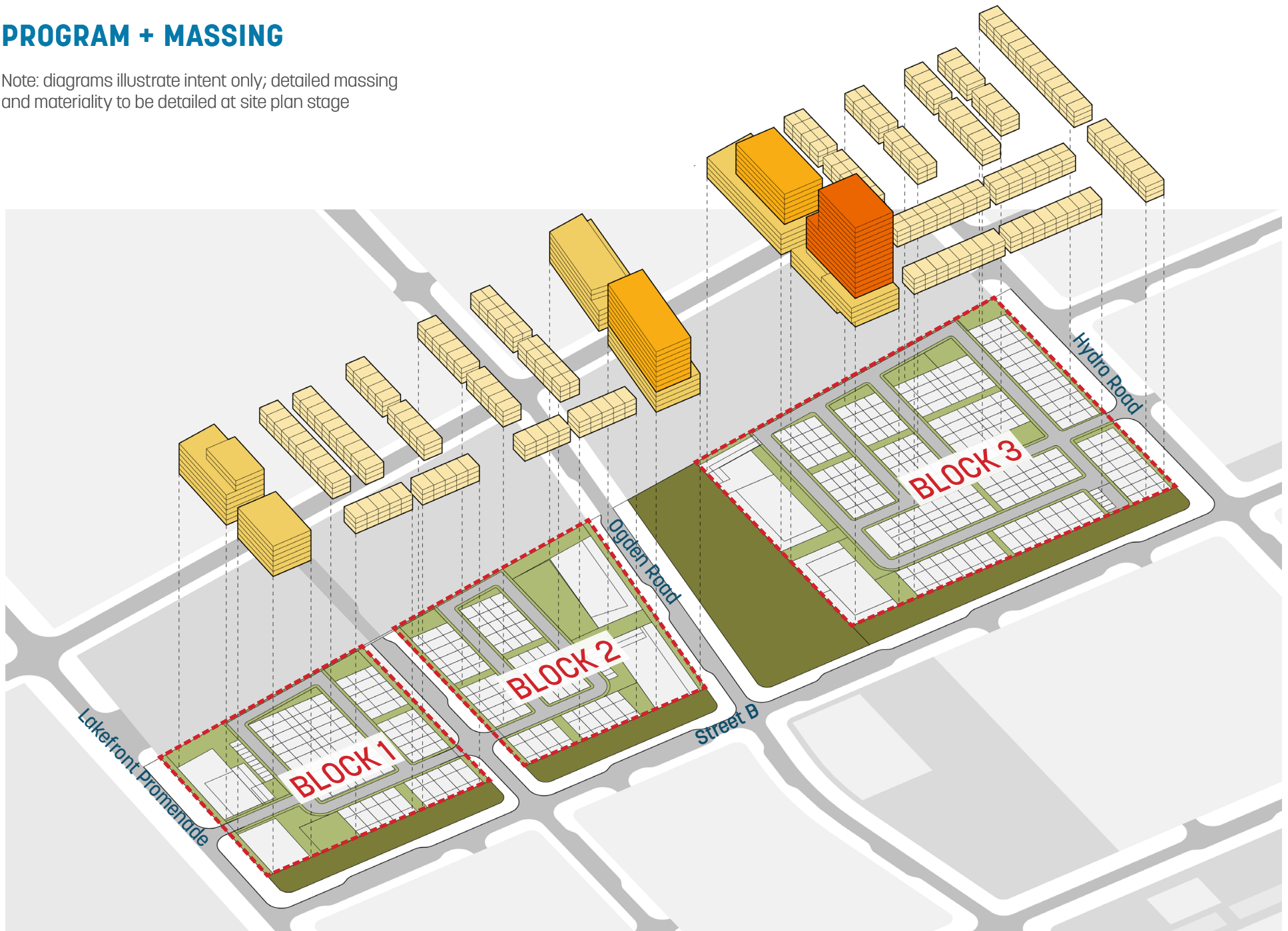
The southern portion of Ogden North is formed by the east-west Aviator Park, which is fronted from Ogden North primarily by 3 to 4 story townhouses. The center of the Ogden North sub-precinct is formed by the northern portion of Ogden Park, which, as the main north-south park element within Lakeview Village, is anticipated to draw members of the public into Lakeview Village from Lakeshore Road (subject to completion of Ogden Park by future planning in Rangeview Estates). As such, Ogden North represents the entry point of this major park element into Lakeview Village, from Rangeview to the north.

	Residential: Townhouses
	Residential: Mid-Rise (Up to 8 storeys)
	Residential: Mid/High-Rise (9 - 15 storeys)
	Residential: Taller Elements (Above 15)

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PROGRAM + MASSING

Note: diagrams illustrate intent only; detailed massing and materiality to be detailed at site plan stage



BLOCK PLAN

- Residential Townhouses
- Residential Mid-Rise (Up to 8 storeys)
- Residential Mid/High-Rise (9 - 15 storeys)
- Residential: Taller Elements (Above 15)
- Entrance to Private Road
- Primary Entrance to Building
- Secondary Entrance to Building
- Entrance to Basement Parking
- Potential Open Space/Courtyard
- 3m Setback
- Townhome Frontyard/Backyard



BLOCKS 1, 2, AND 3

All frontages in the Ogden North sub-precinct are residential (see diagram at left). Traditional Townhouse frontages along Hydro Road are set back from a linear park bracketed by a cycle track (see image at right). In the zone immediately fronting the townhouse elements in this location, semi-private entry court/garden elements for the townhouses continue the green space of the linear park.

Note:

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Quantitative standards outlined in this section may vary and serve as a general guide for the development of Lakeview Village.



VIEW FROM AVIATOR PARK, LOOKING TOWARDS THE INNOVATION DISTRICT

3.3 Waterway Commons East

BLOCKS 8 AND 9

GENERAL DESCRIPTION

The Waterway Commons East sub-precinct fronts onto New Haig Boulevard at its eastern edge, Ogden Park at its western edge, Aviator Park at its northern edge, and Waterway Common at its southern edge. Interior to the sub-precinct is the final stretch of Hydro Road before it terminates at Lakeview Square.

USES

All uses within Waterway Common East are residential, in townhouse, mid- and high-rise buildings. The urban form is generally mid-rise perimeter blocks with open courts internal to them, with high-rise elements at the western edge of the sub-precinct fronting onto Ogden Park. The mid-rise elements provide a suitable pedestrian-scale urban environment, with high-rise elements above that datum set back. Townhouses uses are located in relation to the central pedestrian mews that connects through both Blocks 8 and 9, and the at-grade courtyard amenity spaces. The precinct also has the potential for at-grade retail uses.





MASSING AND HEIGHT

Massing along Hydro Road continues the urban framing of this main entry avenue, with 6 to 8 story buildings mid-rise multi-family residential

buildings. Some elements set back from the 6 to 8 story datum along this corridor may be taller, up to 12 stories, serving as “lantern” features above the datum line, creating a gentle crescendo of height in the lead-in to Lakeview Square.

PUBLIC REALM

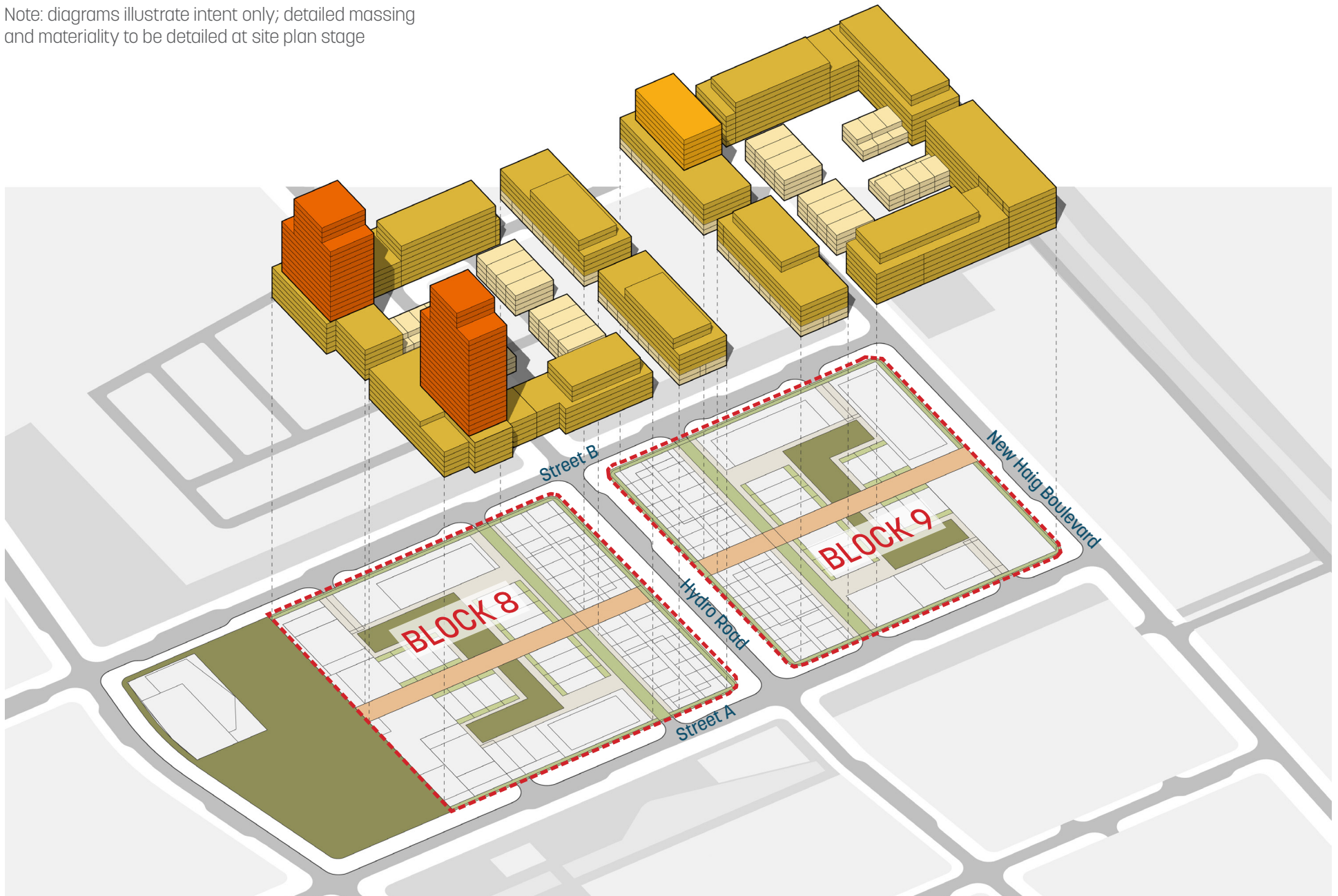
An important pedestrian connector (or pedestrian mews runs east-west through Waterway Commons east. This connector traverses the open courts at the heart of the large blocks framed by perimeter mid-rise residential buildings. It is expected that this pedestrian way will be tree-lined, and will potentially have townhouse residential typologies fronting onto it at first-floor level. The western end of this sub-precinct encompasses the widest portion of Ogden Park, and also the portion that accommodates a major civic amenity building within the park. As such, the interplay between the east-west pedestrian connector and Ogden Park in the west, and the Innovation District in the east, is of importance. The pedestrian connector is expected to be a cobbled-type surface, that is driveable by light-duty maintenance vehicles (pick-up trucks, small plows, etc.) on a regular basis, and heavier vehicles on an irregular basis.

-  Residential: Townhouses
-  Residential: Mid-Rise (Up to 8 storeys)
-  Residential: Mid/High-Rise (9 - 15 storeys)
-  Residential: Taller Elements (Above 15)

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PROGRAM + MASSING

Note: diagrams illustrate intent only; detailed massing and materiality to be detailed at site plan stage



BLOCK PLAN



BLOCKS 8 AND 9

All frontages in the Waterway Commons East sub-precinct are residential (see diagram at left). Private lanes or alleys are indicated in parallel to Hydro Road to its east and west. These are intended to be English-style mews, driveable by private vehicles, plows and emergency vehicles, but essentially intimate in scale with townhouse typology front doors facing the mews on either side. The character of these mews is to be largely hardscape, with some setback for vegetated entry zones adjacent to townhouses.

Note:

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VIEW FROM WATERWAY COMMON, LOOKING NORTH ON HYDRO ROAD

3.4 Waterway Commons West

BLOCKS 6 AND 7

GENERAL DESCRIPTION







The Waterway Commons West sub-precinct is bounded on its northern side by Street C (and Aviator Park), on its west by Lakefront Promenade, on its south by Waterway Commons, and on its east by the central portion of Ogden Park. AS with Waterway Commons East, this sub-precinct brackets an important east-west pedestrian connector running from Lakeshore Promenade in the west to the Innovation District in the east.

USES

The majority of uses in this sub-precinct are residential, comprising mid- and high-rise elements. There are some neighbourhood community retail elements at the eastern, Ogden Park frontage of the sub-precinct, at first floor level.

MASSING AND HEIGHT

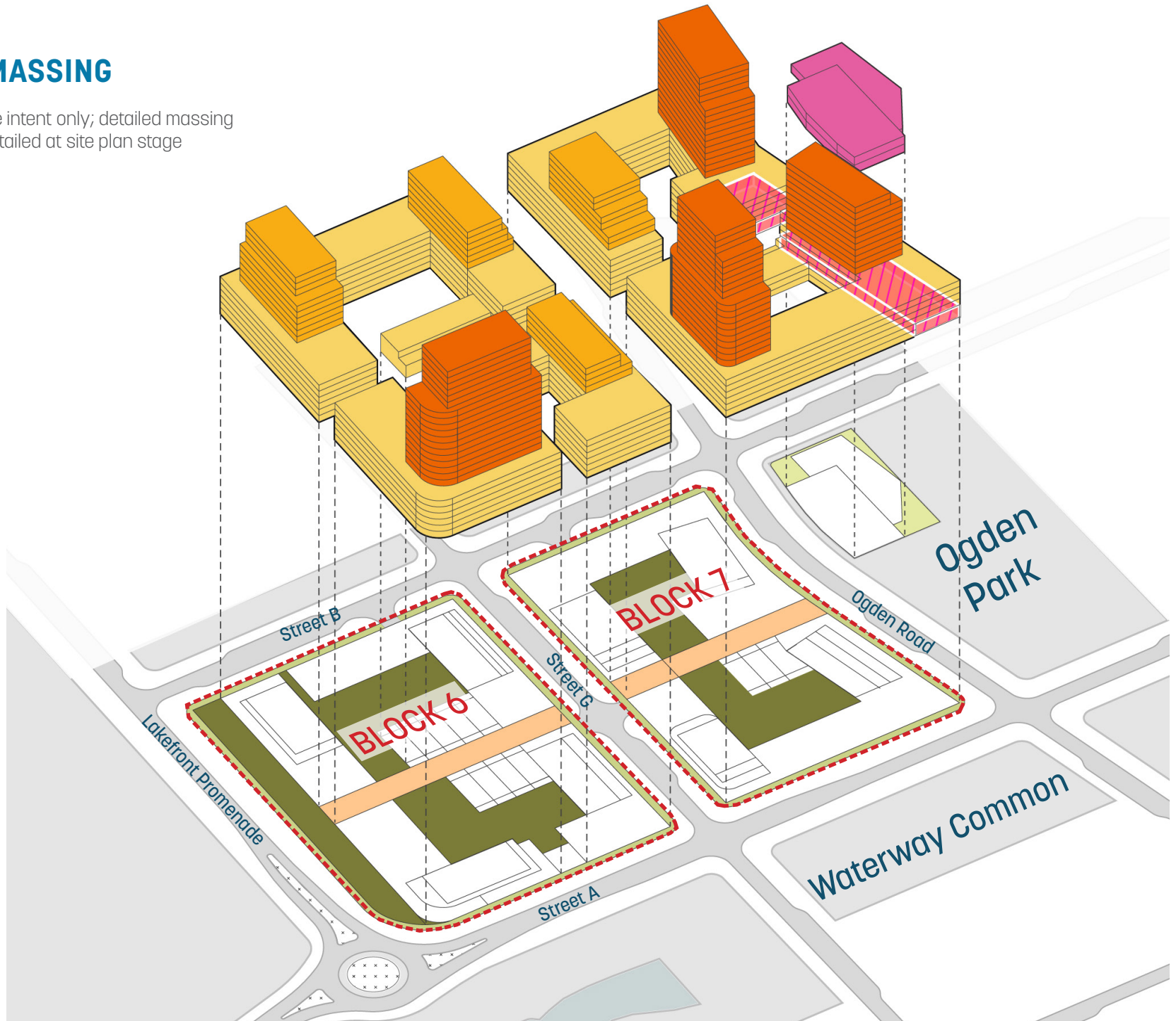
The western edge of this sub-precinct is framed by a 25 story residential tower element constituting the gateway element to Lakeview Village from the west. Other height is arranged from 17 to 21 stories along the western edge of Ogden Park, providing structure to the park. Heights interior to the sub-precinct range from 6 to 25 stories. As with Waterway Commons East, the overall physical structure of this sub-precinct is of mid-rise perimeter block buildings (6 stories with 12-15 story elements set back above) acting as a “base” upon which high-rise elements are situated. The urban design intent is to create European-style streetscapes, with mid-rise street-facing building facades framing the public right-of-way. The ROW is, in turn, to be carefully structured by sidewalks, plantings, travel lanes, etc.

-  Residential: Townhouses
-  Residential: Mid-Rise (Up to 8 storeys)
-  Residential: Mid/High-Rise (9 - 15 storeys)
-  Residential: Taller Elements (Above 15)
-  Retail
-  Civic/Cultural

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PROGRAM + MASSING

Note: diagrams illustrate intent only; detailed massing and materiality to be detailed at site plan stage



BLOCK PLAN



BLOCKS 6 AND 7

All frontages in the Waterway Commons West sub-precinct are residential (see diagram at left), with the exception of frontages along Ogden Street, facing towards Ogden Park, which are neighbourhood retail at first floor level.

Block 6 has a generous setback from Lakefront Promenade. This setback is the landscape counterpart to the existing Douglas Kennedy Park, west of Lakefront Promenade. The east-west pedestrian connection bisecting Blocks 6 & 7 is intended to connect through to Douglas Kennedy Park.

Massings of high-rise elements on Blocks 6 & 7 are staggered in a “checkerboard” pattern so as to provide maximum lateral (east-west) views for high-rise elements. Mid-high-rise elements (12-15 stories) sitting atop the 6 story perimeter block elements are set back from the face of those mid-rise edges.

Note:

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Quantitative standards outlined in this section may vary and serve as a general guide for the development of Lakeview Village.

3.5 Marina District

BLOCKS 10, 11, 12, AND 13

GENERAL DESCRIPTION

The Marina District sub-precinct forms the southwest portion of Lakeview Village, and will be the subject of an international architectural competition. The major frontage of this sub-precinct is onto the lakefront road and the Lakefront Park. All of the precinct's other frontages are highly significant, with the west being a promontory onto the hook of Lakefront Park (facing towards Lakefront Promenade Park across sheltered water), the north fronting onto Waterway Common, and the east fronting onto Ogden Park. These are some of the most important built-form to groundplane relationships within Lakeview Village.

USES

Uses in this sub-precinct are almost exclusively residential. There is also an opportunity for retail fronting towards Lakefront Park, and incorporated into terrace-levels or rooftops of the buildings. The northern edge of Blocks 10 and 12 is intended to have embedded townhouse typologies at first floor level, to provide front-doors and entry zones adjacent to a "tow path" walkway that fronts onto the former discharge channel from the power station and the water feature to be constructed in Waterway Common.






MASSING AND HEIGHT

Low-rise elements are the 4 story frontages to

Lakefront Park on the western and southern edges of Block 11 and the western edge of Block 10. Mid-rise perimeter blocks otherwise form the low-mid-rise built form of the sub-precinct (as is the case with Waterway Commons East & West, and Lakeview Square sub-precincts). Careful terracing of the mid-rise elements of Blocks 10, 11 and 13 is indicated, in order to facilitate an elegant transition from mid-rise to high-rise, and to ensure that the high-rise elements of Blocks 10 & 11 are as far back from Lakefront Park as feasible. Mid-high-rise elements on Blocks 12 & 13 are intended to give form to the western edge of Ogden Park, and to provide a terracing effect of massing away from Lakefront Park. These elements are in the 7-15 story range. High rise elements sitting above the mid-rise datum range from 24 to 40 stories.

PUBLIC REALM

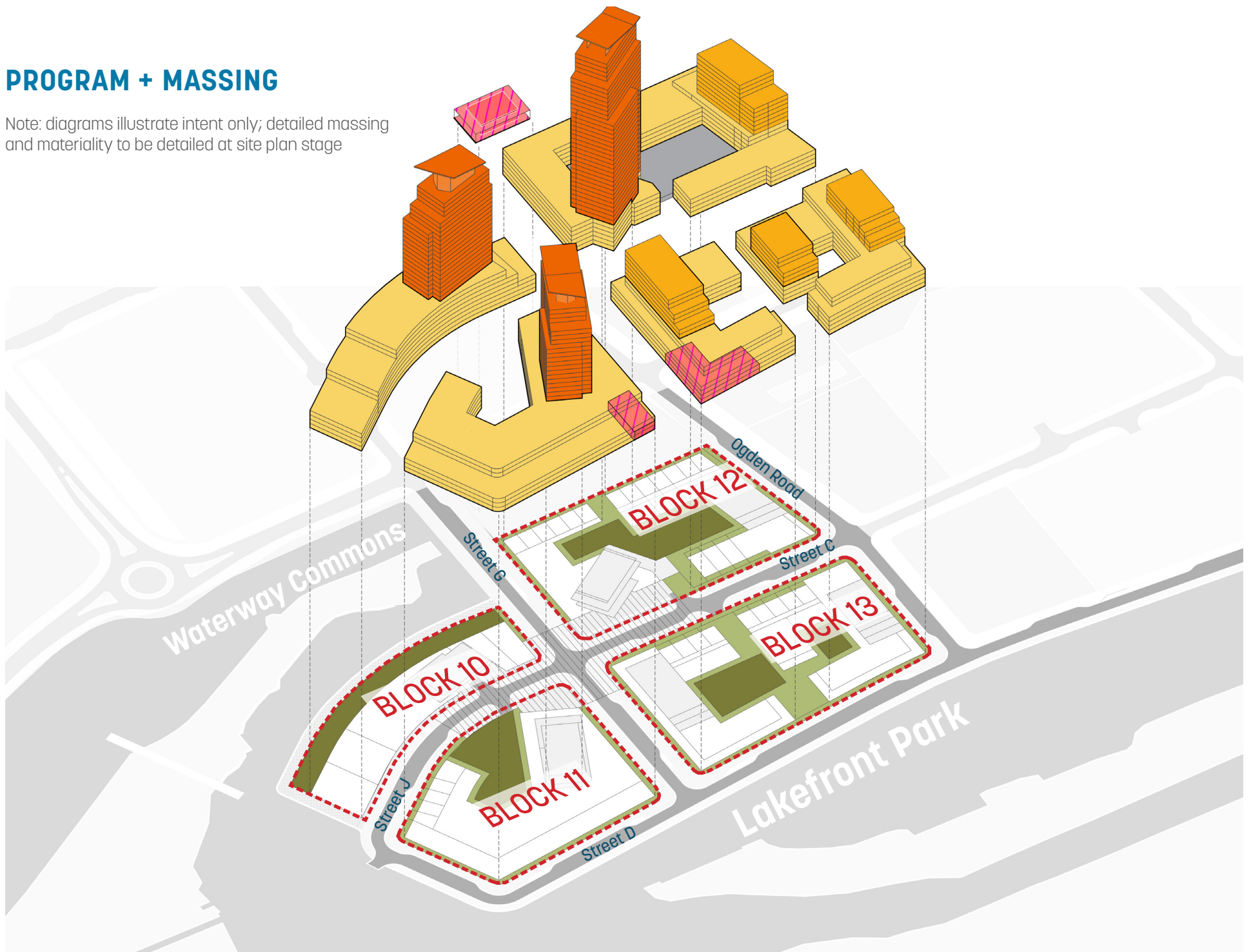
Significantly, the southeast corner of this sub-precinct defines the intersection of Lakefront Park and Ogden Park, which is the most significant open space junction in Lakeview Village. The road intersection embraced by Blocks 10, 11, 12 and 13 is seen as a localized vehicle mews with the purpose of binding together at ground plane level the four blocks and their entries and drop off areas. The "tow path" pedestrian/bicycle route on the southern edge of Waterway Common is a significant element for the northern edges of Blocks 10 and 12.

-  Residential: Townhouses
-  Residential: Mid-Rise (Up to 8 storeys)
-  Residential: Mid/High-Rise (9 - 15 storeys)
-  Residential: Taller Elements (Above 15)
-  Retail

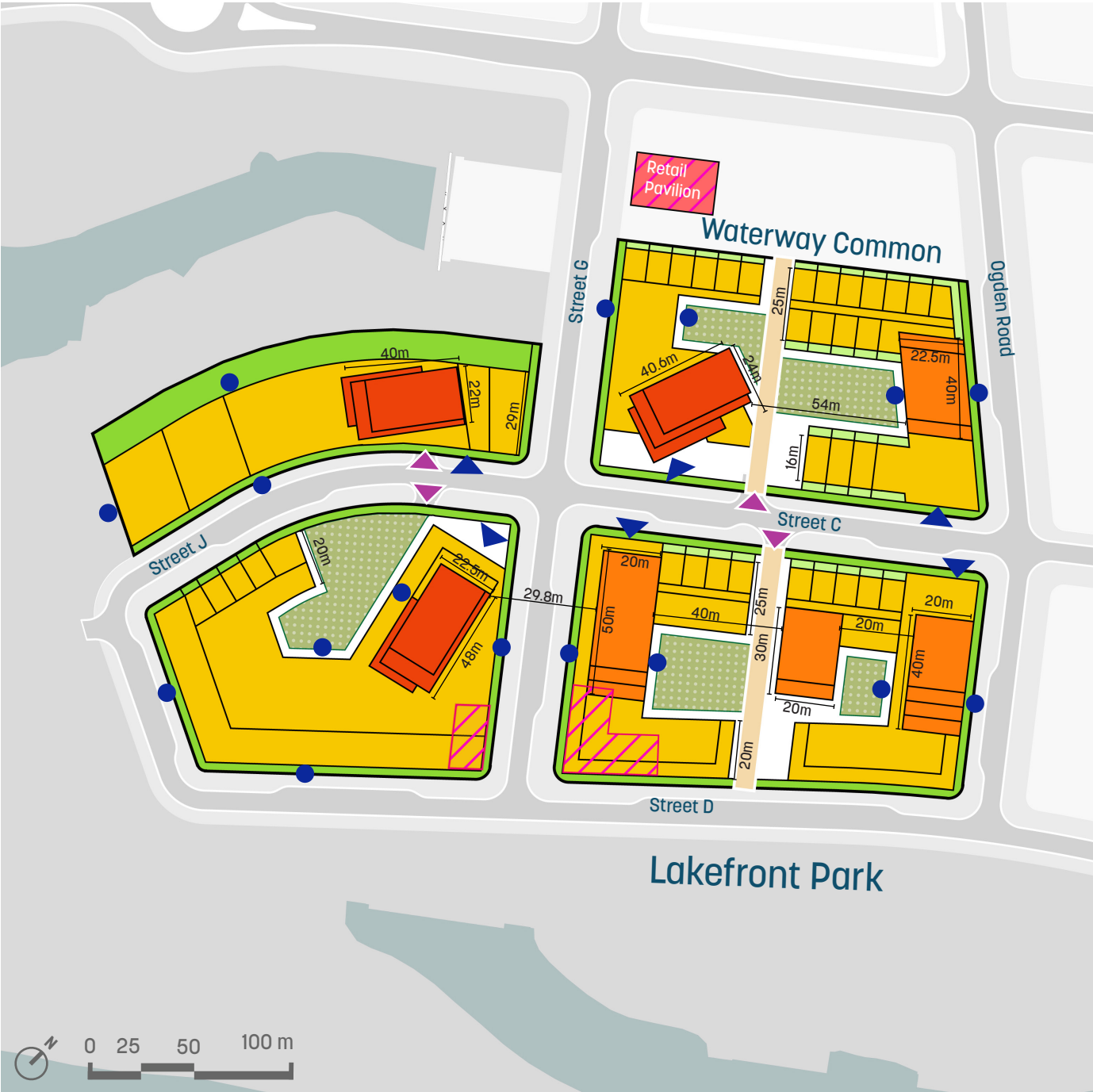
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PROGRAM + MASSING

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BLOCK PLAN



BLOCKS 10, 11, 12, AND 13

All frontages within this sub-precinct are residential, with the exception of corner convenience retail at the southeast corner of Block 11 and the southwest corner of Block 13.

Note:

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Quantitative standards outlined in this section may vary and serve as a general guide for the development of Lakeview Village.



VIEW OF THE WATERFRONT FROM ONE OF THE MARINA BLOCK RESIDENTIAL UNITS

3.6 Lakeview Square

BLOCKS 14, 15, 16, AND 17

GENERAL DESCRIPTION

Lakeview Square is the civic nexus of Lakeview Village, the southern terminus of Hydro Road, and the eastern terminus of Waterway Common. Its frontages are to Ogden Park at its western edge, Waterway Common to the north, the Innovation District to the east, and Lakefront Park to the south. Decisions relating to the placement of program are driven by a desire to support the success of the Square as a civic amenity, and a cultural and retail destination for the region.

USES

The sub-precinct is a mix of residential mid- and high-rise uses with significant retail frontages at first floor (Blocks 14, 15, 16), a hotel site (Block 17), and a major civic building (Block 39). First floor retail is significant to the success of this sub-precinct, both facing into Lakeview Square and fronting Blocks 15 & 17 towards Lakefront Park and views of Lake Ontario.

MASSING AND HEIGHT

As with the low-mid-rise blocks of the Marina District sub-precinct, Blocks 15 and 17 in particular have a carefully-orchestrated frontage to Lakefront park, beginning at 4 stories and terracing up to a mid-rise datum of 6 stories. Above that datum, mid-high-rise elements of

11-12 stories (Blocks 15 and 17) and 12-22 stories (Blocks 14 and 16) provide additional massing and definition to the urban realm.

PUBLIC REALM

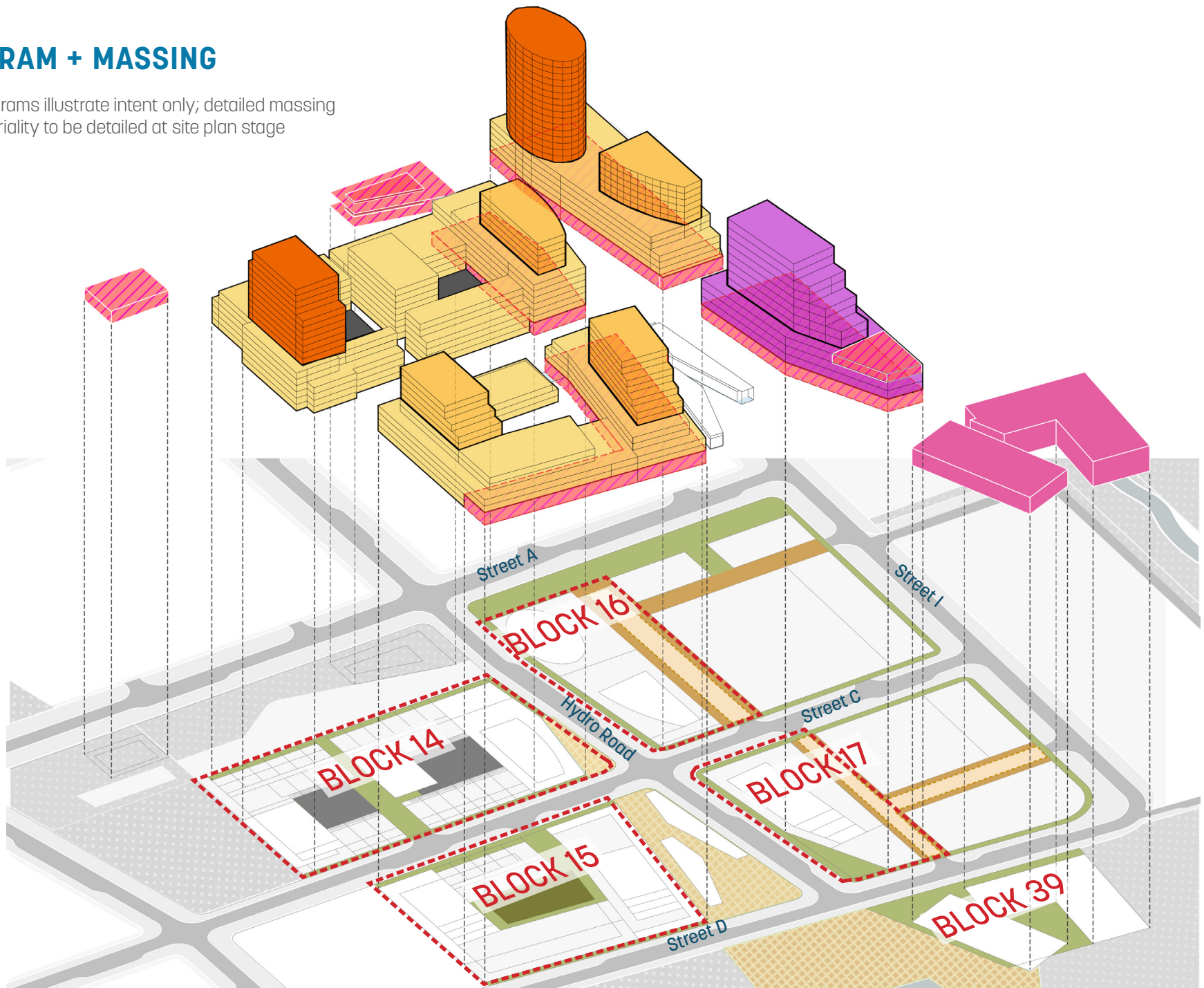
The junction of Lakeview Square and Lakefront Park is of significance to the overall success of Lakeview Village. Of similar importance is the sequence of buildings and open spaces that enable the eastern terminus of Waterway Common to feel a part of the Lakeview Square area, and for pedestrian transitions within this sub-precinct to be natural and seamless. The southwest corner of Block 15 is significant to defining the crucial junction of Ogden Park and Lakefront Park.

-  Residential: Townhouses
-  Residential: Mid-Rise (Up to 8 storeys)
-  Residential: Mid/High-Rise (9 - 15 storeys)
-  Residential: Taller Elements (Above 15)
-  Retail
-  Hotel
-  Cultural/Civic

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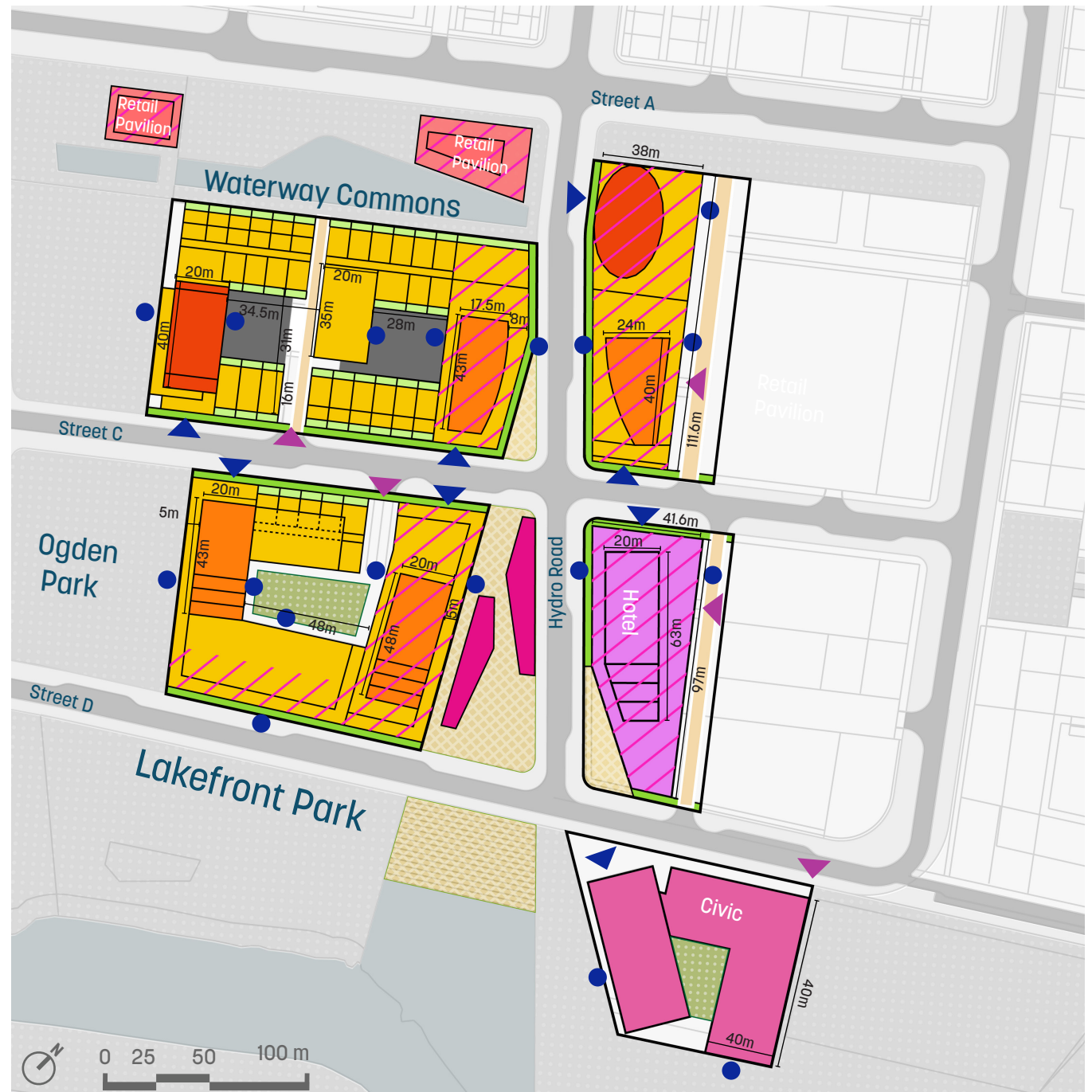
PROGRAM + MASSING

Note: diagrams illustrate intent only; detailed massing and materiality to be detailed at site plan stage



BLOCK PLAN

- Residential Mid-Rise (Up to 8 storeys)
- Residential Mid/High-Rise (9 - 15 storeys)
- Residential: Taller Elements (Above 15)
- Retail
- Hotel
- Civic
- Primary Entrance to Building
- Secondary Entrance to Building
- Entrance to Basement Parking
- Potential Open Space/Courtyard
- 3m Setback
- Townhome Frontyard/Backyard
- Podium parking with green roof on top
- Pedestrian Connection



BLOCKS 14, 15, 16, AND 17

Frontages in the Lakeview Square sub-precinct are diverse. Block 14 has residential frontages on north, west and south sides. Block 15 has residential frontages on north and western sides, and retail frontages at first floor on its eastern and southern sides. Block 16 has retail frontages on its northern, western and southern sides, with service functions fronting its eastern (laneway) edge. Block 17 has hotel and retail frontages on its northern, western and southern edges, with service functions fronting its eastern (laneway) edge.

Note:

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VIEW TOWARDS LAKEVIEW SQUARE AND THE SOCIAL STEPS FROM THE LAKE

3.7 Lakeview Innovation District

BLOCKS 19, 20, 21, 22, AND 24

GENERAL DESCRIPTION

The Innovation District sub-precinct is the main location of planned commercial office functions of Lakeview Village. It forms the eastern edge of the district and serves as an interstice between the residential functions and the waste water treatment plant to the east. The general form of the Innovation District is a linear band in a north-south direction, lining the eastern edge of New Haig Boulevard.

USES

Uses of this sub-precinct are to be office/institutional, with a strong emphasis on innovation (innovative technologies, start-ups, incubation of new companies, etc.). A Sustainability Centre (housing a learning centre and the district energy, vacuum waste, and sewage pumping station functions) will (if implemented) be located within this sub-precinct, as will the relocated municipal maintenance depot. Projected uses of donation conveyed lands parcels within the sub-precinct includes a municipal parking garage supporting the success of Lakeview Square as a regional public destination (Block 20).







MASSING AND HEIGHT

Heights within the sub-precinct range from 6 to

8 stories for commercial uses. The Innovation Hub (Block 19) is projected to be 4 stories. The relocated municipal parks depot and the Sustainability Centre are projected to be 1 to 2 stories, depending on technical requirements for those elements.

PUBLIC REALM

The character of the streetscape of New Haig Boulevard as the main front door to the Innovation District will be the primary binding element for cohesion of the sub-precinct. The eastern edge of the Lakeview site, adjacent to the wastewater treatment plant, is to be a public right-of-way encompassing the re-surfacing of Serson Creek and the establishment on natural elements associated with the creek. The public garage located in Block 20 will have active ground floor liner uses facing the public street. Vehicular access and loading are provided from the rear/sides of buildings, to avoid service locations on New Haig Blvd. At the southern edge of the sub-parcel, the interface with Lakefront Park is crucial, as the public walkway and bicycle path through this area will facilitate connection the the Jim Tovey Lakeview Conservation Area to the east.

	Office
	Office/Institutional
	Civic
	Lakeview Innovation Hub/ Sustainability Centre
	Park Depot
	Active Groundfloor

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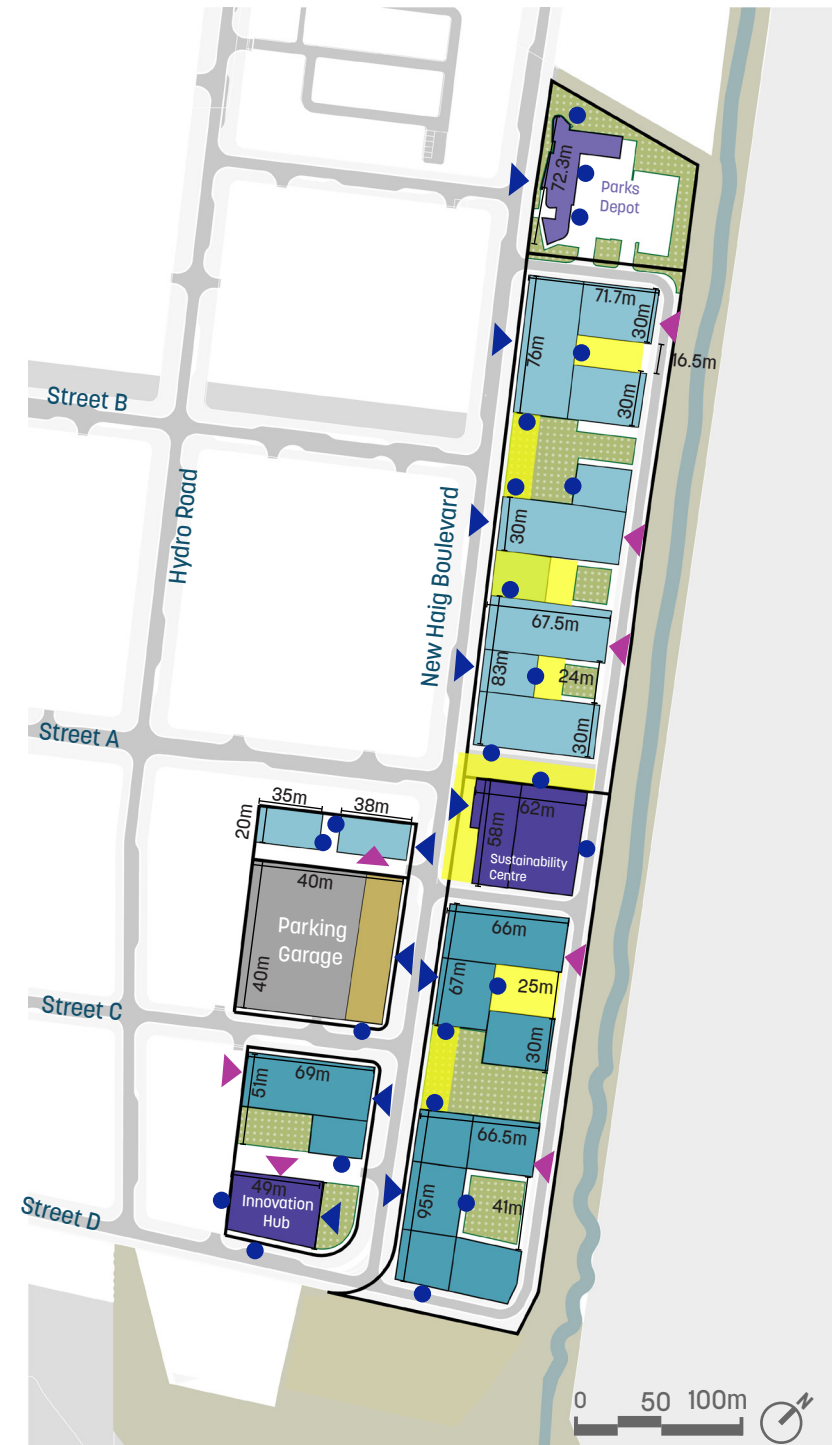
PROGRAM + MASSING

Note: diagrams illustrate intent only; detailed massing and materiality to be detailed at site plan stage



BLOCK PLAN

- Office
- Office/Institutional
- Active Ground Floor
- Civic
- Lakeview Innovation Hub/ Sustainability Centre
- Park Depot
- Primary Entrance to Building
- Secondary Entrance to Building
- Ramp to Basement Parking
- Potential Open Space/Courtyard
- 3m Setback
- Private Driveway
- Parking Garage



BLOCKS 19, 20, 21, 22, AND 24

Frontages within this sub-precinct are primarily commercial, with some additional frontages being municipal and infrastructure-supporting (district energy). The western facades of the commercial uses, facing towards New Haig Boulevard, will form an urban commercial street presence, with setbacks carefully calibrated to maintain a sense of openness and elegance. On the western side of New Haig Boulevard, municipal parking garages will have active first floors to ensure vitality along the public realm at ground level.

Note:

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VIEW OF THE INNOVATION DISTRICT ALONG NEW HAIG BOULEVARD

